

ALL HANDS



MARCH 1972





ALL HANDS

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• **FRONT COVER:** THE NAVY's newest research vessel, USNS Hayes is operated by the Military Sealift Command. The 246-foot catamaran will specialize in acoustic experiments conducted by scientists of the Naval Research Laboratory. Photo by Wm. Connick.

• **AT LEFT:** EXPERIENCED HANDS—More than 265 years of service in the Navy and other branches of the armed services are represented in this display of longevity. The photo, symbolic also of the ties of friendship in a military career, was taken during a retirement party for BMCM Stanton R. Smith at the Kodiak Naval Station, Alaska. Photo by courtesy of JOC Marc Whetstone, USN, and PHC Bill Clark, USN.



A report from all fronts

ECOLOGY II

NAVY'S WAR ON POLLUTION

The February 1971 ALL HANDS carried an article which outlined steps the Navy had taken toward preserving the environment. Some of the projects mentioned then were already producing noticeable improvements; others are still in progress. Inasmuch as pollution of coastal and inland waters presents the greatest danger, the Navy's war to upgrade water resources began with an overhaul of its waste disposal facilities ashore; the Navy also has turned its attention toward decreasing pollution caused by its ships.

WHEN THE WORLD suddenly, though belatedly, realized that the atmosphere and oceans could not indefinitely cleanse themselves, some people reacted by wringing their hands and doing nothing; others said the situation wasn't really bad and did little or nothing. Still others realized the situation was grave and took action. History may record the Navy in the latter category, inasmuch as it is hard at work to eliminate its own environmental sins.

After the first ecological alarms, a realistic assessment of pollution showed that man, as a polluter, was not even in the big league when it came to land erosion, volcanic activity, spontaneous forest fires and dozens of other natural occurrences. Even seaborne mercury, for which man recently has been blamed, had been entering the world's oceans for centuries without human assistance.

So why all the griping about man the polluter?

Justification for the complaint lies not in the quan-

tity of his pollution but in its nature and the relatively small area of the earth in which it occurs. Man dumps wastes from ships or expels it from the shore into the sea in concentrated areas. In ecological jargon, waste is either biodegradable or it is not. Even biodegradable waste can be harmful—sometimes acting as a nutrient in water and causing population explosions of microscopic plants. These, in turn, rob the waters of oxygen, thereby eliminating all other life. Non-biodegradable waste, notably plastics and aluminum articles, will be with us indefinitely.

TO DO ITS OWN PART in the fight against environmental pollution, the Navy first concentrated upon its shore facilities. Concentration on shoreside disposal was intensified because the Navy wasn't alone with its ecological problems. It was only one part of the 75 per cent of the population which lives within 50 miles of the coastlines. This population was reducing the landscape to a junkyard, the rivers to open sewers and the coastal waters to catch basins. It was essential that the Navy cooperate with communities ashore and also cope with its singular problems.

This campaign has been so intense that, during the five fiscal years from 1968 to 1972, the Navy released \$130 million improving shoreside facilities, that is, shipyards and naval bases. More spending is slated for the future.

It is imperative, too, that ships recycle their castoff material. The Navy, with more than 700 ships, must



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exercise the same care when disposing of castoffs as do shoreside communities. Although floating populations have the same polluting capability as those on terra firma, the five-year period which saw more than \$100 million spent ashore, also saw less than \$17.5 million invested in shipboard facilities for the disposal of sewage. *These considerable sums represent the most money spent by any federal agency on its own antipollution campaign.*

Projected investment during future years is more impressive. During the fiscal years between 1972 and 1977, for example, the Navy hopes to budget nearly \$1 billion for shore waste management systems and even more afloat.

DEVISING an efficient and reliable sanitation system which can be maintained by Navymen and getting it installed probably is the U. S. Navy's greatest environmental problem at sea, but it is certainly not the only one. Oil is among the more publicized ones.

Navy guidelines have always made taboo all oil spills. Regardless of who caused an oil sheen, the Navy is obliged by its own guidelines to report contamination to the Coast Guard. Although the Navy has little or no control over careless oil handling or dumping by other than its own ships, it can at least keep its own house in order. With this in mind, it hopes by 1975 to have completely halted its own international oily discharges. This applies both to naval ships and naval shore facilities.

Any pollution of water by oil is the most visible and serious of the Navy's environmental problems. It also is the most damaging to its reputation. A few gallons of oil discharged in certain locations can cause even permanent effects on marine life and waterfowl. Beaches, too, can be made useless. It is not difficult then to see the reason for the public's indignation following such an occurrence.

The Navy has complied with federal regulations and has prohibited the discharge of oil and greasy mixtures except when operational emergencies exist. Oil of any sort, including sludge from bilges, fuel tanks, lube oil tanks, waste oil or even oily rags, cannot be



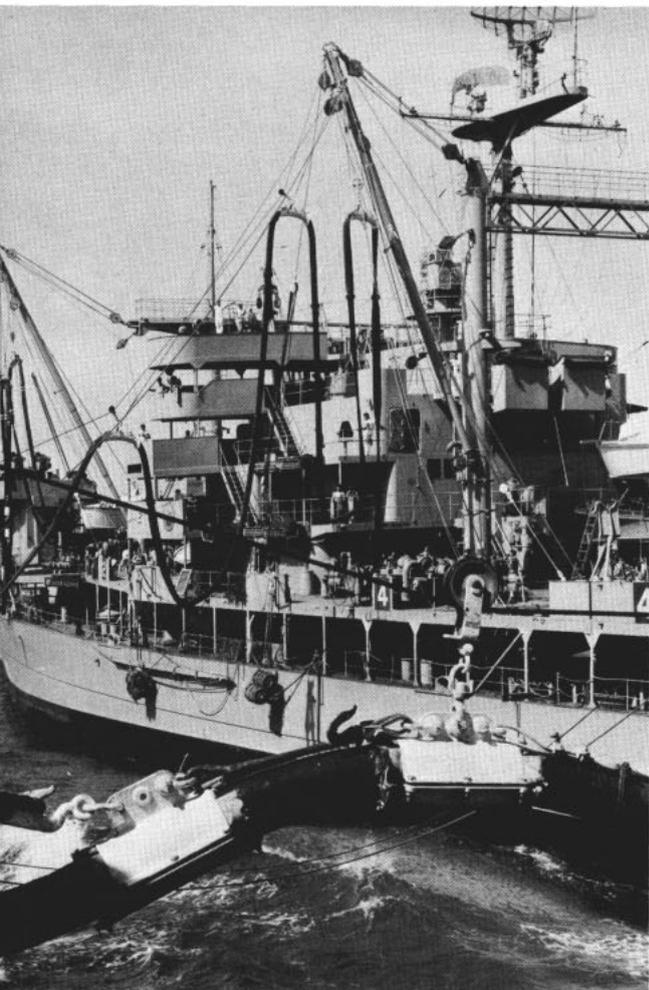
pumped or thrown overboard in prohibited zones—which are now within 50 to 150 miles of shore.

ALTHOUGH it is relatively easy to forbid dumping oily waste in designated places, it is more difficult to eliminate accidental spills. In such cases, precautions can be devised, and this the Navy has done.

It has taken steps toward future installation of alarm systems and automatic shutoff equipment designed to prevent spills from overfilled tanks. Faulty gauges are another weak point, but these, however, are constantly being improved.

To prevent spills caused by human error, commanding officers have been instructed to upgrade shipboard training of Navymen assigned to fueling work. Trouble can be avoided if topside watches are set at all locations where fuel spills could occur. Direct communication to the fuel transfer station is also maintained. There should be checkoff lists and procedures for fueling system lineup and operations. All fueling system valves should be doublechecked.

As tanks are being filled, continuous soundings should be made and, if a spill occurs, precautionary



Far left: The PWC Mobile Mulcher turns classified documents into wet pulp for disposal instead of burning, with its danger of adding to the contamination of the atmosphere, during a demonstration for Deputy Under Secretary of the Navy Joseph A. Grimes, Jr. Left: USS Des Moines receives fuel from the fleet oiler USS Mississinewa. The Navy exerts special efforts to prevent oil spills. Above: Prize-winning photo, "Reflections" by PH1 Stephen D. Page, symbolizes the importance of clean water in today's society.

measures should be taken to minimize the danger. These measures should include scuppers blocked ahead of time, adequate manpower available and sufficient material on hand.

Before any fueling operations begin, the commanding officer and the supplier should certify that the ship is completely ready to receive. The supplier should notify the receiving ship that the equipment, fittings and hoses have been checked out and are in proper working order. If all precautions have been taken and there is still an oil spill, plans should already be formulated which provide for quickly containing the oil and removing it. Skippers of oilers are aware of all these precautions which are listed in OpNav Instructions. During underway refueling operations the requirements of NWP-38E apply, with due regard being given to effective laws, regulations and instructions.

THE BEST SYSTEM for cleaning up an oil spill depends largely upon the location of the spill. The ALL HANDS Magazine article on ecology (February 1971) mentioned skimmers used at Norfolk's Naval Shipyard and at the Long Beach Naval Base to remove oil from harbors. It also stated that researchers are work-



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ing to develop biological means of disposing of oil slicks by use of microorganisms.

Booms, too, have been devised which prevent spreading of spills while other equipment is designed to suck up the oil, blow it into a control area, or even strip the oil from the surface. Sinking agents and dispersants also exist. These agents, however, sometimes produce toxic effects and their use has been prohibited by the Environmental Protection Agency.

The Navy has also directed that solvents, industrial waste and other environmentally harmful material may not be dumped at sea unless adequate neutralizing agents are used.

BUT THE NAVY'S ECOLOGY EFFORT isn't aimed solely at cleaning up our water. The air is also coming in for considerable attention; fortunately, the problem is relatively benign.

Commanding officers of ships always have been instructed to blow tubes before entering port and to hold to a minimum. An OpNav Instruction suggests that, when blowing boiler tubes, due consideration should be given to wind direction, meteorological conditions and local air pollution irritant levels. When boilers are in operation, smoke watch surveillance

should be maintained. Precautions are also taken to minimize smoke when lighting, securing, baking out, or testing boilers.

Diesel engine operation should be curtailed when in port and routine testing should be held at a minimum. When it is necessary to operate these engines, a smoke watch should be set.

The Navy recognizes that the use of incinerators in port is also a prime source of pollution. It has instructed that incinerators be secured or their operation limited to emergency disposals only, while a ship is in port. Classified matter should be taken ashore where shredders, mulchers, or acceptable burning facilities are available.

Ships which have large crews produce a lot of garbage and, while at sea, most of it must go over the fantail. While a ship is in port, garbage can be taken ashore and disposed. Over-the-side disposal in port or within 12 miles of the coast is, naturally, prohibited. The Navy encourages the reuse of packaging and crating material whenever possible at sea. Some trash can be packaged so that it will sink. Whenever possible, papers, bottles, cans, plastic cups and cartons should be weighted and sent to the bottom. Plastic cups, cartons and packing material float indefinitely and present special problems at sea, one of course being the "advertising" of a ship's presence in the area to a potential enemy.

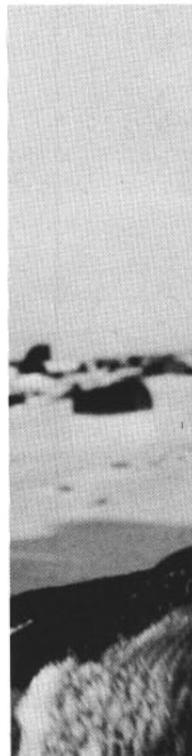
North Slope Cleanup

ENVIRONMENTAL CLEANUP is even a part of Navy life in the Arctic at temperatures well below zero. At Point Barrow, Alaska, 20 men from Naval Mobile Construction Battalion Three were detached to the Naval Petroleum Reserve on Alaska's north slope. The object: To clean up thousands of 55-gallon drums which had been scattered during the area's fierce winter blizzards.

The barrels had been stockpiled during World War II, but recent concern for the fragile Arctic ecological balance dictated their removal. When the Seabees tackled the job, they found that some of the drums still contained oil while others were filled with sand and ice. Many of the empty drums had been taken over as dens by the Arctic silver fox, a native of the region.

Since the Arctic day was short, the Seabees had to work after the chill factor equaled 40 degrees below zero. In the intense cold, they pried and chipped each of the barrels from the ice before moving it to a stockpile for later removal.

When the job was finished, the crew found they had collected 12,422 oil drums and 138 tons of debris, then they headed back to their home base to enjoy the warmer Southern California climate.



DISPOSAL of much of this waste can sometimes wait until a ship reaches shore. Special efforts should also be made to ensure that a ship takes no potential waste on board unnecessarily.

The Navy is also giving considerable attention to noise pollution. Last August, the Secretary of the Navy took steps by issuing an instruction suggesting that alarms should be sounded only when necessary to ensure proper operation, except for navigational or other emergencies.

As any seagoing Navyman could tell you, the IMC has always been a source of irritation. The use of the general announcing circuit should be curtailed and topside speakers should not be used unless absolutely necessary, especially in port. The use of power tools and machinery, chipping hammers, wire brushes and deck winches should be restricted to working hours.

Aircraft must comply with local FAA noise abatement procedures. When they are necessary, noisy engine test activities should take place behind revetments, in isolated, acoustically treated areas, in engine test cells or elsewhere, where the noise can be reduced. SecNav Instruction also specifies that these activities take place during normal working hours.

ALTHOUGH THE NAVY is concentrating its antipollution efforts on ships, it has by no means abandoned or even lessened its shoreside battle against

pollution. The activities mentioned by the same ALL HANDS February 1971 issue continue; to list a few:

- The \$70 million sewage treatment effort undertaken at the Naval Training Center, Great Lakes, Ill., continues toward protecting Lake Michigan.

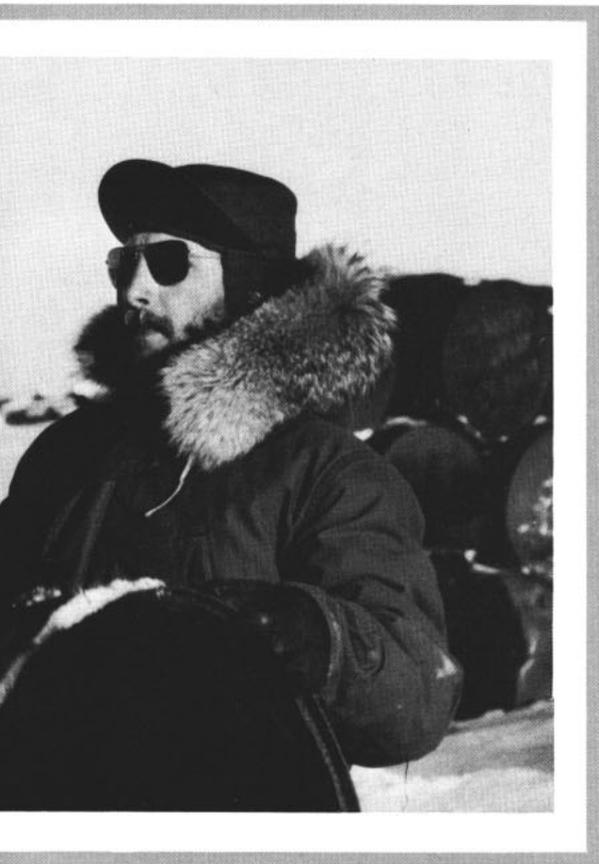
- The Naval Submarine Base and the city of New London, Conn., are joining forces in a sewage treatment undertaking to protect the water of the Thames River.

- At Yuma, Ariz., the Marine Corps Air Station has connected to a plant to treat sewage which had been discharged, untreated, from the city into the Colorado River.

- Admiral Zumwalt has directed the commanding officers at naval bases and installations to designate an individual within their commands to serve as a focal point for local environmental control. These individuals will survey all operational aspects to determine improvements that can be made. They will also be responsible for the base's environmental health.

THE NAVY HAS ALREADY DONE MUCH to reduce pollution. That which remains will cost continuous effort. The goal of clean air and water and an environment in which noise is held at a minimum is well worth the sweat.

—Robert Neil



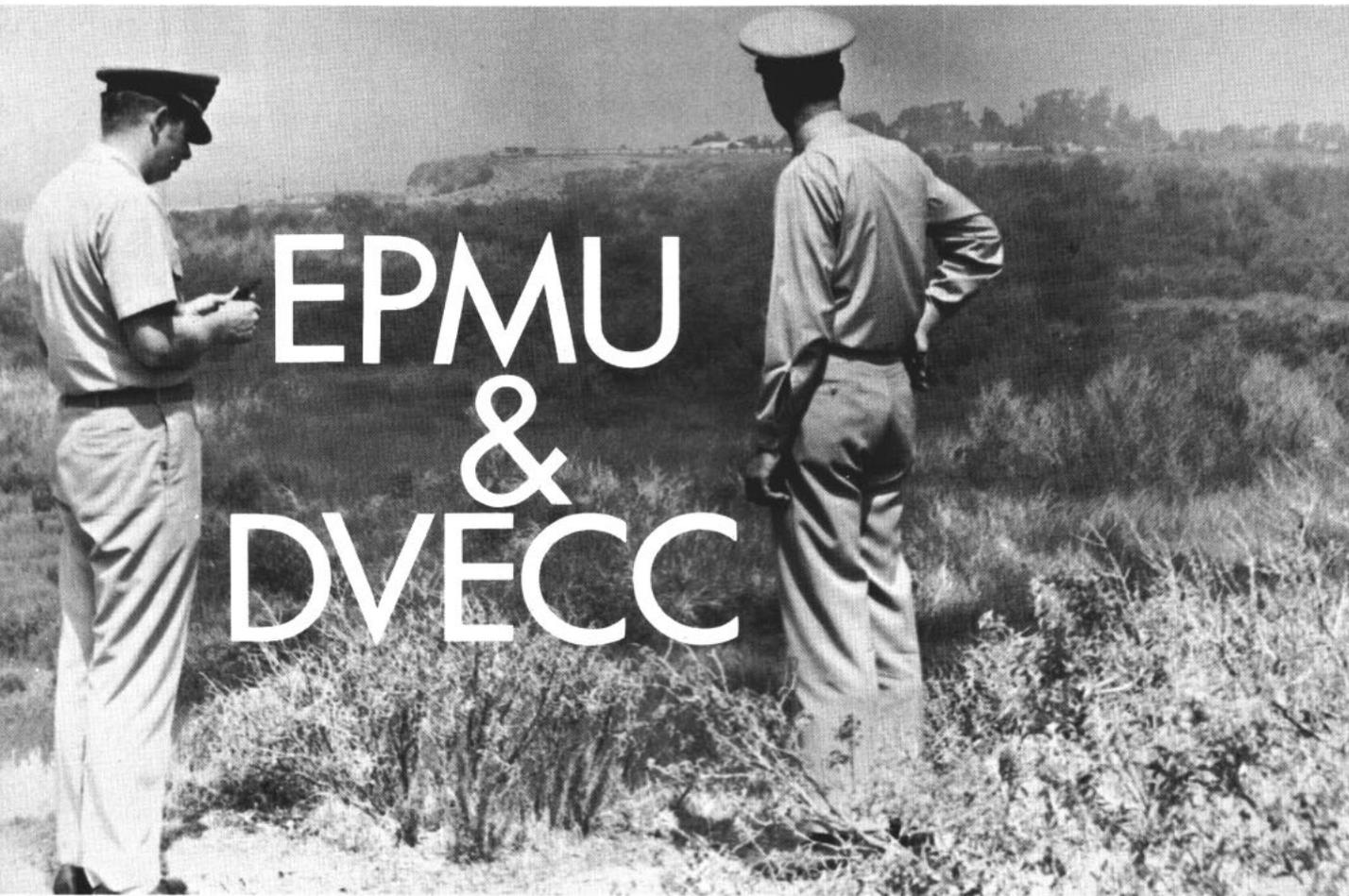
Engage Receives Award

USS ENGAGE (MSO 443) received the Commander First Fleet Pollution Control Award for 1971. Sharp administration, positive attitude of the crew and ship's equipment combined to earn the kudos.

Engage's crew participates in a comprehensive ecology awareness program which involves a large percentage of its members in Long Beach ecology projects. These include saving material for local recycling efforts as well as cleanup drives and support for other antipollution programs.

At sea, Engage wasn't involved in a single oil spill or water contamination incident during the judging period. All her trash and garbage is placed in plastic bags for disposal ashore. A special pollution control officer coordinated and monitored all shipboard evolutions which could possibly lead to environmental pollution.

The ship herself is equipped with a macerator sewage treatment system which diverts all raw sewage to a treatment tank where all material is pulverized by high-speed cutting blades and then disinfected. When it is completely neutralized, it is allowed to flow into the sea as a harmless liquid. Similar equipment for treating raw sewage before discharge into the sea is in the future for other ships.



EPMU & DVECC

What's This All About?

Environmental and Preventive Medicine Units Disease Vector Ecology and Control Centers

A MIDST THE STEPPED-UP FIGHT against pollution and communicable diseases the Navy has found its "ounce of prevention" which the dated theory claims "is worth a pound of cure."

The Navy's small measure comes in the form of Navy Environmental and Preventive Medicine Units (EPMUs) and Disease Vector Ecology and Control Centers (DVECCs). Their job: ensuring the health and well-being of a 950,000-man force, living and working both in the close quarters conditions of ship-board life and in far-flung remote field activities.

To carry out such a big task, the EPMUs and DVECCs are staffed by specialists drawn from all areas of the Medical Department. These include Medical Corps, Medical Service Corps officers, and the indispensable white hat. In the case of the units, each member is an expert in at least one of five preventive medicine disciplines—microbiology, entomology, epide-

miology, environmental health, and industrial hygiene. The centers, with a more specialized role of vector ecology and control, are staffed almost entirely with experts in entomology and applied biology.

U NIT PERSONNEL make sure that the food and drinking water provided ships and stations meet the Navy's rigid health standards. Their concern for the habitability of ship and shore living and working spaces results in their testing for adequate lighting and ventilation and determining the amount of noise present. They are also called upon to identify air, noise, soil, and water pollution problems and are expected to provide guidance on solving these problems. Other services provided to ships include various training programs such as disease investigation; pest control; food and water sanitation; and coordinating the Navy's immunization program. They also provide

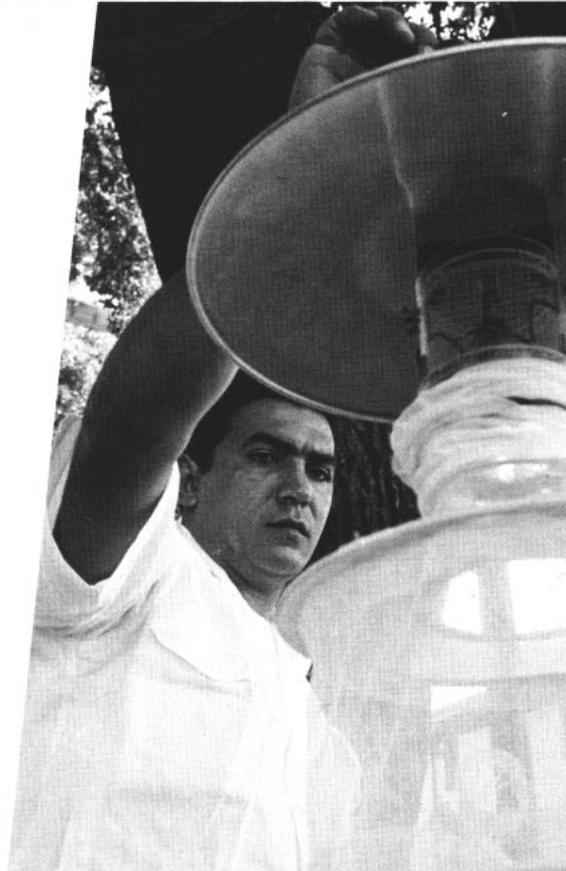


From California to the Great Lakes to Virginia, mosquitoes are captured and tests are made providing essential data for the prevention of mosquito-borne diseases. This may also be used to eliminate the unnecessary use of insecticides, thereby reducing environmental contamination.

specialized advice on environmental health and preventive medicine to Navy hospital corpsmen.

