

ALL HANDS



APRIL 1974





ALL HANDS

photo
contest
winners

First Prize Color — Front Cover
"Golden Silence"
By AW2 William N. Tindell
Helicopter Antisubmarine Squadron 15

First Prize B/W — Inside Front Cover
"Bos'n"
By PHC Charles L. Bassi
Atlantic Fleet CCG Caribbean

Second Prize Color — Back Cover
"Mediterranean Sunset"
By GMM2 Glenn E. Stewart
USS Conyngham (DDG-17)

Second Prize B/W — Page 32
"Guadalcanal In Venice"
By PH2 Rick Boyle
USS Guadalcanal (LPH 7)

Third Prize Color — (In Future Issue)
"Patterns in the Sky"
By PT2 R. K. Killien
NARU Whidbey Island, Wash.

Third Prize B/W — Inside Back Cover
"The Welder"
By PH2 Harry E. Deffenbaugh, Jr.
Commander Sixth Fleet/Staff

Honorable Mentions Color

PT1 K.E. Blain
YN3 Anthony P. Caruso
RM3 Neil Hendrickson
OMSN Leon O. Ramirez
SA Haywood Tate
(To be published in forthcoming issues)

Honorable Mentions B/W

PH3 R.G. Edmonson
PC2 Herbert C. Gordon, II
IC1 (SS) Allen F. Hanson
PT1 K. E. Blain
PH 2 Rick Boyle
PH2 Harry E. Deffenbaugh, Jr.

(See Pages 32-38)



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

APRIL 1974

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NUMBER 687

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The Chief of Naval Personnel

REAR ADMIRAL WILLIAM R. FLANAGAN, USN
The Deputy Chief of Naval Personnel

CAPTAIN RUSSELL F. HARNEY, USN
Spec. Asst. Liaison & Public Affairs

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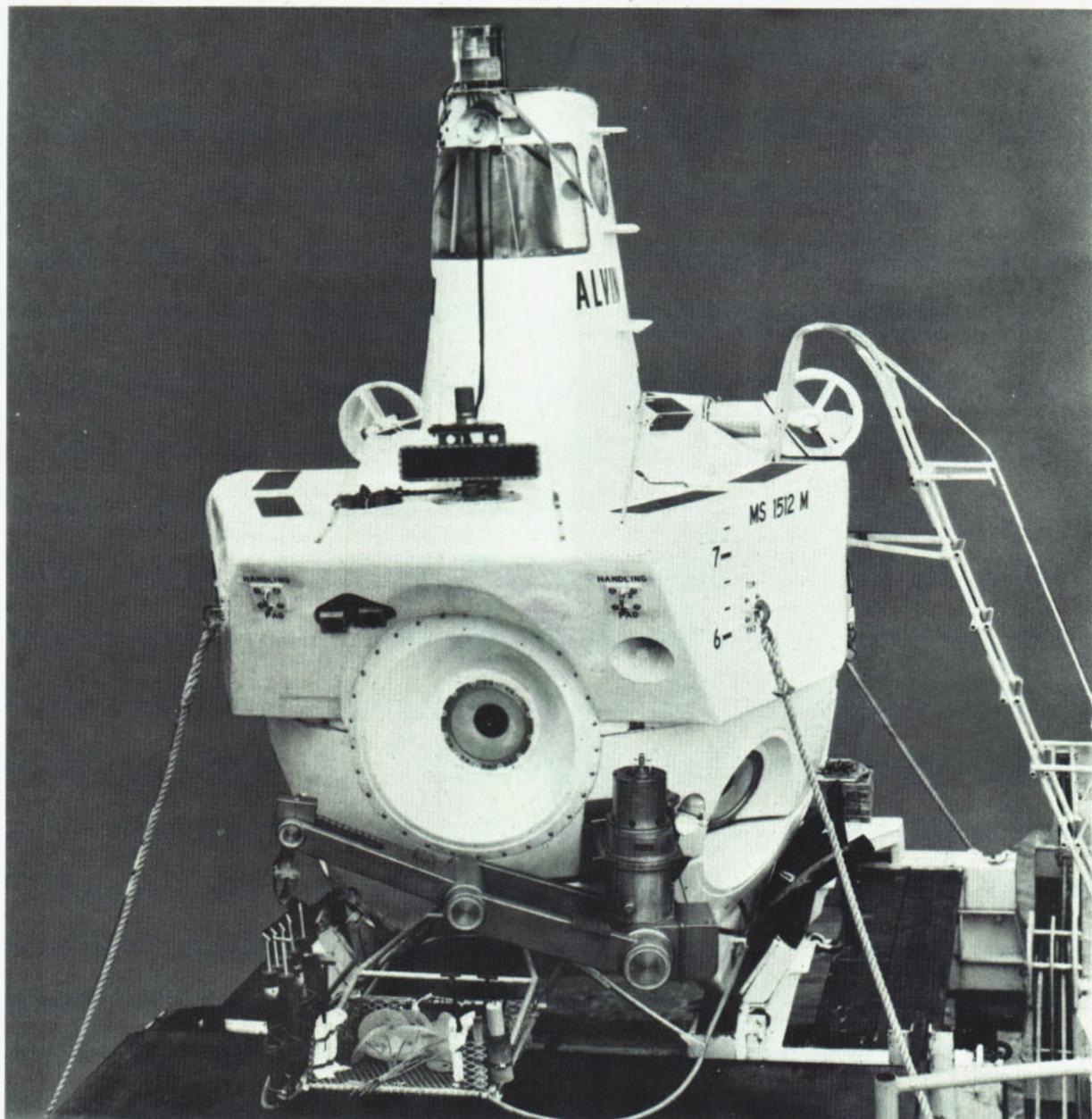
FRONT COVER: An atmosphere of "Golden Silence" prevails as "the sun plays ringbearer in a wedding of wings and waves," according to AW2 William N. Tindell of HS-15, who submitted this First Prize (Color) entry in the ALL HANDS photo contest.

BACK COVER: The awesome beauty of a "Mediterranean Sunset" as it silhouettes a Navy ship was captured by GMM2 Glen E. Stewart of USS Conyngham (DDG17). The photo was awarded Second Prize (Color) in the ALL HANDS photo contest.

AT LEFT: The tenseness of the moment, as personified by the "Bos'n" struggling with a refueling hose during UNITAS XIV Exercises, is caught by PHC Charles L. Bassi on board USS R.K. Turner (DLG 20). The photo (of BM1 Johnson) took First Prize (B/W) in the ALL HANDS photo contest.

Layout assistance by JO2 Dale K. Wagner and DM2 Kenneth Cassidy.

OCEAN TECHNOLOGY



Above: The deep-water submersible Alvin.

Oceanography and the development of underwater technology to meet mankind's needs are subjects that could fill volumes. To the Navyman they are subjects of ever-increasing significance. To keep up with the latest developments, ALL HANDS in past issues has presented reports covering various aspects of these subjects and will continue to do so in the future. The following article is intended to provide the reader with a broad overview and the range of activity going on in these fields, as well as the important role which the Navy plays in their development.

There are occasional hints concerning the fascinating world which lies beneath the sea when newspaper reports tell of both Navy and civilian oceanographic studies.

The Navy, of course, is primarily interested in studying the sea from a military viewpoint. Its oceanographic program endeavors, among other things, to develop technology to permit naval operations anywhere in the world's oceans at any depth, at any time. It also supports development of technology for underwater search and salvage operations and for underwater construction.

Oceanography, however, is a science which cannot be neatly compartmentalized into military and civilian boxes. It is easy to see how the Navy's rescue, salvage and construction techniques could also be applied to the civilian sector. On the other hand, civilian (as well as Navy) studies of the ocean's salinity, temperature and density can have a direct bearing on such factors as ship design, construction, performance and safety.

For years, submarine rescue has occupied a considerable portion of the Navy's undersea research efforts. The Navy has built two deep submergence rescue vehicles (DSRV), the second of which was accepted in July 1972. Operational testing is currently underway at San Diego, Calif.

The DSRV is a small submersible which has a streamlined outer hull made of fiber glass-reinforced plastic. There is a three-sphere inner hull containing the vehicle's sensor control and life support systems.

The inner hull protects the vehicle's three operators, the submarine survivors and some of its equipment from the intense pressure and low temperatures found at the 5000-foot depths to which the vehicle can descend.

The forward sphere of the inner hull houses two operators and an elaborate integrated control and display (ICAD) system. ICAD ties together data from sonars, closed-circuit television and various controls to permit the operators to guide the DSRV rapidly and effectively in all its complex maneuvers. The two other spheres can hold up to a total of 24 survivors and additional operators.

When the DSRV is at work, it settles down over the hatch of a disabled submarine and water is pumped from a dome-like apparatus which fits over the disabled sub's hatch. Survivors can then pass through

the hatch into the DSRV without being exposed to the open sea.

The two DSRVs, when testing is completed in mid-1974, will be delivered to the Fleet. At least one will be maintained in an alert status and can be moved on a large flatbed trailer immediately to a nearby airfield. When the occasion demands, both the DSRV and its support equipment are loaded into three or four jet transports and flown to a port near the disabled submarine. Simultaneously, a nuclear-powered submarine that has been modified to carry the DSRV or one of the two specially built catamaran-hulled submarine rescue ships is directed to the same port. At the port, the DSRV and certain support equipment are loaded on the "mother submarine" or the ASR.

When the stricken submarine is approached, the DSRV detaches itself from its carrier, descends to the disabled submarine, making as many trips as are necessary to carry away all the survivors.

The rescue capabilities of the Navy's DSRV are limited to combat submarines having properly configured hatches. Rescues of the small submersibles which were in the news during the summer of 1973 involved considerable Navy ships and equipment other than the DSRV. (See story on the rescue of the research submersible on page 6.)

The world of small submersibles like those figuring in last summer's news has expanded greatly during the past few years. The bathyscaphe *Trieste* was among the first such newsmakers. The world had its first insight concerning the capabilities of underwater research craft when then Lieutenant Don Walsh and Jacques Piccard descended in the bathyscaphe to the bottom of the challenger Deep Trench — the deepest known part of the ocean.

The new version of the bathyscaphe, known as *Trieste II*, figured prominently in the 1964 investigation of the submarine *Thresher's* wreckage. *Trieste's* lights enabled her operator to see in the great depths of the ocean and to take photographs of what was observed. *Trieste I*, during the 1963 search for *Thresher*, recovered a piece of piping which was later identified as coming from *Thresher*. The pipe is now on display at the Naval Museum at the Washington Navy Yard.

There are other and more maneuverable underwater workers. An early example is the Navy's *Alvin*, designed specifically for oceanographic work. Her existence marked the fulfillment of both private and public effort to give marine scientists a means of safely descending into the ocean to view firsthand the objects they could previously study only from afar. Funds and inspiration for the vehicle's construction were provided by the Office of Naval Research, which continued to fund its operation by the Woods Hole Oceanographic Institution. The then Bureau of Ships assisted in preparing performance specifications for her design and construction.

On one occasion, *Alvin* retrieved her own lost

mechanical arm from a depth of 4400 feet, but bad luck was headed toward the little submersible. *Alvin* was herself lost in 1968 while preparing for her 307th dive. The three men aboard were able to escape before she sank. Ten months later, in August 1968, *Alvin* was recovered from a depth of 5000 feet by the research ship USNS *Mizar* and the civilian DSV *Aluminaut*. *Mizar* had worked with *Alvin* on a project three years earlier. *Alvin's* steel pressure sphere has just been replaced with a sphere made of titanium doubling its depth capability to 12,000 feet.

The number of variations of *Alvin* is so great that small submersibles can no longer be classed as novelties in the oceanographic field. (In the world there are now about 90.) Many maritime nations use similar vessels both for research and underwater work. The information which their crews gather concerning the nature of conditions beneath the ocean's surface paves the way for underwater activity which borders on the fantasies of Jules Verne. Such fantasies, however, have a way of taking the shape of reality.

The advances made over the past few years in deep-water diving methods using techniques of saturation diving are a case in point.

During the 60s, the Navy pioneered living and working in the sea with saturation diving experiments designated as Sealab I and II. In both these projects, Navymen and civilians descended to an underwater habitat in which they lived and from which they emerged to perform useful tasks in the sea before returning to their underwater home.

In the second Sealab experiment, the number of participants, the time spent underwater and the depth at which the habitat was placed were all greater than during Sealab I.

The primary purposes of the Navy's underwater living experiments were to develop and test new diving tools and techniques, and other underwater equipment designed to increase a diver's mobility and effectiveness.

Both Sealab experiments were conducted by the Office of Naval Research. In Sealab II, conducted off San Diego, each of the three 10-man teams remained at a depth of 205 feet for 15 days in cold water, while one remained there for 30 days. In addition to living underwater and conducting a multitude of physiological experiments, underwater tasks in simulated salvage, oceanography and construction were performed. The three teams spent 300 manhours working outside the habitat.

As mentioned, the technique used in Sealab is known as saturation diving. During both experiments, the divers within the Sealab habitat lived under the same pressure which the sea exerted outside the habitat. Inasmuch as they lived constantly under this pressure, it was only necessary for them to go through the lengthy periods of compression and decompression once.

The undersea home occupied by the Sealab aquanauts has since been modified to include the

same long term benefits without the technicalities of maintaining an underwater habitat. Divers working in high pressures can now enter a habitat in the ship which remains over their working site. When the desired pressure has been achieved in the habitat (now called a deck decompression chamber (DDC)), the divers descend to their working site in elevator-like conveyances called Personnel Transfer Capsules (PTCs), which are also pressurized. The DDC is maintained on the deck of the support ship. They return to their pressurized DDC in the same way and continue in this manner until their task beneath the ocean's surface is completed. At that point, the pressure within the DDC is slowly decreased until it coincides with normal air pressure and the divers are able to return to the outside world once more. Returning to atmospheric pressure requires about one



day for each 100 feet of saturation depth.

There are, of course, limitations to the amount of time a diver can spend in underwater work and the equipment which he uses is expensive. Some jobs clearly called for other methods and the Navy found one alternative: employing sea mammals.

In 1969, for example, the Navy selected a number of sea lions from island rookeries off the California coast and flew them to the Naval Undersea Center Laboratory in Hawaii to be trained. Sea lions adapt quickly to a training environment. In fact, within two or three weeks, they will submit to being harnessed, which enables a trainer to lead the mammals on a leash as a person would a dog. By attaching a very

long leash, the trainer can maintain physical control over the mammals during early training in the ocean.

With this knowledge, an uncomplicated recovery system was evolved which required neither divers nor submersibles. The system was known as "quick find" and consisted simply of three men in a rubber boat, a reel of nylon line, a pinger receiver, a grabber device and one sea lion.

The sea lion was trained, among other things, to recover a mock-up of an antisubmarine rocket (ASROC). In a matter of minutes, the animal located the target. First, it homed in on an acoustic pinger emanating from the target, then used its own eyesight. A grabber carried by the sealion grasped the mock-up which was then hauled to the surface.

Much the same procedure was followed using a whale which made a recovery dive to the depth of



1654 feet. The whale carried a "torpedo grabber" in its mouth. When the grabber was pressed against the target, it locked itself in place and activated an inflation system. The mouthpiece apparatus then separated from the lift device allowing the target to float to the surface and the whale to return to the handler's boat side.

Sea lions and whales notwithstanding, man and his machines are still the most effective underwater operators. As human technological capabilities increase, attention shifts to methods of exploiting the sea's wealth. Geologists estimate that 40 per cent of the non-communist world's oil supply lies beneath the continental shelves. Other experts have estimated

that the world's oceans contain about 15 billion tons each of copper and manganese, seven trillion tons of boron, 20 billion tons of uranium, 500 million tons of silver and 10 million tons of gold.

To use a graphic illustration — if all the minerals of the sea were precipitated, the amount obtained would produce a volume equal to 20 per cent of the earth's rock volume above sea level.

Discounting offshore oil drilling, which has been in progress for many years, comparatively little has been done to exploit mineral wealth which is more or less readily available. For example, manganese nodules weighing up to 1700 pounds are known to exist on the ocean floor in concentrations of up to 10 pounds per square foot. Less available are the silica, aluminum, manganese, nickel, cobalt, copper and vanadium which lie in the red clay of the abyssal plains which are under very deep water. But minerals are not the only wealth of the sea. It is also a source of food.

As the world's population increases, man will increasingly be forced to use the sea's edible bounty. And why not? A tremendous amount of food is there for the taking. The sea can provide about 4000 tons of vegetable matter per year, per square mile. One square mile of good midwest wheat land, on the other hand, usually yields from 600 to 700 tons of wheat during the same period.

The sea now provides about 30 million tons of food each year. By far, most of this food is taken either in nets, traps or by lines. Comparatively little is deliberately cultivated.

Mankind is also looking toward the sea for sources of power and even fresh water. As a power source, the motion of the ocean's waves could possibly be harnessed to provide a never-ending source of energy. This would lessen our dependence on coal, oil and nuclear fission.

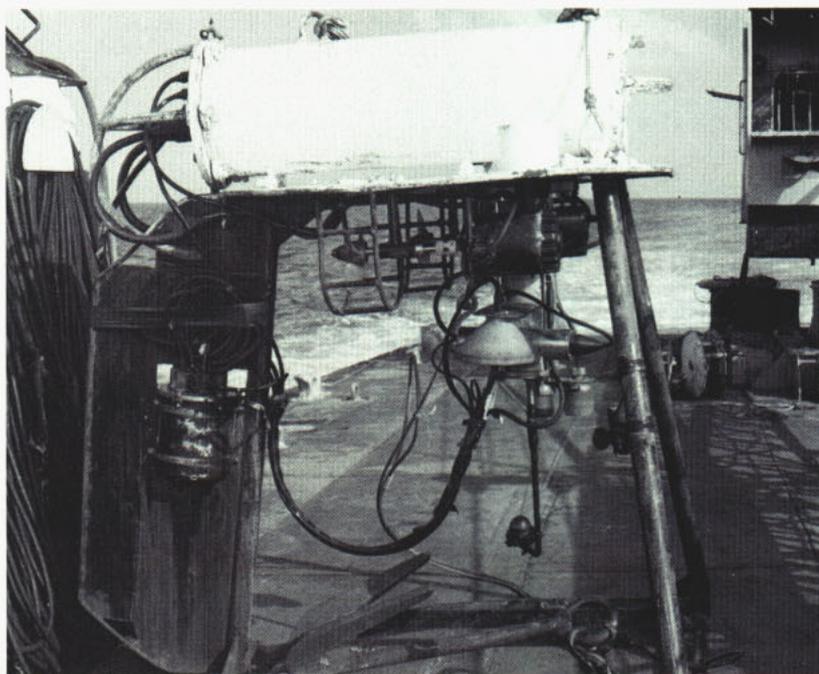
Ocean currents are another potential source of apparently limitless energy, if it can be tapped. The Cromwell Current, for example, flows from west to east along the equator at about 3.5 knots and is around 200 miles wide and 700 feet deep. Its rate of flow has been estimated at about 30 million tons of water per second. This, in terms of water moved, can be compared to more than 1300 Mississippi Rivers.

As for using the oceans as a source of fresh water, methods of desalinizing ocean water have already been used in various parts of the world. The Navy, for example, has plants which supply fresh water to its installations at Guantanamo Bay, Cuba, and McMurdo Sound in the Antarctic.

Today's technology has already done much to extend man's capability for working in the sea and using its resources. Tomorrow undoubtedly will see refinements of today's methods, bringing the conquest of man's last earthly frontier one step closer. It is a safe bet that the Navy will continue in the forefront of this effort.

—Robert Neil

A.B. WOOD



- Television to the Rescue

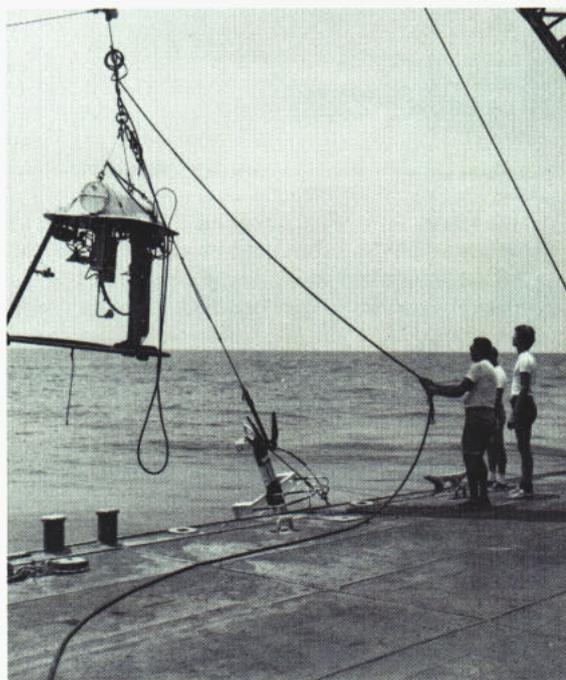
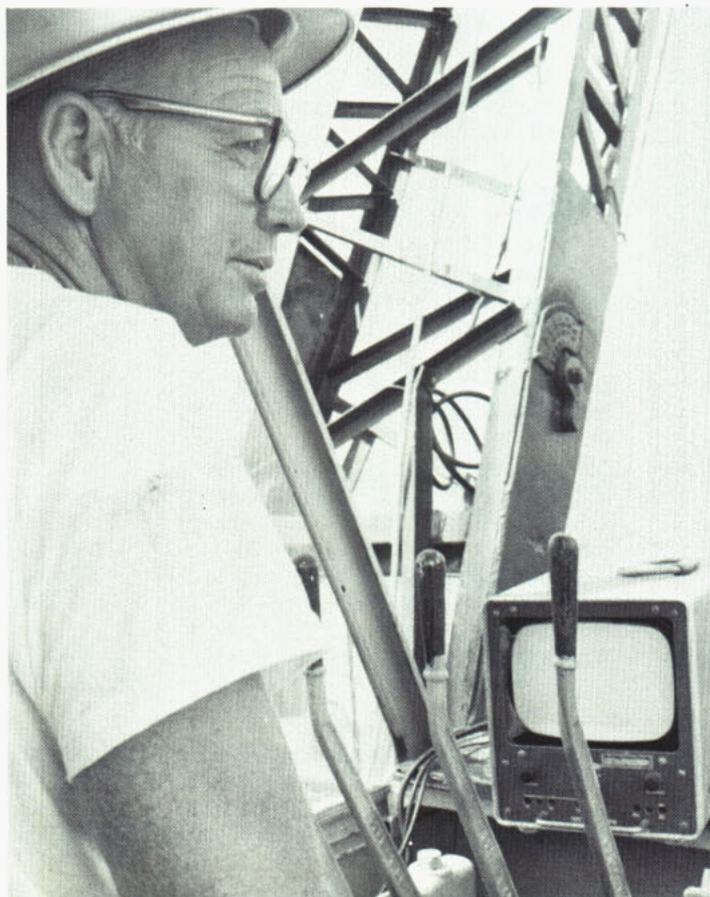
Left: NOL's recovery rig which weighs about 1000 lbs. The large cylinder on top contains batteries to run the electrically driven propellers.

