

ALL HANDS



FUN!
ZEST!
TRAVEL

FEBRUARY 1972



ALL HANDS

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VICE ADMIRAL D. H. GUINN, USN
The Chief of Naval Personnel

REAR ADMIRAL DOUGLAS C. PLATE, USN
The Deputy Chief of Naval Personnel

REAR ADMIRAL DAVID H. BAGLEY, USN
Assistant Chief for Personal Affairs

CAPTAIN ROBERT HUNT, USN
Dir. Career Information & Publications

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John A. Oudine, **Editor**

Associate Editors

John Coleman, **News**

Ann Hanabury, **Research**

Michael Tuffli, **Art**

E. L. Fast, **Layout**

Gerald Wolff, **Reserve**

• **FRONT COVER:** Silhouette overlay design showing some of the "fun and zest" of a Navy career. Travel, relaxation and adventure add to the satisfaction of a job well done in the Navy tradition. (Cover design by All Hands artist DM2 William P. Thomas, USN.)

• **AT LEFT: SURF'S UP!**—Sun, sea and the long white beaches of Hawaii provide the Navyman with plenty of the fun and zest he wants. A quick stop at Special Services and your off-duty hours can provide an on-the-job vacation.

Traveling the

ALASKA

THERE ARE THREE MAJOR WAYS you can travel to an Alaska assignment: by air, by sea or by way of the world-famous Alaska Highway.

I chose the highway.

And if you possess a thirst for adventure and a willingness to put up with a little inconvenience, get out the transcontinental map of the United States and Canada and take a serious look at that ribbon of ink representing the "Alcan," if the same opportunity comes your way.

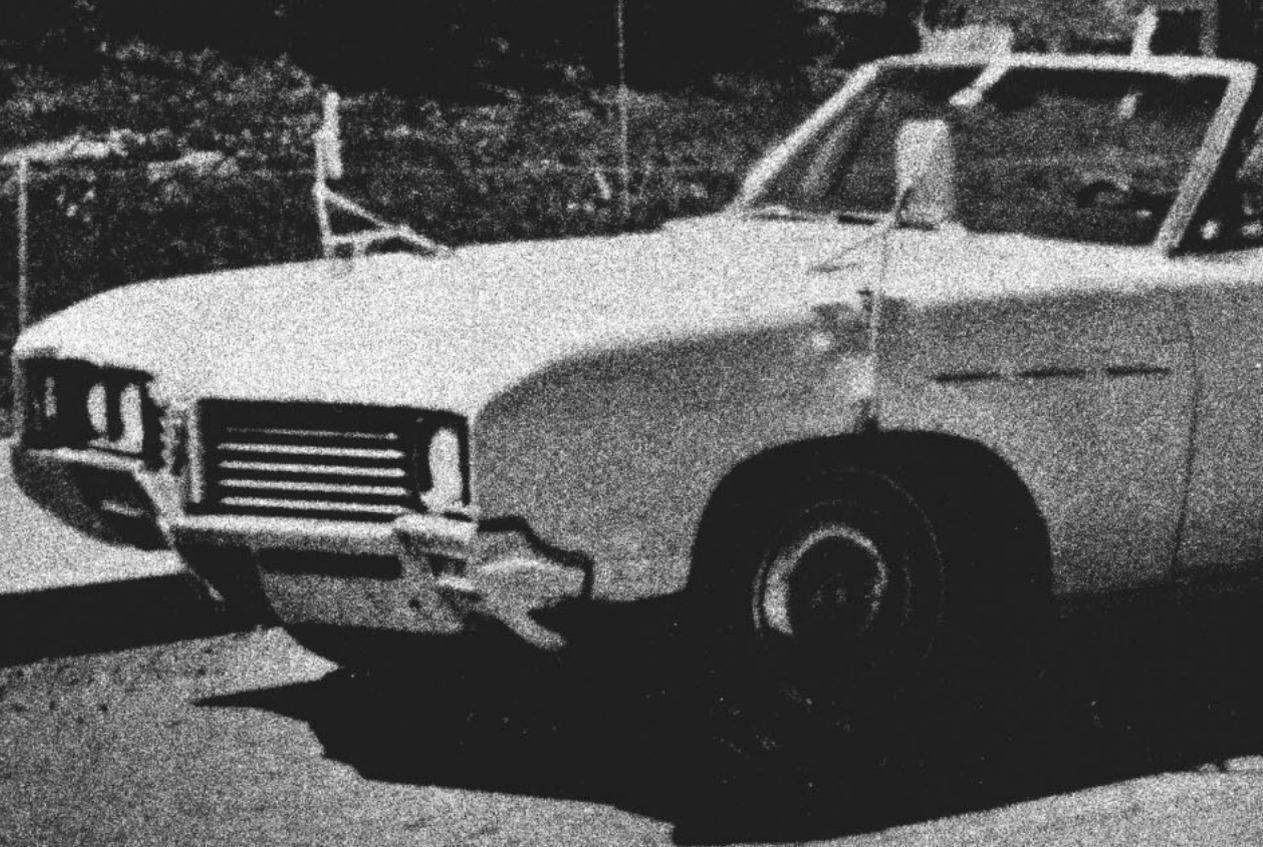
First, if you are contemplating this method, you should note that travel to Alaska by a privately owned vehicle must be authorized by the Chief of Naval Personnel.

On the map the highway measures about 25 inches.

In reality, it is a 1221-mile stretch of grueling gravel that at times can wear on the patience of a chaplain. But the challenge remains and if the love for adventure is in your blood, as it is in most sailors, then traveling the Alaska Highway is sure to enhance a set of orders to America's last frontier.

Just as there are a variety of ways to travel to the 49th state, there are various modes of transportation to consider when traveling up the Alcan.

Some people prefer to pack suitcases in the trunk and atop their car and lodge in facilities along the way, accommodating, but occasionally expensive. Others camp in tents which, of course, is a seasonal consideration. But, for those who prefer the homey touch, a pickup camper on travel trailer fits the bill.



HIGHWAY



TOWED a 17-foot trailer that provided comforts my wife and I seldom shared during the camping days of our earlier naval career. We were pleasantly comfortable, with sufficient room for a strapping teenager and two miniature German Schnauzers. The decision to buy a trailer came only after receiving orders to the Naval Station at Kodiak, but had we known before what pleasure it affords, we would have invested in one years ago—but that's leading to another story.

I feel we were fortunate to make the trip through the wilderness during the summer, although many people travel the highway during the winter months. Snow, icy conditions and the threat of freezeups plague most of them, but our major obstacles were chuckholes, sharp rocks and microfine dust. Occasional rain showers helped to eliminate the dust, and slow, steady driving overcame the others. All in all—except for a single flat tire on the trailer—the trek northwestward was our greatest adventure to date.

I attribute our success to many factors, good weather and acceptable road conditions being among them. But the chief factors were proper preparation and the fact that we recognized and accepted our limitations. Above all, we allowed ourselves sufficient time.

From Washington, D. C., where I had finished a BuPers assignment (at ALL HANDS Magazine), I was authorized 16 days' travel time, plus four days' proceed time atop 30 days' delay in reporting—50 days altogether. And since three members of the family were authorized six cents a mile each, travel pay amounted to something over \$900. However, at that time I was the only one authorized to draw advanced travel pay. My dependents' allowance was issued upon arrival in Kodiak. This proved to be advantageous, however, since I used travel credit cards across both the U. S. and Canada for fuel and minor maintenance. Besides, it was comforting to know that \$600 was waiting at our destination. Money, therefore, was not a major problem.

SPEAKING OF MONEY, as soon as possible after crossing the Canadian border, we changed the amount of "greenbacks" we felt we would spend while in Canada for Canadian currency. It was a good idea since there were a few cents savings and by exchanging in Canada we received the prevailing exchange rate. The remainder of our cash was carried in travelers checks.

To set the mood for the five days we were to spend in the wilds of the northwest territories, we vacationed for two weeks' camping, hiking and fishing near Sun Valley, Idaho, in the Sawtooth Range of the Rocky Mountains. Refreshed and relaxed, we then set out for the Land of the Midnight Sun.

From Idaho, Highway 93 led to the Big Sky Country of Montana and the spectacular scenery of Glacier National Park which we viewed from the Road to the Sun. Restricted to trailers over 19 feet long, it was properly named as it seemed to wind endlessly skyward, like a thin strand of giant spiderweb carefully

draped over the rugged mountain peaks. While the road is steep in spots, our well-tuned convertible had no difficulty in mastering the grades, a true test for the Alcan, we surmised. Nor did any one of the family object, particularly the canine contingent, when the top was lowered to enjoy the crisp, clean mountain air.

We spent the night on the other side of the mountain at a campsite in St. Mary's, Mont. Typical of the commercial sites we occasionally stayed at across country, it featured tapwater, sewer hookup, showers, laundry, and a grocery. In addition, a recreation room offered a tinge of civilization, satisfying to the youngest of our traveling trio.

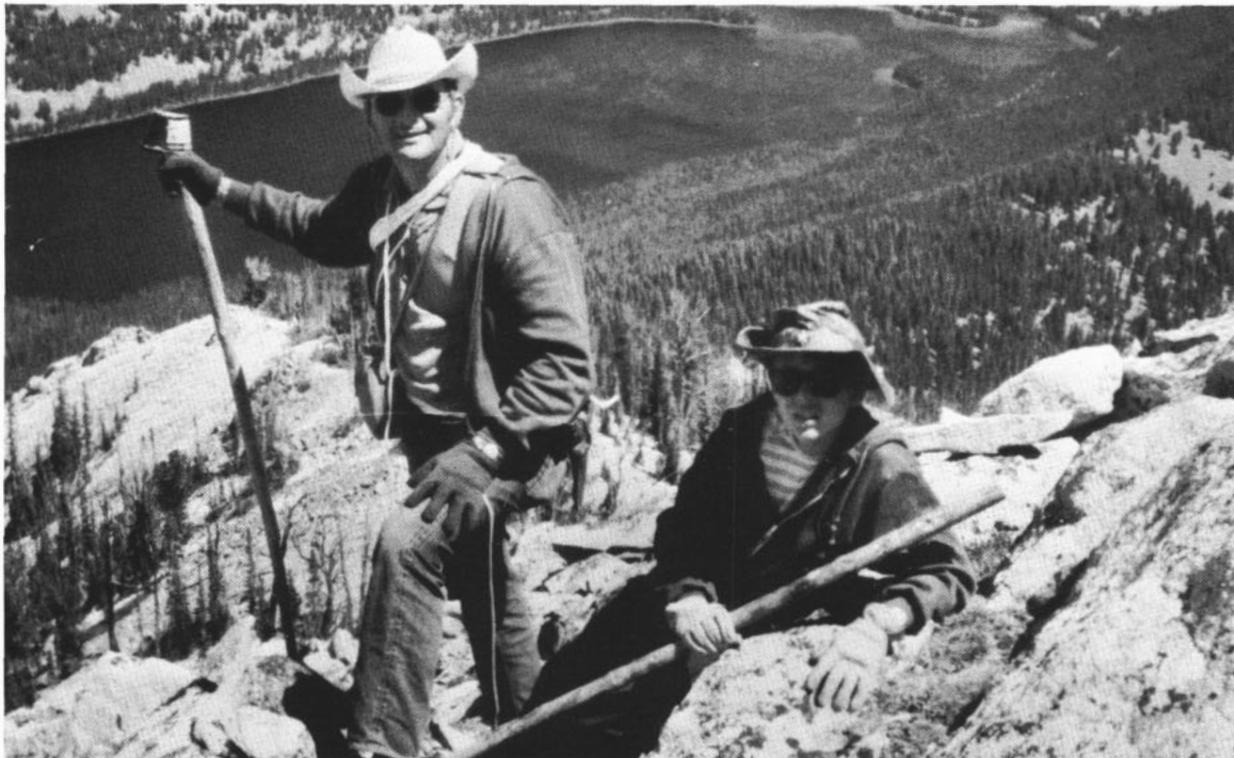
NEXT MORNING we crossed over into Canada (another first for the family) and went through the routine border-crossing inspection. Here, again, is where it pays to have personal affairs in order.

We presented our military and dependent ID cards as well as our birth certificates to the border officials for identification. Vehicle registration cards for both the car and trailer were also inspected. Had I not owned the car, it would have been necessary for me to have had permission of the owner, or co-owner in the case of a lien holder, to take the vehicle out of the country into Canada.

Another important document I carried was an Inter-Provincial Motor Vehicle Liability Insurance Card. While it is not absolutely necessary to carry this card in all Canadian provinces, it is required while traveling through the Yukon Territory as proof of financial responsibility. I obtained it from my insurance agent about two weeks before leaving the Washington, D. C., area. Had I not had one in my possession and was involved in an accident, chances are our vehicle and trailer could have been impounded until verification could be made of my "financial responsibility." That could have meant loss of valuable time and a possible extended delay in reporting.

AS MENTIONED, our convertible had no difficulty handling the 17-foot trailer. However, the Canadian government does have limitations on certain trailer lengths and requires certain types of vehicles to pull them, in the interest of safety. For instance, trailers ranging from 22 to 25 feet can be pulled by any eight-cylinder automobile that is not lighter than the Ford-Chevrolet-Plymouth class. If a trailer of greater length than 35 feet is towed, it must be pulled by at least a one-ton truck. Beyond these limitations, it would be wise to contact the Department of Public Works, P.O. Box 2706, Whitehorse, Y. T., and Dawson Creek, B. C., for guidance.

To save time at the customs stop, we prepared ahead of time a list in triplicate of those items we considered of value which we carried in the trailer. When the customs officials asked if we had anything of value to declare, we simply handed him a copy of the list.



Preparing for the wilderness trek, the entire family climbed 9000-foot McDonald's Peak in the Idaho Rockies.

On this list was a .22-caliber pistol and .22-caliber rifle. The pistol was permitted to enter Canada since we were traveling the Alcan, but it was sealed in a plastic bag and we were cautioned that if the seal were broken or tampered with prior to its being checked at the port of exit near the Alaskan border, the weapon would be confiscated. The rifle was not sealed except when being transported through the Canadian national parks. The sealing of revolvers, pistols and automatic-type weapons is a serious business with the Canadians and those persons who disregard the rule are in violation of the Customs Tariff Act and the Criminal Code of Canada.

Hunters need not be dismayed. Hunting in Canada for the nonresident is possible while en route to Alaska, but be sure to contact the Game Department of the province or territory expected to be visited and obtain all the necessary information with regard to carrying firearms. It is recommended this be done well in advance of the intended trip as permits will have to be presented at the border.

FISHING TACKLE, on the other hand, may be taken into Canada without special permits, but a description of the equipment may be required by customs. Here, again, to be certain of current regulations, contact the Game Department of the province or territory to be fished. We found that a nonresident fishing license in British Columbia was \$10, while it was only \$2 in the Yukon. Most sporting goods stores, camp operators and lodges issue licenses as do local game wardens.

My camping outfit is equipped with an AM radio

and portable cassette tape player. However, many cars and camping rigs are fitted out with two-way radios. If yours is one of them, then special permission must be obtained from the Canadian government before it may be used in Canada. To receive permission, contact the Regional Superintendent, Radio Regulations, Department of Transport, nearest the port of entry, using the following addresses:

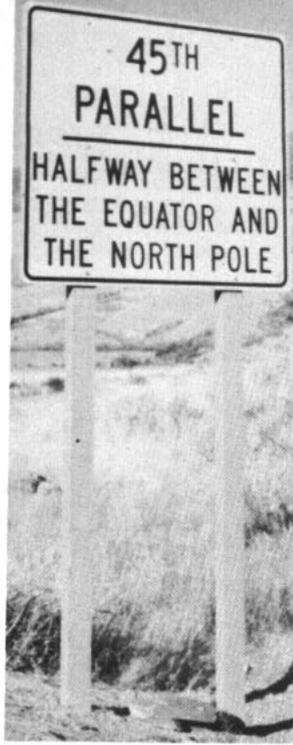
- 739 W. Hastings T., Vancouver 1, B. C.
- Federal Bldg., 9820-107th St., Edmonton, Alta.
- Winnipeg General Post Office Building, 266 Graham Ave., Winnipeg 1, Man.
- Post Office Box 7, Toronto-Dominion Centre, King St. West, Toronto 1, Ont.
- Regional Administration Building, Dorval, Que.
- Federal Building, P. O. Box 42, 1081 Main St., Moncton, N. B.

AUTHORIZATION must be received before reaching the port of entry, since it must be presented at the border. Otherwise the radio equipment will be sealed to make it inoperative while transiting Canada.

Dog owners must also meet certain requirements in order to bring their pets across the Canadian border. Rabies certificates indicating that the animal has been vaccinated within the past 12 months and has been given a complete health examination within the past three months must be presented to border officials. Such certificates should also include a reasonably complete description of the dog.

If any doubt exists about the need for a special permit for items not discussed here that will be taken up the Alaska Highway, contact the Canadian Gov-

WASH D.C.



ernment Travel Bureau, Ottawa, Ont.; the British Columbia Government Department of Travel Industry, Parliament Building, Victoria, B. C.; or the Yukon Department of Travel and Information, Box 2703, Whitehorse, Y. T.

ANOTHER GOOD SOURCE for Alaska Highway information is an automobile club. But, in order to obtain material from such clubs, membership is usually required, and quite often service from such clubs is not available in Alaska, particularly in remote areas. So, this would bear some investigating beforehand.

There is a book published annually called *The Milepost* which any good bookstore should carry. It provides perhaps the most comprehensive, up-to-date information available on the Alaska Highway, and makes for interesting reading even if you aren't planning to make the trip.

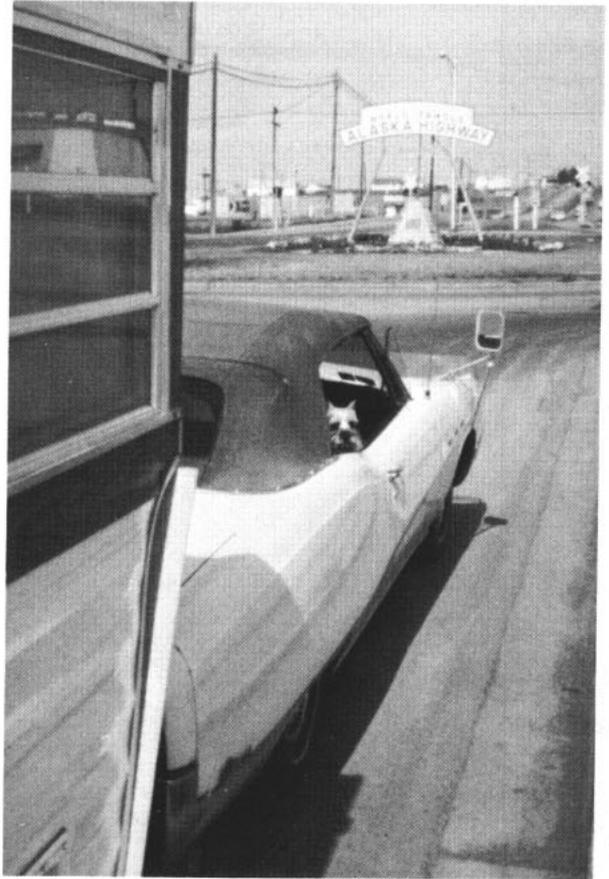
Regardless of where you go to get your information, you will run across a number of helpful ideas and hints. Heed them well, because most are based on experience.

Preparing your vehicle for travel up the Alcan should be at the top of the checkoff list. Here are some suggestions.

First, get a thorough tune-up and new heavy-duty battery if the one you have is nearing the end of its warranty. Also, replace fan belts and ensure that water hoses are firm. Flush the radiator and fill with anti-

freeze sufficient to prevent freezeups to -60° F. It also serves as a good coolant to prevent overheated engines. This is particularly important if towing a trailer or carrying a heavy camper load. As added insurance against boiling away transmission fluid, I installed a transmission cooler which worked superbly.

Tires? Short of advertising, I purchased a set of steel-belted radials. Not one failed me. The flat I did



have on the eight-ply trailer tire was caused by a rock slicing into the outside casing. Otherwise, the tread was like new.

THE BIGGEST DANGER to tires is speed. It chews up rubber the way fish eat worms. Yet, some travelers of the Alcan become bored quickly with the safe 30- to 40-mph pace (sometimes less) and hasten their speed only to end up changing one, even two sets of tires, radials included. The cost is hardly worth the gamble, not to mention the inconvenience and time lost changing wheels. A slow, steady pace is easier on the car, the equipment in general, and your family's nerves.

If towing a trailer is to be considered, start out on the right foot. Get a good one. It doesn't have to be the expensive aluminum shell type, necessarily, but it should be of durable design and construction. Also, get a solid stabilizing hitch. Above all, and I mean this

sincerely from a safety point of view, invest the \$50 or so it takes to install a "sway control bar." My trip nearly ended on a slick West Virginia downgrade for the lack of such a bar. After almost tipping over, I willingly reached into the pocket for the price to avoid becoming a statistic. Consequently, I relaxed the remainder of the trip, almost unaware at times that 3000 pounds of steel, salt and pepper were trailing behind. Don't risk discovering the difference in control for yourself. Play it safe ahead of time.

Sometime before reaching Dawson Creek, B. C., and milepost 0, there are a few last-minute details to attend to which will prove of value against the ruggedness of the gravel highway.

A quarter-inch sheet of plywood attached to the front of your trailer or camper front will prevent rocks from flying up and beating the rig paintless or paneless, or both. And since the gas tanks are usually located on the trailer tongue, they too should be covered by either a commercial fiber glass shell or a shell made from plywood or some other strong, deflective material. I took an added precaution with the gas lines exposed underneath the frame of the trailer by splitting a garden hose and slipping it over the copper tubing. I then used industrial cloth-type tape to secure the hose in place. This, I'm certain, saved the lines

from being damaged as the rubber hose was badly scarred later.

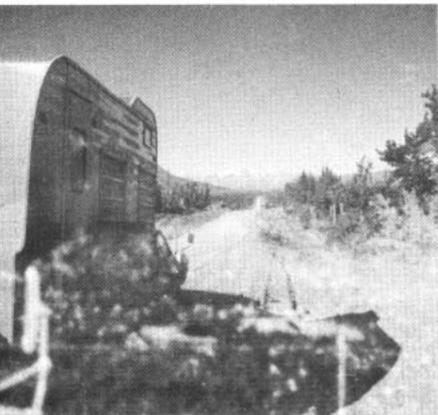
To safeguard the car's fuel supply, I attached a shield of "hardware cloth" (stiff, mesh wire) under the gas tank. Strong wire wrapped around the frame held it in place snugly.

I WAS FOREWARNED about the dust problem on the Alcan, so I purchased some clear, waterproof sealant in a tube, and on the inside base of the trailer sealed all joints along the walls and tire wells. As a result, less than a thimbleful of dust had accumulated by trail's end. Nevertheless, we still stored our clothes in plastic dry-cleaning bags, a practice highly recommended.

And here is another use for plastic. Place all glass bottles or crushable items in plastic bags. Then, if the mayonnaise jar breaks it won't end up on top of the bacon. And imagine a split sack of sugar bounced by a rock-laden road. Be sure to stock up with plastic bags.

It is almost impossible to travel 1221 miles of gravel road without getting at least one rock chip in the windshield. One etched its mark into ours at milepost 152. I can attribute the chip to an oncoming motorist traveling at excessive speed, wearing his tires bald.

In an attempt to avoid shattered windshields, some travelers use a wire shield set away from the glass about two inches, with a small hole large enough to peek through down the road. Not only does this restrict vision somewhat, but one, well-placed rock . . .



Facing page: (1) 45th parallel marker; (2) Randi & Rudi, canine companions; (3) Registering guns at customs; (4) Beginning of the Alaska Highway. Above: Gravel road for the next 1221 miles. Right: Picking wild raspberries along the highway for a summer breakfast.

MOST MOTORISTS invest in large bug screens that extend fully across the front of the car and above the front of the hood about three inches. These manage to deflect most rocks effectively as well as serve their primary purpose.

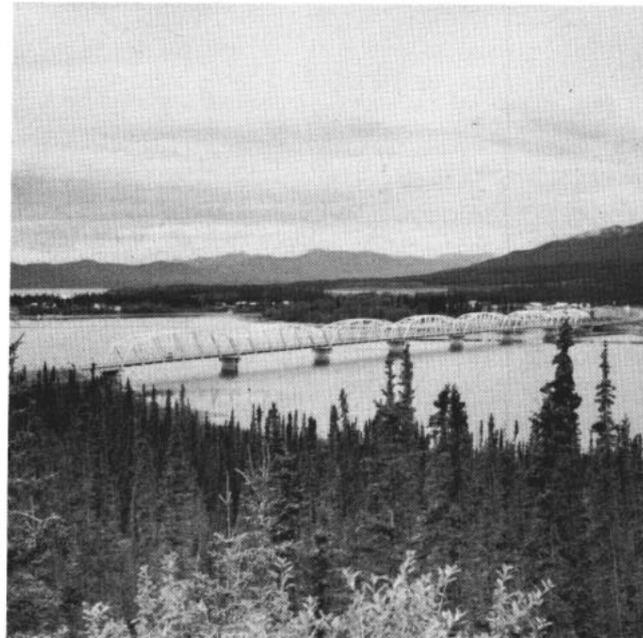
In addition, headlight shields of clear plastic bubbles are available and recommended to save replacing lamps every few miles. Don't use cardboard or wooden covering as there is often a need to drive with headlights on, especially where dust or fog is heavy.



with snow tires and chains. There are several grades on which you must use chains, not solely out of necessity, but because the law requires it for safety's sake.

One advantage. There is no dust. Furthermore, there are those individuals who believe it more comfortable since the frozen highway becomes as smooth as asphalt.