One would assume from the amount of work performed and variety of services provided that there is a unit or center at every shore station. This is far from the truth. There are only four such units and two vector control centers—EPMU-2 is at Norfolk; EPMU-5 at San Diego; and EPMU-6 at Pearl Harbor. Naples, Italy, is the base of operations for EPMU-7, the last unit. Few in number, these units have actually divided the world so that each serves a quarter of the globe or at least the areas in which the U. S. Navy serves. Similarly, the centers, located in Alameda, Calif., and Jacksonville, Fla., provide their services on a world-wide basis.

EPMU and DVECC teams must be mobile since they are frequently called upon to trouble-shoot should an epidemic occur; an outbreak develop such as that





- A lab technician of preventive medicine examines the contents of a culture dish used to grow bacteria.
- A world map pinpoints the areas of high disease recordings.
- X-rays of Fleet personnel are viewed by the Preventive Medicine Unit Two mobile unit.

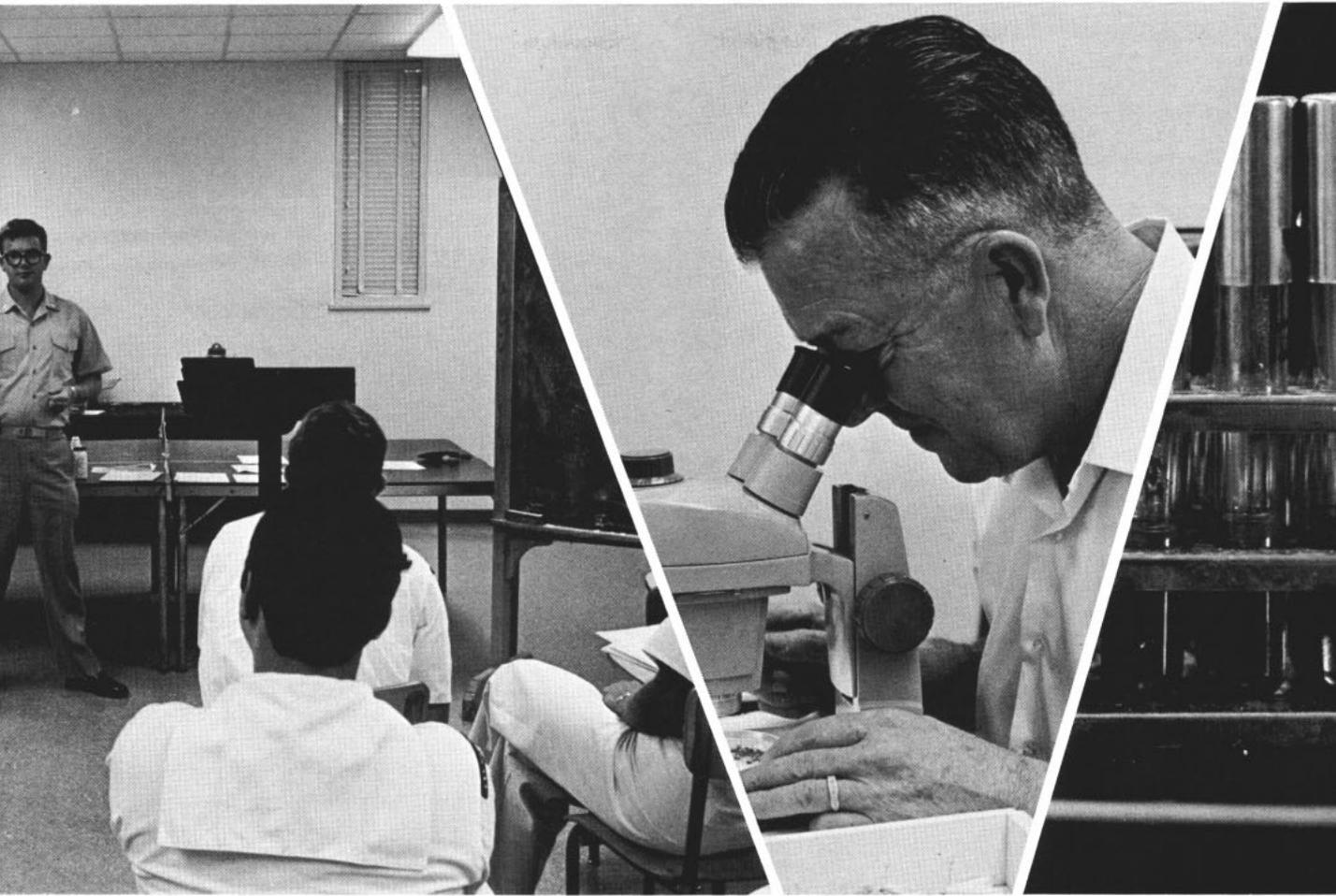
of Venezuelan Equine Encephalitis which recently struck down horses and humans alike in Mexico, Texas, and Louisiana; or a major disaster strike in this or another nation.

IMMEDIATELY FOLLOWING hurricane Camille's passage through the Gulf States in 1969, a "fly-away" team of specialists was flown from one of the EPMUs to Biloxi, Miss., within hours of the hurricane's devastation of that city. Team members immediately discovered that the city water supply was unfit to drink and they carried out emergency measures to supply safe water to the population in a very short period of time. During this crisis, over 4000 typhoid fever and tetanus shots were given. In addition, these dedicated men set up a central collection point for medical supplies arriving in the city from all over the country. A team "cumshaw artist" (another EPMU specialty of sorts) was even able to obtain generators to operate

refrigerators containing perishable, lifesaving medicines and reestablish communications by directing repairs of the city health department telephone system.

Preventive medicine becomes ever more important during wartime because, historically, many epidemics have occurred in combat units which have often affected the outcome of a battle or even a war itself. The first Union attempt to take Vicksburg in 1862 is a good example. The Union forces had to withdraw after a two-month siege without taking the city because large numbers of men became either seriously ill or died of diseases. One regiment, within a five-week period, was reduced from 900 to 197 men available for duty as a result of malaria, measles, and other diseases.

TO PREVENT similar epidemics in our own modern Navy and Marine Corps—in the event of armed conflict—Environmental and Preventive Medicine Units



- Lectures varying from safety precautions to new discoveries are given weekly to Fleet personnel.
- A biological assistant examines one of the many collected insects of Vietnam.
- The testing of samples can last for many days.

are established in combat zones. Between 1965 and 1970, a preventive medicine unit operated throughout the I Corps Tactical Zone as part of the station hospital of the Naval Support Activity, DaNang, Republic of Vietnam. The fact that no crippling epidemics of disease occurred in our Navy and Marine force during this period of time can no doubt be attributed to the efforts of the men assigned to this unit.

The entomologist is a specialist who may be assigned to either a Disease Vector Ecology and Control Center or an Environmental and Preventive Medicine Unit. On the one hand, he might be inventing and evaluating new methods of spreading insecticides and providing a service of rapid identification of disease vectors—insects such as mosquitoes, lice, and ticks that carry and transmit disease causing germs. Or he might accomplish mosquito control by identifying the mosquito breeding sites or killing the adult mosquito

by operating the “cold fogger” machine.

Helicopter-mounted insecticide dispersal equipment developed at the DVECCS was used in Vietnam for treating large areas of land to control the population of the anopheles mosquito—the deadly vector of malaria. The particular areas to be sprayed had usually been studied first by landbased entomologists assigned to the EPMU in DaNang. These same persons were responsible for collecting and identifying over a six-year period 3600 specimens of mammals, reptiles, and insects which represent one of the world’s most extensive collections ever gathered from this area.

It is through this constant searching out and the analysis of health problems that new disease and environmental control methods are developed. The presence of units and centers ensure that American sailors and Marines around the world are provided a weighty “ounce of prevention.”

TIDES AND

MY PREDECESSORS have used these TIDES AND CURRENTS columns as opportunities to discuss with you, the officers and men of the United States Navy, personnel matters of lasting interest. With this

in mind, I would like to review with you some of the major factors which affect the purposes and methods of personnel management in the Navy. As the new Chief of Naval Personnel, I am aware of your deep

BUPERS: CHANGE OF COMMAND

VICE ADMIRAL Dick H. Guinn, now Deputy Commander in Chief, CINCLANT and CINCLANTFLT, was at the helm of the Bureau of Naval Personnel during one of its busiest periods in the past quarter of a century.

His tour as chief of the bureau was marked by the continuing implementation of changes and new concepts—at a time when programs which had to do with centralized detailing, improved personnel management and communications, and enhancement of Navy life, were being updated.

Perhaps the keynote to the changing face of the Navy in recent years has been the strengthening relationship through the paths of communications be-

tween those in the top echelon and the men in the Fleet.

Emphasis has been placed on programs to meet the challenges facing the Navy in the field of retention and career motivation. Programs instituted by the Chief of Naval Operations, Admiral Elmo R. Zumwalt, Jr., have put into the forefront the recognition that the Navy must “achieve a balance between the demands we make on our people and the rewards of the naval career.”

Admiral Guinn, as head of BuPers, the Navy’s “People” bureau, had a demanding assignment of administration and management of many of the new or changing programs instituted by CNO which have come into being during the past 18 months.

These have been covered in the pages of ALL HANDS. A brief listing of some of the accomplishments includes (but are not limited to):

- Greater career benefits for both the career enlisted man and the younger petty officers and recruits.
- Continuing improvement in the area of living conditions, liberty and leave policies, personal services, and person-to-person relations, both for the Navyman and his dependents.
- Changes in promotion and advancement policies benefiting officers and enlisted personnel alike.
- A more effective and more personalized enlisted detailing and officer assignment program, aimed at improvement in the sea-and-shore rotation procedures.

For a more complete listing of these changes, see the report from the Chief of Naval Personnel in the December 1971-January 1972 issue of ALL HANDS.

During his tour as CHNAVPERS, Admiral Guinn sought to consider the needs of all categories of the Navy family. “Our continuing efforts,” he said, “to make service life more attractive to younger men clearly should not obscure the fact that a majority of our new programs also have had a significant impact on the Navy’s senior personnel.

“As we look to the future, we can anticipate further innovations that will reap new benefits for all members of the Navy.”



CURRENTS

interest in the management philosophy and the major programs of the Bureau of Naval Personnel. I want to explain our management philosophy to you and detail some of the major programs which we will use to

educated, less reluctant to question traditions and time-honored procedures and practices. A person in the Navy solely at his own choice and one who will remain only if treated as a respected individual and



YADM David H. Bagley is sworn in as the 12th Chief of Naval Personnel by Secretary of the Navy John H. Chafee as ADM Zumwalt, CNO, looks on.

meet our personnel objectives.

I consider the key factors influencing change in the Navy to include the following:

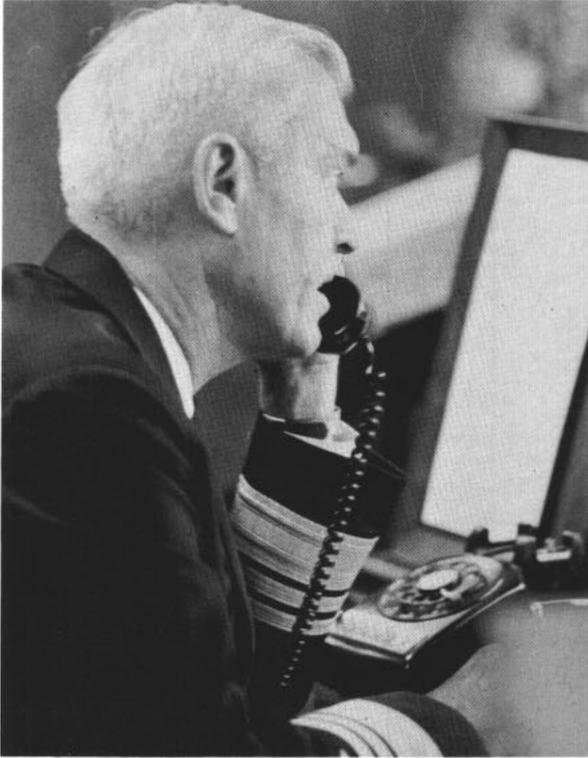
- The changing attitudes within the Nation—the increasing social awareness on the part of major segments of our society—the growing emphasis on social issues—the feeling that traditional institutions must break the bonds of bureaucracy and move toward responding to the needs of society in general and the individual in particular.

- Today's young American—better informed, better

provided a satisfying life and a challenging career.

- The lowered image of the Navy—of all of the military establishment—in the eyes of many young Americans and the effect of this upon recruiting and retention. It is a fact that many want no part of military life and that many question the need for conventional military forces.

- The demands for ending discrimination in all areas—equal opportunity, for upgrading the skills of the undereducated—as well as for constructive work in the areas of drug abuse, ecology and pollution.



- We are in a zero draft situation.
- The intense scrutiny of defense appropriation requests and the need to maximize the return for each dollar through improved management procedures.
- The turbulence resulting from reduced force levels, reducing our personnel strength while still maintaining a steady level of naval deployments overseas.
- As the Navy comes down in size, the ever greater need to attract and retain high quality personnel.

Taking these factors into account, two themes emerge which are fundamental to the kind of people we need to man the Navy of the 1970s:

A. "Revitalized Professionalism." There will be a reaffirmation of the requirement for technical competence in such areas as seamanship, airmanship, and the application of technology. New emphasis will be placed on management and leadership. The leadership we are looking for will take full advantage of improved skills in communications, full utilization of the talents and resources of our people, and be able to make decisions and take actions on the basis of understanding the elements of a situation rather than a blind adherence to previously established practices.

B. "Special Trust and Confidence." A renewed, strong expression of support for those in positions of power and authority. This theme continues and expands the CNO's philosophy of recognizing the dignity of each individual, according him the trust and confidence of a valued member of the team and, in turn, demanding a high degree of personal responsibility for performance, conduct and appearance.

In order to support these two broad themes and to strengthen them as characteristics of the modern Navy, we will identify and seek to achieve a number of objectives. The following are some to which I attach particular importance:

1. Reduced Manning: In conjunction with other Navy offices, initiate or participate in programs designed to reduce manning requirements.

- Design new weapons systems to minimize manpower.
- Reduce the shore establishment to a level consist-



ent with our needs while preserving the opportunities for adequate sea-shore rotation.

- Wherever feasible, reduce ship, squadron and staff manning by deleting obsolete tasks and functions.

2. Naval Reserve: Achieve better integration of and place more reliance on Reserve capabilities as the Total Force Concept is implemented.

- Upgrade training equipment and opportunities for Reserve units.

- Provide incentives in order to attract and retain high quality personnel in the Naval Reserve.

- Integrate Merchant Marine personnel assets into our contingency planning.

3. Upgrade Officer Duties: Improve the satisfaction and challenge of officer duties.

- Reexamine officer grade structure in light of our smaller Navy with a view to increasing job content and meeting the need for professional development and advancement opportunities.

- Fully implement the subspecialty concept. Determine the need for present and additional career patterns, such as in the fields of education and training, the behavioral sciences, management and logistics.

- Make assignment policies more responsive to personal desires and aspirations.

- Identify those officers possessing special education, experience and interest in a field not covered by a subspecialty (e.g., ecology and sociology) and, whenever practicable, assign them to jobs in which their expertise can be used at least on a collateral duty basis.

- Remove the "mystery" from assignment and evaluation policies and practices.

4. *Upgrade Enlisted Duties:* Improve the satisfaction and challenge of enlisted duties.

- Reexamine the Petty Officer structure with the objective of increasing job content of billets and meeting the need for professional development and advancement opportunities.

- Initiate policies which fully utilize the capabilities of Chief and Senior Petty Officers and delegate to them more responsibility and authority.

- Convert, where feasible, nonprofessional duties ashore to civilian billets, while maintaining equitable sea-shore rotation opportunity.



- Increase opportunities for college-level education. Identify billets calling for this education and assign qualified personnel having college credits to these billets.

- Enhance and clarify the opportunities for enlisted men to become officers.

- Use the resources of centralized detailing to make assignment policies more responsive to personal desires and aspirations.

- Establish policies which will enable qualified and

high performing personnel to have repeat tours in areas of special expertise and experience such as career counseling, recruiting, human relations, etc., and enable these tours to support their advancement opportunities.

- Reevaluate senior enlisted billets with respect to job content and the experience level needed.

There are, of course, a number of other factors which influence management choices in guiding the Navy's use of its manpower. I know that you are intensely interested in what choices are being made, what rates will get VRB, which are the deprived ratings, what is the normal tour of sea duty for your rate, and similar questions. I assure you that we in the Bureau of Personnel will answer these questions to the best of our ability. As new programs are initiated and new policies evolve, we will get the word out just as quickly as possible.

I completely support the thesis that Navy men and women are our most important asset and am dedicated to making this wonderful Navy an even more interesting, challenging and satisfying profession. With your support I know we can achieve this goal.

David H. Bagley





Admiral Dewey, founder

the story of the Navy Relief

THE BATTLESHIP MAINE and the Spanish-American War were still fresh in the public's memory when a group of prominent men and women met in Washington, D.C., on a cold day, 23 Jan 1904. They had gathered to incorporate an organization which would aid the indigent widows and orphans of Navy and Marine Corps personnel. The name of the organization was to become well known. Paragraph one of the certificate of incorporation stated it was "The Navy Relief Society."

The founders were Naval and Marine Corps officers and their wives and prominent civilians who were interested in the Navy. Perhaps the most popular figure among them was Admiral George Dewey, the hero of Manila Bay. The admiral was an early president of the society and served in that capacity until his death in 1917.

The organization had tough sledding for a time. Its members contributed \$25.00 when they joined the society and made annual contributions thereafter. Although the sum of \$25.00 doesn't seem to be a sizable bit of money in this day and age, it had impressive buying power in 1904.

For many years the society received a portion of the gate receipts of the Army-Navy football games. This source of revenue became a major portion of its income. Admiral Dewey commented in a letter, dated 1 Jan 1910, that the cancellation of the previous year's game at Philadelphia deprived the Navy Relief Fund of about \$7000. He also mentioned generous contributions from the Fleet in the amount of \$2000 and

asked for membership subscriptions to help keep the society afloat.

This was an era in which anyone who was down on his luck was down indeed. The society's files of aid given to Navymen and their families in the years preceding World War I record hardships that are difficult for most people to conceive today.

IT WAS AN ERA of rugged individualism in which the public at large gave very little thought to municipal care for the unfortunate. Benefits for veterans and their families were virtually nonexistent and rights and benefits such as today's Navy offers men and their families were few and far between before World War I.

One of the Navy Relief Society's first opportunities to alleviate the hardships of Navy families came a few weeks after its incorporation with a disbursement of \$1695 to the families of Navymen who had died when the battleship *Maine* was destroyed in Havana Harbor.

Later, the society disbursed its money to provide basic maintenance for Navy widows and orphans. Many were sent to schools to learn an occupation which would make them self-supporting. For those

who needed a helping hand temporarily, the Society bought food for the hungry and fuel for cooking and for warmth.

As time passed, the Society's needs for income increased and Navymen and Marines became more active in what had been more or less an exclusive group of contributors to provide funds for the society.

Navy Day carnivals were given at which donations were accepted and at which ships were dressed and illuminated. Guests were taken aboard and shown methods of Navy messing and berthing; how hammocks and seabags were stowed; how food was prepared and dishes were washed in the galley; and how the incapacitated were cared for in the sickbay. Gun crews drilled and there were exhibitions which included street riot drills, wall-scaling and sham battles. At one carnival, there were four bands which provided a continuous flow of music all day and, at night, the carnival scene was lighted with searchlights and lanterns. World War I increased the demands made upon the Navy Relief Society, and it responded to the needs of Navymen's families as it had done after the Spanish-American War. By this time, however, the society's financial capabilities were improving for handling emergencies.

SINCE WORLD WAR I, benefits for Navy and Marine families have been increasing and the nation has become more conscious of its debt to the men who fight to preserve its liberties. However, naval service men, like everyone else, still have emergencies which

are unforeseen and for which they are consequently unprepared.

Unfortunately, despite the benefits for which the law and the Navy provide, there are still cases of hardship as, for example, when a father dies without providing for his survivors as perhaps he should have done. In 1907, the Navy Relief Society began receiving regular reports of Navymen and Marines who died. It still receives such reports concerning both active duty and retired personnel. After a Navy or Marine Corps death becomes known, the society writes or calls the widow to offer its assistance. An outstanding example of the society's prompt aid to widows and orphans occurred in 1923, when 11 destroyers were wrecked in a stormy, fog-shrouded sea off Honda at what is now the Naval Missile Facility, Point Arguello, Calif.

Thousands of dollars were raised by the people of San Diego and other nearby communities and turned over to the Navy Relief Society for disbursement. Immediately after the disaster, the society, without waiting for additional funds, had ascertained the financial conditions of the dependents of those who died in the disaster and was able to distribute the funds equitably.



Mrs. Higginson, the first president

Society

- and how it grew

THERE HAVE BEEN NUMEROUS instances in which the society has helped the families of Navymen who have gone to sea or Marines sent to quell problems without providing allotments for their families. Sometimes allotments have been made but not received. The society has stepped in with cash to keep wives and children "afloat" until money started coming in again.

These, of course, are only a few examples of the society's assistance. The annual reports of the Navy Relief Society are filled with instances in which Navymen and Marines and their families have been given assistance, ranging from moral support to substantial interest-free financial assistance and gratuities to help them over the rough road to self-sufficiency.

It is difficult for Navymen to be located where the Navy Relief Society does not have a representative within shouting distance. It has had auxiliaries from Constantinople (begun in 1923) to the China Station in the days when faraway places were far away indeed.

When the Navy-leased base in Constantinople was suddenly closed in the 1920s, 166 Turkish wives of U. S. Navymen were left stranded when their hus-

bands were unexpectedly ordered from the country. The Navy Relief Society loaned them money with which to travel to the United States to rejoin their husbands and arrangements were made by the Red Cross for special steamship rates. It wasn't long before families were together again.

THROUGHOUT THE YEARS, supporting the activities of the Navy Relief Society has been a favorite cause of many people from the Chief of Naval Operations and the Commandant of the Marine Corps to the lowest-ranking serviceman. Even the great tenor voice of Enrico Caruso supported Navy Relief in a program in New York's Hippodrome at the end of World War I when the Society's responsibilities were especially great. It might be said for Mr. Caruso and the others who participated in the program that night that more than \$33,000 was realized.

