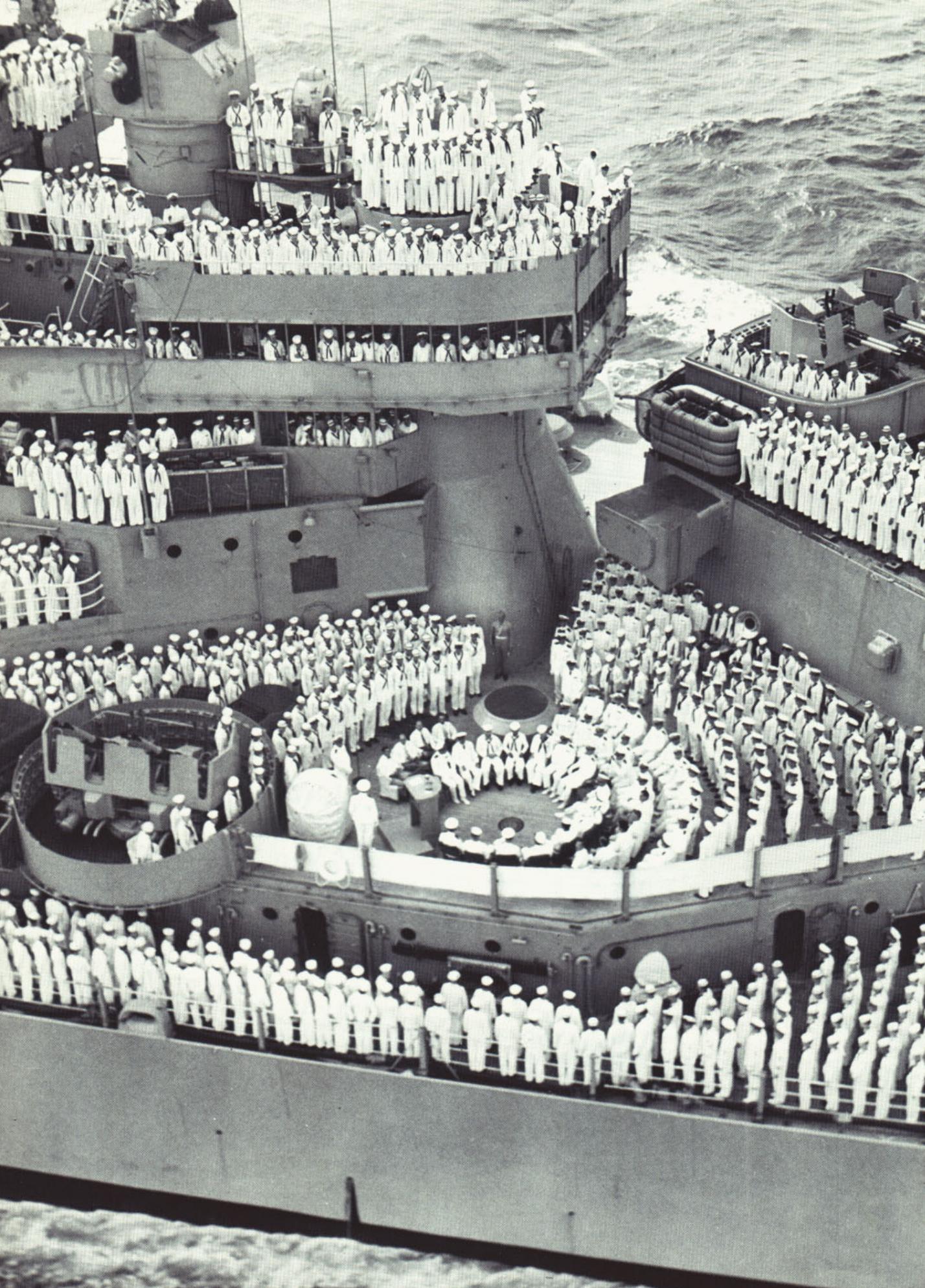


ALL HANDS

OCTOBER 1974



ALLHANDS

MAGAZINE OF THE U. S. NAVY — 52nd YEAR OF PUBLICATION

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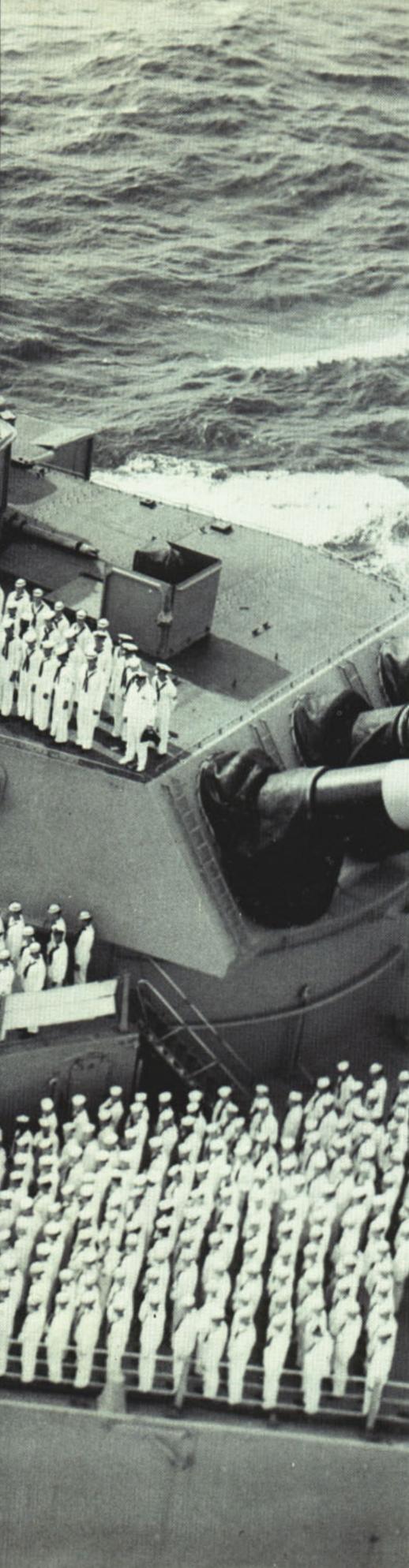
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FRONT COVER: PEOPLE: THE NAVY'S PROUD TRADITION. Shown here, part of the crew of USS Kitty Hawk, with every rating aboard the ship represented. This year's birthday theme, "the Navy — A Proud Tradition" is covered not only on the cover but also in the pages of this issue. This unusual cover photo represents the combined efforts of Kitty Hawk's Photo Officer, Public Affairs Officer and her hardworking Photo Lab crew.

AT LEFT: Another ship's crew celebrates a historic moment: a formal mustering of the crew aboard USS Missouri (BB-63) on the fourth anniversary of peace after WWII, with the crew circling the bronze plaque marking the spot where formal document was signed, signifying the end of conflict.



199 Years of Pro

You'll Find it in Wa

Come 1975, the United States Navy will celebrate 200 years of defending American freedom on the high seas. There is no better place to appreciate the blood, sweat and tears spent in manning America's saltwater frontiers than at the Navy Memorial Museum in the Washington Navy Yard.

The very building which houses the keepsakes of great moments from the Navy's past is redolent of history. Among other uses, it served for many years as a breech mechanism shop in the manufacture of big naval guns.

Visitors to the museum might also reflect on some of the many momentous events that have transpired near its doorstep. The first Japanese diplomatic commission to the United States landed nearby in 1860 after Admiral Perry's momentous "opening" of Nippon in 1854. Antique pictures show the delegates clad in garb that bespeaks a mode of life since vanished.

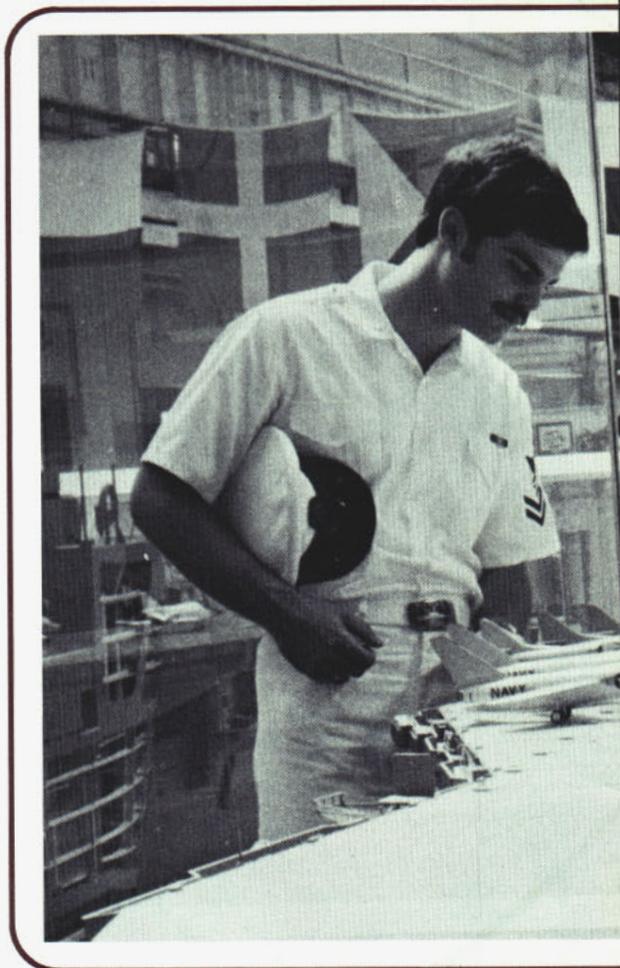
It was also near the museum's front door that John Surratt landed after Egypt extradited him for complicity in President Lincoln's murder. In more recent times, the late Charles Lindbergh stepped joyfully ashore at the Navy yard after returning by sea after his flight to France in the *Spirit of St. Louis*. The Navy Memorial Museum not only houses the mementos of history, it has served as a backdrop for many events in American history itself.

The largest institution of its kind in this country, the interior exhibit area of the Navy Memorial Museum is about the size of a football field and is literally packed to the rafters with exhibits tracing the sea service's march into modern times from pre-Revolutionary days and after, when each of the new states, except Delaware and New Jersey, had its own Navy.

Among the first objects seen is the first American Navy Jack — a striped ensign crossed by a venomous serpent and bearing the motto "Don't tread on me." A letter bearing the signatures of three presidents is on display as is the exceedingly handsome sword which the Continental Congress presented to Commodore Hazelwood of the Pennsylvania Navy. This conveys an appreciation of the tremendous odds encountered in the Revolutionary War (and American revolutionaries in general). This sword rewarded the commodore's action on the Delaware River when, in November 1777, his small forces hampered the approach of British naval forces bound for Philadelphia.

Commodore Hazelwood received the sword as an expression of the new nation's gratitude. It is beautifully chased with a hilt of gold and silver. Similar swords were given to 14 other heroes of the revolution including Lafayette.

Opulent ships' silver and pieces of furniture are

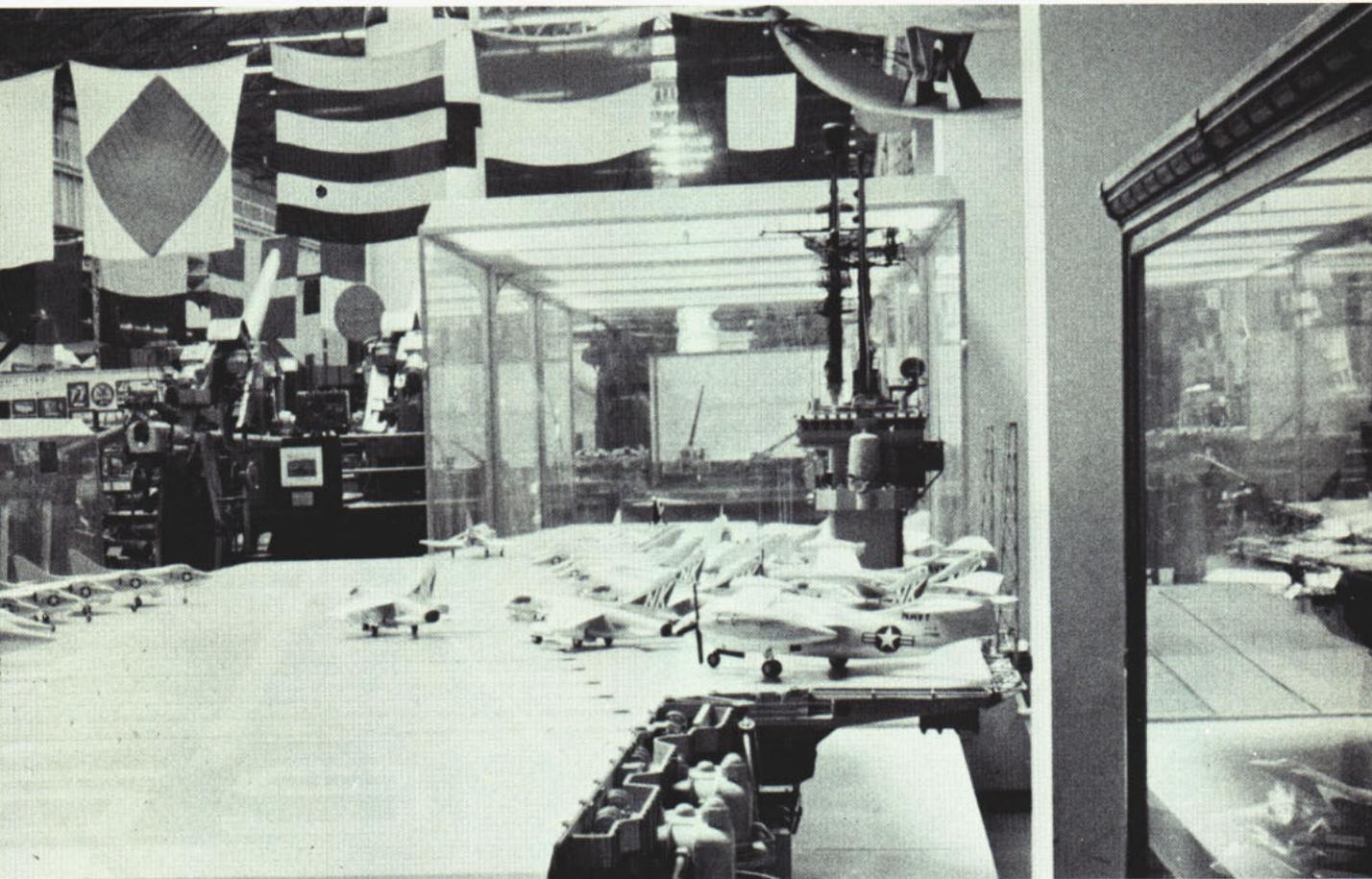


among the more surprising items to be seen at the Memorial Museum. There is, for example, a dolphin sofa from USS *Constitution*. The sumptuous upholstery and the carved dolphins which form the piece's legs and arm supports are something you don't see in furniture stores these days. A mate to the museum's sofa is in the White House.

Although *Constitution's* furniture seems luxurious, the cuisine must have left something to be desired. Examining a biscuit preserved at the museum justifies such an opinion. It's about the size of a round butter cracker but looks like a thick saltine. During the Revolution and for many years after, such crackers and salted meat were standard fare in sailing ships. The specimen shown at the Memorial Museum was baked on board *Constitution* and probably would taste about as good today as did others of its kind a century ago.

ud Tradition

shington's Own Navy Museum



The Act of Congress which established the Navy is on display in the museum as is a paper signed by John Hancock, President of the Congress, appointing John Paul Jones to the rank of captain on 10 Oct 1776.

The museum uses dioramas to provide dramatic three-dimensional representations of famous events in naval history. These point up the vast changes in naval warfare since the Revolutionary era.

Visual representations notwithstanding, the actual mementos of each era are more interesting. There is, for instance, a small seabag proudly embroidered with patriotic emblems such as flags and eagles which probably contained most of the worldly goods of a 19th-century sailor. One poignant exhibit shows a small model French ship — one of several in existence called "soup bone models." They were made from bones remaining from prisoner meals. The Memorial

Museum model was made by one of Napoleon's sailors while he was a prisoner of the British.

As the museum visitor strolls through the indoor exhibits commemorating encounters with the Barbary pirates and with the British in the War of 1812, he should make a mental note to examine artifacts displayed outside in the Navy Yard's Willard and Leutze Parks. On display are several guns which Captain Stephen Decatur captured in fights with the Barbary pirates during the days when the battle cry was "Millions for defense, but not one cent for tribute."

Two of these are reminders of one of Decatur's more stirring exploits. Both are 24-pounders having a six-and-one-eighth-inch bore manufactured in Barcelona in 1788 for King Charles III of Spain. Decatur found them pointed in his direction off the coast of Tripoli on 3 Aug 1804. They were then part of the armament of

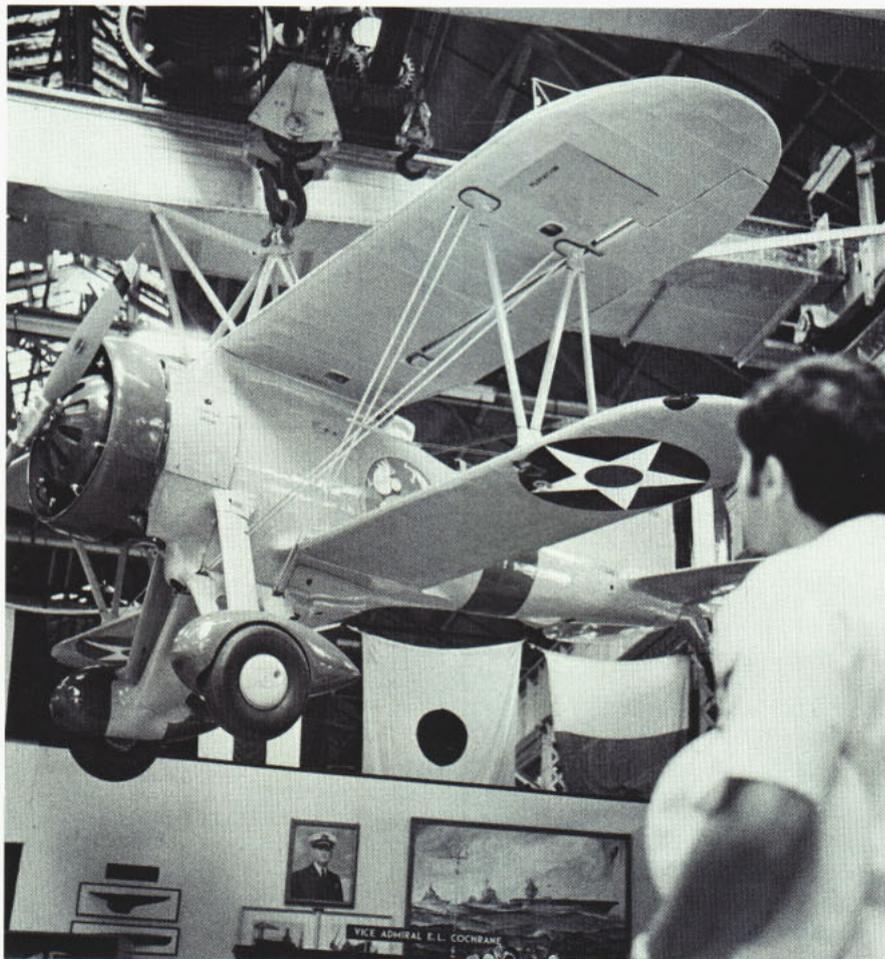
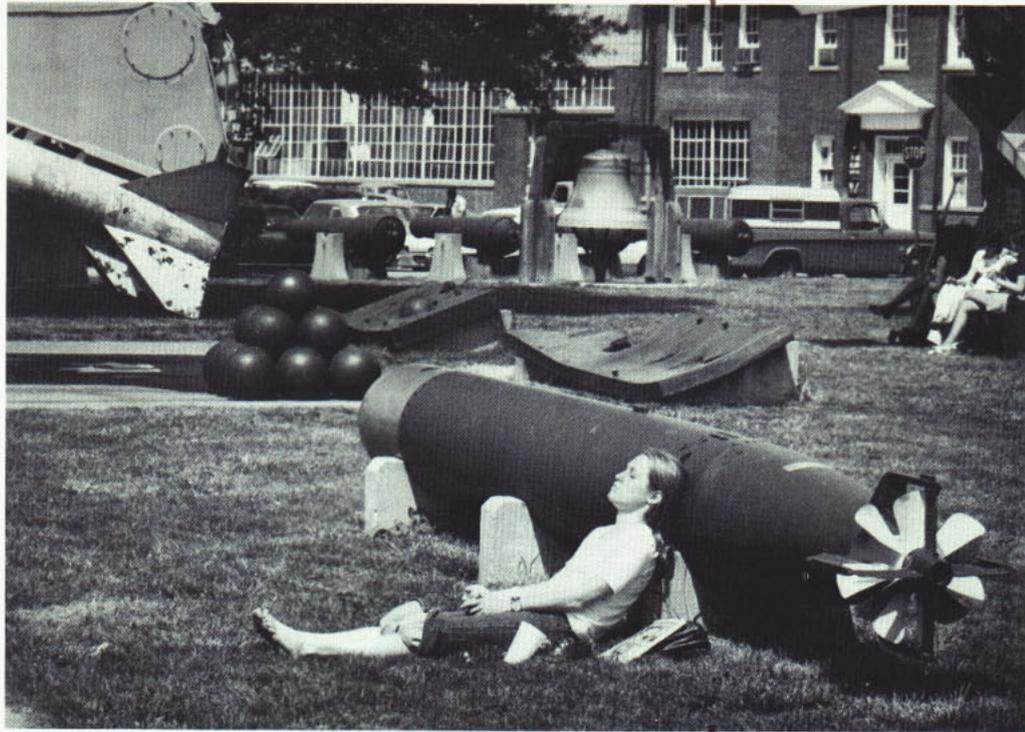


Fig. 2: Visitor views huge model of aircraft carrier USS Forrestal in Washington flag-decked museum. Above: A young visitor relaxes in the sun in the outdoor display area. Left: The museum offers many exhibits on early naval aviation.

two of the Barbary pirates' gunboats.

Decatur found himself looking down these gun barrels because, for years, the Barbary corsairs had preyed on United States commerce in the Mediterranean. In fact, the Bashaw of Tripoli, in 1801, went so far as to declare war on the United States. We responded in kind on 6 Feb 1802 but were unable to launch any real offensive action until the summer of 1804.

The pair of 24-pounders which now "slumber" so peacefully in the Navy Yard's Leutze Park are trophies of the first attack of that offensive. During the battle, Decatur nearly came to a premature end when, during hand-to-hand combat, a scimitar-wielding corsair spotted an opening and got set to split the young captain's skull. As the pirate started his swing, however, one of Decatur's men, Reuben James, disabled in both arms by wounds, threw himself in the way to protect his captain. His own scalp, of course, was laid open — yet he survived.

Long Tom is another gun which links today's museum visitors with the rowdy days following the American Revolution. This formidable piece of hardware is a cast-iron, 42-pounder made in France in 1786. It was once part of the main battery of a French man-o'-war which was captured by the British, then sold to the United States. Somehow, the gun turned up next on a Haitian privateer and, about 1813, it was returned to storage in New York. It was pressed into service during the War of 1812 on board the brig *General Armstrong*, a privateer skippered by Captain Samuel Chester Reid.