One auto club advises the winter traveler to take plenty of warm clothing, a down-filled sleeping bag, a small amount of canned food (up to two days' rations may be taken into Canada duty-free, per person), fire-starting materials, camp stove or tent heater, extra antifreeze, a tow rope, shovel, a fuel additive



Now we come to the subject of service on the road.

There is no need to carry extra gas cans if you plan your stops carefully. Allow your gas gauge to drop down no less than halfway and you'll always have plenty of go power. Unlike the Alcan travelers of 20 years ago when service areas were sometimes as much as 200 miles apart, we were never more than 25 miles from gas or assistance.

To be on the safe side, it is always a good idea to check ahead to make certain establishments are open, especially between November and April—the off-season. During the summer season this usually presents no problem since many gas stations and lodges are open around the clock, but winter season offers less accommodations.

If your trip up the Alaska Highway must be completed in the winter, by all means prepare your vehicle for extreme cold weather.

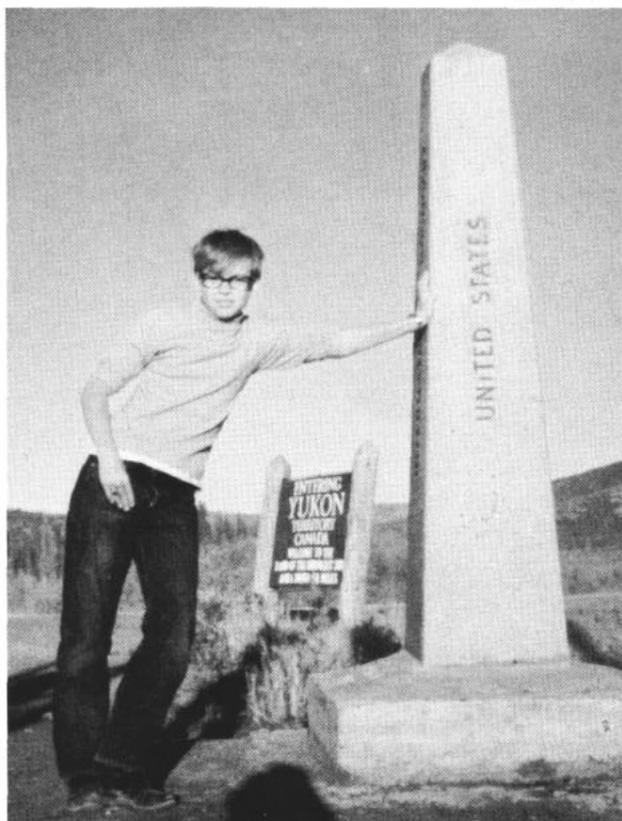
OCTOBER NIGHTS customarily bring heavy frost, and by the end of November snow can be expected. This, of course, requires that vehicles be fitted out

to prevent formation of frost and ice in the fuel system, and covers for the grill. Headbolt engine heaters and defroster systems are also recommended. And here's an idea to keep in mind. If you fill your gas tank at night, you will help prevent condensation in the tank which can freeze up fuel lines and pumps.

The best driving conditions are usually found during December, January and February, while October, November and March are least desirable of the winter months.

Even in August the temperature along the Yukon was cool to us after having spent four summers in sunny Virginia. In fact, we broke out the sweatshirts not long after entering Canada.

Nevertheless we enjoyed the cool, dry weather. But most of all we enjoyed what we saw. Sightseeing along the way offers some of the most beautiful country in the North American continent. We passed through the Blood Indian Reservation, visited Fort Macleod of frontier fame, and traveled through Jasper and Banff National Parks before reaching Milepost 0.



Bay, Burwash Flats and Pickhandle Lake. Snag Junction Campground at milepost 1188 is 17 miles from the point where in 1946 the temperature dropped to -81°F .

OUR FINAL CONTACT with the Canadian customs officials was at Beaver Creek, Y. T., where the seal to my pistol was checked and found to be still intact. Nineteen miles later we could see in the distance a ribbon of asphalt leading over the hill. The Alaska border. A break in the gravel to be sure.

The remainder of our trip, 650 miles from the border to Homer on the Kenai Peninsula where we caught the ferry to Kodiak, was beautifully paved and the scenery was every bit as spectacular as it was along the Alcan. Perhaps more.

It is difficult to put in words exactly how one feels about completing such an adventure as this, especially in describing that stretch of gravel from mile 0 to mile 1221. But I believe it has been somewhat appropriately phrased on a pine slab that now hangs over the entrance to my travel trailer which reflects one individual's thoughts. It reads:

*"Winding in and winding out,
Leaves my mind with serious doubt,
As to whether the lout who built this route,
Was going to Hell or coming out."*

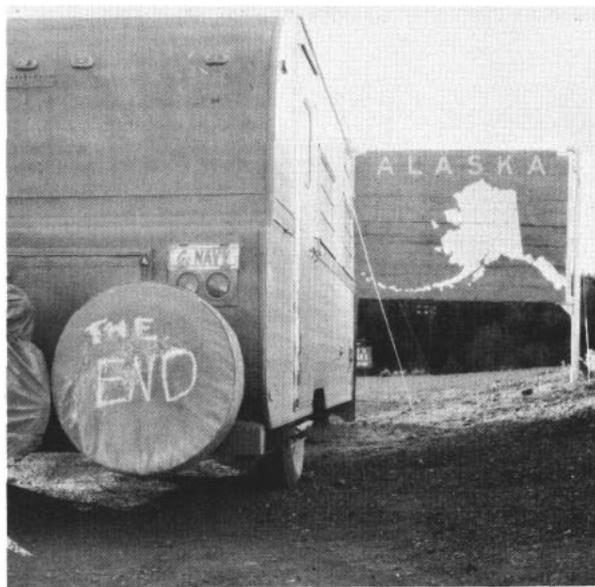
—JOC Marc Whetstone, USN



ALONG THE ALASKA HIGHWAY we stopped and picked wild raspberries for breakfast and scanned the hundreds of milepost signs and name signs tacked on poles at the famous Watson Lake Signpost site. Interesting history, those signs. Seems in 1942 a homesick GI working on the construction of the Alaska Highway erected a sign there stating the mileage to his home town. Others followed and tourists still add to the collection.

Onward to the famous capital of the Yukon Territory, Whitehorse, where thousands of prospectors passed through on their way to the Klondike gold rush. It was here Robert W. Service selected as the setting for his legendary poem, "The Cremation of Sam McGee." In fact, Sam's cabin, built in 1899, can be seen on the grounds of the W. D. Macbride Centennial Museum.

Continuing northward, we passed such picturesque campgrounds as Pine Creek, Kluane Lake, Goose



Facing page: (1) On the trail of the Klondike goldrushers, (2) Watson Lake Signpost Site, signs pointing to hometowns are continually added to by tourists, (3) Vast stretches of straight road are common, (4) Spanning the Yukon River in the Canadian wilderness. Above: United States border marker, (2) Gas at a premium for 79.9 cents a gallon, (3) Reaching the Alaskan border, 640 miles remain of the journey.



Left: New York Playboy Club Bunnies Warren Smith, Tiki Owens, and Liz James enhance the guided missile frigate USS Wainwright's ceremonial quarterdeck. Right, top to bottom: Miss James proves to ENFN Jim Dimas that phone-talking can be fun; Miss Owens beams as the three girls receive a Wainwright ship's plaque which they now have on display at their New York hutch; Miss Smith tries out the Charleston-based ship's fare in the appreciative company of FTCM3 Richard Prockish aboard the guided missile frigate USS Leahy.



WELCOME ABOARD

and then some

WHEN A NAVY SHIP makes a port visit, it's not too unusual for the ship to be visited by various dignitaries from the city and, during an open house, by hundreds or thousands of visitors.

But when the guided missile frigates *uss Leahy* (DLG 16) and *uss Wainwright* (DLG 28) made a four-day, R&R stopover in New York City, their visit was anything but ordinary. Three New York City Playboy Bunnies—Warren Smith, Tiki Owens and Liz James—not only spent several hours touring each ship, but also extended special guest memberships to the New York City Playboy Club to each of the ships' crews.

Those who were aboard *Leahy* for one evening meal took away some splendid and lasting memories of the bunnies serving dinner in the general mess. No one seems to remember the menu that night, although *Leahy* crewmen possibly established a new record for wolfing down their food so they could go through the chow line the second time.

The New York port visit was a break in the action for *Leahy* and *Wainwright*, which, in conjunction with the destroyer *uss Forrest Sherman* (DD 931), had been involved in the summer training program for Naval Academy midshipmen.



GOODWILL

and

adventure

IT WAS A CRUISE that sounded too good to be true. But for the officers and men of *uss Patterson* (DE 1061), their deployment to an exciting number of northern European ports was the trip of a lifetime.

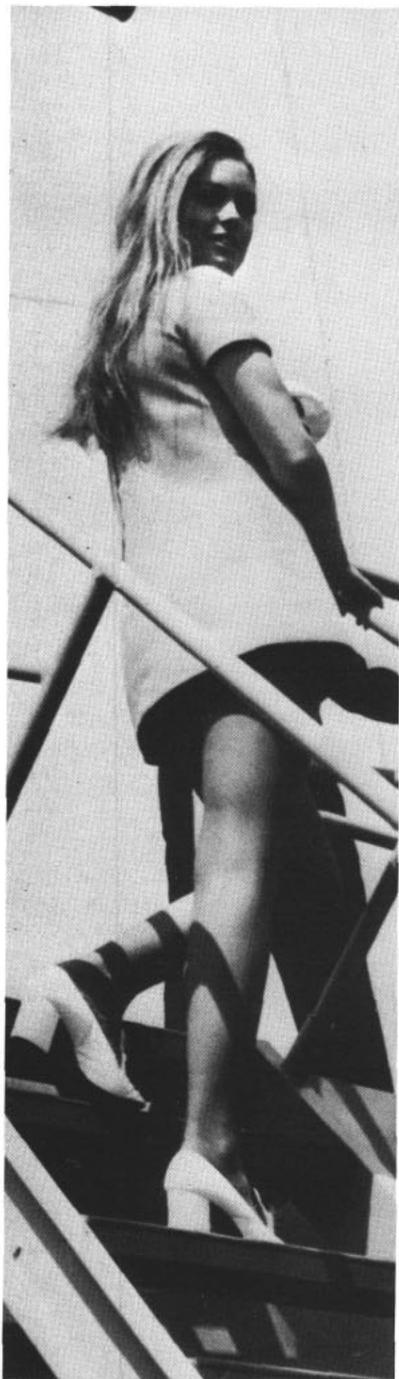
Every ship in the Atlantic Fleet's Cruiser-Destroyer Force acts as a goodwill ambassador each time she visits a foreign port. But *Patterson's* recent North Atlantic shakedown cruise featured goodwill visiting as a major part of her mission. In a busy six-week tour, the Newport-based ocean escort visited seven foreign ports and welcomed aboard 16,000 guests.

In return, the people of the host cities showered their own welcomes on the American crew. Parties of all kinds, both formal and impromptu, surrounded celebrations in Kiel, West Germany. And in Liverpool, England, Tricia O'Donnell—Miss Liverpool of 1970—welcomed the American sailors to her city and began a week of festivities that exceeded even those in Kiel.

THE FIRST PORT stop was in St. John's, where the crew welcomed Canadian guests to the ship and responded to a friendly challenge by fielding a volleyball squad against a local team. Only after being soundly defeated were the Americans told that the team they played against included two past Canadian national champions!

At Bergen, Norway—first port after crossing the Atlantic—the ship was greeted by enthusiastic throngs of people. Bergen like Sandefjord—another Norwegian seaport visited several weeks later—is a quiet and pleasant place that afforded *Patterson*men the chance to get in some relaxing sightseeing as well as providing an opportunity to open the ship for visiting again. Busier cities and more extensive tours of historic sights and museums were found during visits to Oslo and Copenhagen, Denmark, where the combination of beautiful weather and the cities' famed discotheque atmosphere enchanted the American crew.

Next was Kiel, West Germany, where the ship's visit coincided with the celebrations of "Kiele Woch," or Kiel Week—an annual celebration which welcomes ships from the Atlantic to the home base of the Fed-





Left: Sailing races at Kiel, Germany. Above: Patterson, far right, docked at Kiel. Below and facing page: Miss Liverpool touring USS Patterson.



eral German Navy. Combining the explosive atmosphere of a mardi gras and an American's Cup Race, Kiel Week produced an exciting time of social and sports events that were both international and nautical in flavor.

A FRIENDLY rivalry between the sailors of *Patterson* and those from eight other nations represented at Kiel Week sparked the many athletic events. American sharpshooters placed second in pistol and third in rifle competition. An enthusiastic *Patterson* basketball team not only beat all comers, but also, on a single day, played three consecutive games. The West Germans brought their best—from the University of Hamburg—to Kiel a few days later and they, too, were downed by the American sailors.

But the main sporting events during Kiel Week are the cutter races. These twin-masted sailboats are extremely challenging and difficult craft to handle. *Patterson's* novice crew was outclassed in the competition which featured olympic teams from many of the European countries represented.

If the team standing were determined by popularity and not performance, then the American crew would surely be the next international champions. Its determination and spirit were so great that the American cutter quickly became the favorite underdog. When, in the last race of the day, the *Patterson* sailors came in ahead of the French crew for a next-to-last finish, the team received a standing ovation and greater applause than the first and second place teams combined.

ACTIVITIES during the week were varied. The day after arrival, *Patterson* crewmembers and their CO, CDR John W. Walden, placed a wreath on the German Naval War Memorial. Tours were taken through the picturesque Shleswig-Holstein countryside, through German breweries and shipyards, and to the

walled city of Berlin. Also during the week, German military and civilian dignitaries visited the ship as did more than 6000 other Kiel residents. Each evening parties and dances were held for the ship's officers and crew on board other ships present in the area and at various locations throughout the city.

Friendly and good-natured gestures such as these marked the entire week in Kiel. The carnival-like spirit, the friendliness of the people, the comradeship among sailors of different nations and the whirlwind pace of the many social and athletic events combined to make *Patterson's* visit to the 90th celebration of Kiele Woch an unforgettable occasion.

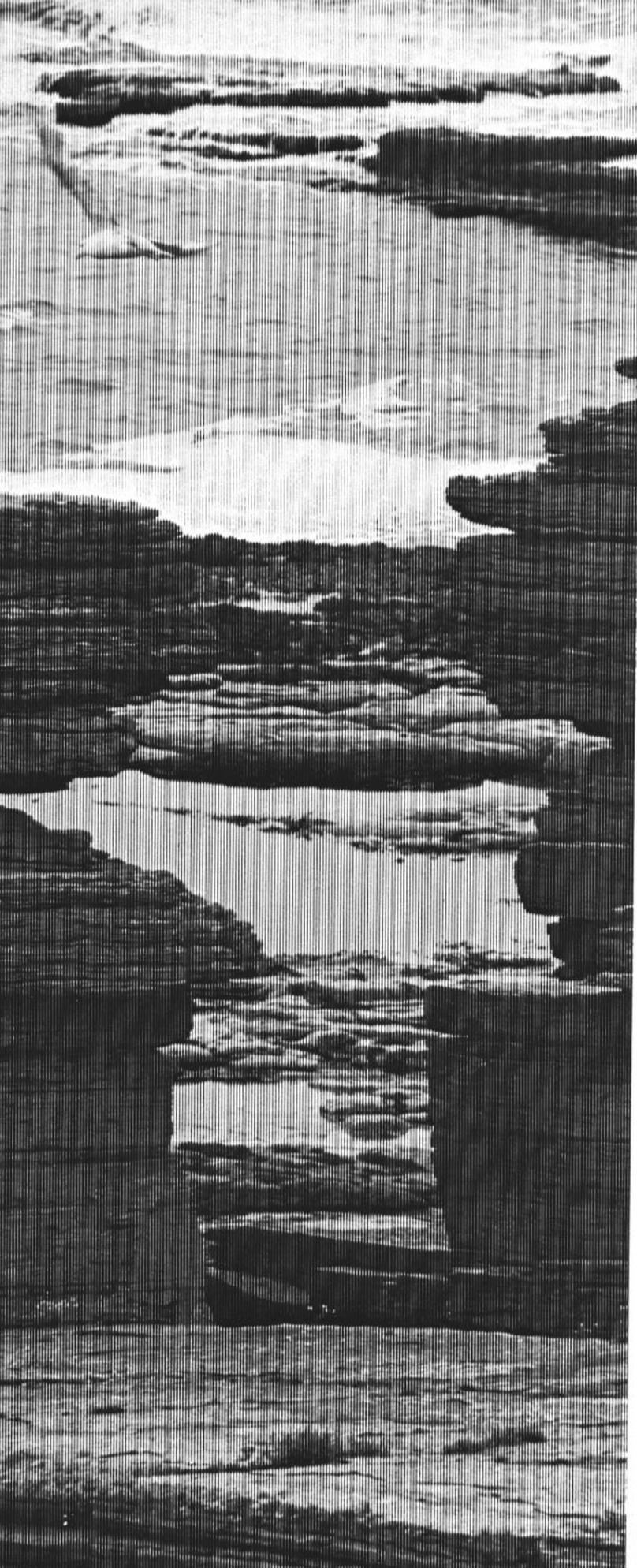
But Kiel was not the only city to receive the American ship with such enthusiasm. In Liverpool, *Patterson* represented the United States at the famous Liverpool Fair. This year the theme of the fair was "America," so the ship was particularly well received. She participated in opening and closing ceremonies of the festivities and in five days of open house, hosted more than 7000 visitors.

Upon their arrival, after having been greeted by Miss Liverpool, who visited the ship for a luncheon and tour, crewmembers of *Patterson* found all Liverpool just as eager to welcome them. Countless parties and receptions were organized by private citizens and many families called the ship inviting members of the crew to dinner. One enthusiastic British pub owner even closed his tavern in mid-evening and threw a "Welcome Americans" party.

PATTERSON was the only guest ship in Liverpool at the time of her visit and quickly became the central feature of the fair. Ship's buttons and balloons appeared all over the city and ship's officers and men found themselves receiving VIP treatment everywhere they went. CDR Walden was invited to participate as a judge in the 1971 Miss Liverpool competition. His American eye helped decide which young lady would follow the lovely Miss O'Donnell as the city's next reigning beauty queen.

When *Patterson* left Liverpool to return to Newport, she left behind a great number of newly formed friendships. The contacts with the people of that city, like those made in Kiel and in other ports, successfully demonstrated a well-planned goodwill tour. Not only did *Patterson's* crew have an opportunity to see a beautiful and fascinating part of the world, but the impressions that they created in the minds of their European friends are ones that will last long after the ship's return home.

—Story by LTJG Toby Well, USN



SCOTLAND



DUTY IN THURSO

At left: One of the most interesting facets of life at the U.S. Naval Radio Station, Thurso, Scotland, is the existence of an ancient Scottish broch (fortification) within the station's boundaries. The slate cliffs on which the broch stands are being undermined by the constant pounding of the North Sea, and the broch will be doomed before many years. The sort of erosion that is occurring can be seen in PH1 Bob Wood's photograph on this page. Excavation is being completed with all possible speed before the site is lost to the sea.

THE MENTION OF SCOTLAND

brings to mind images of men wearing kilts, the sound of bagpipes, the colorful uniforms of the guard at Edinburgh Castle, the beautiful Scottish countryside or large cities like Glasgow and Edinburgh. To others, Scotland is the birthplace of their ancestors, the land of Robert Burns, or the home of Scotch whisky.

And, this fascinatingly beautiful country is "home" for a small group of Navymen serving at the Naval Radio Station at Thurso.

The station, located just a few miles from Thurso—which is 319 miles from Edinburgh and Scotland's northernmost town—sits on a hill and overlooks the lush, green rolling hills of the surrounding countryside. There are few trees in this area of Scotland; consequently, the land is used for pastures for sheep and cattle.

The 92-man Thurso station, which opened on 3 Jan 1964, is a small part of a massive communications complex, the Defense Communications System. The system links Navy, Air Force, and Army communications facilities together with the NATO communications system. Additionally, Thurso provides a wide range of services to U. S. ships operating in the North Atlantic and North Sea areas, as well as to British and other NATO ships.

Duty at Thurso

UPON ARRIVING at Thurso, each married man is allowed up to 60 days' temporary living allowance. The area offers many hotels and guesthouses, with bed-and-breakfast facilities, while the larger hotels offer the full range of accommodations, and an abundance of hospitality common to Scotland.

Housing in the Thurso area is very limited. There are however, 36 naval housing units available. Navy housing, which has a one- to six-month waiting list, is completely furnished and includes laundry facilities. The rent for civilian housing is reasonable;

however, utilities are high.

In a word, the duty is different. It's one of the few places (or perhaps, the only place) where a Navyman can be ordered where he will have the opportunity to participate in an archeological "dig." Excavations now underway at Thurso are attempting to reveal something about the lifestyle of the people who inhabited the area a thousand or more years ago.

Facilities

THERE is a Navy Exchange and commissary on the station offering a limited assortment of merchandise and housewives have found they do most of their shopping in local stores. Items not found in the Thurso area can be ordered through either the exchange or from stateside retail outlets.

Because the station is small and does not have a dependents' school, grade school children must attend local schools. High school students can enroll in the U.S. Air Force High School at Lakenheath, England; they are flown home for holidays and school vacations.

The only medical facility on the station is a small sick bay which has a corpsman assigned. Patients who cannot be treated by the corpsman are referred to a local civilian doctor who works for the Navy on a part-time basis. There are a couple of hospitals in the area for patients requiring use of these facilities. The Navy corpsman also arranges appointments with a Thurso dentist for station personnel.

NEW CONSTRUCTION at the station is increasing at a rapid pace and self-help plays a prominent role. A recently completed two-lane bowling alley offers many relaxing hours to both sailors and dependents. Other self-help projects involved the remodeling of the EM Club, the completion of a basketball court, and extending the commissary-exchange building. Funds have also been approved for BEQ renovation

and for a multipurpose building which will house the station library and theater. Additionally, construction has already started on an auto hobby shop.

For the outdoor types, northern Scotland offers good bird hunting, plus excellent fresh- and salt-water fishing. There are also three golf courses in the area, each charging a mere \$6 a year for unlimited play.

In addition to operating the bowling alley, special services also offers a ceramics shop and a photo lab. Sightseeing trips and tours to the continent are available through the office and are usually offered at reduced rates. A weekly military logistics flight, with space available seating, departs from Wick Airport—about 25 miles from the station—for those going on holiday or leave.

A married man, accompanied by dependents, has a two-year tour while a single man has an 18-month tour of duty at the station. As if all the above isn't enough, Thurso duty is considered a sea tour for rotation purposes.

Area Rich in Historical Interest

IT'S NOT EVERY PERSON who can say history took place in his backyard, but sailors attached at Thurso could make such a boast. There's evidence that prehistoric man and more "modern" people—from the 12th century—existed on the land now used by the American communication facility.

NEAR THE SEASIDE CLIFFS at the radio station are two ancient structures—one a chapel with adjoining graveyard, and the other a type of fortification known as a "broch."

The ancient chapel of St. Mary, also known locally as Crosskirk, is believed to have been built around 1200 A.D. It's the oldest church site in the area, and is preserved as a historic site.

The broch, which is an igloo-like structure built of stone, dates back to the first century A.D. This type of building is found exclusively in the two northernmost counties of Scotland, and the Orkney and

Shetland Islands to the north.

There are about 500 brochs within this general area and only a few have been investigated so far. The broch near the radio station is being unearthed now because it is close to cliffs which are being eroded by the sea. It is thought that the sea will eventually reach this area, thus making further archeological exploration impossible.

This broch, which dates from between 75 B.C. and 75 A.D., was a round tower about 45 feet high built entirely of stones without any type of mortar. The walls are about 18 feet thick and the interior space about 30 feet in diameter. The fortification was completely enclosed except for a narrow tunnel used as the entrance. After 20 centuries, the remaining walls now stand only 12 feet in height.

INSIDE, Navymen have helped to locate traces of fireplaces and quantities of domestic rubbish including broken pottery, two bronze pins, bone tools, and a finger ring. While excavating the broch, one of the workers fell through the floor, unearthing a cistern within the walls.

Thurso was the center of Norse power on the Scottish mainland until the Battle of Largs (1263 A.D.) between Alexander III and Haco, king of Norway.

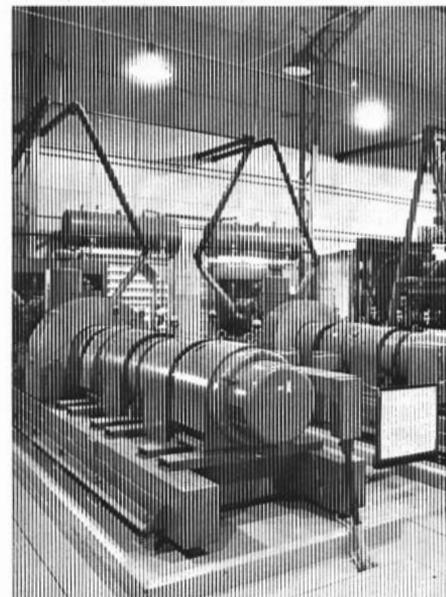
The prevailing theory is that the Thurso broch became too restricted for the people inhabiting it and that an exterior settlement of houses was built. Today these houses are being excavated with the help of Thurso Navymen and, so far, these teams have uncovered two human skeletons. Carbon tests are being made in an attempt to determine the age of the remains.