In 1904, the Navy Relief Society was first incorporated for a period of one thousand years. This was later changed to "in perpetuity." The Navy Relief Society will be around—hopefully—for a long time to lend a helping hand to servicemen—Navy and Marine Corps—and their families when they need it.

the NAVY RELIEF SOCIETY

FOR NAVY AND MARINE CORPS personnel and their families who aren't quite sure what kind of situation merits the Navy Relief Society's aid, here are a few instances under which financial assistance may be granted:

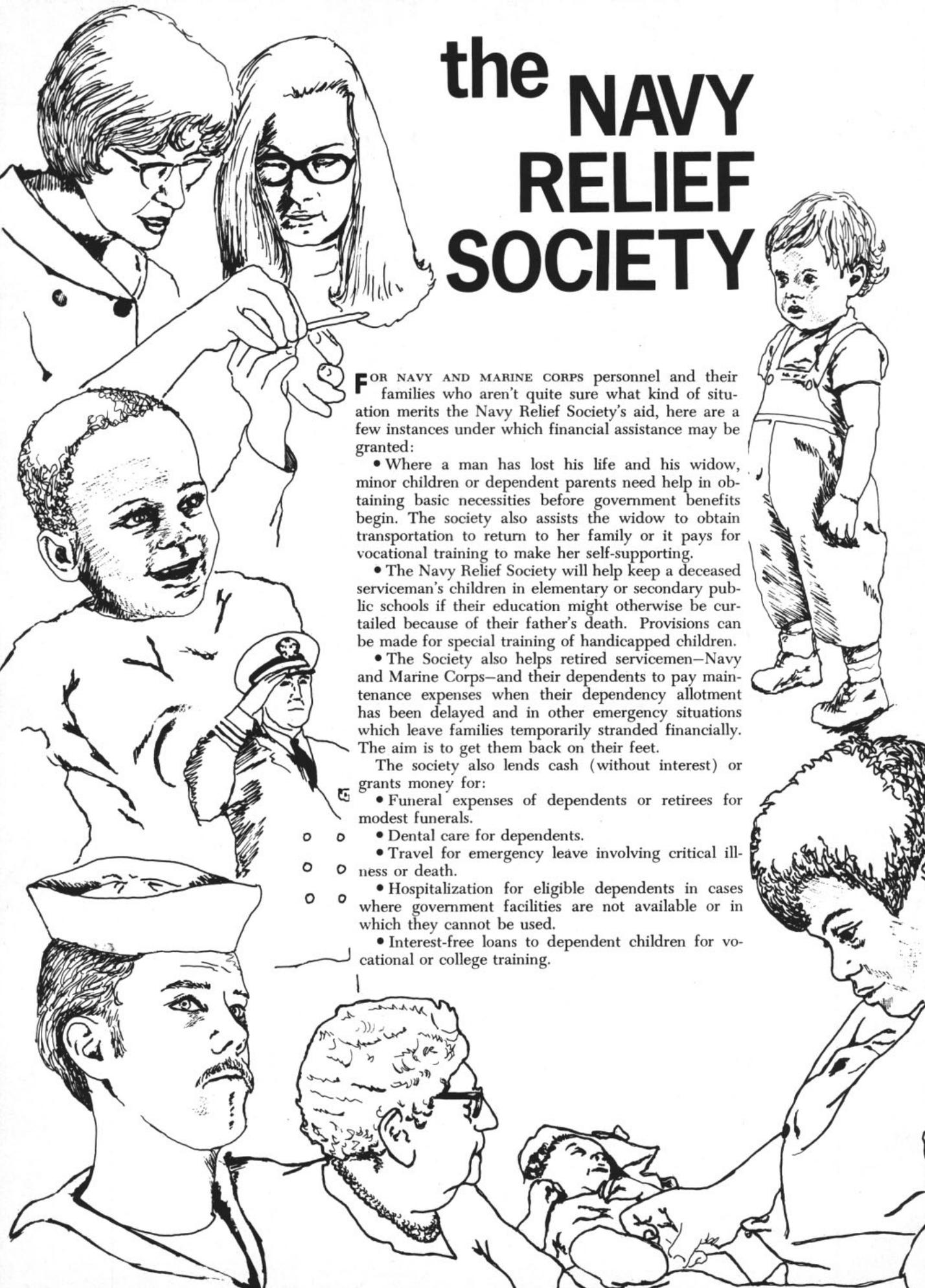
- Where a man has lost his life and his widow, minor children or dependent parents need help in obtaining basic necessities before government benefits begin. The society also assists the widow to obtain transportation to return to her family or it pays for vocational training to make her self-supporting.

- The Navy Relief Society will help keep a deceased serviceman's children in elementary or secondary public schools if their education might otherwise be curtailed because of their father's death. Provisions can be made for special training of handicapped children.

- The Society also helps retired servicemen—Navy and Marine Corps—and their dependents to pay maintenance expenses when their dependency allotment has been delayed and in other emergency situations which leave families temporarily stranded financially. The aim is to get them back on their feet.

The society also lends cash (without interest) or grants money for:

- Funeral expenses of dependents or retirees for modest funerals.
- Dental care for dependents.
- Travel for emergency leave involving critical illness or death.
- Hospitalization for eligible dependents in cases where government facilities are not available or in which they cannot be used.
- Interest-free loans to dependent children for vocational or college training.



In addition to monetary relief, the society also is ready to help with the services of a Navy Relief nurse; with transportation problems; obtaining information about dependency allowances, pensions and government insurance; communicating with Navy personnel about community resources such as help for retarded or crippled children, the blind or the deaf.

Although these are instances which make up the bulk of the Navy Relief Society's work, they are by no means the only instances under which a naval serviceman can turn to the society for help.

Navy men and Marines in trouble can rest assured that their problems will be considered sympathetically by the Navy Relief Society and that an attempt will be made to resolve them on the side of liberality rather than parsimony.

INFORMATION given by Navy Relief Society clients is confidential and, therefore, no data concerning their case histories is used without first obtaining their consent. To give ALL HANDS readers an insight into the type of situation handled by the Society, the following samples have been compiled. They are, of course, hypothetical but are typical of everyday action taken by Navy Relief throughout the world.

- John Jones' 16-year-old daughter urgently needs dental work which her father can't afford. The Society assists Petty Officer Jones with a combination loan and partial gratuity to have the work done.

- Mrs. Fields, elderly widow of a retired petty officer, hasn't enough income to meet her minimum needs. The Navy Relief Society grants her a monthly supplement of \$30 to meet her deficit.

- Bill Black receives word that his mother is dying. His ship advances funds for emergency transportation from its welfare and recreation fund. The Navy Relief Society is notified, repays the ship's fund and communicates with Petty Officer Black to ascertain that he has enough money to meet his emergency.

- Mrs. Brown moves to Norfolk after her husband

DURING calendar year 1970 (figures for calendar year 1971 were not yet available when ALL HANDS went to press), the Navy Relief Society recorded the following:

- Made 31,185 loans for \$3,026,681.88.
- Authorized 14,545 gratuities for over \$1,000,000.
- Wrote off nearly 5500 loans for a total of nearly \$344.5 thousand.
- Converted to gratuities 5848 loans which amounted to \$423,689.24.
- Provided more than \$286.5 thousand assistance for dentistry.
- Spent nearly \$2000 for layettes.
- Spent more than \$124.5 thousand for nurseries.
- Spent more than \$367.5 thousand for Navy Relief Society visiting nurses.

In addition, the Society, through an educational fund set up in 1964, has over \$4 million in interest-free loans invested in dependent children of Navy and Marine Corps personnel.

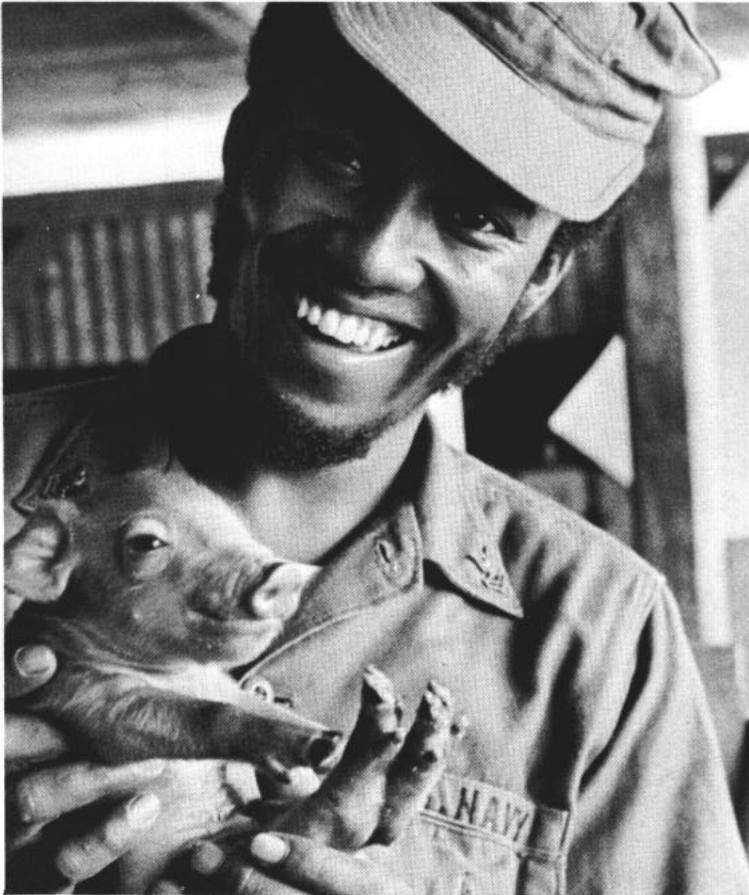
receives orders to a ship homeported there. She doesn't receive her usual allotment check on time and has no money to maintain herself and her three children. The Navy Relief Society loans her \$300.

- The father of Tom Blue, a Navy petty officer, dies. Tom's family lacks money for the funeral and Tom is short of funds, too. The Navy Relief Society grants him a partial loan and gratuity for \$400 to meet funeral expenses and \$300 for related costs.

Sergeant Smith, USMC, has a handicapped son who receives assistance under the CHAMPUS Program. CHAMPUS, however, pays only a portion of the needed amount and the remaining sum is more than SGT Smith can afford. The Navy Relief Society helps him through regular gratuities to pay his share.



Down on the Farm — in Vietnam



ing Hand (OHH), and is now part of OHH. Chief of Naval Operations, Admiral Elmo R. Zumwalt, Jr., has made OHH one of his pet interests.

OHH combines hog-raising with poultry projects, the construction of family housing units, cottage industries and veterans' rehabilitation in an effort to help the Vietnamese Navymen and his family enjoy



Above: Admiral Zumwalt received a 15-pound chicken as a gift from Vietnamese Navy dependents at An Thoi naval base. Left: PO2 Mel Sturdivant shows off a brand-new piglet only 15 minutes old. Facing page: A general view of hog-raising activity in Vietnam; feeding, keeping records, besides taking pride in work well done.

IT'S BACK TO THE FARM for some Navymen assigned to the Naval Advisory Group units at Cam Ranh Bay, Republic of Vietnam. These men operate the Navy's very own hog farm which has produced 580 pigs since October 1969. This is in addition to their primary jobs of advising the Vietnamese Navymen conducting coastal surveillance.

The idea of raising pigs to be distributed to Vietnamese coastal bases to improve Vietnamese sailors' diets came from two young officers assigned to the Naval Advisory Group in 1969.

Their original stock was one locally purchased gilt (young female) which was kept in one pen. The project was later expanded by the addition of 60 gilts and three boars from the Republic of the Philippines, plus three pig barns, four exercise pens and one feeder barn—all built by Navy Seabees.

The hog-raising project at Cam Ranh Bay was the forerunner of the more far-reaching Operation Help-

a higher standard of living coupled with better diets.

The Cam Ranh Bay hog farm has been producing and distributing stock as pilot projects to the Vietnamese bases. As of last July, 374 pigs had been shipped out to bases as far away as An Thoi, on Phu Quoc Island in the Gulf of Thailand, and Cua Viet, close to the demilitarized zone.

The pig project has been joined in its distribution efforts by a similar unit in Saigon which now provides pigs for naval bases in the lower half of the country, while Cam Ranh Bay supplies northern bases.

ACCORDING to Lieutenant Lee Sippel, who ran the Cam Ranh Bay hog farm until he transferred to Saigon, an initial issue of two gilts and one boar is given to each base wishing to start a pilot project. Additional stock are sold to bases on request.

During Sippel's seven months as "ComPigFac" or Commander Pig Facility (a nickname fellow officers

gave him), the permanent number of breeding hogs was doubled and two of the facility's four barns were completed.

Prices for the hogs are about half of what Vietnamese sailors would have to pay on the civilian market. Breeding boars cost 10,000 piasters (\$36) and breeding gilts cost 7000 piasters. Twelve-week-old feeders sell for 3500 piasters.

The slim profits of the operation go to buy feed and finance improvements. Sippel said the Cam Ranh Bay farm is about 50 per cent self-sufficient and should eventually pay its own way; OHH contributions pay the other half of operational costs.

Sippel, like most of the other American Navymen involved in OHH projects throughout the Republic, comes from an unusual background. He spent his youth on a dairy farm in Wisconsin, but studied electrical engineering at Purdue University. He served on a Navy dock landing ship and a destroyer before finding himself "back on the farm" in Vietnam.

Petty Officer 3rd Class Bob Plant, who like Sippel is a volunteer, also grew up in rural Wisconsin. He worked on dairy farms and graduated from Wisconsin State University with a major in animal science. His official Navy job is jet aircraft mechanic; he estimated he'd been a midwife for at least 300 piglets in his first eight months at Cam Ranh Bay.

TWO OTHER MEN in the program are far removed from their background—Petty Officer 2nd Class Melvain L. Sturdivant didn't know the difference between a gilt and a boar when he arrived at Cam Ranh. He studied basic engineering at Rowan Technical In-

stitute in Salisbury, N. C. His first assignment in the Navy was as a shipfitter on a submarine tender. But now he can vaccinate hogs, tattoo piglets and mix feed with the best.

Lieutenant (jg) Arthur J. McLaughlin, the present "ComPigFac," is a native of Louisiana, and a 1968 graduate of the Naval Academy. Having no experience in animal husbandry, he sees his job as that of an administrator, preparing Vietnamese Navymen stationed there to take over the project. He credits Sippel with achieving the maximum level of production that the hog farm can economically handle.

Working with McLaughlin is a Vietnamese naval officer, a member of his service's political warfare section, which is responsible for supervising the OHH programs on Vietnamese bases. Taking care of more than 250 pigs is a big job without the automated equipment found on American farms. It's a dawn-to-dusk, seven-day-a-week job. When a litter is birthing, there is extra work.

"These sows seem to have a habit of farrowing at night," complained Plant.

THE CAM RAHN BAY hog farm is one of 15 OHH agricultural projects. Another agricultural project is the chicken hatchery at Cuu Long, just outside of Saigon. It has an incubator-hatcher capable of hatching 20,000 chicks per month. The new machine is expected to eliminate the need of importing chicks from the Philippines. At last count, 135,000 chicks had been imported and distributed under OHH.

For those Navymen working in the agricultural programs of Operation Helping Hand, especially the men at the Cam Ranh Bay hog farm, it must have been a big surprise to find themselves "down on the farm" in Vietnam.



a sailor's best friend



BELIEVE IT OR NOT, some sailors really do have two left feet; just ask Navymen who work with Master Chief Boatswain's Mate Fenderhead, Photographer's Mate 2nd Class (AC) IFGA Dog, Seaman Liberty Hound and Air Controlman Seaman Recruit Kitty Cat.

The fact that these sailors are animals, and have right feet to go along with the left plus tails, normally doesn't bother the men who work with them. While history tells of one or two long-tailed sailors who were suspected to have been the victims of foul play by shipmates, the vast majority enjoy a status in their commands far above what their rates imply.

Master Chief Fenderhead is a career seadog at Fleet Activities, Yokosuka, who went over 20 in 1971 and intends to stay for at least 30. His position as a master chief has been officially noted by his commanding officer and he has been granted the privilege of freely roaming the base.

As a boot, Fenderhead found life in the old Navy full of troubles. He was attached to the harbor master

pier and crewed on the pusher-boats. One of his unhappy experiences caused the chief to rotate to permanent shore duty. He fell overboard and spent the night stranded on a mooring buoy.

FENDERHEAD HAS SLOWED DOWN lately as his seniority requires that he carry himself with dignity. He no longer tours the base aboard the base bus, which used to stop for him each morning. Now he stays near the boat pool or port control. There he greets sailors of the new Navy, allowing them to pat him on the head and shake his hand; after all, his job code is that of morale raiser.

IFGA Dog, a photographer's mate 2nd, could be viewed as a rate grabber. On 1 May 1971, then-PH3 Dog received a meritorious promotion while serving with the Naval Air Facility, Cam Ranh Bay, photo lab. While his furry body and cold nose may have



upset some in the personnel office, his unswerving loyalty, fidelity and contribution to the morale of the photo lab more than qualified him for the extra chevron. PH2 Dog's first name is a photographic formula and, as his title shows, he is a qualified air crewman.

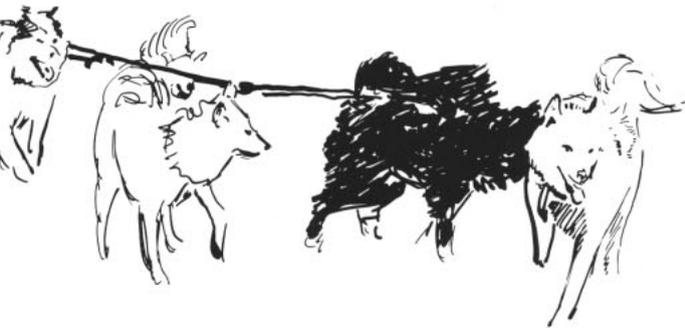
Readers of the August 1971 ALL HANDS will remember Seaman Liberty Hound, currently stationed aboard USS *Pluck* (MSO 464). The son of Mr. and Mrs. Basset Hound was recruited by *Pluck's* CO, who ignored the fact that Lib was under-age (4 1/2 years old) and underweight (40 lbs.). Seaman Hound is most noted for his channel fever. Fifteen minutes after cast-

ing off, Lib is ready to hit the beach again. While waiting to pull back into port, the sad-eyed sailor stands combat information center watches, engineering watches and keeps an eye on the chow line.

Liberty, who has a talent for smelling land before it's sighted, has hit the beach in many ports. If you have the time, he will lay tales on you of his days and nights spent in Olongapo City, Republic of the Philippines, and other well-known liberty spots. Along with a seabag full of stories, Lib's travels have also earned him the Golden Dragon Award.

Air Controlman Seaman Recruit Kitty Cat is the only known feline to have served in Antarctica. But her service on the southern ice during the "winter" of 1971 may be a question of international law as treaty prohibits the introduction of foreign species to Antarctica. However, treaties mean little to adventurous Kitty, and with the help of some shipmates, she was smuggled into McMurdo Station on the last flight from New Zealand for the summer. Also aboard the eight-hour flight was an admiral, and the new recruit almost let the . . . plan out of the bag until she was convinced to be quiet.

BECAUSE the McMurdo detachment is isolated throughout the long winter, the presence of the stowaway was unknown to the outside world until 4 Mar 1971. On that day a message was sent by McMurdo saying that a certain ACSR Kitty (NMN) Cat, C11 22 33 1/4W, of the Navy Cat Corps was



diagnosed as having pneumonia, contracted as the result of a bath, and consultation with a veterinarian was requested.

There not being much that could be done about ACSR Cat's presence on the ice, the headquarters of the Antarctic Support Activities at Davisville, R. I., decided to ignore the issue. They sent back a formal message reading in part: "Consulted vet, advises (vitamin) tablets and treatment for five days."

The seaman recruit appears to be the first furry shipmate on the ice to hold a Navy rating, but there have been other animals that achieved a special place

among Navymen wintering over. The first Americans to winter-over on the ice in 1958 adopted one of their sled dogs. Bravo served directly under the officer in charge, a Navy lieutenant, at the Amundsen-Scott South Pole Station. When the detachment returned to the U. S. in late 1958, the Navy gave Bravo to his officer-master.

The 1959 wintering-over detachment at the Byrd Station started with two mascot sled dogs, Sissy, a female, and a male whose name is forgotten. By the end of the winter, there were seven mascots. The five puppies became a major attraction and were so photographed that, upon seeing a camera, they would close their eyes and wait for the flash.

Except for the New Zealand detachment, sled dogs are no longer kept on the ice and no one is known to have adopted the penguin, symbol of Antarctic expeditions, for a mascot.

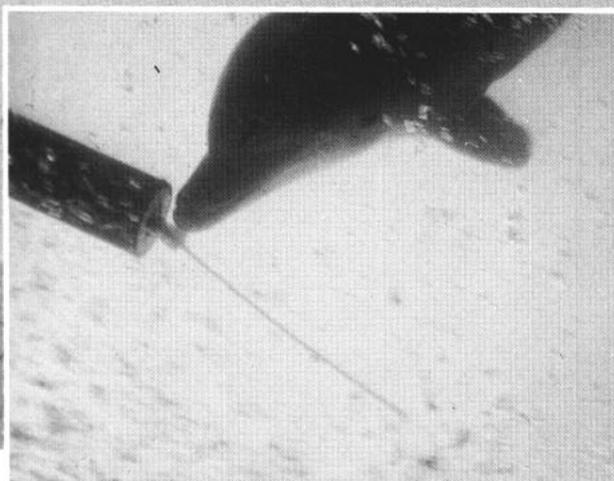
TRADITIONALISTS will ask, "What happened to the Navy Goat?" Bill and his friends are still around. Until this summer, a goat served at the brownwater Navy's intermediate support base at Long Phu, Vietnam. It departed when the base was turned over to the Republic of Vietnam. Another of the Navy's traditional mascots is doing duty at the ammunition depot on Vieques Island, Puerto Rico.

The Naval Communications Station, the Republic of the Philippines, football team, the Comets, has adopted a young nannygoat as their mascot. At last report, the goat had no other name than "that darling little tan goat," but a contest was underway to correct the situation.

While goats appear less popular than man's best



a sailor's best friend



friend as a mascot, goats have carved a solid niche for themselves in Navy tradition. Legend says that a group of naval officers were on their way from the West Point railroad station to the first Navy-Army football game in 1890. They decided that since so few Navy rooters would be present at the Army playing field, Navy needed a mascot.

They reportedly spotted a young goat and decided it filled the billet. After some dickering, they bought it for \$1. The Navy won the game 24-0 and Bill the goat became the symbol of the Naval Academy.

But in fairness to the canine family, it must be noted that a dog named Dick reportedly sailed aboard USS *Constitution* as early as 1840.

ANIMALS are starting to appear more and more as true working shipmates through the Navy's research into animal behavior. For years the Navy has used sentry dogs. Recent service by the dogs includes guarding the perimeter of the Da Nang Naval Support Activity and other naval installations in Vietnam.

However, the stars among Navy animals are the dolphins and the porpoises. Research has shown the possibilities of using the marine animals to aid divers.

They have been trained to carry tools, turn valves and locate equipment. Already some are working members of diving teams.

Dolphins may even become fighters. A bluenose dolphin named Simo at Sarasota, Fla., has been trained to attack a seven-foot brown shark upon signal. He will sustain the attack until the shark is driven away. While the training of Simo is still in the research stage, it may bring interesting developments.

A porpoise named Tuffy received press coverage during the Sealab operation off California. There he

Navy have come to blows on occasions, usually as a plane hurries down the runway, base rules prohibit molesting the birds or their nesting sites.

While not having specific conservation rules, other installations protect their animals as the result of security precautions. Within the perimeter of the Naval Magazine on Guam, herds of carabao, island deer and wild pigs have flourished in natural surroundings.

No one claims them, but orphan dogs around the Da Nang Air Base in Vietnam depend on Navy air



performed various tasks, including delivering packages to the divers living underwater. (Unfortunately, Tuffy has since died.)

California sea lions are counted among ship's company at the Pacific Missile Range, headquartered at Point Mugu, Calif. The Naval Undersea Research and Development Center Laboratory in Hawaii has successfully trained the sea lions to assist in the recovery of *Asroc* missiles which are regularly fired down the range. The seals, capable of diving to 750 feet, visually locate the missile and return to the surface to report. Then they dive again with a line and attach it to the device so it may be hauled to the surface. The "Quick Find" seals are harness-broken, making them easily led, and their size allows them to be flown anywhere they are needed.

SOME ANIMALS don't qualify for naval service, but still benefit from the Navy life. These are the animals found inside many naval reservations. The Gooney Birds of Midway Island are protected from predators by the Navy. Though the birds and the

squadron detachments for existence. They roam in packs and lie in the shady hangars, waiting for a sailor to give them something to eat. Someone always does.

There is one type of animal which may not agree that the Navy life is the best. These are the four-footed members of the Navy's Task Force 115, headquartered at Cam Ranh Bay, Vietnam. The task force's pig facility, whose OIC is popularly known as ComPigFac (Commander Pig Facility), is the Navy's very own hog farm. Since October 1969, 580 young porkers have been produced under a program to upgrade the diets of Vietnamese sailors and their families. While many of the hogs have been used as breeding stock to start herds at Vietnamese naval bases, one can understand even a pig being disgruntled at being regarded as dinner by his ship-mates.

Having two left feet really isn't a handicap for some sailors, as long as they have two right feet to match. And though these four-legged sailors are called animals, their presence seems to add a large touch of humanity to Navy life.

—JO2 Bob Mercer



CECIL B. DE MILLE would have been pleased. Although the move of Destroyer Squadron 15 dependents from San Diego to Yokosuka lacked a cast of thousands, it could at least be said that hundreds were involved and the show was a hit. The stars were all women and children, but many who made the production a success were those who toiled backstage from September through December to move wives, kids and pets across the Pacific. When the final curtain descended, everyone relaxed—not a single dependent or pet had been misplaced.