While at Fayal in the Azores, three British ships entered the harbor carrying a total of 130 guns and some 2000 troops, westward bound for an invasion of the United States near New Orleans. Captain Reid moved his ship close to shore where the larger British ships couldn't come alongside and prepared to repel boarders.

As Captain Reid had anticipated, the water was soon covered by armed boats which were warned by Reid to stand off. After a brief pause, however, the British boats came on and *General Armstrong* let go with a deadly storm of grapeshot which the British answered with small arms and swivel guns mounted on two of their boats. This time, however, the British withdrew.

But the uneasy respite didn't last long. Around midnight, the British launched more heavily armed craft carrying a much larger force. Captain Reid figured they had at least 12 boats and some 400 men. This time, the British went for broke in a 40-minute brawl in which more than half the attackers were either killed or wounded — many of them victims of *Long Tom*. Reid's casualties were two killed and seven wounded.

By this time, the British decided to stop playing games and lined up their 130 guns against *General Armstrong*. Reid, knowing the jig was up, sent his men ashore and scuttled his ship. *Long Tom*, of course, went down with her.

Many years later, *Long Tom*, which had done so

well in battle, was recovered from the bottom of Fayal Harbor and presented to the United States by the Portuguese government. The big gun was exhibited at the 1893 World's Fair in Chicago before being installed at the Washington Navy Yard's Leutze Park. It was later moved into the museum building itself where it now guards the entry.

The Civil War is well represented in the Navy Memorial Museum. Among other items which link modern visitors with that tragic conflict is the remnant of an anti-torpedo float which was used to detonate enemy mines during the Civil War. This particular float was employed by the Union Fleet against Confederate ships at Charleston. Somehow, it was set adrift and ended up in the Bahamas. A chunk of the float was taken from there to the museum.

In Willard Park, just outside the museum's front door, stands a line of rifled 100-pounders taken from the ironclad ram *Tennessee* which was called "The most powerful vessel ever to fly the Confederate flag." Even now, more than a century later, these guns look formidable.

They must have looked even more sinister to ADM David G. Farragut and his fleet at Mobile Bay on 5 Aug 1865 — the day *Tennessee* fought her last fight and Farragut damned the torpedoes (mines) indelibly into naval history. The ships of the Union fleet steamed through a mine-blocked channel and, despite almost incredible daring on Farragut's part, the Confederates might have carried the day had not *Tennessee* followed Farragut's ships into Mobile Bay rather than staying in shallow water near Fort Morgan and using her long-range guns to good advantage.

Once out of her protected position, however, *Tennessee* came under fire from Union monitors which blazed away at the Confederate ram for half an hour. Leaking and practically helpless, the ironclad finally surrendered. By then, her smokestack and rudder chains were gone. Of her six guns, only two were still usable and they couldn't be brought to bear on the enemy. Twelve of her crew had been killed and 19 wounded.

It is interesting to note that Admiral Buchanan, who lost a leg at Mobile Bay while fighting for the Confederacy, had good cause to ponder the fortunes of war after *Tennessee's* surrender. He had, in April 1861, resigned his U.S. Navy commission thinking his home state, Maryland, would soon secede from the Union. When the state failed to secede, the admiral tried to withdraw his resignation but it already had been accepted.

Following *Tennessee's* capture, her guns were added to the Washington Navy Yard's trophy collection which Buchanan must have seen many times before the war. He was, in fact, the Yard's commandant during his last assignment as a Union officer.

Willard Park contains other Civil War mementos including an interesting item called "The Intelligent Whale," (one of the early attempts at submarines pre-dating John P. Holland and the Navy's first submarine,

SS1). These, together with the museum's indoor collection, give the visitor the strong, bitter flavor of those tragic years.

After viewing the souvenirs of the Spanish-American War which include relics of the battleship *Maine*, a Navy visitor enters the era familiar to his grandfathers. Like the Civil War, World War I is also well represented with a newly refurbished exhibit.

A Mark VI mine is on display. It is one of about 100,000 manufactured during World War I. Between 70 and 80 thousand were rapidly manufactured and planted in the North Sea to bottle up the German U-boats.

There is a picture of J. P. Morgan's yacht *Corsair* which was converted for convoy duty during the war. There is also a superb scale model of one of the Navy's more bizarre guns — one mounted on a railroad car and used in France to counter the effects of Germany's "Big Berthas" which shelled Paris from a distance they presumed to be safe. The mobile gun was manned by sailors who were a considerable distance from salt water but who knew what to do with a battleship-size gun.

One of the more poignant of the museum's exhibits is sandwiched between space devoted to the two world wars. It is the Antarctic wintering-over hut occupied by Admiral Byrd in 1934. Most who view the hut are surprised by its fragility, for it resembles more a packing crate than a building capable of sheltering a lone man from minus 70 degree temperatures. Although it was buried beneath polar snow and was, therefore, sheltered from the winds which raged above, the hut depended upon heat from an inadequate stove which, when lit, smoked so virulently that Byrd was nearly asphyxiated. After these many years, the odor of smoke still lingers inside the shelter. Risking death by asphyxiation, the admiral lived to tell about and write about his experience.

It is in a section of the museum near the Byrd hut that one first senses the Navy's increasing awareness of science and technology, for here one can see a model of the first wind tunnel — in 1914, it was the largest wind tunnel in the world. Here, too, are props from the first carrier-launched plane. There is also a small oceanographic display and a feature on the search for and discovery of USS *Thresher's* wreck. The bathyscaph *Trieste* which probed the depths of the Marianas Trench and played a leading part in *Thresher's* discovery is also at the museum. It is represented by a scale model.

World War II occupies the final exhibit space in the museum. There is a kamikaze glider which recalls the terrific threat posed by Japanese suicide pilots to American ships particularly off Okinawa. Also present are full scale models of the first atomic bombs built by the United States.

Tucked in the last space before reaching the exit is gear taken from World War II submarines complete with three operable periscopes. These days small children peer where once tense skippers eyed their quarry. One of the periscopes was taken from USS

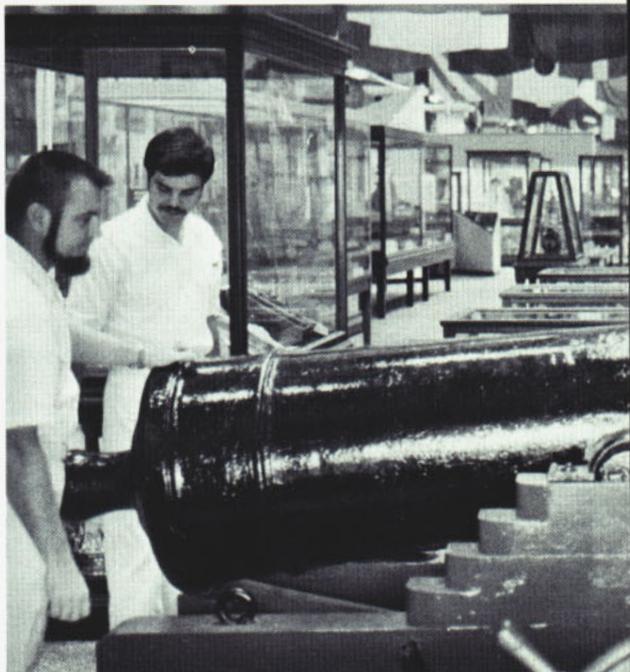
Flasher (SS 249) which was responsible for sinking more than 100,000 tons of enemy shipping.

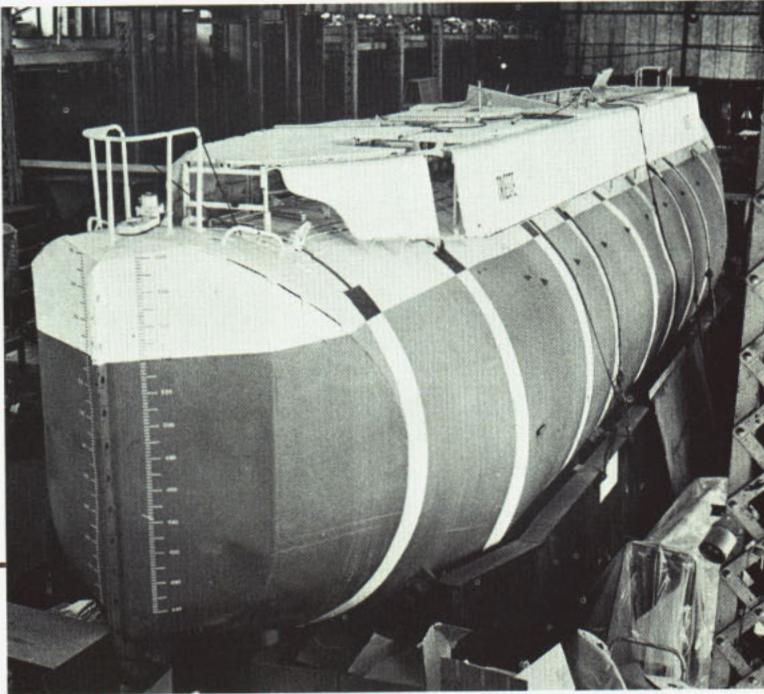
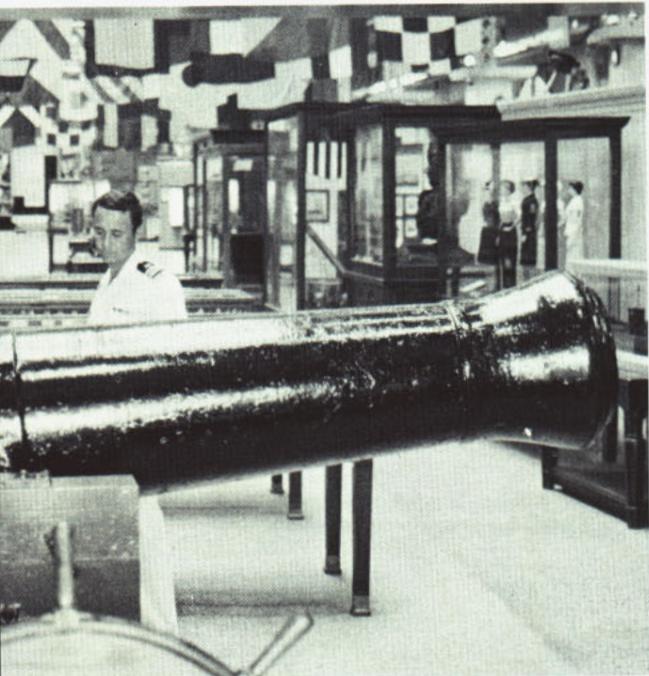
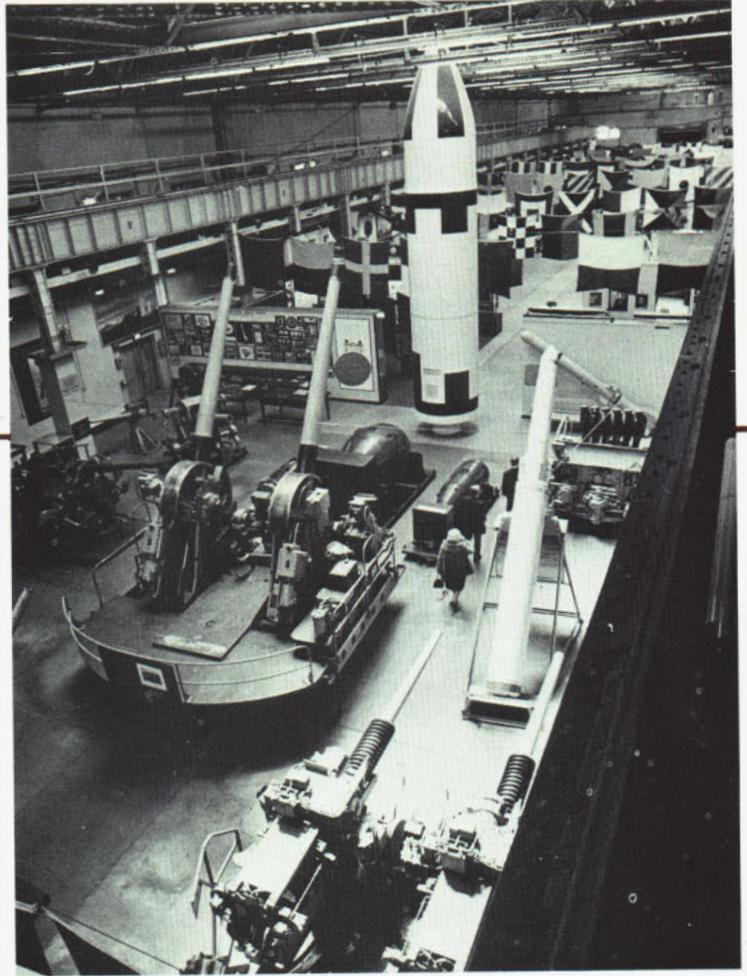
The exhibits mentioned here are only a handful of the many sheltered under the roof of the Navy Memorial Museum and gathered together in the minuscule parks scattered throughout the Navy Yard. As the visitor strolls through the Navy's memorabilia, it is easy to remember that the museum itself is a memorial to those who made use of the items on display and the others who died for their country, believing in it and preserving our way of life for future generations.

That seems a fitting thought for Navymen on the bicentennial of their service's history.

— Robert Neil

Below: Entryway to the Naval Museum. Right: Mr. and Mrs. Norman M. Littell present rare letter, bearing the signatures of three presidents, to museum director, CAPT R. Pineau, USNR. Upper right: Central viewing area in the Navy Museum. Lower right: a view of the mammoth float section of bathyscaph *Trieste* being prepared for exhibit on man's underwater exploits.





ANOTHER PROUD TRADITION



SAILORS OF THE YEAR

The Sailor of the Year award might be compared to a Navy combination of an Olympic Gold Medal and a Grammy all combined into one. It involves the elements of putting forth that special extra effort in doing a superior job, assuming a leadership role among peers, taking advantage of opportunities, and general all-around excellence. And like all these other awards, it symbolizes the best in a field.

The Navy's best this year — the three named Sailors of the Year for 1974 announced in the July 1974 issue of *ALL HANDS* — are Chief Signalman Franklyn R. Perry, from the Atlantic Fleet; Chief Storekeeper Walter W. Gouveia, Pacific Fleet;

and Chief Hospital Corpsman John R. Hewitt, Shore Sailor of the year. All had been 1st class petty officers; by virtue of their selection, they received meritorious promotions to chief.

That's not all — the men and their families were flown to Washington, D. C., where they were formally named Sailors of the Year by the Secretary of the navy and the Chief of Naval Operations. Then the men and their families were awarded five days of rest and relaxation at the location of their choice within the continental United States.

The Perrys headed for Niagara Falls where Chief Perry was due for

a television interview. Chief Perry also served as honorary grand marshal for the Maid of the Mist Carnival held there during his stay. He also got together with local Navy recruiters and the American Legion for some promotional activities.

The trip to Niagara was almost like coming home for the Perrys. Chief Perry is a native of upstate Ossining, N. Y., but somehow, he says, he had never quite made it over to Niagara.

Chief Gouveia is a SEAL Team member — the same SEAL Team, in fact, which produced last year's Pacific Fleet Sailor of the Year, Chief Quartermaster Talmadge W. Bohannon. Chief Gouveia won't

say, but he probably received some pointers about how to capture this year's award from Chief Bohannon.

A 37-year-old Hawaii-born American with 19 years in the Navy, Chief Gouveia has earned an associate of arts degree in Florida where he was stationed and is majoring in sociology at Chapman College in California. From Washington, he packed himself, his wife and their four children for five days in San Francisco, his wife's hometown.

Chief Hewitt is the kind of party-pooper the Navy likes to have around. Instead of the five days' rest and relaxation due him after

the awards ceremonies in Washington, he took his wife and two teen-aged children to Texas to enroll in a year's study under the Physicians Assistant Program. The 36-year-old native of North Carolina may take his five days of relaxation later — if he has the time.

That year of study will also prevent Chief Hewitt from accepting an assignment to work with one of the top master chiefs of the Navy during the coming year. That's the other option the award of Sailor of the Year brings, and although Chief Hewitt won't be taking it, Chief Perry and Chief Gouveia will. Chief

Perry is on the staff of the Master Chief of the Atlantic Fleet, and Chief Gouveia, because of an intensive interest in education, will assist the Master Chief of Naval Education and Training Command.

Facing page: ADM James L. Holloway, III, CNO, congratulates the 1974 Sailors of the Year, now chiefs by meritorious promotion. L to R: Chief Hospital Corpsman John R. Hewitt (Shore), Chief Storekeeper Walter W. Gouveia (Pacific Fleet), and Chief Signalman Franklyn R. Perry (Atlantic Fleet). Below: Chief Tradevman Edward N. McDaniel is fitted with a new chief's cap by his wife for being named the outstanding Navy recruiter of 1974. ADM Holloway looks on.

RECRUITER OF THE YEAR

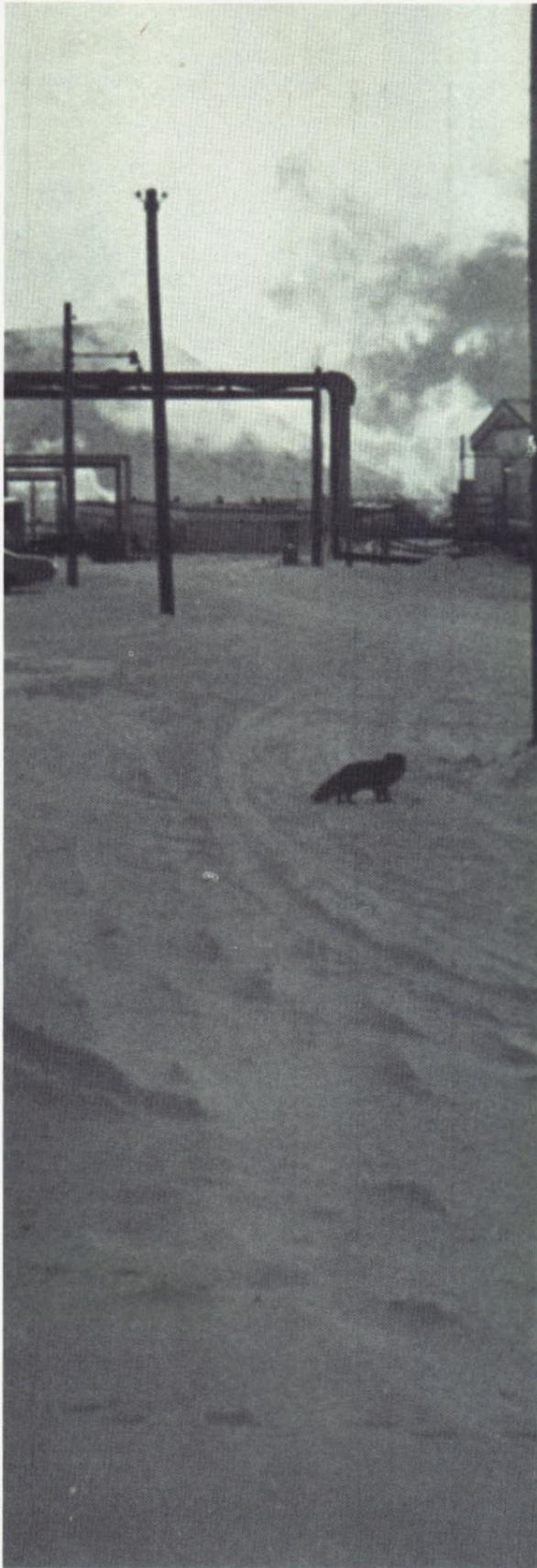
Chief Tradevman Edward N. McDaniel, recruiter in charge of the Navy Recruiting station at Pharr, Tex., in the San Antonio Navy Recruiting District, is this year's "Outstanding Navy Recruiter of the Year for 1974." Chief McDaniel was selected from 10 finalists in the Navy's annual Recruiter of the Year competition. These finalists, representing the eight Navy Recruiting Areas and the Naval Reserve Com-

mand for Surface and Air programs, were picked from more than 4000 Navy recruiters nationwide.

Besides the honor afforded, Chief McDaniel is assigned to the recruiting district which was nationally ranked "number one" in the nation in successful recruitment for fiscal year 1974. Chief McDaniel's recruiting average has been better than six recruits each month.

In Pharr, Petty Officer McDaniel is involved in Little League baseball; serves as a counselor to the McAllen Boys Club in addition to coaching its football team; and recently established the Alamo Youth Baseball League. A 19-year Navy veteran, Chief McDaniel was a 1st class petty officer when selected and was consequently meritoriously promoted to chief.





Track of



A light breeze carried the scent of spring across the runway at NAS Patuxent as the "Arctic Fox" prepared to take off. This was the runway used by the U. S. Navy's Oceanographic Development Squadron 8 at PaxRiver.

Twenty Navymen and scientists had just climbed into a big orange-and-white oceanographic research aircraft now revving up its engines.

In the cockpit, Lieutenant Commander Henry H. Broderson took over the controls from his second copilot, Lieutenant (jg) Garry G. Sowers. As the aircraft took off, the commander shifted her rudder and, in response, "Fox" dipped her wings — a signal of good-bye to wives and children watching from below.

Operation Birdseye, the mission for ice studies sponsored by the Naval Oceanographic Office, was underway. On that flight it was planned to carry Fox's crew and a group of research scientists to remote ice wastelands seldom visited by men. She was to follow arctic and sub-arctic routes to the top of the world, the

the ARCTIC FOX



Crossing Canada and on the approach into Labrador, the earth below had lost its fresh, green color, taking on grayer hues of a lingering winter. Soon the "ground horizons" surrounding the aircraft were solid white, broken only by an occasional gray-green line of spruce trees.

The aircraft landed at Goose Bay in a light snow which partially obscured the runway. Petty Officer 2nd Class Gary W. Foster swung open the personnel hatch. Around them the snow covered the ground to a depth of several feet in drifts and the only spots of color were the gray-green spruce trees along the borders of the base.

But Fox's crew found themselves quartered in large, clean Royal Canadian Air Force barracks that were more like hotels than barracks. In the warmth of a large dining hall, they enjoyed a meal of steak and kidney pie, herring and other Canadian specialties.

The darkness at Goose Bay was lessened by the strange fluorescent quality of the Aurora Borealis, better known as the northern lights. They seemed to shift across the sky like moving clouds.

At dawn the following day, Fox took off again, heading toward the icecapped mass of Greenland.

North Pole, then home again.

The journey would include a stop at Goose Bay, Labrador, and a flight over the icebergs of Baffin Bay. From Thule, Greenland, the Fox would lift off for the North Pole, then cut across down to Eielson Air Force Base, Alaska.

After a short stopover and a survey flight along the North Slope coast to the edge of the Chukchi Sea, she would return via the Northwest Passage to Greenland.

Already the pilots, crewmen and scientists were preparing for the mission operations.

Doctors Walter L. Whitman and Allen W. Lohanick broke out oceanographic charts and graphs to be used in the ice studies. Dr. M. Allen Beal prepared his movie-recording camera, and Electronics Technician Peter R. Kupstas lined up the laser beam projector. The laser is used as a profiler to measure accurately the height contour of the ice fields. Electronically transferring its readings onto graphs, the laser is capable of defining the smallest rise or ridge in the ice.