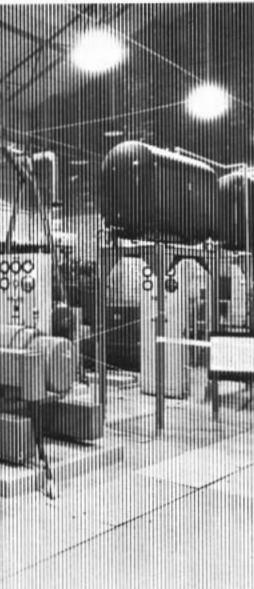
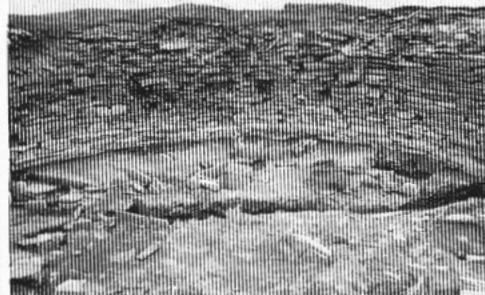
Dr. Horace Fairhurst, of the University of Glasgow's archeology department, is in charge of the Thurso excavations. Workers and sailors at the site—including some archeological students—are all volunteers. Many of the Navymen from the station have participated in the dig during their off-duty hours.

—Story and photos by
PH1 Bob Woods

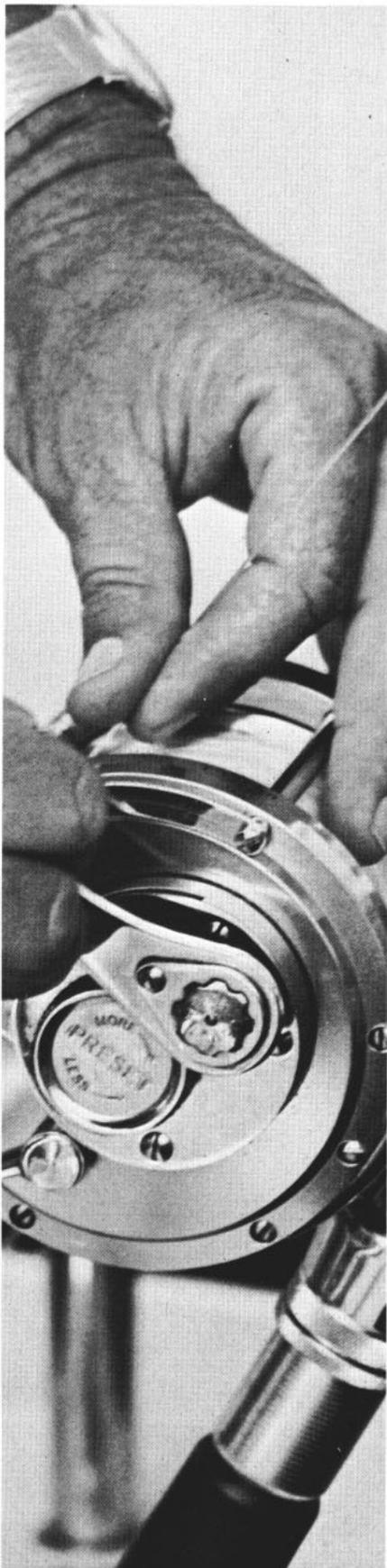
SCOTLAND DUTY IN THURSO

Immediate right column, top to bottom: The U.S. NAVRADSTA, Thurso, Scotland, offers an excellent view of the Pentland Firth, and on a clear day the Orkney Islands are visible. A section of Navy housing in the town of Thurso, is representative of 36 units of three- and four-bedroom fully furnished houses available for eligible personnel. FRT-39 transmitters are some of the station's tools. Emergency power can be generated at the Thurso transmitter site. Middle column, top to bottom: An ancient Scottish broch being excavated on the station site reveals (top) the passageway which led to small houses outside the broch, built when living conditions became cramped within the fortifications. Traces of fireplaces (middle) and a well along with domestic rubbish and broken pottery were found when excavation reached the floor of the tower built 20 centuries ago. Many of the radio station's personnel and dependents have volunteered to help with the excavation (bottom) and spend much of their leisure time at the task. Far right column: top to bottom: A typical Scottish house occupied by a sailor attached to the radio station; Thurso's main street; the statue of Sir John Sinclair, First Baronet, who did much for the improvement of Northern Scottish agriculture, is located in MacDonald Square, Thurso.





FISH STORY



TRAVEL WRITERS would have rhapsodized over the bustle and picturesqueness of the scene around San Juan's Club Nautico. Those responsible for the activity, however, didn't give a marlin's fin about anything but stowing food, drink, fishing tackle and bait aboard their boats. They were participants in the club's 18th International Billfish Tournament.

Three Navy boats were on hand to represent the United States and Puerto Rico, although an independent boat also represented the commonwealth. Other participants in the tournament represented Bermuda, Colombia, Costa Rica, Curacao, Venezuela, the Dominican Republic and the Virgin Islands.

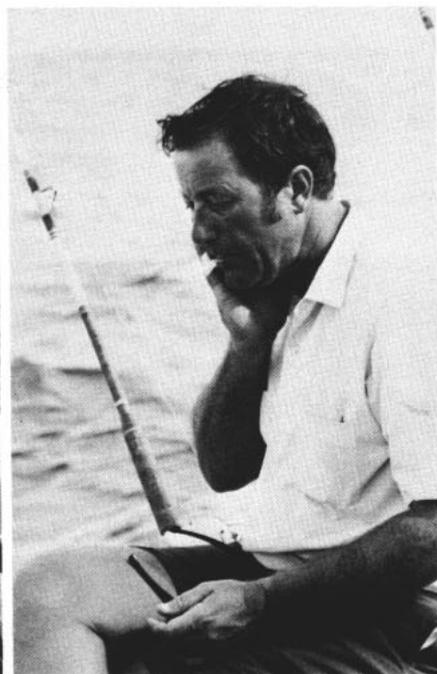
As the Navymen and other crewmembers of the U. S. boats stowed supplies, they knew they had formidable competition. The teams which entered the tournament represented some of the most skillful fishermen in the Caribbean and one contender, Elliot Fishman, held the blue marlin record (an 845-pounder caught on 4 Jul 1968).

But the U. S. team members were no slouches at hooking the finny Caribbean fighters either. They were all members of the U. S. Armed Forces Salt Water Anglers' Club of the U. S. Naval Support Activity, San Juan. Representing the Blue Team aboard the "Virginian" was Rear Admiral Ward (Commandant of the Tenth Naval District). Ship's Serviceman 1st Class David Dodridge, USN, and Coast Guard Lieutenant John Cameron kept the admiral company.

THE ALL NAVY GOLD TEAM aboard the "Fish 'N' Fool" consisted of Chief Yeoman Joe Bush, YN1 Andy Orts (who was also Commodore of the Salt Water Anglers' Club), and Communications Technician 2nd Class John Spodofora.

The Navy itself wasn't represented aboard the third U. S. team's "Dancin' Dolphin." There was a seagoing type on board, however, in the person of Master Chief Hospital Corpsman Donald Fleener of the Coast





Guard. Colonel Edward Saxby and Staff Sergeant Marty Reed, both of the Army, rounded out the crew.

By eight in the morning, everyone was ready and the 237 tournament anglers sailed under the frowning walls of San Juan's Morro Castle, past *uss Charleston* (LKA 113) and into the blue Caribbean where the fishermen hoped to hook the giant blue marlin or even the lesser white.

At first, the boats from the Navy Support Activity didn't do so well. The U. S. team, in fact, was trailing third from the rear with only 300 points. The Virgin Islands Team led the field with 515 points. But, as in any contest, it was the final score that counted and the U. S. team found itself in a respectable second place at the end of the third day.

NAVY FISHING WIDOWS, who are used to being left ashore might have grounds for complaint that their husbands's expensive hobby was bankrupting the family till. Such was not the case here, however. Much of the equipment which puts deep-sea fishing in the realm of high tax bracket anglers was furnished by the U. S. Naval Support Activity in San Juan.

But, to keep the ladies happy while their husbands battled billfish, a fashion show had been arranged in

San Juan. In addition, the ladies were serenaded by the Tenth Naval District's Steel Band which was formed in 1957 when Rear Admiral Daniel V. Gallery was 10th ND Commandant.

The ladies didn't have to be told that the Navy's steel band had elevated to concert pitch the musician-ship required to make music from sawed-off oil drums. The Navy pans had a range of five and one half chromatic octaves and were fortified with piano, bass fiddle and such latin instruments as maracas and bongo drums.

When the concert was over, the ladies were as entranced as had been the many notables who had heard the band before them. They hardly missed their husbands at all.

—JOC Bill Bearden

Top, left to right: Special Services employee Jose Ortiz inspects prepared bait on the Navy boat "Fish 'n' Fool" while Fireman Michael Rolf, the Navy boat "Virginia's" first mate readies his bait. YNC Joe Bush of the Gold Team wearily wipes his face as another long day without a strike nears an end. Below: HMCM Donald Fleener proudly displays his 30-pound Oceanic Bonita caught during the first day of the competition.



CARABAO RA



CING



CARABAO RACING may never catch on as a worldwide sports event, but then who knows—golf wasn't so popular a century ago either. One thing for sure, the unusual sport of racing the huge, lumbering water buffalos has definitely caught on at the Subic Bay Naval Base in the Philippines.

The sport made its debut last fall before 3000-plus football fans during halftime activities of the Subic-Yokosuka (Japan) Naval Station.

Unlike any of the other sports races, the competition isn't guided by a complex set of rules and regulations. After all, the sport is relatively young.

There were three obvious requirements, and these became the "unofficial official" rules adopted for the contest: (1) you have to have a carabao; (2) the carabao needs a rider and a drover (the drover does the pulling and keeps the animal on a straight course); and (3) there have to be start and finish lines.

Origination and coordination of the race were the responsibility of the special services director, Lieutenant Commander Frank Smith, and the base's athletic director, Bill Ross.

Everyone at the event agreed that the special services division, long known throughout East Asia as one of the best in the Navy, had really outdone itself this time. Eight commands sponsored racing teams: Supply Depot, Public Works, Naval Station, Marine Barracks, Naval Air Station, Ship Repair Facility, Naval Hospital and Naval Magazine.

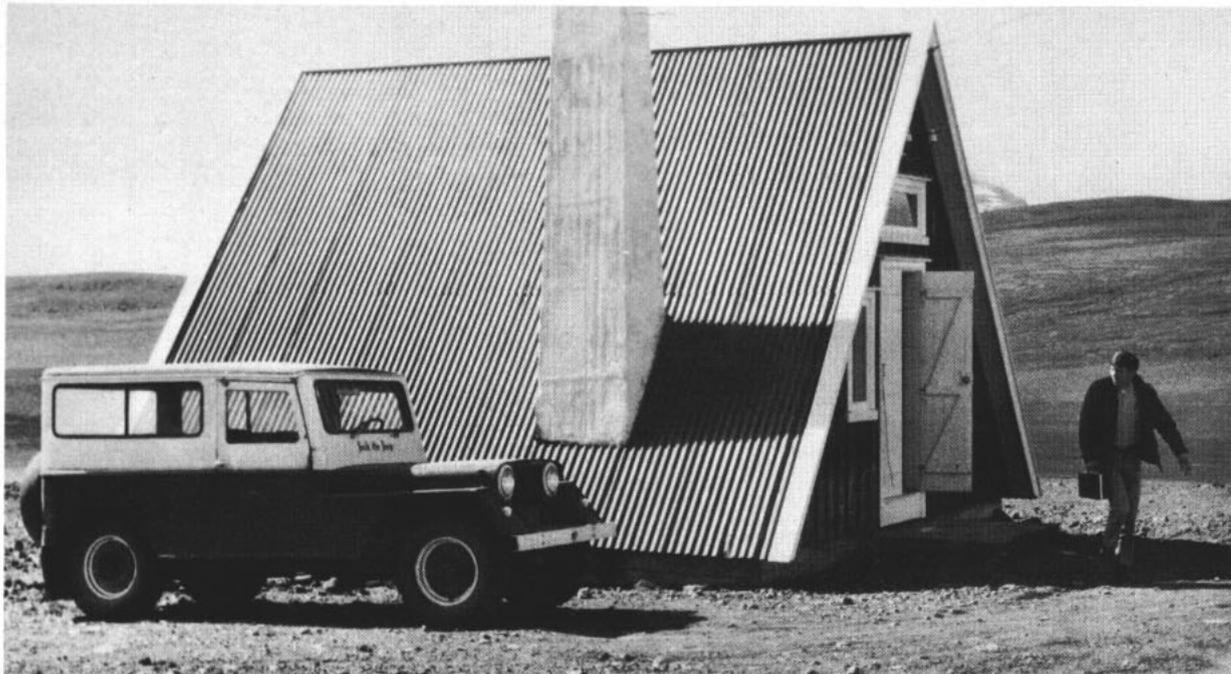
AT THE SOUND OF THE GUN the riders, drovers and carabaos made their charge for the finish line. Miss SRF, riding Tiger Bomb, became the first "casualty" when the animal rejected the idea of a racing career and left the field. Despite the valiant efforts of the drover, Naval Station's entry—Sopwith—headed for the sideline about 30 yards before the finish. And just 20 yards from home, Devil Dog of Marine Barracks became possessed and left his jockey and drover sprawling on the turf.

Only four of the eight entries in the race made it across the finish line, with NavSta's Snoopy nosing out Naval Hospital's Flash for the win. The Public Works' entry finished third.

Winning jockey was Captain Harrison Murray, NavSta CO, and Miss Betty Lamberskin, base merchandise control officer, was Snoopy's drover. Winners and runner-up were presented a carabao wood-carving by Rear Admiral George R. Muse, Commander Naval Forces, Philippines.

Oh yes, the Subic Bay football team had a successful outing that day too—they rolled over Yokosuka 38-14.

—By JO1 Joe W. Johns



JACK the JEEP



Top: Coming out of the emergency shelter in Snaefellsness where we spent the night, "Richard the Carr" notes Jack is still there. Above: Near "Black Beach," nicknamed for the black lava sand. Right: The thermal pots near Reykjanes Peninsula. Facing page: Boat docked near Budir.



WHAT CAN YOU EXPECT TO FIND during a tour of duty at the Navy's northernmost naval station? That's Keflavik, Iceland. First impressions usually range from disappointment to amazement, and sometimes to frustration, when you realize that you will remain on the "Rock"—as some skeptics call it—for at least a year.

However, your tour of duty at the "Crossroads of the North Atlantic" will be—like all others—what you make it. With a little imagination and drive it has plenty to offer you and your family. Iceland, about the same size as Kentucky in land mass, is a land of violent contrasts where you will find crashing waterfalls, lush green farms, spouting geysers, glaciers, and sizzling hot springs.

After a long and cold Icelandic winter in 1970, those of us responsible for entertaining the troops stationed on the Arctic island (by putting out the station newspaper on a somewhat regular basis) quit complaining about our tour and hit the road in what may go down as one of the more exhausting adventures on a naval tour.

On the next several pages, former Navyman Richard Carr relates the humorous tales of "Jack the Jeep" and tells why our Keflavik tour became a once-in-a-lifetime opportunity for adventure and will remain forever a cherished memory. So herewith—the Adventures of Jack the Jeep by Richard the Carr.

—JOC Bill Wedertz

• • •

FROM OUR HOME BASE at the naval station on Iceland's southwestern peninsula, we—the staff of American Forces Radio and Television and the base newspaper, *The White Falcon*—brought to our readers exclusive, colorful coverage of the sights in and around Iceland.

Suddenly that summer, *White Falcon* editor Bill Wedertz, on the spur of the moment, invested 400 of

his own dollars in a 1946 vintage Willys, which we promptly dubbed Jack the Jeep or Jeppin Jon, in Icelandic.

Our first expedition with Jack, blessed by beautiful 50 to 52 degree temperatures (that's warm!), was a 10-hour tour of Iceland's southern coastline to Selfoss, the country's largest inland town. Though on-the-road car repairs prevailed all summer, Jack proved his worth by bringing us back alive from every trip he took us on.

Heading south from Keflavik, we stopped at Grindavik and Hveragerdhi, where we photographed the grassy mountain scenery and plateaus.

Continuing, Jack led our motorcade, which also included two other cars, over very narrow and bumpy roads. Not without mishap. Before long, Jack focused his hostilities on his free riders by bouncing sportswriter Kevin Sforza's head against one of the "low bridge" roof beams.

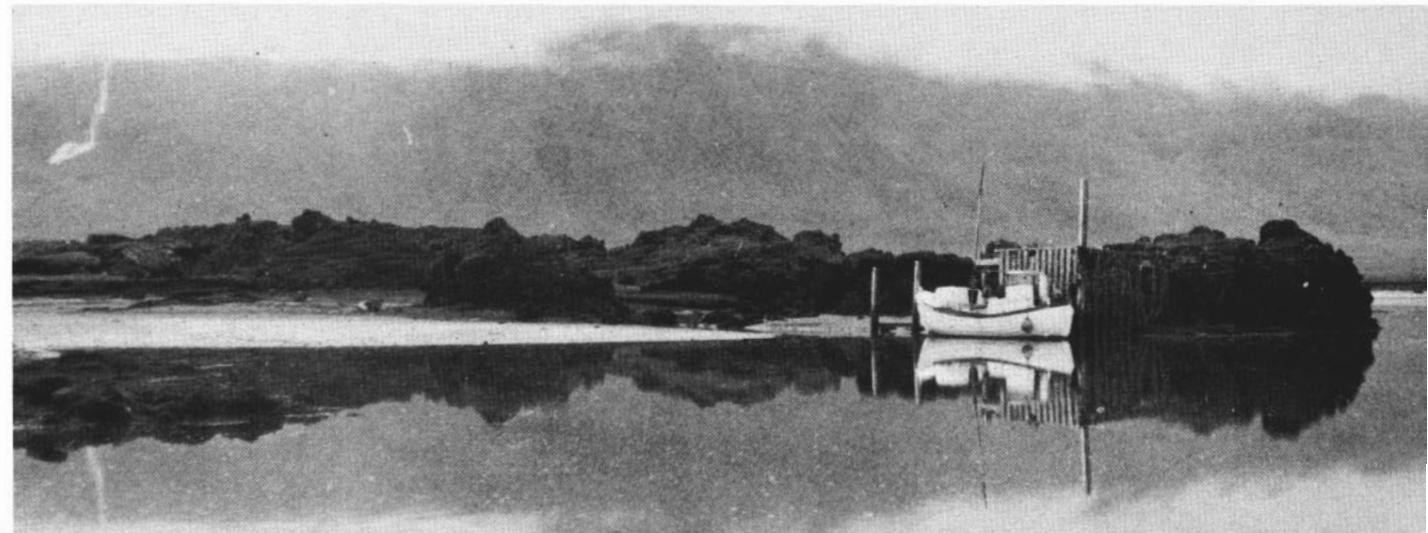
Before reaching Hveragerdhi, we felt the need for food and settled beneath some cliffs for a late afternoon picnic. Immediately we were joined by a group of sheep. They declined our dinner invitation, but watched curiously as the seven male members of the tour, starved by now, gorged themselves, while the two ladies and a 10-month-old baby girl took a little more time.

Then to work off the meal, several of us scaled the towering wall of overhead rocks. On our way up, we loosened rocks that broke away below us, creating a minor avalanche. It was a good lesson to learn, early in our excursions, but it was fun too.

Again Jack led the motorcade, and we finally entered Selfoss by crossing a miniature Golden Gate-like bridge over the rapids of the Olfusa River. A long row of mountains dominated the picturesque scenery of this modern but historical dairy farm city.

IT WAS A PHOTOGRAPHER'S DREAM. The scenery was rugged, beautiful and somewhat mysterious. After photographing everything in sight, we began the return trip to the base.

Hardly four miles out of town, Jack attempted to





demonstrate his amphibious capabilities through what seemed to be a shallow stream. Halfway across, Jack lost steam, ran aground and expired. Our only recourse was to break out the tow chain and physically pull Jack out of the stream. Then, out of nowhere, an Icelander and his Land Rover came to the rescue. Without saying a word, he plowed through the stream and around Jack, hooked our chain to his rear bumper, pulled us out and drove off, still without saying a word or waiting for a thank-you. We watched as he disappeared behind the mountains.

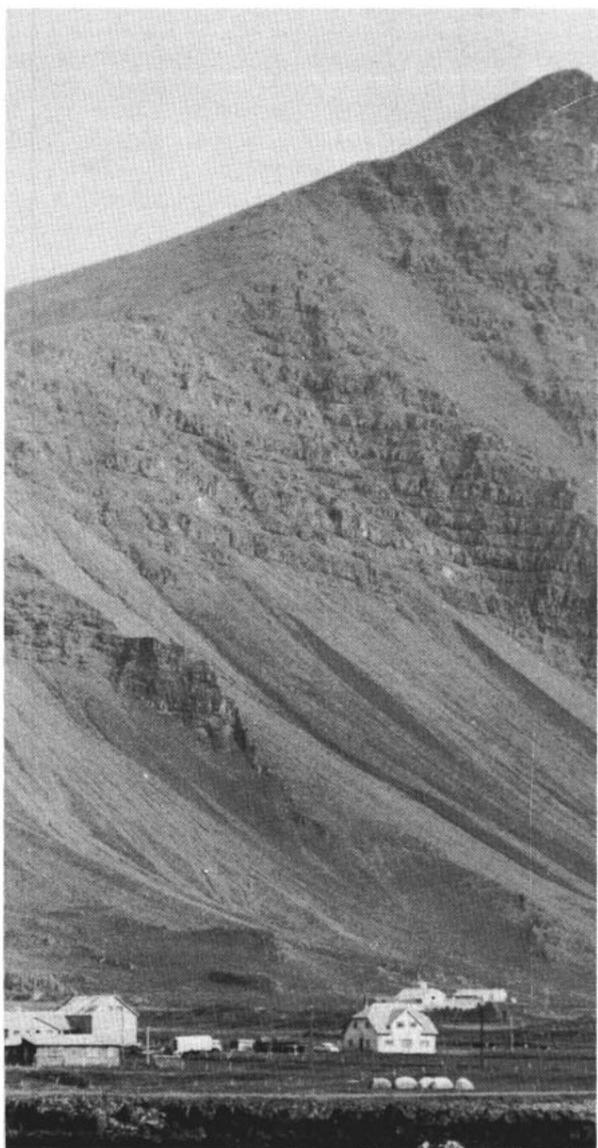
Still sore from the bumps (none of which we had missed) on the way to Selfoss, we agreed to take the faster and smoother primary roads through Reykjavik, Iceland's capital city, back to the base. As the sun was setting at 2200, we dragged in, thoroughly exhausted, but highly pleased with our first excursion.

HELL ON WHEELS" was the only way to describe our next adventure with Jack.

This time we headed for the Snaefellsness peninsula and what would end up as a 400-plus-mile trip. Ironically, as we left the base we could look across the bay and see—about 60 miles away—the pure white, glistening peaks of the peninsula's glacier, Snaefellsjokull, in the misty distance.

Our destination, Sandur—a quaint little fishing village and site of a Coast Guard Loran station—was on the northwest side of the glacier. At Sandur we were to be the guests of LCDR Harold T. Sherman, NATO Base Loran Station CO, and his wife, Mary. Several years before, Sherman, as a lieutenant, had been CO of the then-U. S. Navy station at Sandur. The station is now manned by Icelanders and operated by their government.

THIS TIME only four of us went—Bill and Peg Wedertz, photographer Robin Wagner and this reporter. Underway again by jeep power at 0800, Saturday, we



Top left: Mountain range near Whale Bay.

Left: In the vicinity of Akranes, as seen from the ferry Akraborg.

Below: Unloaded for gas tank repairs—from left: Rob Wagner, Peg Wedertz and Richard the Carr.





left the last of our paved surfaces in Reykjavik. Jack's rolling motion reminded Navy airman Rob of a day he spent at sea recently with Icelandic fishermen; he got a little "jeepsick" thinking about it.

As Reykjavik disappeared behind us, Jack took us north, then east, then west, and north again, to a whaling station at a place called, naturally, Whale Bay. The high and narrow mountain roads gave Jack his first mountain-climbing experience. The view from cloud-level was breathtaking—Red-roofed farm houses contrasting sharply with the deep green of the mountains—if only we had had some color film!

At the whaling station we witnessed several of the 50-foot monster mammals being stripped of their blubber and carved into large red and white chunks on the concrete flensing platform.

Seagulls swooped down from the surrounding cliffs to feed on the scraps floating in the red water, and then they gathered in the clouds, to dive and peck again at the carcasses in a manner not unlike those featured in the Alfred Hitchcock movie.

Continuing west along the Bay of Whales, we passed an old military base, then headed north for the mountains at Akranes, where almost all of Iceland's concrete and cement is manufactured. After circling

a narrow inlet, called Borgafjordur, the first of our many jeep troubles occurred. Without warning, Jack hit a tremendous bump in the road, jolting the back-seat passengers into a scrambled pile. Luckily, only our feelings were hurt.

But the bruised feelings were the least of our troubles. Shortly after the incident, Peg smelled gas. Then the rest of us did—Jack also was injured. But rather than waste precious time to check the damage, we kept on going.

ON THE FAR SIDE of the inlet, we found a gas station and discovered that Jack had sprung a severe gas leak and lost his right front shock as well. No one there could repair the leak, so we filled the tank, renamed our jeep "Jack the Dripper" and proceeded to Borgarnes. Although we stopped at three service stations, we could find no one capable of fixing Jack's tank.

We finally flagged down a passing Land Rover and fortunately the driver, Gudsteinn Sigurjonsson, spoke some English. He translated to us what the man at the fourth garage tried to convey—that the couldn't fix the tank either.

But the hospitable Icelander was determined to help us out. As we unloaded the injured jeep, Gudsteinn set out to find a mechanic. Half an hour later he returned with Steinar Ragnarsson, a young man who quickly surveyed our dilemma and went to work.