As every Navy family knows, being uprooted and transplanted elsewhere is not unusual nor always unwanted. For many, in fact, change is the ingredient which makes life spicy. Few, however, look forward to long months of separation when a Navy breadwinner goes to sea while wives and children stay at home.

When DesRon 15 moved west, the Navy was determined to keep together as many families as wanted to be together. That meant moving hundreds of dependents by air; it also meant transporting Navy families who were ineligible for other types of travel. For that duty, *uss Samuel Gompers* (AD 37) was called upon to expand her usual role of tending destroyers to include tending children and their mothers as well.

Successful execution of such a project required each participant to move in the right direction at the proper time. The first logical step seemed to be contacting the women concerned. Rather than writing to each of the Navy wives involved in the move, the Navy decided to let them hear firsthand what to expect from people who had already made the odyssey.

TO ADVISE Navy wives on the art of living as foreigners in the midst of a Japanese population, an expert on race relations was included on the briefing team. A housing manager was also on hand while a school principal told the DesRon 15 wives what kind of educational facilities would be available for their children. There were others, too, who were authorities on every aspect of a family move. One week and 14 briefings later, the wives were well informed on what they should do in order to reach Japan and what they could expect when they arrived.

After the briefers had finished, family assistance teams took over. An assembly line technique was adapted to give Navy dependents their shots, arrange for packers and movers, and also to apply for passports and book transportation. When arrangements to leave the United States were completed, family assist-

ance teams in San Diego and Long Beach notified their counterparts in Yokosuka who picked up the ball and ran with it.

In Japan, as in the United States, everything was very systematic. As soon as the team in Yokosuka learned a family was en route, team members consulted a suspense file to make sure everything was running smoothly. Someone was assigned to greet the newcomers and help them through customs. Housing Office was notified concerning the new arrivals and transportation from the airport was arranged. If temporary quarters were required (some of the dependents preferred to visit relatives or friends), the Navy Exchange Guest House made reservations and a Welcome Wagon sponsor was notified.

FOR MOST, everything moved according to schedule. On the last day of October, for example, 19 wives and about 15 children arrived at Tokyo International Airport to be met by Navy wives already in Japan who had volunteered for the job. The newcomers were shepherded through customs and taken to Yokosuka's Navy Exchange Guest House where the travelers relaxed and tried to recover from their swift flight westward across the International Date Line. The next morning, the ladies were met by Chief Damage Controlman Sylvester McKelpin and Electronics Technician 1st Class Raymond D. Robertson who provided a liaison between the dependents and the Yokohama Detachment, Commander Fleet Activities, Yokosuka.

Based on housing requirements information which had already been received from the States, assignments to quarters had already been made and almost everyone was settled before the sun went down that day. The few who remained without a home were fixed up within the next two days, for the housing situation was not acute. Many, in fact, could choose from among several available houses.

After quarters had been chosen, a trip to the Personal Property Shipment Office was in order. If

household goods had arrived, most were delivered within three or four days after arrival. In the meantime, the Special Services issue room had items such as pots, pans, silverware and the like which were available to the newcomers until their express shipments arrived. When the families moved into their new homes, they were delighted to find complimentary boxes of groceries which were filled with milk, bread, bacon, eggs and other staples to tide them over until they had the time to make their first visit to the commissary.

IT WAS A BIG OPERATION and, all things considered, it moved with remarkable precision; as might be expected, however, there were reasons for a few gripes. One of the more serious problems was the slowness in arrival of express shipments of household goods. Usually such items arrived via express in 10 days from the west coast of the United States. Expecting this brief time lapse, some families arrived in Japan with insufficient heavy clothing to cope with the autumnal weather. Both DesRon 15 and COMCRUDESPAC went to work on the problem in the hope of alleviating the situation.

Most other difficulties were solved on the spot. For example, a family which arrived with insufficient funds was helped by the Navy Relief Society which also assisted others in less immediate need. A pet was detained at Haneda Airport and several wives could not be found by their official greeters. The new arrivals got along fine but the welcomers had some anxious moments wondering what had become of their charges.

After the first 80 families had been installed in new quarters at Yokosuka, there were still 507 vacant housing units, of which 72 were newly refurbished and ready for occupancy. There was a temporary shortage of two-bedroom enlisted quarters but families scheduled for these either remained in a hotel for a few extra days while they drew temporary lodging allowance, and others resided temporarily in clean (al-



Facing page: DesRon 15 wives "man the rails. Left: Checking on board. Right: DesRon wife reminisces with portrait of her husband. Above: Boarding USS Gompers for Pacific cruise.



though not freshly painted) furnished quarters in the Yokohama Housing area until their permanent quarters were redecorated.

WHILE MOST DESRON 15 dependents arrived by air, some lacked the magical pay grade and length of service levels which entitled them to a PCS move at government expense. Ordinarily, these would have waved goodbye to their husbands and fathers who would be away for a considerable length of time; but this time things were different. The word went out that wives who weren't entitled to air travel could sail to Japan aboard *uss Samuel Gompers*. This was good news for the 65 women who took the Navy up on its offer. A few wives had planned to foot the transportation bill to Japan themselves, but such arrangements would, they admitted, have been budget breakers. For most, of course, paying for their own transportation across the Pacific and back was out of the question. The *Gompers* offer was a welcome break for everyone.

There wasn't much time in which to get ready. Like the wives who flew to Japan, the ladies scheduled to board *Gompers* with their children had to apply for passports, bring their inoculation records up to date and undertake the myriad other odds and ends involved in moving to the other side of the world. To help them, a Dependents' Assistance Team was appointed and headed by the DesRon 15 chaplain, Lieutenant Arthur A. Guetterman. Personnelman 1st Class Clyde Seabury and Yeoman 2nd Class Jerrold Keilman were on hand to help.

When word of the migrating families reached *Gompers*, Senior Chief Hospital Corpsman Thomas Dickey was busily arranging a Dependents' Cruise for *Gompers*men and their wives to Hawaii. He could be forgiven if he groaned upon hearing the ship was going to transport 72 dependents of DesRon 15, including four pregnant women and seven children to Japan. Where would they sleep? What precautions should be taken for the safety of that many female and juvenile landlubbers? What about health measures in transit?

THE PROBLEMS were perplexing but, thanks to everyone concerned, the entire operation went smoothly from the initial baggage checking to the debarkation in Japan. On the morning of departure, Petty Officers Dickey and Seabury checked each lady on board as she passed a table near the Chief Master at Arms' office. From there, the wives were escorted to their quarters by well-drilled working parties who also stowed their luggage.



Top, left: A dependent's first haircut on board *Gompers*. Top, right: Keeping informed of the news while in transit. Above: A game of bingo to help speed the crossing time. Right: A Japanese language class prepares the dependents for their new home.

Move Involved

THE SIX SHIPS included in the deployment to Japan of CruDesPac were *uss Worden* (DLG 18) homeported at Long Beach, and the five San Diego-based ships of Destroyer Squadron 15: *uss Parsons* (DDG 33), *uss Rowan* (DD 782), *uss Gurke* (DD 783), *uss Richard B. Anderson* (DD 786) and *uss Bausell* (DD 845).

Rather than rotating these ships between the United States and the Western Pacific, the Navy decided, in view of recent Pacific Fleet reductions, that efficiency would be better served by a nonrotational deployment of Fleet units. The families of the Navymen making the moves were also taken to Japan to improve the morale of both the squadron's



Bedding difficulties were resolved when room was found in an unoccupied CPO bunkroom. To cope with health problems which might arise, a Navy nurse was temporarily assigned to *Gompers*. If worse came to worst, it was comforting to know the lady was a skilled anesthetist. Dependents had sick call every morning, but fortunately, complaints were mostly limited to predictable things like seasickness.

Probably the most difficult job for everyone was keeping the passengers from succumbing to boredom during the long passage. Initially, most wives were interested in touring areas similar to those in which their husbands worked but, after the initial newness of being aboard a Navy ship wore off, long hours seemed to stretch endlessly toward the western horizon.

For some, the ship's radio and television provided an outlet for surplus energy and abundant time. Several of the traveling wives worked as editors and newscasters. Another, who was a foreign language teacher ashore, undertook the task of teaching *Gompers*men to speak Spanish while another taught the wives rudiments of the Japanese language.

After supper, everyone looked forward to the bingo games held on the crew's mess deck and, on Sundays, female voices were a welcome addition to the choir during Divine Services. There were also a few special events which every family likes to remember. For example, 14-month-old Jade Heldenbrand received his first haircut in the crew's barbershop and Lonnie Strum celebrated his second birthday while on board.

THE LAST NIGHT out was probably the longest for the seagoing ladies, but they used it to thank the *Gompers* crew for their help and good humor during the sometimes rough Pacific crossing. The ladies were particularly grateful to the ship's 1st class petty officers, the cooks, laundrymen and the medical department. Captain D. L. Banks, Jr., speaking for the crew, said he would be happy to do it all over again, if given the opportunity.

The next day, the waiting ended. The pier at Yokosuka was crowded with waiting husbands who eagerly searched for faces of their family members as the tugs pushed *Gompers* shoreward. It was then that many of the wives realized how their husbands felt when their positions were reversed and the men were on the ship while their wives were on the shore.

(Information on which the above story is based was supplied by JO1 Jim Messner and SN Paul Long. Photos were taken by PH2 Randy Emmons, PH2 Eugene Kimball, and also by Messner and Long.)

Six Ships

Navymen and their dependents.

Families who didn't qualify for commercial air or sea transport on their permanent change of station were moved across the Pacific on board *uss Samuel Gompers* (AD 37) which had already scheduled a dependents' cruise to Hawaii for families of her own crew.

The added passengers and her own 50 dependents notwithstanding, *Gompers*men did a great job in getting everyone to the proper destination. Upon arrival in Hawaii, dependents of *Gompers*men disembarked and, after four days in the islands, returned to San Diego while *Gompers*, her crew and the *DesRon 15* dependents continued on their way.



DESRON 15 WIVES SAIL TO JAPAN

THERE WERE SEVERAL UNUSUAL FEATURES in the deployment of Destroyer Squadron 15 to the Western Pacific. The crew volunteered for duty and any wives who so desired could go along, too.

Most of the squadron's dependents, of course, were entitled to make a permanent change of station at government expense. For those who weren't eligible, however, Commander in Chief of the Pacific Fleet and the Chief of Naval Operations made some unprecedented arrangements. Navymen in pay grades E-4 and below who were not career designated could move their dependents to Japan also. Transportation, however, had to be in a Japanese-bound naval ship which had space available.

The chance to be with their husbands during a WestPac deployment wasn't ignored by the wives. About 500 dependents traveled by commercial means while 72 arrived in Japan aboard *uss Samuel Gompers*.

Nor was there a dearth of Navymen who volunteered for DesRon 15 duty. More than 1200 applications were received from those who were willing to replace squadron members who didn't want to go to Japan. Many of the applicants were married to Japanese wives, for whom the journey was a homecoming.

To avoid disrupting the school year, many of the wives who traveled via commercial means arrived in Japan ahead of their sponsors and were already settled in Navy housing when their husbands arrived.

The move was made smoothly regardless of whether the dependents traveled by commercial air, ocean liner or aboard *Samuel Gompers*. The Navy's decision to keep as many families together as wanted to be together meant that months of family separation would be eliminated for DesRon 15 families.



Left, top to bottom: DesRon dependents try their hand at deep-sea fishing. (2) Sunday morning church services. (3) A home-cooked meal on board. (4) A birthday to remember . . . in the middle of the Pacific. (5) The wives of DesRon 15 gathered on the signal bridge.

GOMPERS' NEW DINING FACILITIES



WHEN USS SAMUEL GOMPERS (AD 37) was commissioned about four years ago, she was well equipped to do her job and considerable thought had been given to making her living spaces habitable. Nevertheless, one thing was undeniable: her mess decks were strictly GI, complete with green tile underfoot and pipes overhead. Inasmuch as these spaces also served as crew lounge and movie area, *Gompersmen* decided something had to be done.

Changes, they decided, weren't going to be rushed. Rather than fastening plywood paneling to steel bulkheads just to provide a different effect, *Gompersmen* decided not only to be different but also to be unusual. Their first step was to hide all evidences of shipboard machinery. False overheads and partitions were installed and the lighting system was rigged to provide a soft, diffused glow. China plates, they decided, should replace metal trays and, when a crew-member finishes his meal, plates and utensils should be collected by messmen and removed in bus carts. The messmen were to be attired in white uniforms trimmed with red.

When the renovations really got underway, the forward and after mess decks were divided into rooms, each with its own style. For example, the Casa del Mar has a south-of-the-border atmosphere. Its bulkheads are white brick trimmed with brown hardwood and the stanchions are covered with paneling which resembles sun-bleached wood. A large gold-faced clock dominates the room.

THE NEXT DINING area was christened the Nantucket Room. Its bulkheads and tabletops are a rich brown and cottage-style "windows" stretch along one side of the room. The Sportsman's Den conjures up the atmosphere of a secluded hunting lodge; its tabletops are leaf green and the oak paneling adds to the room's attractiveness. Every half-hour the clock's cuckoo breaks up the tranquillity, announcing the time.

For *Gompersmen* who don't want the Sportsman's Den or the more sophisticated atmosphere of the Nantucket Room or the Casa del Mar, there is the Mod Room which sports road sign wallpaper and has stanchions covered with zebra stripes. A checkerboard deck and bright red tabletops complete the room—which also serves as the crew's movie theater and has a soda fountain from which soft drinks and popcorn are dispensed.

To save time—and money the ship's company undertook the entire remodeling job and inaugurated their creation with a candlelight dinner for members of the crew, their families and friends. The menu that evening featured broiled lobster and tenderloin steak and since then, *Gompersmen* have never tired of dining in style.

—Story by Seaman Paul Long, photos by Photographer's Mate 2nd Class Randy Emmons.

From top: The Nantucket Room adds a traditional flair to dining. (2) The Casa del Mar is designed in the Spanish style. (3) The Mod Room doubles as the crew's movie area. (4-5) The clock and other features add to the tranquillity and seclusion of the Sportsman's Den.

Motorcycle Safety



ACCORDING to one San Diego motorcycle patrolman, "There are two kinds of motorcycle riders—those who have been hurt and those who will be hurt."

Because of the truth in this statement, the 11th Naval District has adopted a defensive driving course in motorcycle safety at NAS Miramar, Calif. The safety program was originally developed by the San Diego chapter of the National Safety Council in conjunction with the San Diego City Police Department.

Two years ago there were two deaths, three critical injuries, eight major accidents, and 35 minor accidents resulting from motorcycle mishaps at NAS Miramar.

Since Miramar inaugurated its safety program, 750 Navymen and Marines have attended the one-day course and have been certified as safety instructors at their bases. And out of these 750 graduates there have been no deaths, no critical injuries, only three major accidents, and only about 15 minor accidents.

How Safety Conscious Are You?

HOW SAFETY CONSCIOUS are you in your riding habits? Consider the following questions:

• Is the best position for a motorcycle following an automobile: (a) in the left wheel track; or (b) centered between the wheel tracks?

• The following distance for a motorcycle should be: (a) more than for a car; or (b) same as for a car?

• "Wheelies" on pavement indicates: (a) immaturity of the operator; or (b) skill of the operator?

• In an emergency stop the cyclist should: (a) apply both brakes simultaneously; or (b) rear brake first?

• To tighten the radius of a curve at medium speeds, the cyclist should: (a) lean into the turn; or (b) turn the handlebars more?

• Most motorcycle accidents are caused by: (a) overconfidence of the operator; or (b) conditions beyond the cyclist's control?

If your answer to any one of the questions was (b), you are risking your life and should develop safer bike-riding habits.

Here's What the Miramar Course Stresses

THE DEFENSIVE DRIVING COURSE offers answers to all aspects of motorcycle riding. The following para-

Course

graphs offer a few tips from the course's training material:

A protective helmet is the cheapest kind of life insurance. Strapping on a helmet before riding should be as automatic as turning on the ignition key.

The easy part of riding a motorcycle is coordinating the controls and making the cycle start and stop. The hard part—and probably the most ignored—is learning good, safe driving practices that can keep you alive.

Along with a large number of ill-prepared and inexperienced motorcycle operators on the road, there is one other basic problem which contributes to a large number of accidents—the automobile driver. A very large percentage of motorcycle accidents are actually the fault of auto drivers. The most common reason is the automobile driver just doesn't see the motorcycle.

MOTORCYCLES OFFER many safety advantages automobiles do not possess, such as unobstructed vision. A cyclist is unhampered by a roof, window posts, fogged windshields or distorted windows. And there is no tendency to fall asleep or become groggy riding a cycle. The constant supply of fresh air keeps a rider mentally awake and fully alert.

With a cycle you have greater maneuverability than with an automobile. You can avoid accidents, mishaps, obstacles and sudden stops of vehicles in your path which you could not possibly avoid with an automobile that is eight to 10 times wider.

You also have freedom of exit on cycles. In the event of an accident, the bike rider does not have to worry about jammed doors or being pinned in the wreckage.

Most modern motorcycles can stop faster than automobiles and the rider usually has a quicker reaction time. A motorcycle's controls do not require movement of the operator's feet. The rear brake pedal is right at one's foot and the front brake is at his fingertips.

Motorcycles also have some disadvantages that are either not present or are greatly reduced in automobiles. The operator of a cycle, for example, is more vulnerable in collisions or impacts because he does not have the protection an automobile affords. Road conditions are also more critical in operating a bike because of the balance factor. It is naturally easier to keep a four-wheel vehicle under control in poor road conditions than it is a two-wheel vehicle.

Safe Equipment Key Factor

THE PRIMARY requirement for developing safe driving habits is to ride safe equipment.

If you are a novice rider, chances are good that

you bought your machine new from a dealer. Although the dealer has the initial responsibility of checking over each new bike as it arrives at his store, you have the final responsibility for checking it again. If you find something not to your satisfaction, report it immediately to the dealer so he can make the necessary corrections.

HERE ARE SOME TIPS on what to check for during your initial inspection; it is also a good idea to develop a regular system of checks regarding the safe condition of your cycle:

Check your lights frequently to make certain they are operating properly. Laws require at least one white headlight and one red taillight on all two-wheeled motor vehicles, and each must be visible at least 500 feet away. Also be sure both high and low beams in your headlight function properly.

Check your tires for proper inflation and notice the way your tire is wearing. Uneven wearing is a sign of an improperly balanced wheel—an unnecessary hazard.

Tighten all nuts and bolts. Since these nuts and bolts eventually work themselves loose and drop off, you should protect yourself against possible injury should some vital part fall or cease to function. Loose nuts and bolts also contribute to distracting noise and vibration and hasten damage to metal parts.

Be sure your bike is equipped with at least one rear-view mirror. Knowing what is going on behind you is as important as what's in front of you.

Check your chain for proper adjustment, wear and lubrication. A chain that jumps the sprocket in heavy traffic will put you in danger.

Keep your clutch well adjusted to prevent your bike from creeping at red lights. Also be wary of frayed cables.

To avoid the inconvenience of a breakdown and the expense of repairs, check your battery frequently to be sure it has a sufficient supply of distilled water.

Make certain the engine and transmission have an adequate supply of oil at all times. When you fill your gas tank, avoid overfilling it. If gas should spill on a hot engine it could be dangerous.

Properly adjust spokes for a more comfortable and safer ride.

Make certain your clutch and brake levers are at a straight angle from your arm and wrist. Having to reach up or down for a lever is not only unsafe, it is much more fatiguing.

Here's How to Start Your Own Course

IF YOU DESIRE to start your own motorcycle safety school aboard your station, contact the NAS Miramar Safety Director, John Wilson, at AUTOVON 959-3663. Or send a note requesting information from: Commanding Officer, Naval Air Station, Miramar, Calif. 92145, Attention: John Wilson, Safety Director.

—Story by PO2 Lee Gardner
and Photos by PO1 Tom Gardner

TO THE RESCUE!

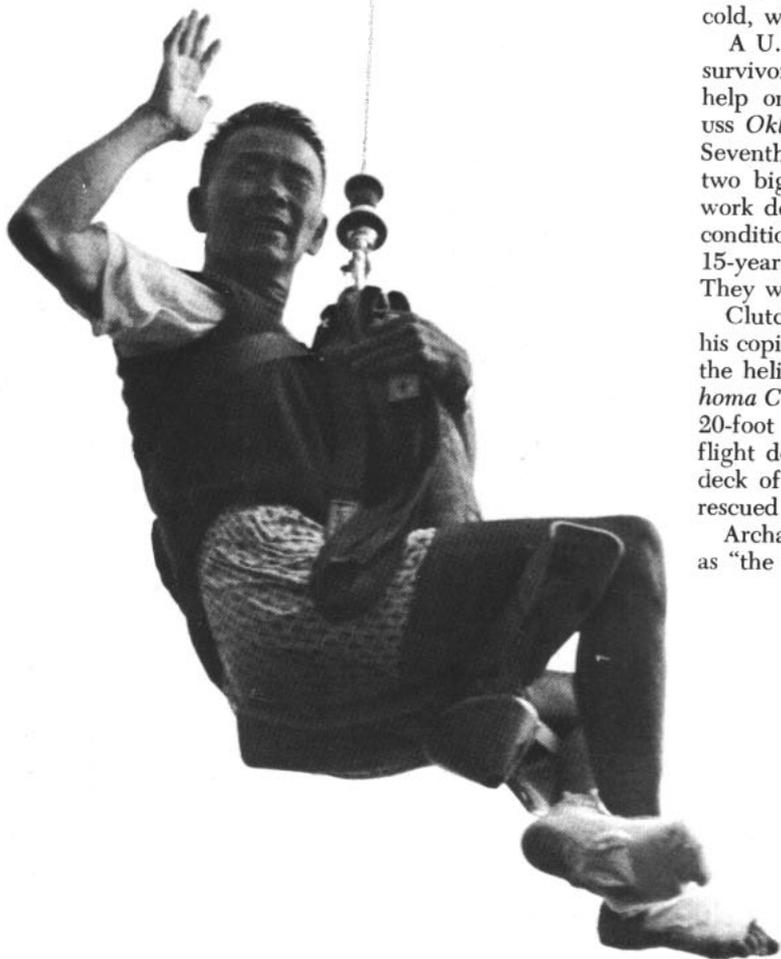
WHAT STARTED OUT as a routine expedition for a group of Chinese fishermen turned into a nightmare as their four boats capsized on a treacherous stretch of coral reef known as Scarborough Shoal, 145 miles west of the Republic of the Philippines. The men were fishing for lobster when they were trapped by swelling seas and forced against the craggy shoal.

For nearly 14 hours they battled the wet and the cold, while clinging to their overturned fishing boats.

A U. S. Navy patrol plane first spotted some of the survivors, and soon both the Navy and Air Force had help on the way. The guided missile light cruiser *USS Oklahoma City* (CLG 5), command ship for the Seventh Fleet, her helicopter, "Blackbeard One," and two big Air Force HH-3 rescue helicopters went to work despite extremely hazardous flying and landing conditions. Thirty of the 31 fishermen—including a 15-year-old boy—on board the boats were rescued. They were later flown on to Manila.

Clutch flying by Navy Lieutenant J. F. Smith and his copilot, Lieutenant (jg) Hubert Archambo enabled the helicopter to make two crucial landings on *Oklahoma City's* flight deck with six of the survivors. With 20-foot seas, 18-knot winds and a pitching, bobbing flight deck, Smith inched the helicopter down on the deck of the command ship. Soon the first six of the rescued received food, dry clothing and medical aid.

Archambo described takeoff and landing conditions as "the worst I've ever seen. I really had my doubts



MEANWHILE, BACK IN KAMAKURA

PETTY OFFICER Erick W. Swanson wondered why he received an invitation to attend the autumn awards ceremony at Kamakura City, Japan, but he went anyway. He soon learned the reason—he was considered to be a hero.