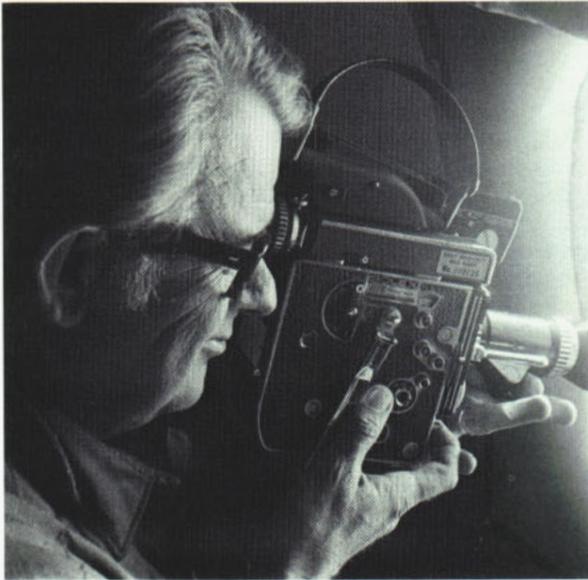


Far left: A real Arctic fox ventures near the squadron's quarters. Center: The aircraft called "Arctic Fox". Above: Crew of the Arctic Fox, who flew the 38,000th accident-free hour while circling the North Pole.

ARCTIC FOX

As the plane soared out into Baffin Bay, the character of the northern sea changed. The ocean, which had been partially covered by ice, now became an ice field. Only occasionally did a watery surface break through in the form of a "polynya" (wide space) or a "lead" (long, narrow break).

The ice averaged about five feet thick on the surface, with mountainous icebergs jutting their ragged edges toward the sky. The ice observers began their survey.



Stationed in the forward cockpit area, they marked, in special cartographic symbology, ice ridges, icebergs and conditions of the ice below.

A wide, white bay located at the end of a huge tabletop formation marked the approach to Thule, Greenland. A rise of cliff and mountainous hillside surrounds Thule except at the Bay point, and gives the air base the appearance of being at the bottom of a bowl. All of it is ice- and snow-covered, an almost-unbroken white. The temperature was 35 degrees below zero and the crew secured the aircraft in double-quick time.

Chief Petty Officer Jack L. McLane led the group to the chow hall where they found a pleasant surprise. The Danish-operated dining hall there offers some of the most delicious and plentiful food anywhere — and the surroundings made it taste even better.

"Meals are one of the major morale factors here," said one of their hosts. "There's really not much else to look forward to unless you enjoy tramping around on ice ridges."

Coming out of the dining hall the crewmen met their aircraft's namesakes. Several arctic foxes, small animals with long, varicolored coats, bushy tails and doglike faces, were searching around the grounds for food scraps. They scattered as the men approached.

"They're wild," said Chief Petty Officer John W. Groves, "but that doesn't keep them from coming aboard the base for an easy meal."

The Fox's crew were quartered in the "Top of the World" barracks, with heavy, icebox-type doors, designed to keep heat in. They settled down for the night — only to find that night never came. For several of the crew this was their first experience of the long arctic daylight. Finally, at 0300, some of the team members ventured outside to photograph the wild foxes in the dim light of the low-lying sun.

Within 15 minutes the cold was seeping through their parkas and boots, and had already hardened on exposed areas of their faces. They pulled the fur-lined hoods of their parkas farther down as they found that even their nasal passages filled with frost.



commercial ship and aircraft safety services. The information was also to be correlated with that used for research on arctic military operations.

Meanwhile Arctic Fox continued northwards. She made her approach to the Pole at 1700. Nothing was changed on the polar landscape. The windswept ice- and snow-covered emptiness below was marked only by ice ridges created by tremendous pressures. But a feeling of awe swept the aircraft as the men watched through the cockpit and portholes, feeling themselves pulled toward the legendary top of the world.

Far left: Navy oceanographic scientist Dr. M. Allen Beal films ice ridges. Left: Massive iceberg in Baffin Bay. Below: LT Philip Souza II helps observe Baffin Bay.



“Watch out for little white dots on your skin,” warned Petty Officer 1st Class Allen T. Meredith. “That’s the signal of frostbite.” After 20 minutes the men had to return indoors to thaw out.

Lifting out across Greenland Bay on the next step of their journey, they headed deeper into the desolate ice waste, continuing their research work. Dr. Lohanick huddled over his charts, Pete Kupstas bombarded the ice surface with his laser beam, and Drs. Whitman and Beal made observations on the ice conditions below. The military ice observers rotated from the cockpit to the radar screen in shifts, seeking data and marking their charts.

The purpose of this oceanographic mission was to obtain various kinds of information that could be gathered from the ice wilderness below. Whatever could be translated from that arctic surface to the charts and graphs aboard Fox would be added to the Navy’s, and the Nation’s, store of oceanographic information. Their immediate application would be to aid in weather research, and to assist in military and

“We’ll go into a turn and circle the Pole,” announced Senior Co-pilot Lieutenant Philip E. Souza, II, “to let the scientists get their readings — and also so we can say we’ve been around the world in 80 seconds.”

Fox actually made her flight around the world in less than 80 seconds, then headed south. Later they learned they had flown the oceanographic squadron’s 38,000th accident-free hour while circling the Pole.

The next leg of the flight called for a rest stop at Eielson Air Force Base, near Fairbanks, Alaska. Before leaving Alaska, they flew a recon mission to the edge of the Chukchi Sea.

Setting their course northward for a second time, they headed back for a return trip to Greenland. As Arctic Fox flew into a reddening sky, the disk of the sun rose ahead, dimming the crescent moon that still hung in there on their port side. On this return journey, Fox made her way through the famous Northwest Passage, without incident. But as the plane approached Greenland, the weather began to change. A

ARCTIC FOX



light fog rolled over Fox and Thule control reported high winds and blowing snow over the airfield.

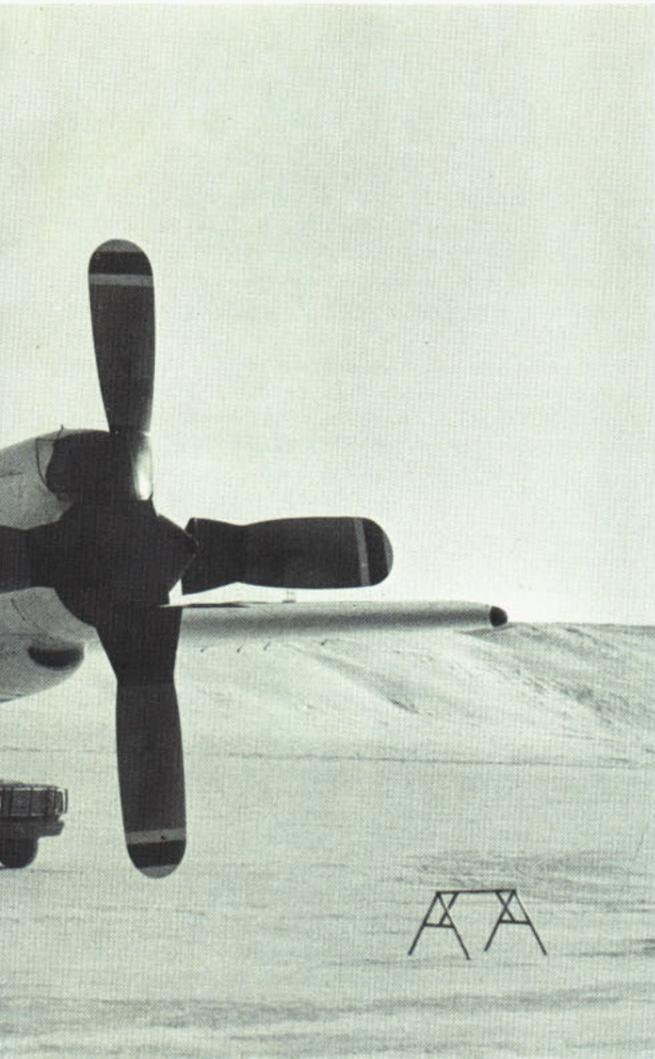
Down below the surface of the sea disappeared in the mist and Fox was forced downward to find an opening and reorient herself.

The mountains of Greenland rose suddenly out of the mist. There was also another danger — by flying low Fox ran the unlikely, but possible, risk of skimming into a massive iceberg.

The aircraft grew quiet inside. Only the drone of the engines broke the silence as the Fox flew low over the surface looking for a break in the fog-mist which would permit a landing approach.

Finally the break came. The plane headed into Thule. Ground Control Approach took over and began talking Fox into the field. The plane glided, almost obscured by the blowing snow, toward the landing field.

After two unsuccessful attempts to land at Thule through blowing snow which obscured the field,



Far left: PO2 Eric Snell makes minor field repairs. Left: Runway at Thule. Below: CPO John W. Groves at Thule Air Base.

LCDR Broderson, the aircraft commander, decided to divert to Sondrestrom, Greenland.

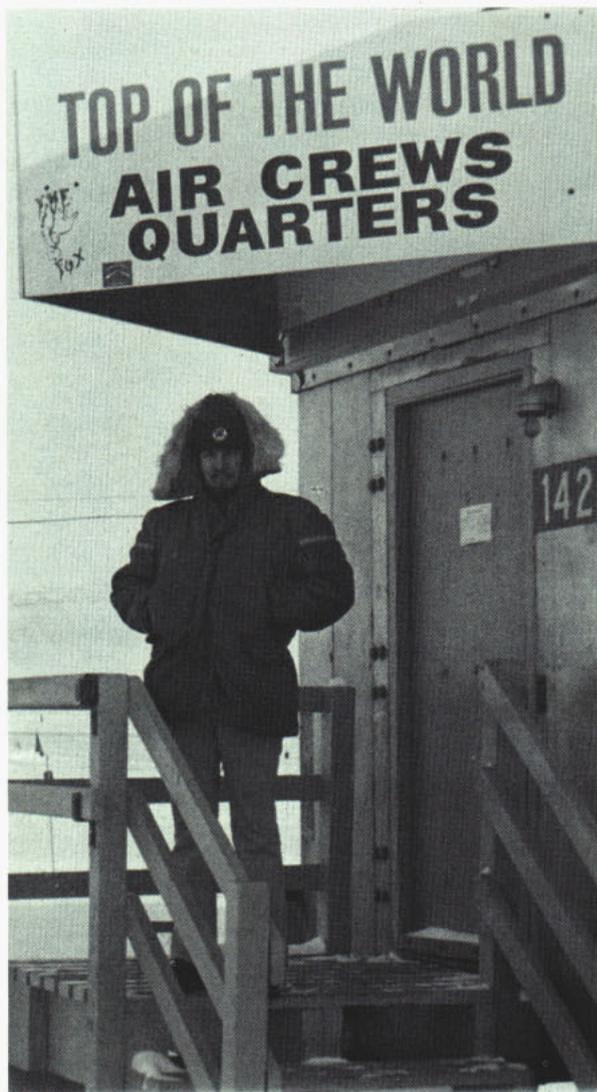
Three hours later, in southern Greenland, the weather was clear and the big oceanographic bird touched down with ease at Sondrestrom.

The journey from Greenland to Maryland the next day was uneventful, but busy, with the crew correlating data. Ten days after their trip began, the runways of Patuxent River came into view.

Fox touched down at Pax for the final landing of the flight, without incident. In the hangar area, the families of several crewmembers were waiting.

Fox had brought her Navy crew and scientists home again safely. At Pax, mechanics were already on the job, making all systems ready for that day when she would fly again with her crew of dedicated men — in the never-ending search for knowledge about our world.

— Story and photos by JOC William B. Rozier



EVACUATION FROM CYPRUS

NAVY

On the afternoon of 22 Jul 1974, helicopters from the U. S. Sixth Fleet amphibious assault ship USS *Inchon* (LPH 12) began evacuating American citizens from the British base at Dhekelia in southern Cyprus.

Evacuees were flown to a five-ship amphibious group which included USS *Coronado* (LPD 11), USS *Trenton* (LPD 14), USS *Spiegel Grove* (LSD 32) and USS *Saginaw* (LST 1188). The Marine command involved was the 34th Marine Amphibious Unit under Colonel E. H. Arkland and the helicopters belonged to HMM 162. The ships composed Task Force 61, commanded by Commodore M. J. Karlowicz who is also Commander of Amphibious Squadron Eight.

By the end of the four-day evacuation cycle, 498 Americans and 254 other nationals from 24 countries were embarked aboard the ships. *Coronado* had 466 evacuees aboard, shuttled from Dhekelia by the Marine helicopters attached to *Inchon*.

Following initial evacuation at Dhekelia, USS *Trenton*, along with ships and helicopters from the British Royal Navy, proceeded on 24 July to Akrotiri, Cyprus. There, 201 persons were transported from shore to USS *Trenton* using medium landing craft. This evolution took place in rough seas and accompanying high winds.

Once civilian personnel were brought aboard they were rapidly processed for their stay on board ship. Towels, soap, food and a comfortable bed were provided all as soon as they arrived aboard.

Left: Evacuees from Cyprus are landed aboard USS *Trenton*. **Below:** Evacuees are shown the way to processing area. **Right:** Chow time aboard the ship for the evacuees.



TO THE RESCUE

The military personnel went out of their way to make the civilians at home as much as possible. One, Jenerfer Clement of Toledo, Ohio, said, "I don't believe how fast the evacuation of so many people took place. The Marine helicopters with the U. S. flag painted on their sides were the most beautiful sight in the world."

Another evacuee, Peter Z. Allen, PhD, a professor at the University of Rochester, N.Y., has since written Secretary of the Navy J. William Middendorf, II, to express his thanks for the manner in which the amphibious group handled the evacuation. His letter reads:

"Dear Mr. Secretary,

"I am writing you to express my sincere thanks, deep gratitude and appreciation for the role played by the Department of the Navy in its evacuation of American nationals from Cyprus during the recent outbreak of fighting there.

"I was one of five Americans participating along with other foreign nationals in an archaeological summer program of excavation at ancient Salamis, just outside Famagusta. After being trapped for several days in the schoolhouse of Agious Georgios of Salamis, which was caught in the middle of Greek-Turkish crossfire, we were finally rescued and escorted by U. N. (Swedcon) and British forces to the British base at Dhekalia. Minutes after our arrival at Dhekalia base (Monday evening, July 22), American helicopters landed at Dhekalia and evacuated hundreds of Americans to the USS *Coronado*. The speed, efficiency and

safety with which this air rescue operation was carried out was truly remarkable.

"Captain E. N. Fenno, commanding officer of the USS *Coronado* and the members of his crew are to be thanked and congratulated for their role in evacuating Americans to safety in Beirut. The behavior of the crew aboard USS *Coronado* was in the highest tradition of the U. S. Navy and merits the greatest praise. The care, concern and attention shown by all the crew of the *Coronado* for the welfare, comfort and safety of each evacuee aboard was truly inspiring and certainly exceeded any requirements of duty.

"I thank God that ships like the USS *Coronado* exist in the U. S. Navy. Their humanitarian mission should serve as a source of pride and gratitude for all Americans. I sincerely hope that my own appreciation and gratitude can be communicated to the captain and crew of the USS *Coronado*."

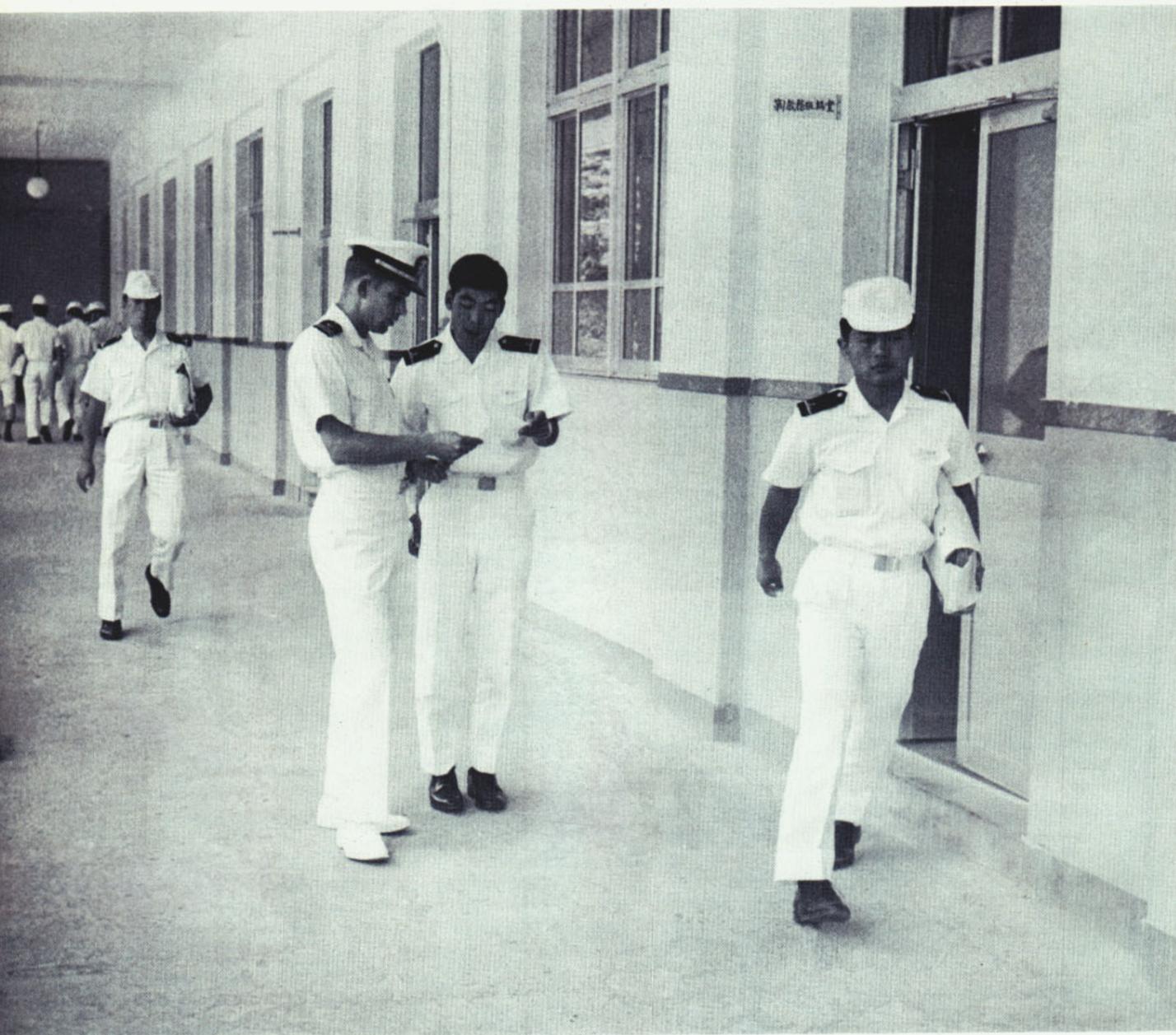
During evacuation and transit to Lebanon, additional ships of the Sixth Fleet stood by in international waters in the area should the need for additional evacuation arise. Arriving in Beirut, *Coronado* and *Trenton* were met by diplomatic officials who processed the disembarked evacuees and arranged onward transportation.

— Coverage and photos by CDR J. P. Mathews,
PH1 C. Meyer, PH3 J. G. Greco,
PH3 P. Skold, Sgt. S. Patterson,
MM3 Tucker and PH3 Arterberry



A NEW CHAPTER
in the Career of

LT Jim Dail, USN



Jim Dail had just spent a year at the university of Texas at Arlington and was looking for a summer job in Fairbanks, Alaska, when he decided to join the Navy. That was some 12 years ago. He said – at that time – he thought “the Navy was a more disciplined organization than the other services in the sense that there was more cohesiveness among the people serving in it.” And that’s what he was looking for.

After enlisted recruit training at NTC San Diego, he reported to Great Lakes to attend the Electronics Technician School there. However, before ET classes began, he received a SecNav appointment to the Naval Academy and was ordered to the Naval Preparatory School at Bainbridge, Md., for a year’s study. While at San Diego, Dail had applied for every officer procurement program available, especially Congressional and SecNav appointments to the Academy.

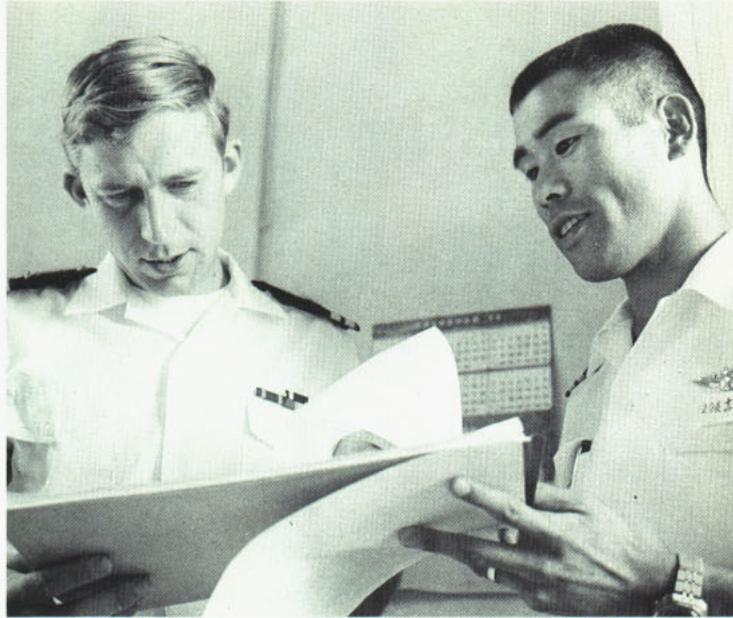
Dail entered the academy in June 1963 and was graduated four years later with a commission as an ensign and a general engineering degree.

This is the second time that ALL HANDS has featured an article on LT Jim Dail – the first, “Profile of a Professional,” appeared in our February 1971 issue. This does not mean that we are spotlighting a particular career – it is our intent to portray the continuing career of a young naval officer – along with his wife Donna – enabling us to share their views and experience with others.

In the February 1971 article Dail commented on the demands of one’s job as he moves along in a naval career. “It’s a job with long, hard hours and lots of responsibility, but it’s something that has lots of prestige attached to it.”

He set for himself one particular rule to follow: “Once having made the decision to join an organization, a person should live by the rules, but I think that’s true of civilian life as well.”