The gasoline tubing had to be replaced. In the midst of the repairs, we hit a gusher. As the tank of gas began to flow to the ground, Gudsteinn plugged the leak with his finger. The mechanic quickly completed the repairs, and accepted only a small payment, despite the fact that he had driven some 20 miles to lend us a hand.

Two and a half hours after Jack's mishap, we were back on the road and in search of a spot to eat our long-delayed lunch. By 1830, midway through the mountain range of the peninsula's western side, Jack again misjudged the road surface. Again heads hit the

Above: New Year's celebration near Reykjavik, the capital city.
Below: A view of Reykjavik.



rooftop. But no more casualties, except for Jack's front fenders. They cracked from the bounce.

WE FINALLY REACHED the peninsula's northern coast, and with the mountain range behind us, easily traveled the roads through Olafsvik and Sandur. We arrived at the Loran station by 1900—11 hours after we had begun our 200-mile drive.

Wondering what had happened to us, the Shermans greeted us at the guesthouse. We piled out, all of us (including Jack) covered with thick layers of dust.

In the guesthouse, we showered and put on fresh clothes. After a brief rest, we toured the Loran facilities and surrounding mile-high glacier.

A century ago, Jules Verne had used this scene as the starting point in his "Journey to the Center of the Earth." Thousands of feet of ice—it was an awesome and impressive sight.

Next, we visited Sandur's "international" airport. This consisted of a single tiny building near a lava-gravel airstrip. From there we drove into Holar Holar, one of two large, long-extinct volcanoes in the area. These, we were told, were inhabited by ghosts. Near the town of Stapi, fishermen were cutting their catch in the eery midnight twilight.

To add to the strange scene, nearby was a huge bird haven, rocky and beautiful. Thousands of seagulls circled overhead, and one even zeroed in on us.

By 0100 Sunday, thoroughly worn out, we returned to the guesthouse to catch up on our sleep.

Before leaving Sandur that afternoon, we spent several hours vacuuming Jack's dust-bowl interior. We also removed the framework of the back seat, which placed passengers' heads far too close to the roof.

THE WAY BACK was almost routine. Jack sprang a radiator leak. The battery broke loose from its brackets and was punctured by a part of the generator. Then the horn quit. We made repairs with string and gum.

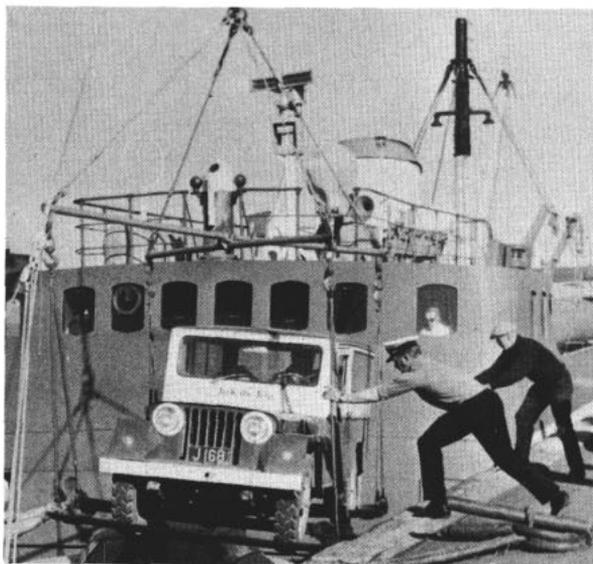
Going through the mountains again, Jack started losing oil, then losing compression. The starter died, the radiator dried up again, the string holding the battery in place broke, and we came to a dead stop—halfway up the slope of a mountain.

Under the hood, sparks flew as acid leaked from the battery, which was now wedged into place with rocks and pieces of wood.

We started Jack's engine by coasting downhill backwards. We found water, and Jack, despite his hangups, brought us back alive, his engine chugging as usual. Believe it or not, we enjoyed every minute of the trip.

TWO BOAT RIDES and beautiful summer weather highlighted our final adventure with Jack. Steve Azlin joined Bill and me on a "rock-hunting" expedition near a town called Stykkisholmer on the Snaefellsness peninsula.

This time, instead of riding over winding mountain roads, we decided to cross the bay to Akranes by boat. By 1800, the Icelandic ferry *Akraborg* steamed into port, and Jack was hoisted aboard onto the cargo deck. The trip across the bay lasted an hour, and



Top: Jack slams into the side of the pier while being hoisted off the ferry in Reykjavik.

Above: A view of Reykjavik Harbor.

Right: Easy does it—Jack is gingerly lifted to the cargo deck of the *Akraborg* for the ride to Akranes.

once again we were impressed by the rugged beauty of the scenery. As we resumed our trip by land, we experienced a new kind of problem in this land of the midnight sun. Making a turn in the road, we were forced to drive directly into the sun's blinding glare. It was almost impossible to see what lay ahead. We moved at a snail's pace until the sun had sufficiently set.

By midnight (it was still daylight, however), Jack's temperature gauge expressed alarm at the engine's sudden overheating. We stopped again and discovered Jack's generator and fan belt dangling. The bolt holding the generator in place had sheared off. Once more, out came the ball of twine.

Two hours past the turn of midnight we stopped in the mountains, exhausted. We found refuge in one of the many mountain shelter huts—a welcome relief—provided by the government for travelers.

The next day we started on our rock hunt. Jack carried us over trails no jeep should ever be forced to endure. At one point, he nearly overturned and we decided to make the rest of the expedition on foot. It yielded one worthwhile specimen, about the size of a half-dollar.

As hunger set in, we looked for a suitable campsite and found one on a grassy shore near an ice-cold, rapidly moving stream. As we started to pitch our tent, Jack's wheels began to settle on the ground near the stream, sinking more than a foot. Since all efforts to pull him out were unsuccessful, we philosophically gave up, ate a good meal and went to bed.

We eventually rescued our sturdy jeep by shifting it into compound low gear (it took nearly an hour to get back into normal gear, however). We ended the second day with an evening campfire, another midnight supper, and one hand of rummy, which Bill won.

THE RETURN TRIP was dusty but steady. The weather couldn't have been better and another boat ride was in order. We toured the town of Akranes for an hour until the boat from Reykjavik came in.

It was almost an uneventful trip—marked, as always, by the offers of assistance from Icelanders who seemed to appear on the scene whenever we had troubles with our jeep, to lend a hand.

When Jack was hoisted off the boat in Reykjavik, Steve remained behind the wheel as Bill and I stood by with cameras to record the event on film. One last near-mishap—we almost recorded the plunge of Jack the Jeep into the bay when the crane unexpectedly swerved into the pier.

But there was no damage, so on our return to the base, we congratulated each other on having survived another adventure.

These were some of the highlights of an interesting Navy tour that some have found dreary and unexciting. We saw much of a ruggedly beautiful ancient land. We lived and camped in the outdoors. We met people who were always ready to help. We enjoyed our travels with Jack the Jeep.

—Richard Carr
Photos by JOC W. Wedertz.



SECOND HONEYMOON

"IT WAS A TREMENDOUS morale boost for all the Navymen who participated," said Chaplain (Lieutenant Commander) Al Kirk. "I think this pilot program could be considered an unqualified success."

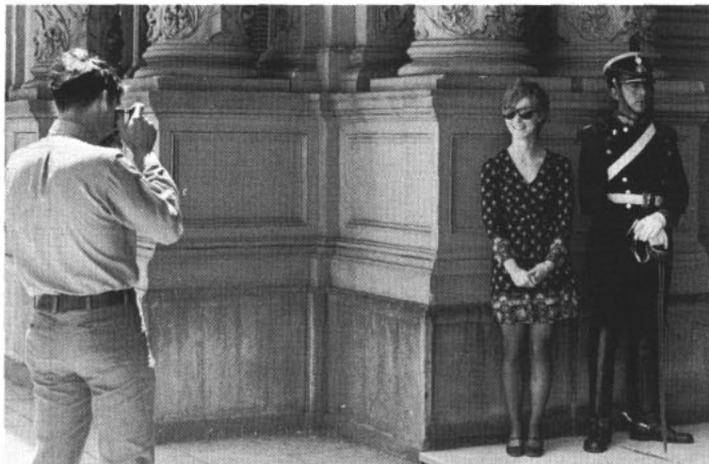
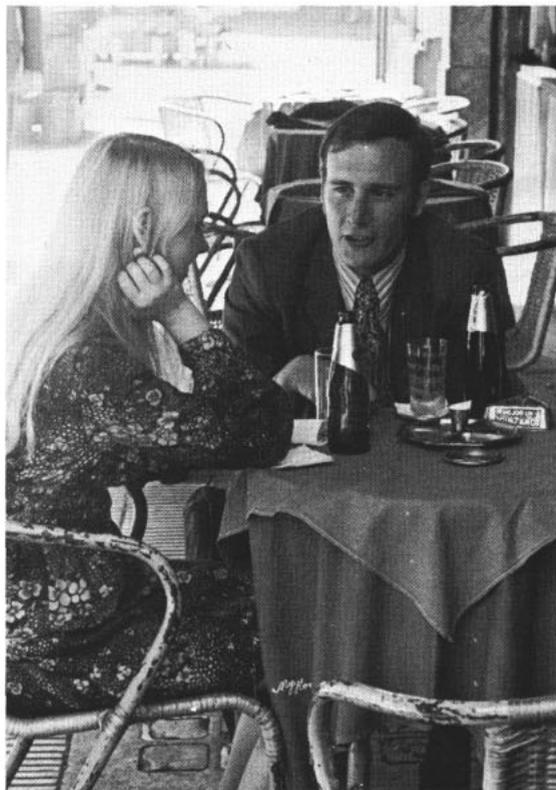
Chaplain Kirk of Destroyer Squadron Six said this as 34 Navy wives and dependents returned home after the first Navy dependents' group flight to Buenos Aires, Argentina, and Rio de Janeiro, Brazil. The dependents flew to these South American cities to meet the men of the Unitas XII task force, who recently conducted a series of naval training exercises with the maritime nations of South America.

Four United States Navy ships circumnavigated South America during Unitas XII—uss *Macdonough* (DLG 8), uss *Bordelon* (DD 881) and uss *Trumpetfish* (SS 425) from Charleston, and uss *Edward McDonnell* (DE 1043) from Newport. Destroyer Squadron Six's staff was in *Bordelon*.

Before the cruise began, Rear Admiral Robert E. Adamson, Jr., Commander of the South Atlantic Force and Unitas XII commander, requested that the squadron's staff investigate the opportunities for charter flights to South America. Chaplain Kirk was assigned to coordinate the arrangements with a Charleston agent and after the exercise began, officers and men of the destroyer tender *Yellowstone* (AD 27) assisted with final details.

THE FIRST FLIGHT, from Charleston to Buenos Aires, involved 24 Navy dependents from the Newport and Charleston areas; they arrived in the Argentine

Right, top: Greeting wives at the international airport in Buenos Aires. Right: The participants of Unitas XII enjoyed the many sidewalk cafes along the streets of Buenos Aires. Below: Taking photographs outside the Palace in Buenos Aires.



OOON



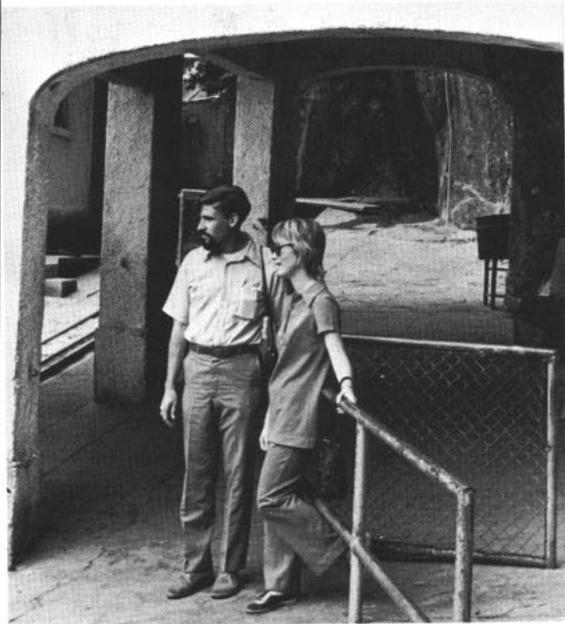
capital on 23 October. A few days later, the group went on to Rio de Janeiro for a two-week stay. A second group of 10 dependents flew from Charleston to Rio, arriving there on 2 November.

Petty Officer John Cicci, Jr., whose wife, Beverly, met him at Buenos Aires, said, "My wife and I always planned to do a great deal of traveling, and this was a great way to see some of South America. We may never have had another chance like this, not for the price." In Buenos Aires, the couple spent most of their time shopping and strolling in the many parks, enjoying the delicious beefsteaks, too.

Ensign John Polworth and his wife, Glenda, were able to enjoy their "second honeymoon" as a result of the charter flight. Glenda met him in Buenos Aires and John took three weeks' leave "to make the most" of the vacation. The couple found Argentina's leather goods to be excellent buys. Glenda bought leather mini and maxi skirts, a brushed leather jacket and a suede maxi coat; John was satisfied with a suede jacket.

Lieutenant (jg) Gary Schnurpusch and his wife, Diane, met at Rio de Janeiro and spent eight days together. "Giving my wife the opportunity to enjoy personally the great sights and sounds that I was experiencing, especially those in Rio, made the trip doubly worthwhile," he said.

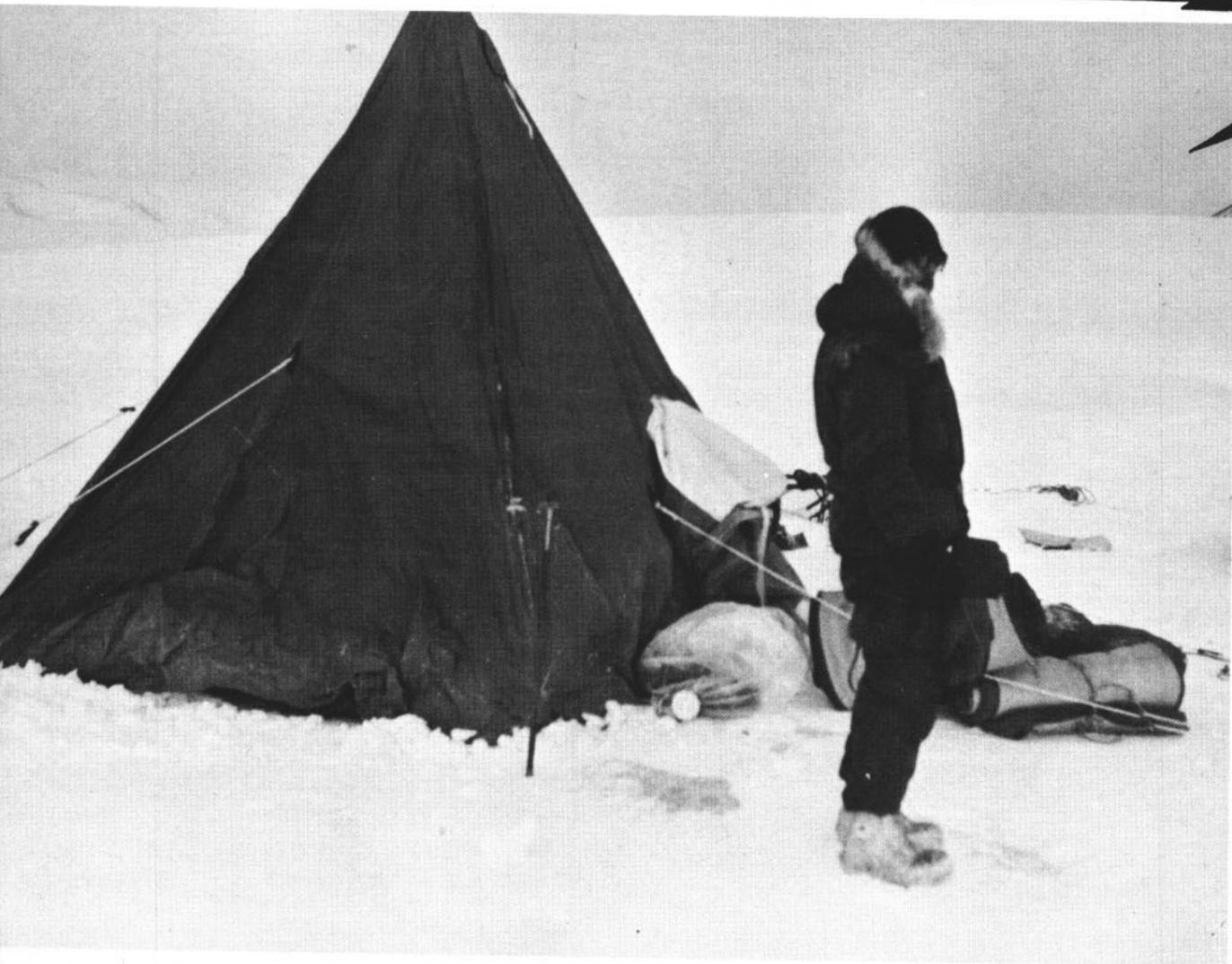
Petty Officer Larry Powell, after his wife returned home to Charleston from Rio, said, "The Navy has given my wife and me a chance to have a fabulous vacation together—a chance of a lifetime."



Left, top: Viewing the famous statue of "Christ the Redeemer" atop Corcovado, a needle-sharp mountain rising 2500 feet above Rio. Left: Touring the renowned city of Buenos Aires. Below: Discovering sights and sounds of the Southern Hemisphere's largest city, Buenos Aires.



IN SEARCH of the





SUN

Man has a habit of taking things for granted. No one talks about the light bulb until it burns out and then everyone can easily recall how helpful it was while it was shining brightly. Man never misses water until he sees the ground dry up and crack open from want of it. No one gives a hoot about the telephone until it no longer rings. Below is an account, perhaps some would go so far as to call it a witness, of seven Navy-men's quest for something we all take for granted, day in and day out: the sun. The longing for it and the desire to experience, once again, its light and its warmth can only be realized by one who has done without it for four months on end—in the Antarctic—in the mysterious cold darkness of the unending night. The author explains yet another experience which can be realized by Navy-men—not in a hundred different careers, but in one career, the Navy.

MOST PEOPLE don't think about the sun much, they take it for granted because they see it nearly every day. But this isn't so in Antarctica. The great white continent at the bottom of the world is captured in complete darkness four months of the year. The rest of the time, it's in semidarkness, which then turns to total sunlight.

In the Navy, one goes where he is assigned. As a hospital corpsman, spending a year "on the ice," this has been one of the most interesting and adventure-some billets of my naval career.

The Navy maintains several stations in the Antarctic in order to provide logistic support for scientific research sponsored by the National Science Foundation, Washington, D. C. My job at McMurdo Station, the largest U. S. station, is that of operating room technician.

McMurdo Station is located on Ross Island, just a few miles from the Ross Ice Shelf and surrounded by the majestic Royal Society Mountain Range, Castle Rock, and Mt. Erebus—one of the continent's active volcanos, which rises some 13,000 feet.

ALL OF THE GRANDEUR and beauty of the Antarctic has constantly beckoned me this past season, only to be thwarted by the blackness of winter's night. But with the month of July, the northern sky began to show signs of light and each day it grew to reveal the beauty which was obscured by the long months of blackness. As the sky was gradually becoming lighter, the overwhelming desire to see the sun, its rays of brightness, to drink in its warmth, stirred within me. But I soon learned that this was not only my desire—other men had this same feeling and the compulsion to go out into the vastness and "pull" the welcome sun from over the horizon. As if it were inevitable and as if something could be done to help the sun, came the idea—from this degree—to climb the small hills surrounding this station.

The thought of a camping trip into the vast wastelands became an overpowering obsession. To be the first, the very first, of all the station's men to view the return of the sun was my constant thought.

Jim Simpson, too, had already thought of laying out a route to Castle Rock and calculated the exact time and day when the sun would first appear beyond Mt. Erebus. Ken Tomsyck and Ken Farley were thinking the same thoughts. Jeff Wright, Ken Pangborn and Gus Wagner, as well, all looked forward to that magic moment when the sun would return.

So, the seven of us started making plans and preparations; the timing had to be just right and the

equipment in perfect working order. There could be no miscalculations or poor judgment. Jim continued mapping out the course over the ice fields and through the crevasses with zeal. Weather conditions were predicted and we hoped for ideal weather. This proved later to be the only aspect of the trip beyond our control.

Ken Tomsyck was elected cook for the camping party and was responsible for making arrangements for food and cooking equipment. Extra provisions would be taken as an added precaution against whatever might be encountered. Ken Farley and Jeff Wright inspected the tents and carefully looked for rips or faulty seams.

WE ALL PRACTICED putting the tents up and taking them down until we were thoroughly familiar with their intricate handling. Gus Wagner, Ken Pangborn and I selected the sleeping bags and inspected the ice axes and climbing equipment. Every piece of equipment was carefully scrutinized and any flaw resulted in the equipment being rejected. Harnesses for pulling the sledge were checked and doublechecked. Finally, each man inspected each other's clothing.

Organizing the gear and stowing it on the sledge involved everyone. Every man was to know exactly where each piece of equipment was located so that he could find it in the dark if necessary. The radio was thoroughly tested and each man became familiar with its operation. Safety precautions and medical precautions were once again reviewed. Any foreseeable emergency which might present itself was carefully weighed and discussed. At last we were ready.

We were ready, but the weather wasn't. Doubts and disappointment crept upon us, and seemed to smother our great expectations. The sky became cloudy and erased the stars. The wind began to gather up great white clouds of blowing snow. As suddenly as a storm begins in Antarctica, just as suddenly can it subside. The evening of 15 to 16 August was the right time, the great moment. And, as if the sun knew what our plans were, the weather suddenly became ideal with temperatures 20 degrees below zero, excellent visibility and little wind.

THE MOST DIRECT ROUTE to Castle Rock was one Jim selected over several ice and snow fields. These fields sloped, and pulling the 600-pound sledge uphill soon became hard work and very tiresome. Four men were pulling with the harness as one man pushed. The other two scouted ahead of the party, blazing a trail and probing for suspected crevasses in the ice. The going was slow and the cold air made our lungs ache.

After the first two miles or so, we sighted our destination and taking a short break, we rested. The precious daylight was quickly leaving us, and since



it was important for our safety to set up camp before dark, we started pushing and pulling once again. Always in our thoughts was the sight of that glorious sun, and also the fear that bad weather or clouds could finally rob us of what we all wanted. We were confident our calculations were correct but we knew the unpredictability of the wind and snow.

With these thoughts, the time quickly passed and the pulling and pushing brought us to our desired location. The battlements of Castle Rock loomed before us and the beauty of snow-covered Mt. Erebus overwhelmed each man. At first glance, Antarctic snow appears pure white, yet it has different shades of gray and blue. But what we were to see later would be a blending of nature's unbelievable colors.



OUR TENTS were erected with the last of the fading light, but the rest of the unpacking of the sledge and preparing dinner were accomplished by flashlight and outdoor lantern. Our dinner was unlike that of earlier Antarctic explorers. They ate biscuits and cocoa and seal meat—we feasted on steak, fried potatoes and beans, and, of course, steaming hot coffee. Tomsyck proved to be a fine cook. By the time night was upon us, we had crawled into our cocoon sleeping bags, totally exhausted.

The “hawk”—a fierce wind—picked up velocity during the night. It shook the tents and whistled about the guy ropes. It also shook our hopes for tomorrow’s sun.

With the wind, the moderate temperature of -35

degrees dropped to a chill factor equivalent to -110 degrees.

There was no letup from the hawk the next morning. Frost had formed on the inside of the tents and disappointment completely enveloped us. It was very cold and the weather seemed to be against us once again—it was as if the hawk had claimed this vastness.

Preparations for exploring the area and making breakfast were soon begun. Only short, exploratory walks were chanced. The cold, aided by the hawk, made us all uncomfortable, the chill factor almost unbearable and, although we were adequately dressed, the wind and cold penetrated the slightest openings in our clothing. It chilled us to the very marrow.

Our cook had trouble getting the camp stove lit and for awhile it looked as if we, too, would experience what other explorers endured. But he was a good cook, and soon the fried bacon and potatoes and hot chocolate warmed us and brightened our spirits.

As more and more light appeared on the horizon, the winds seemed to lose their force. The hawk knew the battle was lost and that soon the victor would appear above Mt. Erebus.

TIME PASSED. And as it passed, the sky grew lighter and brighter—but still no sun. More time passed; the day was running out. Our return trip to McMardo was beckoning, but the sun had a still stronger appeal. Finally, time was gone. Our calculations must have been wrong. An error must have occurred in spite of all the checking and doublechecking. Disappointed, I bent to the ground to place the last few articles on the sledge. While stooping to pick up the harness, I became vaguely aware of something different. My eyes focused on the shadows of the snow. At the same moment, the rest of the men started shouting.

Indeed, it was a shadow! As I turned, the horizon behind me suddenly became brilliant and the sun threw its rays upon us. We marveled at its power and brightness, and the feeling of life and warmth it generated within us. It was wonderful! Magnificent! We were filled with awe as we witnessed the splendor of colors it released upon the sky and snow—each hue distinct, yet perfectly blended with others: orange, red, yellow, pink, mauve, blue and colors without name. I had the feeling of something sacred and it was like looking into the face, the very presence of a great and mighty God.

But, it was all short-lived. The sun soon disappeared beyond the horizon to another part of the world, and each of us stood there, not speaking, alone with his thoughts, remembering the sight.

Yet we weren’t really alone because we shared this together. We were a part of it, and it was something never to be forgotten.