Below, left: Guided by his TV monitor, this operator can help position the recovery system within a 50-foot diameter area.

Below: Guiding the TV into position over the target.

Below, right: In 1200 feet of water, the underwater TV shows its target.

Right: The desk force bolts stop clamps onto the supporting cable every 25 feet.



ALL HANDS

Oceanographic ships and equipment are sometimes called upon to do jobs which are outside their purview. One such ship is *A. B. Wood II*, an oceanographic vessel which has, for more than two years, been under exclusive contract to the Naval Ordnance Laboratory's Fort Lauderdale Branch.

Basic function of the NOL branch at Fort Lauderdale is to test experimental weapon systems under actual service conditions. *Wood* supports that function. Last June, however, the lab's special talents for planting and retrieving ordnance and pinpointing the locating of underwater objects were put to an unexpected use. Both NOL's expertise and its equipment were called upon to effect rescue of *Sea Link*, a minisubmarine trapped in wreckage off Key West, Fla., in June 1973.

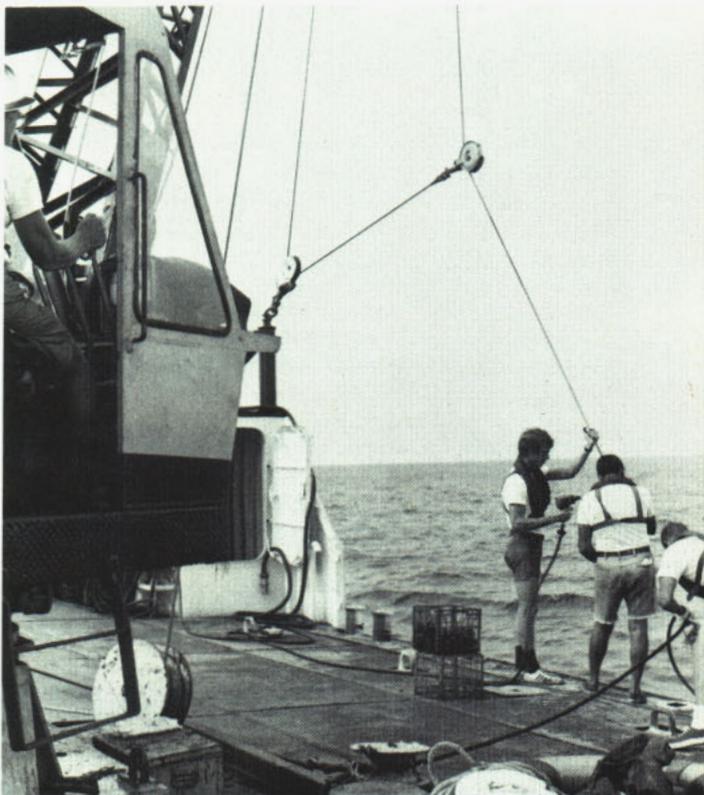
An NOL-designed underwater television system figured prominently in the rescue. The lab had first tried it in 1958. The camera is mounted on a tripod framework of welded, lead-filled steel pipe, equipped with lights capable of illuminating a 50-foot diameter area, a compass to orient the crew topside and a vane to stabilize the entire apparatus. The camera itself, with light attached, can swivel 180 degrees both horizontally and vertically.

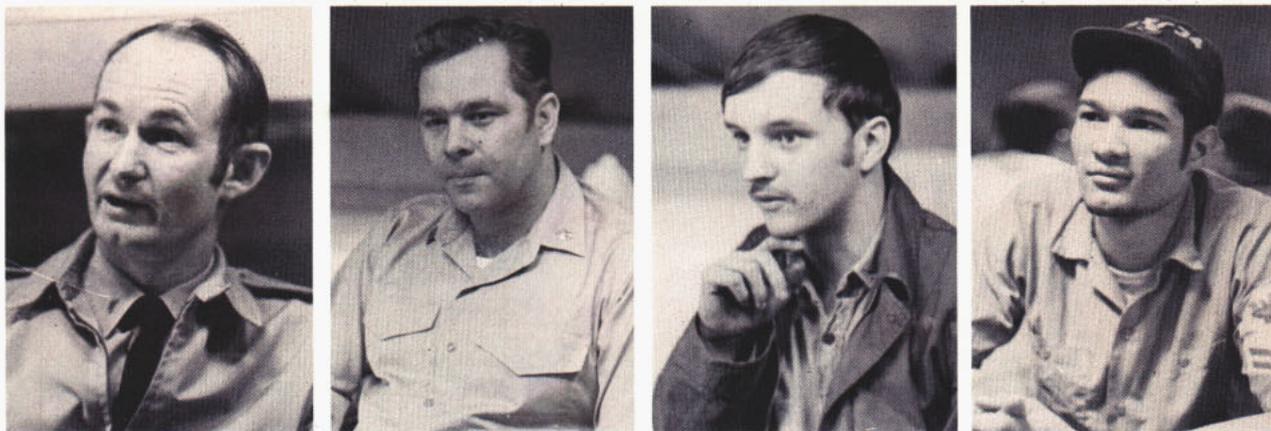
Wood's technical crew (civilian employees of the NOL Fort Lauderdale branch) operated smoothly as a team to use the underwater camera, locate the minisub and determine the best position for placement of the grapple equipment. The camera and its frame were raised, the grapple hook installed, and the equipment again lowered in position for the rescue operation.

Maneuvering the TV camera with some direction from the men in *Sea Link* enabled the crane operator aboard *Wood* to snag the little submersible and pull her free of the wreckage. Two hours after *Wood*

started recovery operations, *Sea Link* was on the surface. *Wood* was credited with saving the lives of two of the crew (two others succumbed to the cold of the depths in which they were trapped). Survivors were taken aboard *USS Tringa* (ASR 16), the Navy ASR from which rescue operations were directed.

A. B. Wood II is back at her regular duties with the Naval Ordnance Laboratory.





BT's: A Close-Up of a Vital Navy Job

The Men Who

the

Anyone around the Navy for the past couple years probably has noticed some rather significant changes, many of which no doubt have made life on the seas more pleasant than was perhaps evident a half-decade ago.

These changes resulted from recommendations made by individual Navy men and women to Retention Study Groups, an important link these days between the Fleet and the Chief of Naval Operations.

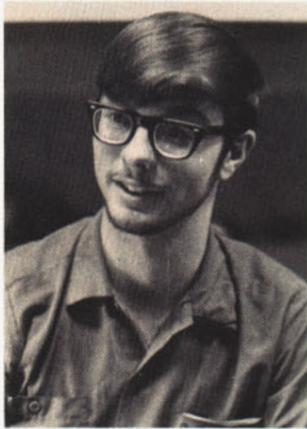
Take the Boiler Technician Retention Study Group.

The majority of some 47 recommendations submitted to that group about 48 months ago have been put into effect by CNO — everything from shortening shipboard work hours to issuing boiler room coveralls.

A review of the “problems” presented back at the turn of this decade and what action has been put into motion to correct them, should reveal the progress being made on behalf of the men in the BT rating in today’s Navy. The topics include manning levels, operational problems, working conditions, training and reenlistment incentives.

- Manning levels were considered too low to answer the demands of operating highly sophisticated machinery such as the new 1200-PSI (pounds-per-square-inch) automatic controlled boilers. Neither





Keep Fleet on the Move



were there enough BTs on hand to permit “decent” liberty.

As a result of this finding and the recommendations that followed, the boiler technician fireman allowance was increased measurably by some 700 men. And, 800 recruits were designated as firemen, arriving in the Fleet in January 1972. Additionally, the overall BT billet requirements were increased by 10 per cent by CNO, who also directed that an annual review of manhours spent on maintenance jobs be made with a view toward additional needs in the future.

Emphasis, of course, has been placed in the area of 1200-PSI needs since most new ships are equipped with 1200-PSI plants. However, a manning need was also apparent in the 600-PSI class ships which resulted in five BT billets being added to each ship in the DD 710 class; in the DDG, DLG, and DE class ships, three BT billets were added to provide sufficient boiler technicians for “condition three” — alert — underway steaming.

- Operational problems of concern to BTs in-

Top, l. to r.: LTJG Jacob D. Schaeffer, BTCS Harold C. Bly, BTFN Robert B. Angell, BT2 Frank D. Otway, BTFN Ray Ankeny, BT2 Reid Dulac, BT3 Bobby L. Collins and BTFA Phil Goodwin. At left: U. S. ships in exercise with ships of NATO nations.



BT's

cluded limited visits to engineering spaces by commanding officers, lighting off on Sundays, squeezing in work while running equipment during operations focused on other departments, refueling immediately after returning to port, and not being able to perform other than routine maintenance while steaming.

Before many of the Retention Group recommendations were put into effect by CNO, engineering casualty control drills were almost entirely conducted at night while other departments held drills during daytime hours. The major complaint focused on engineering personnel not being rested sufficiently before such drills. Their receptive level of training was considered lowest during the night "runs." This led CNO to direct that engineering trials and casualty control drills be scheduled during regular working

hours, whenever possible, with type commanders encouraging such a change.

The matter of work being disrupted because of ops and training involving other departments is one which caused CNO to remind commands of the need to improve shipboard working conditions for engineers. He directed that engineering evolutions be conducted during working hours.

Under the discussion on refueling, ships are no longer required to be "topped off" after entering home port after normal working hours, unless the amount of fuel on board is inadequate for emergency situations. Refueling is now accomplished on the next working day, or by means of underway replenishment from a fleet oiler before returning to port on Fridays. (It should be noted that during the present energy crunch it is the Navy's policy not to top off its ships but, instead, refuel them only to the extent necessary for operational purposes.)

Breakdowns do occur which often mean — to the man in the fireroom — his liberty is curtailed upon

returning to port until repairs are completed, if those repairs involve a great deal of time. In an attempt to prevent such extra inport work, commands are more inclined to allow engineers to steam cross-connected, that is bypassing one fireroom and operating two engines, say, from one boiler so that the boiler in need of maintenance can be placed in a cold-iron status and necessary repairs at least begun while still at sea. This is particularly applicable to long transit steaming and also reduces fireroom watchstanding, releasing additional technicians to help correct breakdowns in even less time.

- Improving working conditions has been a priority item. In May 1972, the mandatory requirement to clean watersides mechanically every 1800 to 2000 hours was deleted from technical directions, so long as control of boiler water chemistry is maintained, and inspection of the watersides indicates cleaning is not necessary in that time span, according to CNO guidelines.

One way of doing this is through installation of demineralizing purification equipment in the feedwater-making system. This program was to have begun on all ships last year.

Another method to help clean watersides was tested on USS *Harry E. Yarnell* (DLG 17), using a chemical which dissolves mineral matter. The 15-month test was considered satisfactory, with boilers operated for 3600 hours with no cleaning required. It should be noted that fireside cleaning of boilers has decreased significantly also as the Fleet converts to Navy distillate fuel, a cleaner burning fuel source.

It is in these areas of water and oil control that the boiler technician is king — literally. For he is the single source on which a command must rely if the ship is to get underway and be sustained at sea. The importance of these functions cannot be overemphasized.

- At the forefront of efforts to improve all aspects of the boiler technician rating is the development of training. Plans are developing for the opening of a new 1200-PSI hot plant at the Naval Training Center, Great Lakes, Ill., home of the BT "A" School. This plant doubles the training device equipment of the new boiler system. The other one is located in Philadelphia where, at present, all 1200-PSI boiler technicians undergo their NEC specialty instruction.

Besides the \$1 million project constructed at Great Lakes, nearly \$700,000 in funds have been provided for training equipment to be established at all engineering training facilities throughout the Navy. This money is in addition to the 1200-PSI propulsion equipment removed from the ex-USS *Willis A. Lee* (DL4) for installation at the schools. And, for those individuals who will be working with 600-PSI plants,



Facing page and right: Constant inspection and maintenance keep USS *Biddle's* fireroom in top running order.



BT's

additional equipment also has been furnished NTC Great Lakes from various inactive ships.

- Bolstering the training facilities at Great Lakes with working plants is a backup of 10 automatic combustion control training simulators at the Naval Development and Training Center in San Diego, Calif., the Naval Destroyer School in Newport, R.I., and the Naval BT School in Philadelphia. More ACC simulators have been budgeted and have either arrived at, or are expected to be delivered soon to, each of the Fleet Training Centers.

Nearly all BTFNs, like Robert G. Angell aboard the Norfolk-based guided missile destroyer USS *Biddle* (DLG 34), for instance, are graduates of the Class "A" Boiler Technician School. Before reporting to *Biddle* in 1972, Angell's first duty assignment, he attended the 1200-PSI School in Philadelphia. Now he's a confident member of his ship's 33-man "B" Division, performing a vital role in keeping *Biddle* underway.

If Angell advances in rate and decides to entend in the Navy, he will most likely be sent to BT "B" School where he will learn the more advanced, technical stages of his chosen field, while also learning the broader aspects of becoming a leading petty officer. Nor will his education end there. With proper credentials, he could apply for undergraduate studies at a junior college to earn an associate science degree after making 2nd class rank, or decide even earlier to apply for Navy's Enlisted Scientific Education Program — NESEP. This program leads to a four-year college education, a bachelor's degree in science and, eventually, a commission in the Regular Navy.

There is just such an example in the person of *Biddle's* main propulsion assistant, Lieutenant (jg) Jacob D. Schaeffer. An 11-year veteran, LTJG Schaeffer entered NESEP as an enlisted man and received his degree and commission as an ensign in 1971. Later he attended the Navy's Engineering Officers' School in San Diego and then reported to DLG 34 in October the same year. In *Biddle*, LTJG Schaeffer is also division officer for "M" Division.

- A problem submitted to the study group involving officers dealt with the opinion that many officers in the engineering department were not, perhaps, as technically trained as they should have been. Consequently, a review was made of all engineering officer courses available and the curriculum of each revised to strengthen technical areas. Further, specific training and qualification requirements for officers assigned as either engineering officers or as main propulsion assistants have been developed.

- To assist in maintaining the training levels necessary, cruiser-destroyer commands in both the Atlantic and Pacific have established mobile training teams which provide training assistance in 1200-PSI steam plant operation and maintenance to ships of their respective forces. Manned by highly professional engineers, these teams spotlight unsafe conditions directly to engineering officers and commanding officers.

To this end, each fleet commander has on his staff a group of expert officer and enlisted engineers and technicians who form a 1200-PSI Propulsion Examining Board. These PEBs function to ensure that engineering readiness and safety standards developed for the 1200-PSI plants are rigidly followed. Mem-

Facing page: Cutting and fitting a gasket for *Biddle's* boiler equipment takes patience and a lot of skill.

bers examine each 1200-PSI ship on a 12-month cycle, giving oral exams to commanding officers, XOs and EOs, and leading CPOs, while written exams are administered to all other members of the ship's engineering departments.

- A pay-related recommendation: Spread reenlistment incentives out over a 20-year career.

This was recognized by the Chief of Naval Personnel who determined also that a need existed for an added reenlistment incentive at the six-to-10-year level. Consequently, in the 1972 pay act proposal, there was provision for a Selected Reenlistment Bonus (SRB) payment, an outgrowth of the regular reenlistment bonus and the variable reenlistment bonus. Since BTs are eligible for VRB payments based on the highest multiple of four under that program, it is relatively certain they will be eligible for one of the higher pay levels of the six-multiple SRB bonus plan. Congressional approval of the \$12,000 SRB proposal was anticipated sometime this spring with the hope it may become effective on 1 July this year. Assuming it does become effective, the SRB will replace both the RRB and VRB bonus plans.

- Only recently, the boiler technician had recruiting, or recruit training, or instructor billets to look forward to for shore duty. With the exception of an instructor's job, he was removed from his profes-

sional field until returning to sea. Now a BT ashore can feel right at home in an assignment with the Fleet Maintenance Assistance Group.

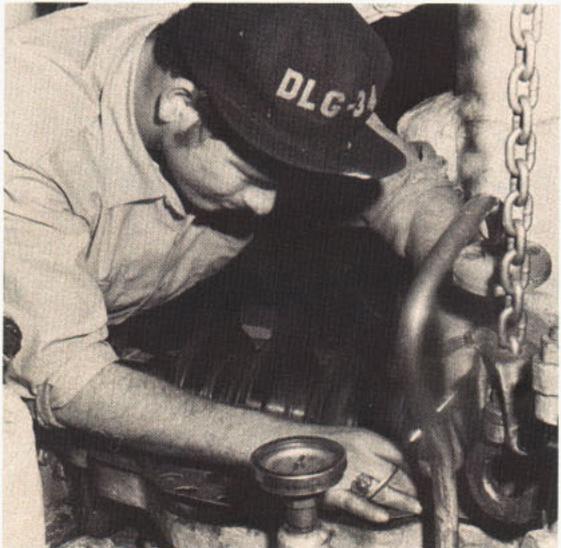
These groups offer BTs shore duty where they will be able to keep up with developments in their field and still enjoy being ashore full time.

Of course, there are other shore duty billets available at nearly all naval installations in the U.S., billets such as master-at-arms and special services assistants; shore duty in Japan, Hawaii, Guam, Cuba and a few Mediterranean locations also is available to BTs, but to a limited extent.

These are only a few of the numerous actions that have been taken by the Chief of Naval Operations and commanding officers since the Boiler Technician Retention Study Group recommendations were made public 18 months ago. Since then a greater emphasis has resulted in a larger input of competent individuals into the field. Most of the improvements offered this special breed of individuals are long-range, primarily in the form of new ships in which to live and work, like the new LPH type *Tarawa* which will feature more automated propulsion systems.

— Story by JOC Marc Whetstone, USN.

— Photos by PHC Art Ellison, USN.



NATIONAL WAR COLLEGE





Left: The library at the college is an extensive collection of works specializing in internal relations and national security affairs. Right: "Chalk talks" in the student committee rooms are a frequent part of the students' routine.

The National War College today stands in the top echelon of a highly ordered educational system in the Armed Forces. To many men and women knowledge of it and its role is limited to the fact that it exists. Here's a report on what it offers.

Despite its position, the course at "National" isn't necessarily military in character. The college is devoted to the education of selected candidates for positions of greater responsibility in the national security structure. Included in the student body are candidates not only from the Armed Services but also from the State Department, the Agency for International Development, the U. S. Information Agency and the Central Intelligence Agency. Other executive agencies such as the Department of Justice, the Department of Commerce, and the Department of Agriculture also send students.

Vice Admiral M. G. Bayne is the Commandant of the National War College, the 11th in its history and the fourth naval officer to hold the post.

"National" was established in 1946 at Fort McNair in Washington, D. C., from the realization born in World War II that conflicts in a modern society in a

global sense encompassed all aspects of national government and the political, economic and industrial factors which formed U. S. policy.

In its 27-year history, "National" has established an enviable record in the achievement of its purpose. Forty per cent of its graduates have succeeded to flag, general or ambassadorial rank. That high figure is all the more remarkable when one considers that the more recent graduates have not yet reached promotion zones.

Partially, this yardstick of success can be attributed to the high selectivity shown by the services and agencies in the designation of selectees. Of the 30 Navy students in the Class of '70, 40 per cent have advanced degrees. All can be characterized as having topnotch reputations in operational or managerial positions.

While the quality of the student body is highly important, it is but one of the triad of factors by which the War College is measured. The others, of course, are the faculty and the curriculum itself.

Navy Captain Bill Lawrence, former POW, selectee for rear admiral, and the senior naval officer in the student body, evaluates the course as offering,



“ . . . the broad, high-level perspective essential to anyone aspiring to significant responsibility in a government career.” Of his own particular case, Lawrence says, “the course has been invaluable in helping me to fill the gaps in my knowledge.”

The Commandant, VADM Bayne, is a submariner with broad operational experience and management expertise in OpNav and SACLANC and most recently, Commander of the Middle East Force. He is assisted by the Military Deputy, Army Major General R. M. Lee, and Ambassador Wm. Leonhart, the current Deputy for International Affairs.

The teaching faculty is composed of military officers of all services, civilian professors assigned from other governmental agencies and prominent scholars from several universities.

Commander Dick Tarbuck, long on sea experience in destroyers and minesweepers, finds the course at “National” unique, “No where else could a sailor who has spent all his career at sea have such an enlightening opportunity to take aboard a wide variety of thought and original exchange of ideas as presented by the excellent faculty and group of speakers at the National War College.”

Left: Entrance to the National War College. Below, left: Among the artifacts of historical interest at the college is a signal lantern from Niagara, Commodore Perry's flagship during the battle of Lake Erie in 1814. Below: VADM M. G. Bayne, Commandant of the National War College. Right: Spacious hallways girdle the Rotunda of the college.



“... Forty per cent of its graduates have succeeded to flag, general or ambassadorial rank. That high figure is all the more remarkable when one considers that the more recent graduates have not yet reached promotion zones. . . .”



The heart of the War College curriculum is the Prescribed Courses Program, a programmed sequence of 10 courses spanning the 10-month college year. Proceeding from the foundations of national security, students study progressively the domestic environment and national security; national security policy and the decision-making process; and military strategy and strategic posture.

Study is then directed, block-building fashion, to major world areas and selected global issues bearing importantly upon U. S. national security. Regional studies of such major world areas as Canada, Europe and the USSR; East Asia and the Western Pacific; South Asia, the Middle East and Africa; and Latin America stress the interdependent issues and problems as they affect the United States. The area study includes an on-the-scene trip to a major area where students complement their prior research and appraise U. S. policy as it relates to real-world issues.