He calls his present job in Eta Jima, Japan, “a tremendous challenge,” saying as well that he “can see material results” from his work – something that is



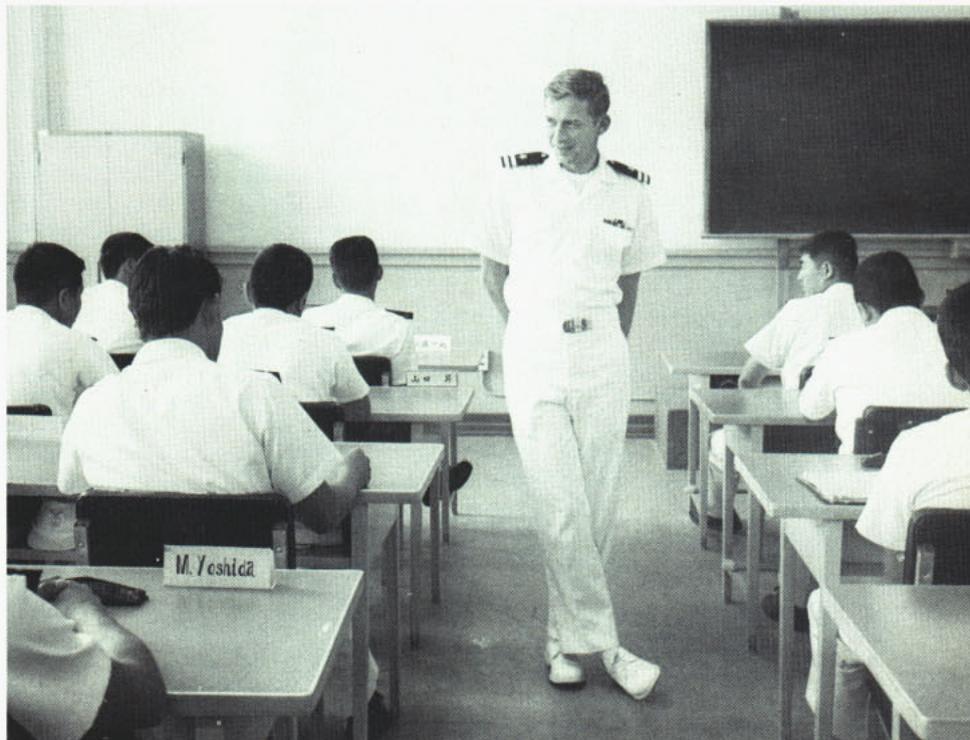
not always possible in many jobs.

Now, following, is a second look at LT Jim Dail, his wife Donna, the couple’s growing son, Brian, and their two-year-old daughter Jennifer. Chief Journalist Tom Thompson reports on the way they’ve adapted to living in Japan and the challenges Dail faces as an instructor at the Japanese Maritime Self-Defense Force’s officer candidate school.

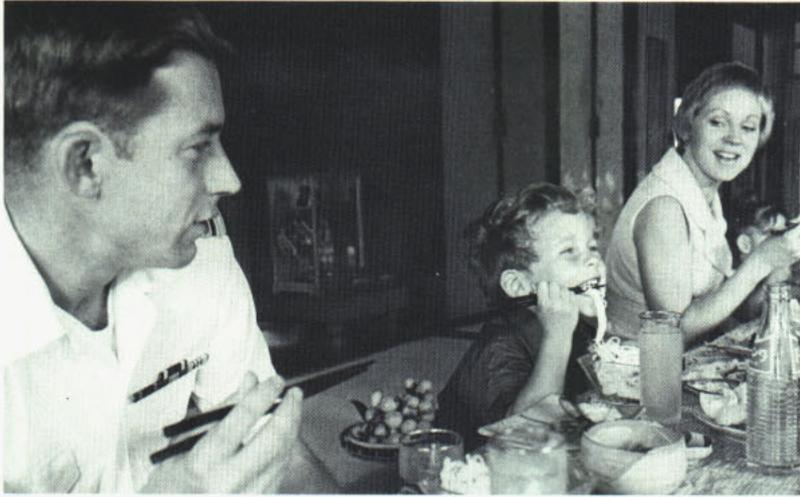
Eta Jima is one of a string of jewel-green islands in the Inland Sea of southern Japan, about 600 miles south of Tokyo. The quiet, smog-free island is home for the Japanese Maritime Self-Defense Force’s officer candidate school.

It is also the current duty station of Lieutenant James A. Dail of the U. S. Navy. (→)

Left: LT James A. Dail checks schedule with another instructor. Lower right: LT Dail teaches not only conversational English but also American history and U. S. Navy customs and traditions. Upper right: LT Dail aids student.



JIM DAIL AND FAMILY



Left: The Dails admire their son Brian's performance with chopsticks, which he learned to use when he was three years old.

Lower right: Mrs. Donna Dail in a Japanese market. Upper right: Even after two years on Eta Jima, the Dails still meet villagers who find their presence a novelty, inspiring numerous questions.

He and his wife Donna and their two children arrived there some two years ago. LT Dail's assignment was to serve as an instructor on an exchange basis to the corps of cadets learning to become officers in the Japanese Navy.

The 31-year-old lieutenant is the first American naval officer to serve as an instructor at the school, which has a history stretching back to the late 1880's, turning out officers for the Imperial Navy. In a turn-about assignment, the Japanese have one of their naval officers at the U. S. Naval Academy at Annapolis, Md.

How are the Dails enjoying this unusual tour? All you need to do is to take a look at the pictures on these and the preceding pages.

After nearly two years on Eta Jima, the couple claims a degree of happiness matched only by a seabag-sized appetite for seaweed and raw fish.

"At first we were worried about how we would fit into a totally Japanese environment," LT Dail recalled one evening in his home on the base, "but we were warmly received and made to feel at home right from the first day."

Mrs. Dail was more concerned than her husband. "I wasn't quite the worldwide traveler that Jim was," she said. A 1965 graduate of Paschal High School in Fort Worth, she was a student at Texas Tech when she met and married her husband. Although he is a junior officer, Dail's home is in a housing area normally reserved for senior Japanese officers. The location was selected by the school's superintendent before the Dails arrived. It's a spacious three-bedroom house built by the Australian Army when it occupied the island along with American forces after World War II.

"I can't say we would have preferred a Japanese-style house, because they get rather chilly in the winter," the lieutenant confessed. "But even so, when we stepped off the ferry at Eta Jima, we were prepared to adapt as much as possible to the Japanese life style."

So far, Jim and Donna, and their children have done surprisingly well.

Their meals are just as apt to be Japanese-style —

perhaps noodles, rice, seaweed, a spicy pickle and fish — as steak or hamburger. And conversation around the dinner table is often as much Japanese as it is English.

LT Dail, who studied French at the Naval Academy, took a 36-week course in Japanese before leaving the U. S. Donna had about a month's formal instruction and has learned more of the language from her Japanese friends.

Brian is the fluent member of the family. He learned from his Japanese playmates and is just as comfortable speaking Japanese as English.

"But he speaks with an Eta Jima accent," LT Dail pointed out (that's somewhat like a Japanese learning to speak English with a Texas accent).

Speaking the language is a necessity for the Dail family. On the job, LT Dail must converse in Japanese with fellow officers and the three Japanese instructors in the English department. And Japanese is the only language understood by the shopkeepers in the small town outside the base where Donna does her shopping.

"We're isolated from other Americans in Japan, but we prefer it that way," Donna said. "It forces us to improve our Japanese."

The nearest big American base is the U. S. Marine Corps Air Station at Iwakuni, about three hours from Eta Jima by ferry and car. The lieutenant limits his visits to the base to about two a month, when he gets paid and buys food staples and meat.

LT Dail is the only native English speaker in the school. He works under a Japanese civilian who heads the English department; another instructor is also a civilian, and one is a Japanese naval officer.

Of the 450 students attending the officer candidate school each year, most will take English lessons from LT Dail. Students spend only one year at the school, but most have a working knowledge of English grammar, a mandatory subject in Japanese public schools. LT Dail's classes emphasize conversational English; occasionally he will also teach American history and U. S. naval customs and traditions.

Donna teaches English, too, but on a less formal basis. Her students are the wives of officers living on the base. She is also engaged in a one-woman effort to introduce western cooking to the area.

"Unfortunately, it's easier for me to learn Japanese cooking from the wives," Donna said. "Western food is difficult to obtain and expensive."

Donna makes up for it, though, when guests are invited to her home for dinner. Then, delicate Japanese dishes and bowls and lacquered trays are put away in favor of a "Texas-style" feast featuring barbecued steaks.

"We discovered shortly after we arrived that what our Japanese friends want to experience is an American meal cooked by an American housewife," Donna said.

Adapting to Japanese surroundings, making friends and feeling "more free than isolated" on Eta Jima have come easily to the Dails. It was easier than he thought it would be back when he was the weapons officer on the guided missile escort USS *Talbot*, first mulling over whether to volunteer for this assignment.

The Dails attribute part of the smooth transition into a near-total Japanese environment to their Japanese friends. Donna, in particular, had done little traveling before coming to Japan.

On the other hand, her husband recalls memories of Japan in the late 1950s when he was living near Tokyo. His stepfather, William C. Parker, was an Air Force sergeant then, assigned to an air base. Since retired, he and Dail's mother, Pauline, live in Irving, Tex.



Occasionally Dail feels an urge to be back with his own Navy, which is not an unusual feeling for a dedicated career officer who has spent a share of his career at sea aboard USS *Talbot* and the nuclear-powered guided missile frigate USS *Bainbridge*.

"Still, the job here offers a tremendous challenge," the lieutenant said. "I can see material results from my work, and that's not always possible in many jobs."

By volunteering for the Eta Jima job, LT Dail has helped shape a naval career that will likely include duty that will draw from his experience in the Orient. He has joined a handful of U. S. Naval officers intimately acquainted with the Japanese people and their navy. Future assignments could possibly bring the Dails back to Japan, a prospect to which they look forward.

But, thoughts of returning to Japan are somewhat distant at the moment. The Dails are now looking toward their departure sometime early next year. Probably they will return to the U. S., where the lieutenant will be assigned to a ship or perhaps attend a Navy school or even be allowed to do some post-graduate work.

And what's first on the list of things to do in the U. S. for a family that's been in Japan for more than two years? That's easy.

"We're going to a Japanese restaurant in Dallas and order a meal in Japanese."

— Story and photos by JOC Tom Thompson



U.S. - JAPANESE

MIDSHIPMAN EXCHANGE



It was a week of action-packed excitement for 23 U. S. Naval Reserve Officer Training Corps midshipmen who participated in a U. S.-Japan goodwill orientation cruise this summer.

The adventure for the U. S. midshipmen began on a Sunday afternoon when they arrived at the Japanese Maritime Self Defense Force (JMSDF) officer candidate school on the island of Eta Jima.

After meeting their hosts, each American midshipman was paired off with a Japanese officer candidate. During their three-day stay at the school, the midshipmen and their Japanese partners toured the Imperial Japanese Naval Museum, climbed the 1200-foot Mt. Furutaka, and witnessed exhibitions of the Japanese martial arts of judo, kendo (swordfighting), karate, and syorenji-kenpo (a style of fighting similar to and sometimes confused with kung fu).

They were then the honored guests at a special reception and tea ceremony sponsored by the school's officials. Also during their stay, the middies visited nearby island resorts and a series of gardens and castles.

The morning of their departure, the American midshipmen received a cap-waving sayonara, and the school's superintendent presented them with certificates proclaiming them as honorary Japanese cadets.

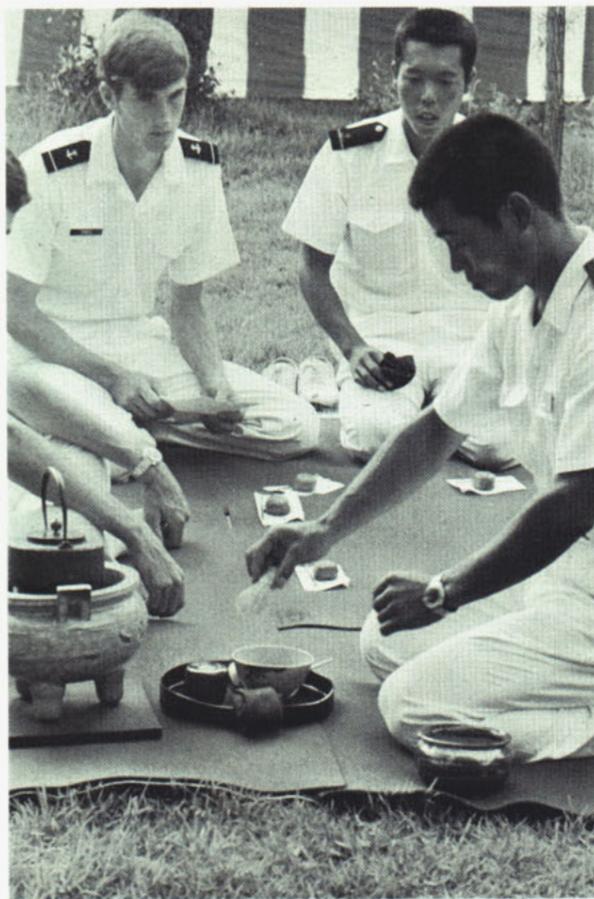
Then the U. S. midshipmen and Japanese cadets boarded three U. S. ships and three Japanese destroyers for a trip to the U. S. naval base at Yokosuka, 40 miles south of Tokyo. While at sea, they split up



into small groups of U. S. and JMSDF midshipmen aboard each ship.

Underway, they devoted most of their time to exercises and drills which included communications, high-line transfer, conning and tactical problems. They also had ample opportunity for sightseeing as the ships passed through many beautiful straits during the voyage.

On arrival at Yokosuka, the U. S. midshipmen were assigned to other U. S. Seventh Fleet ships for the duration of their summer training. They departed from Japanese shores with a real appreciation of the welcome they had received and the friendliness of the Japanese officers, enlisted men and cadets.



Above left: Two midshipmen, exchanging views and headgear. Left: A karate demonstration for American midshipmen. Above: Midshipmen at the Imperial Japanese Naval Museum on Etajima Island. Upper right: Japanese cadet demonstrates ancient art of tea ceremony. Right: Japan Defense Ship Asagumo.



OPERATION

'USS DIXIE CUP'



The training of Naval Reservists is an important activity, contributing to the country's overall defense posture. With the reduction of active duty military personnel the readiness of Reserve forces takes on even greater importance. The Naval Reserve Center in Worcester, Mass., recently conducted a competitive readiness training exercise involving all hands. Result was a practical, exciting exercise where over 100 Reservists either used skills learned on active duty or had an opportunity to learn new ones.

On a bright Sunday afternoon members of Naval Reserve Surface Divisions 1-31 (M) and 1-32(M) gathered at the modern brick center overlooking Lake Quinsigamond to carry out an unusual training exercise.

When the words, "Now station the special sea and anchor detail," were passed by Lieutenant George E. Vogel, USNR, officer of the deck, all hands readied themselves for getting underway.

They were sailing in (and around) 'USS Dixie Cup.' This is an exact replica of a ship's compartment constructed completely at the center. Men were able to engage in exercises such as personnel evacuation, boat lowering, fire drills and flooding and shoring. 'Dixie Cup' — now in her third year of operation — was christened by then Assistant SecNav James Johnson after she had been dismantled in Newport, R. I., and reassembled in Worcester, Mass.

In addition to the excellent training the initial construction provided, 'Dixie Cup' continues to be a major part of damage control training.

For a period of some hours the Reserve Center cap-

tered the sounds, the sights, and even some of the smells of a destroyer steaming to a rendezvous point in mid-Atlantic. In any one of the center's spaces an observer might think he was aboard one of the destroyers actually used for training Reservists.

(Once each quarter, the Worcester Reservists travel to Fall River, Mass., and train aboard USS *Newman K. Perry* (DD 883), USS *Holder* (DD 819), or USS *Damato* (DD 871). One surface division designated as "DD" recently cruised aboard USS *Charles P. Cecil* (DD 835) out of New London, Conn.)

One of the men largely responsible for the direction and supervision of the practical application and consequences of the exercise was Chief Hull Maintenance Technician Jose P. Santos, who coordinated the damage control efforts, spent weeks working with men of both Reserve units and prepared them for whatever "casualties" might be sustained.

One thing was certain — there was plenty of action. 'Dixie Cup' did sustain heavy "damage," and the drills conducted ranged from a highlining evolution to pipe patching.

Providing realistic training, in addition to 'Dixie Cup,' was the First Naval District's mobile damage control van, a truck fitted with airtight compartments like those found aboard ship. Men had to rig emergency power lines in darkened, smoke-filled compartments, using their OBAs (Oxygen Breathing



Far left: Support personnel review administrative aspects of exercise. Left: Engine order telegraph is manned in bridge mock-up. Above: A highline is rigged from "USS Dixie Cup." Upper right: Manning the throttle board in engineering. Lower right: (L to R) LCDR Richard B. Newbert, CDR William C. Kelley, Jr., and LT Arthur Schultz, Jr.



Apparatus). The men were observed and evaluated on all aspects of this exercise.

For Lieutenant Arthur V. Schultz, Jr., CO of the Reserve Center since March, the exercise was an important one because it was the first major operation since he took command.

Three Naval Reservists learning new skills were women attached to Surface Division 1-32(M). In the dimly lighted Combat Information Center, Storekeeper 1st Class Edith Swartz, USNR, listened for coordinates of a target to enter into her log. "I like working out of my rate," she said as she stepped back from the plotting table. "Women don't sit behind a desk on a ship! Why should we here?" Petty Officer Swartz added that she hopes her next two-week training duty will be in CIC aboard a real ship.

As 'Dixie Cup' was pulling alongside an oiler to take on fuel and transfer an injured radarman, an enemy submarine was sighted and emergency breakaway procedures were employed. On the bridge the OOD was giving orders to helmsman Carol Leblanc, USNR. (She's actually an HM3.)

"Come right to course 170, Aye, Sir," and the wheel spun in the desired direction. She later commented that her husband and father-in-law were both members of the same unit and they were proud to be a Naval Reserve family. LT Schultz remarked that Petty Officer Leblanc had scored a perfect 4.0 on the recent advancement exam. "This is a first, at least hereabouts, and no one can remember a 4.0 being scored in the past," he said.

Commander Marshall W. Greene, USNR, CO of one division, led the way into sonar for a look at the ASW exercise. Hospital Corpsman 3rd Class Nancy Paradise was intent on following and interpreting blips on a green lighted screen. "We're tracking the submarine closely," she said. She had no difficulty convincing those working with her when she remarked, "This work is really exciting." When she completed three

years of active duty Nancy signed up for one year in the Reserves. "Next time I'll sign up for 24 months."

Commander William C. Kelley, Jr., USNR, group commander and senior evaluator of the exercise offered his congratulations to all hands. "This operation was a new and complex exercise — I consider it a real success." He added, "the active duty support personnel provided guidance and encouragement throughout the entire exercise."

The exercise was the brainchild of Lieutenant Commander Richard B. Newbert, USNR, operations officer of the group command staff. He praised the training he received at the Naval War College, saying, "It was a tremendous assist in planning and executing this operation. This was an ambitious exercise involving multiple shipboard evolutions under conditions of stress."

The operation can be changed slightly and used for additional training of personnel. The drill may be effectively conducted with a small number of people, but can also employ virtually any number. It also allows for a restricted time frame. The whole game can be played out in approximately two hours. The fact that two separate units were able to use the plan in a single day attests to its suitability for Reserve training, supplementing and complementing that received aboard ships of the Fleet.

— Story by LCDR Daniel J. Moynihan, Jr., USNR and
JO3 Michael Reidy, USNR.
— Photos by LCDR Moynihan

USS Reclaimer Lives Up To Her Name

"42 CAN DO!"

She's a stubby little old lady in gray whose weather-beaten brow and wrinkled form show the effects of toiling in King Neptune's domain.

But looks can be deceiving. Underneath her aged, salty exterior are a spunky spirit and an iron will that make her the pride of the salvage Navy. This 28-year-old, pint-sized rough'n'ready gal is the rescue and salvage ship *USS Reclaimer* (ARS 42).

"*Reclaimer* may not look like very much when you compare her with some ships in the Navy, but she's got a mission that's unique among all ships, and we're proud of the job she does," says Lieutenant Commander Sam J. Caruso, ex-chief gunner's mate and current *Reclaimer* skipper.

Commissioned in December 1945, *Reclaimer* and her seven sister ships in the Pacific Fleet Service Force have ranged the entire Pacific Ocean. From her Pearl Harbor home port, *Reclaimer* often goes unnoticed and unheralded, but the services she performs are vital. She's a friend, indeed, to anyone sending out an SOS and often becomes the unsung heroine in sea dramas that are usually only witnessed by victims.

Although just 213 feet in length, this little ship is outfitted to accomplish big tasks — salvage, repair and towing ships which are battle damaged, beached or abandoned at sea. She can also retrieve (as her name implies) various ships, craft and material from beneath the sea, and is capable of conducting major diving operations to 180-foot depths and lifting submerged objects up to 150 tons deadweight.

Powered by four 1000-horsepower diesel engines, *Reclaimer* can even tow aircraft carriers. She carries eight sets of special pulling rigs called "beach gear," which, combined with her engines, can exert up to 570 tons pull to refloat a grounded ship. The salvage "queen" also has portable, large volume water pumps and air compressors used to control flooding or clear flooded compartments of damaged ship. Underwater welding equipment is also part of her salvage.

Her versatility enables *Reclaimer* to tackle a variety of other assignments: underwater surveys, hull inspections, underwater repair chores such as patching, search and rescue missions, cargo transfers, ordnance disposal and firefighting at sea.

A kind of girl Friday on the high seas, *Reclaimer's* motto is "42 Can Do."

"We can do most anything," Seaman Jack J. Parker, Jr., boasts of *Reclaimer* and his shipmates. "There are times I think we work an eight-day week, but we've got the morale to do any job we're assigned."

All the impressive gear and equipment aboard *Reclaimer* would be of little value if there were no



men around with the know-how and expertise to put it to good use.

It takes a special breed of sailor to make things click in *Reclaimer*. The salvage sailor has to be skilled in all aspects of seamanship, quick-witted, intelligent, ingenious, hearty, persevering, long on muscle and sure enough of himself to accept any challenge. *Reclaimer's* crew is this, and much more. Her 77 enlisted men and six officers are a rugged, accomplished group who have many years of training and experience in the salvage Navy. Skilled technicians — led by boatswain's mates, welders, engineers and divers — they have pitted the tricks of their trade against King Neptune at all hours of the day and night under all conditions — and have emerged a winning team.

"It's not a one-man operation in *Reclaimer*; it takes teamwork," Boatswain's Mate Ron Weissmann explained. "But, even so, you have to be able to pull your own load — you can't depend on anyone else to do your share of the work."

LCDR Caruso, the blond, bearded CO, added: "Salvage operations are an all hands evolution and every man in *Reclaimer* does his share — the officers and chiefs are on deck hauling line or even in the water during diving operations. It's quite a sight to see what a bunch of men can do when they work together."

Like the diverse jobs *Reclaimer* is equipped to



Above: USS *Reclaimer* (ARS 42). Below: A barnacle-covered electronic recording device collecting oceanographic data is hoisted aboard *Reclaimer* from ocean depths. Right: A hard-hat, deep-sea diver prepares for work in water 180 feet deep.



OCTOBER 1974

handle, her men are versatile "jacks-of-all-trades." Eighteen of the crew, in addition to their regular ship-board duties, are qualified in deep-sea, scuba and shallow water diving.

It is not unusual for *Reclaimer* crewmen, who have been working in the confines of the engineroom, to stand watches on the bridge, weld or chip paint or to be called to the fantail to don diving gear for a plunge to Davy Jones' locker.

"The movies have stereotyped divers in the John Wayne image," notes Chief Petty Officer Judson Murdock, a hull technician and *Reclaimer's* master diver. "You don't have to be a John Wayne type to be a diver. I've seen skinny, heavy, tall and small divers, but I don't recall seeing very many divers that fit the John Wayne image.

"A diver does need to be intelligent, however, determined and able to work alone. This is what we want," he said, pointing to a sign on the door of *Reclaimer's* diving locker:

"We need divers who can produce, not divers who can explain why they didn't."

Below it is another sign reflecting the spirit of the crew: "We don't try harder, we flat do it!"