—By HM2 Jerry K. Taylor

IMPROVED LIVING AT SEA



When the Navyman goes to sea, he knows it. Not only does his work change and intensify, his environment is considerably different! He shops for a limited supply of personal items shown in the ship's store window and relaxes in a small room furnished with simple tables and chairs and a few well-worn magazines and books. Generally, everything is conservative in design, bare necessities of functional furnishings.

However, things are rapidly changing. With the special emphasis that is being placed on shipboard habitability today, ships throughout the fleet are adding a personal touch to their traditional steel-decked, pipe-embellished interiors.

Habitability Program Helps Make USS Waddell More Like Home

Making her more like home is the idea of the habitability program aboard *uss Waddell* (DDG 24).

While undergoing a three-month overhaul, the San Diego-based destroyer is receiving a crew-oriented face-lifting which includes renovation of the mess and construction of a recreation room complete with color television. Also:

- New lockers will provide additional storage space for uniforms, laundry and cleaning gear.
- Several tiers of empty bunks have been con-

verted to lounging couches.

Two ships which have some of the most exciting improvements are the Norfolk-based attack carrier *uss America* (CVA 66) and the fleet oiler *uss Neosho* (AO 143). Improvements aboard *America* have centered primarily on the crew's recreation areas—a completely remodeled and refurbished library and newly installed taping facility have resulted.

America's 7500-volume library has increased its monthly reader circulation a phenomenal thousand per cent, not to mention undergoing an exhaustive inventory and face-lifting. Overhead steam pipes, fuel lines and electrical wiring systems were hidden by an attractive and well lighted dropped ceiling. Rich, warm walnut paneling not only added to the decor, but covered the cold, gray bulkheads as well. A newly tiled floor completed the job, creating a comfortable atmosphere for letter writing, studying, or just sitting down with a good book.

America's new tape deck room, which has an extensive library of more than 300 tapes embracing all styles and modes, of music, is equipped with 34 tape decks, three cassette tape decks and one turntable. Seventeen pairs of headsets allow a like number of men to listen to music at the same time.

In comparison, *Neosho's* improvements have been broader in scope. Although the recreational areas have received considerable attention, there have also been major improvements in such diverse areas as the ship's store and the heads and washrooms.

The new *Neosho* ship's store is a walk-in facility that is wood paneled, well lighted and well stocked. *Neosho's* shipmates are particularly proud of it—they helped design and build in with assist-

verted to lounging couches.

- Curtains have been hung alongside bunks to add privacy.
- Additional lighting has been installed in berthing compartments.
- Light, fluffy foam pillows and mattresses will replace the old, lumpy variety.

A Star Is Born — Television Welcomes USS Preble on 'Hawaii Five-O' Show

IF *USS PREBLE* (DLG 15) could have smiled, she would have done so. She was on television. Back home from a six-month WestPac cruise, *Preble* was



ance from the ship's supply department.

All heads and washrooms have been completely modernized and rebuilt to look more like bathrooms. And the CPO quarters, first class lounge, stewards' lounge and wardroom areas were also revitalized by *Neosho's* energetic crew.

The crew's lounge, with the interior planning and decoration by a commercial Richmond, Va., firm, now has an aura of cushioned congeniality. The Naval Supply Center of Norfolk, considerable amount of hard work by the *Neosho* shipfitters and the drive and determination of the ship's former commanding officer—Captain Theodore F. Davis—all contributed to modernizing the new facility. The tastefully furnished lounge is completely paneled, carpeted, and equipped with an entertainment section which includes a stereo system and color television.

All in all, the improvements made by the *America* and *Neosho* crews—and the others who assist in these efforts—are perfect examples of what can be done with a little enthusiasm, a little thought and a lot of work.



tagged for a performance on television's "Hawaii Five-O" series.

On the appointed day, cast and technicians came aboard to film a sequence entitled "Follow the White Brick Road." Lights and cameras were set up and soon shouts of "Quiet on the set" were heard. The actors, dressed in borrowed uniforms, spoke their lines as cameras recorded the action on videotape.

Several members of the *Preble* crew had speaking parts in the sequence and others were used as extras. Still others, who didn't appear in the film, at least could say they acted as consultants when they were asked for advice and information on various aspects of destroyer life.

Almost everyone had fun except the cameramen. They had heard that space aboard a destroyer was at a premium. They weren't believers, however, until they began wedging their cameras into spaces which barely accommodated them and their equipment. Although they lacked working room, the camera crew and cast members agreed that the ship's food was good after having enjoyed several lunches on the mess deck and in the wardroom.

When it was all over, *Preble's* commanding officer gave the ship's coat of arms to the show's star, James McArthur, and, in return, received a Hawaii Five-O police badge. Now he's an honorary member of the fictitious Honolulu-based detective team.

Red Carpet Treatment



LIFE AT SEA has traditionally been rugged; sailors are accustomed to drab surroundings, crowded living conditions, and a complete lack of privacy. In today's Navy, however, things are changing. In fact, aboard the Navy's newest attack carrier, *uss John F. Kennedy* (CVA 67), the transition has already begun.

The men of *Kennedy* will soon have access to a ship's library unlike any other in the seagoing Navy. Inside, the new 60-seat room is furnished with thick, red carpeting and soft, comfortable chairs. After being surrounded by the never-ending roar of jet engines and besieged by the hectic rush-rush activity aboard the carrier, the library's soundproof atmosphere will

Waspmen Wives Wring Worthy Win With Whacky, Wily, Womanly Ways

THAT AGE-OLD BATTLE of the sexes flared up again this past fall as the wives of crewmen aboard the Atlantic Fleet's ASW carrier *uss Wasp* (CVS 18) challenged the men to a game of slow-pitch softball.

The contest started out to be a real cliff-hanger as the thunderous bats of both combatants were stymied through the first two innings. The third inning saw the women catch fire and score four runs including a two-run home run over the right center field fence. The four-run inning was to be only half of the wives' total production.

The hapless men shrugged off the feminine rally and initiated their own offense to score three runs, but no homers.

There was one casualty as Nancy Fuchs was hit in the leg by a screaming line drive off the bat of (who else) her husband, Doug. Commander Roy Girod supplied the law enforcement for the game as there were a few "minor" disagreements.

After two hours of hustling, bumbling, slow-pitch softball, the *Wasp* Wives were on the long end of an 8 to 7 score. The *Wasp* sailors, taking the defeat cheerfully, replied with a tone of revenge, "Wait until basketball."

Squadron Supplies Most of Answers As Dependents Attend Knox Briefing

"SHOULD I GIVE my wife a power of attorney before my ship deploys?" "What is the fastest way to contact my husband overseas?" "What should I do in case of a medical emergency?"

These and many other questions were asked by Navymen and their dependents—and answered by experts in the various fields—at a dependents' briefing held recently for the families of Destroyer Squadron Eleven. Captain A. J. Kaye, commodore of the Pearl Harbor-based squadron, welcomed more than 400 dependents and Navymen from six DesRon 11 ships to the event.

Each participating ship prepared a portion of the buffet luncheon served before the briefing. To enable all interested dependents to attend, squadron crewmembers organized outdoor games for older children and free nursery service was provided for children under six years old.

After lunch, CAPT Kaye introduced the speakers and the briefing began. A Navy lawyer discussed wills, power of attorney and Navy legal services, followed by a Medical Corps officer who explained what to do in case of a medical emergency and discussed general family medical needs such as immunizations and pre-school physicals. Members of the Navy Wives Club encouraged DesRon 11 wives to participate in the many volunteer and recreation activities it sponsors.

Representatives from the Red Cross, the Joint Airline Military Ticket Office, Pearl Harbor Special Services and the Navy Relief Society were on hand to answer dependents' questions and distribute information about the island of Oahu, important phone numbers, and procedures for contacting Navymen overseas. By the end of the briefing, DesRon 11 dependents were equipped with enough information to handle almost any situation—and their Navymen at sea could attend to their duties with more assurance.

provide a welcome respite. This silence will be broken only by the sound of soft, quiet music being piped into the library. And should you become bored by such quiet luxury, you might even want to pick up one of the library's new 7000 volumes and enjoy a little peaceful reading.

The new crew's lounge—also completely carpeted, paneled and soundproofed—is adjacent to the library. In it you can read, watch either of two color TVs, just relax and talk with friends, or enjoy musical entertainment over the full-area sound system.

These improvements are only a few of the projects underway aboard *Kennedy* to improve the habitability of the ship. The story doesn't end here, though. Plans are being made to improve living quarters by providing each man's bunk with curtains so that shipmates can use their individual reading lights without fear of having a shoe thrown at them.



Special Saturday Night Spread Livens DaNang Mess with Choice Cuisine

SATURDAY NIGHT is "special spread night" in the mess hall—one of a few Navy messing facilities left in the Republic of Vietnam—at the Da Nang Naval Support Facility. The galley, which features tasty menus as a daily routine, really goes all out on Saturday night.

On special spread night there are three or four main courses, a large selection of vegetables and numerous other foods designed to complement the main courses. And there are beer, wine and soft drinks as beverage choices.

Serving such beverages in a Navy mess is not a novelty to the two men who first suggested their introduction at the Da Nang galley. Chief Warrant Officer James L. Hoffman, food services officer, says, "We were quite successful with a similar program at Midway Island."

According to Senior Chief Commissaryman Thomas E. Benton, who has seen the use of beer and wine with meals at other commands, "We haven't had a bit of trouble." CWO Hoffman points out that the beer and wine aren't really that popular with the men; more seem to prefer the soft drinks.

Since the special spread night idea was put into effect, the menus for these nights have taken on an international flavor, with Italian, Mexican, Spanish, Oriental, and "Soul Food" each having its special night. One meal that has been particularly well received by the NavSuppFac men has been the "Surf and Turf"—or steak and lobster—menu.

The only problem that has come up since the program started is the number of men who try to

crowd into the mess hall on a Saturday night. There are approximately 650 Navymen and 400 Army men at the support facility.

JO2 Ron Elliott

You Can "Get It Wholesale" or Cheaper From the Tax-Free Hong Kong Concessionaires

UNITED STATES Navymen in Hong Kong who want to "go broke" saving money should head straight for the British Navy's China Fleet Club Building directly opposite the Fleet Landing Pier. The third and fourth floors are operated by the U. S. Navy Purchasing Department although the rest of the building is for the use of British Navymen.

In the U. S. section, nearly 80 concessionaires display around 20,000 lines of merchandise. The goodies come from all over the world and are sold with no profit to the Navy and without tax, thereby making almost everything cheaper than in its country of origin.

Concessionaires are strictly regulated. Their goods are Navy-inspected to insure quality and their prices can never exceed the level specified in their contract with the Navy. Within 48 hours, you can be wearing a suit tailored from fine British fabric. Boots and shoes can be purchased at a fraction of their price elsewhere as can furniture, carpets, art objects, pearls, watches, wigs, guitars, tape decks, rattan chairs and a host of other things. Anything you buy can be wrapped for shipping on the premises.

It's a great place to take the wife and the rest of the family if they join you in Hong Kong.

—Story and photos by PH2 James A. Fallon

READY... AIM



READY . . . Aim . . . Fire!

With these words members of the 100-man Atlantic Fleet Combat Camera Group in Norfolk begin their day—not with guns but with cameras.

The group's job is to keep trained still and motion picture teams ready for deployment to nearly any part of the world at a moment's notice. Teams have been deployed in connection with *Apollo* recovery programs; unusual surgical operations; underwater experiments; the annual South American-U. S. Unitas exercises; and to such far-flung places as the South Pole, Denmark and Ethiopia.

The team's photo equipment ranges from 35-mm still and 16-mm motion picture cameras to underwater still and motion picture cameras and a variety of sound-recording and editing equipment. The combat cameramen receive their training at the University of Southern California for cinematography and Syracuse University for photojournalism, plus a number of Navy photo schools.

The group also has a detachment of photographers at Newport, R. I.; Roosevelt Roads, Puerto Rico; and a nine-man team at Naples, Italy.

If it's on, over, or under the sea, the Navy's Atlantic Fleet Combat Camera Group lives up to its slogan—"Last to Know, First to Go!"

—Story & Photos by PH3 Ronald J. Gorman

It's a Nice Place To Visit - And You Can Take the Family

WHEN Rear Admiral M. G. Bayne, Commander of the Middle East Force, left the United States for his new duty, he was struck by the number of sympathetic expressions he received from clerks in administrative and passport offices. They made it clear that they considered him consigned to the end of the earth.

He, of course, knew better. Many others, he realized, didn't. They undoubtedly would be discouraged by people who had never seen the port of Manama on the island of Bahrain.

In defense of the armchair travelers, however, it might be said that, during the past, living conditions in the Persian Gulf were not conducive to the comfort of western-oriented families. This, however, is a matter of continuing change. What was once an unfavorable situation has been modified to the point where Admiral Bayne strongly suggests that every

Navyman coming there for duty bring his family if he is eligible to do so.

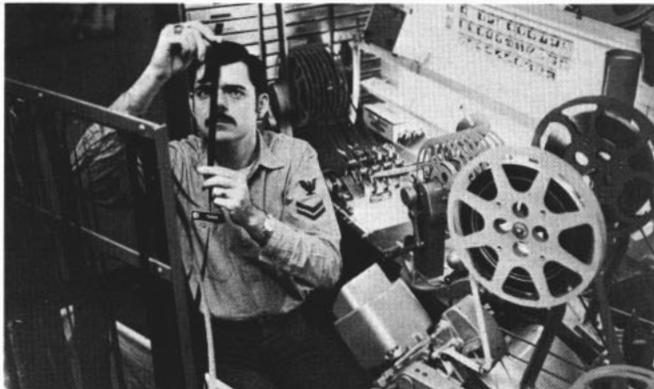
Those who are looking for both a good sea tour and a chance for professional growth would have to look far indeed to find a better deal. Rather than months at sea, the maximum separation from a man's family is about six weeks when the force makes a summer cruise to the Southern Indian Ocean and African coast.

The force goes other places, too, of course. For example, it visits the Red Sea ports and those of Iran, Kuwait, India, and various islands throughout the Fleet's area of operation.

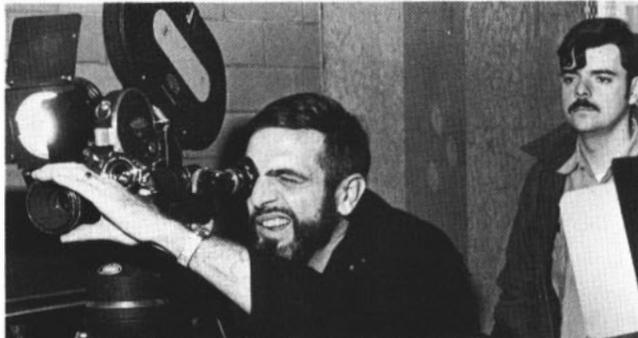
WHILE THEY AREN'T AT SEA, the men of the Middle East Force are at home in the city of Manama on the island of Bahrain. Bahrain is an Arab shajkhdom which, logically enough, is ruled by a shajkh whose domain consists of an archipelago of small, low-lying islands situated about halfway down the Persian Gulf some 15 miles from the coast of Saudi Arabia and slightly farther from the Qatar Peninsula.

The shajkhdom has been a relatively important place for some time. It first owed its eminence to the Persian Gulf pearl industry which was centered around Bahrain. Now, of course, it is better known

... FIRE !



Left: Photographer's Mate 1st Class Paul Schlappich prepares to take pictures of a young couple at the YMCA. Above: Photographer's Mate 2nd Class Robert Turan views clips from the award-winning movie "Home From the Sea." Above right: Aviation Storekeeper Airman Alan Goodwin inspects a 16-mm movie camera before issuing it to a photographer. Below: Photographer's Mate 1st Class Daniel Nachtshiem makes final adjustment on his camera before taking the next scene.



for its oil fields, its enormous oil refinery and its strategic position as a trade center in the Gulf. It is an ancient place which has seen more empires and civilizations rise and fall around it than most care to think about. It is distinctly unusual.

Although the Middle East Force Navyman and his family get to see some pretty exotic scenery, there are some drawbacks. Most have counteracting factors. For example, the island of Bahrain is hot, but air-conditioning is available. Few will consider life there as convenient as it is in the States. The inconveniences, however, aren't major and those which exist often sharpen a person's ingenuity.

Admiral Bayne believes Navyman on duty with the Middle East Force will be much happier if their families are with them and he believes the families will find life in Bahrain satisfactory.

Guam's One-Man Radio Show Sets 50-Hour-Plus Record

NAVY DISK JOCKEY Communications Technician 3rd class Jim Tweedy, of American Forces Radio Guam, has established an island (and, perhaps, Navy record) for continuous radio broadcasting. Tweedy,

broadcasting from the Naval Communication Station at Guam, did a live, one-man radio show lasting a phenomenal 50 hours and 10 minutes.

Beginning his show at noon on a Monday, Tweedy spun disks and gabbed during record breaks without faltering until shortly after 1400 on Wednesday. Striving to appeal to the total audience, he featured top 40 hits, pop, rock, soul and country music.

The show definitely had appeal, as evidenced by the hundreds of phone calls Tweedy received during the broadcast. During Tweedy's second night on the air, ComSta's CO, Captain Richard L. Rodier, called to wish him luck.

Everyone on the island was enthusiastic about the marathon and was quick to offer him support and help. A group of sailors popped some corn and brought the microphonic hero a large supply to help keep him going. And another group, caught up in the spirit of the event, made a banner to hang in the station urging Tweedy to go on for at least 48 hours. The final few hours even drew a small group of supporters to watch Tweedy in his struggle with the disks.

After the 50-plus-hour show, Tweedy, somewhat fuzz-tongued, said, "I was ready to quit after the 41st hour, but I had to keep going to prove to the guys I could go over 48."

work, fun & travel in the career navy

'Song of Norway,' 'Murphy's War,' On List of Movies Sent to Fleet

HERE'S A LIST of recently released 16mm feature motion pictures available to ships and overseas bases from the Navy Motion Picture Service.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

Road to Salina (WS) (C): Suspense Drama; Mimsy Farmer, Robert Walker.

Alex in Wonderland (C): Fantasy; Donald Sutherland, Ellen Burstyn.

Zeppelin (WS): War Drama; Michael York, Elke Sommer.

The Deserter (WS) (C): Western; Bekim Fehmiu, Richard Crenna.

THX 1138 (WS) (C): Science Fiction; Robert Duvall, Donald Pleasance.

Support Your Local Gunfighter (C): Western Comedy; James Garner, Suzanne Pleshette.

Medium Cool (C): Drama; Robert Forster, Verna Bloom.

Get Carter (C): Crime Melodrama; Michael Caine, John Osborne.

Lola (C): Comedy-Drama; Charles Bronson, Susan George.

The Hard Ride (C): Drama; Robert Fullery, Sherry Bain.

The Intruders (C): Western; Don Murray, John Saxon.

Brother John (C): Drama; Sidney Poitier, Will Geer.

Vanishing Point (C): Drama; Barry Newman, Dean Jagger.

City Beneath the Sea (C): Science Fiction; Stuart Whitman, Robert Wagner.

Detective Belli (C): Drama; Franco Nero, Adolfo Celi.

The Statue (C): Comedy; David Niven, Virna Lisi.

Promise at Dawn (C): Biographical Drama; Melina Mercouri, Assaf Dayan.

The Virgin and the Gypsy (C): Drama; Joanna Shimkus, Franco Nero.

Hauser's Memory (C): Drama; David McCallum, Susan Strasberg.

Song of Norway (WS) (C): Musical; Florence Henderson, Toralv Maurstad.

The Cat O'Nine Tails (WS) (C): Suspense Drama; James Franciscus, Karl Malden.

Murphy's War (WS) (C): War Drama; Peter O'Toole, Sian Phillips.

Bananas (C): Satire; Woody Allen, Louise Lasser.

The Abominable Dr. Phibes (C): Horror; Vincent Price, Joseph Cotten.

Summer Tree (C): Drama; Michael Douglas, Jack Warden.

The Pursuit of Happiness (C): Drama; Michael Sarrazin, Barbara Hershey.

Doctors' Wives (C): Drama; Dyan Cannon, Richard Crenna.

Von Richthofen and Brown (C): War Drama; John Phillip Law, Don Stroud.

Klute (WS) (C): Melodrama; Jane Fonda, Donald Sutherland.

Plaza Suite (C): Comedy-Drama; Walter Matthau, Maureen Stapleton.

Point of Terror (C): Mystery Drama; Peter Carpenter, Dyanne Thorne.

Night of the Big Heat (C): Science Fiction; Christopher Lee, Patrick Allen.

What's the Matter with Helen? (C): Suspense-Drama; Debbie Reynolds, Shelley Winters.

The Lawman (C): Western; Burt Lancaster, Robert Ryan.

Husbands (C): Comedy-Drama; Peter Falk, Ben Gazzara.

Taking Off (C): Comedy; Lynn Carlin, Buck Henry.

P. S. I Love You (C): Comedy; Peter Kastner, Joanna Barnes.

The Cross and the Switchblade (C): Drama; Pat Boone, Erick Estrada.

A Gunfight (C): Western; Kirk Douglas, Johnny Cash.

Friends (C): Comedy Drama; Sean Bury, Anicee Alvina.

Willy Wonka and the Chocolate Factory: Musical Fantasy; Gene Wilder, Jack Albertson.

The Confession (C): Drama; Yves Montand, Simone Signoret.

My Fair Lady (WS) (C): Musical, Audrey Hepburn, Rex Harrison.

Investigation of a Citizen Above Suspicion (C): Suspense Drama, Gian Maria Volonte, Florinda Bolkan.

The Barefoot Executive (C): Comedy; Kurt Russell, Wally Cox.

10 Rillington Place (C): Drama; John Hurt, Judy Geeson.

The Battle of El Alamein (WS) (C): Drama; Frederick Stafford, George Hilton.

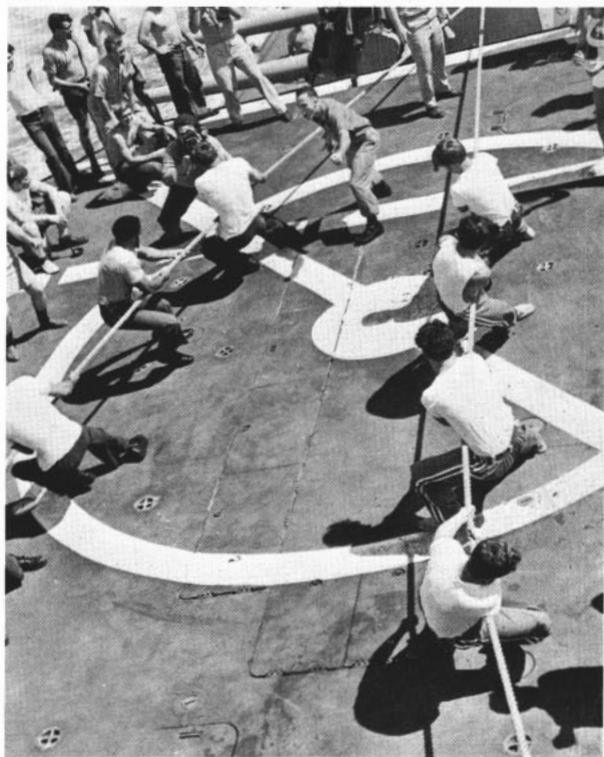
What A Night (WS) (C): Mystery Drama; Marissa Mell, Philippe Leroy.

Quonset Point Aero Club Cuts Costs For People With Urge to Learn Flying

A LOT OF PEOPLE would like to pilot their own planes, but many have found the cost of flight training too high for their budgets. For people in the Quonset Point, R. I., area, the financial strain of flying instruction has been eased by a special offer of the Quonset Point Navy Aero Club. The club offers a "pay-as-you-go" course in flying at about half the cost of similar training outside the military. The course, which includes both ground and pilot training, is open to military and eligible civilian personnel.

Membership in the club is open to active duty and retired military personnel and their dependents, members of the armed forces Reserve and also to full-time employees of the Department of Defense. The 125-member club, which operates with full Navy sanction and sponsorship, is a nonprofit organization and operates on revenues gained through dues and fees charged club members. The club has regular

TAKE A STRAIN



"TAKE A STRAIN! Heave! Heave!" A burly 1st class "boats" rushes about; he seems to be everywhere at once, barking commands in a low growl. It might be the sounds of orders issued to linetenders of the destroyer *uss Henry W. Tucker* (DD 875) during an underway replenishment. But, it isn't.

Undoubtedly the rigors of contemporary destroyer life and the training in teamwork effort—such as that required during an unrep operation—contributed toward the win of the *Tucker* sailors over a team from the attack carrier *uss Midway* (CVA 41) in the First Annual Tonkin Gulf Tug-o-War Tournament.

Responding to a challenge from Commander P. C. Nelson, skipper of *Tucker*, *Midway's* squad of five pullers and their coach arrived aboard *Tucker* to defend the honor of their "birdfarm." Amidst signs of welcome "to the real Navy," the *Midway* Marauders were greeted by a contingent of *Tucker* "cheerleaders"—the most beautiful bevy of young lovelies available in the Tonkin Gulf.

Vying for five cases of soft drinks, the teams squared off to take a strain on a standard mooring line rigged to a pulley across the destroyer's helo deck. Urged on by exhortations of cheerleaders and crew, and aided by the familiar rolling deck, the *Tucker* Tiger Tuggers proceeded to outpull their opponents. Twenty minutes and two tugs from the starting whistle, the "tin can" sailors had proven that even a "small boy" has a hidden strength and is something with which to be reckoned.

—ENS A. C. McLean, USNR

business meetings on a once-a-month basis.

Four aircraft are owned and operated by the club: one *Cessna* 150, two *Cherokee* 140s and a T-34 *Beech Mentor*. Three flight instructors are always available and additional instructors are on call. The comprehensive training program offered by the Aero Club includes instruction leading to a private pilot's license, a commercial pilot's license, and an instrument rating license.