Earlier in the year, a distant typhoon had roughed up the water off Sakanoshita Beach and a small craft, loaded with five novice Tokyo yachtsmen, foundered and capsized. Treacherous winds also were blowing

that day. Two men in another boat saw the accident and moved in for a rescue but they also became victims of the winds.

By that time, the foundering boats had been sighted from ashore and local firemen were called to help. Actually, none of the shipwrecked sailors was in immediate danger. All were clinging to the capsized hulls which were floating nicely. Firemen, however, were concerned that panic might trigger a futile

about getting back aboard the *OK City*—the way she kept bouncing around in the water,” he said.

HELICOPTER CREWMEN Harvey Fansler and Ben Oklund had important jobs during the search and rescue mission. Fansler, 16-year veteran in helicopter flying, gave directions during the crucial takeoff and landing maneuvers, while Oklund went down the lifeline at the scene of the rescue to help the victims into the rescue sling.

Smith, who regularly flies the helicopter to transport Vice Admiral William P. Mack, Commander Seventh Fleet (embarked on *Oklahoma City*), said the command ship's helicopter was operating beyond its ordinary capabilities.

“We usually carry only three passengers. But we jettisoned about half our fuel to lighten the load and were able to carry six persons back to *Oklahoma City* on our first run,” Smith said. The helo later returned to the scene to pick up one more survivor.

Once the six were onboard the command ship, communication became a problem.

Seaman Robin Cheng handled the translating. “Most of the men spoke only the Mandarin dialect,” said the young seaman who originally is from Hong Kong. “The pronunciation of Mandarin is very difficult, but we managed to communicate.”

The oldest of the six was 46-year-old Tan Tiao Han, captain of one of the boats. His face was a picture of dejection as he sat on *Oklahoma City's* mess decks. He had just lost his 48-foot fishing boat which was less than a year old. His 15-year-old son was the youngest of the survivors. Although the boy looked tired, he also seemed interested to be aboard a Navy ship.

Tan Po Chay, brother of the captain, was the spokesman for the group. He said their boat had been in trouble for about five days, and they had run out of food about two days before the rescue. All the fishermen had contributed toward the purchase of the fishing vessels. “We lost everything,” Tan said.

JUST ONE ITEM remained from the remnants of their boat, a fathometer; its weathered metal casing showed the effects of battle against the sea.

All six of the men were examined by Dr. Vernon A. Burkhart, *Oklahoma City's* physician. “All were in good condition and there were no serious injuries,” he said. “We treated one for a broken hand, and another man was cut by the coral reef and was suffering from mild shock due to exposure.”

attempt to swim ashore. A lifeline was fired from the beach but missed its mark. Then along came Swanson.

If he had been riding a white charger instead of a motorcycle and been wearing shining armor instead of bathing trunks, he might have passed for a knight out to do a good deed. When Swanson plunged into the angry surf, however, the firemen dismissed illusions of knight errantry and substituted someone else they would have to rescue. They didn't know Swanson was an experienced swimmer who had heard the surf



Opposite page: A doctor of the USS *Oklahoma City* checks a rescued fisherman's broken hand. Top: A 15-year-old survivor of the catastrophe is led below for a hot meal. (2) Fishing boat captain and his son tell of their 14-hour battle for survival. (3) The rescued men were fed, issued dry clothing and given a medical checkup before being taken by helicopter to Manila.

was up and was on his way to challenge it.

Inspired by Swanson's courage, the firemen donned life jackets and entered the water carrying a rope and pushing a large buoy to help Swanson tow the boats and their crews ashore.

At the banquet in Kamakura City, Swanson received a gift and a special medallion from the mayor, Mr. Chifuyu Masaki. To date, he has received no court summons to explain why he was in the water off Sakanoshita Beach when swimming had been banned.

● Z-GRAM 104 CITES "CHALLENGE OF 1972"

In a message addressed to the fleet early this year, the Chief of Naval Operations spelled out four major challenges the Navy will be facing in 1972 and five objectives for meeting them. In Z-gram 104, Admiral Elmo R. Zumwalt, Jr., cited the challenges to people, to leadership, of sociological change, and to national security as results of more general changes in technology and national attitudes. The general objectives for meeting these challenges, he said, are "pride and professionalism, improved weapons systems, standards of material readiness, economies, and integration of men and mission."

"We must continue to strive for a more satisfying and challenging working environment," he said, "together with a better opportunity for family life that will provide appealing and meaningful careers not only for the dedicated Navy men and women now in the service, but for those talented young people of our nation who must be attracted to join." Navy leaders, the Z-gram continued, must have "strong personal integrity, a dedication to the importance of effectively accomplishing the Navy's missions, and an understanding of the people they lead and the tasks they undertake." Only such leaders "will be capable of meeting the many challenging situations which are inevitable in this time of rapid technological and social change."

The challenge of sociological change involves seeking solutions to problems such as drug abuse, racial discrimination, and improving the environment. Development of new and improved weapons systems, updating tactical doctrines and assuring fleet readiness will be necessary to meet the challenge to national security caused by developments in other nations.

● SAILOR OF THE YEAR AWARD FOR PO1 AND BELOW

In order to provide greater recognition for outstanding men in the junior enlisted ranks, the Chief of Naval Operations has created a Sailor of the Year Award to be presented to one Navyman, PO1 or below, from each of the Atlantic and Pacific Fleets. Guidelines are now being drawn up for selection of a representative from the forces afloat within each command who will be recognized as Sailor of the Year.

The winners will be invited to Washington, accompanied by their wives, where they will receive appropriate recognition of their selection. Then they'll be allowed to choose any location within CONUS for five days' R & R. Those selected will also receive a meritorious advancement to the next higher rate and, if they desire, will be ordered to CinPacFlt/CinLant-Flt staffs for duty as assistant to the master chief petty officer of the fleet.

● ON KEEPING UP THE NAVY'S STANDARDS -- AND YOUR OWN

The Chief of Naval Operations has expressed concern that recent changes in hair standards and uniform regulations have been misinterpreted by a few people as a shift to a permissive Navy and relaxation of traditional standards of smartness and cleanliness. Z-gram 102, written as a result of Admiral Zumwalt's recent visits to ships and stations throughout the Navy

briefs navy navy navy navy

and as a response to a retention study group's unanimous opinion that "there is a need for further definition of acceptable grooming and clothing standards so that this matter can be laid to rest and all hands can get on with more substantive issues," again stresses individual responsibility for maintaining acceptable standards of appearance, conduct and performance.

"In case the latter has not been fully understood," the Z-gram continues, "commanders and commanding officers must reemphasize to all hands that military courtesies, including customary saluting and deference to seniors, and adherence to traditional standards of cleanliness, neatness, and smartness will continue to be integral parts of our Navy as they have been since our beginning."

● ADVANCEMENT SCHEDULE FOR "SELECTEES"

If you were designated a "Selectee" by the FY 72 Master and Senior Chief Petty Officers Selection Board, or as a result of the August 1971 Advancement Examinations (see Navy News Briefs, Feb 72), you'll be glad to know that advancement dates are now being scheduled. The following table shows the approximate number of people to be advanced by month this fiscal year:

	<u>MAR</u>	<u>APR</u>	<u>MAY</u>	<u>JUN</u>
E-9	47	51	48	103
E-8	143	147	148	371
E-7	189	1434		
E-6	222	3306		
E-5	2000	10,152		
E-4	9315	13,607		

● BUMED STARTS NEW SYSTEM FOR MEDICAL RECORDS

The Bureau of Medicine and Surgery has put into effect a Master Medical Record Concept, similar to that used by the other services, by which all forms and vital information are retained in a Navyman's health record until he is separated from active duty. The new system, brought about by Change #69 to the Manual of the Medical Department, U. S. Navy, represents a departure from BuMed's previous policy of maintaining both a local record in the field and a BuMed medical record. Now a man's complete medical history and records are available at all times to the local medical officer responsible for providing care and treatment.

● PO3s NOW PATRONIZING SOME PETTY OFFICERS' OPEN MESSES

Third class petty officers are now using redesignated petty officers' open messes and sections of EM clubs at commands which have indicated that PO3s could be accommodated immediately at former PO1&2 or SPO messes. The redesignation of these clubs and authorization for PO3s to patronize them were announced in NavOp 152 (see Navy News Briefs, November 1971) to provide

PO3s with social facilities that are commensurate with their responsibilities and important station in the Navy. Petty officers' open messes and sections of EM clubs will be open to PO3s as soon as local conditions permit.

● GOT A MOTORCYCLE? PROCEED WITH CAUTION

In 1971, 75 Navymen died and more than 800 were injured in accidents involving motorcycles, a dramatic increase over 1970 statistics of 54 deaths and 560 injuries. Navywide statistics show that motorcycle crashes account for almost 25 per cent of the deaths due to all types of motor vehicle crashes. The majority of motorcycle accidents involve cyclists who have less than one year in cycling experience, and the first six months of cycle operation is a most critical period.

The Naval Safety Center is currently evaluating motorcycle training courses for possible Navy adoption. In the meantime, the safety center (autovon: 690-1189) can provide information and details on effective cycle training programs, sources of no-cost material, and answers to questions concerning motorcycling in general (See related article page 32).

● NEW ID BADGE FOR SENIOR ENLISTED ADVISORS

If you're not already acquainted with your command's Senior Enlisted Advisor (SEA), he's now--or soon will be--easier to spot. A special SEA identification badge is being distributed to senior enlisted advisors at sea and ashore.

● VOLUNTEERS NEEDED TO MAN USS LASALLE (LPD 3)

The Commander in Chief of the Atlantic Fleet is looking for volunteers for interesting duty aboard the USS LaSalle (LPD 3), which will soon become flagship for the Middle East Force. When LaSalle replaces USS Valcour (AGF 1) as flagship for CoMidEastFor this summer, she'll be homeported at Bahrain, an island about 15 miles off the Saudi Arabian coast in the Persian Gulf. LaSalle, an amphibious transport dock built to accommodate an amphibious squadron commander, is currently being modified for her new role.

● 1972 ANNUAL OFFICER BILLET SUMMARIES NOW AVAILABLE

Copies of the second Annual Officer Billet Summary, which drew a very favorable response last year, are now available on ships and at stations for officers' reference. Intended to help officers make more informed and meaningful choices on their preference cards, the summary now has two editions. The Junior Officer Edition (NavPers 15993) will be published semiannually, listing WO through LT billets currently vacant or becoming available within a specific six-month period (July through December 72 for the Feb 72 edition). The Senior Officer Edition (NavPers 15994) will be published annually for LCDR through CAPT billets without indicating availability. Both editions are now unclassified. All officers are encouraged to make use of these references and to submit comments and recom-

mendations concerning their usefulness to the Chief of Naval Personnel (Attn: Pers-B1001).

● NAVY'S EFFORTS INHIBITED BY CUSTOMS VIOLATORS

The Navy is trying to reach an agreement with the Bureau of Customs by which commanding officers of ships and aircraft returning to the U. S. can certify that their commands are free of customs violations. This objective is being jeopardized by Navymen who violate customs regulations. Undeclared purchases from overseas, excess and undeclared alcoholic beverages, and firearms and explosives have been found in significant quantity among Navymen returning from overseas. These violations, discovered during intensified inspections for drugs, result in embarrassment to the Navy, disciplinary action against offenders, and cast doubt on the Navy's ability to police and control material entering the U. S. under its sponsorship. Strict compliance with customs declaration regulations is mandatory for all hands.

● TIME-IN-GRADE REQUIREMENT FOR ADVANCEMENT TO E-2

For all Regular and Reserve Navymen who enlisted on or after 1 Jan 72, the minimum time in grade needed for advancement to E-2 is four months. Time in grade for recruits is computed from the date they reported for active duty or initial active duty for training. Directives specifying pay-grade E-2 as a prerequisite--such as entrance requirements for "A" schools--will be revised to reflect successful completion of recruit training. This new time-in-grade requirement was formulated based on the need to upgrade the experience level of men in the apprenticeship grades.

● CHOICE OF DUTY GUARANTEED FOR FIRST REENLISTMENT ONLY

Correction: Guaranteed choice of duty, as discussed in the "Re-enlistment Incentives" article of ALL HANDS Rights and Benefits Issue, DEC 71 - JAN 72, is an option that is available only to members who are serving on an initial enlistment contract or initial enlistment contract as extended. There is no such transfer option for the second or subsequent reenlistments, but Navymen should keep detailers informed of preferences.

● HOMEOWNER'S INSURANCE FOR MILITARY HOUSING OCCUPANTS

If you want to protect yourself against loss of household goods, furnishings and other related personal effects due to property damage, you'll need a homeowner's insurance policy for tenants -- even if you're living in military housing. The "automatic insurance" provided by the government for military housing occupants (see February Navy News Briefs) covers only up to \$10,000 loss -- and only if the damage was NOT caused by personal negligence. A homeowner's insurance policy for tenants generally covers damage to the tenant's property and damage the tenant causes to his landlord's property. For more information, see your legal officer in relation to Chapter 21 of the JAG Manual.

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

Taking Care of Our Own



MCPON JOHN D. WHITTET

class petty officers and messes "open" are being redesignated as petty officers' messes "open."

Insofar as Navy enlisted clubs and messes are concerned, 3rd class petty officers have not received the full recognition that I feel they deserve. As was stated in NAVOP 152, the purpose of this new policy is to provide a "means of underscoring the responsible status of petty officers 3rd class, and to provide them with an additional privilege in

NEXT to accomplishing our mission, the welfare of our shipmates should be uppermost in the lives of Navy men. Our new people programs strongly demonstrate the fact that the Navy takes care of its own. Consider the recent change in the patronage structure of our enlisted clubs and messes. First and 2nd senior petty officers'

redesignated as petty officers' messes "open."

recognition of their position within the naval organization."

Unfortunately, in reaction to this policy change, some of the correspondence which I have received falls short of the professional bearing and traditional concern that senior petty officers should display on behalf of their subordinates.

This new policy offers 3rd class petty officers what E-4s in some of the other services have had now for years. The logic and success of enlisted clubs in other services provide a workable precedent for the redesignation of our own petty officer clubs.

Navy life must be good for all of us. To make it so, there must be give as well as take. A father cannot give to his son without taking something from himself; neither can a petty officer advance the cause of the Navy without selfless devotion to the needs of his shipmates.

Petty officers must understand, as I believe the vast majority of them do, that enlightened military leadership depends upon genuine concern for the welfare of their subordinates, regardless of their rate or rank. Such concern is not a part-time job for some of us; it is a full-time job for all of us. This type of concerned leadership should be a goal of every petty officer in the Navy.

It is true that 3rd class petty officers are usually larger in number and younger in years than the typical career petty officer. These facts, however, should not diminish their position within the Navy.

On the contrary, as a Navyman advances from seaman to petty officer 3rd class, he should be accorded the full respect and credit of his subordinates and his superiors. Becoming a petty officer in the United States Navy should be a time of pride and privilege as well as a time of achievement and responsibility.

I welcome the extension of petty officer club and mess privileges to all of our petty officers. I am convinced that the redesignation of "Acey-Deucey" and senior petty officers' messes, as petty officers' messes "open," is in the best interest of all hands. Here is a new opportunity for us to make good on our promise: "The Navy takes care of its own!"

Crew of Thomaston Renews Friendship During Short Port Visit to Zamboanga

ZAMBOANGA, "the city of flowers," is the southernmost city on the Philippine island of Mindanao. Located northeast of the island of Borneo, this city has had a colorful history of pirate raids and attempts at colonization by Spain, the Netherlands, England, the United States, and Japan.

During a recent visit to Zamboanga, *uss Thomaston* (LSD 28) renewed the friendship that has existed between the city and the U. S. since 1899. Welcomed by a fleet of small outrigger canoes, *Thomaston* moored to the modern pier which makes Zamboanga

an important port of the Republic of the Philippines.

The ship's four-day stay was highlighted by community relations projects and athletic events. *Thomaston* crewmen provided paint, lumber, and the necessary muscle for renovation of classrooms in two elementary schools. Medical supplies also were donated to the local women's club for further distribution.

The ship fielded teams that successfully met Zamboangan challengers in softball, basketball and on the pistol range. *Thomaston* held a two-day open house during which 5000 local citizens toured the ship and enjoyed ice cream and cookies.

Seavey A-72

THE LATEST EDITION of Seavey, Segment A-72, is currently underway and bringing to many seagoing Navymen the prospect of reassignment to shore stations during the summer months of 1972. This is also the final segment of the 15-year-old sea duty survey program—by July of this year, the BuPers centralized assignment of all enlisted people will be in full operation and the transition from the Seavey distribution system will be complete.

This installment of the sea-to-shore rotation includes three features of special importance to people eligible for transfer ashore:

The reduction from 24 months of obligated service to 14 months as an eligibility requirement still applies to some rates.

The normal order-issuing months started February and are effective through June, and normal transfer months will be June through October.

A SHORTAGE of Navymen filling overseas shore billets has created a need for volunteers for both preferred overseas shore duty (type 6), and overseas shore duty counted as sea duty for rotational purposes (type 3). These overseas assignments include the following advantages:

- If selected for overseas shore duty (type 6), you can expect a 36-month tour as compared to the standard 24-month CONUS tour. If your published CONUS tour is more than 36 months, you can normally expect approval of extensions up to 48 months.

- Volunteers for overseas shore duty (type 3) can expect a 12- or 18-month "unaccompanied" tour or a 24-month "accompanied" tour, while still remaining eligible for a CONUS tour after completing the overseas shore duty tour. Normally, Navymen will not be assigned to a type 3 activity in an area other than those they have requested.

- People selected for either type of overseas shore duty can normally expect to be transferred during the first two transfer months (June and July) of Segment A-72.

In general, if your present sea duty—which includes all continuous sea assignments you've had—began during or before the month listed below for your rating and rate (as of 31 Oct 1971), you may be transferred to a shore assignment between June and October 1972. In addition, you must have been on board your present command for duty on 31 Oct 1971, and you must have the required amount of obligated service.

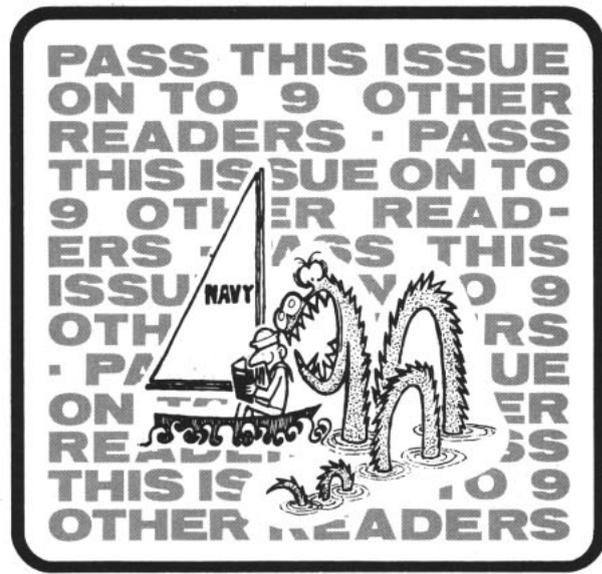
A final stipulation for those serving on toured sea duty (types 3 and 4) and men in the MM, BT, EN, or EM ratings in Atlantic Fleet ships who are under the LantFlt Phased Rotation Pilot Program, is that your PRD must fall within the months of transfer

(June through October) to be eligible for a shore assignment.

If all the above qualifications are met, your personnel office will supply any necessary additional information and assist you in requesting your duty preferences. You may expect your orders sometime between February and June, and your actual transfer to shore duty between June and October.

Below is a listing of Sea Duty Commencement Dates (SDCDs). Some of the rates listed require obligated service to at least May 1974; however, if your rate is marked with an asterisk (*), you need only obligate to December 1973 or later.

RM1	Sep 69	*AO2	Sep 69
*RM2	Sep 69	*AO3	Sep 69
*RM3	Dec 69	*AOAN	Sep 69
*RMSN	Dec 69	ABE1	Jun 69
*CYN3	Feb 70	*ABE2	Jun 69
*CYN3N	Feb 70	*ABE3	Oct 69
SK1	Apr 68	*ABEAN	Oct 69
SK2	Nov 69	ABF1	Jan 69
SK3	Sep 69	*ABF2	Jan 69
SKSN	Sep 69	*ABF3	Mar 69
*MM1	Jun 66	*ABFAN	Mar 69
*MM2	Dec 66	ABH1	Aug 69
*MM3	Jun 66	*ABH2	Aug 69
*MMFN	Jun 66	*ABH3	Feb 70
*EN1	Jun 67	*ABHAN	Feb 70
*EN2	Nov 67	*AE1	Feb 70
*EN3	Dec 68	*AE2	Feb 70
*ENFN	Dec 68	*AE3	Feb 70
*BT1	Jun 66	*AEAN	Feb 70
*BT2	Jun 66	AMS1	Dec 69
*BT3	Jun 66	*AMS2	Dec 69
*BTFN	Jun 66	*AMS3	Dec 69
*EM1	Jun 66	*AMSAN	Dec 69
*EM2	Jun 67	AMH1	Dec 69
*EM3	Jun 67	*AMH2	Dec 69
*EMFN	Jun 67	*AMH3	Dec 69
ADR1	Feb 70	*AMHAN	Dec 69
*ADR2	Feb 70	HM1	Jun 69
*ADR3	Feb 70	*HM2	Jun 69
*ADRAN	Feb 70	*HM3	Jun 69
ADJ1	Oct 69	*HN	Jun 69
*ADJ2	Feb 70	SD1	Sep 67
*ADJ3	Feb 70	SD2	Sep 67
*ADJAN	Feb 70	SD3	Feb 67
AO1	May 69	TN	Jan 69



Professional Development Program

CAREER OFFICERS who are interested in furthering their professional development—and thereby enhancing their careers—now have an additional opportunity to do so under the Professional Development Program, discussed briefly in the Rights and Benefits issue. This program, which began last October, gives outstanding career officers a chance to spend up to one year conducting independent research and study—at full pay and allowances—in areas mutually beneficial to the officers and the Navy. To the individuals selected, this might mean finishing a thesis, examining the inner workings of another government agency, or just observing the latest techniques employed by a large corporation.

Research or study is conducted with a cooperating activity—which could be another government department or agency, a private or public corporation, foundation or educational institution. Individuals involved in research or study with these cooperating activities may interview officers and executives, observe certain operations and procedures, or do almost anything else to gain knowledge and insight which will be valuable to them as professional naval officers.

They may not, however, receive compensation or gifts of any kind from cooperating activities, nor may they be under supervision of, or act as employees, agents, or officials of the activities. It is particularly important for officers working in cooperation with organizations which do business with the Department of Defense to avoid any activity that could be interpreted as a conflict of interest.

OFFICERS serving in the grades lieutenant through captain must meet the following requirements before 1 March of the year in which the research or study is to begin:

- Hold a Regular Navy or TAR commission.
- Possess a baccalaureate degree from an accredited school.

Monterey's Communication Course Gives Officers 'Subspecialization'

QUALIFIED OFFICERS can obtain a "subspecialization" in communications management at the Naval Postgraduate School at Monterey, Calif., and—at the same time—maintain a general approach to career pattern development. The curriculum, which specifically meets the Navy's communication needs, combines courses from four disciplines and leads to a master of science degree.

A strong education in the field of material and program management is complemented by courses

• Have not less than three years' active commissioned service and not less than five years' active service remaining before statutory retirement.

Applications are also considered from Reserve officers who meet these requirements and request augmentation into the Regular Navy if they are selected for the program. In either case, applications must include—but are not restricted to—date of birth, date of rank, field of study desired, and a narrative (not to exceed 500 words) describing the proposed research or study and citing specific ways in which the applicant feels it will enhance his value as a naval officer.

PERSONS INTERESTED in receiving such an assignment this year must request permission from the Chief of Naval Personnel (Pers-C132) before 1 Mar 72. Requests for participation in this program are reviewed by a BuPers selection board using the following criteria:

- Needs of the service.
- Suitability of assignment requested.
- Professional and scholastic qualifications of the individual.
- Recommendation of the endorsing command.
- Field of research and/or study.