The efforts of *Reclaimer's* crew have not gone unnoticed. They were awarded a coveted Meritorious Unit Commendation by the Secretary of the Navy for their combat salvage work during their 1972 deployment to the western Pacific. Altogether the crew chalked up 19 successful combat salvage operations as the U. S. involvement in the Vietnam era was ending. This was the most combat salvage work performed during any one deployment of the conflict by any ARS. In fact, it's believed to be the most combat salvage work in one deployment by any ARS since World War II.

The *Reclaimer* crew was also presented the first annual "Square Knot" award this past year, which is symbolic of the most outstanding seamanship displayed by any crew in ships of Service Squadron Five.

At an age when many of her big cousin ships of the Pacific Fleet are on their twilight voyages toward retirement and mothballs, the amazing *Reclaimer* just keeps on truckin'.

— Story and photos by J01 Mike McGougan





USS IWO JIMA (LPH 2)

Liberty in EGYPT

“Liberty call!” These are two words guaranteed to arouse the wanderlust of any seagoing sailor, especially when it’s in some area of the world he’s never seen.

Such was the opportunity offered to the crew of the amphibious assault ship USS *Iwo Jima* (LPH 2), while she lay at anchor off Port Said, Egypt, at the northern end of the Suez Canal.

Iwo had first anchored in the eastern Mediterranean early on the morning of 22 April to prepare for operations *Nimbus Star* and *Nimbus Moon*, the joint Egyptian-American-British efforts to clear the Suez Canal of any mines or other unexploded ordnance which may have been placed there since the waterway was closed to shipping in 1967.

Among *Iwo*’s crew there was a lot of speculation about what the land of the Pharaohs would be like. They had viewed Port Said and the coastline of Egypt from six miles out for several days, but few had been closer.

“What are the Egyptians like?” “Do they all wear those headdresses and robes and drive camels?”

“What do they think of Americans?” “Can you get any souvenirs?”

These questions and seemingly hundreds more were being asked of the few people onboard who had either been among the first contingent of Americans to enter Cairo in early April to set up canal operations, or had gone ashore as pilots or members of aircrews of the embarked helicopters.

“They’re extremely friendly.” “They wear all kinds of different clothes, and they seem to be really happy that the Americans are here.” “Yes, there are plenty of souvenirs and the prices are reasonable, but the shop owners expect you to bargain — and to bargain hard.” “Basically, it’s a lot of fun and a whole new experience.”

And so, liberty call finally went down for the first tour group of 80 *Iwo Jima* sailors and marines on Friday, 3 May. The historic Nile River beckoned the young men from a faraway land, almost as it had the ancient Romans and Greeks. The Americans were both enthusiastic and perhaps a little apprehensive as



Facing page: *Iwo Jima* sailors, one decked out in Arab headdress, ride camels among the pharaoh's pyramids. Above: An Egyptian vendor attempts to peddle riding crops to sailors on the bus. Above right: View of the ancient pyramids and the Sphinx at Giza. Below: Navy men browse in a well-stocked Cairo gift shop.

they boarded helicopters to be shuttled from the ship to Port Said. From there, they went by tour bus along the edge of the canal to the former resort city of Ismailia, and then turned southwest and pressed on across the western desert into central Egypt and its capital city of Cairo.

The bus ride was long, hot and dusty, and many of the vestiges of war were visible along the way, but the trip didn't dampen the spirits of the *Iwo* men. They realized they were among the first Americans in seven years to be guests in this country, where the heart-beat of civilization began thousands of years ago.

When the buses finally stopped at the historic Pyramids, the sailors and marines were caught up in an acute awareness of the fact that they were in the presence of one of the legendary Seven Wonders of the Ancient World.

The mystique of the ancient and the reality of the contemporary were pulled together quickly though, as the Americans were met by swarms of vendors and concessionaires, all hawking their wares in loud, frantic voices and a mixture of languages. The sailors and marines were suddenly in a press of humanity and free enterprise as the merchants, long experienced at dealing with tourists, turned out in force to greet them.

Following a flurry of camel rides, picture-taking, and tours of the Pyramids and nearby Sphinx, the Americans visited the national museum and scoured

the streets and shops of Cairo, looking, haggling, buying and studying. They found bargains on a number of different products — perfumes, jewelry, cloth, alabaster, and various other carved, stuffed or glued souvenirs of their one-day sojourn in Cairo and central Egypt.

All too soon, though, it was over, and the intrepid tourists had to be rounded up to re-board their buses and start back to the ship.

Big, broad American smiles were visible through the buses' windows as the sounds of "Shukran," Egyptian for "Thank you," were mixed with "Look at this!" or "How much did that cost you?" — all spoken over the roar of the diesel engine and the last-minute bargaining with vendors beside the buses.

While the trip back to Port Said retraced that morning's route, it didn't seem to take as long. Even though they had gone through a whirlwind one-day tour, and had been driven at least 200 miles round-trip, the sailors and marines of *Iwo Jima* were anxious to get back to the ship and tell their shipmates what this "new" country was really like. It had been a special liberty — one they would remember for a long time, perhaps forever. And their future shipmates, or children, or even grandchildren, would be able to listen to a tale beginning . . . "When I was in Egypt . . .".

— Story by JO2 James E. Helsey
— Photos by ENS Phillip Johnson, USNR



THINKING OF RETIREMENT ?

LOOK AHEAD !

YOUR SECOND CAREER

**-IT TAKES
PLANNING**

If you're about to complete 20 years of service and are thinking about retiring — don't make a move until you've researched the idea thoroughly.

Too many approach the 19 and six landmark unprepared, with little, if any, idea of what's beyond the horizon on the outside.

First of all, let's face a few initial, fundamental facts. If you're a topnotch performer, supervisor or manager, the Navy doesn't want you to retire on 19 and six or even 20-plus years although the opportunity is available to you. By reaching any one of these levels, you have demonstrated your worth in the organization, and the Navy recognizes that you possess valuable experience. In other words, you have far from outgrown your full potential to the Navy because you have completed 20 years. In many respects, some of that extra usefulness is even more valuable.

Not long ago the Navy expressed concern over the increase in the number of requests from senior petty officers asking to be transferred to the Fleet Reserve.

What is equally a matter of concern to the Navy is that a sizable group of Navy people seem to be leaving active duty totally unprepared for their futures in retirement or the Fleet Reserve. Retirement is a very important step in one's life and requires a multitude of considerations, whether an individual is retiring on 20 or 30. It can be a new life — offering fun, zest, and more relaxation. It can also be a headache, consisting of equal parts of stress, strain and boredom.

How do you go about making a second career?

There are two ways: through planning — or the lack of it (often a spur-of-the-moment decision). No doubt there are some among all those who hastened to submit requests for transfer to the Fleet Reserve who fall within the latter category. At one time you may have entertained the idea of serving for 30, but due to incomplete research or knowledge of the facts, you suddenly hit the button. When the Navy has obliged, off you go, with dated papers in hand — no course plotted beyond the piping over the side ceremony. You may or may not have a job lined up, and if you do, is it the right one, the best one?

Now take a look at your shipmate who went about it the right way.

Ideally, back when he was approaching his 18th anniversary in the Navy, or even a couple of years earlier, he would have planned on the possibility that he just might retire on 19 and six. During that time

span of two years or more he would have examined himself and made some preliminary decisions as to what he wanted out of a second career. He could have begun by reviewing his experiences and establishing some employment objectives — a game plan revealing both his sociological and psychological needs. Afterward, he would have been conditioned to set out confidently to satisfy those needs.

Although the Navy is interested in retaining you beyond 19 and six or 20 years, it is equally concerned that should you decide to retire, you do it properly. Among your first considerations must be an attempt to condition yourself for the social and psychological shock that comes from breaking out of one type of society where the rules and the paths ahead are well defined, into the expanse of the civilian domain. Don't expect this particular transition to happen overnight. It may take weeks, months, even longer to adjust to the civilian mainstream.

Another primary consideration is getting to know yourself, especially if your second career includes finding a job. Too often the Navyman undersells his talents or, even worse, his potential. If you've climbed the promotion ladder to the senior PO or officer ranks, you've displayed not only talent but also potential. All that's necessary is to examine your career and look for those areas which strongly support your employment aims in civilian life. The greatest pitfall is thinking that because you spent 20 years as a signalman the only job open to you on the outside is that of a construction flagman. Aside from the experience gained from your primary Navy occupation, the experiences gained as a supervisor or midlevel manager or manager are probably even more important in the eyes of an employer.

The secret is to get to know yourself and what you offer.

One of the more difficult factors to recognize and face up to is the anxiety one feels when he's about to leave the Navy. Once you head into unfamiliar waters, you may feel a real sense of loss after having enjoyed the satisfactions that Navy life has offered. Students of psychology say this is normal, that it should be expected and especially planned for. A positive outlook would be to consider yourself a "will be," not a "has been."

Now, just exactly what do you want? If it's a job, then at this point you must refine your employment objectives. Chances are if you've been a success in the

Navy, your self-actualization drive will be just as strong; you will seek satisfaction of achievement.

There is a retired Navy chief signalman who has a position with a state rural employment program. He advises, first of all, "The job in civilian industry doesn't exist that lets a person collect a sizable paycheck unless he's prepared to offer what he's worth in the way of manpower or brain power, or both. Adaptability counts too."

Then he proceeds to cite the case of a retired senior chief commissaryman whom he helped place in a managerial position for a chain of doughnut shops. The retired commissaryman lasted only three days. His complaint? He had to put in long working hours on an intermittent basis.

Our retired placement chief said, "As any good officer or chief or leading petty officer knows, it takes more than an eight-hour day sometimes in order to get the job done."

The chief signalman who became a personnel manager gained the experience necessary for his job by serving as a Navy career counselor, a prime example of second career planning put to effective use by an individual whose equivalent Navy occupation (signalman) is nonexistent in civilian life.

There are a number of other questions you should ask yourself. Where do you want to live? Perhaps that question should be stated in a different way: "Where is the best area to make your future home?" Keep in mind that you will have certain retirement benefits available, such as medical facilities and commissary and exchange privileges. This may be an influencing factor in selecting a retirement site no matter what you expect to do in a second career. Also, take into consideration the cost of living of various areas. Where you *want* to live may be impractical, considering your ultimate income.

Chief among the initial questions is "Do you want to travel?" Here again, the keynote is planning.

The next question you should ask (if a second career is in your future) is "Who wants you?" Here's where you really go to work.

First, a good way to begin is by listing potential occupations based on your own knowledge. Check them with people who know you, to see if they agree with your choices. If you find that your list is not broad enough, prepare another from major sectors, such as:

- Federal, state and local government. (→)

THINKING OF RETIREMENT ?

- Big business.
- Small businesses, including the relatively new field of franchising.
- Agriculture.
- Public service institutions, such as hospitals.
- Education and educational services.

If you've ever thought seriously about starting your own business, now might be the time. The Office of Marketing, U. S. Department of Commerce, publishes a "Marketing Information Guide" to assist in making sound decisions. You may also get assistance from the Small Business Administration.

Add to your list these sources:

- The Occupational Outlook Handbook and Occupational Outlook Quarterly.
- The Encyclopedia of Associations.
- The U. S. Industrial Outlook.

All of these should be available at your local library.

Another source for obtaining information on major employers in a particular locality is the chamber of commerce in that area. It can provide information on firm expansions and manpower requirements related to your specific interests. Local banks and brokerage houses often provide financial reports that give similar indications. Once you have a geographic preference, subscribe, on a short-term basis, to one or more of the local newspapers and study the employment picture, together with the socioeconomic atmosphere of the area.

Now, you will be able to weigh your skills and talents against what's available. This brings us to the final phase of your second career planning, that point where you must negotiate for employment, usually beginning with a resume.

You might consider this an unnecessary amount of paperwork. However, the resume could prove to be of great value. It serves as a means by which you introduce your talents to a prospective employer. The resume is usually only one page, never more than two. Toughest part may be setting it down in a language other than "governmentese." It should be easy to understand, attractive and have an interesting format. This, you will discover, may require some outside assistance — cramming 20 years into two pages. Afterwards, it's a good practice to have someone other than your wife read over the resume for clarity and completeness.

Your local library has a number of sources on re-

sume preparation and the value of job application letters. Keep in mind that the resume is, in a way, your calling card of experience. Present it properly and your chances of being interviewed further are better.

Go prepared! Even though you're not sure what the interviewer will ask, you can prepare for the interview. Research shows that the interviewee who has done his homework and knows as much as possible about the target company is far better equipped to answer company-related and industry-related questions.

Be especially prepared to answer such opening questions as:

- What can I do for you?
- Tell me about yourself.
- Why are you interested in this company?

Let's take a closer look at these areas, because they



are exceptionally important to the success of an interview.

What can I do for you? — This question allows you to set your course toward a job in some particular operation of the company. It also offers an approach as to what level you might be seeking beyond the job for which you are applying.

When the interviewer asks you to talk about yourself, try to convey those things you think he needs to know, including a brief rundown of your experiences and interests. Try to include some subjects that might relate to his operations; he'll know then that you've done some research on your own. Show how your skills and experiences can contribute to the company. Demonstrate you have researched the company and know how you can fit into the organization. Stay away from military subjects, unless they are pertinent to the



job. Talk about the future, your future, Give the impression that you are eager to use your past in developing a sound future while helping his company.

All this only touches briefly upon factors you should consider in second career planning whether you hang up your blues after 19 and six or after 30 years of naval service. Whichever, taking that first step into civilian life is like opening the book on a brand-new life.

Retirement Planning Publications

There are a number of Department of Defense (DOD) and Navy published pamphlets, booklets and guides that can aid you in preparing to retire or launch a second career. Among the best for second-career planning, is "Target: Tomorrow," available through command career counselors.

Another employment preparation pub is "Your New Career — Planning for Retirement" (NavPers 15895 series).

Presently under revision is the "Navy Guide for Retired Personnel and Their Families" (NavPers 15891 series). This comprehensive handbook contains answers to most of the questions that arise after retirement or transfer to the Fleet Reserve. Included is detailed information on service records, retired or retainer pay, medical care, use of facilities, rights, benefits, privileges and restrictions. The newest edition should be available later this year.

ALL HANDS' Rights and Benefits issue (Reprint: NavPers 15885-C, 1972) also contains information useful to retirees. However, be sure to check with your personnel officer on any material you believe may need updating.

"A Reference Guide to Employment Activities of Retired Naval Personnel" (NavSo P-1778) includes a compilation and discussion of the more pertinent statutes, rulings, decisions, opinions and regulations concerning the Dual Compensation Act of 1964 — the so-called Conflict of Interest Laws. Copies may be obtained by writing to the Department of the Navy, Office of the Judge Advocate General, Administrative Law Division (Finance Branch), Washington, D. C. 20370.

For assistance in obtaining copies of the other publications, check with your career counselor or personnel officer.

A Look at a Successful Second Career

Harbor Pilot, USN, Retired

Times have changed since Mark Twain wrote of his adventures as a Mississippi River pilot. Ships the size of aircraft carriers now enter ports that are more complex. But one thing has remained the same. To bring in a ship, it still takes the exacting skill of a professional who knows every inch of the harbor.

Such a man is Captain Urban K. Mills, a retired Navy senior chief boatswain's mate, one of only four harbor pilots in San Diego. He's been in the business for 24 years, during which time he says he's moved carriers in and out of Pacific ports some 800 times.

His career as a harbor pilot began in 1950 when he was stationed in Yokosuka, Japan, during the Korean conflict. Because of his extensive background in ship-handling, he was one of four Navymen chosen to serve in the enlisted pilots' program in Yokosuka. From there he also was assigned to move ships at Pearl Harbor, Midway Island, and Mare Island Naval Shipyard at Vallejo, Calif., where he was harbor master until his retirement from the Navy in 1960.

"We used to move tugs and various types of ships 70 miles up the San Joaquin River, from San Francisco to Stockton," he recalls. "San Francisco is probably one of the toughest ports in the world in which to move ships. Because of the fog and tides, it takes an extreme alertness and more care than anywhere else."

In 1956, the military pilots' program was discontinued. Says Mills, "The job is not something you just pick up overnight or even get in school. It takes many years to learn to be a harbor pilot and the only way is through practical experience."

The retired chief boatswain's mate spent five years in New Zealand and one year aboard a Scripps Institute of Oceanography research ship as ship's boatswain before he was hired as a harbor pilot by the San



Diego Port Commission in 1971.

"I had my application in for five years before I was selected," says Mills, "There was quite a waiting list."

In the meantime, CAPT Mills worked at obtaining a harbor pilot's license. It takes at least two years of practical experience in moving ships in and out of a certain harbor to become licensed, and the regulations require at least 60 trips in, and 60 trips out of the San Diego harbor. Fifty per cent of those trips have to be made in darkness and not more than 20 per cent of them made during the three months before exam time. Additionally, the harbor pilot hopeful must take an exam for each type of craft he will be operating from, and for each type of waterway involved in the job. Pilots are now reexamined and relicensed by the Coast Guard every five years.

Mills is licensed to operate military, civilian and commercial craft in San Diego Harbor, but because of her sheer size and bulk, handling an aircraft carrier poses the biggest challenge.

"When I board the ship, the captain relinquishes full control of his vessel to me," he says. "He reports to me that the engines are ready to answer all bells, how many generators and boilers are on the line, what lines are singled up and what time he expects the gangway to come aboard. When he says, 'I'm ready to go when you are,' I take it from there."

According to Mills, no course is ever final. "It calls for a continuous series of corrections." He uses compasses and radar from the bridge when guiding the ship, keeping his eyes on the waterway and landmarks. He communicates with tugs that help move the ship via a two-way radio. The tugmaster responds, sometimes with whistle signals.

"Tugs take no initiative of their own," says the pilot.



Far left: CAPT Mills watches the progress of carrier as it leaves San Diego Harbor. Left: CAPT Mills carries his two-way radio to communicate with tugs. Above: The harbor pilot steps from tugboat USS *Mishawaka* on arrival at NAS North Island to pilot USS *Constellation* out of Harbor.

"I give them directions on which way to tow and how much power I want them to use so I can keep the ship lined up. They continually keep me advised from their end. When I'm pulling into port, the dockmaster advises me about our distance from the dock. You just can't see it for yourself from the bridge of a carrier."

Weather conditions and darkness sometimes offer special challenges. When the skies are overcast, or he's out of sight of land, CAPT Mills must often rely on "dead reckoning" to safely move his vessel. (Dead reckoning is traveling from point A to point B without visual aids to navigation or being able to determine a ship's position by starsight. A particular course must be steered at a certain speed and at the end of a given period, point B should be reached, or be very nearly in sight).

Entrance range markers, located at the south end of Shelter Island, at times prove invaluable to a San Diego pilot.

"They're good to use at night," comments Mills, "because sometimes you can't see anything except those markers. As long as you keep them lined up, regardless of anything else, you'll be in the middle of the entering channel. Once you get off the range, you can no longer see them — they're shaded on each side, like blinders on a horse."

San Diego is a relatively easy harbor in which to move ships, according to Mills. "There are a couple of places where you always have to be careful," he points out. "Ballast Point, for instance, regardless of tidal conditions, is an area of special concern. And the drift and set of the current near the area of Zanigua Point are not always predictable."

The port of San Diego has gone through some changes during the past few years, and he feels some

of the improvements have resulted in making his job easier. Harbor Island is an asset to the port; where there used to be sloughs, the island diverts tidal waters, keeping the harbor calmer. Additionally, space was created when the 10th and 24th Avenue Piers were built in 1957 and 1967.

The former Navy boatswain's mate was on the aircraft carrier USS *Ticonderoga* when she made her final move to the Pacific Reserve Piers, and he piloted USS *New Orleans* out to sea on her way to retrieve the last Skylab crew.

One particular experience he recalls vividly because of its unusual nature. It happened while he was piloting in Japan. The Seventh Fleet admiral and his staff were aboard the battleship USS *Missouri* at the time, during the Korean conflict.

"They wanted to transfer to the ship I was piloting, the battleship USS *Iowa*. The quickest and easiest way to do it was to put my ship alongside *Missouri* and transfer directly across from one to the other, rather than transfer by small boat — so that's what we did. The picture taken of that event was published around the world."

Though Mills feels very much at home on the sea, he also spends much of his spare time at "land-lubbing," like golf, jogging and physical exercise, in general. He makes his home at Granite Hills, near El Cajon, where he lives with his wife, Jessie, of Yorkshire, England. There he works at tending his vegetable garden.

"We have over an acre devoted to vegetables," he boasts. "We're just country people at heart."

— Story and photos by JOSN Susan M. Fisher

A New Naval Home . . .

A COMFORTA



When the Naval Home moves to Gulfport during the summer of 1976, it will carry with it a unique history nearly as old as the nation and the Navy itself.

The beginning reaches back to 1796 when contributions from sea servicemen were solicited to establish a retirement fund for "disabled and decrepit Navy officers, seamen, and marines." Interestingly, in addition to the contributions, funds from the sale of prizes of war were also used to form the Navy Pension Fund. This fund, held in trust by the government, totaled more than \$200,000 in 1827 when the cornerstone for the Naval Asylum, as it was then known, was laid in Philadelphia.

The keynote speaker on that day was Commodore William Bainbridge, one of the nation's earliest naval heroes. The distinguished officer said that a home was being established "for the faithful tar who has been either worn out or maimed in fighting the battles of his country. A comfortable harbor will be secured where he may safely moor and ride out the ebb of life, free from the cares and storms by which he has been previously surrounded. He will here cheerfully and proudly live with his own messmates, with the companions of his former sports, toils, and dangers, and where they will animate each other recounting the pleasures which they enjoyed, the perils which they escaped, and the battles which they fought . . ."

Since then, the U.S. Naval Home, so named in 1889, has been a comfortable home for elderly and disabled Navy and Marine Corps veterans. A historical side-note of the early days of the Asylum is the fact that it was the site of the original Navy School which began instruction for midshipmen in 1839. The school moved to Annapolis in 1845 where it became the United States Naval Academy.

Now, after 150 years in Philadelphia, the Naval Home will move to the Mississippi Gulf Coast where a large, modern facility is being constructed. The new Naval Home will feature a main building with two

connected 11-story residential towers, along with single-story attached support facilities. The new complex will ultimately include a chapel, hobby shop, laundry, maintenance shop, greenhouse, swimming pool, summer pavilion, pedestrian overpass, and five sets of family quarters for the Governor of the Home and key members of his staff (the chapel, hobby shop, and laundry building are already completed).

The entire complex has been laid out to take maximum advantage of the natural beauty of the area, even to the extent that residents' rooms and central recreational areas will have a view of the Gulf of Mexico over a magnificent stand of live oak trees.

The main building will contain more than 300,000 square feet and will house 600 residents. Included in



For The Faithful Tar

BLE HARBOR

the main building will be reception areas, administration offices, visitors' reception center, theater, post office, recreational areas including shuffleboard and bowling, library, food service facilities, exchange cafeteria, exchange retail store, plus miscellaneous facilities such as radio and TV repair shop, shoe repair shop, barber and beauty shops, tailor and valet shops.

A 60-bed extended care medical unit with outpatient clinic, dental clinic, physical therapy, X-ray laboratory, pharmacy, examination and treatment areas, including normal hospital facilities, will be attached but separate from the main facility.