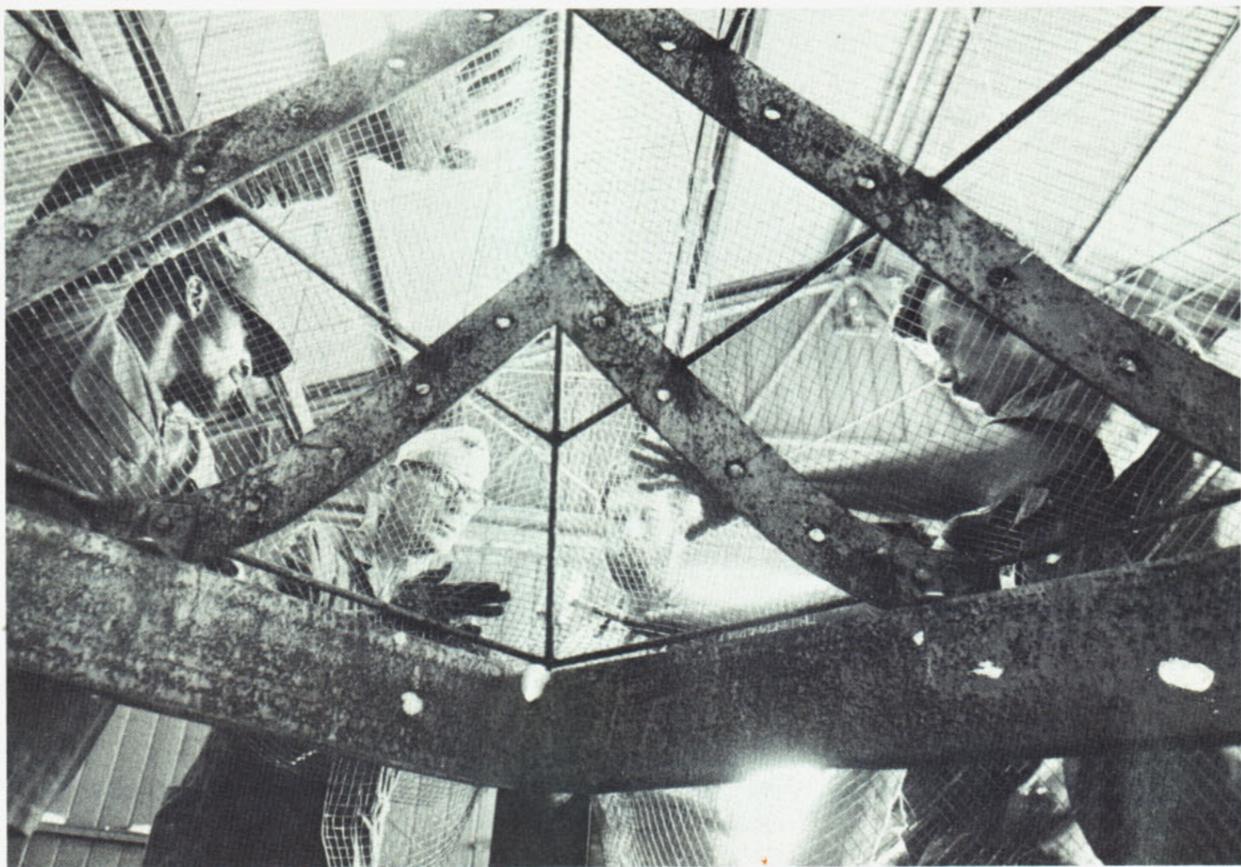
Throughout the presentation of the course, students are exposed to leading experts in many fields of thought. The executive department, for instance,

brings to the college forum the President or Vice-President of the United States, several members of the Cabinet, the Secretary of Defense and the Secretary of each service. Military participation is included in talks by the Chairman of the Joint Chiefs, the chief of staff of each service and by selected commanders in chief of joint and specified commands. Leading academic

Attendance at “National” provides an opportunity unparalleled by any other educational institution. It offers the unique advantage of involvement of its students in the main currents of contemporary politico-military thought as expressed by the top leaders in government and the academic world, while at the same time providing stimulation from classmates who, like the student himself, bring rich experience and high potential to the educational situation.

VADM Bayne recently summarized it. “There is probably no finer educational opportunity available to the government service officer, military or civilian, than that offered at the National War College.”

CEMENT BOAT



Naval Reservists at New Orleans are building a cement boat. When they complete it, the 24-foot craft, powered by 105-horsepower outboard motors, will be turned over to Coastal River Division 22.

If you suspect the New Orleans group is engaging in some heavy humor, you're mistaken. The use of cement for constructing boats is far from new. One reportedly was built as long ago as 1848 and still exists albeit in a French museum. Other cement boats have been known to remain serviceable for 80 years without appreciable deterioration of the hull.

Last November the Naval Reserve Ferro-Cement

Boat Center at New Orleans' Naval Support Activity passed from a developmental stage to active (fully operational) status. Its mission: "To develop and maintain within the Navy, a broad base of enlisted and officer expertise in the training for, and construction of, ferro-cement boats for both civic action and military assistance purposes."

The New Orleans Reservists' boatbuilding unit has an authorized strength of 44 enlisted men and six officers. Construction requirements call for men who can work as carpenters, cement finishers, hull technicians, enginemen, electricians, boatswain's mates

and hospital corpsmen. The unit is broken into two teams. One drills the second weekend of the month, the other, the third.

The Reservists obtained their boatbuilding expertise via the Naval Ship Research and Development Center at Annapolis, Md., which sent a nucleus crew of three men to New Orleans to apply the techniques they themselves had learned earlier. When the Crescent City unit becomes proficient in constructing such boats, they, in turn, will train boatbuilders from countries in the Military Assistance Program. Use of

BUILDERS

the ferro-cement technique should prove a boon to nations lacking in plastic, fiber glass and aluminum technologies.

The Republic of Vietnam provided an example of what could be done with cement boats when a Saigon shipyard undertook their manufacture to supplement U. S.-supplied *Swift* boats which were then so important to river operations. At that time, a conventional metal *Swift* boat cost about \$180,000; a ferro-cement *Swift* boat, on the other hand, could be launched for about half the price. The New Orleans Reservists have also found that their construction costs are encouragingly lower than they would be if conventional methods and materials were employed.

The Vietnamese experience showed that the cement *Swift* weighed from five to 10 per cent more than the conventional PCF but its 430-horsepower twin diesels could still propel it at about 20 knots.

Saigon also turned out a concrete model called the *Viper* which was conceived principally for river attack and interdiction missions. It was intended to accompany and provide fire coverage support for river patrol boats. The *Viper* was slightly larger than the New Orleans Reservists' boat, measuring 28 feet (rather than 24 feet) and displacing 12,000 pounds. Its top speed was 20 knots.

The construction techniques employed in both New Orleans and Saigon are substantially the same.

The Saigon boat began with a steel or wood framework covered inside and out with eight layers of interwoven mesh of chicken wire filled with a mixture of portland cement, sand and a substance known as pozzuolan. Both surfaces were smoothed and the hull damp-cured by periodic submersion in water. Even after the cement cured, the hull continued to gain in strength as it aged. The Reservists used a new technique requiring only five layers of interwoven mesh of chicken wire and no steel or wood framework.

The cured hull was finally worked with abrasives and chemicals, then sealed with epoxy resins to ensure watertightness. Work on interior and exterior fittings and equipment was begun as the hull neared completion.

Ferro-cement hulls have proved to be exception-

ally strong and durable as well as being almost puncture-proof. To add to their other attractive features, teredo worms, which find wooden hulls so delicious, are not interested in ferro-cement hulls. Metal fittings aren't subject to electrolysis damage and, when need be, the ferro-cement hull can easily and inexpensively be repaired.

Popularity of the ferro-cement hull has increased around the world, particularly in Canada, Australia and New Zealand. In the United States, such construction has been confined mostly to pleasure boats.

This, however, is not to say that floating concrete has not been put to considerable use heretofore. During World War II, for example, the Allies made good use of floating concrete to create artificial harbors which could be towed from England and emplaced off the coast of France.

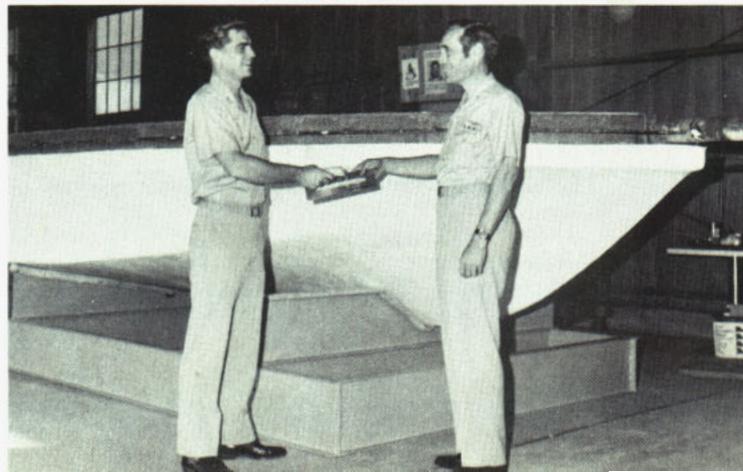
The complete harbor consisted of floating steel structures which broke up wave action. After that, there was a 2200-yard breakerwave made up of 31 concrete caissons called phoenixes. Each of these equaled the height of a five-story building, and when sunk, formed a seawall on two sides of an artificial harbor big enough to shelter seven *Liberty* ships and 12 smaller vessels.

Inside each harbor, there were runways mounted on pontoons and anchored on their seaward ends to pierheads which rose and fell with the tidal motion. This enabled LSTs to unload regardless of the status of the tide and provided a ramp upon which wheeled vehicles could roll ashore.

Impressive though earlier uses of floating concrete are, the New Orleans Reservists are interested only in small boats. They are also quick to point out that they are not in competition with industrial boatbuilders since the Reservists' product is not commercially available. They hope, however, that the boatbuilding industry will avail itself of the Navy-developed expertise to develop a technology which could include construction of tugs, barges, harbor craft and similar small boats.

As for the Reservists themselves, at least one is keeping a sharp eye on the construction techniques employed at the Naval Reserve Ferro-Cement Center. The unnamed member plans to use his recently learned skills to build his own ferro-cement pleasure boat in his own backyard.

Facing page: Reservists securing wire mesh to boat frame prior to applying the cement. Below: CDR Robert J. Hiebner accepts the "skipper's trowel" from LT "Reg" D. Burgert upon assuming command of the New Orleans Naval Reserve Ferro-Cement Construction Center.



ON THE RESERVE FRONT

PROFESSIONAL FILM MAKERS IN ACTION

A USNR PRODUCTION



Even a Hollywood director would have been impressed by the quantity and quality of what the Naval Reserve Combat Camera Group Atlantic (COMBATCAMGRURESANT) produced in its first year of operation — three major motion pictures and two audiovisual command presentations.

Based at the Naval Air Reserve Detachment, Floyd Bennett Field, Brooklyn, N.Y., the group recently had its name changed from Naval Air Reserve Mobile Photo Unit (NARMPU W-1) to reflect more clearly its mission.

Officer in Charge, Commander Carl V. Ragsdale, a director-producer and Academy Award Winner in civilian life, admits that the CCG crew set some

“rather ambitious” first-year goals — partially in an effort to prove their value to the Navy, but more importantly, because there was a dire need for their services.

“Our first assignment was to produce a 20-minute documentary on the present and future role of the Naval Air Reserve’s augmentation with fleet units throughout the world,” CDR Ragsdale said.

In order to complete the film, entitled “And Business is Good,” the Reserve CCG had to brave sub-zero weather, frozen runways and blinding snow at Glenview, Ill., headquarters of COMNAR, and film numerous aerial and ground sequences at Willow Grove, Pa.; Pensacola, Fla.; Rota, Spain; and Floyd

Bennett Field in Brooklyn.

"Our first film was a unique challenge," admits CDR Ragsdale. "Most of the professional personnel attached to our group were accustomed to shooting and producing a quality film of this caliber from start to finish in two or three months. However, we were challenged to do this job in our spare time while on active duty for training with the Navy. The problems, both technical and logistical, at times became extremely acute."

The Reserve crew managed to produce the top quality film in record time. Since that first venture, CCG has fulfilled other assignments in their spare time, among them: a special drug abuse film for the precommissioning detail of USS *Nimitz* (CVAN 68), which has Navywide implications; and a film introducing the new concept and future plan of the Reserve forces to some 120,000 Naval Reservists. Two additional audiovisual presentations for NAS Willow Grove and NARDET New York will be used in their community relations programs.

Anyone watching the Reserve crew in action would think "here is a crew that knows what it's doing," and he would be right. Every member of the crew is a talented professional.

In addition to CDR Ragsdale, the assistant officer in charge, CDR Arthur Ward, is head of the largest independent recording studio on the East Coast — responsible for the sound tracks of "Midnight Cowboy," "Godspell," "Magic Mountains," and other films. The cameramen all have years of experience filming civilian movies, news features, documentaries and television specials. There's even a professional animation cameraman in the group.

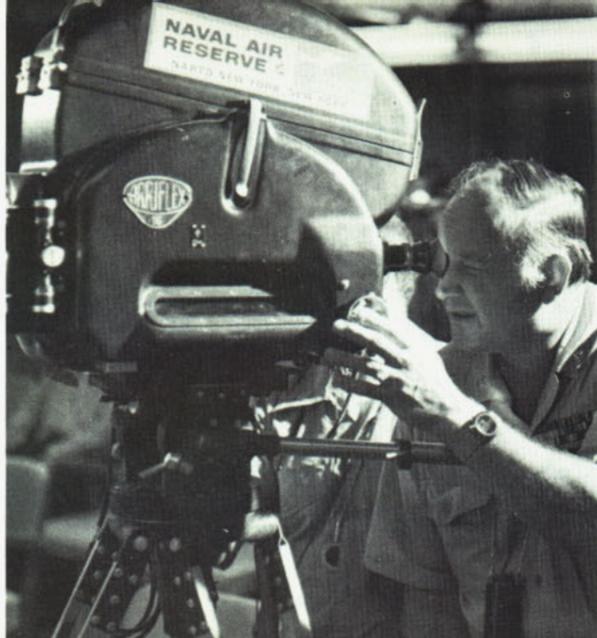
Their equipment is topnotch too: professional cameras, lights, reflectors, flats, meters, microphones, recorders and a recent addition, a fully equipped editing room.

In spite of its successes, CDR Ragsdale sees a need for more men in the unit — especially qualified professionals from industries in the New York area.

"We've sidestepped insufficient funding as best as we could by begging and borrowing equipment from civilian industry and the Navy's Combat Camera Group in Norfolk," he said. "Most of the time, we've filmed sequences with a skeleton crew — just enough men to assume the critical job functions. Our unit could accommodate 15 more enlisted men and officers."

If the commander gets the workers, the Naval Reserve CCG Atlantic's future achievements may surpass even a Hollywood spectacular.

— By ENS Steve LeShay



Facing page: The Reserve Combat Camera Group films a preflight operations briefing of Patrol Squadron VP65 on active duty in Rota, Spain. Top: Director-Producer CDR Carl V. Ragsdale, an Academy Award winner, checks out a scene. Middle: The camera group holds a preflight briefing before shooting some air-to-air photography. Above: Shooting can occur often under difficult circumstances as PHC Bill Kinsley experiences in the cramped space of a Navy aircraft. Left: A liberty scene is filmed with Naval Air Reservists in Puerto Santa Maria, Spain.





NAVY CHAPLAINS: Nearly two centuries of providing

ENCOURAGEMENT, COMFORT





& INSPIRATION

Shades of William Balch, the Navy's first known commissioned chaplain, the corps continues to make strides in this, its 199th year. Just recently, Florence D. Pohlman, a Presbyterian, was commissioned as the Navy's first woman chaplain. How did that happen?

LT Pohlman entered the Navy without much fuss. She said, "When I finished seminary . . . I came for my final oral examination before the local level of my church in California and just at that time there was a Navy chaplain that happened to be present. He spoke to me, the first one to do so, concerning the possibility of the chaplaincy. And from that time on I began to consider the Navy Chaplaincy."

The Rev. Pohlman received her Master of Divinity degree from Princeton and came into the Chaplain Corps highly recommended, different indeed from the entrance of the Reverend Mr. Balch, as the 18th century came to a close.

The Navy Chaplain Corps traces its birth date almost to the birth of the Navy itself. The Continental Congress adopted the second article of Navy Regula-

tions on 28 Nov 1775, which provided for divine services aboard ships of the 13 colonies.

The article reads: "The commanders of the ships of the Thirteen United Colonies are to take care that divine services be performed twice a day on board, and a sermon preached on Sunday, unless bad weather or other extraordinary accidents prevent."

Who was the first Navy chaplain? The records do not show but, as already stated, the Reverend Mr. Balch gets credit for being the first *commissioned* chaplain.

His commission was signed by John Adams and he served, starting in 1799, in *Congress* and in *Chesapeake*. There is clear evidence that Mr. Balch was preceded by a number of others including his father Benjamin Balch.

The Chaplain Corps, it seems, became a family tradition almost as soon as it started. William Balch's father, Benjamin, served as a Revolutionary War chaplain in *Alliance* under John Barry. He previously fought in the Battle of Lexington as a "minute man." Two of Benjamin's sons (he had 12 children), Thomas



and Benjamin, Jr., also served in *Alliance*. Trouble was, they were so young that they were entered on the ship's books as drawing the pay of one man. When *Alliance* took two British vessels off Halifax, the senior Balch went down in history —

“The peril the ship was in brought out the desperate courage of every man on board the *Alliance*, the ‘cloth’ being no exception. Reverend Benjamin, armed cap-a-pie, was seen in the midst of the fray, and thereafter is said to have become known on the ship as the ‘fighting parson.’ His son, Thomas, was also in the fight, and when father and son met afterwards, it was with an embrace and with the words, ‘Thank God, my son’.”

No wonder son William took to the sea as a chaplain 18 years later. The Reverend Benjamin had, no doubt, by then told many a tale of famous ships and the courage of their crews in the midst of battle.

There is also a record of a William Austin who served as a chaplain, without commission, aboard *Constitution* for 18 months. Church services were regularly held aboard *Constitution* by Chaplain Austin, 10 months before William Balch was commissioned.

To Austin's credit, too, goes the distinction of officially using the term “Divine Service” for the first time on record aboard ship. A couple of Sundays after he came aboard *Constitution*, the entry in the ship's log calling “. . . all hands aft to attend prayers . . .” was changed. “Prayers” became “Divine Service.”

Earlier references to the presence and work of chaplains in the Navy are limited, especially in the Continental Navy. One of John Paul Jones' letters now in the Library of Congress, reveals that Jones sought chaplains in France for *Ranger* and *Bon Homme Richard*. The letter, dated 12 Jul 1778, to a Henry

Grand in Paris states, “In the selection of a Chaplain the following qualifications are deemed requisite:

“I could wish him to be a man of reading and of letters who understands, speaks and writes the french and english (sic) with elegance and propriety . . . whose sanctity of manners and happy natural princi-

Above: LTJG Florence D. Pohlman becoming Navy's first woman chaplain with (l to r) Dr. Robert B. Harriman, Presbyterian Counsel for Chaplains and Military Personnel, RADM Francis L. Garrett, Chief of Navy Chaplains, and CNO, Adm Elmo R. Zumwalt Jr., looking on. **Below:** Sketch of William Balch, the Navy's first known commissioned chaplain (1799).



ples would diffuse unanimity and cheerfulness thro' the ship.

"And if to these essentials are added the talent of writing fast and in fair characters" — since chaplains then often acted as schoolmasters — "such a man would necessarily be worthy of the highest confidence and might, therefore, assure himself of my esteem and friendship. He should always have a place at my table, the regulation whereof would be entirely under his direction."

John Paul Jones was always one to demand the best available in both men and ships.

In a letter from L'Orient on 30 Apr 1779 to his friend, Father John Mehegan, Jones was again looking for a chaplain. Since 300 of the 330 crewmembers of *Bon Homme Richard* were Frenchmen and Catholics, he was looking for a chaplain of that faith. No evidence survives as to whether Jones was successful in finding chaplains to serve in his ships.

If he was, a chaplain in the early United States Navy would probably have received a base pay of \$20 a month, which was later raised to the princely, though mathematically unreasonable, sum of \$33.33.

The Continental Congress had added some further instruction on the subject of religion, stating in the third article —

"If any (crewman) shall be heard to swear, curse, or blaspheme the name of God, the Commander is strictly enjoined to punish them for every offence, by causing them to wear a wooden collar, or some other shameful badge of distinction, for so long as he shall judge proper. If he be a commissioned officer, he shall forfeit one shilling for each offence, and a warrant or inferior officer six pence."

One can surmise that it was the chaplain's duty to help crewmembers save their money and not cause unnecessary injury to their collarbones, to say nothing of their pride.

Courage in battle and service to others are synonymous with the corps. The word chaplain was originally the French "chapelain," or the officer appointed to watch over the sacred cloak. This dates back to medieval France and the old legend of Saint Martin of Tours (336-400 A.D.) dividing his heavy cloak and sharing it with a beggar he found shivering one cold winter night at the gates of the city of Amiens. Martin became the patron saint of France: his half-cloak was kept as a sacred relic and was often carried into battle by the French kings, particularly Charlemagne.

The tradition of courage continued in the youthful United States Navy. There is the story of one Thomas Breese, who served with Commodore Oliver H. Perry in the ship *Lawrence*. The occasion was the Battle of Lake Erie on 10 Sep 1813, when one by one, as the guns of *Lawrence* are silenced, "... this one still keeps up its fire; for the commodore, with the brave purser Hambleton and Chaplain Breese, aided by two or three men, are working it themselves. At last the purser falls, his shoulder shattered by grape-shot. Presently this gun, too, the last one, is disabled and the *Lawrence* cannot fire a shot." The name of Thomas Breese lived on in a Navy song, "Here's a



Illustration of Sunday services on the gun deck of a 19th century Navy warship.

health to you, Tom Breese."

Prayers and ecclesiastical affairs didn't occupy all the chaplains' time in the old Navy. As schoolmasters, they took the young midshipmen under their wings and used the salt of knowledge to cultivate their minds. Twenty-one-year-old Chaplain Charles Folsom, aboard *Washington* in May 1816, was given charge of one such midshipman, age 15, who in Folsom's words "... had been almost from infancy, in the naval service." The chaplain's responsibility was to help him improve his mind, and he added the hope that the opportunity at hand would "... prove of incalculable advantage." The boy, David Farragut, seized the moment.

In later years Farragut was quick to acknowledge the efforts of the "young Yankee parson" and those months spent at Tunis studying French, Italian, English literature and mathematics.

Chaplains like David P. Adams and George Jones took an active part in the education of midshipmen and for more than 40 years before the establishment of the Naval Academy at Annapolis in 1845, they pushed for the founding of such a school. Some of the burden as schoolmasters was taken from chaplains when the Navy admitted "Professors of Mathematics" to shipboard life but, as George Jones put it, "... the old system ... never can do much good." The answer was a Naval Academy.

The use of the lash as a method of punishment, prevalent in the old Navy, also received the attention of the shipboard chaplains. Twelve to 24 lashes was the normal sentence, but there were 46 instances between 1808 and 1814 when 100 and more lashes were authorized, including six cases of 300 lashes each. Chaplains burned the midnight oil writing letters against the practice until it was finally outlawed on 28 Sep 1850.

Chaplains have always been in the thick of things in battle and their gallantry had been legendary, from the first to be killed in action, in the Civil War —



Above: Conducting services with Marines on a Korean battlefield in 1953. Right: RADM Francis L. Garrett, Chief of Navy Chaplains, stresses the wide range of opportunities available to today's chaplains. Below: A "Celebration Generation" worship service at North Island NAS, San Diego.



Chaplain John Lenhart on 8 Mar 1862 when *Cumberland* went down in Hampton Roads after being rammed by the monitor *CSS Virginia* — to four chaplains who served with the Marines in France during World War I and were awarded the Navy Cross (out of a total of 13 who served with the Leathernecks there).