Those officers selected for participation in the Professional Development Program are then responsible for making their own arrangements with the particular organizations with which they wish to study. However, the Chief of Naval Personnel will assist individuals who desire cooperative positions with other government departments or agencies. After the necessary arrangements have been made, a request for authorization to accept the assignment must be submitted to CNO (OP993C1), providing the following information:

- Name and location of cooperating activity and nature of contact.
- Written statement from the cooperating activity

of study in computer science, communications, electronics and operations analysis. Some of these courses, such as electronics, have been especially designed to give those who aren't engineers a technical knowledge sufficient for making effective management decisions concerning modern naval systems.

Communications managers are needed on the staff of the joint chiefs, and at the Defense Communications Agency, NATO, in OPNAV, and on many senior Navy staffs both ashore and afloat. Communications managers who are also unrestricted line officers may command Navy communications stations.

Detailed information concerning the Communica-



indicating a willingness to cooperate.

- Actual dates of start and conclusion of research or study.
- Specific field of study and a descriptive narrative (if different from that discussed on initial application).

OFFICERS may not attend the Naval Postgraduate School under this program, but they may study at accredited educational institutions—preferably ones with Naval Reserve Officer Training Corps units. Tuition and all other school expenses must be paid by the individual; however, scholarships, fellowships, or grants offered by tax-exempt corporations, foundations or educational institutions organized and operated primarily for scientific, literary or educational purposes may be authorized.

Participants in the Professional Development Program are required to submit a brief progress statement at the midpoint of their tenure and a final comprehensive report at the program's end to the Chief of Naval Operations. Those who accept an assignment under this program must agree not to resign from the service during the period of their research, and to serve on active duty upon completion of the assignment for one year in addition to any previously incurred obligated service. For more information, see your career counselor about BuPersNote 1520 (28 Oct 71).

tions Management Curriculum (620) may be obtained from the Superintendent of the Naval Postgraduate School (Code 32), Monterey, Calif. 93940.

Efforts of Two Separate Commands Result in New Index of World Ports

PEOPLE, who knew what they were doing, took information collected on world ports by the U. S. Naval Oceanographic Office and fed it into the computers at the Military Sealift Command, the end product—the “World Port Index.”

The consolidated edition lists around 7000 of the

world's ports and tells navigators and operations officers aboard ships and shore-based managers, too, what they need to know about tides, pilotage, loading and discharging facilities and services, maximum draft accommodations, port depths and chart number references. All this information came from “Sailing Directions,” some 70 volumes compiled over the years by the Oceanographic Office from reports of personnel aboard naval and commercial ships during their visits to the ports.

The loose-leaf, updated version (the last “Index” was issued in 1963) will be distributed throughout the Navy by the Oceanographic Office. It is also available to the general public for \$3 (without binder) from the Oceanographic Office's Chart Sales Desk at Suitland, Md. 20390, and its authorized sales agents in principal seaports around the world, and from the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20402.

Carrier's Four-Point Program Offers New Educational Idea

A NEW, four-part program, established aboard the Atlantic Fleet's *uss Wasp* (CVS 18), may well be the beginning of a whole new concept in educational services for Navymen. The program, under the direction of a newly created Personal Education Counseling Office, can guarantee a high degree of success to all *Wasp* sailors who are willing to help themselves.

The Personal Education Counseling Office, shortened to PECO, is designed to do just what its name implies: provide direct, personal assistance. The program is specifically aimed, but not limited to, helping those who are at a disadvantage in the Navy or in preparation for their future civilian roles because of a low level of educational experience or poor schooling.

Briefly, here's a look at the individual educational programs offered aboard *Wasp*:

- Basic Battery Retest—This program is designed to aid those whose battery scores had previously disqualified them from cross-rate training, schools, or special programs. The courses, taught in 15 two-hour classes, include English grammar, basic mathematics, handtools and basic machinery, and basic clerical skills.

- Counseling Facilities and Text Library—The PEC officer is available on a full-time basis for individual counseling in programs leading to a high school equivalency, bachelor's degree, or certificates of qualification for special skills or trades (through USAFI courses).

- Pre-high School English—A general educational development program in pre-high school English is specifically designed to assist Filipinos to gain proficiency in the language.

- Black History—A PACE (Program for Afloat College Education) college-level course and a high school-level black studies course are offered under this program.

Although *Wasp's* PEC program is basically designed as a self-study effort, tutors are available for those having difficulty with their course work.

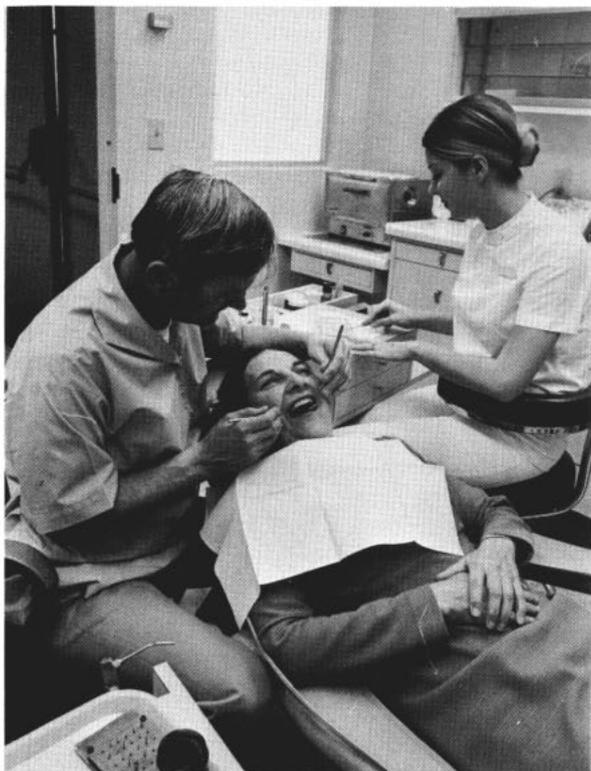
DENTISTRY - new faces, new research & concepts

THE DENTAL CLINIC at Miramar's Naval Air Station is so modernistic that it gives the impression of belonging to the day after tomorrow. But appearances aren't all that is new.

The center conducts an intern program for student trainees who attend the Grossmont Community College and the San Diego Mesa College.

Students receive part of the clinical phase of their training as they assist dental officers assigned to the clinic. The girls receive from two to 10 weeks of training doing work in a complete cycle of dental functions. They gain experience in X-ray procedures, oral surgery, endodontics, periodontics, prosthetics and operative dentistry. In addition, they get a chance to meet a horde of Navy pilots and aircrewmembers.

The Navy dentists, of course, have the benefit of four hands instead of two. For the patient, there is the feminine touch and a little less apprehension when the first thing he sees upon entering the office is a pretty dental assistant.



THE Naval Dental Research Institute at the Great Lakes Naval Training Center has been researching the cause of tooth decay. Its conclusion: that bacteria called streptococcus mutans (*s. mutans*) may have a lot to do with the formation of dental cavities.

If so, tooth decay may be brought under complete control in the foreseeable future.

Although the nature of tooth decay is not yet completely understood, most agree that bacteria acting upon refined sugar in the mouth produce acids which "etch" tooth enamel. This is the first step toward tooth decay.

Experiments on animals indicated that many microorganisms could produce acid but *s. mutans* appears to produce a sticky material (dextran) in the presence of common table sugar. Dextran enables colonies of bacteria to adhere to the smooth surfaces of teeth under which acid attack on the enamel begins. In examinations of recruits at Great Lakes, *s. mutans* was isolated in or near 88 per cent of the decay lesions sampled. It appeared only occasionally in areas where there was no decay.

If *s. mutans* is proved to be a prime agent in tooth decay, tests can be developed to detect readily the presence of dextran, thereby making therapeutic measures possible before damage can be done. The researchers think that perhaps a vaccine may even be developed to prevent tooth decay.

In the meantime, such agents as fluorides and antibiotics are being tested for their specific action on *s. mutans* with a view toward eliminating it or at least inhibiting its growth.



AS YOU WALK into the dental spaces you notice there's wall-to-wall carpeting, the overhead has acoustic tile, the bulkheads are wood grain paneling, and soft music is heard. The area is so plush you may think you are back home visiting your neighborhood dentist.

But in reality you are on board the carrier *uss Midway* somewhere in the South China Sea.

It is all part of a new concept in Fleet dentistry initiated by Commander Richard D. Ulrey, the ship's senior dental officer. CDR Ulrey saw a need to create a more pleasant atmosphere for sailors requiring dental work, both in port and while at sea. And although his idea was sound, he had to overcome such handicaps as lack of money and materials. The ship, though, gained the reputation for having the most luxurious dental department in the Fleet.

"Most of the work done on the dental spaces was accomplished while the ship was undergoing overhaul in San Francisco," CDR Ulrey said. "However, we weren't programmed for a great deal of remodeling monies, so it took a lot of good old Navy ingenuity to obtain the materials we needed."

ANOTHER FEATURE CDR Ulrey is proud of is *Midway's* preventive dentistry facility. "It's the only one like it in the Fleet," he explains. "The facility is built to handle four men at a time and introduces a step-by-step method for dental care. Prerecorded instructions and a slide viewer aid in the program, and it can handle up to 60 men in an afternoon."

Three dental officers, seven dental technicians and one striker currently assist CDR Ulrey in carrying out the ship's dental care mission. "We often treat over 100 patients a day while the ship is in Southeast Asian waters. This means over 100 hours a week for most of us, he said.

When the dental department carried out a recent extensive survey of *Midway's* crew, 2120 personnel were checked and categorized. The results showed that 1200 needed no dental treatment at the time, 829 required some dental treatment, and 91 were given immediate care.

Owing to long hours and arduous working conditions for the *Midway's* crew, her dental department schedules appointments to suit the individual. "When in this business, you must cater to the men who keep the ship going," CDR Ulrey said.

New Course Dealing With Occlusion Is Made Available to Navy Dentists

NAVAL DENTAL OFFICERS who want to learn more about a subject that affects their daily practice may be interested in the Naval Graduate Dental School's new correspondence course on occlusion (NavPers 13114). This is the first time a Navy correspondence course has been developed on the subject.

There are four assignments on a text by S. P. Ramfjord and M. M. Ash, Jr. The course offers a critical appraisal of occlusal concepts and includes the authors' principles of diagnosis and therapy.

Computer Age Technique Sparks Training Program Geared to Individual's Capability

SOME Naval Air Technical Training Center Students at Memphis have their background data and test scores fed into a computer which, a few minutes later, gives them a course of instruction geared to their ability.

The experiment in machine learning is under control of the Chief of Naval Technical Training and the direction of the Navy Training Research Laboratory at San Diego. The mechanical instructor at Memphis has a direct line to the Memphis State University computer.

At the present time, only one course, Aviation Mechanical Fundamentals, is being machine-taught at Memphis. However, many others at the center may be taught using the same method.

Assignments for the fundamentals course are arranged in modules which require from 15 minutes to two hours to complete. The student may begin at any point in the course. If he has no trouble with the more difficult modules, he may completely omit those which are easier. When a module is completed, a typed sheet from the computer either congratulates the student and tells him to move on or shows him where he has erred.

The technique used in the Aviation Mechanical Fundamentals Course has progressed to the point where many believe it can be used in other areas and, as it has done in the fundamentals course, cut instruction time in half.

—by JO1 W. H. Maisenhelder

Naval Underwater Systems Center Studies Self-Sealed Battery With Increased Energy

A SELF-SEALED battery which may store two or three times the electrical energy of the commonly used silver oxide battery is being studied by the Naval Underwater Systems Center and others.

The sodium sulfur power unit is expected to last much longer than the conventional battery. It contains no critical materials (like silver, for example) and expels no pollutants—a factor which also makes it of interest to the Environmental Protection Agency.

If the new battery fulfills its promise, it may be used as an energy source for electrical vehicles and torpedoes as well as having other applications.



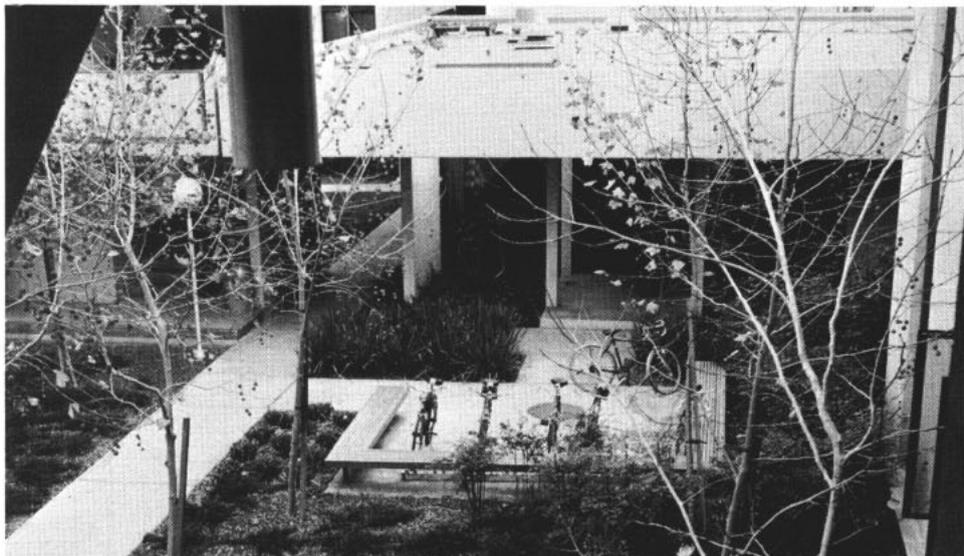
BARRACKS

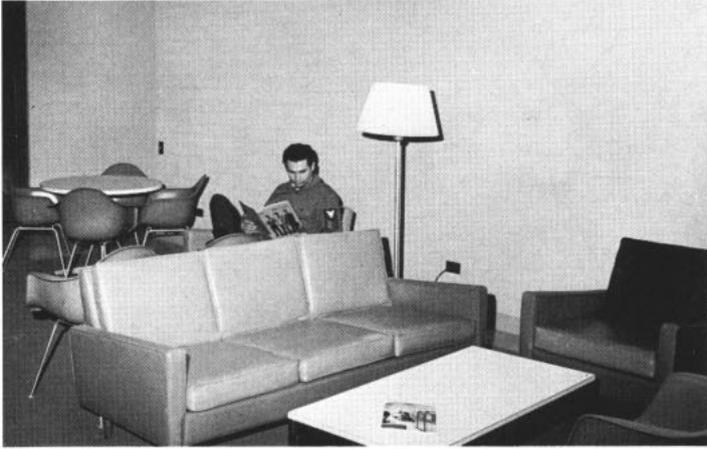
LIVING CONDITIONS at NAS North Island aren't what they used to be and the Navymen who live there are happy about it. About two years ago, North Island opened two new four-story BEQs; today, more than 1500 single enlisted men consider the bachelor enlisted quarters to be a good place to hang their white hats.

Although most agree that the quarters don't quite have the ambience of a private home, they still dig them—and small wonder. Many occupants of Ouellet Hall, for example have their own refrigerators, radios, TV and stereo sets in quarters which are adorned with poster and other pop art. Accommodations at Ouellet Hall call for four to a room but, at McCants Hall, most of the rooms are designed for two-man occupancy.

The BEQs have attractive lounges on each floor and include a community one on the ground floor for

Top: Spacious parking lots for BEQ residents. Above: Covered walkways add to the convenience and (right) profuse shrubbery makes the quarters attractive.

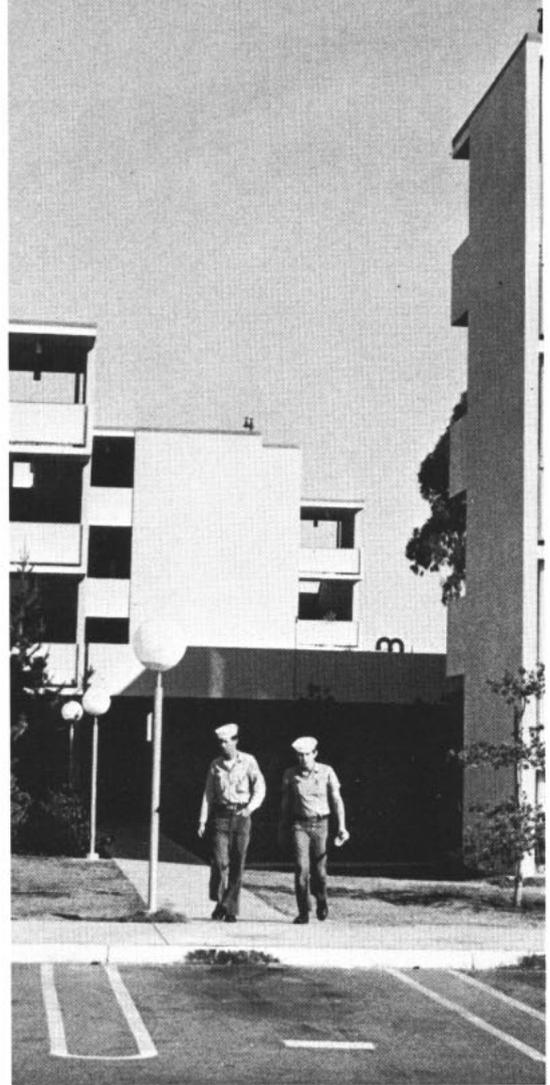




BEAUTIFUL

receiving guests. Free laundry facilities are available for occupants of the BEQ and these are equipped with both washers and dryers. Outside, there are parking spaces for more than 300 cars and additional spaces for motorcycles included in the attractively landscaped grounds.

Most enlisted men who come to North Island agree that the quarters are at least as comfortable as the dormitories which they occupied as college students and many find the BEQ masters-at-arms less strict than dormitory resident managers. Since the Chief of Naval Operations eased out the venerable, but hardly lovable, customs of taps and reveille, most agree that life in the Bachelor Enlisted Quarters has little in common with barracks life in the old Navy.



Top: Comfortable lounges are on each floor. Above: McCants and Ouellet Halls look like modern college dorms, with rooms (left) that match the outside beauty.

SELF HELP ▽

RENOVATING A BEQ



ONE OF THE NAVY'S new approaches in the solution of problems has been the Self-Help program—and a successful one it promised to be from the beginning. At the U. S. Naval Air Facility, Naha, Okinawa, Self-Help has tackled a problem area—that of living accommodations for enlisted men. Underway is a vigorous barracks renovation project.

Begun last year, the renovation efforts are now showing real signs of success. Men living in the barracks are more pleased with their living facilities, morale has gone up, and the occupants take greater pride in maintaining the appearance of their quarters.

The barracks' new look is impressive. Out of dimly lit and inadequately ventilated dormitories, there has been a transformation into brighter, clean, spacious living areas. Not all the problems have been solved, but Navymen at NAF Naha are aware that an effort is being made to improve their accommodations.

Most of the effort for this project has come from the men who are living in the barracks. They not only perform the work, but also decided how the renovated barracks should look and even which colors should be used.

Help has also come from the local Navy Wives' Club, from various departments on the base, and individuals who have donated their time to provide technical supervision. Five of the nine dormitories have already been reworked by five-man units working under the supervision of a builder from the Public Works Department.

HERE'S A SAMPLE of how the renovation is carried out:

The volunteer workers begin by removing everything from the area they're working on. Partitions are then bolted to the floor, which has been scraped clean and tiled if necessary. Walls are painted beige and the partitions which are only about six feet high to provide adequate ventilation, are consecutively painted



Above, left: The Naval Officers' Wives Club of Okinawa presents a check for \$5000 to be used in the BEQ renovation project. Above: Self-help volunteers perform a final inspection on a newly installed tile floor.



beige, blue and green—a color scheme determined by a poll of men who live in the barracks.

New curtains are added, with matching bedspreads, and where bunks previously provided space for four men in each cubicle there are now only two single beds. Sliding door lockers and new desks—manufactured by the Public Works department especially for the renovation project—are also installed. Electrical outlets are repaired, ceiling fans put in operating order, and thick mattresses are distributed to complete the task. The result—a barracks that has been planned from floor to ceiling by the men who live there.

The total cost of renovating one dormitory is about \$3700, of which the major expenditure is for the partitions. The dividers are also the hardest item to come by, and the speed of the program depends upon acquiring the necessary number of them.

In addition to the Navy funds used, the Naval Officers' Wives' Club on Okinawa donated \$5000 towards the barracks renovation. Part of this money was spent on color television sets for recreation rooms in NAF's five enlisted barracks, and the remainder has provided other needed materials. Air-conditioners have been installed in those recreation areas where central air-conditioning is not available, and new couches, card tables, end tables, and game tables have been provided. In back of the barracks, Special Services has even installed several barbecue pits.

THE COST OF THIS PROGRAM has been a minor obstacle, since there was plenty of local support—especially labor. Paint and tile were obtained not only from funds available for the project, but also from the Pacific Utilization and Redistribution Agency (PURA), which offers surplus items for redistribution within the military network.

Fortunately, some problems have solved themselves. The 48 men who were displaced each time work began on a dormitory were able to find adequate temporary quarters in the Air Force barracks at Naha Air Base. Less crowded conditions in the barracks can also now exist because many Navymen have taken advantage of the new liberal application of BAQ benefits.

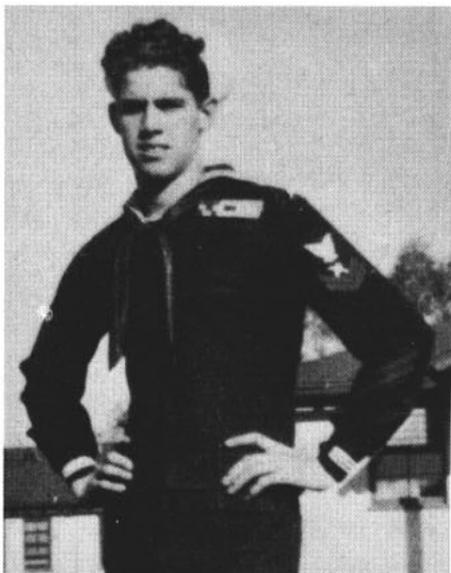
When the work on all barracks is finally completed, Navymen at NAF Naha will not only have a better place to live, but also a sense of achievement in contributing toward these improvements. While not a complete solution, it is an example of work accomplished through local effort. —By JOI J. R. Grassman

Top, left: One of the aims in renovating the old, gray barracks was to provide adequate security for equipment as well as added comfort for the Navymen. (2) New furniture and other extras make living conditions a lot more attractive. (3) The number of sailors in the renovated barracks has been reduced by 50 per cent. Extra room is put to good use for relaxation after a hard day's work.

the Lowe Boys on the High Seas



Harry Lowe and wife



Joseph

MAYBE IT WAS TENNESSEE'S numerous lakes which gave the Lowe boys of LaFollette their fondness for water. Whatever was responsible, the Lowe family has a seagoing tradition. So far, it has sent eight sons and one grandson to the Navy. The youngest son to join up was 17-year-old Michael who, on 29 June, raised his hand in Knoxville.

The Lowes' sea fever began with Joseph who was the oldest of 11 brothers. He joined the Navy in 1953, possibly at the urging of his father who became sold on the organization during World War II. The elder Lowe considered it the most likely of all the services to provide an education for its men and give them a chance to travel. He chuckles when he remembers one of his friends who joined the Air Force and spent his entire enlistment in Texas. The Lowe boys have traveled all over the world.

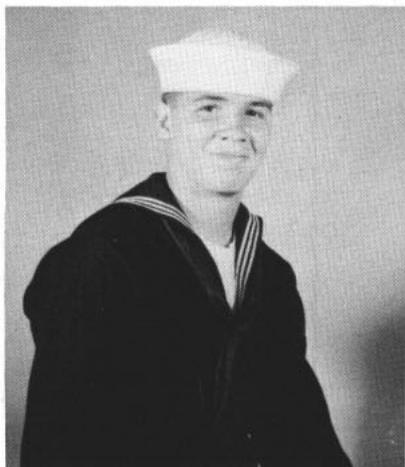
When Joe came home on leave, he urged his younger brothers to join the Navy if they were going to enter any of the services. The boys fell in line beginning with Sammy who joined in 1956. Ronnie followed in 1959 while Garry and Jerry enlisted in 1961 to be followed by Billy in 1963. Grady enlisted in 1967 and Johnny and Michael joined this year. Robert Lawson, the Lowes' grandson, beat his two young uncles to the recruiting office by about three weeks.