Four women, a father and son duo, and a husband and wife team are included in the current membership. Hundreds of Navy and Marine Corps personnel have already availed themselves of flying with the club. Additionally, many pilots assigned to helo duty in the Quonset area use the facilities of the club to upgrade their fixed-wing flight time.

Club members feel that the most obvious advantage of joining the Aero Club is not only the reduced prices, but also the convenience of being able to "pay-as-you-learn." The average cost of complete training for a private pilot's license is about \$500. Time needed to earn a license varies from a few months to a year—depending upon the frequency of ground instruction sessions and the amount of time a student can

devote to learning.

Membership applications are available by writing to the Quonset Point Navy Aero Club, Box 119, North Kingston, R. I. 02852.

Winner Announced in the 1971 All-Navy Talent Contest Hosted by Seabee Center

YEOAMAN 3rd Class Albert M. Morris, a tenor from the 11th Naval District, sang his way to first place in the 1971 All-Navy Talent Contest. The recent contest was hosted this year by the Naval Construction Battalion Center at Davisville, R. I.

Morris, of the Fleet Training Center, San Diego, won the All-Navy contest by singing "Silent Night" in a natural and flawless presentation.

Seaman Barry Craig, whose flight to the States from the Republic of Vietnam was delayed by weather, had to perform without benefit of rehearsal. But his piano rendition and style as he sang "Someone" and "My Way" won him second place honors in a field of 19, representing the best Navy talent on the scene today.

Personnelman 3rd Class John E. Wells, a drummer

representing the 13th Naval District, took third place. The Naval Station Adak petty officer displayed an uncanny sense of rhythm on the percussion instruments. Seaman Edward Posey won the event's "Congeniality Award" which recognizes the individual whose spirited attitude and leadership made the week-long strain of the contest more bearable for all. A crewman aboard the attack carrier *uss John F. Kennedy* (CVA 67), Posey represented the Fifth Naval District in the contest.

Commodore William R. Rogers, commander of the Atlantic Fleet's construction battalions, congratulated the winners and other contestants and presented plaques to the top three performers.

Oiler's Acute Music Shortage Ends, Thanks to Oriskany's Radio Station

JUST HOURS after reading a newspaper account describing the plight of radio station KAOE, the *uss Oriskany* (CVA 34) KRIS radio staff swung into action. According to the article, KAOE—aboard *uss Sacramento* (AOE 1)—was suffering from an acute shortage of fresh music; the station was still playing records obtained by the ship in 1967.

Late that evening, during the aircraft carrier's regular replenishment, a special "music unrep" took place. As supplies came across from *Sacramento*, Journalist 3rd Class Michael J. Lydon and other KRIS staff members boxed up records and prepared them for the short journey to the ammunition and oil supply ship.

According to Lydon, "It seemed like the least we could do for them."

He added that although none of the records was brand new, none was as old as those described in the article, either.

The idea became a reality around midnight, when the first carton of records swung across the 100 feet of ocean between the two ships. In addition to the records, *Oriskany* has also offered to tape record any music that KAOE might want. And, who knows, music unreps might soon become part of all regular replenishments in the Fleet!

Norfolk's 'Coffee Peer Inn' Offers Place for All to Rap or Just Relax

A COFFEEHOUSE, the Peer Inn—brainchild of two Service Squadron Four chaplains—became a reality recently with its official opening at the Norfolk Naval Station. The coffeehouse, located in what was formerly an officers' unused waiting room in the fleet landing building, opened through the efforts of Chaplains Lieutenant Commanders Jack Seibert and Ted Hanawalt. The project received the direct support of Rear Admiral Roy G. Anderson, commander of the Atlantic Fleet's Service Force.

Chaplain Hanawalt, with the help of volunteers, spent his off-duty hours painting the walls and ceiling, installing black lights, psychedelic posters, carpeting, tables and chairs, and a juke box. A group of men aboard the repair ship *uss Vulcan* (AR 5) constructed a coffee bar as their contribution to the effort. A

popular feature of the Peer Inn is a hand-painted Tree of Life in the center of the coffeehouse.

Each evening either Chaplain Seibert or Chaplain Hanawalt is present during the operating hours—four days a week, from 1600 until 2400, Monday through Thursday—providing grist for the conversation mill. Topics of discussion range from politics, war, sex, religion, drugs, and pollution, to matters of a more personal nature regarding a sailor's relationship to his sweetheart, wife, family or the Navy in general. The musical atmosphere is a combination of hard rock and folk and, according to a group of Norfolk sailors, Peer Inn is definitely the place "to rap, relax and radiate."

Alan Peterson, a crewman aboard the stores ship *uss Arcturus* (AF 52), was on hand opening night to provide a variety of songs, accompanying himself on a 12-string guitar. And since then, many other talented Navy people have filled the entertainment spot.

Although the idea of a coffeehouse is not new to the military, this is the first pier-side coffeehouse provided at the Norfolk station. The chaplains feel that the Peer Inn offers an informal and attractive setting for off-duty Navymen who frequently have no place to relax during the week. And there are many, many men who agree with the chaplains, as evidenced by the large turnout of Navymen and their dates during the past holiday season.

Navy Chapter Continues to Preserve Barbershop Quartet Music in Norfolk

HOW MANY ORIGINAL FORMS of American music can you recall, and what are they? The answer's very simple, there are at least three—the cowboy ballad, the Negro spiritual, and the least remembered of all, the sounds of a barbershop quartet.

Each of these forms of music has its own distinct combinations of rhythm, harmony, and emotion—and because of these differences, few people enjoy all three. Cowboy ballads and spirituals, particularly in the evolutionary form of jazz, have been marketed quite heavily by various recording companies, but barbershop recordings are not so numerous.

Nevertheless, barbershop music is still popular in America, and Navymen in the Norfolk area have the opportunity either to join a barbershop quartet or just enjoy the harmonizing at concerts that are presented throughout the year. Barbershop singing in the Tidewater area, largely through the efforts of the local chapter of the Society for the Preservation and Encouragement of Barbershop Quartet Singing in America—SPEBSQSA—is still quite active.

Several months ago a new quartet, called the Model T Chords, was formed with three-quarters of its membership active duty Navymen. The four-man group is made up of Lieutenant Commander Theodore Fijak, Jr., assigned to Atlantic Fleet Headquarters; Lieutenant Commander Virgil Albert of Fighter Squadron 101, NAS Oceana, Va.; Commander Jack Fitzpatrick of the Naval Air Reserve Training Unit, Norfolk; and Dave Gaston, a Norfolk businessman.

NAVY FRONTIER DAYS



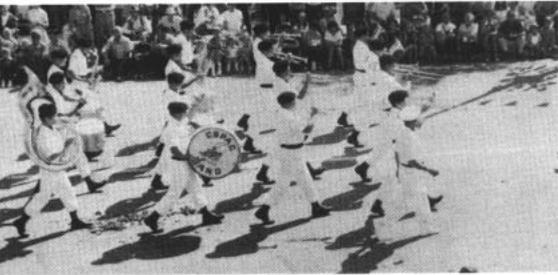
It's 1000 miles to the nearest ocean, but that fact didn't keep the Navy from showing up in force at the Cheyenne, Wyo., 75th annual Frontier Days celebration. The Navy's Blue Angels headed the list of five Navy and Marine units which participated in every aspect of the Wild West celebration.

Also putting the Navy boldly out front were the Leap Frogs, the Navy's precision parachute demonstration team from Coronado, Calif. The Port Hueneme Seabee Band and Drill Team, the Flying Rifles of the Naval Air Command School at Memphis, Tenn., and the El Toro (Calif.) Marine Band rounded out the sea services' participation.

The biggest Navy attraction was the Blue Angels' precision flying exhibition at Warren Air Force Base. In addition to their flight demonstration, the Angels met Wyoming Governor Stan Hathaway, received gifts of engraved buckles and western belts, donned stetsons to pose with rodeo queens, rode horses in a parade and held an autograph session for the general public.

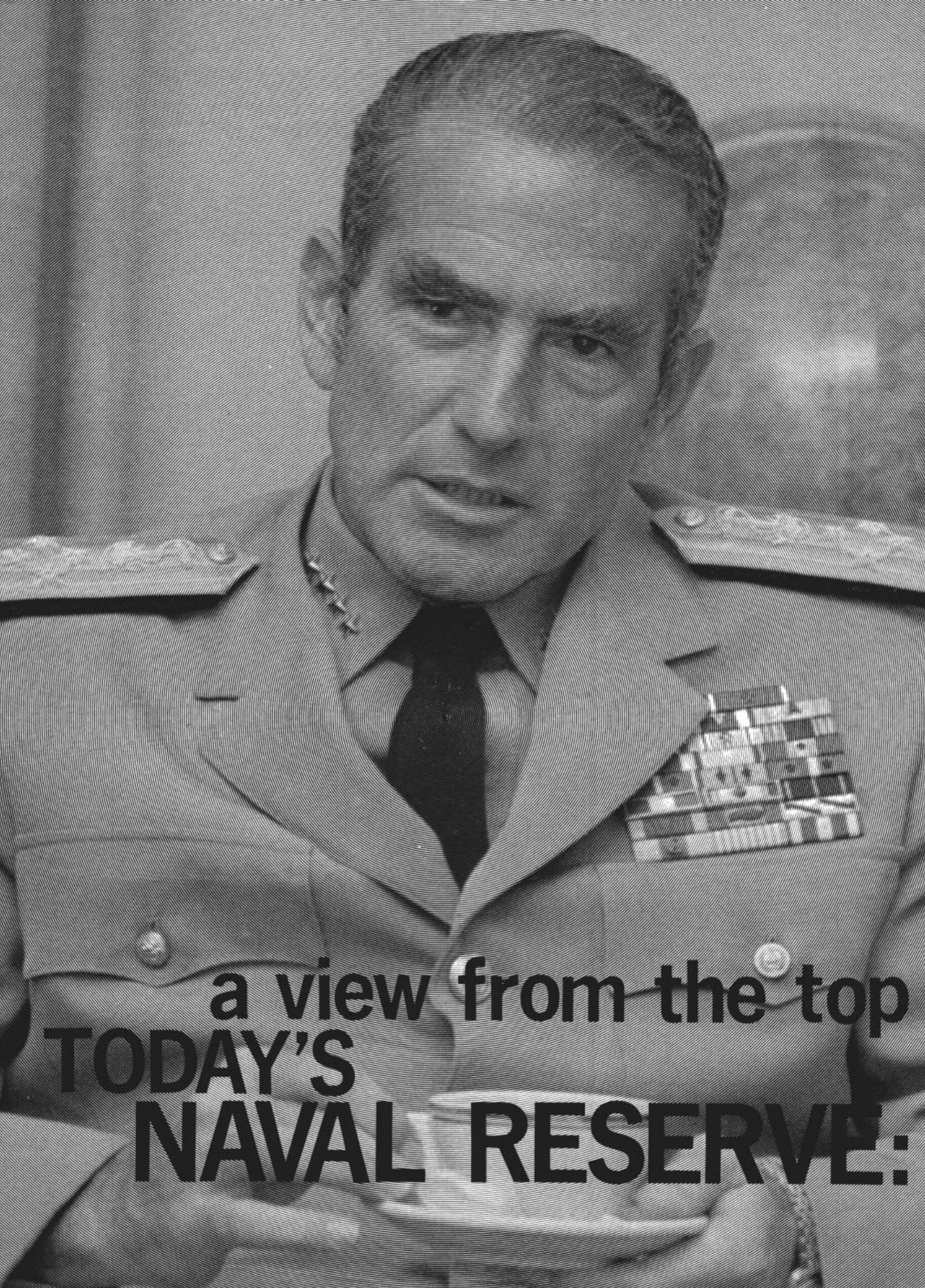
The Leap Frogs were enthusiastically received by the crowd. The skydivers made free fall jumps from thousands of feet above the crowd and maneuvered through the air at 120 mph. Their pinpoint landings in the Frontier Arena were cheered by thousands of onlookers.

All the Navy and Marine units participated in the parades, the pre-show and pre-rodeo activities held nightly at the Frontier Arena. Their skilled performances gave a salty flavor to the seven-day western celebration known as "the granddaddy of them all."



- Top—The Blue Angels with some of the "Dandies," a Wyoming girls' riding team at the Frontier Arena.
- The Port Hueneme CB Band in action in the Frontier Days Parade.
- The Leap Frogs, the Navy precision parachutist team on horseback for the parade passing before the Wyoming State Capitol Building.
- Bottom: The El Toro Marine Band adds to the festivities.





a view from the top
**TODAY'S
NAVAL RESERVE:**



LAST JANUARY, ALL HANDS printed a discussion of the Navy's mission and strategy by the Chief of Naval Operations, Admiral Elmo R. Zumwalt, Jr. In that article, Admiral Zumwalt spoke of the four functional categories of the Navy's mission: Strategic Deterrence, Projection of Power Overseas, Sea Control and Overseas Presence.

How can the Navy best perform these missions in an era of lean defense budgets and reductions in the size of the active forces? The answer lies in an increased emphasis on a new and stronger Naval Reserve—ready, reliable and more responsive to the needs of the active forces than the Reserve has ever been before.

As a result, Admiral Zumwalt sees "an exciting future" for the Reserve and TAR programs, and he has taken a look at the future in a special policy statement. Here, from that statement, are some of his views:

Never a Greater Need

"DURING various visits to Navy and civilian activities, I have received numerous inquiries regarding the future of the Naval Reserve and the TAR Programs. Probably at no prior time in the history of the Navy has there been a greater need for a strong, well trained, properly equipped Naval Reserve and its active duty support personnel in the TAR program.

"In the last several months, it has been necessary to decrease the size of the Navy's active forces. In order to do so and still be ready to meet contingency requirements, greater emphasis will continue to be placed on the Naval Reserve. The mobilization potential of the Naval Reserve, especially the Combat Unit Component, is a critical factor in the overall readiness of the total force.

Facing the Challenge

"IN CARRYING out the Navy's missions we face the challenge of a Soviet navy which was specifically designed to be optimized against the best in the world

—ours. Consequently, we have the difficult job of designing our Navy of the future not only to carry out the national commitments which our country has traditionally placed upon us, but also to reoptimize against the growing capability of the Soviet Union on the seas of the world.

"I am confident that our country has the capability, technological expertise and production skills to undertake the massive effort which will be required. Our countrymen should clearly know both the importance of a strong Navy, and the consequence of not having one.

"Our national will, as a maritime power, must come into play as an essential element if we are to retain our future superiority at sea.

The Reserve Role

"WHERE DOES THE NAVAL RESERVE fit into America's seapower picture in the years ahead? The answer is manifold and of particular significance to us all. Force reductions have resulted not only in reduced numbers of men being available in the active duty Navy, but also in the inactivation or transfer to reserve status of many of our Sea Control units. At a time when our active forces are reducing, but our need for seapower strength remains of primary importance, the role of the Naval Reserve takes on greater significance, and Reserve readiness becomes increasingly essential.

"The Congress recognized the importance of the role of Reserve components in enacting the Reserve Forces

A BRIGHT FUTURE



Bill of Rights and Vitalization Act which became effective 1 Jan 1968, and which expressed the will of the Congress that the Reserve forces be adequately supported in order to ensure their viability and readiness when needed.

"In response to the mandate of Congress, and because the Navy had already recognized the need, the subsequent reorganization of the Naval Air Reserve began in 1969. The establishment of the Naval Air Reserve Force with squadrons organized as mirror images of fleet squadrons with improved aircraft, fiscal and personnel support and experienced fleet aviation leadership brings us a long way toward the increased readiness we need.

"The surface program combat/functional unit structure presently consists of 34 destroyer types, 18 minesweepers, 18 mobile construction battalions and 22 inshore undersea warfare units. During fiscal year 1970, 15 destroyers, 3 minesweepers and 236 aircraft transferred to Naval Reserve duty replacing older units in the Reserve structure.

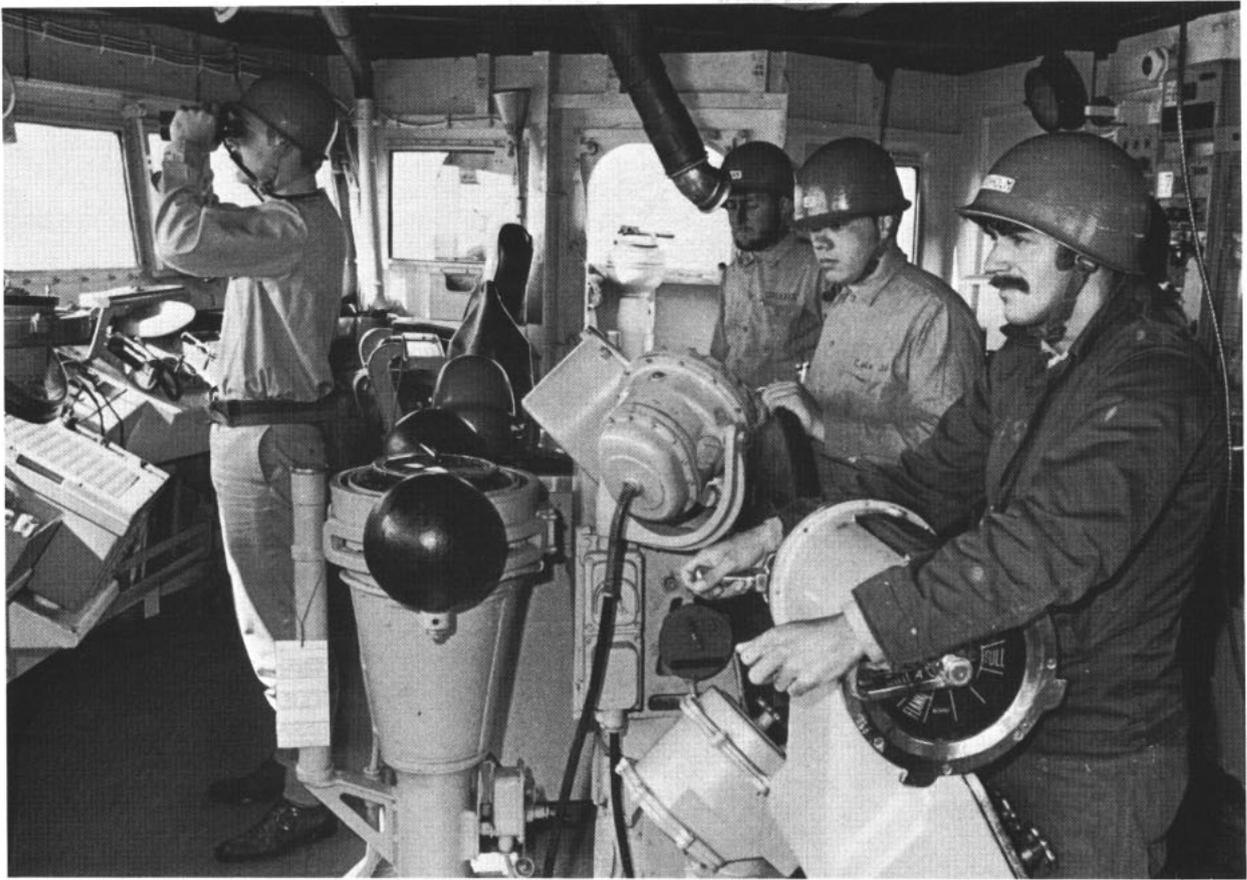
Strengthening the One-Navy Concept

"FROM THE MANAGEMENT SIDE in Washington, we have strengthened the role of the Deputy Chief of Naval Operations (Manpower and Naval Reserve) as the focal point within the OPNAV organization for all Naval Reserve matters. Additional Reserve coordinators have been established in several offices of OPNAV, the Bureaus, Systems Commands and other major offices to provide greater consideration to Reserve matters in the early stages of planning and budget formulation. This will enable requirements for support of the Naval Reserve to be considered at the same time we work on those for the active forces. It is intended that Reserve planning be concurrent with regular force planning as a key ingredient in the total force concept.

"We have implemented one of the major concepts of the Naval Reserve Forces Study wherein command, operational control and readiness are responsible for active forces counterparts. This will go a long way toward making Reserve forces an even more integral part of total Naval capability and strengthening the One-Navy concept. The increased involvement of COMCRUDESPEC and COMCRUDESANT with the training and evaluation of the destroyer squadrons of the Naval Reserve Force are good examples. This permits the squadrons, at the same time, to retain their same availability for Reserve training. The Lant and Pac Fleet commanders assured the Reserve community of this commitment.

Increased Support

"THE ESTABLISHMENT of Naval Reserve Coastal/River Squadron 2 at Little Creek, Va., under COMPHIBANT is a first step in developing this important capability within the Reserve organization. We are also seeking areas in which Reserve expertise can most effectively be brought to bear, such as the special war-



fare groups, amphibious and service force ships, coastal tow capability, tender repair augmentation and augmentation of active Navy shore patrol functions. In addition, certain contributory support functions which Reservists can perform most ably are being fostered. Some examples are Reserve systems analysis teams, hospital augmentation teams, fleet ship assistance teams and many others.

"While the active Navy has taken heavy cuts in force levels and personnel, we have, in fact, increased the amount of support dollars going to the Naval Reserve. This, together with the value of equipment transfers from Regular to Reserve units (which do not show up in the budget), portends a bright future for improved Reserve Readiness.

The All-Volunteer Force

"THE PROSPECT of an All-Volunteer Force concept within the next few years mandates enhancing the attractiveness of service life if we are to bring in the quality of enlisted talent and officer leadership we will need to operate the smaller, but more highly sophisticated, Navy our country will have in the future. This means we will need a higher caliber of professionalism in both our active Navy and Naval Reserve if we are to meet successfully the challenge which confronts us at sea in the years ahead, a challenge which I am con-

fidant is accepted by our Reserve officers and sailors who traditionally seek to contribute their unique talents and efforts to the All-Navy readiness.

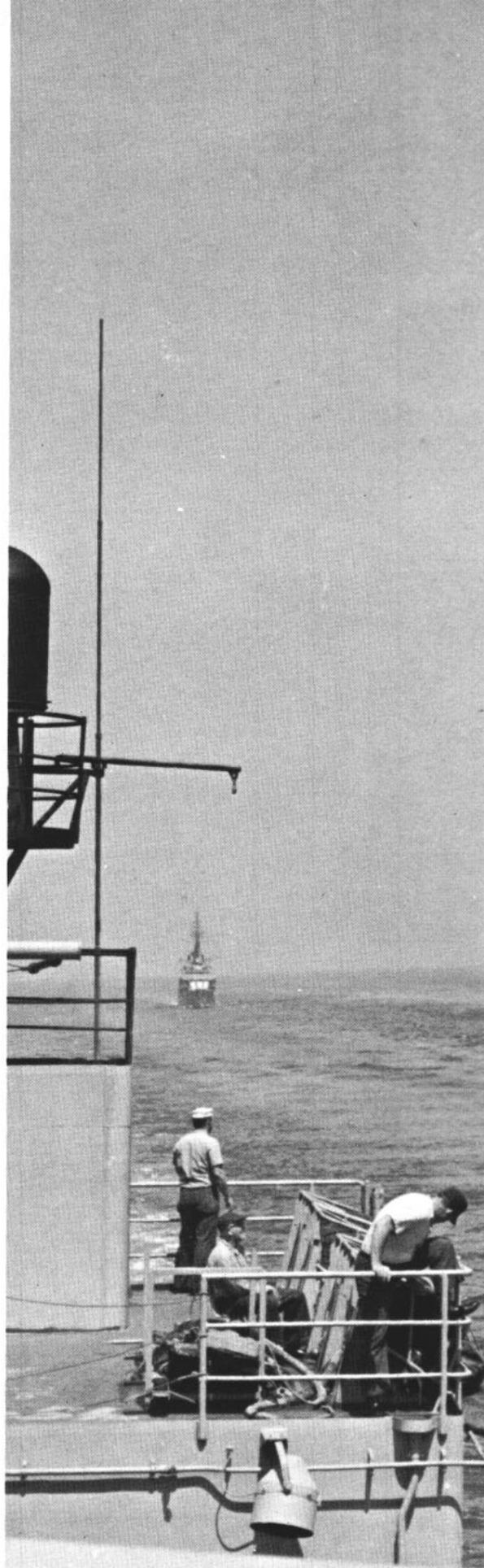
"The All-Volunteer Force also brings to the Naval Reserve its own particular brand of challenge, one which will require a thorough reappraisal of compensation, benefits and entitlements, incentives for affiliation, retirement and survivor benefits. We are looking into all of these things now with a view toward meeting this competitive situation head-on.

"All things considered, our Navy team has an exciting future ahead, one which will require our combined efforts in the face of a surge of unprecedented scope by the Soviet Union to attain primacy on the seas and to further extend its maritime influence throughout the world.

The TAR Program

"THE INCREASED reliance on the Reserve has increased the need for mature leadership, specialized in the training and administration of the Reserve within the Navy. The Navy identifies this expertise embodied in a group of officers and enlisted men as TARs.

"The Secretary of Defense, in defining the Nixon Doctrine in his memo of 21 Aug 1970, charged the Assistant Secretary of Defense (M&RA) with several objectives of which one is cited here: 'Provide man-



ning levels for the technicians and training and administration Reserve support personnel (TARs) equal to full authorization levels.'

"The TAR Program provides the most reasonable career opportunity for Reserve officers and enlisted men on active duty. The long-range plan for the program envisions a continuing requirement for TAR officers being retained on active duty, in grades of lieutenant and above, to administer the Reserve training programs. Further, in order to provide for a continuity of mature experience in Reserve matters, to act as a retention incentive for junior Reserve officers, and to ensure a continuation on active duty of a group of highly selected candidates who may aspire to the TAR rear admiral billets, a small number of outstanding senior TAR officers will be selected for continuation beyond 20 years on active duty, with an opportunity for consideration for flag grade. Within certain designations, TARs may continue to aspire to command at sea and ashore and challenging billets everywhere, in-





cluding service and interservice schools and post-graduate selection.