The first chaplain to win the Medal of Honor was LCDR Joseph T. O'Callahan on 19 Mar 1945 aboard the carrier *Franklin* in the Pacific. The second to win the medal was LT Vincent J. Capodanno on 4 Sep 1967 with the Marines in the Republic of Vietnam. Today, two Navy ships carry their names, *USS O'Callahan* (DE 1051) and *USS Capodanno* (DE 1093). See ALL HANDS, December 1968, page 3, and May 1969, page 12.

The Chaplain Corps is as vigorous and alive today as it was back in the 1830s when one seaman, speaking of the religious services, announced (perhaps with a note of complaint), "I have more of it here than I did on shore."

Today the chaplains are just as involved with the physical and spiritual well-being of the local popula-

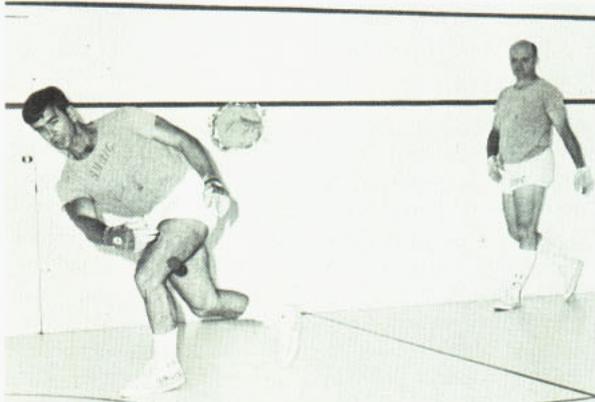
tion — whether ashore or afloat. Says the Chief of Navy Chaplains, RADM Francis L. Garrett, "The new interest in religion in America, especially among the young, has been reflected in the military and has afforded chaplains important contemporary opportunities.

"Whether it is aboard ship, or a hospital ward, in a base chapel, in the field with Marines, or in the local Navy community, they reach out with actions and words, to encourage, comfort, inspire and support."

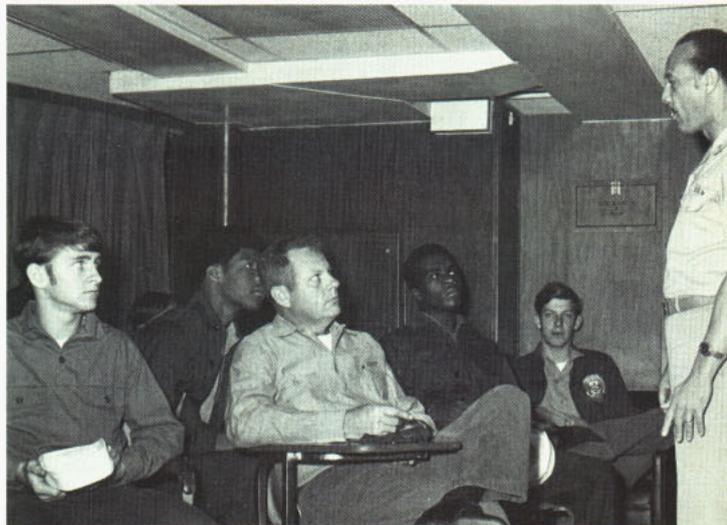
Today's chaplains conduct vacation Bible schools for Navy dependents, administer lay leader programs for ships without the services of chaplains, conduct folk masses emphasizing the "Now" sound in religious folk music, and get involved to the hilt in human relations projects, while they actively engage in humanitarian work.

One Bible school conducted this past summer at Monterey, Calif., had an enrollment of 530 enthusiastic youngsters with more than 110 staff workers volunteering their time under the direction of Chaplains (CAPT) William R. Samuel and (LCDR) Philip D. Anderson. They launched their program with a bicy-





A look at today's dedicated Navy chaplains. Left and below left: LCDR Alex B. Aronis' active schedule at Subic Bay, R.P. includes counseling Navy personnel and working out on the handball court, as well as leading Sunday worship services. Below: CDR Carroll R. Chambliss welcomes sailors newly reported aboard USS Franklin D. Roosevelt (CVA 42).



cle parade through the housing area and the six top winners "flew" away with the grand prize — an airplane ride.

At North Island Naval Air Station in San Diego, Calif., LT Wayne L. Bouck helped organize a group called the "Celebration Generation" made up of six singers — four active duty Navy members and two daughters of Navymen. This was his way of tackling the young adult culture in a community, without much "young blood;" church attendance came mainly from the retired community living in nearby Coronado. The "Contemporary Celebration," or the Protestant version of the folk mass, as performed by the "Celebration Generation," not only drew the younger generation to the Wednesday night affair but started to draw them to Sunday chapel as well. The older members of the congregation found it took a little "getting used to," at first, but their eventual vocal reaction turned into approval. Now the "Celebration Generation" leads contemporary services once a month in the North Island chapel.

From the start, chaplains have worked energetically in the development of the lay leader program that assures a spiritual ministry in the Navy and Marine Corps. Lay leaders are carefully selected and trained. Designated by their commanding officers, the lay leaders conduct appropriate services or devotions when a chaplain is not present. One of the most noteworthy developments in the program is the fact that an increased number of ships and stations have received approval from the Catholic Military Ordinariate to permit laymen to administer holy communion when no Roman Catholic chaplain is available.

Many chaplains have come into the Navy directly

from divinity schools and seminaries or after only a couple of years as an ordained minister, priest or rabbi. But there are many who have served previously in the services — some as enlisted men — and there are a few, too, who are graduates of the Naval Academy. One such alumnus of Annapolis is LCDR Alex B. Aronis, now serving as a chaplain at Subic Bay in the Republic of the Philippines. "I would not have described myself as a religious person while I was going through high school or at the Naval Academy," he says. "While at the Academy I went to the Greek Orthodox Church in town. We used to sit in the basement, drink cokes and talk of football games and parties.

"After graduating, I came out to the Far East and began to ask some serious questions about life and the injustices I witnessed . . . My decision was not to go into the ministry, only to develop a deeper understanding of my faith."

He found himself at Fuller Theological Seminary in Pasadena, Calif., and graduated with a Masters in Divinity. He has since received his Ph. D. from American U., besides picking up a second masters — this one in theology — from UCLA. In 1963 he returned to the Navy as ". . . a counselor, as a chaplain . . . someone who will listen and clarify and reflect what's being said." Alex Aronis found a deeper meaning to life in the Navy.

Time was, a chaplain should speak and write "with elegance and propriety," and possess "sanctity of manners." Today's Navy chaplain needs a lot more going for him but he still is one who can "diffuse unanimity and cheerfulness thro' the ship."

— John Coleman

ON THE SEARCH FOR TREASURE BELOW



beep - beeP - beEP - bEEP - BEEP - BEEP - BEEP sounds the metal detector as it hits directly over a piece of treasure buried in the ground. The beeps are from metal detectors owned by Chief Electrician's Mate Scott Slaughter of UDT 21 and Aviation Fire Control Technician 1st Class Rusty Henry of SEAL Team 2 at the Little Creek naval amphibious base.

The beeps all started several years ago when Chief Slaughter bought a metal detector when he learned that metal detecting was a hobby that could be both interesting and profitable.

In early 1969, Slaughter and Henry were in UDT 22 together and training at Roosevelt Roads. "That's when he told me about metal detectors," Henry says. "We went down to San Juan 'coinshooting' on the beaches with his machine, and I couldn't believe how many coins and pieces of jewelry there were just waiting to be picked up."

Henry ended up with his own detector, and they started a two-way competition, each one trying to think of a likely area for a treasure trove. Then they would both go out and jointly "work their claim."

Some hobbyists specialize in locating artifacts that have a historical significance, for example, on early battlefields. Others, like the UDT men, comb the beaches. The specialty depends on the location.

Together the two men have found more than 1000 rings and about 50,000 coins, many of which are quite old. This does not include items such as lighters, keys and medallions — anything that is metal.

Both men are members of the National Treasure



Hunters League and have entered national competitions with their detectors. In April 1973, they received the Indy Grand National Treasure Hunt Award in Indiana for "the longest distance traveled."
"We won enough prizes to pay for our entire trip," Slaughter says.

In 1972 Henry took second place in the Third Annual Midwestern Championship Treasure Hunt, also held in Indiana. Along with the trophy, he took enough prizes to clear more than \$400 on the trip.

"The competition hunts can be a lot of fun. Treasure hunters come from all over and camp for a weekend," Henry says. "It really turns out to be a hobby the whole family can enjoy."

Depending on the detector, one can find anything from a penny to a buried treasure chest 20 feet underground. Detectors range from a three-inch ring which is used for accurate pinpointing to a 24-inch ring used for treasure that is several feet below the surface.

Older metal artifacts, while settled deeper in the ground, are not necessarily harder to find. As they sink deeper in the earth, there is a chemical reaction with the soil which will strengthen the signal given by the metal detector.

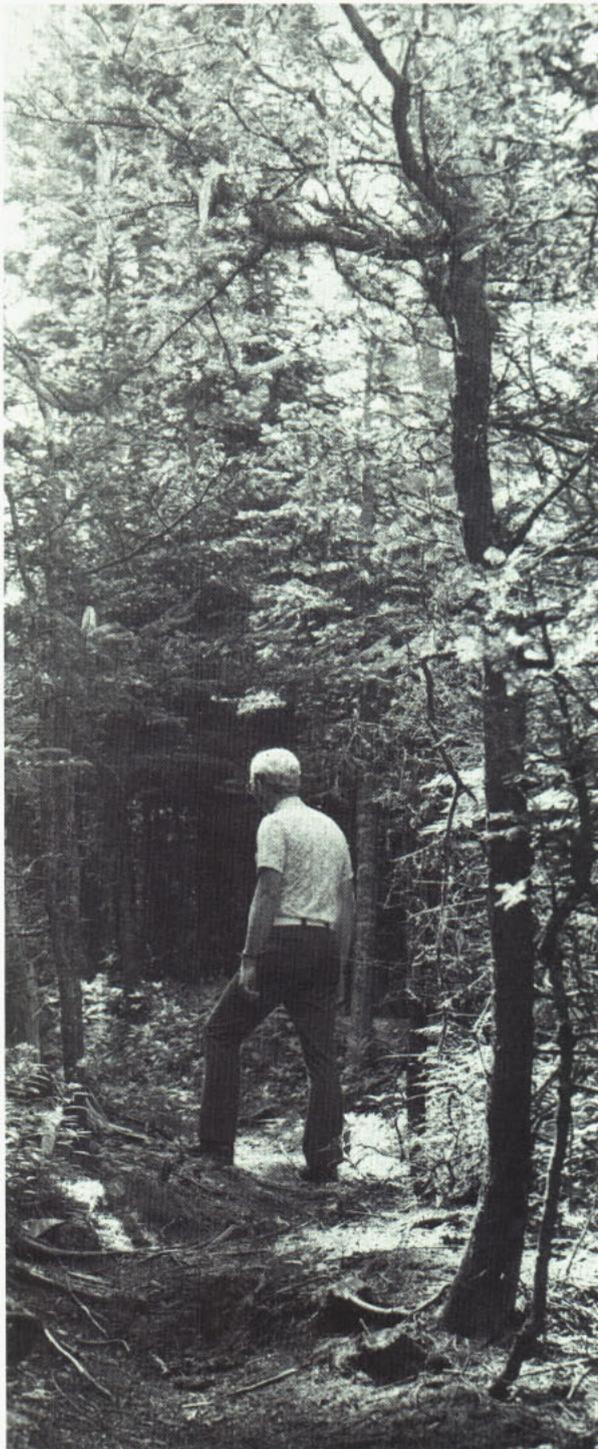
Slaughter and Henry enjoy both the pleasure of the hunt and the fun of anticipation. That "beep" from the detector may mean treasure below.

— Story and photos by JO3 Gary W. Smith.

Far left: Chief Slaughter sifts sand for buried treasure. Below, left: Checking over their finds. Below: Some of the take of several years' exploring. Right: Rusty Henry searches the beach for lost metal.



CONSERVATION AWARD



ABOVE: A woodland trail cleared for use by the station residents. Right, top: One of the picnic/camping areas on Holmes Bay. Right, center: Beach on Machias Bay. Right: New softball field under construction.

For the Navyman and his family who enjoy the out-of-doors, hunting and fishing, orders to the Naval Radio Station (T), Cutler, Maine, are like a ticket to Shangri-La. Some may have other ideas of a good time, but at Cutler there is a lot of room to roam about in, and many have taken advantage of it.

Since the 2700-acre installation was opened 15 years ago, Cutlerites have done their best to improve what they had. Those who are there now were surprised to learn that their efforts, well off the beaten track, had also won for them the Navy's Natural Resources Conservation Award for Installations under 5000 Acres.

When the VLF (for Very Low Frequency) radio installation opened, it wasn't very attractive to anybody. Construction of the facility required that the wooded peninsula be stripped completely of vegetation to lay 2200 miles of ground mat wire. At the same time, a reclamation project was underway with a marsh cleared and filled to house the administration and housing area located three miles away. When completed, the Navy had an all-new station, located in one of the more remote areas of the United States and surrounded by forests. Since the outdoor life was the only activity available, Cutlerites set out to improve it.

One of their early efforts was provision for family-type pleasure and picnic facilities. These were established around the station's four-acre reservoir. The water was stocked with brook trout provided by the Maine Department of Inland Fisheries. Completion of this project gave Cutler's Navy families picnicking and fishing possibilities within walking distance of their housing area.

Next came landscaping and construction of playgrounds within the housing development. In the woods adjacent to the housing area they added nature trails. For winter sports they had an ice-skating rink. Open areas that weren't needed for ball fields and other recreational purposes were planted with trees.

As vegetation began to grow on the acres cleared for the antenna field, Navy families noticed that wild berries were among the first kinds of flora to establish themselves. Soon, those who enjoyed the fresh succulence of the berries turned out to harvest strawberries, blueberries, raspberries, blackberries and upland cranberries which were becoming abundant. The shore access road was improved about this time to allow families the opportunity to comb beaches along the station's 15-mile coastline.

Small game began returning to the area; these, in turn, attracted predators such as the snowy owls, foxes, several species of hawks and even three eagles from a nearby island. Deer returned to feed on the tender new growth and berries.

Both state and federal wildlife agencies began tak-

ing an interest in the possibility of establishing a habitat for upland birds and waterfowl. In 1969, the station received its first allotment of 200 pheasant chicks to raise and release. When the chicks reached maturity, pheasant hunting became an instant success because novice woodsmen could enjoy the thrill of hunting without entering the thick forests.

Next, the rugged peninsula of uncut woodland adjacent to the antenna field was opened by the addition of a 1.3-mile roadway and 1.4 miles of hiking trails. Picnic grounds and campsites were added and selective clearings were made under a plan developed with the Northern Division of the Facilities Engineering Command. The result: Cutler now has a recreation area unequalled along the Maine coast.

Canada geese, which were once common along the coast, were introduced in 1970 in the hope of having pairs nest in the peninsula's protected confines. Several pairs have made Cutler their home and increasing numbers have been released each year since 1970. Natural nesting areas were prepared for the geese and, last summer, the first sightings were made of young geese hatched in the area.

The Cutler Rod and Gun Club also started its own projects such as building duck blinds. Working picnics were organized for Navymen and their families who turned out to devote a day to cleaning up the shoreline or clearing trails of fallen trees and brush. Related clean-up campaigns were organized as a community effort with Boy Scouts and schoolchildren along with Navymen and Navy vehicles to pick up litter from miles of public highways in surrounding townships.

Although the program has accomplished much, the cost to the Navy has been quite small. Seabees and Self-Help volunteers have accomplished the rough clearing and road-building projects. Most of the materials used such as gravel and sand are available on station. The fish, pheasants and geese are all provided by the State of Maine at no cost to the Navy while nature provides the berries and clams. Feed grain plants and trees are purchased at very low cost from federal agencies and private nurseries. The station's Public Works Department has all the necessary construction equipment.

Pheasants have spread over a large area along the coast and are adapting to the region, thus enabling nearby residents, as well as station personnel, to enjoy hunting this popular gamebird. A similar situation exists with trout. Many swim up the stream that feeds the station's reservoir creating fine fishing for those willing to walk a half-mile into the woods.

Although the Cutler conservation program began as a self-serving, self-help project, it not only materially improved the natural environment of the station, but also improved recreational facilities available to those who volunteered their time. Also, the Self-Help projects and the morale boosters Cutler families undertook for their own benefit, will continue to benefit Navy families who serve at Cutler in the years to come.



ALL HANDS photo

We are happy to announce the winners of the All HANDS photo contest (see page 1) and to publish the winning entries in this and future issues for all hands to enjoy. Response to the contest was impressive, and many excellent photos were received from around the world — we thank everyone who entered and helped make it a success.

The All HANDS photo contest was held this year for the first time, open to all Navy men and women — active or retired — Regular or Reserve and their dependents. Winning entries will receive a subscription to All HANDS — first prize, three years; second prize, two years; third prize, one year. Honorable mention photographs will receive an appropriate certificate and recognition through publication of their work in the magazine.

There was no limit to the number of entries. Three categories were set up; however, the top three prize-

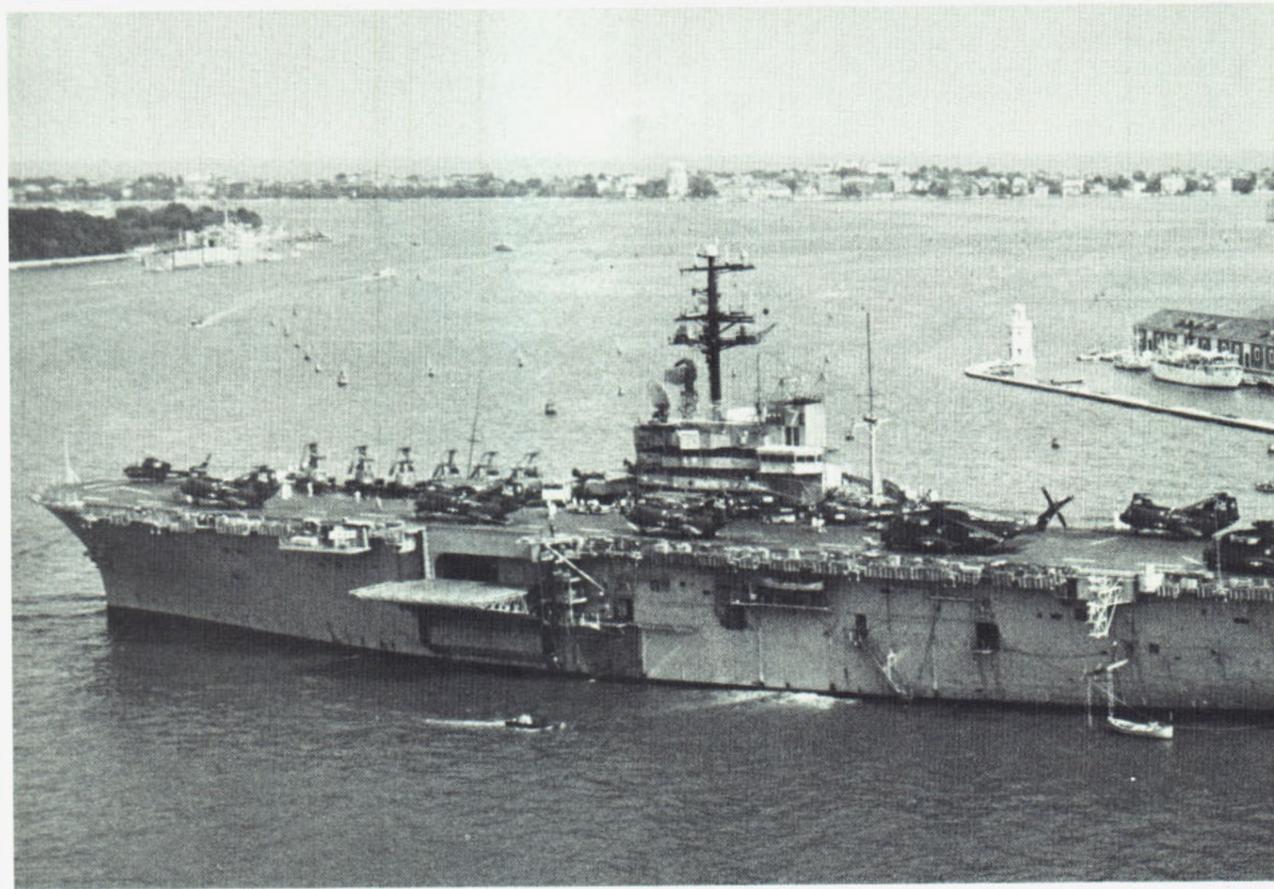
winning entries could cover any or all categories:

- A Navy theme: Navy men and women on the job, Navy scenes, or ships or units in action.
- Navy life: recreation, liberty, travel.
- The Navy family.

All photos were taken during the 1973 calendar year.

The Navy offers photographers an unlimited variety of interesting and exciting subjects. Navy men and women at work, or traveling, on leave and liberty. There was lots of variety: The thoughtful mood of a welder beginning his day keeping Navy ships in good repair; the tense reaction of the bo's'n struggling with a refueling hose at sea; the intensity of a Navy woman learning to handle a helo cargo hook; the concentration of a hospital corpsman assisting in an operation to save a life; a sailor intent on sinking the "14" ball.

The variety of ships and aircraft is revealed in: the



contest winners

pride of an LPH showing the flag in Italy; the quiet of an LSD anchored off the ancient coast of Crete or helos and jet fighters at rest on a golden sunset-bathed flight deck; and the spectacle of the Blue Angels thrilling thousands.

The variety of Navy subjects is also shown in the sea: The awesome beauty of a sunset in the western Pacific or the Mediterranean — or the Navy family: The worry-free snooze of a cherub floating in the sun; and the happiness of a small boy upon his brother's graduation from the Naval Academy.

These are just a few of the never-ending variety of Navy scenes — shown here at their best.

Not all the prize-winning photos can be shown in this issue. The top two color winners appear on the front and back covers, and all of the black and white entries are printed throughout this issue.

Other prize-winning and honorable mention color

entries will be shown at a later date because the use of full color in ALL HANDS is currently limited to outside covers. Even if you were a nonwinner you may also see your photos (with credits) used in future issues. We're proud of the high caliber of pictures submitted.