A NINTH BROTHER, Johnny, also tried to make the Navy his career, but was prevented from joining the rest of his family because it was discovered he had a perforated eardrum.

Of the Navy sons, Grady Lowe has achieved a record for length of service in the Republic of Vietnam.



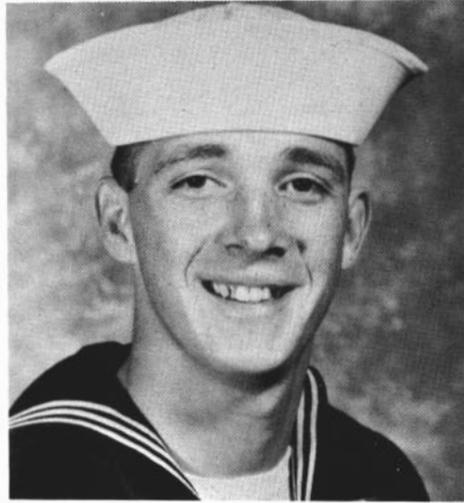
Sammy



Ronnie



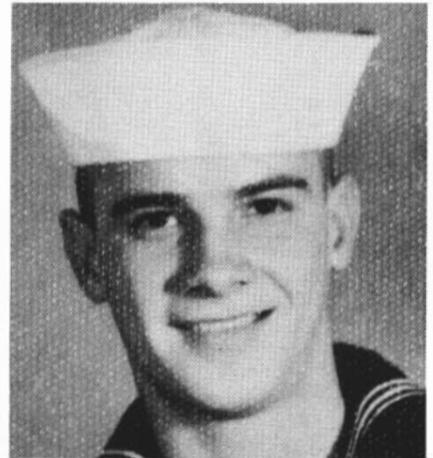
Michael



Robert (beginning a new generation)



Grady



Billy

He has served three tours there. Since he completed his last tour and returned to the States for separation, there are still two Lowe brothers—and their nephew—in uniform.

Service to their country isn't new to the Lowe family. Harry Lowe's mother was cited by the U. S. Army after five of her sons served overseas during World War I. The next generation went Navy. "I think the Navy is the most educational branch of the service," Harry Lowe says. "It's the most versatile—the cleanest—and you can travel too."

With the third generation already picking up the banner, one gets the idea that there may be many more Lowe descendants in the Navy of the future.

—Sandra Stephens



Garry



Jerry

Questions & Answers 6

QUESTIONS ABOUT RIGHTS, benefits, programs and policies of interest to Navymen and their dependents continue to be asked hundreds of times each month in letters and telephone calls to the Bureau of Naval Personnel. A cognizant BuPers office provides a prompt, personal reply to each query, and those of general interest are published in ALL HANDS.

Here's the sixth article in a series. For Parts I, II, III, IV and V, see ALL HANDS, August, October and December 1970 and June and October 1971.

Pay & Allowances

Q. Can commanding officers of shore installations permit single members with house trailers to live in their trailers and draw BAQ even if adequate quarters are available?

A. The Comptroller general has repeatedly ruled that if quarters are available but not assigned to a member because of the member's personal convenience, he is not entitled to BAQ.

Q. Are female flight orderlies entitled to flight pay?

A. Yes, if Navywomen are assigned primarily to VIP escort duties, they are entitled to non-crew-member temporary flight orders. Change 1 to BuPers-Inst 1326.3 provides detailed information.

Q. Do AWs rate DIFOT (duty in a flying status involving operational or training flights) orders if they are enrolled in ADCOP or NESEP?

A. AWs are considered in a permanent flight order status much the same way as all aviators. However, since NESEP is primarily an officer procurement program and enrollees are not expected to return as enlisted men, AWs ordered to NESEP are not issued DIFOT orders. In contrast, since ADCOP is not an officer procurement program, AWs retain their flight status while enrolled.

Q. Can I expect to get ComRats when assigned to shore duty?

A. The commanding officer operating a shore mess is charged with operating an economical and efficient mess. Following this guideline, COs ashore are not limited in the number of ComRats they can authorize. This is usually governed by local instructions. While some may find these restrictive, there is a responsibility to maintain an economical mess for members who desire to utilize it.

Q. Are crewmembers of ships going through deactivation entitled to round-trip transportation to their home port in the same manner as crewmen of ships going through overhaul?

A. No, but legislation is currently being pursued to allow this.

Q. Are crewmembers of ships operating in and out of the combat zone entitled to accrue up to 90 days' leave in the same manner as incountry personnel?

A. Yes, providing the ship qualifies for hostile duty pay for at least four consecutive months; Sec-NavInst 7220.63A has details.

Q. How can I get an allowance for civilian clothes if I am required to wear them as part of my job?

A. The Chief of Naval Personnel specifically approves all requests for authority to direct personnel to wear civilian clothes in the performance of official duties. The authority to receive the allowance is contained in the reply sent to your command.

Q. What are the requirements and who may apply for the Naval Destroyer School?

A. All unrestricted line officers, Reserve and Regular, who have a minimum of 24 months at sea, have qualified as an OOD in the ship to which they are assigned, and are recommended by their commanding officer may apply to the Chief of Naval Personnel (Pers-B1106). Additionally, an applicant must agree not to resign during the course or for a period of two years following his graduation, or agree to extend his obligated service to cover a like period. Successful completion of the course of instruction leads to assignment as a department head aboard a destroyer type ship. Officers who maintain a 3.0 average (with no departmental grades below 2.7) are considered to have completed the written portion of the destroyer command qualifications.

Q. The Gunner's Mate service ratings GMM and GMG were offered advanced technical training on advanced guns and guided missile launching systems by their participation in the Advanced Electronics Field (AEF) Program. With the removal of these ratings from the AEF Program, how will these GMs receive their training?

A. A special program, known as the Five-Year Obligor Plan, was announced by BuPers notice 1133 of 19 May 1971. This plan also provides the advanced training for GMM and GMG service ratings for those individuals who agree to extend their enlistment and/or active duty agreement by one year. The extension agreement must be executed prior to the GM trainee's completing the first phase of GM Class "A" School. Additional information is contained in the notice cited above.

Q. What are the minimum qualifications an enlisted man must meet to apply for the NESEP program?

A. An applicant for NESEP must be a PO3 or above under 25 years old; be serving on active duty for more than one year (preferably outside a school environment); be a U.S. citizen; be recommended by his commanding officer; be a high school graduate or GED equivalent; GCT/ARI 115 or above; and meet the physical qualifications for officer candidacy. (Chapter 15, *ManMed*). See BuPersMan 1020350 for further information.

Q. Could you tell me a little about Naval Advisor training? Where is the training conducted? How does the new training program differ from the previous counterinsurgency training program?

A. Naval Advisor training is conducted at the Naval Amphibious School, Coronado, Calif., and the Naval Inshore Operations Training Center, Mare Island, Calif. As of 14 March, training will be consolidated at a single unit at Coronado. Personnel undergoing this training at Mare Island will complete their training at Mare Island. The length of the training varies with the billet to be filled. Since the Navyman's job in Vietnam has shifted from an active

combatant role to one of an advisory nature, the new training reflects this change. The advisor no longer works in a strict U.S. Navy environment, but rather must operate independently within a totally Vietnamese environment. The training program is designed to teach the American sailor how to cope with and handle the problems of his Vietnamese counterparts.

Q. It is my understanding that nuclear power trained officers destined for submarine duty do not attend the six-month basic submarine officer's course at the Naval Submarine School. What are the provisions for providing basic submarine familiarization to these officers?

A. A five-week operational submarine officer's indoctrination course has been established at the submarine school to supplement the six months of engineering training received at one of the land-based nuclear engineering plants. Nuclear trained officers attend this course prior to reporting aboard subs for duty. Additionally, those officers that remain in the submarine force after their first tour of submarine duty receive six months of sub training in a recently established advanced submarine officer's course at the school.

Q. How do quartermasters receive their formal rate training?

A. Although formal "A" school rate training is not presently available for QMs, the Fleet Training Centers—at Newport and San Diego—offer certain courses which qualify selected nonrated trainees as QM strikers. Successful completion of the course nets the individual an entry level NEC of 0200. The courses provide instruction in the following areas: quartermaster of the watch, quartermaster notebook, visual



aids to navigation, piloting, introduction to navigation and navigational mathematics, weather observation and reporting, *Loran* navigation, navigational instruments, and honors and ceremonies. Specific prerequisites, convening schedules and reporting instructions can be found in COMTRALANTINST 1540.1U for the Newport course and in CONTRAPACINST 1500.2V for the San Diego course.

Q. *What training is provided for the Ocean Systems Technician (OT) rating?*

A. The OT rating was established in 1970 to provide the personnel required to operate and repair AN/FQQ sonar equipment located at naval oceanographic activities. There are currently three courses available for OTs:

• Ocean Systems Technician Class "A" School—This six-week course provides instruction in the operation of the AN/FQQ series sonar and related equipment. Additionally, training is received in the areas of data collection, data analysis and reporting procedures. This course is followed by a tour of duty at a naval facility and on-the-job training of 18-24 months.

• Ocean Systems Technician Prerequisite Maintenance Course—This 14- to 16-week course includes instruction in basic and intermediate electronics, vacuum tube and transistor theory and circuitry, electronic trouble-shooting procedures, special electronic test equipment and an introduction to computer theory.

• Ocean Systems Technician Maintenance Course—This course provides instruction in the maintenance of the AN/FQQ series sonar and associated test equipment. The eight-week course is specifically designed for career personnel.

Q. *I am a Reservist on active duty and wish to attend Machinist's Mate Class "A" School. A combined GCT/ARI/SP score of 156 is one of the prerequisites. Since I was not administered the shop practices (SP) test when I took my basic battery, how can I obtain a test for shop practices?*

A. The SP test is part of one form of the BTB and is not administered separately. It may not be necessary to obtain a retest however, as alternate scores may be used for determining eligibility for school. A GCT/MECH score of 105 is also acceptable. See your personnel office for details.

Dependents/Dependency

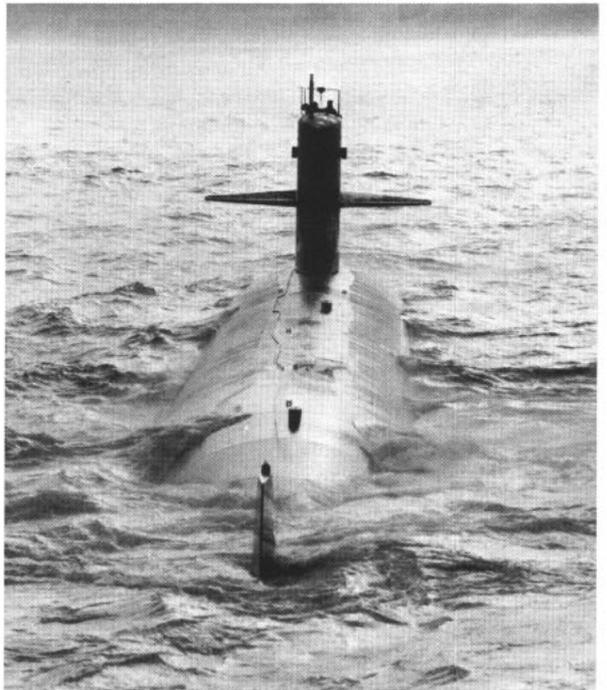
Q. *My sister lives as part of my household full-time and I provide all of her support. Is she entitled to any benefits?*

A. Unfortunately, existing legislation makes no provision for dependent brothers or sisters, regardless of the factual degree of dependency. Each law that provides dependency allowances or benefits defines the eligible dependents. Brothers and sisters are ineligible because they are not included in the definition of eligible dependents. Everything that the Navy

can do to try to get this inequity corrected is being done. DOD has supported legislation and recommended amendments to other proposed legislation to change the definition of a dependent to include a foster child, which would enable a minor brother or sister to qualify as a foster child. The proposed legislation would also qualify wards or other ineligible children to whom the member acts as a parent.

Q. *Where can I obtain information on the scholarship programs for Navy dependents?*

A. The Scholarship Pamphlet for Navy and Marine Corps Dependents (NavPers 15003-A) describes the program and is available upon request from the Chief of Naval Personnel (Pers-P511). Deadline for submission of applications for scholarships is 15 May 1972.



Q. *On my PCS orders to the Naval Station, San Juan, my wife and my daughter, then age 20, were furnished government transportation to Puerto Rico. I am now in receipt of PCS orders to NAS Alameda, Calif. Since my daughter is now 22, will the government furnish her transportation to my new duty station in connection with my PCS transfer?*

A. Yes. Since your daughter attained her 21st birthday while at your overseas duty station you are entitled to transportation at government expense for her to your new permanent duty station.

Q. *I am a married WAVE. Can my husband, who is a civilian, be issued an ID card?*

A. Yes, authorizing the following privileges: commissary, exchange, and theater. To obtain medical care, however, he must currently be dependent upon you for more than one-half of his support.



Q. When I report to my new duty station in Japan next month, I'll have just 24 months left on this enlistment. Will I be eligible for dependents' travel and shipment of my household goods?

A. Only if you have elected to serve an "accompanied" tour and have signed an agreement to extend your enlistment to provide for 36 months' obligated service from your month of departure from CONUS. If, however, you take leave in an overseas area after departing CONUS, and prior to reporting to your new duty station, your 36-month obligation will run from the date you actually report for duty instead of the date you depart CONUS.

Q. Our son's dependent ID card was stolen and my husband is deployed. How can I obtain a new ID card?

A. You must obtain a DD Form 1172, certified by the command holding your husband's service



record, to get a new ID card. If you have been unsuccessful in your attempts to get this certified form, contact a nearby naval facility and request assistance. They can help you by contacting the Navy Family Allowance Activity, Cleveland, Ohio, or BuPers. Naturally, when the ship is not deployed, assistance would be requested directly from the command.

Q. My husband is on active duty. As his wife, I was advised to seek information from you for aid in my education. I have a BA but need a fifth year of graduate work to obtain my credentials for teaching. I would appreciate any help you can give me on available scholarships, loans, and/or grants.

A. The scholarships administered in the Bureau of Naval Personnel are for dependent children, officially defined as an individual who is unmarried and under age 21, or under age 23 if enrolled in a full-time course of study at an approved institution of higher learning. There is, however, a BuPers notice which lists a number of states that give consideration to armed forces members and their dependents with respect to academic fees at state-supported institutions of higher learning. The states listed have enacted legislation which would provide that members and their dependents stationed within that state would not be charged rates higher than those applicable to residents. Have your husband check with his personnel office for details.

Q. I have just finished filling out my emergency data form, so now my records are all set as far as my insurance and emergency information is concerned. Right?

A. Wrong. The Record of Emergency Data is usable only for recording the names of your next of kin and information concerning Navy-paid benefits. While you may list your insurance on the data form, it has no bearing on beneficiary designations. On commercial insurance, you must designate a specific beneficiary and when you feel changes are necessary, you must file an amended designation. With Serviceman's Group Life Insurance (SGLI), you have two options: You may either let payment be made in accordance with the law, that is, widow first, then children, then parents; or you may fill out an insurance designation form (VA Form 29-8286) which will be filed in your records.

Q. I am an E-4 with three years' service. Can I move my dependents overseas at government expense if I have passed the exam for E-5 but will not be advanced until I get to my new duty station?

A. No. Entitlement to dependent travel is based on the effective date of the orders. That date is the date you are required to be at your new station minus the days allotted for travel time from your old duty station to the new one. Dependent travel entitlements are currently limited to E-4 (over two years' service but obligated for six years' active service), E-4 (over four years' service), and above.

Assignments/Rotation

Q. Do I keep my two years of previous sea duty credit from my last enlistment? I just shipped over after two months' broken service and have been ordered to sea. How long can I expect to stay at sea as a DK2?

A. A continuous tour of sea duty is terminated after separation from active naval service for a period in excess of three months, so, in your case, your previous two years' sea duty credit is retained. The sea tour for DK2 is 42 months; therefore, you may expect to rotate ashore after 18 months in your new sea assignment.

Q. My advancement to MM1 has been authorized. As a MM2, I am eligible for a shore assignment under the current Seavey segment. Since MM1s are required to stay at sea a year longer, I wonder if my advancement will cancel my shore duty eligibility?

A. No problem. The rate you hold as of the effective date specified in the Seavey notice is the rate under which you are being considered for Seavey. Subsequent promotion will not affect your eligibility.



Q. I am a PC2 and at the present time I am in the current Seavey segment. Before I am transferred, my rating will no longer be under Seavey, but will become centralized under BuPers control. How will this affect my sea tour?

A. There will be no change. The transfer month for your Seavey segment is October through January and the sea tour for your rate is 36 months. Your projected rotation date (PRD) is in the same range as the Seavey segment transfer months. By now you have a PRD established and can expect orders during the month and year indicated on your command's BuPers 1080-14 report.

Navy Exchanges, Lodges & Commissaries

Q. Are vendor coupons accepted at Navy Exchanges and Commissary Stores?

A. Yes. Various manufacturers provide customers with "cents-off" coupons which are redeemed by retailers as a discount off the regular price of the merchandise. Exchanges and commissaries are authorized to accept these coupons presented by customers for merchandise carried in stock. However, cash register operators cannot accept coupons after the expiration date shown and they can only be redeemed for merchandise actually purchased.

Q. Who pays the bagboys at the commissary?

A. Bagboy service to patrons is on a voluntary basis at the election of the patron. Neither the commissary nor the government is responsible for payment or compensation to the bagboys—pay is strictly on a gratuity or tip basis.

Q. Why are ID cards sometimes checked more than once at the exchange?

A. The checking of ID cards at the entrance to some exchanges is done to protect your privileges by not allowing unauthorized personnel entrance to the store. This practice insures that the exchange and its services continue to be available to only those who are entitled to use them. By regulation, the exchange is required to examine ID cards at the time of each purchase. ID cards are also normally shown when cashing checks. Some patrons have restricted privileges concerning the items that they can buy or the quantities that can be purchased—your ID card tells sales personnel what type of purchasing privileges you have.

Q. Why aren't more shopping carts available in the commissary?

A. The commissary officer in charge determines the optimum number of carts the store can accommodate. When additional carts are put into service, the store becomes crowded and customer shopping becomes difficult. Often, adding more carts only increases shopping problems and slows down everyone. In addition, quick exit in event of fire would be difficult.

Q. Why are exchange prices higher than those of the commissary for the same items?

A. The exchange is a self-supporting activity and must pay all of its operating expenses from revenue obtained from the sale of merchandise and services. In addition, the exchange has a commitment to provide funds for the Navy morale and recreation programs. Items sold at exchange convenience stores and snack food outlets, of necessity, have a higher markup than items sold by the commissary, which is supported by appropriated funds. These funds cover employees' wages which are not reflected in the selling price of items. The commissary does not have the requirement to generate funds for recreational purposes.

Q. What is the mission of a Navy Lodge located at a naval installation other than a naval hospital?

A. To provide Navy and Marine Corps personnel and their dependents, under PCS orders, with temporary accommodations while in the process of acquiring permanent residence. Other authorized personnel may be accommodated in the lodge provided space is available and all requirements for personnel under PCS orders have been satisfied.

Q. *What is the mission of a Navy Lodge located at a naval hospital?*

A. To provide authorized personnel with temporary accommodations in the following priority sequence: (1) Members of the immediate family of seriously or critically ill patients; (2) Members of the immediate family of Vietnam returnee patients; (3) Sponsors of children who are convalescing from serious surgery; (4) Navy and Marine Corps personnel and dependents assigned to the hospital staff arriving or departing the area under PCS orders; and (5) Other authorized personnel may be accommodated in the lodge provided space is available and all requirements for personnel listed above have been satisfied.

Q. *What is the period of occupancy in a Navy Lodge?*

A. The normal period of occupancy is 10 to 15 days and may be extended to 29 days at the option of the local commanding officer.

Q. *Where are Navy Lodges currently located and how can you rent a unit?*

A. Navy Lodges, with more than 1600 individual units, are located at 43 naval activities around the world. Lodges have been experiencing an occupancy rate of about 90 per cent, so advance reservations are advisable. Personnel on PCS orders and other interested personnel should contact the Navy Exchange officer at the Lodge location to make their reservations.

Retirement/Fleet Reserve

Q. *If I die while eligible to receive retired or retainer pay, what portion of this pay will my widow receive?*

A. Contrary to popular belief, no portion of your retired/retainer pay will be paid to your widow unless you are participating in the Retired Serviceman's Family Protection Plan. If you have less than 19 years of service or more than two years to go before your retirement or transfer to the Fleet Reserve, see your personnel officer for particulars on how to participate in the RSFPP.

Q. *As a warrant officer with 20 years' active duty but less than 10 years' commissioned service, am I eligible to retire?*

A. Yes. The warrant retirement law does not contain any minimum commissioned time for eligibility; however, the Secretary of the Navy requires two years in grade as a W-3 or W-4 before he will approve a retirement request.

Q. *I intend to retire soon, and before settling down I intend to travel to Europe and do some sightseeing with my wife. I have heard that retirees and their dependents are not allowed to use the commissaries and exchanges overseas. Is this true?*

A. Generally speaking, yes, it is true that retirees may not use commissaries and exchanges while visiting or traveling through a foreign country. The privilege of U. S. military authorities to establish duty-free sales and service facilities—such as exchanges, commissaries, and open messes—in foreign countries is granted by the host country for the benefit of American personnel assigned to duty there. Extension of this privilege is limited to those personnel to whom the host country is willing to accord free entry privileges. Most host country agreements do not authorize the granting of these privileges to retired military personnel, their dependents, or even to active duty dependents, unless they are associated officially with the overseas command.



Q. *I am retiring from the Regular Navy and am interested in federal civilian employment. What effect will this have on my retired pay with respect to dual compensation?*

A. The only personnel subject to dual compensation restrictions when accepting federal civilian employment are the retired Regular officers of the military services. Retired enlisted personnel and retired reserve officers may keep their entire military retired pay and full salary of their federal civilian position. Retired regular officers may keep the first \$2604.16, plus one-half of the remainder, of their annual military retired pay. They are, of course, entitled to the full salary of the federal civilian position in which they are serving. The \$2,604.16 base amount is subject to periodic cost-of-living increases (i.e., when

military retired pay is increased, this base amount is increased by an equal percentage amount).

Q. How much does the Navy pay for the interment of retired members?

A. The Navy does not have the funds or authorization to undertake interment of retired servicemen. The Veterans Administration and the Social Security Administration provide interment allowances up to \$250 and \$255, respectively.

Q. I have decided to reside in Australia after I transfer to the Fleet Reserve. Will I need permission from the Chief of Naval Personnel to do so?

A. You do not need permission from BuPers; however, you must report your departure, expected duration of residence, and forwarding address to the Commanding Officer, Naval Reserve Manpower Center, Bainbridge, Maryland 21905. You should also report your new address to the Navy Finance Center, Retired Pay Department, Cleveland, Ohio 44199. Further, if you are going to reside there more than six months, you must report this fact to the Naval Attache, Senior Naval Officer, or Senior Military Attache of the United States, as appropriate.

Uniforms

Q. Was any consideration given to one color of shoe to be worn with all uniforms?

A. This question has been asked many times in the past, but the results of a poll taken less than a year ago indicate more wanted to keep the brown shoes than wanted to do away with them with the Khaki uniform. Similarly, there is no evidence to support a desire on the part of chiefs or officers to eliminate white shoes with the Service Dress White Uniform.

Q. What percentage of personnel in paygrades E-6 and below opposed changing their uniform?

A. Only 20 per cent wanted no change.

Q. Was any thought given to having a single-breasted uniform? If so, why wasn't it adopted?

A. Yes. A single-breasted uniform was one of the choices in the December 1970 poll. However, it did not get a big play and adoption of such a uniform would require long periods of design and testing.

Q. What part did Admiral Zumwalt play in promoting the change in uniform? Is this Admiral Zumwalt's "modernization" program?