Reserves On the Move

W E EXPECT that our Naval Reservists will have an increasingly greater role to play, a closer affiliation with the Regular Navy in its activities and a more streamlined and responsive organization in the years ahead. There will be different roles, new roles and more important opportunities to make meaningful contributions than at any other time in the peacetime history of our Navy.

"The Naval Reserve is on the go. It has new concepts, newer equipment, and new support. It has my support and attention and that of the Fleet Commanders, and the Secretary of the Navy. The roles of TAR personnel and selected Reserve personnel will continue to increase in importance as they receive more sophisticated equipment. The future of the Naval Reserve and the TAR programs has never been brighter."



- REGISTER -- AND VOTE!!

This month has been designated as Armed Forces Registration Month. A concentrated effort is being made to encourage and assist all unregistered people to register and insure their voting privilege in the 1972 elections. Voter assistance teams are working on ships, squadrons and stations throughout the Navy with a particular emphasis on people between the ages of 18 and 21, who will be voting in their first national election.

By this time, your command should have a copy of the 1972 Voting Information Pamphlet (NavPers 15868I), which contains the latest information on the 1972 elections and voting procedures for all states and territories. Ample supplies of Federal Post Card Applications for Absentee Ballot (SF76 Rev. 1968) are in the hands of the voter assistance teams to enable you to register and vote in your state's primary and the general election. The first primary, in New Hampshire, will be held on 7 March, so there's no time to lose. For dates of other primaries and more information about the 1972 elections, see your voting counselor today.

- ENLISTED MESSES INSPECTED FOR FUTURE IMPROVEMENTS

Facility specialists are currently examining buildings, layouts of messdecks and galleys, and the quality of furnishings and equipment used in enlisted dining facilities ashore as the first step in developing an over-all master improvement plan. Information gathered from the on-site surveys will be used by individual commands to determine budget requests for military construction, self-help programs, special projects and the replacement of outdated equipment.

- A REMINDER: SOCIAL SECURITY NUMBER NOW USED FOR MILITARY ID

The old file/service number became obsolete on 1 January when conversion to the use of Social Security numbers (SSN) as military identification numbers was completed. Personnel offices and manpower centers have refiled all service records according to SSN--a mammoth job--so it's more important than ever that you use your SSN on all official correspondence, documents, health records, and service record entries.

- YEOMEN ENCOURAGED TO SWITCH TO PN RATING

Yeomen in pay grades E-4, E-5, E-6 and designated strikers serving in personnel billets or with experience in personnel administration are now being encouraged to change their rating to personnelman. Selected YNSNs, YN3s and YN2s are given an administrative lateral change of rate; YN1s who wish to convert are placed in "in-service" training for PN1 and are authorized conversion upon passing a Navywide examination for PN1. In addition, designated strikers and yeomen in pay grades E-4 through E-6 may request to convert and advance at the same time by taking the PN advancement examination for the next higher paygrade; those who pass the exam but are not advanced due to quota limitations are given the option of a lateral change of rate. For information, see your personnel officer about BuPersNote 1440.

TIDES AND CURRENTS

A Message to the Fleet from the Chief of Naval Personnel



VADM D. H. GUINN

MANY Navymen will be taking advancement-in-rating exams this month. I want to be sure that all who are eligible and who are recommended by their commanding officers are afforded the opportunity to take the exams. I would be most pleased if all of those who took the exams were to pass them and if all those that passed

could be promoted. But I know that in some rates we shall not have vacancies for all of the men who pass the examinations. Perhaps you have heard others say that they were "quota-ed out of their promotion." I think that this reflects a misunderstanding of our advancement system.

The Navy is strictly limited, by the Defense Department, as to the number of personnel serving in each pay grade. Within each pay grade, the numbers of men authorized to serve in the various rates are allocated according to the needs of the Navy. For example, the number of ADRIs depends, first, upon the total first class petty officer strength authorized by DOD and, second, upon the allocation of this first class petty officer strength to the ADR rating. The number of men who can be promoted from ADR2 to ADR1 as a result of the February exams will be governed by the number of vacancies projected for the next six-month period at the time the exam results are available.

Since there is an actual limit to the number of men who can be promoted, I think that we agree that the fairest way is to let everyone who is eligible, and recommended, take the exam. This system, whereby all of the eligible men, recommended by their commands, take the examination on the same day, has long been considered the fairest competitive promotion system of any of the Armed Forces. It is apparent that, in some rates, more men will take the exam and pass it than can be promoted into the limited number of vacancies for that rate. This gives rise to the PNA—passed, not advanced—notification. You all know that the men with the highest multiples, a combination of examination score, evaluation marks, awards, time in service

and time in grade, are the strongest competitors for the vacancies that exist. The men with the highest multiple ranking (combinations of the above factors) are those advanced. This is the most equitable way to do it. I agree with you that it is unfortunate that some who study hard and who pass the examinations may not rank high enough in the multiple competition to get promoted, but that is the way fair competition works out wherever it takes place. Actually, we are now considering a modification which would authorize award of points to those candidates PNA'd to increase their opportunity for advancement on the next examination. If approved, this could affect promotions in August 1972.

The Navy advancement system is designed to encourage fair competition among all of the men eligible for advancement in their specialty and to advance those most highly qualified for the vacancies that exist at the next higher grade. However, I realize that it is discouraging for some men to take the advancement exams over and over and still not be promoted. For these men, there are two further avenues to advancement: one, begun last year, permits the advancement of a very small number of highly qualified and motivated career men who have taken five or more examinations; another avenue (SCORE) encourages men to choose training and conversion from their present rate in which advancement may be limited, to one of the more "open" rates. While it is a difficult decision to make, the transfer usually is much more advantageous to both the individual and the Navy. Those who feel that these provisions might apply to them should read BuPers Notice 1430 of 8 Jun 1971 and BuPers Manual 1060010.

I don't think of our system as being based upon a "quota" for advancement, but rather one that encourages fair competition in order to put the best qualified men in the vacancies that are available. I would most strongly characterize the system as a "competitive system." I think it is the most equitable for all, and I believe that it helps to provide the best Navy for our country and our people.

A handwritten signature in dark ink, appearing to read "D. H. Guinn". The signature is fluid and cursive, written in a professional style.

● ADDRESS CARDS FOR RETURNING ALIENS: NO TIME TO LOSE

Any registered alien who was temporarily absent from the United States or its possessions on 1 January must report his address—even if there has

been no change--within 10 days after his return. The Address Report Card may be obtained from any U. S. Post Office or Immigration and Naturalization Service Office. The card should be filled out by the alien and returned to the clerk from whom it was received; it will then be forwarded to the Attorney General.

● DRUG ABUSE SCREENING PROGRAM EXPANDED

One of the latest developments in the Navy's effort to fight drug abuse among its members is large-scale urinalysis being conducted at the Naval Drug Screening Laboratory in Jacksonville, Fla. As many as 700 samples are analyzed daily, including approximately 400 samples collected in the Sixth Fleet. Samples for screening at the Jacksonville lab are also collected on bases at Orlando, Fla.; Memphis, Tenn.; Parris Island, S. C.; and the Naval Drug Rehabilitation Center (NDRC) in Jacksonville. The rate of testing makes possible the screening of all recruits within 24 hours of arrival at a training center.

● NAVY WOMEN TO BEGIN OT TRAINING UNDER PILOT PROGRAM

Ten enlisted women and one woman officer will begin training on 6 Mar 1972 in the Ocean Systems Technician (OT) field under a pilot program exploring the feasibility of opening the rating to Navy women. Qualified seamen apprentice who recently completed recruit training and certain petty officers in the Electronics Technician and Radioman ratings who requested conversion were selected to attend OT "A" school at Key West, Fla., for initial training.

● CENTRALIZATION CONTINUES: MORE RATINGS TO BE INCLUDED

Nearly 75 per cent of the Navy's enlisted people are now under the centralized assignment control of the Chief of Naval Personnel, and by the end of this month seven more ratings will become centralized. These include ABE, ABF, ABH, AMH, AMS, CYN, and RM. Also effective on 29 February, seaman, airman, and fireman billets formerly under EPDOCONUS detailing control will become BuPers-controlled.

If your rating is now centralized, you should ensure that a Duty Preference Card (NavPers 1306/34) is forwarded to CHNAVPERS immediately so your detailer may be aware of your duty preferences. Detailed instruction for filling out these cards may be found in BuPers Notice 1306 and the Transfer Manual, Article 28.10.

● INSURANCE FOR OCCUPANTS OF NON-MILITARY HOUSING

If you're living in nonmilitary rental housing, your household goods, furnishings and other related personal property are not covered by government insurance just because you're in the military. This applies even to those who were referred to local government housing authority or HUD/FHA projects by Navy housing offices and subsequently occupied such projects. You're automatically insured by the government only when you occupy military

family housing to which you've been "assigned."

Navy men and women living in nonmilitary government housing projects and private homes or apartments are responsible for obtaining their own fire and liability coverage. Many insurance companies offer a homeowner's insurance policy for tenants, which covers both damage to the tenant's property and damage the tenant causes to his landlord's property.

- HOMEPORT OPTION FOR SEABEES SHIPPING OVER

Choice of battalion home port is a new reenlistment incentive now being offered to all Seabees who reenlist for the first or second time. When granted, assignment is guaranteed to the home port of choice while serving with a Naval Mobile Construction Battalion (type 2 sea duty); this guarantee remains in effect for the entire period of enlistment. Requests for this new incentive should be forwarded to the Chief of Naval Personnel (Pers-B2111) via your commanding officer four to six months before your planned reenlistment date. For more details, see your personnel officer about BuPers Notice 1306 of 7 Oct 71.

- MORE THAN 56,000 ADVANCE OFF AUGUST EXAMS

More than 56,000 enlisted Navymen who competed in the Navywide examination in August have been selected to sew on new crow's, add chevrons, or don CPO uniforms. Some of those authorized for advancement assumed the duties of their new positions during the months November through January; others picked for advancement were designated "selectees" to be advanced according to fiscal year 1972 funding. Among those authorized for advancement were approximately 2400 new chiefs and almost 6000 new PO1s; in the lower grades, more than 20,000 were authorized advancement to PO2 and about 27,000 to PO3. Included in the totals are advancements for 674 AIRTAR and 52 SURTAR.

- HATS NOW OPTIONAL WHILE AT SEA

Remember the time when the chowline at sea was topside, so you grabbed your hat, went up on deck and got in line? Then--just as you were approaching the hatch--a gust of wind blew your hat off and, in hot pursuit, you watched in despair as it drifted over the side into the sea below. When you returned to the chowline, the master-at-arms spotted you and told you to get a hat if you wanted chow--so you went below to your locker, and by the time you came back the chowline had been secured.

Well, if this or something similar has happened to you, you'll be glad to know that hats are no longer required--except on specific watches specified by the commanding officer or during ceremonial occasions--while your ship is at sea. One purpose of this "practical modification to the Navy's uniform code" is to avoid hazardous situations in which the hat would be an encumbrance. The decision came from CNO Admiral Elmo R. Zumwalt, Jr., but he left the announcement to fleet commanders. Existing regulations which require that hats be worn in port are still in effect.

● REMINDE YOUR WIFE: WRITING CONTEST ENTRIES DUE 1 APRIL

If your wife hasn't started her rough draft, you should remind her that the deadline for entries in the first Navy Wives' Writing Contest is 1 April. The contest, sponsored by the Department of the Navy, is open to all Navy spouses interested in conveying the positive experiences of their service-connected lives. Articles should be between 1000 and 2500 words, written about any facet of a Navy wife's life, and must be submitted by 1 Apr 72 to the head of the Media Services Branch, Public Information Division, Office of Information, Navy Department, Washington, D. C. 20350. Entries will be judged by a Navy board, and the winning article will be published in the June or July (1972) issue of ALL HANDS. For more details, see the Navy News Briefs section in ALL HANDS November 1971 issue.

● SIX-DAY OPERATION IN EFFECT AT SELECTED NAVY COMMISSARIES

A six-day sales week was instituted in December at five Navy commissary stores in the continental U. S. and at Hawaii. Commissaries at Naval Stations Norfolk, Va.; San Diego, Calif.; Long Beach, Calif., and the Naval Air Stations at Miramar and Moffett Field, Calif., are now operating on a Monday through Saturday schedule; the store at NS Pearl Harbor, Hawaii, is open Tuesday through Sunday.

In addition, the commissary at Naval Amphibious Base, Little Creek, Va., continues to operate on a Monday through Saturday basis. This store was used in a pilot program conducted by the Navy Resale System Office (NRSO) to determine the feasibility of a six-day week; results of this test showed a wide customer acceptance. Participating stores were selected by NRSO on the basis of having sales of over \$1 million per month---each of these stores is located in an area with a high concentration of Navy families.

● PETTY OFFICER REVIEW BOARD TO MEET NEXT MONTH

The Petty Officer Quality Control Review Board will meet in March to screen the records of master, senior, and chief petty officers. While the typical, high-performing chief petty officer will not be affected, the board will take action in those cases where performance has fallen below accepted levels.

● WANTED: TOP SINGERS FOR NAVY MUSIC PROGRAM

Famous worldwide for its excellent "traveling" bands, the Navy is now looking for exceptionally talented male and female vocalists for its music program. In particular demand are people who are highly experienced in the entertainment field and can perform in the contemporary idioms of rock, country and western, and folk music.

Civilians who qualify for enlistment in all other respects and active duty Navy men and women may apply for an audition before a U. S. Navy Band board in Washington, D. C.; all expenses for the trip must be paid by the applicant. Civilians accepted into the program must undergo basic training,

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and active duty people will go through normal change of rate procedures. Those selected will be assigned to the School of Music, Norfolk, Va., for duty under instruction in the basic course; graduates will then be assigned to one of the 42 Official Navy Bands, or one of two special bands--the U. S. Navy Band in Washington or the U. S. Naval Academy Band at Annapolis, Md.

Persons interested must write a letter of inquiry--including a complete resume, pre-audition tape, and photograph--to the Chief of Naval Personnel (Pers-P44), Navy Department, Washington, D. C. 20370.

● NFCU REDUCES LOAN INTEREST RATE

The Navy Federal Credit Union has reduced its interest rate on all new loans to 9.6%, which means savings to NFCU borrowers. The reduction from the old rate of 10.5% made possible through more efficient operations of the credit union, is designed to support the government's efforts to fight inflation while at the same time stimulating the economy. NFCU, with a worldwide membership of more than 190,000 people, has maintained its position as the world's largest credit union since 1962, and recently passed the \$200 million mark in assets. Savings to NFCU borrowers will vary with the amount of the loan and time of repayment. For example, a \$2500 loan to be repaid over a period of three years at the new rate will result in an interest savings of \$38.62 over the old rate.

● NAVY RECOVERY FORCES TO CACHET APOLLO 16 MAIL

The Navy's Manned Spacecraft Recovery forces in the Atlantic and Pacific will cachet and cancel philatelic mail for the launch of Apollo 16 in April 1972. The special Apollo 16 covers will be processed through designated coordinators at Norfolk, Va., and Honolulu, Hawaii. Atlantic covers sent to Norfolk will be processed through the local post office using the standard "U. S. Postal Service" cancellation device; they will not contain the name of an Atlantic recovery ship, since the Atlantic Recovery Force composition will not include a ship with postal facilities. From the Hawaii site, First Day covers will be forwarded to the recovery ship.

To ensure adequate time for handling covers, stamp collectors throughout the world should send prestamped, self-addressed envelopes to the appropriate coordinator before 25 February. Only United States postage may be used on covers, and standard-sized covers (3 5/8 by 6 1/2 inches) are requested to simplify handling; a three-inch square should be allowed on the left-hand side of envelopes so the cachet may be applied. Each recovery force coordinator will accept only two covers per collector. Covers received after 25 February will be returned unprocessed.

Addresses for the Atlantic and Pacific area coordinators are as follows:

o Atlantic: Apollo 16 Covers, Task Force 140, Naval Air Station, Norfolk, Va. 23511.

o Pacific: Chief-in-Charge (Apollo 16) Task Force 130, Navy Terminal Post Office, Fleet Post Office, San Francisco 96610

from the desk of the Master Chief Petty Officer of the Navy

"What Change Hath Wrought"



MCPON JOHN D. WHITTET

SINCE ASSUMING the office of Master Chief Petty Officer of the Navy last spring, I've spent much time on the road, traveling thousands of miles and visiting dozens of commands. This provides a real opportunity to listen to what our sailors are saying. In these changing times as well as one may well expect, a sizable number of questions have been asked that bear directly on the Navy and the direction in which it is moving.

It's no secret that times are changing. We're all aware of the changing thought and attitudes of our young people in civilian society. The emphasis today is on the condition of individual human resources and common natural resources. The potential and fulfillment of these resources are being sought in ways that often challenge established practices.

Working with equipment of ever-increasing complexity, the Navy has recruited a new generation of technicians who are often as concerned with the "why" of things as they are with the "how" of something.

The Navy has recognized this attitude—and it has just completed one of the most successful—and unprecedented—years of change in its history.

However, in this battle against petty and sometimes obsolete regulations and requirements, as well as demeaning practices, some Navy people, particularly some of our more senior personnel, seem to have raised a banner of doubt.

IT'S NATURAL that there should be this kind of reaction in an environment of innovation. The range and scope of some changes have understand-

ably produced a degree of uncertainty. The new people programs, the draw down on funds and personnel, for example, have all had their impact.

It's appropriate to ask questions from time to time. What have these changes achieved?

First of all, these new programs have improved the quality of Navy life for all enlisted men. I have no doubt that this compassionate philosophy is the most likely formula to produce the conditions of both naval pride and naval strength that we desire.

However, many of the questions I've received from those who are in doubt concern the wisdom of certain changes in relation to the state of discipline. A look at comparative statistics for the various branches of our armed services reveals, if anything, the success of our Navy's approach, and the good sense and maturity of the vast majority of our personnel.

It is sometimes asserted that the so-called "hard line" policy is the answer for all discipline problems. The Chief of Naval Operations, on the other hand, has sponsored a philosophy that is most appropriate for Navymen. If you trust people and treat them as individuals, they will normally justify that trust. It is obvious that the overwhelming majority of Navymen have acted responsibly in relation to this trust and respect. A few individuals have taken advantage of it, but I believe that we are correct in treating these individuals as individuals. Each sailor should be rewarded or disciplined on the basis of his own behavior, rather than on the merits or mistakes of an irresponsible shipmate.

OUR NEW PROGRAMS have enriched the conditions of service within the Navy. Far from stripping senior enlisted men of their authority, which is a sometimes heard complaint, the hand of enlisted leadership has actually been strengthened. And the overwhelming majority of our senior petty officers are now ardent supporters of the Z-gram changes and developments.

We should recognize that the majority of the Z-grams released so far have "provided benefits for careerists, either alone or in addition to noncareer Navymen." As I see it, these changes have also brought about new opportunities, new freedoms, more equality and more responsibility for all of us. But these new strengths are not unaccompanied by challenge.

For each of us, the "challenge of change" rests squarely on our own shoulders. It calls for action in the spirit of our new privileges as well as in the letter of recent changes. It calls for the understanding and mature cooperation of all hands.

I'm proud to be an active member of a Navy that is as capable of creating tradition as it is of preserving tradition.

now underway **RVN** reassignment program

A COMPLETELY NEW PROGRAM—incorporating the provisions of Z-gram 73—has been instituted to provide additional reassignment benefits to Navymen rotating from the Republic of Vietnam. The program, officially announced by BuPers Notice 1306 of 12 Aug 1971, is designed to reward these individuals in a very real way for having served such a professionally and personally demanding tour of duty.

The program, which originally featured only duty options for personnel serving in general duty or duty on board nonrotated ships, has been expanded to include Navymen serving one- or two-year tours with the Naval Advisory Group.

Upon arrival in-country, you must submit your duty history and preference card. You have the opportunity of changing and updating these preferences at any time prior to completing six full months of your tour, or at any time you become shore-duty eligible and have sufficient obligated service.

Here are the duty options, by type:

General or Nonrotated Ships

NAVYMEN completing tours of general duty or on board nonrotated ships fall into two basic categories—those not eligible for shore duty and those who are.

Personnel not eligible for shore duty may elect one of the following options:

- Option I—Assignment to sea duty in the fleet of choice. Noncareer personnel who request duty with the Atlantic Fleet must have a minimum of 16 months' obligated service upon transfer. Sufficient obligated service for these personnel must be acquired at the time of electing this option.

- Option II—Priority consideration for overseas duty where there are insufficient shore duty-eligible personnel who desire such duty. The number of these billets is extremely limited. Fleet units homeported overseas are also included in this option.

- Option III—Priority consideration for Class B or C school for rated personnel, and Class A school for nonrotated and those field-advanced to PO3.

Duty Options for shore-eligible personnel:

Guaranteed assignment to shore duty. Personnel must have or acquire sufficient obligated service to complete a full tour of duty ashore. Those assigned



under Seavey procedures do not have to fall within a given Seavey segment's designated transfer month. However, personnel must meet service requirements set forth in the Seavey segment from which they are being assigned at the time of submission of the rotation data card.

- Option IV—Priority consideration for assignment to instructor duty for qualified PO2s and above. Instructor billets are available at A, B, C, Fleet and functional schools for all ratings. Additionally, billets for PO1 and above are available at recruit training commands and Naval Reserve training centers. Instructor tours are 30 to 36 months in length.

- Option V—Priority consideration for recruiting duty. Navymen from the following rates/ratings are primarily needed: BM1, SM1, GMG1, ENC, EN1, BT1 and SF1. Recruiting tours are three years in length. Recruiter billets are available throughout the U. S.; however, most vacancies exist in the Third, Fourth and Ninth Naval Districts. Immediate assignment to these areas can normally be expected for those selected.

Two-Year Naval Advisory Group Tour

IF YOU VOLUNTEER for an initial two-year, in-country tour in the new advisor program, or for a second Vietnam tour in NAVADVGRP within three years of completion of a previous Vietnam tour, regardless of activity at which first tour was served, you're eligible for the following special reassignment benefits. Additionally, those personnel now serving in the NAVADVGRP who volunteer for and are recommended by CHNAVADVGRP to extend for one year will receive these benefits.

- Option I—Guaranteed assignment to a normal tour of general shore duty plus assignment to naval district of your choice, regardless of your sea/shore duty eligibility. The highest priority will be afforded members who volunteer for recruiting or instructor duty; however, assignment to this type duty cannot be guaranteed. Personnel authorized to draw pro pay based on billet assignment are advised to select a naval district offering their particular NEC/rating billet. Assignment to billets where pro pay is not authorized can be made, but you must indicate your willingness to accept such an assignment.

- Option II—If sea duty is desired, guaranteed assignment to home port and type ship of choice provided an allowance exists for your rating/NEC and the home port is a major Fleet concentration area. Assignments to the following home ports are guaranteed under this option: Atlantic—Newport, Norfolk, Charleston and Mayport; Pacific Fleet—San Diego, Long Beach and Pearl Harbor.

- Option III—Guaranteed assignment to overseas duty. Assignment under this option may be to any overseas sea or shore duty, dependent upon billet vacancies.

- Option IV—Preferential consideration for continued assignment in MAAG/mission type billet for highly qualified individuals.

- Option V — Guaranteed assignment to advanced schooling—Class B or C schools for rated personnel and assignment to Class A school for nonrated or those field-advanced to PO3. Personnel must be fully qualified for the school requested and be recommended for the school by their CO. Sufficient obligated service must be acquired at the time of election of this option.

One-Year Naval Advisory Group Tour

IF YOU ARE CURRENTLY SERVING a one-year tour in NAVADVGRP or volunteer for a one-year tour in either the present advisor program or the new advisor program, you may choose one of the following options:

- Option I—Guaranteed assignment to naval district of their choice if eligible for shore duty. Priority consideration is also given to personnel requesting recruiting or instructor duty. The provisions under Option I, Two-Year NAVADVGRP Tour apply to this category.

- Option II—Guaranteed assignment to either type ship or home port of choice for nonshore-duty eligibles, provided that an allowance exists for rating/NEC and home port chosen is in a major Fleet concentration area. The same home ports listed under Option II, Two-Year NAVADVGRP Tour, are guaranteed.

- Option III—Priority consideration for assignment to overseas duty where there are insufficient shore duty eligible personnel applying. Assignment is dependent upon billet vacancies. Fleet units homeported overseas are included in this option.

- Option IV— Guaranteed assignment to Class B or C school for rated and Class A school for nonrated and those field-advanced to PO3, as outlined under Option V, Two-Year NAVADVGRP Tour.

ADDITIONAL TOUR VOLUNTEERS—All personnel who volunteer for and are selected for a second Vietnam tour within three years of a previous tour will receive additional sea duty credit. Each additional full year tour (extension) will be counted as two years' sea duty for rotation.

Complete details are available from BuPers Notice 1306 of 12 Aug 1971 or by consulting your personnel office or career counselor.

Navy Assigns Enlisted College Grads To Research-Study Work at Center

FROM Japan, Scotland, San Diego, Jacksonville, Adak, ships at sea and even boot camp, came the 20 enlisted college graduates to the Center for Naval Analyses (CNA). They were to be part of CNO's initiative to make better use of the higher education which the Navy has in its enlisted ranks.

The enlisted men chosen for the center had master's degrees in the sciences such as physics, math, statistics and chemistry. All had been recommended by their commanding officer and all had been personally interviewed by a representative of CNA's Operations Evaluation Group.