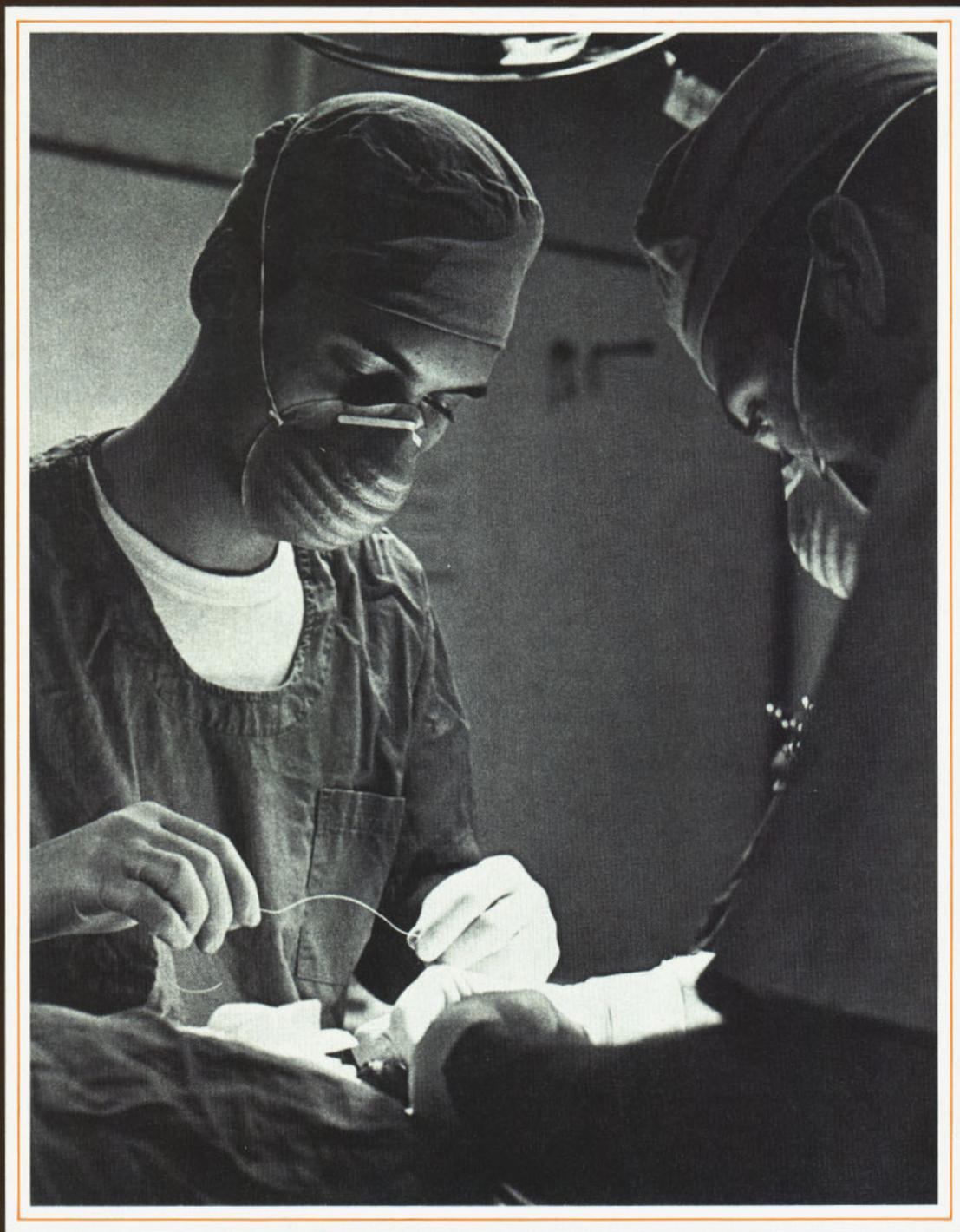
Congratulations to the contest winners and, once again, thanks to all who took the time to send in entries. But don't wait for the next contest to send in your photos. If you want to see your work in print (written and/or pictorial) send your contributions in now. For details on procedures, see page 64.

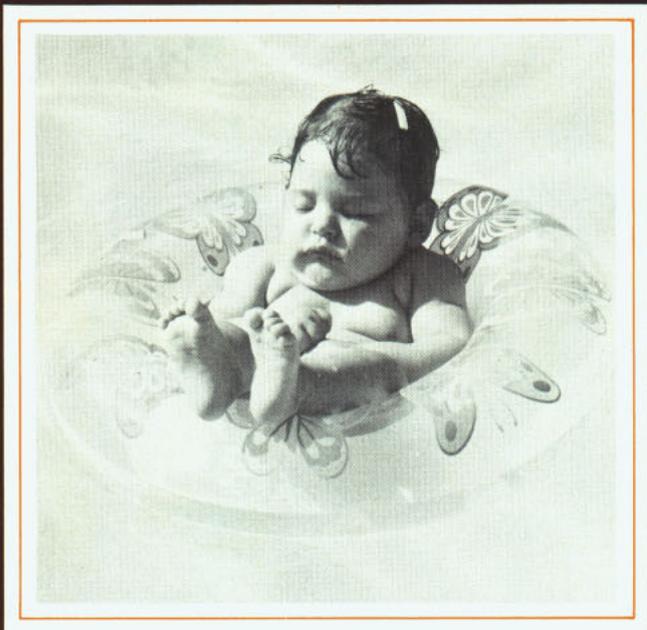
Below: "Guadalcanal in Venice" — an island city afloat proudly shows the U.S. flag in a city of islands in this Second Prize (B/W) photo made by PH2 Rick Boyle of USS Guadalcanal (LPH 7).



ALL HANDS photo contest

honorable mention





Left: "Ah, Nothing Like the Sea," little Paulette Cairo must be thinking as she drifts worry-free in her butterfly raft. Paulette is the daughter of a Navyman stationed at Alameda, Calif. The photo taken by PT1 K.E. Blain of USS Ranger (CVA 61) is an honorable mention winner like the others on this page.

Below: The peacefulness of a snug "Anchorage" is portrayed in this photo of an LSD lying off the coast of Crete during underway exercises. Photo by PH2 Harry E. Deffenbaugh, Jr., of ComSixthFlt Staff.

Facing page: A commitment to the job of saving lives is reflected by the concentration of "The Navy Corpsman — A Man and His Pride," a photo taken by PH2 Rick Boyle of USS Guadalcanal (LPH 7).



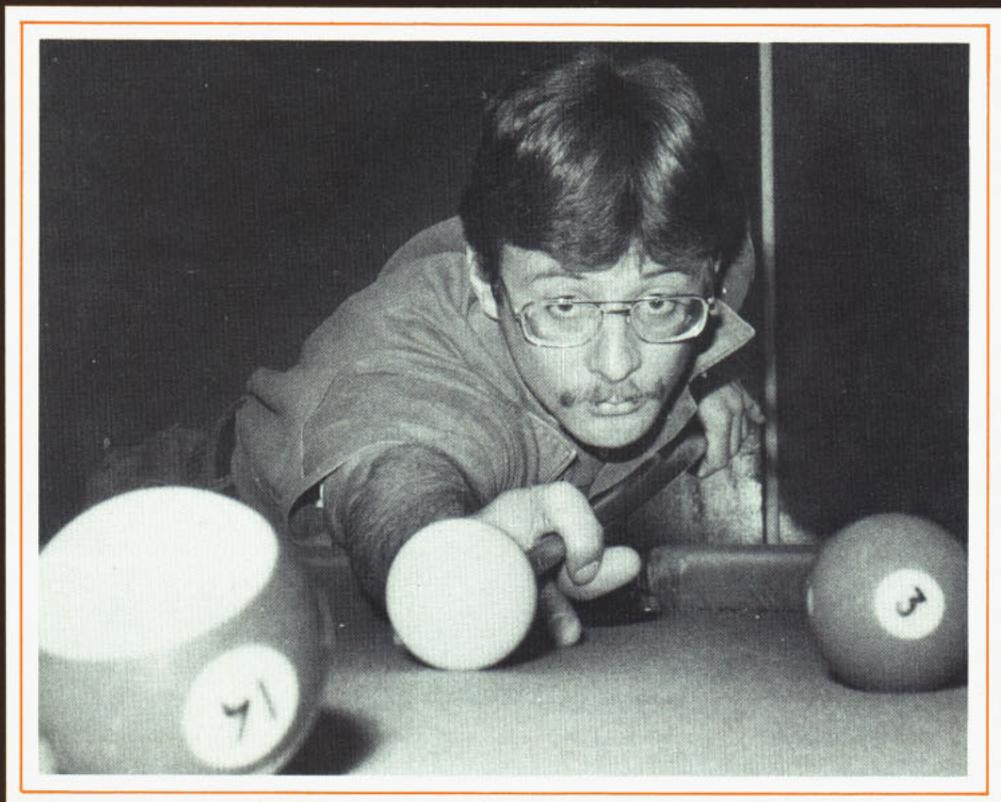
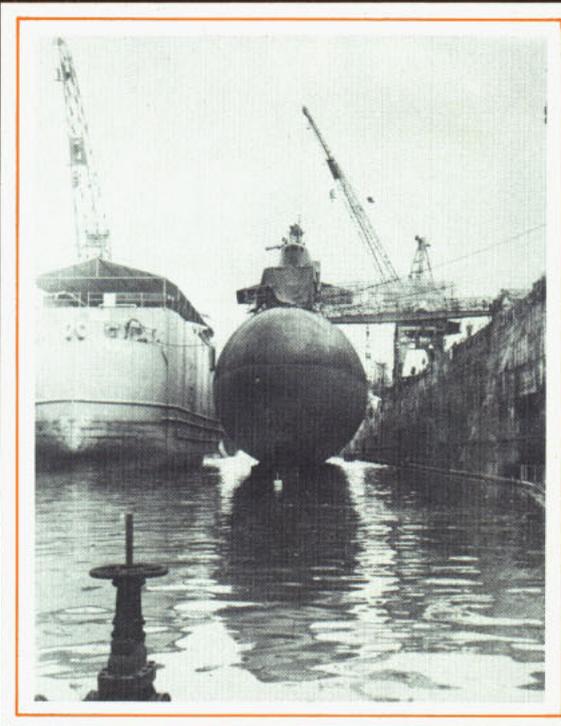
ALL HANDS photo contest

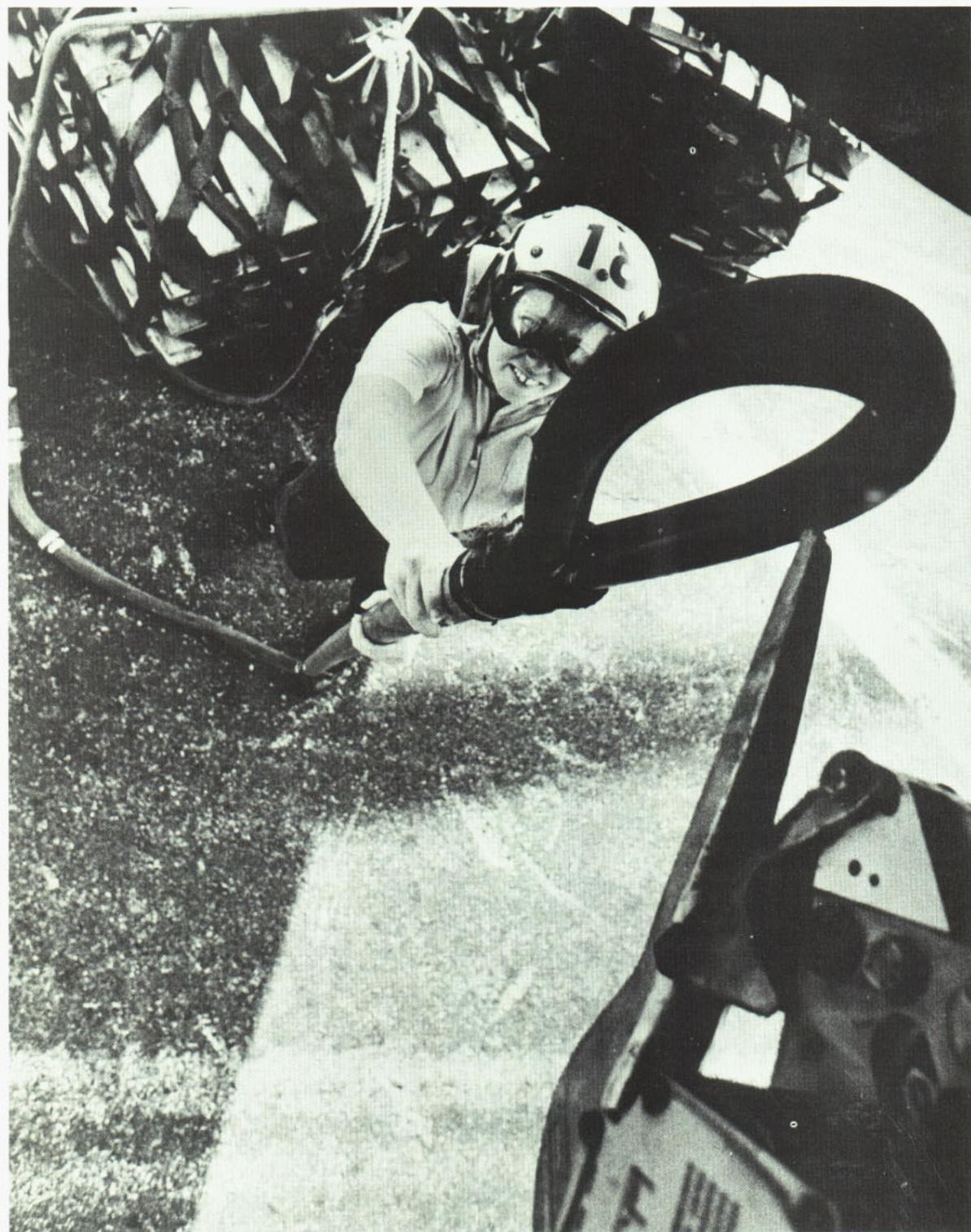
honorable mention

Facing page: The enthusiasm with which women are taking on new tasks in the Navy, as demonstrated by AZAA Lois Matthews, is shown in "Skyhook for a Helo: Navy Women on the Job" taken by PH3 R. G. Edmonson of the Atlantic Fleet Combat Camera Group. These photos all won honorable mention.

Right: The striking appearance of an SSBN is shown in "USS Abraham Lincoln in Drydock" just as she is being refloated. Photo by IC1 (SS) Allen F. Hanson of Abraham Lincoln (SSBN 602).

Below: "Fourteen Ball in the Side Pocket" says the confident Seabee as he lines up the shot. This photo, by PC2 Herbert C. Gordon II of USNMCB Three, shows that Navymen are as intent at their play as they are at their work.





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

'Your Advancement System'



MCPON JOHN D. WHITTET

The opportunities for enlisted advancement are generally viewed in one of two ways, depending on your particular rating. We speak of a rating as either being "open" or "closed" when referring to advancement opportunity.

Why a particular rating is open or closed can be boiled down to two basic general considerations.

First of all, the manning level is a critical factor. Is your rating overmanned or undermanned in relation to the all-Navy authorized strength for your rating? Authorized strength as approved by the Secretary of Defense is based on budget and defense considerations. And authorized strength, by paygrade, is frequently lower than Chief of Naval Operations requirements by paygrade.

By and large, if your rating is overmanned, advancement opportunity is poor and the rating is considered closed. If undermanned, advancement opportunity is likely to be good, depending on your paygrade. Look at the paygrade just above yours. How is it manned? That is where the real advancement story is.

Second, consider the losses within your rating. Deaths, retirements, separations, and even paygrade losses caused by members being advanced all have a hand in advancement opportunity.

In determining the number of personnel to be advanced, the Chief of Naval Personnel takes all these factors into consideration. The total number to be advanced for the fiscal year, by rating and paygrade, is dependent on the net result of the gains, the losses, the beginning inventory and the end strength for the year, but actual advancements for all ratings cannot raise the all-Navy paygrade strength above authorized strength levels.

If a rating is overmanned and no vacancies exist, a "token" number of advancements will be authorized from test passers because the Navy does guarantee minimum advancement opportunity for every rating regardless of manning. In a rating that has vacancies, but fewer than the number of test passers, those not advanced due to quota limitations receive PNA points which count toward the next examination. The maximum number of PNA points is three per examination and no more than 15 for any one individual. If in the rating and pay grade the vacancies equal or exceed the number of test passers, then advancement opportunity is said to be wide open.

When the number of test passers exceeds rating and paygrade vacancies, advancements go to those with the highest multiple scores or, in the case of master, senior and chief petty officers, those considered best qualified by the selection board.

Consequently, the higher your examination scores and performance evaluations, the greater your personal advancement opportunity will be.

It is impossible to predict the advancement outlook for individuals. But generally speaking, advancement opportunity for the coming year (fiscal year 1975) looks pretty good. If authorized end strength remains at the current level, advancement opportunity to 3rd and 2nd class petty officer should continue to be excellent. Advancement to 1st class will improve considerably over the current fiscal year, while opportunity for advancement to master and senior chief petty officer will remain at about the same level as the current fiscal year.

I hope to have given you a perspective on the enlisted advancement system that is not available in the course manuals and textbooks. It is quite literally *your* advancement system. Get in there and make the system work for you . . . take the exam!

On the Drawing Board:

TRI-SERVICE MEDICAL UNIVERSITY

A tri-service medical university, designed to graduate a minimum of 100 medical students each year and with ultimate capacity of 300 graduates a year, will be constructed in Bethesda, Md., within walking distance of the naval hospital located there. The university is scheduled to be operational by 1978, and the first class should complete studies by 1982.

Students will be selected by processes prescribed by the Secretary of Defense who will emphasize the basic requirement that all candidates demonstrate sincere motivation and dedication to a medical career in the uniformed services. Upon selection, students will be commissioned officers in pay grade O-1 with full pay and benefits. Graduates will be required to serve on active duty for at least seven years. Up to 20 per cent of each graduating class may choose federal health duty in agencies other than the uniformed services.

The site for construction is in keeping with the law's requirement that it be within 25 miles of the District of Columbia. The Bethesda Naval Hospital will be one of three military hospitals in the greater Washington area where medical students can gain clinical experience. Others are Walter Reed General Hospital and Malcolm Grow Air Force Hospital.

Some of the present facilities of the Bethesda Naval Hospital will be razed or converted to other use. A new complex will be designed for medical care.

The new medical-teaching hospital will incorporate

the latest in health care delivery design and efficiency of operation. It is expected that the total cost of the hospital and university will be in the range of \$200 to \$300 million.

The Naval Facilities Engineering Command has been assigned the responsibility for the design and construction of the university and hospital.

Navy Tests Redesigned Work Uniform Aboard Several Ships and Stations

The Navy work uniform worn by enlisted men for the past two years has been redesigned and is currently undergoing testing by the Navy Clothing and Textile Research Unit (NCTRU), Natick, Mass. Nearly a thousand of the new outfits are being worn under work conditions on several ships and shore commands during six months of field tests. NCTRU, which designs most of the clothing worn by Navymen, restyled the work uniform because of enlisted men's objections to some of its features.

In contrast to the current outfit which has a jumper style shirt with a three-button front opening, the work uniform in its proposed redesign includes a button front shirt with two button-down flap pockets similar in design to the old chambray shirt worn before the current jumper was authorized. The new shirt is tucked inside the trousers and the restyled trousers have flare bottoms instead of the straight legs of the current version.

The material used in the redesigned uniform has also been changed. The new fabric is a polyester-cotton blend which is lighter and more comfortable than the nylon-cotton blend of the present outfit. It also presents a better appearance after laundering, with fewer wrinkles and more shape retention.

The six months' field test to which the redesigned uniform is being submitted is intended to evaluate the acceptability of the new materials, their durability under shipboard work and laundry conditions and the overall utility of the uniform.

Changes Concerning Contact Reliefs Will Affect Officers Submitting Voluntary Resignations

Some changes have been made concerning the voluntary resignation policy affecting officers of the Regular Navy and the Naval Reserve serving on active duty. The procedures are set forth in SecNavInst 1920.3G, dated 6 Dec 1973.

One change concerns contact relief — when a contact relief is not required, an officer who wishes to resign his commission must submit the resignation in time to reach the Chief of Naval Personnel at least four months before the desired effective date. When a contact relief is required, the resignation must reach

Shortage of Denim Fabric Brings About Limited Supply of Dungarees in Stores

The shortage of denim fabric needed for Navy dungarees has reached a critical stage, according to the Navy Resale System Office in Brooklyn, N. Y. As a result, most Navy Exchanges and all ship's stores afloat will not be able to replenish existing stocks and it appears this shortage will continue indefinitely.

The prime contractor which supplies dungarees to exchanges has been unable to obtain denim fabric. Alternate sources of supply have been investigated but none has a sufficient quantity of denim available to meet the need.

The Navy Resale System Office has used every means available to obtain sufficient quantities of the fabric for manufacturing dungarees but the material is just not available. Denim is being used in increasing quantities for such items as upholstery, handbags, book binders and civilian clothes. NAVRESO has successfully negotiated with one manufacturer for limited quantities of dungarees for 10 exchanges in areas where Navymen are concentrated. This supply is expected to last only through April 1974, however. Cost will be higher to meet increased production expenses.

the Bureau at least six months in advance of the desired effective date. In addition, resignations shall not be submitted to reach the Chief of Naval Personnel more than eight months prior to the desired effective date.

If necessary, BuPers has the authority to delay an officer's resignation up to six months from the date the request is received in order to provide for a relief. The new instruction also provides that commanding officers evaluate, in their forwarding endorsements, the relief requirements.

Naval Research Camera Aboard Skylab IV Records Progress of World's Latest Comet

In January, when comet Kohoutek streaked across the sky at its brightest, a Naval Research Laboratory camera snapped pictures of it from both inside and outside Skylab IV.

The camera had been redesigned for Skylab by NRL men from their original model, used for man's first moon-based space observatory which operated during the *Apollo XVI* mission.

The camera viewed the comet in ultraviolet light which made it possible for scientists to compare Kohoutek's halo with that of other recent comets. Comparison was also possible with the earth's hydrogen geocorona which was photographed from the moon during *Apollo XVI*.

During the Skylab IV Mission, the NRL camera was the only device available to NASA which could obtain images of the comet on a wavelength which included the light from atomic hydrogen.

Two Installations Net \$1.2 Million In Timber Sales During Past Year

Forestry is not everybody's idea of a Navy activity, yet the Natural Resources Program managed and executed by the Naval Facilities Engineering Command each year selectively harvests and plants an impressive number of trees. In its management program, the Navy develops methods which improve both the land and its vegetative cover. Soil is stabilized, thereby inhibiting erosion while forage and food for both wildlife and fish are preserved.

Last year, the U.S. Naval Weapons Station at Charleston, S.C., and the Marine Base at Camp Lejeune, N.C. carrying out a forest ecological program, made it pay off in more ways than one. They established a record for individual timber sales within the Navy amounting to a total of \$1,201,246.

Proceeds from these and other lumber sales are used to finance planting of tree seedlings to replace the mature timber stands which have become overly dense. In other areas, only selective thinning is necessary to maintain a high level of desirable growing stock.

Naturally, the Navy isn't in the forestry business for its own sake. Navy-owned woodlands improve recreational potential, protect watersheds, provide buffer zones, trap pollutants, reduce noise, produce oxygen and generally improve the aesthetic quality of the landscape. The timber lands benefit both the Navy and the nearby civilian communities.