Among those who may be admitted to the Naval Home are Navy and Marine Corps veterans, officer and enlisted, men and women, who are unable to

support themselves by manual labor. Retired or pensioned individuals make up about 99 per cent of the residents, the remainder being veterans of wartime service who have become physically incapacitated in later years.

The Naval Home is a retirement residence where an applicant, once accepted, is welcome to remain the rest of his life, or if he desires, may leave whenever he chooses. More than 250 residents, including some 13 women, are living in the Philadelphia facility. the men's average age is 72, the women's 74.

Most of the current residents will be relocating to the Gulf Coast when the new facility is completed, and it is anticipated that additional residents will fill remaining spaces by 1980.



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

'NO-COST TRANSFERS'

A substantial percentage of the mail I receive as Master Chief Petty Officer of the Navy and conversations I have with Navy men and Navy women throughout the fleet indicate that many of my shipmates have a misconception of the general policies relating to "no cost to the government" transfers.

The vast majority of Navy personnel are transferred according to normal rotation procedures. In other words, after Navy members have served their required tour lengths, and possibly an authorized extension, they are transferred to a new billet in accordance with their recorded duty preferences and the prevailing needs of the Navy.

The Chief of Naval Personnel, however, has recognized that, for morale purposes, some individuals should be authorized transfers merely for personal convenience at a time other than their projected rotation date (PRD). But, in most of these cases, the expenditure of government funds for transportation or the shipment of household goods cannot be justified since these special transfers do not meet standard transfer criteria.

Therefore, rules and regulations have been established to effect "no cost to the government" transfers for Navy personnel. The two major no-cost transfers now available to Navy members are humanitarian transfers (HUMS) and exchange of duty (SWAPS).

• Humanitarian Assignments —

There may come a time in any sailor's career when misfortune produces a hardship that cannot be resolved by emergency leave. In these situations, if the Navy member meets the basic criteria, a temporary duty assignment ashore for humanitarian reasons (TD HUMS) can be requested. This temporary assignment is normally granted for a four-month period, but may be extended to six months. TD HUMS moves are at the expense of the individual service member; they are always at no cost to the government. However, the member will be ordered out of the TD HUMS assignment on cost



to the government orders.

Essentially, the criteria for a TD HUMS assignment stipulate that the hardship must be one normally not experienced by other Navy personnel. Additionally, the service member's presence must be necessary ashore in order to alleviate the hardship. Moreover, no other family members or relatives can be close by who are capable of providing the necessary assistance.

Furthermore, TD HUMS assignments are limited to hardships existing within the Navy member's immediate family. In-laws, for instance, are not considered to be members of the immediate family. Perhaps the most important criterion is that the hardship should be one that can be resolved within a period of four months. If a long-term hardship is foreseen, another course of action must be considered, such as a hardship discharge.

I want to emphasize that financial difficulties, children in school, outside employment, owning a business, or a spouse's employment do **not** constitute grounds for a TD HUMS.

If, after consulting Chapter 18 of the Transfer Manual, a Navy member feels the basic criteria for a TD HUMS assignment in his case has been met, a formal request should be submitted through the member's chain of command. Since this request will be given a fair and impartial review, the request should be accompanied by complete documentation evidencing the degree and expected duration of the hardship. This information will assist the authorities and the Bureau in making their final decision.

• **Exchange of Duty (SWAP)** — Essentially, there are two methods for Navy personnel to exchange their duty stations duties at no cost to the government: BuPers-negotiated swaps and self-negotiated swaps.

Pers-532 has been designated within the Bureau of Naval Personnel to control requests for BuPers-negotiated swaps. If a Navy man or Navy woman desires to exchange duty with another

Navy member, an official request should be submitted with the command's approval. After a request has been received by Pers-532, it is matched against other requests of the same rating and pay grade. These letter requests are then matched weekly against all other exchange of duty requests.

If two letters match, they are sent to the appropriate rating control officer for final approval. If the rating control officer approves the proposed swap, the applicable detailee issues orders for the two individuals concerned. If, on the other hand, the swap cannot be made, the exchange of duty letter requests are returned to the swap coordinator in Pers-532 for additional matching. All exchange of duty request letters are retained on file for a maximum of six months. If no match has been found after this period of time, the member's name is removed from the swap list and the member is notified of the action taken.

Exchanges of duty will be made only in the same rating and pay grade. For instance, an AZ1 can exchange duty only with another AZ1. In addition, an individual who holds a special NEC can swap only with another individual holding the same NEC if the NEC is a requirement for the billet.

The rules and regulations concerning BuPers-negotiated swaps also contain specific requirements pertaining to obligated service and time on board. When a feasible exchange of duty is found, each member must have sufficient obligated service to serve a minimum of 12 months on board a new duty station should he or she be transferred. In addition, each member must have served at least nine months on board his present duty station before submitting a request for transfer.

Self-negotiated swaps can be used by an individual who has found another individual willing to exchange duty without using the services of BuPers. Self-negotiated swap requests must be approved by the respective com-

manding officers of the two commands involved in exchanging their personnel. Normally, the same requirements for BuPers-negotiated swaps such as obligated service, time on board, and tour lengths apply to self-negotiated swaps.

As with BuPers-negotiated swaps, self-negotiated swaps are also approved only for members of the same rate, pay grade, and applicable NEC. After the requests have been approved, they should be forwarded, in accordance with Chapter 16 of the Enlisted Transfer Manual, to the cognizant detailing authority for final approval.

Additional no cost to the government transfers are also available to Navy members. For instance, a no-cost transfer can be arranged in order to assign members of the same immediate family to the same command. Also, a no-cost transfer can be utilized to assign an enlisted member with his or her spouse. In each of these special transfers, specific requirements must be met. Information on these and other no-cost transfers can be obtained from Chapter 16 of the Enlisted Transfer Manual.

A rule of thumb when considering no-cost transfers is that they will never be authorized for situations that "might occur." For example, TD HUMS will not be favorably endorsed for a medical situation that "might" worsen or a divorce that "might" occur. An exchange of duty will not be ordered for an individual who "might" get a new NEC or an advancement in the near future. A no-cost transfer will not be issued for duty with spouse when the wedding "might" occur four months hence.

In other words, no-cost transfers are based on the facts and merits of each case as it is today, not as it might be tomorrow.

No-cost transfers are another way that Navy members can make the system work. I encourage all of my shipmates to be aware of the rules and regulations that apply to these transfers. Such awareness will prevent unnecessary paperwork, misunderstandings, and false hopes.

- ENLISTMENT BONUS NOW AUTHORIZED FOR CERTAIN RATINGS

The Navy is now authorized to pay an enlistment bonus to stimulate enlistments in specific ratings that have not met recruiting goals. The bonus will be paid to recruits after they have successfully completed the specific "A" school and to prior service personnel not requiring "A" school upon assignment to their first duty station after reentering the Navy.

The program is designed for flexibility and the bonus amount and qualifying ratings are subject to change, depending on the Navy's manpower requirements. The following ratings are approved for fiscal year 1975 with award levels ranging from \$1000 to \$2000: EW, GMM, GMT, MN, TM, CTI, CTR, CTT. Further details about the program can be found in BuPersInst 1130.23 of 24 Aug 74.

- FIRST-TERM REENLISTMENT RATES SHOW SIGNIFICANT JUMP IN FY 1974

The Navy's first-term retention rate was increased significantly during fiscal year 1974 -- from 23 to 32.9 per cent. The career reenlistment rate was 80.3 per cent, down slightly from the previous year, but both first-term and career reenlistments were actually higher than predicted for the year. The actual numbers of enlistees are 18,203 first-termers and 37,104 career. Despite these improved figures, the Bureau of Naval Personnel reports that shortages of E-5 and E-6 petty officers continue to exist.

- NEW LAW BOOSTS OFF-BASE HOUSING IN MILITARY AREAS

The Housing and Community Development Act, a bill recently signed by the President, contains a special provision authorizing FHA-insured loans for construction of single and multifamily nongovernment-subsidized housing units in areas of large, isolated military populations. The act is expected to make more off-base housing available for military personnel and their families.

In the past the Department of Housing and Urban Development has been concerned about the losses involved when insuring housing construction in isolated areas where the housing might become quickly vacant if a military base closed. With the passage of the new law, mortgagees are guaranteed the proceeds of the mortgage should this happen.

- NEW INSURANCE PLAN AVAILABLE FOR VETERANS

Servicemen who have Servicemen's Group Life Insurance (SGLI) in force at the time of separation are now automatically eligible for Veterans Group Life Insurance (VGLI). This is a new, nonrenewable policy for five years which is extended to veterans without a medical examination. It became effective 1 Aug 1974.

Application for VGLI should be made within 120 days of separation. When an individual's five-year VGLI term ends, he or she may convert to an individual policy by applying in writing to a company participating in the SGLI program. A list of these companies plus other information about VGLI may be obtained by writing the Office of SGLI, 212 Washington St., Newark, N. J. 07102.

- REDUCED INTERNATIONAL AIR FARES STILL AVAILABLE

All overseas military personnel and their dependents are still eligible to receive reduced international air fares from the majority of American

and foreign air carriers. The reduced fares apply only for personal travel at the expense of the passenger and are for Navy people stationed or deployed overseas and their dependents.

Active duty personnel must be on official leave or other authorized absence from duty when using the special rates. The airlines offer only round-trip tickets at reduced rates and these rates cover only travel originating outside the U. S. Dependents, however, can buy one-way or round-trip tickets for travel originating either in the U. S. or overseas. Additional details are contained in BuPers Notice 4632 of 12 Aug 74.

- CNM STARTS PROGRAM TO EASE SPARE PARTS SHORTAGE

The Chief of Naval Material has initiated a program to help ease the Navy's current difficulty in obtaining commercially acquired spare parts. Because of manufacturing plant capacity and raw material shortages, lead times for obtaining spares have recently increased and according to NavMat, will remain abnormally long for the foreseeable future. Until this situation can return to normal, a threefold program to purchase additional spares, speed up rework of repairable parts, and improve management of spares now stocked will assist in easing the shortage of spare parts.

- ELIGIBILITY FOR NATIONAL DEFENSE SERVICE MEDAL ENDS

Personnel who came on active duty after 14 Aug 1974 are not eligible to receive the National Defense Service Medal. Eligibility requirements now state that only those with honorable active service between 26 Jun 1950 and 28 Jul 1954 or 31 Dec 1960 and 15 Aug 1974 may receive the medal.

Another change in award eligibility concerns authority to accept foreign awards for service in Vietnam. That authority ended as of 28 Mar 1974. Anyone receiving a foreign award after that time will have his request for acceptance processed under the foreign decorations act of 1960.

- NOISE ABATEMENT PROGRAM IMPLEMENTED BY CNO

Implementing a presidential executive order, the Chief of Naval Operations has ordered development of a five-year noise abatement program for the Navy. More than 100 Navy and Marine Corps stations and Naval Air Rework Facilities will be participating in the program.

The core of the program is to study noise generated by open-air testing of jet engines associated with aircraft landings, takeoffs and flight patterns. Testing of noise control systems will be conducted by the Naval Facilities Engineering Command.

- NROTC DEADLINE EXTENDED TO 15 NOVEMBER

A two-week extension for applications to the 1975 Navy-Marine Corps NROTC scholarship program has been announced by the Naval Recruiting Command. The change, which moves the deadline to 15 Nov 1974, was made to allow more candidates to participate in the selection process.

A reminder: In addition to submitting applications, individuals must take or have taken the American College Test no later than 19 Oct or the Scho-

lastic Aptitude Test no later than 2 Nov and have their scores forwarded by the testing agency to the NROTC division at CruitCom (Code 0656) no later than 15 Dec. Approximately 6000 young men and women will be attending 58 colleges and universities on NROTC scholarships with fall. Good Luck!

- NAVY LAW EDUCATION CONTINUED BY NEW PROGRAM

A new Law Education Program providing for 25 Navy and Marine Corps officers to enter law school each year and earn LLB or JD degrees has been established to replace the Excess Leave Program (LAW). Graduates will serve as career judge advocates.

Applicants must be active duty commissioned officers who are college graduates, O-3 or below and with two to six years of active service. They must also have taken the Law School Admission Test and received conditional acceptance to an ABA-accredited law school. Applications must reach the command cited in SecNav Instruction 1520.7 of 24 Jul 74 by 15 Mar 75.

- FIRST WOMAN QUALIFIES IN C-130 HERCULES TRANSPORT

Ensign Jane Skiles has become the first Navy woman to qualify to fly the C-130 Hercules military transport plane. One of six women qualified as pilots in the Navy, she received a certificate of completion from the Joint Services C-130 School at Little Rock Air Force Base, Little Rock, Ark. ENS Skiles is scheduled to report to Rota, Spain, where she will be assigned to duty flying the C-130 aircraft with VR-24.

- CHINFO MERIT AWARDS PROGRAM CALLS FOR ALL NAVY PUBLICATIONS AND ENTRIES

Editors of all newspapers and magazines published by or under contract with Navy commands and activities should make sure that two copies of their publications are sent to the Chief of Information (Attn: NIRA) for consideration in the Merit Awards Program. Commanding officers, officers in charge, public affairs officers, broadcast station managers and periodical editors are encouraged to nominate entries for the awards program. Award categories, including many facets of both print and broadcasting media, are spelled out in CHINFOINST 5720.1 of 25 Jul 1974.

- FIRST PHYSICIAN'S ASSISTANTS APPOINTED

The first 30 Physician's Assistants (PA) recently graduated from the Navy's training program and have been appointed warrant officers.

Filling the gap created by the critical shortage of physicians, the former hospital corpsmen are now trained to take over certain tasks such as obtaining medical histories, performing physical exams, ordering, interpreting and recording diagnostic studies and prescribing limited therapy. The Physician's Assistants will be employed in ambulatory and primary care, emergency rooms, walk-in and outpatient clinics Navy wide. Another 36 PAs are scheduled for appointment during fiscal year 1976 and about 100 more the following year.

- INTERIM MEDICAL PAY PLAN IMPLEMENTED

Medical officers O-4 through O-6 may be eligible for variable incen-

briefs navy navy navy navy

tive pay consisting of a bonus up to \$13,500 a year for each year of active duty they agree to serve after completing initial active duty obligations. This is an interim plan while an implementing policy is being formulated, and is designed to prevent further delay in payment of incentive pay and provide an orderly transition from the present bonus rates to the new rates. Only officers with over five years' medical service, including civilian residency training, are covered by the interim implementation. Details and eligibility requirements for the interim payment are contained in A1Nav 65 (DTG 121504Z Aug 74) and A1Nav 67 (DTG 151635Z Aug 74).

- NEW CONSTRUCTION COMMAND ESTABLISHED IN NAPLES

A new Construction Battalion command has been established in Naples to oversee procurement and construction in the European area. Commander Naval Construction Battalions, U. S. Atlantic Fleet Detachment Naples (COMCBLANT DET NAPLES), FPO New York 09540, will aid in identifying Seabee projects in Europe and the Mediterranean, procuring and shipping material, and monitoring construction units deployed in the area.

- CHARLESTON, KEY WEST WIN CNO "PERSONAL PROPERTY AWARDS"

Naval Supply Center, Charleston, S. C., and Naval Air Station, Key West, Fla., have been selected as winners of the 1974 Chief of Naval Operations Personal Property Awards. The awards recognize those activities which have excelled in providing service in shipping personal property around the world. Runners-up in the competition are Naval Supply Depot, Guam, M. I., and Naval Air Station, Whidbey Island, Wash., Naval Submarine Base, New London, Conn., and U. S. Naval Radio Station, Thurso, Scotland, were cited for honorable mention.

- FLATLEY AWARD WINNERS NAMED

Winners of this year's Admiral Flatley Memorial Awards for Superior Performance in aviation safety have been announced. The annual award is presented to the ships for "exemplary contribution to the Accident Prevention Program." USS Forrestal (CVA 59) was named first place winner in the Group I CVA class (Forrestal's second consecutive year for a Flatley award); USS Coral Sea (CVA 43) took first place in the Group II CVA class, and USS Iwo Jima (LPH 2) was winner in the Group III LPH class. Runners-up in the three classes were USS Constellation (CVA 64), USS Franklin D. Roosevelt (CVA 42) and USS Guadalcanal (LPH 7).

- USNS TALUGA RECEIVES TRANSPORTATION AWARD

USNS Taluga (T-AO 62) has been named the Navy recipient of the National Defense Transportation Association's unit award for 1974. The annual award is presented to a unit of each service which distinguished itself in an operational transportation mission. The award cited Taluga for the "pioneering aspects of her accomplishments and a highly professional crew." Taluga is a unit of the Military Sealift Command.

OPPORTUNITY COLLEGE

If you think it's about time you got a formal education, you couldn't pick a better time.

Today, there's the Servicemen's Opportunity College (SOC) Program. It is a higher education program designed to help servicemen and women get their high school diplomas and college degrees despite the inherent mobility of Navy life.

In the past, it was pretty difficult for the average Navyman to earn his high school diploma or college degree in a schoolroom atmosphere, often because he would be transferred from his duty station or place of enrollment before completion. That, in itself, was enough to discourage many. Furthermore, schools at his new command location didn't always accept credits earned in educational institutions or community colleges at the old location. Especially restricting were the residency requirements for college students who found being in the mobile military made it all impossible.

All that is in the past. Under the new concept of SOC, there are 250 two- and four-year colleges which have joined the program and have agreed to aid in overcoming such barriers. Department of Defense officials estimate that a high school graduate on active duty should be able to earn a junior college degree (such as an associate of arts degree or associate of science degree) in four years of after-duty hours study. He could conceivably, complete requirements for a bachelor's degree in about the same length of time. Four-Year Servicemen's Opportunity Colleges will accept an associate degree awarded by an accredited institution where appropriate to the major baccalaureate degree program to be pursued. Although the colleges listed at the end of this article have met the SOC criteria, students are cautioned to write to the school well in advance of applying to determine how the college fits into their educational programs.

The program also allows for credit for educational experiences and training received in the Navy or through other Armed Forces training sources. This

includes credit for correspondence courses previously taken through the United States Armed Forces Institute (USAFI service ended on 1 July this year), and credit by examinations, such as the college level aptitude tests offered through your education office.

In addition, SOC schools offer the following (to military students):

- Liberal entrance requirements.
- Courses on evenings, on weekends, and at other nontraditional times.
- Opportunities to complete courses through special or optional means:
- Special academic assistance, such as tutoring and the designation of a trained counselor, knowledgeable in service (military) training.
- Liberal transfer of credits policy.
- A policy to honor commitments to a previous enrollee even though the school may discontinue its membership in the SOC program.

Another attractive feature of the SOC schools is "contracting for a degree," meaning that the college in which you initially enroll will designate an advisor who will assist you in contracting to study for a degree with that institution. The contract will specify the course of study to be pursued and the advisor will continue to guide you through your program even though you may be forced to transfer to another SOC institution because of a transfer. As long as you are being effectively guided by your advisor, you will be permitted to transfer, in reverse, appropriate credits earned at any other SOC institutions back to your original institution. The original college will serve as a repository for all your academic records and will award the appropriate certificate or degree upon completion of the contract.

Your education officer will be glad to assist you in obtaining financial support through tuition aid or other suitable resources if you desire. He also has a list of participating SOC colleges.

Following is a list of two-year colleges in closest proximity to naval bases or installations within the United States, followed by a list of four-year SOC colleges.

- **California** — Long Beach City College, Long Beach 90808, near Long Beach Naval Station and Long Beach Naval Shipyard. City College of San Francisco 94112, near Treasure Island Naval Station and Hunters Point Naval Station. Gavilan College, Gilroy 95020, near Seal Beach Naval Station; NAS Alameda; San Diego and Long Beach Navy Education and Training Offices. Orange Coast College, Costa Mesa 92626, near Seal Beach Depot, NAS Los Alamitos.

- **Connecticut** — Mohegan Community College, Norwich 06360, near Naval Submarine Base, Groton.

- **Florida** — Pensacola Junior College 32504, near NAS Pensacola, Naval Communication Training Center, NAS Ellyson Field, NAS Saufley Field, NAS Whiting Field and serves USS Lexington (CVT 16). Florida Junior College at Jacksonville 32205, near NAS Jacksonville, NAS Cecil Field and NS Mayport.

- **Illinois** — Central YMCA Community College, Chicago 60606, south of NTC Great Lakes.

- **Kansas** — Johnson County Community College, Overland Park 66210, near NAS Olathe.

- **Maryland** — Anne Arundel Community College, Arnold 21012, near U.S. Naval Academy and U.S. Coast Guard Station Curtis Bay.

- **Massachusetts** — North Shore Community College, Beverly 01915, near Boston Naval Shipyard.

- **Mississippi** — Mississippi Gulf Coast Jr. College, Perkinston 39573, near Gulfport Naval Base.

- **South Carolina** — Palmer College, Charleston 29401, near Charleston Naval Base. Berkeley-Charleston-Dorchester Technical Education Center, North Charleston 29405, near Naval Weapons Station, Charleston.

- **Tennessee** — State Technical Institute at Memphis, 38134, near NAS Memphis.

- **Texas** — Bee County College, Beeville 78102, near NAS Chase Field.

- **Virginia** — Gemanna Community College, Fredericksburg 22401, near Naval Weapons Lab and Quantico Marine Corps Base. Northern Virginia Community College, Annandale 22003, near the Pentagon and BuPers. Tidewater Community College, Portsmouth and Virginia Beach 23703, near all Norfolk naval installations.

- **Washington** — Big Bend Community College, Moses Lake 98837, serves bases in Europe. Olympic College, Bremerton 98310, near Puget Sound Naval Station, Naval Hospital, Seattle Naval Carrier Center, NAS Sandpoint, Keyport Naval Torpedo Station, and serves Naval Command Guam. Seattle Central Community College, Seattle 98122, serves 13th Naval District bases. Skagit Valley College, Mount Vernon 98273, near NAS Whidby Island.

In addition, bases in the Far East are served by Los Angeles City College, Los Angeles, Ca. 90029, and those programs on European bases are served by the Wilbur Wright College in Chicago 60634.

Four-Year Colleges

- **California** — Chapman College, Orange 92666, serves Navy ships in the Pacific. Golden Gate University, San Francisco 94105, serves NAS Alameda on the West Coast and NAS Norfolk-NAS Ocean 2, on the East Coast. LaVerne College, LaVerne 91750, serves NS Subic Bay, R. P. I. Pt. Mugu and North Island installations. U. S. International University, San Diego 92131, serves NTC and Naval Amphibious Base San Diego. University of San Diego, 92110, serves the greater San Diego military complex.

- **Florida** — Florida International University, Miami 33144, serves NAS Key West. Rollins College, Winter Park 32789, serves NTC Orlando. University of North Florida, Jacksonville 32216, serves NAS Jax, NAS Cecil Field and NS Mayport. The University of West Florida, Pensacola 32504, serves Naval Air Stations Corry Field, Pensacola, Ellyson Field, Saufley Field and Whiting Field.

- **Hawaii** — Chaminade College of Honolulu 96816 serves NS and Submarine Base Pearl Harbor.

- **Illinois** — Northeastern Illinois State University, Chicago 60625, serves Great Lakes naval facility. Roosevelt University, Chicago 60605, serves Great Lakes and NAS Glenview.

- **Maryland** — St. Mary's College of Maryland, St. Mary's City 20686, serves NAS Patuxent River. University of Maryland/University College, College Park 20742, has a worldwide program.