A. Admiral Zumwalt not only ordered the uniform poll to be taken, but also he has been most receptive to change where it was clearly desired by the majority. He is convinced that the time is long past for the Navy to adopt one uniform for all and has been instrumental in furthering this change.

Q. Are any changes planned for the women's uniform?



A. Changes are always being considered. A Wave Subcommittee for Navy Uniforms has been formed and several recommendations have been submitted to the Uniform Board already.

Veterans' Benefits

Q. Who is eligible for a mobile home loan?

A. Veterans and eligible widows of World War II, the Korean (and Post-Korean) conflict, and the Vietnam era are eligible. Additionally, wives of servicemen missing in action or captured for more than 90 days and servicemen who have served at least 181 days of active duty are eligible.

Q. How does a veteran or serviceman go about getting a mobile home loan?

A. He should first obtain a certificate of eligibility from the nearest VA regional office. Then, he should find a mobile home of his choice which meets VA standards, arrange for rental or purchase of a lot, and apply to a private lender for a loan.

Q. I plan to travel this summer and will not have a mailing address to receive my compensation check. What can I do about this?

A. The VA will send your check to your bank for deposit if you submit a change of address form or a letter over your signature to them. You should also obtain two power of attorney forms from VA—one to give to your bank as evidence of its right to receive and deposit the checks in your account, and the other to be retained by you.

Q. I am being discharged soon. Can I get VA assistance to complete my secondary education?

A. Yes. An eligible veteran who has not completed elementary or high school may receive VA educational assistance without charge against his basic



entitlement. There are some restrictions, however, and you should contact any VA office for specific information.

Q. *I am interested in training under the GI Bill, but am not sure what courses I would like to take. Will the VA assist me?*

A. Yes. If you are eligible for training under the GI Bill, you may receive vocational counseling, without cost, at your nearest VA regional office. A counselor will help you to better understand your interests, aptitudes, and abilities, and provide information on occupations you might want to consider.

Q. *Who is eligible for burial at sea? What if I am cremated?*

A. Any citizen of the U. S. can be buried at sea or have his cremated remains scattered from a naval aircraft providing he has indicated his wishes in writing to his next of kin, and providing there is no expense to the government, except in the case of naval members who die while in the performance of active duty or training duty (those eligible for decedent affairs benefits). Except where the decedent affairs benefit is authorized, cost of cremation and of transportation to place of embarkation aboard ship or departure of aircraft must be borne by the estate or family of the deceased. In cases where the person is not eligible for decedent benefits, requests for burial at sea or scattering of ashes should be made to the commandant of the naval district where the remains are located. The commandant will coordinate the request with a ship or aircraft that can accomplish the action.

Q. *What are the eligibility requirements for burial in any national cemetery? And, specifically, in Arlington?*

A. Under current regulations, any member whose

last service terminated honorably may be buried in any of the national cemeteries except Arlington National Cemetery. The more stringent requirements of present regulations governing burial in Arlington limit burial to: (1) Persons dying on active duty in the Armed Forces; (2) Retired members of the Armed Forces who have performed active federal service, are carried on official service retired lists and who are eligible to receive retired pay; (3) Recipients of the Medal of Honor; (4) Persons otherwise eligible by reason of honorable military service who have also held elective office in the U. S. Government or served on the Supreme Court or in the Cabinet or other high government officials; and (5) The spouses, minor children, and dependent adult children of the persons listed in (1) through (4) above and of persons already buried in Arlington.

Q. *Are World War II and Korean Conflict veterans still entitled to GI educational benefits?*

A. No. The laws under which such educational entitlements were granted have been repealed.

Q. *I am a Vietnam serviceman hospitalized pending discharge. I recently applied for vocational rehabilitation, and understand I will be rated for service-connected disabilities by the VA before I am discharged. Will this rating set the one-year period that I will have to apply for service disabled veterans' insurance?*

A. No. The one year allowed for applying for service-connected veterans' insurance begins with the date of the first notice of disability rating sent to you by the VA after discharge.

Q. *I understand veterans have deadlines which they must meet to be eligible for certain benefits. Is there a deadline for applying for VA hospital care?*

A. No. There is no time limit for a veteran to receive hospital care if the serviceman is eligible, needs it, and a bed is available. Beds are always made available at VA hospitals for a veteran with a service-connected disability.

Q. *Does the VA provide any educational program for veterans disabled in military service?*

A. Yes. There is a rehabilitation program for veterans who suffered serious service-connected disabilities. For further information on this program, contact the nearest VA office, or your local service organization representative.

Q. *Is the educational allowance I receive under the GI Bill taxable?*

A. No. The Internal Revenue Service does not consider this benefit taxable income.

Q. *What is the largest loan the VA will guarantee for a mobile home?*

A. For purchase of mobile home only, \$10,000 to be repaid over 12 years and 32 days.

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.

Taxable Retainer Pay

SIR: If a Navyman is a nonresident alien and is transferred to the Fleet Reserve, is his retainer pay taxable by the U. S. government if he retains his nonresident alien status and returns to his home country for permanent residence?—SK1 F.E.M.

• *We have been informed that the Internal Revenue Service considers retirement pay as being additional compensation for services rendered in the past.*

An income tax ruling holds that where a nonresident alien retired member rendered part of his military service in the United States, the portion of his retirement pay applicable to such service constitutes taxable income and is subject to withholding tax. This ruling has been applied to retired and retainer pay credited to nonresident aliens for the purpose of withholding taxes at the source.

Accordingly, if you return to your country for permanent residence after transfer to the Fleet Reserve, a portion of your retainer pay will be taxable by the United States government if you performed duties within the U. S. during your naval career. The portion of your retainer pay which is allocated to service performed outside the United States will not be taxable or subject to withholding.—ED.

Recruiting Leave

SIR: In the "Questions and Answers" section of your June issue it was stated that a new recruit who persuades a friend into joining the Navy is authorized five extra days of leave after boot camp. Two friends of mine have just joined the Navy and given the recruiter my name for having talked to them. Am I eligible for this additional leave and, if so, could I have it put on the books instead of taking it after boot camp?—AN W. R. L.

• *We have been informed that the extension of leave arrangement cited in your letter may only be used by men on their first home leave following boot camp. They must be in touch with the local recruiters. There is no provision for men just to give names*

as references connected with prospective recruits, and there is no way that this leave can be put on the books; it is an extension of recruit leave and is charged as leave.—ED.

Distinguishing Rank

SIR: When all Navy men begin wearing the same style uniform in 1973, one will not be able to distinguish one's rank or rate when the blouse is removed. Why is it not possible to have the rank or rate insignia on the white shirt? Officers and CPOs are continually removing their blouses, so this would be one way to identify Navy men.—M.T.

• *The Navy has always taken pride in maintaining a simple, relatively uncluttered uniform, and wants to continue doing so. For this reason it is felt that your idea of wearing rank and rate on the white shirt is not feasible. Additionally, the blouse is usually removed only in routine, informal situations where one's rank or rate is already known.—ED.*

Dy(e)ing to Try

SIR: With a 10-cent package of Navy blue dye and a set of Marine fatigues, I have come up with a utility uniform that is more serviceable, fits better and I know is a great deal cheaper than the new utilities now being issued to enlisted Navy men.—CWO2 L. G. W., USN

• *While your comments are interesting, your suggestion is not new. There are several points which should be taken into consideration. Concerning size, many enlisted working blues come in over three times as many sizes as the green fatigue uniforms. Therefore, a sailor should be able to find a uniform which fits him perfectly.*

As for the dye, a blue, all-cotton uniform would fade drastically, and the cotton material has none of the long-wear characteristics of the present 50 per cent cotton, 50 per cent nylon blend. The cost of the enlisted working blues, with cap and working jacket, is cheaper than similar outfitting with the fatigue-style uniform.—ED.

Decision for V-Neck

SIR: Paragraph 0256 of Navy Uniform Regs requires vee-neck tee shirts with the tropical khaki uniform for officers. I would like to know the rationale behind this requirement.—LCDR R. D. R.

• U. S. Navy Uniform Regulations, paragraph 0256, does not require that a vee-neck undershirt be worn, but only that if an undershirt is worn, it should not show above the vee of the tropical shirt.

Traditionally, the Navy has tried to follow civilian styles and manner of dress whenever practicable. Tropical shirts evolved from, and resemble, civilian sport shirts; since it is considered that civilians do not normally wear an exposed undershirt when wearing open-necked sport shirts, the Navy decided to follow suit. It was felt that the uniform with the vee-necked undershirt would present a basically neater appearance than an elliptical undershirt.—Ed.

CPO Initiations

SIR: During the course of a recent CPO initiation the subject of rules governing initiations came up. Most CPOs remembered that harassment would be confined to the CPO club. Other than that, no one could agree upon which rules apply. Could you please publish the rules?—CECS J.D.L.

• We have been informed that CPO initiations are a matter of local command prerogative. SecNavInst 5060.20 of 17 Jun 1967 gives these guidelines:

"Policy. It shall be the policy within the Department of the Navy that ceremonies, initiations and similar activities be conducted with dignity, with due regard for hazards to participants and with appropriate consideration of the honor and pride associated with wearing the uniform.

"Action. CDRs, COs . . . shall insure that all ceremonies and initiations conducted under their cognizance are properly supervised, not hazardous to personnel, and are carried out in such a manner as will reflect credit upon the naval service."

Cognizant sources at headquarters offer the following guidance:

"It is not the intent of SecNavInst 5060.20 to require that the traditional CPO initiation be discontinued and replaced by a strictly formal ceremony. It is believed that this ceremony can be conducted with a humorous vein as is traditional and at the same time avoid hazardous actions by all participants. Proper supervision and advance planning should aim at insuring that associated activities are conducted with due regard for the honor and pride attached to the advancement to Chief Petty Officer. Actions which could lead to the initiate being caused to drink excessive amounts of intoxicants must be avoided as must

other situations which could lead to bodily injury.

"While an initiate is not necessarily in a dignified position during the course of any such ceremony, it is felt that those conducting and/or in charge of these activities can properly insure an appropriate atmosphere of dignity for the over-all ceremony and can avoid any humiliation to the initiate. Further, it is appropriate that such initiations conclude with a formal ceremony in which the new CPO is reminded of his new responsibilities and is 'officially' welcomed into the ranks of Chief Petty Officer."—Ed.

Convenient Facility

SIR: Reading of all of the "self-help" projects underway in the Navy made me recall "Quarters K", that oft-condemned, but convenient group of buildings within walking distance of BuPers and the Pentagon. The complex had convenient parking facilities, a club for all grades, a Navy chow hall, Navy exchange, small stores, uniform shop, laundry and barbershop. Today, all of these facilities, except a gas station, are gone.

Will there ever be another completely furnished Navy facility in Northern Virginia to house and care for the thousands who want it?—YNC V.S.S., USN

• There are no plans in the foreseeable future to construct new bachelor quarters, messing facilities, Navy exchanges, or other associated personnel support facilities in Northern Virginia for use by personnel assigned to duty in the Washington area. Two major reasons for this are, first, the Navy shares with the other services several BEQs and associated support facilities in the Washington, D.C., complex. Secondly, studies have indicated that the majority of bachelor personnel prefer to draw BAQ and reside in the civilian community rather than being assigned to government quarters.

In an effort to meet these desires, BAQ has been increased, and accordingly, the Navy will not program bachelor housing in the Washington, D.C., area because the civilian community can provide sufficient, adequate housing for naval personnel.—Ed.



The amphibious cargo ship USS Mobile (LKA 115), now with the First Fleet, maneuvers in calm waters.

Officer Promotion

SIR: I have some questions about the alternatives for officers who have twice failed selection for promotion which I think can best be asked in reference to the following case:

An integratee (1100) LT with 10 years as a commissioned officer during his 16 years' total service, free of any disciplinary action, was recently released from active duty for having twice failed of selection to LCDR. A request for continuation as LT, USNR (active), was denied, as was a request for demotion to warrant. In 16 years the man advanced 16 pay grades, but was still involuntarily discharged for reason of inadequate advancement. What alternatives does he have to complete his otherwise successful career, at least until he would be eligible for retirement? Could he enlist?—R. C. B.

• *The severance of regular Navy lieutenants and Marine Corps captains having twice failed of selection for promotion is imposed by Title 10, U. S. Code, Section 6382, which states:*

"(a) Each officer on the active list of the Navy serving in the grade of lieutenant, except an officer in the Nurse Corps, and each officer on the active list of the Marine Corps serving in the grade of captain shall be honorably discharged on June 30 of the fiscal year in which he is considered as having failed of selection for promotion to the grade of lieutenant commander or major for the second time."

This statute does not provide any latitude with regard to delaying an individual's discharge from the Navy or Marine Corps beyond the conclusion of the fiscal year in which he was considered as having twice failed of selection. However, the Secretary of the Navy has approved a policy whereby permanent U. S. Navy lieutenants who are within two years of attaining retirement eligibility, and who have twice failed of selection for promotion, may be offered the opportunity to resign their U. S. Navy commissions for the purpose of accepting commissions in the Naval Reserve and continuation on active duty until first retirement eligibility is achieved.

The lieutenant cited in your letter, and the majority of the other twice-fail of selection officers, do not fall into the category of officers who may be enlisted in pay grade E-7 or above. To reenlist twice-fail of selection officers in pay grades above E-3 is not normally permitted because it would be detrimental to the enlisted rating structure of the Navy. Literally thousands of petty officers in all enlisted ratings vie for advancements to chief petty officer and warrant officer status and only a few achieve it. To permit ex-officers to enlist in the Navy at pay grade E-7 or above at any time, but particularly in the next few years, would clearly deprive deserving career petty officers of advancement within their respective career ladders.

It would further cause adverse advancement repercussions all the way down the career path because of the incursion made by ex-officers into the upper levels of the rating structure. Additionally, the drastic change rendered by reversion to enlisted status can be considered a major contributing factor to the generally below-average performance of ex-officers serving as petty officers since their prime motivation for enlistment or reversion is, in many cases, based upon attaining sufficient active service to permit retirement or transfer to the Fleet Reserve.—Ed.

When to Salute

SIR: While reviewing Navy Regulations I ran across Article 2110, paragraph 5, concerning hand salutes. Would you please elaborate on the following example:

As an E-6 in civilian attire I arrive at the quarterdeck and request permission to leave the ship from the officer of the deck. The officer of the deck salutes and responds, "Permission granted." Do I return his salute?—SM1 D. E. S.

• *According to material found in Chapter 3, page 31 of Basic Military Requirements, NavPers 10054-C, a member of the Navy in civilian clothing should render the hand salute if covered. If in civilian attire but uncovered, then he should comply with the rules and customs established for civilians when exchanging greetings.—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.C. 20370, four months in advance.

• *uss Norfolk (EDL 1)*—A 20-year reunion is being planned for those who served aboard from January-December 1955. Richard Horne, 2108 Chichester Ave., Linwood, Pa. 19061, who is also interested in obtaining help in contacting former crewmembers, is the person to contact for reunion information.

• *uss Chandeleur (AV 10)*—A reunion is planned for 5-6 Aug 1972. Contact Mrs. Kenneth E. Boyd, Chandeleur Reunion Secretary and Treasurer, at Route 4, Box 145, Culpeper, Va. Phone 701-854-2756.

• *Motor Torpedo Boat Operators of WWII*—The annual national reunion of all PT Boaters will be held next Labor Day Weekend—1-4 Sep 1972—in Memphis, Tenn. This exciting affair will be highlighted by the dedication of the PT Boat Museum Building. Complete information and reservations can be obtained from J. M. "Boats" Newberry, P.O. Box 202, Memphis, Tenn. 38101.

Computing Multiples

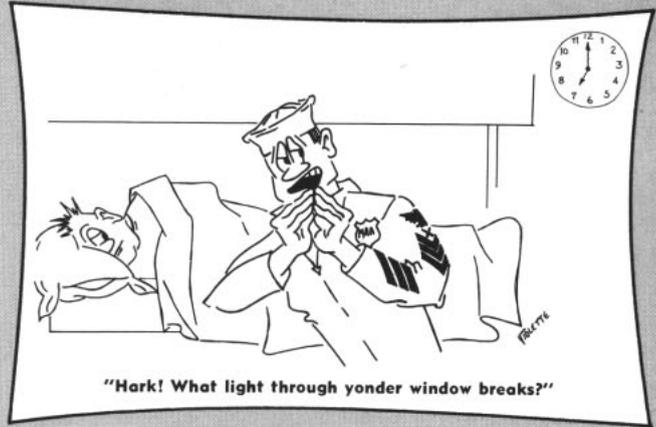
SIR: When computing advancement multiples for Navywide examinations, is there any established cutoff date for awards received during the inclusive eligibility dates for a particular exam? Specifically, is a good conduct award received after the exam is administered counted in a man's final multiple?—AZ1 R. S. H.

• *Awards received or earned as of the date of examination are included in a man's exam multiple. A good conduct award earned after the examination date may not be included until the next Navywide exam. The awarding of credits for awards is explained in Chapter IV of the Advancement Manual, NavPers 15989.—Ed.*

CTA1 Donald L. Winans



MT1 John Edward Violette



"Hark! What light through yonder window breaks?"

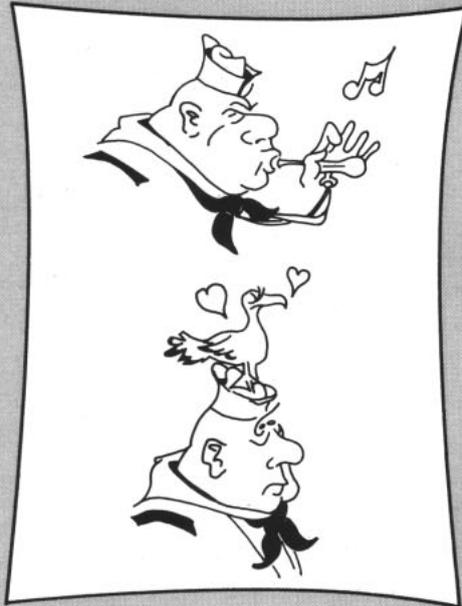
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QM2 (SS) John Wayne Rankin



"Heads, we go east — tails, we go west."

LISN John Michael Evans

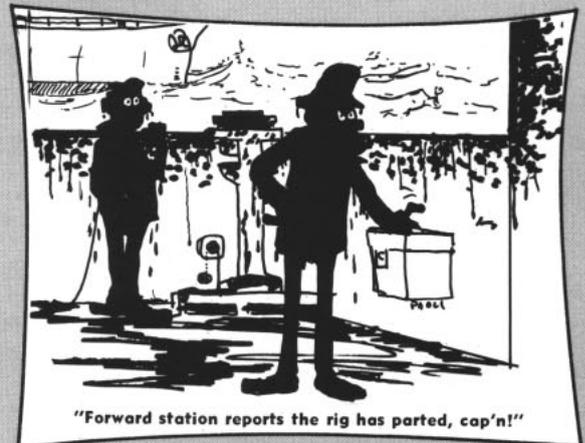


LT Robert A. Beaty



"I'm sorry, Public Works is secured. This is a recording."

IC1 Jeremiah H. Paoli



"Forward station reports the rig has parted, cap'n!"

TAFFRAIL TALK

THE WATERFRONT air grew tense with excitement as the competitors boarded their small craft, started their engines, and jockeyed for position along the starting line. With more than 250 entries in the 30-mile race, almost every imaginable combination of craft design, propulsion system, and decorative motif was represented—making it difficult for anyone to predict a winner. As the starter slowly raised his arm and shouted the “ready” signal, a sudden hush swept over the excited crowd—until “BANG”—and the bathtubs were off.

That's right—bathtubs. You see, bathtub racing is a big thing up around western Canada—so big, in fact, that the scene of this annual aquatic spectacular has become known (unofficially, at least) as “Bathtub Bay.” The idea is to start out with a bathtub, discard a few items (the ring, at least), add some things (skis, usually), put an outboard motor on the back, and away you go—presumably with a rub-a-dub-dub.

We first heard about the Nanaimo-to-Vancouver race in 1968, when Canadian Commissioned Officer Bill Bissett left his mark on bathtub racing history. He didn't win the race (his motor was swamped by a passing cruiser), but he did receive two first prizes: best paddler (despite the fact that his tub had no paddlewheel), and most original design.

The latter award could hardly be disputed. Mr. Bissett's craft, described as “beautiful” by observers, consisted of a yellow tub, a black frame, red foils, and multicolored beachballs all around; inside it had a red plastic chair, red and white sunshade, and command pennants. Immaculate in top hat and tails, he gingerly stepped aboard his craft, lit a cigar, and arranged his sunshade. Assured of maximum comfort, Mr. Bissett started his motor, opened the throttle, and his craft quickly rose clear of the water—the bathtub and its debonair pilot were airborne.

Most of the contestants in the Great Bathtub Race are Canadians, but there is usually at least one U.S. entry in the event. In 1968, *uss Cree* (ATF 84)—which was called upon to serve as escort vessel for the bathtub race—entered a tub and pilot in the form of then-SF1 Charles Gross.

Cree crewmen found their tub—190 pounds of cast iron—in a San Diego junkyard. (Incidentally, most entries are fiberglass tubs—therefore much lighter and easier to propel.) They then borrowed a standard Navy raft, rigged a flotation collar around the outside of the tub, put Petty Officer Gross aboard, and launched. It sank.

Not willing to give up, the men hauled the tub out, dried Gross off, added some more buoyancy, and tried again—this time she floated. Although Petty Officer Gross didn't win the race, he did finish after only nine hours on—and sometimes in—the water. That's not bad, considering that, of the 278 entries, only 150 reached the finish line.

Last year's U.S. entry was even more successful in a special race held at Nanaimo, British Columbia. *uss Trigger* (SS 564) was in Nanaimo at the time and decided to throw her tub into the ring with R. L. Privette at the helm. Putting on a good show, *Trigger's* entry finished ninth among all participants and bested all other U.S. opponents (helped somewhat by being the only non-Canadian entry).

The All Hands Staff

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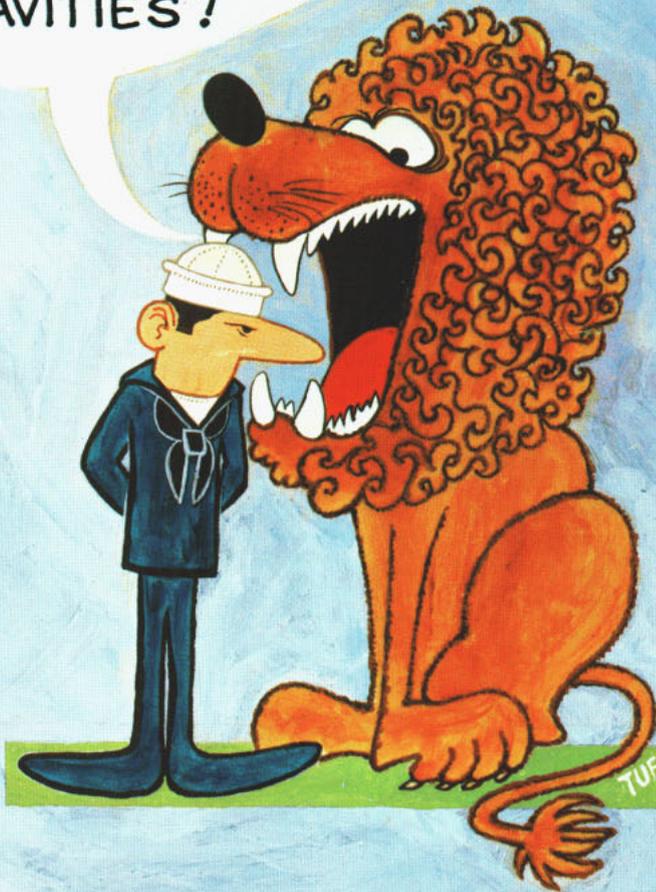
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•• AT RIGHT: PORPOISE RESCUE SQUAD—A porpoise takes the line from the experimental diver rescue reel in work directed toward the development of Lost Diver Rescue System for Man in the Sea Program. 



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