Profiles of the



Earlier this year, Gerald E. Thomas was selected for flag rank along with 36 other captains and became the second Black officer of the Navy to achieve the grade of rear admiral. He was preceded by RADM Samuel L. Gravely, Jr., who became an admiral two years ago.

RADM selectee Thomas joins the group of flag officers who entered the Navy and achieved their first success by taking advantage of the NROTC college training program.

Some four and one-half decades ago, on 29 Jun 1929, when Gerald Thomas was born, there might have been some indication that he might enter the seafaring life because he was born not far from the sea, in the little town of Natick, Mass., which is slightly more than a stone's throw from Boston harbor and the home of the Navy's oldest ship still in commission, *USS Constitution*.

But after the future admiral graduated from high school, he enrolled at the University of Nebraska — about as far from salt water as it's possible to go in these United States. One year later, however, he had the opportunity to enter Harvard, and it was there that Gerald Thomas became interested in what the

Two Stars for Gerald Thomas



Above: Rear Admiral selectee CAPT. Gerald E. Thomas. Above, left: USS Edson (DD 946), one of the ships of DesRon 9 which is CAPT Thomas' present command. Other ships in DesRon 9 are USS John Paul Jones (DDG 32), USS Ramsey (DEG 2), USS Cook (DE 1083), USS Hammond (DE 1067) and USS Lang (DE 1060).

Navy offered, starting with the Naval Reserve Officer Training Program, from which he emerged in July 1951, with an ensign's commission.

His first sea duty was aboard USS *Newman K. Perry* (DDR 883) where he served as damage control officer, and later as engineering officer. After service in *Perry*, he was assigned to USS *Worcester* (CL 144) as main battery officer and radio officer.

In 1956, the Navy afforded him the opportunity to return to school in Washington, D.C., where Gerald Thomas studied the Russian language. He became sufficiently proficient to qualify as a Russian interpreter, and won assignment to the National Security Agency at Fort Meade, Md.

With his career picking up steam, the young officer was assigned in June 1960 to the radar picket escort ship, USS *Lowe* (DER 325) where he served as execu-

tive officer. Two years later, he had his first command at sea aboard USS *Impervious* (MSO 49), an ocean minesweeper then operating in the western Pacific.

In July 1963, the future rear admiral began a stint with the Bureau of Naval Personnel in Washington, D.C., serving as assistant Head of the College Training Program Section in the Officer Promotion Branch. He also assisted in administering the NROTC, Navy Enlisted Science Education (NESEP), Reserve Officer Candidates (ROC), and the Merchant Marine and Chaplain programs. In addition, he was a member of the President's Board for Racial Equal Opportunity. As such, he was responsible for making and helping implement several valuable recommendations for achieving racial equality in the Navy.

Gerald Thomas' career continued to move forward after his assignment with BuPers when he was appointed to attend the Naval War College at Newport. Here he was selected as a distinguished graduate of the School of Naval Command and Staff for the 1965-66 academic year. His achievements led the Navy to enroll him in 1966 to study international affairs at George Washington University (where he received his Master of Science degree).

From 1966 to 1968, he commanded USS *Bausell* (DD 845) while she operated as a unit of the Pacific Fleet. In this period, he was cited for performance during combat operations in southeast Asian waters and was awarded the Navy Commendation Medal.

In 1968, the future admiral went inland again, this time to Prairie View, Tex., as executive officer of the first NROTC unit ever established at a predominantly black college — Prairie View A & M. He later served as CO at Prairie View where he earned the Meritorious Service Medal for outstanding performance.

Before returning to sea, then-Captain Thomas reported back to the campus as a student, earning his Ph. D. degree in Diplomatic History at Yale University.

He assumed command of Destroyer Squadron Nine operating in WestPac in September 1973 and was serving in this capacity when selected for rear admiral.

DesRon Nine, WestPac, and his shipmates throughout the Navy wish him well.

Profiles of the Fleet

PNSN Kati Garner, Navy Diver

She's not just another Navy woman trying to get ahead. Instead, thanks to a lot of persistence, stamina and help, Personnelman Seaman Nancy "Kati" Garner is now a qualified graduate of the Navy's Second Class Diving School located at San Diego.

Kati agrees that her request for the school was a little out of the ordinary. Most people reacted with disbelief, but after six months of submitting special requests and waiting, she received temporary additional duty orders to the scuba phase, a four-week course, at the diving school.

"I've always been athletic," she says. "I looked to diving as a challenge and it certainly was one."

A qualified scuba diver in civilian life, Kati started preparing for her stint at school long before her hopes of becoming the Navy's first woman diver began to

jell. She teamed up with Chief Signalman Bob Diecks, a shore-based SEAL and the swimming pool coordinator at the San Diego Training Center. With Diecks coaching, Kati built up her running to three miles every morning, while she continued to swim one-half to three-quarters of a mile daily. Supplied with the UDT exercise program by Diecks to get her in shape, she even started lifting weights no less.

"The school was physically exhausting to say the least," she says. "The only real problem was trying to keep up with the guys on push-ups—there was no slack at all."

At no point did Kati consider giving up. The unique training techniques of the divers which often befuddle the average student didn't bother her, she says, "I was mentally prepared as well as physically."



Left: "Kati" gets help placing her diving insignia after graduating as the Navy's first woman diver. Below: Watching her classmates finish their dives. Right: "Kati" charges scuba bottles. Right, above: "Kati" hoists the diving flag indicating there are divers in the water.



"Chief Diecks helped the most in that respect. Some of the things they have you do seem kind of stupid, but you have to understand the objective. A few times I did get a little mad — once I fell playing leapfrog during PT and cut up my knees pretty bad."

The attitude among her mostly Marine and Air Force schoolmates was, for the most part, very good. "There was a little sarcasm now and then, but the guys were real gentlemen," she says.

Nicknamed "Punk" by her classmates, Kati said she felt her fellow students didn't mind a distaff invasion into what may be considered exclusively a man's domain. "The class spirit helped everyone," she says. "Everyone was equal and when you've got a whole class pulling together, now that's all right!"

What's Kati's future now that she's got the training? Back at her parent command at NTC San Diego, she is contemplating cross-rating. "It seems to be the only thing to do if I'm going to get a diver's billet," she says. Boatswain's mate and engineman have been mentioned as possible rating switches.

Now that she's taken the plunge, how does she feel about other women attempting to enter the Navy's diving world? "Well, the first thing they have to realize is that it's a serious business. I think it would be great if another woman wanted to go to the school, but I think she should be mentally as well as physically prepared for it. It takes your entire mind and body, but it's worth it."

— Story and photos by JO2 Cherie Campbell



Profiles of the Fleet

Glen Elliott, Hospital Corpsman

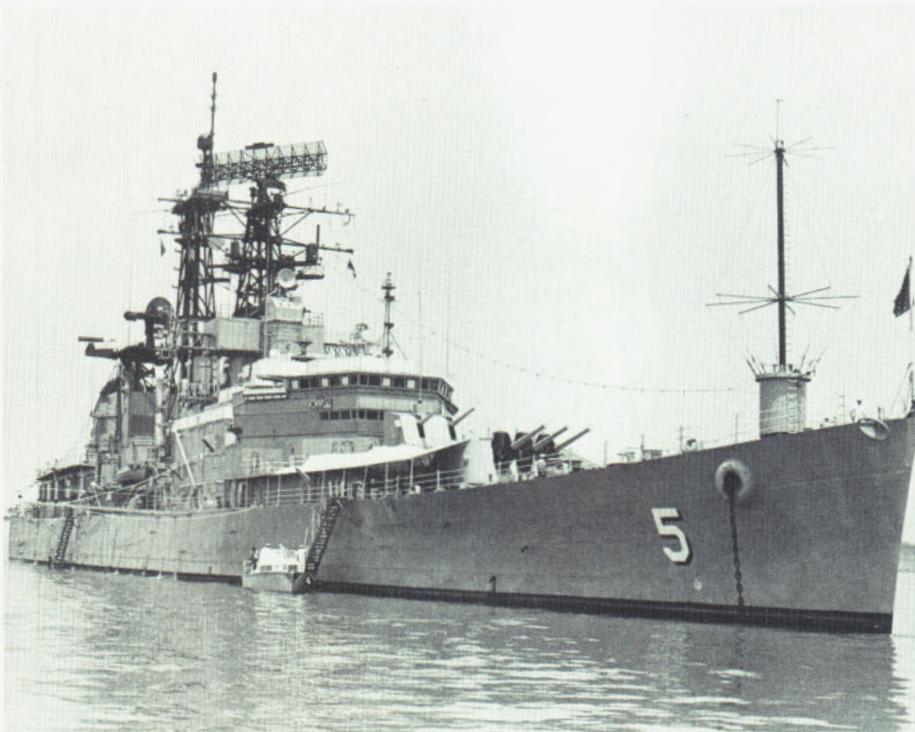
Although four years of college is one of the usual prerequisites to become a naval officer, some men with college degrees choose not to accept a commission. Instead, they enter the service as enlisted men because they can get a particular type of training which interests them. They are responding to a trend within today's Navy which strives to open up educational opportunities, take advantage of previous education and skills and attract and retain men with more education, both in the Navy's officer corps and in the enlisted rating groups.

Hospital Corpsman 2nd Class Glen E. Elliott is such a man. Now serving with the U. S. Seventh Fleet in the Western Pacific, he entered the Navy after teaching high school chemistry for four years.

With a four-year tour ahead of him, he could get more education as well as practical experience, "... and the Navy's medical program was where I could get it," he said. He could qualify as an officer candidate, but he wasn't eligible for a commission in the Medical Service Corps, so he joined up to get his medical experience in the Hospital Corps.

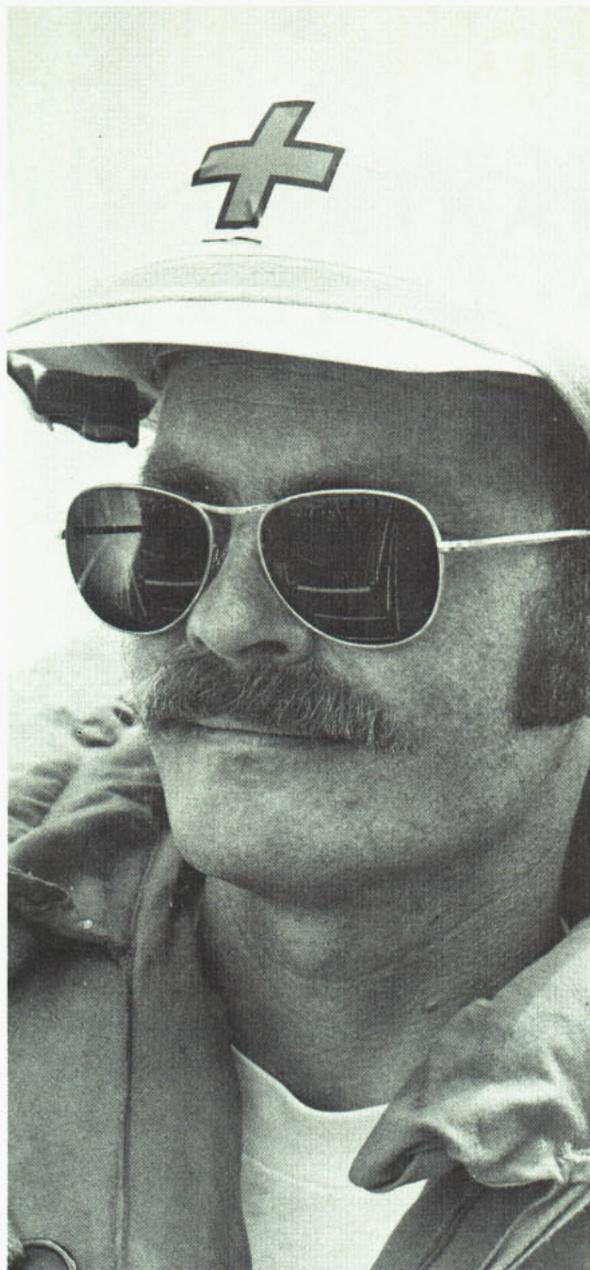
Glen, who graduated from high school in 1960, holds a bachelor's degree in physiology and also a Bachelor of Arts in secondary education from Oklahoma State University.

In 1969 he closed his chemistry books and headed for bootcamp in San Diego, the first step in his plan to acquire additional medical knowledge and experience, while getting paid.



Left: USS. Oklahoma City. Below HM2 Elliott examines a slide. Above, right: HM2 Elliott fills one of many prescriptions. Far right: HM2 Elliott stands ready while the ship receives supplies underway in the Pacific.





The next few years were spent in the San Diego area where Glen attended Hospital Corpsman "A" School and, upon graduating, was assigned to the Balboa Naval Hospital for seven months.

"By that time," he said, "I knew that I wanted to specialize in pharmaceutical medicine." Glen then attended the 9-month Pharmacy Technician School at San Diego, finishing second in a class of 35.

He was then transferred to the Naval Air Station at Corpus Christi, Tex., for a year's duty. "I really enjoyed it. On my off-duty time, I worked as a pharmacy technician at the local Physicians' and Surgeons' Hospital," recalled Glen.

He is currently a member of the 15-man medical department of USS *Oklahoma City* (CLG5), Com-SeventhFlt flagship, where he is one of two specialists in the ship's pharmacy/medical lab who process an average of 700 prescriptions monthly. On a typical day the laboratory staff will perform blood tests, analyze specimen slides and attend to the routine medical needs and administrative workload generated by the ship's 1200-man crew. His training also qualifies him in the use of complex X-ray equipment, operating room techniques, and patient care.

Along with medical training and experience, the Navy has given Glen the opportunity to travel.

Oklahoma City operates out of Yokosuka, Japan, and spends about 50 per cent of her time visiting nations throughout the Western Pacific. "Since coming aboard in October 1972, I've been to places I thought I'd never see," Glen said. The ship has visited Hong Kong, Singapore, Manila, Thailand, Korea and Taiwan in recent months. Tokyo and other points of interest are just hours away from her home port.

HM2 Glen Elliott — an enlisted man taking advantage of what the Navy has to offer — further education, training, practical experience, and seeing a bit of the world to boot.

— Story and photos by PH1 Tom Green

Profiles of the Fleet

Homeporting Overseas Wins Friends, Neighbors

Homeporting can mean many things to many people. The Gorell family, now with the staff of the Sixth Fleet Commander and homeported in Gaeta, Italy, made their tour something special — not only were they together but they got together with a native Italian family, that of Mimmo and Maria Di Maccio. The results have been beneficial for both.

"We feel very fortunate to be able to learn Italian customs and the language," Linda Gorell says. Linda, her husband Fred, and their son, Jeffrey, have known the DiMaccio family ever since Mimmo came to do some repairs on their apartment before they moved in. "He is a first-rate repairman and Maria is his girl Friday as well as his wife," says Lieutenant Commander Gorell, an assistant public affairs officer with the Sixth Fleet Staff.

From the very beginning, three-year-old Jeffrey was a big attraction with the Di Maccios. Jeffrey was

soon picking up enough Italian from Maria and Mimmo that his parents were struggling to keep up their sides of the conversation.

"Maria and Mimmo invited us to their home for some authentic Italian cooking," says Linda. "We loved every minute of it — everything from the great food to the education, learning about people by relaxing with them in their homes. And, of course, Jeffrey enjoyed all the extra attention."

Since the first dinner invitation, the Gorells and the Di Maccios have exchanged visits and dinners in one another's homes many times. Maria and Mimmo spoke no English when they met the Gorell family. Since then they have learned some English, but most of the communications between the families is in Italian.

"Linda and Jeffrey have spent more time with Maria and Mimmo than I have," LCDR Gorell ad-



Mimmo DiMaccio and his wife, Maria, welcome LCDR Frederick Gorell, his wife, Linda, and their son, Jeffrey, for a holiday dinner, complete with homemade wine and cooking tips, Gaeta-style.

mits, "and it shows in their command of the Italian language. I feel that I have learned quite a lot of Italian through our get-togethers with the Di Macchios, but every once in awhile I have to look to Linda for a translation of one of Mimmo's stories."

"There is a fantastic difference in customs, beliefs and traditions between cultures," says Linda. "For example, there is an Italian superstition that if a pregnant woman does not eat a bit of each food she smells, then her baby will be born with a birthmark. As strange as it seemed to me, I have to admit that some 'old wives' tales' from our culture would seem equally strange to Maria."

"We had a great opportunity," LCDR Gorell says, "to see how some Italians live in the remote mountain villages of this country. Maria's parents live in Petina, a small, picturesque mountaintop town south of Salerno, and we were invited to visit them. Jeffrey was especially excited about the trip to Petina because Maria's parents, although very poor, have about 20 goats, a pig, some chickens and a donkey." Jeffrey spent most of the weekend riding the donkey, Rosalina, who didn't seem to mind the extra burden a bit.

"We spent the weekend in Petina and never ate a store-bought thing," he added.

"We lived exactly as Maria's folks did," says Linda, "exactly as the people of Petina have lived for many hundreds of years. We helped with the daily chores

of milking the goats and watched Maria's mother turn goat milk into two types of delicious cheese. With milk and cheese from the goats, and a very tasty sausage from the few pigs they raise, they supplemented their diet with fresh fruit and vegetables grown on their own land, and the mother even made her own bread from wheat she grew herself."

LCDR Gorell added that the food was "very simple and delicious. The most interesting part of our trip was to watch and learn about their totally different way of living."

In Gaeta, Linda finds that Maria's shopping tips have helped her find the best values. "I had to buy curtain material for my living room and Maria took me to the local flea market, taught me how to bargain with the merchants and, as a result, saved me about 40 per cent of the first price quoted."

Gaeta is home port for the light guided missile cruiser USS *Little Rock* (CLG 4), on which the staff of the Sixth Fleet Commander is embarked. In this picturesque fishing village, halfway between Naples and Rome, the Gorells have found that they are ideally located for traveling through Italy.

"We are really very close to all the sights of Rome to the north and Naples and Pompeii to the south," Linda says, "and the language and customs we have learned from our Italian friends have helped us to get around and fully enjoy our travels through all of Italy."

Family Assignment

Honolulu, Here We Come

An oft-heard complaint is that Navy duty separates families. Here's one case where the Navy brought a family together — and kept it together.

Della Gibson and Andrew M. Suter were classmates at the first coed class in the 22-year history of the Navy's Officer Candidate School.

The two were graduated and commissioned ensigns at the Newport Naval Officer Training Center in early November. They were assigned, as students, to the Naval Communication School at Newport and were married in November by Navy Chaplain Edward Fallon.

Their first duty assignment when they leave the communication school? Together, of course, at the Naval Communications Station, Honolulu, Hawaii.



NATTC Schoolmaster of the Year

With the dimming of lights, the audience began to focus attention on a teaching platform in the plush motel amphitheater in Olive Branch, Miss. The evening was the climax of months of competition among at least 1000 Navy and Marine instructors. Scores of high ranking military officers and prominent Mid-South education officials were in attendance.

Back stage, contestant Senior Chief Petty Officer Robert E. Burfitt knew that it was too late for any changes in his planned presentation. Then the aviation electronics technician stepped before the judging committee and as a result of his presentation was named NATTC Memphis Schoolmaster of the Year.

Runners-up in the base-wide competition were Petty Officers 1st Class Eric A. Wuellenweber, and for the second consecutive year, William F. Pullam. Although these two were not chosen schoolmaster, they, Chief Burfitt, and everyone who participated throughout the competition were named "winners" by NATTC Executive Officer Commander Paul J. Jenkins.

Entitled "Introduction to Radar," Chief Burfitt's presentation was designed to provide a basic understanding of radar theory and maintenance. In a mere 15-minute and 30-second period, the senior chief introduced a class of beginners to the assurance which radar equipment can provide to pilots aloft in less than perfect weather. He also illuminated the five basic parts of a radar set with a cleverly constructed console which electrically lighted each component as it was discussed.

Described as the essence of radar theory, the "echo principle" was graphically depicted during the senior chief's presentation with a saucer-shaped antenna and a wired-pulley, special effects device. The equipment illustrated how a radar signal was generated outward to contact a flying object and then bounced back to the antenna and displayed on the screen.

Chief Burfitt, a Tennessee native, joined the Navy in July 1957 and has had two tours of duty at NATTC Memphis as a student. He is now assigned to the Quality Assurance Division of the Avionics Technician School, Class (B).

In proving his consistent excellence as an instructor, PO1 Pullam, an aviation structural mechanic

safety equipmentman, again reached the Schoolmaster finals. First attaining the honor during the 1972 competition, the petty officer's effort this year dealt with the "Earth's Atmosphere." In defining the four zones which, one atop the other, form our planet's atmosphere, PO1 Pullam equated each one's depth with the distance in miles from Memphis to major cities across America. A 12-year veteran, PO1 Pullam is now serving as an instructor at the AME (A) school.

PO1 Wuellenweber was the third contestant to appear before the judging panel that evening. His presentation was entitled "Caution: Line Graph in Use." Most are familiar with the common line graph, the aviation maintenance administrationman said, but are unaware of the many distortions possible in a poorly constructed one. When correctly utilized, he stressed, a line graph can be used to express any viewpoint if proper care is given to the scales, unit identification and legend. A line graph can be an excellent means of showing a trend of data over a period of time, he said, and if so designed, the comparison of such data.

On his third tour aboard NATTC Memphis, PO1 Wuellenweber is assigned as an instructor in the Data Analysis Course, Class "C".

Intermission that evening meant little to the contestants. It was during this break that the three learned the subject of their topic for the final event — the impromptu presentation. This year the second chapter of the Manual for Navy Instructors, entitled 'The Trainee,' was selected. Each man gave a five-minute presentation on this subject, the judges made up their minds, Chief Burfitt was named the winner, and everyone present went home a little wiser.

—Story by JO3 Jeff Jones
—Photos by PH2 Michael Diehl





CCG Pacific Detachment Alpha - The World's Their Stage

"All the world's a stage," said Shakespeare. Capturing a performance on at least half of that stage are the Navy photographers of Combat Camera Group Pacific Detachment Alfa (CCG Det "A"). Working out of Subic Bay Naval Station on Luzon in the Republic of the Philippines, their territory stretches from the Arctic, across the vast Pacific and to the sweltering jungles of Southeast Asia.

The team was organized during the Korean conflict and operated at that time out of Yokosuka. Three years ago, it was transferred to the Philippines. Members of CCG Det "A" are sent out from San Diego to serve at Subic for six-month periods.

In recent years the film crews have been on the gunline in the Vietnam era aboard carriers, service force and amphibious ships. They have covered "Operation Homecoming" — return of POWs to Clark Air Force Base in the Philippines and photographed "Operation End Sweep" — the Navy's mine countermeasures effort in North Vietnam. The detachment was on hand to film the U. S. rescue efforts during the floods which devastated much of the northern Philippines in 1972.