- **Massachusetts** — Boston University/Metropolitan College, Boston 02215, serves installations in Germany and Italy.

- **Michigan** — Siena Heights College, Adrian 49221, serves NTC Great Lakes, Ill. Wayne State University, Detroit 48202, serves several overseas bases.

- **Missouri** — Webster College, St. Louis 63119, serves USCG St. Louis area.

- **New Jersey** — Thomas A. Edison College, Trenton 08638 (not VA eligible).

- **South Carolina** — University of South Carolina, Columbia 29208, serves NB Charleston.

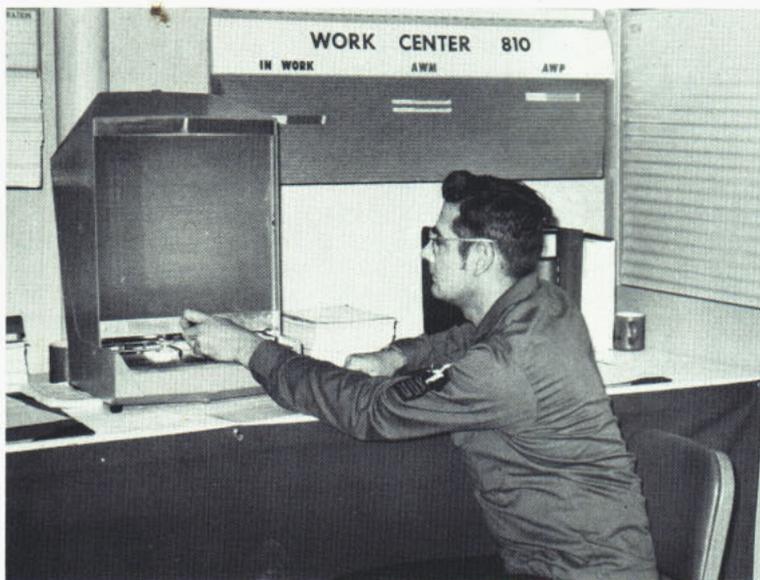
- **Virginia** — Christopher Newport College of the College of William and Mary, Newport News 23606, serves Yorktown Naval Weapons Station. Old Dominion University, Norfolk 23508, serves Norfolk Naval Base, Naval Supply Center, Naval Amphibious Base, Norfolk-based ships and NS Guantanamo Bay, Cuba.

- **District of Columbia** — American University and George Washington University, 20016 and 20036, respectively, serve the greater D. C. area.

A complete catalog of the Servicemen's Opportunity Colleges and detailed information on the program may be obtained by writing: SOC/AASCU, One DuPont Circle, Suite 700, Washington, D. C. 20036.

AT NATTC LAKEHURST THE SELF-PACE SYSTEM

LEARNING ON YOUR OWN



The development and refinement of educational techniques and methods often heralded in the civilian community as "revolutionary" have their counterpart in the U. S. Navy.

Under the command of Captain Ed. R. Day, the Naval Air Technical Training Center, Lakehurst, N. J., pioneered a new instructional program called Modular Individualized Learning. The program uses the "self-pace" concept and sets the delivery rate of new material to the individual student's learning capacity.

The Aircrew Survival Equipmentman School (formerly, Parachute Rigger (PR) School) was the first of NATTC's courses to complete transition to the self-pace technique. The concept uses numerous teaching methods including audiovisual presentations, written material, drawings and

diagrams. The traditional role of the instructor has been discarded in favor of individual learning in which the instructor is present only to answer student questions or to redirect a student when he is incorrectly performing a required task.

Complete transition to the new technique was a lengthy process, taking nearly two years. In the fall of 1972, a Naval Occupational Task Analysis Program was completed. The program analyzed individual job tasks in the fleet and applied the acquired knowledge in a logical order to the self-pace system. This tailored the program to actual fleet requirements. The PRs began changing to it immediately, although additional time was needed to convert from the traditional lock-step teaching system.

At the heart of the concept is the dictum that one learns best by doing. Thus, students actually dis-

assemble pieces of equipment, observing firsthand how the various separate parts operate together as a unit. Equipment ranges from one-man parachutes to 10-man life rafts.

The reception of the program by both instructors and students has been excellent. According to the PR school, it now takes a student from eight to 15 weeks, depending on the type equipment to be found at the next duty station, to complete a course which once took 18 weeks.

Students who have experienced the self-pace training overwhelmingly prefer it to conventional methods.

One student wrote: "I feel that I can learn better by going at my own speed. I think I can do my best by simply doing the job — practice makes perfect. Give me the actual item every time. Self-pacing takes the pressure off because I don't worry about someone else who might be twice as fast as I am. I made mistakes when I went too fast."

Instructors, when asked why they like the self-pace methods, came up with a variety of reasons: It keeps the fast learner interested and allows the instructor more time to work with the slower one. It keeps everyone working all the time. With trainees asking more questions, instructors are kept hopping and must know their equipment from A to Z. You can't beat practicing on the actual equipment.

In fact, the only reservation expressed by the instructors was that the program could become too unwieldy and sophisticated. One expressed it this way: "As long as the

equipment is relatively small, uncomplicated and can be held in the hands, simple line drawings and written materials are very effective training aids for most students. I'd recommend keeping those simple training aids and developing audiovisual presentations in the areas most difficult to understand. We

can defeat ourselves quickly if we get too fancy with our slide-show presentations and teaching machines."

Discussing the pros and cons of the self-pace concept, CAPT Day said, "The program, although still in its infancy, is working very well. We know this from the feedback

we are getting from the fleet. It is my intention to have my personnel continue refining our methods, eliminating those which they find unfruitful or redundant and expanding those with a proven track record. In short, we intend to have the best instructional program in the entire U. S. Navy."

AT NORFOLK NAVAL STATION

GOLDEN GATE UNIVERSITY

Eleven Navymen are the first graduates of Golden Gate University's East Coast branch at the Norfolk Naval Base. They received their degrees — three bachelor's and eight associate's — in "full dress" ceremonies as indicated in the photo on this page.

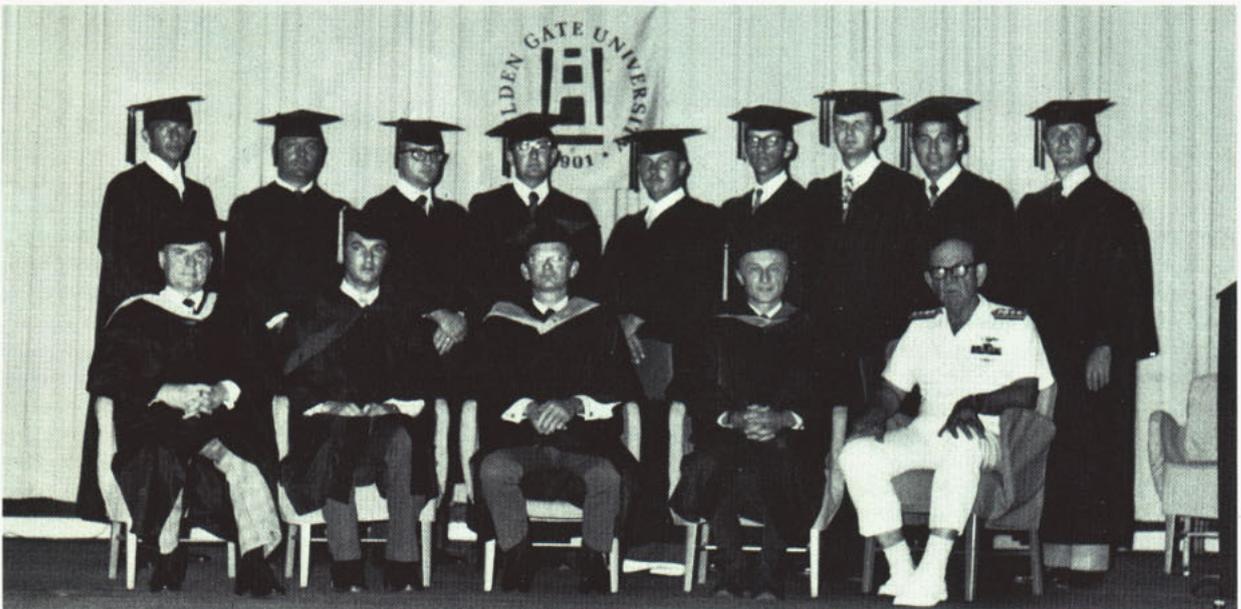
Golden Gate University, located in San Francisco, Calif., introduced its degree completion programs at the Norfolk Naval Station in 1972. The programs began with four courses and a total of 40 students for the first semester. By the spring semester 1974, some 400

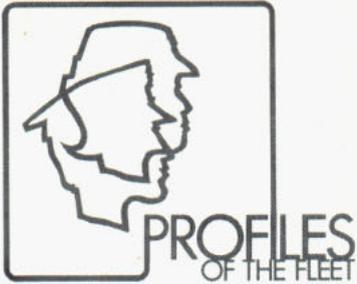
students were enrolled.

The programs are now expanding with courses offered at NAS Oceana. The university grants full credit for the College Level Examination Program (CLEP), U. S. Armed Forces Institute courses (now defunct) and service schools attended, which carry a recommendation for credit by the American Council of Education, in addition to resident campus credit. Cost is \$38 per semester credit and students may, if eligible, apply for in-service tuition assistance or use the GI Bill to pay for courses.

Classes are held primarily during the noon hour and in the evenings. All degree requirements may be completed through on-base classes.

Golden Gate University is a private, nonprofit institution founded in 1901. It offers bachelor's, master's and doctoral degree programs in accounting, management, taxation, public administration and law, at the main campus in San Francisco. Programs are also conducted at numerous military bases throughout the country. The university is accredited by Western Association of Schools and Colleges.





LCDR Edward West

LDO: SHIP COORDINATOR



Today's modern shipbuilding and ship repair operations involve myriad tasks in support of construction, overhaul, conversion or repair of complex ships. The job of the Supervisor of Shipbuilding, Conversion and Repair (SupShip) is to stay on top of all, from pre-contract negotiations through performance and final delivery.

In order to accomplish this, the supervisor must take advantage of the latest technical engineering techniques and developments, using a staff with special talents in engineering, leadership and sea experience. The office of the Supervisor of Shipbuilding is, there-

fore, an ideal place for the Navy's most highly specialized technician, the Limited Duty Officer.

One particular officer who exemplifies these qualities and skills is Lieutenant Commander Edward E. West, who has completed two tours at Groton, Conn., monitoring construction, overhaul, repair and conversion of nuclear fast attack and fleet ballistic missile submarines.

LDCR West was commissioned an LDO, as an ensign, in 1964 after 54 months aboard the submarine USS *Skate* (SSN 578) as a chief electrician's mate. Subsequently, he was assigned to SupShip in Groton

as a ship coordinator for conversion and overhaul of the *Polaris* submarine USS *Patrick Henry* (SSBN 599). He was directly involved in ensuring effective contractor actions on production problems.

A ship coordinator is the daily, direct point of contact and liaison between a ship's commanding officer and the contractor. He is also the on-scene representative of the Supervisor of Shipbuilding. In this capacity, West continually monitored and charted the progress of submarines assigned, particularly with emphasis on major key events — docking, refueling, undocking, engine room steaming, dock trials, sea trials, in service, and delivery.

To succeed, the coordinator must, by necessity, have the ability to communicate and relate effectively to managers on technical and managerial matters in all facets of a shipbuilding and repair operation.

Following a tour aboard the *Polaris* submarine tender USS *Hunley* (AS 31), West returned to SupShip Groton in 1970 — this time as a lieutenant. He assumed duties of SSN Type Desk Officer which involved preparation and work planning for overhauls of USS *Nautilus* (SSN 571), USS *Pargo* (SSN 650), USS *Whale*, (SSN 638), USS *Dace* (SSN 607) and USS *Skipjack* (SSN 585).

LCDR West also filled the billet as a division head for the SSN Overhaul/Repair Type Desk in the Work Planning Department. As such, he performed daily liaison for the Supervisor with the Commander, Submarine Force, U.S. Atlantic Fleet and the Naval Sea Systems Command (NavSea); this involved frequent travel to Washington or Norfolk.

While the Ship Coordinator progresses work, the Type Desk Officer plans, defines and authorizes each project. The Type Desk Officer, therefore, exercises a greater authority and carries more responsibility because he functions between the contractor and the Navy's upper management. He must supervise military as well as civilian type desk assistants and planners who have sophisticated backgrounds in technical administration of contracts and many years of experience in the field of shipbuilding, conversion, alteration and repair of Navy ships.

One of West's first responsibilities as Type Desk Officer was in the field of contract administration — the SSN Type Desk had been charged with the coordination of 11 contracts for a total of approximately, \$50 million. This included review of all work required by NavSea and the type commander, integrating the work package to the contractor while monitoring progress to ensure that the contractor performs in accordance with specifications.

All this necessitates frequent contact with Electric Boat executives. As official representative of the Supervisor, West had the authority to render vital decisions for the government. Obviously, leadership and technical ability are required in all responsibilities that this type of special management situation demands.

All this, however, is not to say that Lcdr West's experience is unique.

Many other LDOs are performing vital functions in Groton and other Supervisor of Shipbuilding ac-

tivities. For one, Lcdr Jim Bennett has been serving as Production Management Officer — a department head billet — usually filled in the past by a senior engineering duty officer of commander rank.

Another, Lieutenant George Sexton, as Operations Officer, was personally responsible for upgrading the crew's living barges to the highest standard ever achieved and, in the process, brought a Bronze Hammer award for Self-Help to the Groton Command.

Opportunities for a limited duty officer in a Supervisor of Shipbuilding activity are excellent. They offer increased responsibility, valuable experience in new techniques and methods, and an excellent opportunity for challenge, professional growth, and advancement for the individual officer.

— By ENS Tina D. Erwin, USNR

Facing page: Lcdr Edward West functions as a division head for the SSN Overhaul/Repair Type Desk Division. Below: West discusses matters with CAPT P. G. O'Keefe, Supervisor of Shipbuilding at Groton, Conn. Bottom: West assesses progress aboard submarine undergoing overhaul.





Senior Chief Gerald M. Avera

"Leave Them

People laugh at the ideas of Senior Chief Gerald M. Avera, but he doesn't mind. In fact, it pleases him.

The chief is a hobby cartoonist and a successful one, with more than 100 of his sketches having appeared in *ALL HANDS*, in addition to several Navy ship and station publications during his 17-year career. More recently, his efforts won second and seventh places in the 18th annual All-Navy Cartoon Contest held last year.

Back in 1957, while Avera was serving in the radar picket escort ship *USS Wilhoite*, his hobby first became public — his cartoons relating to shipboard life began appearing in the ship's newspaper. Most of his work since has been on a Navy theme in which he tries to draw upon situations to fit the area where he's stationed.

"When I was assigned to the Military Assistance



Left: Senior Chief Gerald M. Avera. Below and top facing page: Examples of Avera's brand of humor. Cartoon at top won second place in last year's 18th annual All-Navy Cartoon Contest.



M. Avera

Laughing"

Command in the Republic of Vietnam during '65 and '66, I did a series for *The Observer*, a weekly paper that was published in Saigon for the military. All of those drawings illustrated the in-country force," he recalls. Today, the chief is stationed at the Naval Technical Training headquarters near Memphis, Tenn.

Chief Avera attributes his success to finding the right punch line, claiming that "even the best drawings won't sell if the caption isn't funny." Therefore, he tries to avoid using a theme twice and keeps a pad and pencil handy to jot down fresh ideas, later sketching scenes to fit the ideas, all with the hope of making someone laugh a little- or a lot.

— JO1 Wayne L. Baker, photo by PH2 Michael Diehl



QM Rachel Worley

Lady at the Helm



Quartersmaster Seaman Rachel Worley is plotting a course of change for Navy charthouses.

Traditionally, male quartersmasters have charted the courses of ships since time began. Yet they are learning that their totally masculine domain is becoming a thing of the past. Thanks in part to Navy progress and Seaman Worley's enthusiasm, women are carving a very important niche for themselves in the chart-houses of the service's ships.

Seaman Worley is one of a growing number of women who have chosen to train as quartersmasters. She believes, however, that she is possibly the first to go to sea in preparation for more responsibilities in her chosen rating.

Although women are currently prohibited by law from serving on board combat ships, Rachel was permitted recently to join the "ship's company" aboard the escort ship *USS Courtney* (DE 1021) during a one-day, daytime exercise in the Mediterranean. (→)

Left: Quartersmaster Seaman Rachel Worley at the helm of the *USS Courtney*.

Profiles...

Assigned to the staff of the Air-Surface Coordinating Office Mediterranean, Naples, Italy, Seaman Worley plots passenger and cargo ships' movements in the Mediterranean.

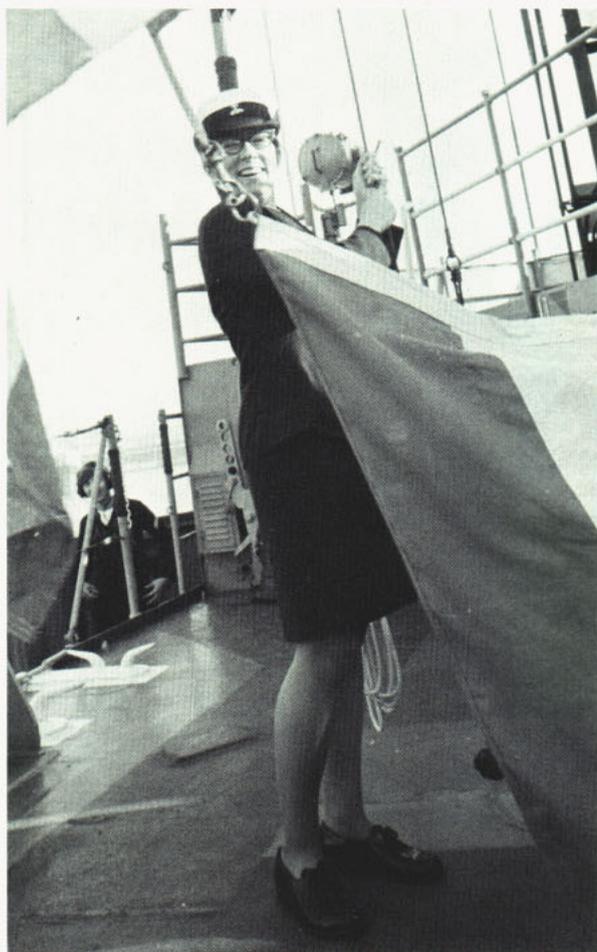
Although her assignment gives her the opportunity to work with movements of ships, her job, naturally is shore-based. Still, a Navy quartermaster seaman must demonstrate required practical skills at sea including standing watch at the helm, in order to climb the ladder to petty officer 3rd class.

During exercises aboard *Courtney*, Rachel steered the ship, shot sunlines and plotted the ship's position. She fulfilled her practical factors and then some.

"It was basically what I expected," she said. "The day held no real surprises."

"But," she added, "in a way I'm a pioneer. Some people think I'm crazy but others think it's great — and so do I."

Whether routine or not, Seaman Worley's day with sextants, sunlines and minding the helm marked another step forward in the Navy's program of making women sailors an active, important part of today's Navy.



Left: QMSN Worley raises signal flags. Top: QMSN Worley uses a sextant-type stadimeter. Above: USS Courtney.

YN Clarence Brown

A Star Recruit

When Clarence "Bob" Brown enlisted in the Navy, little did Uncle Sam realize that he had recruited a star.

The Service Force Sixth Fleet staff yeoman, who was nominated by New York film critics as "the most promising upcoming performer in 1972," received his first taste of show business at age 11. He won second place for a tap dance routine to the music of "Give My Regards to Broadway" on the Ted Mack Amateur Hour.

Yeoman Brown got his first break on Broadway in 1968 while a student at the High School of Performing Arts in New York City when he was selected for the chorus of "Hello, Dolly!" starring Pearl Bailey. He was also featured in "Purlie," the Academy Award musical starring Melba Moore, and "Don't Bother Me, I Can't Cope," with comedian Redd Foxx. Other credits include roles in "Two Gentlemen of Verona," "George M," and the Straw Hat Award for best supporting actor in the summer stock production of "Cabaret."

Additionally, Yeoman Brown did impersonations on educational television's Joe Franklin Show and performed in a McDonald's commercial as a singing fry cook.

"That commercial had a six-man cast and took six weeks to perform," Brown recalled. "After the commercial was produced, we were given a McDonald's Hamburger card that permitted us to walk into any McDonald's store and order any kind and any amount of food we wanted for a whole year."

What was it like working with the stars? Commenting on actress Melba Moore, with whom he starred in "Purlie," Brown said, "She's a doll, a beautiful person who sincerely cares."

Comedian Redd Foxx, star of "Sanford and Son" television series was "delightfully outrageous. Each day for eight months during the production of 'Don't Bother Me,' he came to work acting a different way. He even had a different approach toward the same role." Of Pearl Bailey, whom he called "Momma Pearl," Brown said, "the best advice she gave me was never press to make good. Don't go after your audience, let them come to you."

Actor Sammy Davis Jr. made such an impression on Brown that he began to imitate his style and adopted his philosophy of life. "Sammy Davis Jr. taught me how to be composed. He is a very religious man, and I like to think I am too. God leads the way." The versatile actor taught Brown some of the dance moves



he made famous in "Mr. Bojangles."

The Mount Vernon, N. Y., native comes from a family of five brothers and three sisters. He is fond of children and hopes to have a large family of his own some day. Brown would like to become an English instructor and assist talented youngsters in pursuing careers in show business. Poetry-writing and reading biographies are also among his primary interests.

Since reporting to the Naples-based Service Force Sixth Fleet in June, Brown has remained in the spotlight, giving military personnel here a sample of his performing ability with two appearances at the USO. He is also making his talents available to service and community groups.

He is on active duty for two years and hopes to return to Los Angeles or San Francisco and continue his acting career.

Broadway may have lost a star, but Brown is determined to continue his career, even in Navy uniform.

HOW MEMPHIS DOES IT

TAKE IT OFF!

So you've tried all the fad diets. You've bought items guaranteed to help you lose pounds a day without dieting. You've tried the appetite-curbing candies or the try-not-to-eat-anything method.

Nothing seems to work. You're overweight; you don't look too good that way; you don't feel too well, and you're courting a myriad of serious ailments that result from overweight.

So what do you do?

If you're a Navy man, woman or dependent at Memphis, Tenn., you might try a weight control clinic operated by the Naval Hospital Memphis. The clinic uses a team approach in guiding overweight patients in a safe and successful weight loss program.

According to Lieutenant Georgiana Banellis, hospital dietitian and director of the clinic, the medical team approach aims at filling all the overweight patient's needs: medical, emotional and informational.

Commander Don Alexander, a Navy chaplain, offers emotional support and group therapy sessions for the patients, who are in the programs because they lack the self-motivation that makes independent weight loss possible. Lieutenant Gus Berry, a physical therapist, discusses and demonstrates the routine daily exercises which must be coupled with a strict diet to make successful weight loss possible. Lieutenant Commander Gloria Klefman, a nurse practitioner, and Captain Italo Mazzarella, chief of medical services, offer medical information to overweight patients in discussions and lectures.

And LT Banellis prepares a nutritious diet for each participant, taking into consideration other dietary limitations besides the simple need to lose weight.