When the enlisted candidates arrived at the Center for Naval Analyses, each was again interviewed, then assigned to a specific study or research project which was best suited to his qualifications and interest.

The assignments were important — constructing a communications traffic management computer model; studying new ASW sensors or provisioning the Navy's new F-14 fighter aircraft. Others were given problems in mathematical economics while still others were assigned to construct a large computer model to help the Navy plan future uses of its resources.

The program is making winners of both the Navy and the enlisted men concerned. The Navy receives valuable assistance in its study program and the men themselves are furthering their professional careers by gaining valuable experience in their chosen fields of work.

Computer Can Compose Questions While Commenting on Answers Given

COMPUTERS THAT "TEACH" people are hardly news but one that converses (in print) with its pupils is a decided novelty. There is such a machine and the Office of Naval Research, which contracted its development, calls it "Scholar."

The new and improved computer not only prints out answers for a student but also, on its own initiative, can compose its own questions and make comments in much the same way a human teacher would. Scholar's development was part of a Navy program of research in computer-aided instruction with which ONR expects to improve and reduce the cost of technical training.

Computers, of course, have been used as teachers for some time but they could only produce a fixed set of questions which usually were multiple choice and were entered in advance. The computer's student could take no initiative and could only ask preprogrammed questions.

Scholar, on the other hand, can already accept and answer unanticipated questions or responses, prompt its pupils, indicate misspellings and do it all in acceptable English. Scholar can also make up its own questions based on the answers given by the student.

Even though its new computer is a vast improvement over old-style teaching machines, it isn't as good

as ONR would like it to be. The next step, ONR says, is to make Scholar itself much easier to teach. This would eliminate the need for training or experience in computer programming. Another aim is to give Scholar the ability of a human tutor who could ask questions and determine whether certain misconceptions about a subject were responsible for his student giving the wrong answers.

15-Month Leave of Absence Results In Law Degree for Helicopter Pilot

IF YOU WERE TO HAPPEN UPON Lieutenant Commander Alan E. Michel while he was in uniform, you might start wondering whether he's a naval aviator or a lawyer. The fact is, he's both.

Assigned as senior defense counsel at the Sixth Naval District Law Center in Charleston, LCDR Michel wears both naval aviator's wings and the JAG (Judge Advocate General) emblem that designates him as a Navy lawyer. Being a Navy pilot and lawyer obviously isn't possible—but it doesn't often happen.

"There aren't many of us," LCDR Michel said. "I've checked the Naval Register and found only 10 other persons with these qualifications."

LCDR Michel entered the Navy in 1960 and, after attending flight school at Pensacola, served two tours of duty flying helicopters off the carrier *uss Yorktown* (CVS 10), at that time deployed off the Vietnam coast. He retained a strong interest in law, however, and requested duty at the University of Mississippi NROTC unit so he could begin studying for his degree. He taught Naval Orientation to students and took courses in law for two years, then was granted a 15-month leave of absence from the Navy and received his law degree from "Ole Miss" last April.

When asked about his unusual transition from pilot to legal counselor, the 32-year-old aviator/lawyer said that he always liked to work with people and is looking forward to his new career—helping Navy men and women with their problems.

Current Exams for 13 Ratings to Include Section on Pollution Abatement

SOMETHING NEW will be added to the next advancement examinations for Navymen in 13 ratings. In addition to being examined on pollution control quals in military standards, new pollution abatement qualifications will also be included in examinations for men in the following ratings: commissarymen, ship's servicemen, boilermen, enginemen, hull maintenance technicians, construction mechanics, equipment operators, utilitiesmen, aviation boatswain's mates, aviation machinist's mates, aviation support equipment technicians and stewards.

Men serving in these ratings will be trained to meet the new qualifications in their respective schools or through on-the-job training.

Pollution abatement has been the subject of federal laws since 1899, and OpNav Notice 6240 of 23 May 1970 recognizes the job as the responsibility of everyone in the Navy.

National views on the environment are changing and the Navy will continue to adjust itself to the policies of the national government. Such changes may conceivably result in more training for Navymen who are working in ratings which require action affecting pollution. The changes may also call for the addition of pollution abatement qualifications in other ratings.

Whatever is necessary, the Navy intends to carry out government policy and remain in step with the nation's mood in its attempt to control and limit the pollution of land, sea and air.

Revised Correspondence Courses Are Now Available to Navymen

MILITARY REQUIREMENTS for Petty Officer 1 & C (NavPers 91207-G) is on the list of new and revised correspondence courses which are now available for enrollment.

The list also includes Aviation Antisubmarine Warfare Technician 1 & C (NavPers 91697-B), Builder 3 & 2 (NavPers 91584-2C), Data Processing Technician 1 & C (NavPers 91275-1), Data Systems Technician 1 & C (NavPers 91234-A), Dental Technician 3 & 2 (NavPers 91681-2), Electrician's Mate 3 & 2 (NavPers 91524-2), Equipment Operator 1 & C (NavPers 91576-2E), Fire Control Technician (B) 1 & C (NavPers 91315), I. C. Electrician 1 & C (NavPers 91531-1B), Journalist 1 & C (NavPers 91453-1), Machinery Repairman 3 & 2 (NavPers 91507-2C), Lithographer 1 & C (NavPers 91475-1F), Molder 3 & 2 (NavPers 91554-2), Opticalman 3 & 2 (NavPers 91386-A), Ship's Serviceman 3 & 2 (NavPers 91447-2), Steelworker 3 & 2 (NavPers 91589-2), and Sonar Technician 1 & C (NavPers 91265-1).

The following officer/enlisted correspondence courses are either new or have been revised: Bureau of Naval Personnel Manual (NavPers 10435), Electricity Part I (NavPers 10442), Mathematics Part III (NavPers 10450-A), and Storage and Materials (NavPers 10436).

FOUR OFFICER correspondence courses have been revised: Communications Officer (NavPers 10403-B), Electronics Administration and Supply (NavPers 10926-C), Navy Admiralty Law Practice (NavPers 10725-A1), and Engineering Administration (NavPers 10992-B).

The programmed instruction Officer Billet Training Package—previously known only as the Electronics Material Officer (NavPers 13103) course—is now available either as a package or by each course individually. The three separate courses are: Introduction to Naval Electronics (NavPers 10444-A), Introduction to Electronics Administration (NavPers 13105), and Introduction to the 3-M System (NavPers 13107).

Only one course, Navy Contract Law (NavPers 10988-A2), was discontinued. A similar course, Government Contract Law (#6607), is available from the Extension Course Institute, Gunter AFB, Ala. 36114.

letters to the editor

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers-P31, Bureau of Naval Personnel, Navy Dept., Washington, D. C. 20370.

Overseas Separation

SIR: I am currently serving aboard a ship homeported in Europe and am due to be released from active duty soon. I would like to be separated overseas so that my wife and I may travel for several months. Could you please detail the rules covering this?—LTJG T. H. W.

• *Navy men completing honorable service at a duty station in a non-belligerent country may be separated there. Each case is treated individually, but normally the man is entitled to government-paid transportation back to his home of record or place of enlistment for his command-sponsored dependents and himself, plus shipment of authorized household goods, for up to one year after separation. He may also store his household goods for up to 90 days at government expense following separation, and storage may be extended 90 days under certain conditions. Dependent transportation and household goods allowance normally may not exceed the entitlement from the man's previous permanent duty station. Your personnel office has the complete information on overseas separation and it should be consulted before you make definite plans for your "Grand Tour."*—Ed.

Navy Rifle Teams

SIR: In the July 1971 ALL HANDS, you show many sports and hobbies, but Navy rifle teams were not included. As the captain of my command's new rifle team, I would like to know what support and facilities are available to the team and any other recommendations that will help us grow.—IC2 F. W. P.

• *Although the recreation and training aspects of rifle team shooting are closely interrelated, it is not considered a "sport" activity by the Navy. Because of a rifle team's military training value, appropriated funds are authorized to pay expenses of competitions listed in paragraph five of OpNav Inst. 3591.1 of 23 Apr 1963. However, local small arms competition may be supported with local recreation funds in proper proportion to the over-all recreation program.*—Ed.

Crossing Record?

SIR: What is the record for a Navy ship crossing the International Dateline (180 E/W) in a 24-hour period? I believe *uss Charles Berry* (DE 1035) has set a new record by crossing the International Dateline seven times on 20 Sep 1971. Can you top this?—EN1 C. G. M.

• *The claim you submitted in behalf of your ship is difficult to prove. The ships' deck log people in the Bureau stated that even the log entries for any given ship would state that a vessel crossed the International Dateline—but not the number of times.*

Let's see how many counterclaims are submitted by our readers.

*We're more than a bit curious as to what *uss Charles Berry* was doing on 20 Sep 1971 to result in seven crossings. Perhaps your public affairs officer is hiding a good story up his sleeve.*—Ed.

Submariners' Insignia

SIR: What is the history of the submariner's dolphins breast insignia?—TM3 S. D. S.

• *On 13 Jun 1923, Captain E. J. King, Commander Submarine Division Three (later Fleet Admiral and Commander in Chief, U. S. Fleet, during WW II), suggested to the Secretary of the Navy (Bureau of Navigation) that a distinguishing device for qualified submariners be adopted. He submitted a pen-and-ink sketch of his own showing a shield mounted on the beam ends of a submarine, with dolphins forward of, and abaft, the conning tower. The suggestion was strongly endorsed by Commander Submarine Division Atlantic.*

Over the next several months the Bureau of Navigation (now known as BuPers) solicited additional designs from several sources. Some combined a submarine with a shark motif. Others showed submarines and dolphins, and still others used a shield design.

A Philadelphia firm, which had done work for the Navy in the field of Naval Academy class rings, was approached by the Bureau of Naviga-

tion with the request that it design a suitable badge.

Two designs were submitted by the firm, and these were combined into a single design. This design was executed in bas-relief in clay. It was the same design used today: dolphins flanking the bow and conning tower of a submarine.

On 20 Mar 1924, the Chief of the Bureau of Navigation recommended to the Secretary of the Navy that the design be adopted. The recommendation was accepted by Theodore Roosevelt, Jr., Acting Secretary of the Navy. His acceptance is dated March 1924.—ED.

Early Out Info

SIR: I would like to know if I will be eligible for an early out next year. Can you tell me what the future of the early out program is?—LI2 G. P.

• We have been informed that the early release policies of the Navy, although planned well in advance, are at best tenuous and subject to change due to monetary/manpower constraints which may be imposed upon the Navy. Therefore, the specifics of the early release program are not published more than two months prior to the earliest possible release date.

It is felt that this is the best possible method since it allows sufficient time for our personnel to make firm plans without fear that the policies might be changed. If the information was published earlier in advance, we would most likely be forced to change it after departing Navymen had made plans, which would severely affect Navy morale.—ED.

90-Day Health Care

SIR: My wife is expecting a baby the month I am due for normal separation. I have been offered a two-month early out, but before I accept, I would like to know if there is a Navy insurance policy that could cover the medical expenses?—BT3 R. W. B.

• Entitlement to medical care for your dependents terminates at midnight on the date of your discharge from active duty and there is no Navy

insurance policy to cover maternity expenses. Mutual of Omaha has a 90-day health care package for sepratates; however, maternity care is not included.

Although it means two months of active duty, you will save yourself approximately \$500 by remaining on active duty until your normal expiration of active duty date. AlNav 49 (DGG 241330Z AUG 70) makes provision for those who wish to complete their full enlistments.—ED.

Commission Pennant

SIR: I have often wondered just what the significance is of the seven stars and the red and white stripes on a Navy commission pennant and recently attempted to find the reason at our local library. They weren't able to give me the answer. Can you?—LCDR D. V. S.

• The commission pennant has for centuries been the symbol of a man-of-war. It is said that when the Dutch Admiral Van Tromp defeated an English fleet in 1652, he cruised with a broom at his masthead to signify that he had swept his enemies from the sea. When the positions were reversed in the following year, the British admiral hoisted a long streamer from his masthead to represent the lash of the whip to indicate he had whipped his adversary on the water—thus the long commission pennant.

In the U. S. Navy, commission pennants have been used from the earliest period. Sailing ships carried pennants of great lengths, but as more modern ships increased the number of guns and other equipment topside, the length of the pennant was shortened. Now they are in two lengths: four and six feet.

The current commission pennant has seven stars in the Union. This has varied; at one time 13-star pennants were used, symbolic of the original 13 states. Many meanings have been put forth for the seven stars, connecting the choice with the ancient mystical connotations of the number: the seven hills of Rome, seven seas, seven-gun salutes, etc. It is likely, however, that seven stars

were a convenient number for the smaller pennants. For example, seven stars were prescribed for the boat pennants by regulations in 1866 while ships wore the larger 13-star pennants. In 1933 the seven-star pennant became the standard. It continues to fly as the proud symbol of a warship serving in the giant trials and dangers of the space age.—ED.

Pigeon Handler

SIR: In answer to a letter in the August ALL HANDS, yes, there was definitely a rating in the Navy for pigeon handlers. As you stated, it was called Quartermaster (P).

I was on board the old seaplane tender Wright when she was commissioned in 1922. We had a pigeon loft and a number of pigeon quartermasters (as we called them) aboard.

Later, during my tour of shore duty at the Naval Air Station, Anacostia, in Washington, D. C., we had a pigeon loft. This was about 1924.—ADRC (Ret) S. V. B.

• Your experience with the Navy's pigeon handlers bears out our story on this unusual rating. We had hoped to hear from a former pigeon handler himself, but your recollections of the pigeons and their trainers aboard USS Wright were good enough for us. Perhaps we'll hear from a few others in time.—ED.

Proposed Program

SIR: During the past few years there has been a lot of talk about reducing the Navy's manpower while maintaining the same standards of efficiency and readiness by better management of those who choose to stay. In this regard, I've thought of a program which might be of interest to those involved in this process.

In this proposed program, after a man finished boot camp, he would be assigned to a working billet at sea or on shore. After a period of at least two years, he should have decided what rate he'd like to strike for and whether or not he is willing to extend in order to attend the schools for his rate. In most rates a man can advance to PO2 without any formal schooling through the use of courses, on-the-

job training and practical factors for the rate.

Between the second and third years of his enlistment, the man would be given the opportunity to cancel his contract with the Navy, providing he agrees to forfeit all benefits under the VA and the Department of the Navy for further schooling or medical and dental care. He would be given an Administrative discharge under honorable conditions, but not an honorable discharge since he didn't fulfill the time of his contract.

Navy men on their second or third enlistments would be given the same options, but they would be required to give six months' notice to allow for personnel replacement.

I believe that a program like this, in which a man knows that he may cancel his contract, would lead to a greater esprit de corps among those who choose to fulfill the terms of their contract and those who decide to make the Navy their career.—ST1(SS) R. F. W.

• *Procedures similar to those you suggested have been proposed periodically in the past. Your suggestion would provide for an indefinite term*



The new vertical takeoff and landing airplane hovers over the flight deck of USS Guadalcanal (LPH 7) as it approaches for a vertical landing.

enlistment, since a man could request discharge at any time he desired. Better known as an "open-ended enlistment," the possibility of using this procedure has been recently examined again by the Navy. However, based on the experience of others, the idea was rejected. The Army, for instance, has tried open-ended enlistments but, because of unfavorable results, has discontinued their use.

If the Navy adopted such a program, a problem of great proportions could develop in the area of afloat manning. Without a contractual commitment for a definite period of service the Navy would stand to lose a disproportionate share of the skilled enlisted members as a result of long and repeated unit deployments.

It is believed that the six-month advance notification by a member desiring separation would not be sufficient to prevent problems of training and turnover. It can be anticipated that the period between deployments would be a time of civilian job-hunting, and family pressures for getting the earliest possible separation could become very great.

These heavy losses would have an adverse effect on sea/shore rotation planning, personnel stability, and even more seriously on ship operational scheduling due to a lack of adequate numbers of qualified men.

The Army found that open-ended enlistments provided members an opportunity to avoid hardship tours and unpleasant assignments. It is highly probable that, had provisions for canceling contracts existed during the current Vietnam conflict, the number of men opting "out," particularly in the five- to 10-year service range, on or within six months of Vietnam orders, would have been very high. Fleet turnover in the Pacific Fleet would have risen significantly since the six-month "out" option available would have been six months shorter than the present one-year unaccompanied tour.

In view of all this, it is considered that the present terms of enlistments and reenlistments (2-, 3-, 4-, 5-, and 6-year) authorized by law for all the services are adequate, and the introduction of the open-ended enlistment is not warranted.—ED.

Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Pers-P31, Bureau of Naval Personnel, Navy Department, Washington, D. D. 20370, four months in advance.

• USS *Birmingham* (CL 62)—We're forming our first reunion; for details, write to: Buck Glans, 1849 Indianapolis Blvd, Apt. 2, Whiting, Ind. 46394.

• USS *Schenck* (DD 159)—Any former crewmember interested in a ship's reunion in August 1972—to be held in connection with the annual League of Naval Destroyermen Reunion in Norfolk, Va.—are invited to contact Albert C. Knapp, 20 Park Ave., Framingham, Mass. 01701.

• USS *Fletcher* (DD 445)—A reunion is planned for August 1972. Details are available by writing Keith E. Snyder, R.D. #2, Germantown, N. Y. 12526.

• USS *Lenawee* (APA 195)—A reunion is planned for crewmembers who served aboard in 1965, 1966 and 1967. As yet, the date and location of the reunion have not been determined. Contact LT Dennis J. Gallagher, 1234 Massachusetts Ave. N.W., Washington, D. C. 20005.

• Helicopter Association—All past and present members—Navy, Marine Corps and Coast Guard—of the association are invited to a reunion that will be held 9-11 Mar 1972 at Imperial Beach, Calif. For details, write: Helicopter Association Reunion Representative, HS-10, NAS Imperial Beach, Calif. 92032.

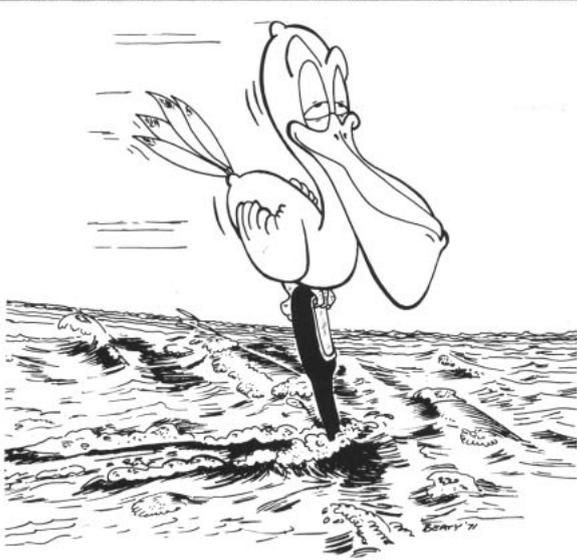
• SACO—Sino American Cooperative Organization—will hold its 1972 reunion in Taipei, Taiwan, R.C., 21-29 July. For charter flight information (via China Air Lines jet) contact either of the below:

Robert J. Eastman, 100 Cypress Gardens blvd., Winter Haven, Fla. 33880.

Ralph Biggs, 3086 Covington st., Hampton ct., Fairfax, Va. 22039.

• USS *Quincy* (CA 71) & (CA 39)—A reunion will be held in Sep 1972 in Quincy, Mass. Details are available from Joseph Sepe, 2395 First St., East Meadow, N. Y. 11554, phone 516-735-6745.

LT Robert A. Beaty



QM2 (SS) John W. Rankin

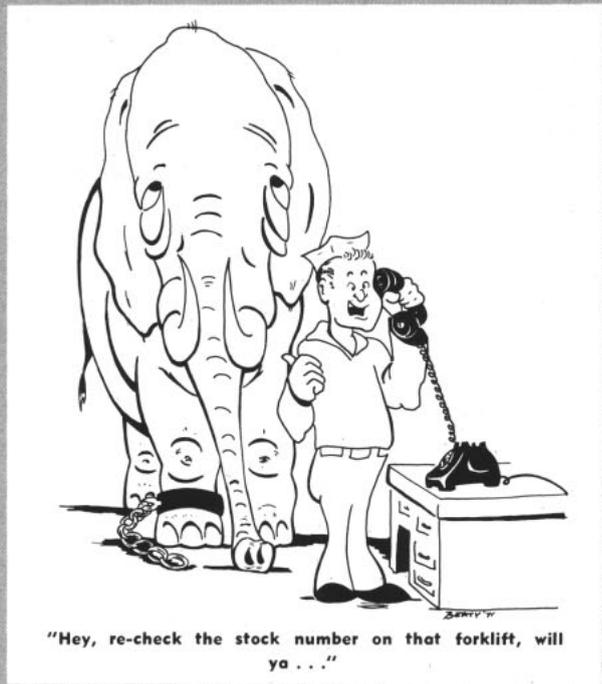


"He said that he was here for a field day."

LISN John M. Evans



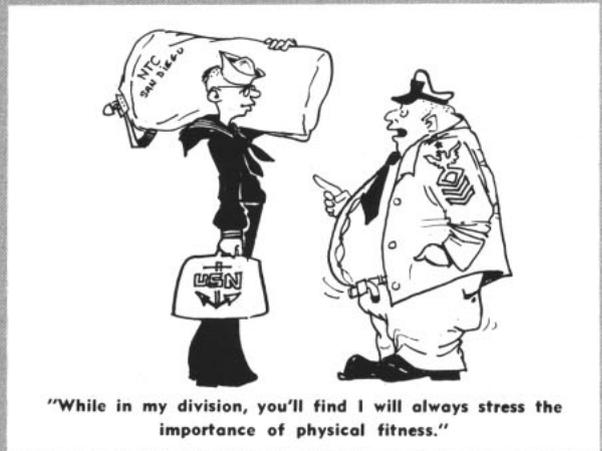
"Manned and ready"



"Hey, re-check the stock number on that forklift, will ya . . ."

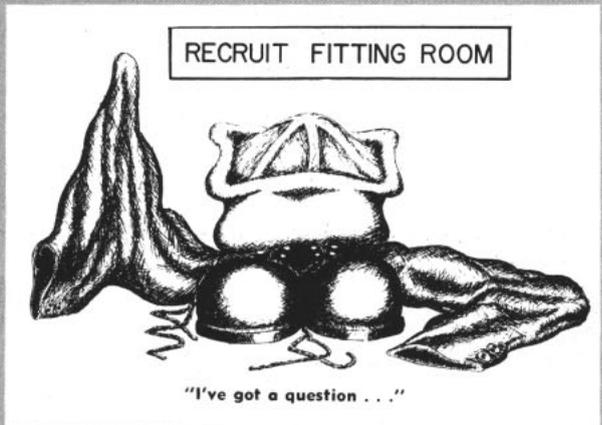
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LISN John M. Evans



"While in my division, you'll find I will always stress the importance of physical fitness."

ATR2 John D. Smith



RECRUIT FITTING ROOM

"I've got a question . . ."

TAFFRAIL TALK

ABOARD the aircraft carrier USS *Saratoga* (CVA 60), picking locks and cracking safes are old stuff for Damage Controlman 2nd Class Howard T. Ashby and Shipfitter 3rd Class Robert J. Brault.

The lock-picking pair, cruising the Mediterranean, have not been brought to justice, though. That's because they are the ship's locksmiths and their "burglarizing" is on the level. Journalist 2nd Class Brian Apelt forwarded us the facts. Here's what he had to say.

For Ashby and Brault, drilling into jammed safes, springing desk drawers and rushing to the aid of those locked in (or out of) their staterooms, or office, are all in a day's work. The two locksmiths also duplicate keys and maintain the myriad of locks found throughout the ship.

Ashby has been "*Sara's*" locksmith for two and one-half years. Educated in his skill, he has taken two courses in the craft. Like a Houdini, Ashby carries the tools of his trade secretly. Strapped to his leg is a leather case, which he opens to reveal an array of about 70 gleaming lock picks. Extracting one of the devilish-looking devices, he explains that a hairpin sometimes works as well, if it is shaped correctly.

Brault is Ashby's relief and he's learning the locksmith trade before Ashby departs the ship. So far, he's a good student. "I can pick the easy locks, change combinations and crack the safes on the ship," he says.

In the back of the mind, one senses Ashby and his cohort are potentially ominous characters with a skill that could be used to aid the forces of evil. But never fear, they are both certified good guys who look at their abilities as a profession not to be abused.

LOCKS ARE A CHALLENGE for Brault. "Some might take the Sunday papers and work the crossword puzzle," he says. I'll try to figure out a lock."

Ashby wants to apply the knowledge he has gained in the Navy to become a locksmith security consultant when he completes his active duty. In that capacity he would counsel individuals and firms about locks and security systems.

Brault also feels his job as a Navy locksmith will prove handy. "I probably won't get locked out of my house," he commented.

—Story by JO2 Brian Apelt

★ ★ ★

Although the Antarctic continent contains more than 90 per cent of the world's ice, the National Science Foundation scientists at McMurdo need some of the other 10 per cent so they can do their job. Each year Antarctic Development Squadron Six (VXE-6) flies a ton of ice about 2300 miles between Christchurch, New Zealand, and McMurdo Station, Antarctica. The reason: Antarctic ice has a relatively high moisture content and is unsuitable for preserving scientific specimens. The scientists need dry ice.

The temperature of dry ice is 110 degrees below zero F. This is not much colder than the Antarctic ice but, when it melts, it goes up in gas instead of turning to water, and that's a cold fact. See article on page 30 of this issue.

The All Hands Staff

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• **READY FOR A NIGHT ON THE TOWN**—Adelie penguins suited in their best "tux" regalia take a stroll on the ice. They are one of the many sights observed by scientists and Navymen during the annual Operation Deep Freeze in Antarctica. See related article on page 30. Photo by PH1 M. A. Bernier.