At one point during "End Sweep," more than two-thirds of the group, two motion picture teams and two still-men, were assigned to cover the operation. They shot more than 6000 black and white still photos, over 4000 color 35mm slides and more than

39,000 feet of motion pictures. Results of their effective work appeared throughout the United States, in newspapers and on network television.

Warrant Officer Franklin R. Hudek, Officer in Charge of Det "A," said, "I remember when we had 10 motion picture crews to handle Vietnam coverage. We needed a lot of men then. However, our manpower needs diminished. Except for the shooting we did on the 'End Sweep' operation, we haven't had a real strain put on us for some time now, but we're ready."

There are times when the crew runs into problems. Photographer's Mate 2nd Class Walter J. Scallan said, "I remember the time we were on a mission to shoot aspects related to Vietnamese culture as background for American advisors. None of us could speak the language, and Vietnamese people are shy about having their pictures taken. They just don't like to be photographed!

"We spent a lot of time with our interpreters and liaison representatives but it paid off."

Det "A" still and movie crews also shoot and document events for local military communities and significant news happenings for the American Forces Radio and Television Network in the Philippines. They also produce training films and visual aids for military forces worldwide.

Because they sometimes have to get in where the action is hot, members of the detachment receive special instructions which prepare them for combat assignments including survival training and weapons indoctrination. Some members are aircrewmembers, others are divers. These specialties all add still another dimension to the group's flexibility and vividly illustrate — where there's action, Combat Camera Group Detachment "A" is ready.



- GAS LIMIT FOR PCS TRAVELERS WAIVED

The 10-gallon per customer limit at Navy exchange gasoline stations will be waived for people traveling on permanent change of station or temporary additional duty orders. Persons wishing to take advantage of such a waiver should be prepared to show their orders to station attendants when they pull in for gas.

- BUPERS SAYS FY 74 PERSONNEL FUNDING PICTURE IS BRIGHTER

The Bureau of Naval Personnel says the Navy's personnel funding picture for the rest of the fiscal year will contain more promotions on time and better duty rotation than in the recent past. Although Navy money in the Department of Defense budget is still scarce, Navy planners say that many of the money-saving procedures have already been put into effect and that the Navy has returned to more normal advancement and promotion patterns and removed most of the constraints on the use of permanent change of station funds that had been imposed as a result of the austere FY 73 PCS funding.

- LETTER BOMBS STILL PRESENT WORLD WIDE PROBLEM

The Navy is reemphasizing its earlier warnings to all personnel about the dangers of letter bombs and other terrorist activities and the precautions to be taken against them. Such a bomb was recently received at a naval air station in Europe and was described as black powder, with a battery and wiring all inside a paperback novel. Its origin is unknown. Bomb damage has been recently sustained by U. S. military and civilian vehicles in Europe.

Personnel who come in contact with what they feel may be a letter bomb or some other explosive, should avoid handling, evacuate the area and contact the proper authorities.

- EYE STANDARDS FOR SUB DUTY RELAXED

The Chief of Naval Operations has relaxed the eye standards for officer and enlisted personnel assigned to submarine duty. The revised requirements will be the same as those needed for the commission as an unrestricted line officer. Interested personnel should check with their medical office.

- COMBINED DECK LOG SET FOR 1 JULY

A new log-keeping procedure combining the old ship's deck log and the quartermaster's notebook into a single log will go into effect throughout the Navy by 1 July. The new ship's deck log will continue to document all shipboard happenings, satisfy all legal requirements and provide any necessary historical information. It will also eliminate duplication of log-writing duties. Detailed information on the new log-keeping procedures will be contained in a forthcoming 3100 series OpNav instruction.

- RECRUITING FIGURES FOR FIRST HALF OF FY 1974

Navy recruiters reached 95.1 per cent of their overall 52,199-man recruiting goal for all regular Navy and Naval Reserve programs during the first six months of fiscal year 1974. Of that number, 37,413 were male first-

term regular Navy enlistees, of whom 84.3 per cent were "A" school eligible, 71.4 per cent were high school graduates and only 3.2 per cent were in the group IV category. The recruiters signed up 2827 women during that period, which was actually 112.2 per cent of the goal.

- TEN PER CENT SAVINGS PLAN COMING TO A CLOSE

The Uniformed Services Savings Deposit Program, which allowed overseas servicemen to earn 10 per cent interest on savings accounts, will be phased out by 30 Jun 1974. No new accounts, cash deposits or deposits by allotment, have been accepted since 31 March. Any request for emergency withdrawal after 31 May will be considered a request for final settlement of the account, and interest on all accounts will cease on 30 June. Payments on accounts will be made as soon as possible after the final date. Accounts of missing-in-action personnel are not affected by this phase-out. Alternate savings plans, such as purchase of U. S. Savings Bonds, are encouraged.

- RESERVE OFFICERS ELIGIBLE FOR CIOR COMPETITION

Naval Reserve officers on active or inactive duty are eligible to compete for berths on the 25-man team which will represent the United States at the Interallied Confederation of Reserve Officers (CIOR) military competitions on 21-27 Jul 1974 in Oslo, Norway. The team will compete in events involving shooting, utility swimming, obstacle courses, distance estimation, first aid, grenade throwing and military orienteering (cross-country navigation on foot). Applications for the competition should be submitted by 25 April. Details can be found in BuPers Notice 1710 of 21 Feb 1974.

- DEPLOYED SHIPS GET RADIO TAPE SERVICE

A new radio programming service for all deployed or overseas homeported ships and submarines is now available upon request through CHINFO. The new service consists of 14 seven-inch reels of prerecorded tape that will be mailed to all eligible ships. Each reel of tape contains six hours of AFRTS radio programs. This new service will enable even small ships to have several types of current, popular radioshow.

- FOREIGN COUNTRY DIVORCE DECREES

The legal experts have sounded a note of caution to personnel contemplating a foreign divorce. Foreign divorce decrees are subject to challenge not only on the basis of jurisdiction but also on a wide range of other factors. Thus, it is possible or even likely that a divorce of two United States citizens in a foreign country may not be recognized in many states even though one or both citizens were bona fide residents of the foreign country at the time the divorce decree was granted.

Such decrees in the absence of any additional U. S. courts actually affirming the decree, may adversely affect military personnel. For example, the foreign divorce may not be recognized for establishment of new allowances based on a subsequent marriage, and may also raise questions regarding the termination of existing allowances to the "former" spouse until there is a clari-

fication of the marital status by a court of competent jurisdiction.

In each individual case, if there is any doubt as to the effect of a foreign divorce, consult your legal assistance officer.

- NAVYWIDE EFFORT ENCOURAGES CAR POOLING

As a means of conserving fuel, the Navy has moved to restrict individual parking on federally owned land or leased parking areas. According to a message from the Chief of Naval Operations, individual parking has been limited and commands have been instructed to implement car pooling programs. Exempted categories include spaces for severely handicapped, top executives, persons with unusual working hours, commissary, exchange or other similar customer service parking, spaces in family housing areas and spaces for people residing aboard ships or in BEQ/BOQ facilities. Detailed instructions on parking will be issued by individual commands.

- NO NEW EARLY RELEASES NEEDED FOR REST OF FY 1974

The Secretary of the Navy has announced that neither the Navy nor the Marine Corps will be required to release any personnel early on a general basis -- voluntary or involuntary -- during the rest of the fiscal year. SecNav said Navy planners had anticipated manpower cuts imposed on the service by Congress for the remainder of the year and, consequently, no general early release programs for either officers or enlisted were needed.

- FY 74 CNO SAILORS OF THE YEAR NOMINATIONS DUE 6 MAY

Competition for selection of nominees for the Atlantic Fleet, Pacific Fleet and Shore Sailors of the Year is now in progress. Names of nominees must be received by the Chief of Naval Personnel by 6 May 1974. All personnel in paygrades E-4, 5 and 6 (except recruiter canvassers) are eligible for selection. The three winners will receive a meritorious promotion; an expense-paid trip with dependents to Washington, D. C. for the promotion ceremonies in July; five days R & R at a CONUS location of their choice; and the choice of duty as assistant to their MCPOF or, for the shore sailor, as assistant to the MCPON or the MCPOC of the Naval Education and Training Command. Details of the competition are given in BuPersNotice 1700 of 2 Mar 1974.

- GOLD WORK CAP INSIGNIA NOW AVAILABLE AT MOST EXCHANGES

The metal work cap insignia with gold chevrons for persons who are authorized to wear gold service stripes, is now in stock at most Navy exchanges, according to the Navy Resale Office in Brooklyn, N.Y.

- INPATIENT DEPENDENT MEDICAL PER DIEM

The inpatient dependent medical care daily rate in military hospitals has been increased from \$1.75 to \$3.50. (By way of comparison, the daily rate in many civilian hospitals is at least \$100.) The rate increase also affects the cost-share requirements for dependents of active duty members under the Civilian Health and Medical Program of the Uniformed Services (CHAMPUS). The decision for an increase follows recommendations that the minimum charge should

be adjusted upward periodically to take into account adjustments in military pay. CHAMPUS patients hospitalized for seven days or less are not affected by the increase.

- CHECK-TO-BANK PLAN PUSHED FOR TRANSFEREES

Anyone being reassigned should consider the advantages of having his check sent directly to a commercial bank. That way, according to Navy officials, one's pay continues to be deposited, whether he is en route on a permanent change of station or assigned temporary duty. With the check-to-bank plan, one does not have to resort to casual payments which are often inconvenient to obtain and may take considerable time to get entered on the pay record.

- FIRST-TOUR SEA DUTY FOR PERSONNEL CONVERTING TO SEABEE RATES

Individuals requesting conversion to a Seabee rating must now spend an initial assignment with a Naval Mobile Construction Battalion on a sea duty assignment immediately after becoming members of the Seabees, even though they may be eligible for a tour of shore duty.

This latest ruling, an April change to the BuPers Manual, relates to the BU, UT, CE, EA, EO, CM and SW ratings.

- BUPERS TO INITIATE ALCOHOL STUDY

A formal research project to study the nature and extent of drinking practices among Navy people has been scheduled to begin this month by the Bureau of Naval Personnel. The survey will be conducted by questionnaires, which will be completely anonymous and which will be mailed to some 10,500 Navy men and women, both officer and enlisted. The study is designed to give insight into the drinking patterns of individuals and help the Navy to design programs of prevention and treatment of alcoholism.

- S-3A "VIKING" AIRCRAFT NEWEST MEMBER OF FLEET

The new S-3A Viking antisubmarine warfare aircraft has become the newest member of the naval air fleet. The S-3A is a highly advanced, carrier-qualified jet designed to replace the older, propeller driven S-2 Tracker, the Navy primary carrier-based submarine hunter for nearly 20 years. The Viking carries a four-man crew, can cruise at speeds up to 370 knots, can range 700 miles from its carrier, and can remain airborne for nearly eight hours without refueling.

- NAVY VILLAGE NAMED FOR FIRST POW NAVAL AVIATOR

Family housing aboard the Naval Air Station, LeMoore, Calif., has been named "Alvarez Village" in honor of Lieutenant Commander Everett Alvarez, Jr., the first naval aviator to be taken prisoner by North Vietnam and the longest held prisoner of war in North Vietnam.

ARE YOU ELIGIBLE?

State Bonuses for Vietnam Veterans

Ohio and West Virginia have become the two latest states to authorize bonus payments for Vietnam veterans, making a total of 15 states, plus the Territory of Guam, which have enacted such laws.

Since the signing of the Vietnam cease-fire agreement of 27 Jan 1973, cutoff dates for bonus applications have been established in several of these states, including Delaware which set a deadline of 28 Mar 1974. The following is a rundown on the 14 remaining bonus laws which are still open for applications:

- **Connecticut** — Under the Connecticut bonus law, you must have been a legal resident of the state on 1 Oct 1967, must have been a resident for at least one year before entering active duty, and must have had at least 90 days of active duty between 1 Jan 1964

and a date which is determined to be the end of the Vietnam conflict. The bonus is figured at the rate of \$10 for each month of active duty in the specified period, up to a maximum of \$300. There is also a provision for payment to survivors of deceased veterans.

Information and forms may be obtained from: Veterans Bonus Division, State Treasurer's Office, 20 Trinity St., Hartford, Conn. 06115.

- **Guam** — To qualify as a Vietnam veteran for purposes of the Guam bonus, you must have served on active duty for more than 90 days between 5 Aug 1964 and the end of the Vietnam conflict, and you must have been a resident of Guam immediately before entering active duty. Payment will be made at the rate of \$30 a month for each month of active duty, with a maximum payment of \$720. If an individual

who would have been entitled to the bonus is deceased, payment will be made to survivors. Applications must be submitted not later than two years after the date determined by Presidential proclamation or concurrent resolution of the Congress as the date of the termination of the Vietnam conflict.

(Incidentally, the territory of Guam is still accepting bonus applications from World War II and Korean veterans who meet the eligibility requirements. However, the application deadline is 1 Jul 1974.)

For information, contact: Veterans Affairs Officer, Office of Veterans Affairs, Veterans Bonus Division, P. O. Box 3279, Agana, Guam, 96910 or Congressman Antonio B. Won Pat, Room 216, Cannon House Office Building, Washington, D. C. 20515.

• **Illinois** — To apply for the Illinois bonus you must have served on active duty on or after 1 Jan 1961, and you must have been awarded the Vietnam Service Medal. You must also have resided in the state for at least 12 months immediately before entering active duty. The bonus is set at \$100, except that a beneficiary of an Illinois service member who was killed in Vietnam, or who dies from causes connected to his Vietnam service, may receive a payment of \$1000.

For information and forms, write: Illinois Veterans Commission, Vietnam Compensation Fund, 221 W. Jefferson St., Springfield, Ill. 62705.

• **Indiana** — For the Indiana bonus, you must be on active duty or have been honorably discharged, must have been a resident of the state for at least six months before entering active duty, and must be entitled to either: The Armed Forces Expeditionary Medal for service in Southeast Asia between 1 Jul 1958 and 3 Jul 1965 or the Vietnam Service Medal for service in Southeast Asia between 4 Jul 1965 and 28 Mar 1973. Bonus payments will be \$200, except for eligible individuals with a disability rating of 10 percent or more, in which case the payment will be \$500. If an individual otherwise fully eligible was

killed while serving in the Armed Forces, the payment to the next of kin will be \$600.

Cutoff date for applications is 28 Mar 1976. Contact: Indiana Department of Veterans Affairs, Vietnam Veterans Bonus Division, 707 State Office Building, Indianapolis, Ind. 46204.

• **Iowa** — To qualify under the Iowa law you must have had at least 120 days of honorable duty as specified below, must have been a legal resident of the state for at least six months immediately before entry on active duty and must meet the following:

If your service was between 1 July 1958 and 4 Aug 1964, you must have earned the Vietnam Service Medal or the Armed Forces Expeditionary Medal (Vietnam), or otherwise be able to prove Vietnam service. Payment will be made at the rate of \$17.50 for each month in the Vietnam service area, not to exceed \$500. Only time spent in the Vietnam service area is compensable.

If you served between 5 Aug 1964 and 30 Jun 1973, and earned the Vietnam Service Medal or the Armed Forces Expeditionary Medal (Vietnam) or can otherwise prove Vietnam service, payment will be made at the rate of \$17.50 for each month spent in the Vietnam service area and \$12.50 for each month not spent in the Vietnam service area, with the bonus payment not to exceed \$500.

For service between 5 Aug 1964 and 30 Jun 1973, if you did not earn either the Vietnam Service Medal or the Armed Forces Expeditionary Medal (Vietnam), payment will be made at the rate of \$12.50 per month, with total payment not to exceed \$300.

Survivors of eligible veterans who died of non-service-connected causes may be paid the same compensation to which the veteran would have been entitled if he were still living. For individuals who are disabled from service-connected causes or the survivors of those deceased from service-connected causes incurred during a period and in the area for which compensation is payable, payment will be made at the maximum rate. Cutoff date for making applications is 30 Jun 1977. Contact: State of Iowa Vietnam Service Compensation Board, State Capitol, Des Moines, Iowa 50319, the County Recorder for your county or any veterans organization in Iowa.

State Bonuses

- **Louisiana** — The requirements are that you must have served in the Vietnam combat area between 1 Jul 1958 and 28 Mar 1973 and must have been a citizen of the state at the time you entered military service. The payment is \$250 regardless of length of service.

The law also makes provision for payments to survivors — \$1000 if the service member's death occurred as a result of military service in the Vietnam combat area and \$250 if the cause of death was unrelated to Vietnam service.

For information, contact: Department of Veterans Affairs, Vietnam Bonus Division, 3rd Floor, Old State Capitol, Baton Rouge, La. 70801.

- **Massachusetts** — For this bonus you must have had six months' active duty between 1 Jul 1958 and 1 Apr 1973, and you must have been a legal resident for at least 6 months immediately before entering the service.

Career officers must have at least three years' continuous service after 1 Jul 1958. Career enlisted men and women must have completed at least three years' service after 1 Jul 1958 and must have completed their first enlistment. Those career officers and enlisted members whose active service began before 1 Jul 1958 must have had at least six months' legal residence in the state before that date.

The bonus payment is \$300 for those whose duty included the Vietnam theater and \$200 to all others. Survivors may receive payment in the event an eligible service member or veteran dies before payment. Contact: Commonwealth of Massachusetts, State Treasurer, Bonus Division, Room 227, State House, Boston, Mass. 02133.

- **Minnesota** — The Minnesota bonus law requires that you must have been a resident of the state for at least six months before entry on active duty, and you

must not be eligible for a bonus from any other state. Payment will be made at the rate of \$15 per month for both domestic and foreign service, up to a maximum of \$300. Individuals entitled to either the Armed Forces Expeditionary Medal for service in Vietnam or the Vietnam Service Medal will receive an additional \$300 for a maximum payment of \$600.

An individual who was a prisoner of war or missing in action will receive a payment of \$1000. Beneficiaries of veterans who died of service-connected causes or as Vietnam casualties will receive \$1000 regardless of the length of service involved.

The period of active duty must have been between 1 Jul 1958 and 27 Jul 1973 for holders of the Armed Forces Expeditionary Medal for service in Vietnam or holders of the Vietnam Service Medal. Payments for domestic service and non-Vietnam foreign service will be restricted to the period between 5 Aug 1964 and 27 Jan 1973. Contact: Commissioner of Veterans Affairs, Vietnam Bonus Division, Veterans Service Building, St. Paul, Minn. 55155.

- **North Dakota** — To apply, you must have had at least 60 days of active duty between 5 Aug 1964 and 28 Jan 1973, and you must have been a legal resident of the state for at least six months before entering the service.

Bonus payments are calculated at the rate of \$12.50 for each month of stateside service and \$17.50 for each month of foreign duty, up to a maximum of \$1600. The law also provides that, if the individual dies while on active duty during a period of hostilities, his beneficiary will receive an amount of not less than \$600.

The deadline for receipt of applications is 27 Jan 1976. Forms and information are available from the Adjusted Compensation Division, Box 1817, Bismarck, N. Dak. 58501.

- **Ohio** — For this bonus you must have been a resident of Ohio before entering active service and must not be eligible for a bonus from any other state. Any payment shall be doubled if the bonus is taken as educational assistance by the veteran.

Payment will be at the rate of \$20 per month for

Vietnam service, \$15 per month for other foreign service, and \$10 per month for domestic service, with a maximum cash amount of \$500. The \$500 maximum will be paid to veterans discharged or retired due to combat-related disabilities sustained in Vietnam service, and \$1000 compensation shall be paid to survivors of persons who died in Vietnam service, or to individuals or beneficiaries of individuals who were missing in action or held in enemy captivity.

The period of active duty must have been between 28 Feb 1961 and 1 Jul 1973 for Vietnam service, and between 5 Aug 1964 and 1 Jul 1973 for other service. The address of the administering agency has not yet been announced.

• **Pennsylvania** — To qualify for the Pennsylvania bonus you must have served on active duty in the Vietnam theater of operations, be eligible for the Vietnam Service Medal, and must have been a legal resident of the state upon entry into the armed forces. The eligibility period runs from 1 Jul 1958 to 28 Mar 1973. The application deadline is 28 Mar 1975.

Payment is computed at the rate of \$25 per month or major fraction of each month spent in the Vietnam theater of operations. Payment is not based on (or computed like) hostile fire pay, but time spent in military hospitals as a result of wounds, injury or diseases contracted in the Vietnam theater of operations is compensable. Maximum payment is \$750. Eligible beneficiaries of individuals who died of wounds or a disease contracted in Vietnam as the result of service in the Vietnam theater of operations may receive up to \$1000. For details, contact: Commonwealth of Pennsylvania, Vietnam Conflict Compensation Bureau, Harrisburg, Pa. 17120.

• **South Dakota** — For the South Dakota bonus you must have had service in Vietnam between 1 Jul 1958 and 4 Aug 1964, or must have had at least 90 days of active duty in the Armed Forces after 5 Aug 1964 and before 1 Apr 1973. Payment will be made at the rate of \$20 per month for actual time spent in Vietnam and \$10 per month for service elsewhere. Maximum payment is \$360 for individuals with no service in Vietnam and \$500 for those with service.

Certain disabled Vietnam-era veterans may collect a maximum bonus, without regard to a time period, if the veteran had, as of 1 Jul 1972 or later, a disability rated at 10 per cent or more, which was incurred while on active duty in the Vietnam area anytime from 1 Jun 1958 to 1 Apr 1973. The individual must have received, or been eligible to receive, the Vietnam Service Medal. Provision is also made for payments to survivors.

For information contact: Director of South Dakota Veterans Department, Old Post Office Building, Pierre, S. Dak. 57501.

• **Vermont** — The Vermont bonus is paid only for enlisted service. To qualify you must have served on active duty in an enlisted grade after 5 Aug 1964 and before 1 Apr 1973, and you must have resided in the state before entering active duty. Payment is at the rate of \$10 per month, for a total of not more than 12 months. In the case of an enlisted man or woman who died while in the service, the spouse or next of kin will receive \$120. To apply, contact: Military Department of Veterans Affairs, State Veterans Affairs Office, City Hall, Montpelier, Vt. 05601.

• **West Virginia** — Under the West Virginia bonus law, recently approved by the voters in a referendum, you must have at least 90 days' active service, and you must have been a legal resident of the state for at least six months immediately before entering active duty.

If you received the Vietnam Service Medal or the Armed Forces Expeditionary Medal (Vietnam) you can be paid up to \$400. Payment for this service is figured at the rate of \$20 a month for each month after 1 Aug 1964. If you served after 1 Aug 1964, but did not qualify for either of those medals, your payment would be figured at a rate of \$10 a month for each month of active service, up to a maximum of \$300.

Survivors, in cases where death occurred as a result of Vietnam service, are entitled to a payment of \$500.

The office which will process bonus applications has not yet been established, and the first cash payments are not expected to be made until late 1974 or early 1975.

U.S. SAVINGS BONDS

... a most secure way to save

With cost of living on the continuous upswing, can you really afford to save?

The answer still is, yes.

You may look confidently toward buying a new econo-car, seeing your kids through college, or putting a down payment on that dream house someday. You may even plan to supplement your retirement income when the time comes.

What's the secret?

U.S. Savings Bonds — one of the most secure ways to save, as some 23 million Americans can attest. Not only is it safe, but also it's easy, especially through the payroll savings plan, available to all Navy men and women. The plan enables you to set aside automatically even less than \$5 a payday, if you wish, toward the purchase of Series E Bonds.

What makes this savings program especially attractive today are two improved features:

- An increased interest rate.
- A shorter maturity period for Series E Bonds.

The interest rate jumped from five and one-half per cent to a full six per cent on bonds held to maturity beginning 1 December last year. That maturity period was shortened, also beginning on that date, from five years, ten months, to just five years.

If you already hold Series E or Series H (income) Bonds purchased before last December 1st, their yields have also improved by one-half of one per cent since December, as have any outstanding Freedom Shares purchased in conjunction with E Bonds from 1967 to mid-1970.

There have been no changes made in the issue value of Savings Bonds. E Bonds still may be bought in denominations of \$25, \$50, \$75, \$100, \$200, \$500 and \$1000, whereas H Bonds sell for \$500, \$1000 and \$5000. The corresponding issue prices (the price you pay) for E Bonds, as listed above, remain at \$18.75, \$37.50, \$56.25, \$75, \$150, \$375 and \$750, respectively.

For payroll savings, you may arrange to have the amount — say \$18.75 for a \$25 E Bond — set aside on a monthly or quarterly basis. On a monthly basis, funds are set aside equally from each pay day and equally for each month on a quarterly basis. The issue date of a bond, by the way, is the first day of the month in which payment is received by the issuing agent or your disbursing officer.

Individuals who do not take advantage of the payroll savings plan may buy bonds either over the

counter in any bank, savings and loan associations or other local sales agencies, or by mail. Federal Reserve Banks and branches, and the Office of the Treasurer of the United States, Securities Division, Washington, D.C. 20220, issue bonds by mail.

Besides the rate of increase and shorter maturity benefits, bond buying offers several other favorable features, such as tax advantages. Savings bonds are exempt from state, local and personal property taxes; there are also bonus federal tax benefits for retirement and education plans:

• **Retirement Plan** — Because interest need not be declared yearly, taxes may be deferred until after retirement when you're in a lower tax bracket. Meanwhile, your savings grow at a faster rate. Especially attractive is the tax-free exchange of E-Bonds for cash-yielding H Bonds.

• **Education Plan** — As a parent, you may buy bonds in your child's name listing yourself as beneficiary (not as co-owner), then after the first year, you file a tax return in the child's name, declaring interest as income. Thereafter, no further returns are necessary so long as interest and income do not exceed \$1750. The bonds just stack up. Then, when college-time rolls around, the bonds may be cashed tax free.

There is also the advantage of not being severely penalized should you choose to cash in a Savings Bond any time after 60 days from date of purchase or before it reaches maturity. Money invested in municipal bonds, for example, is not always so protected.

Interest on Series E Bonds is paid by gradual increase in redemption value. That is, they earn four and one-half per cent the first year, increasing on a graduated scale until the six per cent rate is reached at five years maturity. Series H Bonds also return six per cent when held to maturity which is ten years. They earn five per cent the first year, 5.8 per cent the next four years and six per cent the second five years.

There are two sound methods helpful in using Savings Bonds as retirement income. One is based on purchase of Series E Bonds only and leans toward the short-term or late-start case, whereas the second method is based on use of both Series E and H Bonds, and is geared more toward long-range planning. Of course, the first method may also be used for long-range purposes. For example, suppose you buy Series E Bonds during your wage-earning years and simply set them aside to mature. When you retire,

you may cash the bonds as needed to supplement your retirement income, reporting only the interest as income on your federal tax return together with your retirement income figure. Remember, your bond interest is exempt from all state and local income taxes.

An example of the second method using both Series E and H bonds follows:

Let's assume you are about to begin your second enlistment and have decided to arrange for a payroll savings account. You want to buy a \$100 bond each month for the next 15 years while on active duty by having \$37.50 each pay day set aside. A quick tabulation shows an accumulation of \$21,397 (of which you contribute just \$13,500). At the approach of your saving goal, your next move is to convert these E Bonds into H Bonds which will provide for a semiannual cash return of interest income. However, since H Bonds are sold in multiples of \$500, you must increase your bond worth to \$21,500 by adding \$103 in cash. Of this total, \$7897 represents accrued interest which is nontaxable at the time you exchange the E Bonds for H Bonds.

Under the H Bond program, your average monthly income for the 10 years your bonds are working toward maturity, would be \$108.86, compared to your initial monthly investment of \$75. Meanwhile, your compounded \$21,500 remains intact and may be reinvested for continued income as you desire after

your H Bonds mature. Incidentally, you would not pay any tax on your accumulated E Bond interest — that \$7897 — until your H Bonds reach final maturity or are redeemed. At such time, your tax payment would be based on your retirement income rather than on your wage-earning income.

There you have it, a few of the benefits received when buying savings bonds:

- Tax advantages.
 - Retirement security.
 - Education security.
 - A safe savings program not subject to ups and downs of changing market conditions.
 - An emergency fund source.
 - An investment in America's future, helping to serve people across the country, while contributing to the security of your own future.
 - For these and other reasons, savings bonds offer a convenient, easy and sure way to save year-round, especially through small payroll savings set aside each payday for the purchase of savings bonds. And rather than carry your bonds around in your seabag, you can arrange to have them deposited for safekeeping by the Navy Finance Center in Cleveland, Ohio.
- See your disbursing officer today about applying for a membership in the Payroll Savings Plan during the 1974 Federal Savings Bond Campaign.
- Can you really afford otherwise?

HOW PAYROLL SAVINGS GROW

RETIREMENT PLAN

Buy an E Bond each month for 15 years at:	Your Original Investment	Interest from E Bonds	In 15 years your 180 Bonds will be worth	Exchange your E Bond for H Bonds*	Average monthly H Bond interest for 10 years**
\$ 18.75	\$ 3,375	\$ 1,974	\$ 5,349	\$ 5,500	\$ 27.85
37.50	6,750	3,949	10,699	11,000	55.70
56.25	10,125	5,923	16,048	16,500	83.54
75.00	13,500	7,897	21,397	21,500	108.86
150.00	27,000	15,794	42,794	43,000	217.72

*Adding necessary cash to bring amount exchanged to next multiples of \$500.

**And your principal is still intact (Table assumes 6% interest rate if held for 5 years and 6% per annum compounded semi-annually thereafter and that per cent E-for-H Bond exchange offer will continue).

EDUCATION FUND

At Start of Savings Plan Child's Age is:	\$18.75	Value of E Bonds at Age 18 through monthly investments of:		\$75.00
		\$37.50	\$56.25	
At birth	\$7,125	\$14,249	\$21,374	\$28,498
1 year	6,497	12,995	19,492	25,990
2 years	5,906	11,813	17,719	23,626
4 years	4,824	9,648	14,472	19,297
6 years	3,863	7,725	11,588	15,450
8 years	3,008	6,016	9,024	12,033
10 years	2,249	4,498	6,747	8,996
12 years	1,575	3,149	4,724	6,299

ISOLATED DUTY.....

The thought of overseas duty often brings to mind places like Naples or Yokosuka — big bases with many facilities. However, there are many small, isolated duty stations which don't have large commissaries, exchanges or hospitals — stations like communications centers, air facilities, and the numerous support activities. All are as important as their big sisters, and manning them is just as vital.

In order that isolated overseas areas are manned as fully as possible by volunteers, Navy men and women are offered an opportunity to request such duty, some of which is the finest in the world, and take advantage of the many benefits that are offered.

Basically, there are four types of overseas duty tours: accompanied, unaccompanied, "all others," and differential. By accompanied we mean those tours in areas where you are authorized to have your dependents accompany you under command sponsorship. Unaccompanied tours refers to those tours for single Navy men and women or where command sponsorship of dependents is not authorized. "All others" tours pertain to tours where you are not accompanied by your dependents (although you were authorized to have command sponsorship) or where you will be serving a shorter tour than prescribed because your EAOS expires before your tour would otherwise be completed. Differential tours apply only to those individuals already serving on either an "all others" tour or aboard a ship or afloat staff overseas on an unaccompanied tour. Ordinarily, these tours will be for no less than 12 months, nor longer than the length prescribed for an "all others" tour.

Among the several benefits offered to those who choose on their duty preference cards to serve isolated tours are:

- If you complete an "all others" or differential tour at any of the areas listed below you will be authorized 60 days' delay (to count as leave) in reporting to your next duty station, providing no excess leave is involved. If you are sea-duty eligible, you will not normally be assigned directly to units scheduled to be on extended deployment within three months of your reporting date.

- If you receive orders to an unaccompanied area in list A and your family lives in CONUS Navy housing at the time you get your orders, they may remain in those quarters while you are away during your tour.

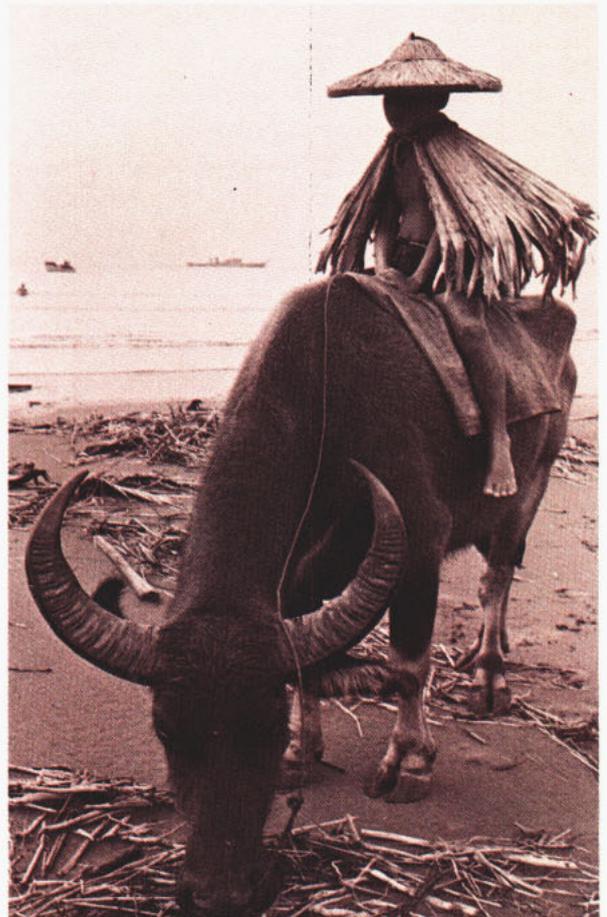
- Enlisted personnel (with the exception of CTs, OTs, construction ratings and those transferred for the good of the service) who complete at least 12 months in an unaccompanied tour in List A will be guaranteed reassignment to their former geographic

location or nearest activity to it if a billet is open there.

- Enlisted personnel, with the same exceptions given above, who complete an unaccompanied or accompanied tour of at least 12 months in an area in List B will be guaranteed reassignment to one of three naval districts of their choice, if shore-duty eligible. If sea-duty eligible, you will be guaranteed reassignment to one of three ship or squadron choices, or one of three homeport choices. In either case you must have 24 months' obligated service and a valid billet must be open for you.

- Reduced air fares on commercial flights are available for military personnel and their dependents stationed overseas. This low-cost, reserved-seat transportation (on regularly scheduled airlines) enables you and your dependents to fly back to CONUS to visit home, or dependents in CONUS to fly overseas to visit you. The destinations of these flights are to foreign cities which are often close enough to isolated areas to be accessible by government transportation.

Duty at an isolated overseas station can be unusual and interesting. If you would like to request it see BuPersInst 1300.41B for details.





DUTY STATION LISTINGS

List A (Unaccompanied)

- | | |
|----------------------|------------------------------|
| Bahamas | Ryukyus Islands |
| Grand Bahama | Isolated Areas |
| Turks | Taiwan |
| Caicos | Isolated Areas |
| Diego Garcia | Thailand |
| Ethiopia | Sattahip |
| Harar | U-Tapao |
| Massaua | Udorn |
| Greece | Nakhon Phanom |
| Souda Bay (Crete) | Nam Phong |
| Malaysia | Turkey |
| Philippine Islands | Sinop |
| Paracale (Luzon) | Istanbul |
| Korea | OCEANOUNITS one through five |
| Seoul | |
| Pyongtaek (only CTs) | |

List B (Accompanied/all others)

- | | |
|---|--------------|
| Alaska | |
| (all areas excluding Anchorage and Fairbanks areas) | |
| Bahrain Island | Kwajalein |
| Egypt | Midway |
| Iceland | Sardinia |
| India | La Maddalena |

Note: All Navy personnel on unaccompanied tours with Fleet Marine Forces in isolated areas in lists A and B are also eligible for all benefits.

List C (Accompanied)

- | | |
|--------------------------|---------------------------------|
| Aruba | Pakistan |
| Australia | Panama |
| Alice Springs | Galeta Island |
| NW Cape | Philippine Islands (some areas) |
| Woomera | Puerto Rico |
| Azores | Ponce |
| Bahamas | Isabela |
| Bolivia | Saipan |
| Burma | Sardinia |
| Cambodia | Saudi Arabia |
| Canada | Senegal |
| Argentina (Newfoundland) | Spain |
| Shelburne (Nova Scotia) | Cartagena |
| Ceylon | El Ferrol |
| Cuba | Taiwan |
| Cyprus | Thailand |
| Ethiopia | Bangkok |
| Germany | Tunisia |
| Todendorf | Turkey |
| Gibraltar, B.C.C. | Ankara |
| Greece | Golcuk |
| Crete (except Souda Bay) | Incirlik CDI |
| Guam (some areas) | Izmir |
| Indonesia | United Kingdom |
| Iran | St. Mawgans (England) |
| Iraq | Londonderry (Ireland) |
| Italy | Holy Loch (Scotland) |
| Sigonella | Macrihanish (Scotland) |
| Ivory Coast | Thurso (Scotland) |
| Korea | Uruguay |
| Laos | West Indies |
| Liberia | Antigua |
| Malta | Aruba |
| Morocco | Barbados |
| Nepal | Yugoslavia |
| Nigeria | Zaire (formerly Congo) |

In addition attache billets (officers only) are available in the following isolated areas:

- | | | | |
|-------------|----------------|---------|-------|
| Aden | Czechoslovakia | Poland | Sudan |
| Afghanistan | Ecuador | Rumania | Syria |
| Bulgaria | Ghana | Rwanda | USSR |
| Cameroon | Hungary | Somali | Yemen |
| Chad | | | |

letters

Proper Signature on Letters

SIR: I recall seeing a directive several years ago which instructed that an officer's name, rank and service should be given beneath his signature as follows:

LT J. JONES, USN.

The majority of the officers now seem to use:

J. JONES
LT, USN.

Which method is correct? — LCDR D.W.D.

• *It depends on the type of letter you are writing. In a standard naval letter or memorandum, neither form is correct because the rank/service designation beneath the signature line is not used at all. The Department of the Navy Correspondence Manual (SecNavInst 5216.5B) explains this and gives examples in chapter III, section 22, page III-7, and in exhibits on pages IX-2, and 3, and 10 to 16.*

In a business-form letter, the two-line block is preferred. Chapter VI, section 13, page VI-2 explains, and exhibits on page IX-20 and 21 show examples. — ED.

Obtaining MUC Ribbon

SIR: While I was serving on board USS *Montrose* (LPA 212) the ship was

awarded the Meritorious Unit Citation with the Vietnam Gallantry Cross with palm. I would appreciate it very much if you could inform me how I can obtain this medal. — YN1 T. G. L.

• *The Republic of Vietnam Meritorious Unit Citation (Gallantry Cross Medal color with palm) consists of a ribbon bar only. The ribbon bar is not stocked by the Navy Department. It may be purchased from most commercial shops selling military supplies. — ED.*

More Reserve Articles

SIR: I wish to take this opportunity to inform you how much I enjoyed your December 1973 issue and how much, I'm sure, Reservists in general enjoy your publication. It helps keep us abreast of what is going on in the Navy and when articles are printed about the Reserve, it helps others to know what we are doing.

I especially want to comment on the cover photo, Ice Cave, by PH3 William Curtsinger; it's fantastic, and the color could not be more attractive.

It was also interesting to see that old bedsteads were used for concrete reinforcing in the patio slabs in your "Remodeling the Old Barracks" article. Although not normally recommended by

Seabees, the frames are of more benefit there than in the dump.

Again, thanks, and keep up the good work in '74. — CDR R.F. York, CEC, USNR-R.

• *And our thanks to you, commander, for those kind words. We are indeed interested in the activities of our Naval Reservists, and take pleasure in our association with them around the world. It is most encouraging to the members of the staff to receive comments like yours — particularly since they represent the opinion of a dedicated Seabee officer like yourself. — ED.*

Computing Time in Grade

SIR: When exactly does time in grade begin for advancement purposes for frocked E7s, 8s and 9s?

— RMC D.E.E.

• *Time in rate will normally be computed as 1 October for E-7s and 1 July for E-8s and E-9s subsequent to the date of examination—see articles 302.11.5 and 811 of BuPersInst 1430.16 (ADVMAN). Time in rate for each exam cycle is also contained in the advancement letters promulgated by the Naval Education and Training Program Development Center, Ellyson, Pensacola, Fla. 32509. — ED.*

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YNC Gerald M. Avera



"No sir, I don't think salt water will have a corrosive effect on your water bed . . . but don't get any on your electric blanket."

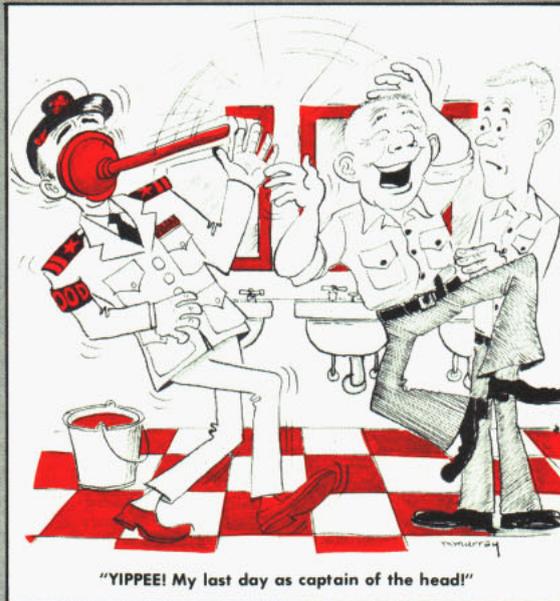
YNC Don Olivar



"What makes you think that the skipper is from the old Navy?"

serious on the side

LCDR Melville C. Murray



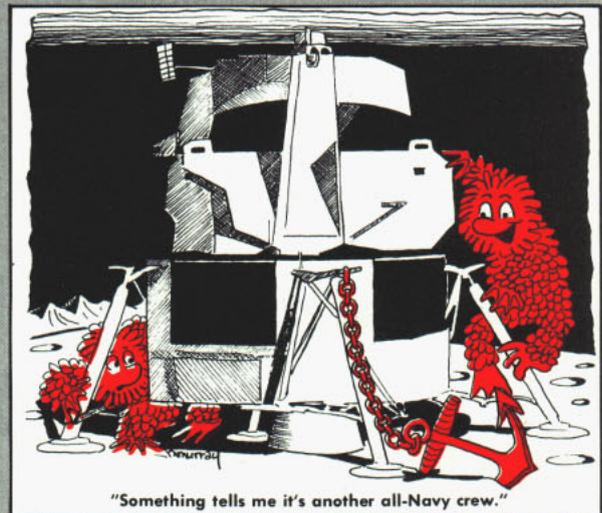
"YIPPEE! My last day as captain of the head!"

LTJG Thomas J. Campbell



"I'll call the 'DCA' to the bridge . . . Sir!!"

LCDR Melville C. Murray



"Something tells me it's another all-Navy crew."

TAFFRAIL TALK

The Navy is always ready for a new idea. But officials at NATTC Memphis weren't exactly prepared for the idea sent in by second grader Joe Hart of Columbia, Mo. — at least, they weren't prepared to make it immediately operational.

Showing a good deal of imagination and initiative, Joe designed a new propulsion system for Navy ships and sent his recommendations to Rear Admiral Albert M. Sackett, Chief of Naval Technical Training. In explaining his system, Joe wrote, "The ship starts by a batterie (sic). After the ship is fast moving then water rushing through the pipe will turn the water wheel. The water wheel will turn the generator and that will keep the engine running."

Joe accompanied his suggestion with a drawing to further explain his system.

For his trouble, Joe received a Certificate of Merit, a warm thank-you, and a letter from RADM Sackett which said in part, "My engineering section has reviewed your plan and there is agreement that your ideas are bold and show a great deal of creativity." There's no doubt about that.

It was real news when Orville took to flight, when "Lindy" touched down in Paris, and Glenn orbited the earth. How have we progressed?

Remember the first American manned space flights, when the launchings, missions and recoveries were made in full view of the world's TV audience? Not only did we witness the spectacular lift-offs, but also we were filled in by commentators crawling around and through mockup command modules, explaining the technical complexities of space-age wonders.

A sizable portion of the population has become so accustomed to such magnificent feats that their significance has become matter of fact, judging from the return of our latest team which manned Skylab III.

For the first time since the manned space program began in the 60's, there was no "live" TV coverage of the return when they splashed into the eastern Pacific the morning of 8 February. The epic voyage, an 84-day space venture, was announced to the world by radio from the deck of USS *New Orleans* (LPH-11), recovery ship.

New Orleans was a scant three miles away from touchdown, guided by new satellite navigational gear that was brought on board for the Skylab mission. Everything about the pick-up went smoothly for LCOLs Gerald P. Carr, USMC, and William R. Pogue, USAF, and civilian astronaut Dr. Edward G. Gibson, except for a three-minute period when the Skylab module floated upside down after splashdown. Otherwise, it was almost a textbook mission.

From reports received, it appears Skylab III was a very impressive mission, contributing to the information needed for the joint U.S.-Soviet space link planned.

We've come a long way from the sands of Kitty Hawk and the Spirit of St. Louis but it would seem that — like all man's accomplishments — our venture into space has become commonplace, too. Not to us, it hasn't!

The All Hands Staff

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AT RIGHT: "The Welder" contemplates the demands of the projects ahead as he prepares for work on board a Navy tender. The mood was captured in this photo by PH2 Harry E. Deffenbaugh, Jr., of ComSixth-Flt Staff who took Third Prize (B/W) in the ALL HANDS photo contest.



SUNSET in the MEDITERRANEAN



in this issue: WINNERS OF THE
ALL HANDS PHOTO CONTEST

- First prize (color): Front Cover
- Second prize (color): Above
- B/W Category Winners: Inside