The need for the overweight patient to lose poundage is more than a desire to look better physically, according to LT Banellis. "Obesity causes specific degenerating ailments such as heart attacks, arteriosclerosis (hardening of the arteries), hypertension (high blood pressure), diabetes, gallbladder disease, impaired respiration, varicose veins, and even suicidal tendencies," she says.

"Not only do patients look better and feel better after they've lost those excess pounds," she says, "they're likely to live longer, too."

Before an overweight person can participate in the Navy clinic, he must have a thorough physical examination and referral by a physician. In that way, physical and dietary limitations can be established for the

patient at the outset of his participation.

LT Banellis says controlling weight is achieved through controlling food intake. Under her watchful eye, food intake is planned for each individual based on low calorie consumption. In addition, she says, "Any restriction can be incorporated into the patient's programmed diet." Such restrictions might include sodium-restricted or low cholesterol intake in addition to low calories. In some cases, a patient's requirements might include all three restrictions.

The main philosophy on which the diets are based is the requirement that the patient eliminate "luxury" calories, which offer little nutrition but plenty of calories.

The program's participants meet weekly with members of the medical team and have their progress charted to include weight, food intake and changes in attitude. Each patient must complete a "self-evaluation" which LT Banellis calls "perhaps the most important stimulus in the program." The weekly charting serves as a record of progress, and the self-evaluation helps the medical team to determine any emotional conflicts, helps team and patient understand the root cause of the patient's obesity, and helps the patient record the reason he or she wants to lose weight.

A typical patient, after two months, will have weight losses of six to 17 pounds, while some will show even more dramatic weight loss. After the first few months of the program, members of the medical team have noted these particular benefits:

- The participants are following a well-balanced, sensible diet and are aware of the pitfalls of fad and gimmick diets.
- The dieters have proven to themselves that they can lose weight successfully on their own, without expensive diet salons or foodstuffs.
- The program is fully supported by physicians who know that an obese patient is a surgical risk.
- And obesity affects many U. S. citizens, with those fighting against obesity needing strong support to overcome their excess weight and resulting psychological conditions, and protection against the other health problems to which obesity contributes.

The sole objective of the program is safe and successful weight loss — something that many of the available "fad diets" and expensive "weight loss" programs fail to provide.



Left: LCDR Gloria Klefman records progress of one of the volunteers taking advantage of the program. Top to bottom: LT Georgiana Banellis explains proper nutrition; LT Gus Berry discusses the importance of physical exercise and then demonstrates (above.).

ON THE SCIENTIFIC FRONT

Rusty Moon? Samples of Lunar Soil Appear to Contain a Rust-Related Oxide

There is something like rust in lunar soil, according to the Naval Research Laboratory. Samples returned by *Apollo* astronauts are said to contain magnetite, an oxide of iron related to rust. It has stronger magnetic properties and is black, instead of orange.

The presence of either rust or magnetite in lunar samples implies exposure to oxygen. Many technicians, however, believe the "rusty" samples must accidentally have been exposed to a humid atmosphere on earth. There is no significant oxidizing agent such as air or water on the moon. But NRL investigators discount the accident theory. They maintain that, since magnetite requires high temperatures to form, it would not have been produced on earth.

Other scientists have noted that small quantities of water form at the lunar surface when hydrogen, arriv-

ing from the sun via the "solarwind," reacts chemically with some of the oxygen which normally is present in the exposed moon rocks and soil.

NRL also believes that not all of this water escaped into space as previously suggested. Instead, some of it had time to react with the soils during high temperature meteorite collisions, thus forming some magnetite. The magnetites, NRL theorizes, may be responsible for some of the magnetism of lunar rocks and, therefore, may hold the key to understanding the moon's magnetic past.

Laboratory experiments indicate that some of the dark colors of the moon, as seen from the earth, may actually result from the presence of very tiny particles of magnetite in older lunar soils. This theory may resolve the long-standing riddle of why the oldest lunar soils are always darker than the moon rocks from which they were produced by the rushing action of meteorite collisions.

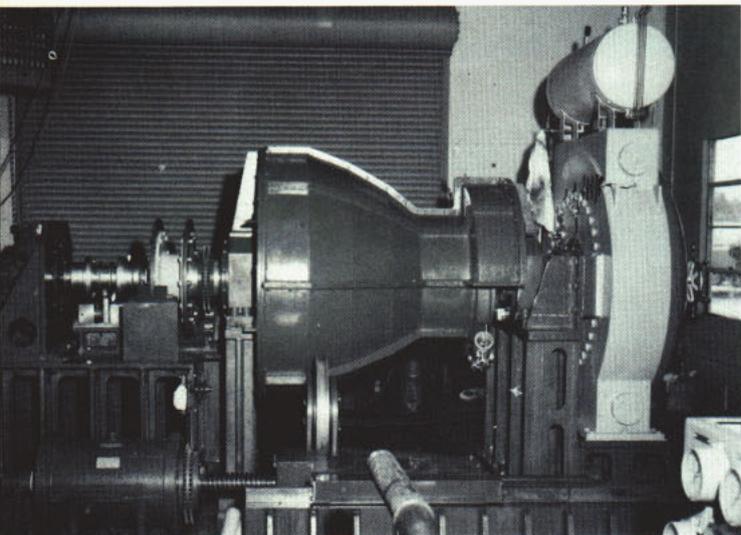
Lakehurst Air Test Facility Puts New Arresting System Through Its Paces

A new arresting system is being tested at Lakehurst New Jersey's Naval Air Test Facility. It is designed to replace the Mark VII series now employed in Fleet aircraft carriers.

The system, which has been designated Mark XIV, is lighter and requires only slightly more than half the space needed by the Mark VII. Also, fewer men are required for maintenance.

The Mark XIV is a dual-engine recovery system employing a rotary hydraulic energy absorber coupled to a purchase cable drum. The system is expected to dissipate 55 million foot pounds of kinetic energy from landing aircraft.

The Mark XIV dual-engine arresting system being tested at Naval Air Test Facility at Lakehurst, N.J., for future use in aircraft carriers.



Navy Scientists Develop Simple Device Which Allows Color-Blind to Distinguish Colors

A simple device which allows the color-blind to distinguish colors with little effort or training has been developed at the Naval Research Laboratory. It consists of a set of three filters embedded in eyeglass lenses for one eye or both. Since the filters absorb different-colored sources differentially, the viewer observes a sudden change in intensity as he moves, by a slight motion of his head, a different filter into the path of light.

The device, of course, does not enable the user to enjoy color as a normally sighted person can. It does, however, produce an intensity change sufficient to identify the color of the source. In most cases, and with properly designed filters, the intensity change is not slight or hard to observe. It is, instead, obvious and dramatic.

The NRL filters do something which is believed to be a function of the retina in the normally sighted. It is generally thought that the sensation of vision is initiated by the absorption of a portion of light by a pigment in one of the receptor cells (cones) in the retina. The absorbed energy is converted by the receptor into an electrical impulse which is transmitted to the brain by the optic nerve.

Normal ability to distinguish colors results from the presence of different receptors containing different pigments with different absorption properties. Color blindness results when one of the retinal pigments is abnormal or absent.

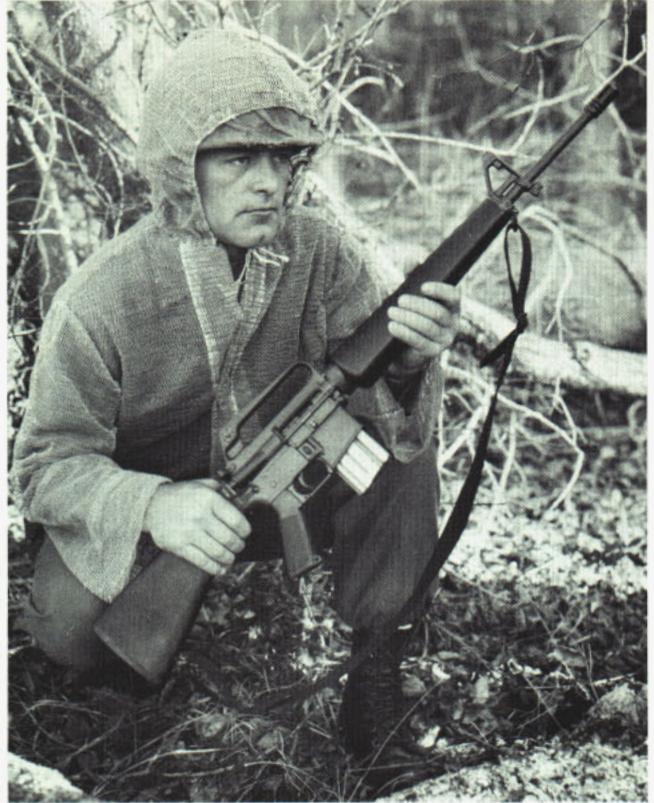
The device's principal value probably will be in distinguishing colored transportation signal lights. However, the same filter/lens also works for reflected light in distinguishing such items as colored circuit components.

Lightweight, Wide-mesh Jacket Developed As Protection Against Disease-Carrying Insects

A lightweight, wide-mesh net jacket has been developed by the Navy to protect combat soldiers against disease-carrying insects. Sportsmen may also find the jacket useful.

The polyester/cotton garment is treated with a commonly used insect repellent which produces a vapor barrier between the openings of the jacket's mesh fabric. The chemical repels mosquitoes, black flies and other two-winged biting insects.

The hooded jacket provides approximately 1000 hours of protection and can be resaturated or re-sprayed with repellent for continued use. It was expected to be available on the commercial market for sale to the civilian buyer late this year.



A chemically treated, lightweight, wide-mesh net jacket to repel two-winged biting insects is tested in the field by the U. S. Naval Medical Field Research Lab in Camp Lejeune, N.C.

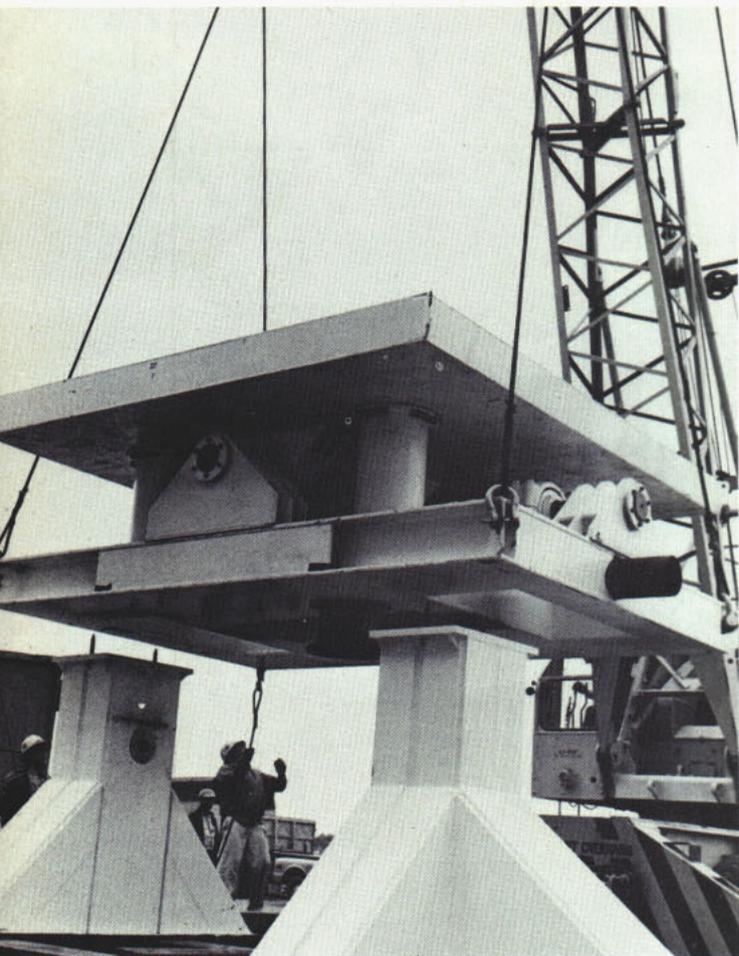
Miniature Antenna Systems May Answer Shipboard Communication Needs

Two miniature receiving antenna systems are being appraised by Naval Research Laboratory communications scientists. The systems are for shipboard application over a broad frequency band.

High-frequency communication aboard ship requires simultaneous transmitting and receiving functions on a platform of limited size. The ship's communication needs, therefore, are never satisfied because of the prohibitive number of antennas required.

The two miniature antenna systems being investigated by NRL use only a three-foot monopole antenna element. The first system's antenna element is terminated with a high input-impedance amplifier; the second with a transformer-coupled 50-ohm amplifier.

Investigation indicates the two systems have acceptable noise factors. The second, however, recorded superior performance with respect to high-intensity radiation fields. The latter system, NRL researchers believe, merits further development with a view toward possible shipboard applications.



Massive platform of the ship motion simulator is lowered onto standards. It is used as a base for the testing of a new high speed radar-controlled gun.

Ship Motion Simulator Constructed to Test High Speed Radar-Controlled Gun

For Navy technicians to build a ship motion simulator might seem like carrying coals to Newcastle; nevertheless, the men at Point Mugu's Pacific Missile Range Headquarters had a valid reason. The object: to provide controlled conditions under which a high speed radar-controlled gun could be tested.

Point Mugu's simulator served as a base upon which the gun was mounted and furnished the correct amount and frequency of motion for the test. When in use, the device imitated the pitch and roll of a ship's deck in any sea state yet under controlled

conditions so the gun's performance against flying targets could be evaluated.

Massive "I" beams supported the simulator's gun platform and 2000 pounds of depleted uranium provided a counterbalance. The latter was employed because it is heavier than lead.

Despite the machine's size and weight, the ship motion simulator operated like an oversized crank. Pushbutton controls and interlocking safety devices reduced operating hazards. Point Mugu's Public Works Department engineered the building which housed the simulator and provided control facilities, viewing space and safety from spent targets for technicians conducting the tests.

NRL Scientists Use Radiation Process To Improve Bonding of Adhesives

Industry often uses adhesives to bond metal and graphite-epoxy composites. The joint usually is submitted to intense heat to "core" the adhesive. The heat curing process, however, sometimes cracks the bond, thereby seriously weakening the joint.

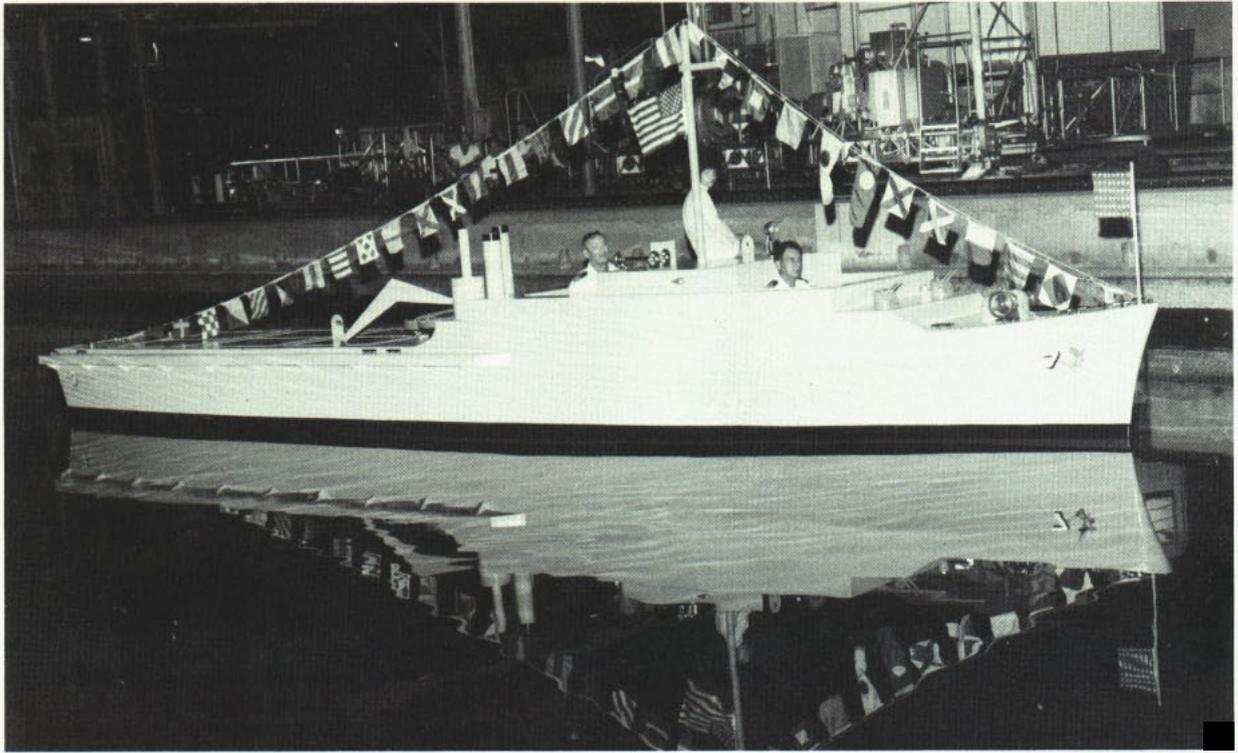
To solve the problem, the Naval Research Laboratory used a linear accelerator to apply electron-beam radiation to polyester adhesives. Researchers found that they could form strong joints in less than a minute.

In addition to providing an effective bond in a short time, the radiation process has other advantages. Small, portable electron sources are available which allow spot bonding. This could eliminate much of the complex rigging now necessary to heat-cure bonded structures and eliminate the need to heat entire structures when bonding small components.

Mystery of Clicking Sound of the "A Train" In Ocean Depth Has Finally Been Solved

A common underwater sound which has puzzled North Atlantic sonarmen for years has finally been identified. It comes from the small Minke whale which had never been suspected because it was considered a rare species.

Sonarmen called the sound "the A train" because its closely spaced clicks resemble an elevated train coming into a station. When a researcher under contract to the Office of Naval Research succeeded in connecting the sound to the Minke whale, it led scientists to believe the relatively small (30 feet long) sea mammal is more common than had previously been believed.



AN LPD IN MINIATURE

Miniature naval vessels are nothing new — they're used to preview the hydrodynamics of fighting ships long before any slide down the ways. The 35-foot craft at Bethesda (Maryland's) Naval Ship Research and Development Center, however, is a bit different — it carries a crew.

The model is a duplicate of a 570-foot, full-scale LPD and can carry two men. Built for the Naval Amphibious School at Little Creek, Va., to train officers and shiphandling personnel, the model will be used to simulate actual navigation problems through a scaled-down miniature harbor complete with channel buoys, anchorages and piers.

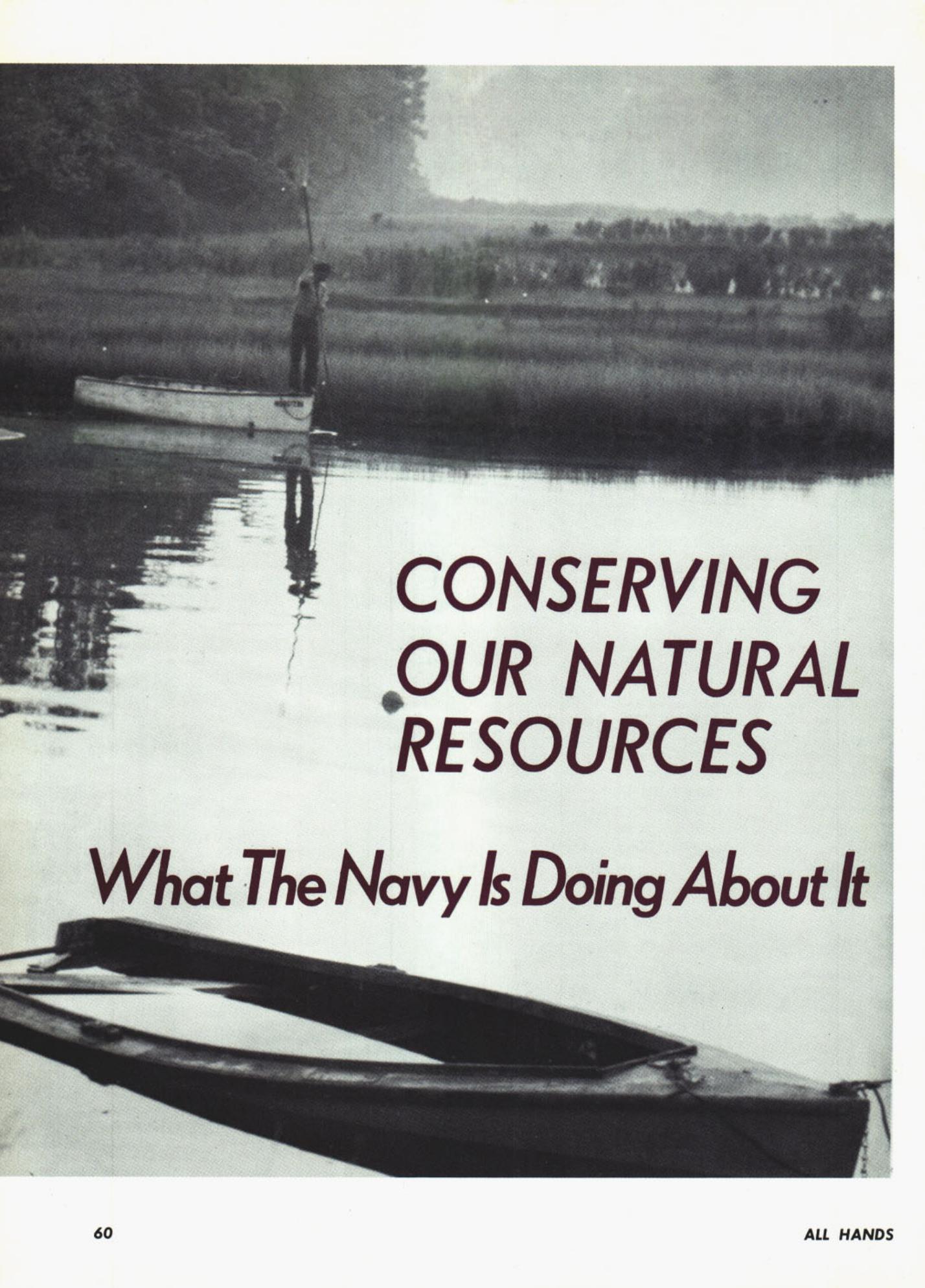
One of the students on board acts as conning officer while the other operates the engine and rudder controls. The conning officer's eyes are at the level they would be if he were standing on a real bridge.

The miniature vessel is a 1/16th scale model of LPD 4 (Amphibious Transport Dock) and is employed in the 16-acre Lake Chub which has been set aside for shiphandling training at the Naval Amphibious School.

Actual shiphandling, of course, requires years of training and experience. It can also involve some costly mistakes when real ships are involved. Use of this new model is expected to reduce costs and, by using similar models yet to be built, ultimately provide training for 1300 officers a year at San Diego as well as Little Creek.



Top: At the Naval Ship Research and Development Center, Bethesda, Md., the "crew" in the miniature LPD are (l to r) LCDR John Cullipher, USN, Miss Sheila Scott, and CDR Lawrence Patella, USN. Above: Two naval architects, Douglas Gregory and George Stuntz, go over the plans of a 35-foot scale-model LPD.



CONSERVING OUR NATURAL RESOURCES

What The Navy Is Doing About It

Maintaining a Balance Between Outdoor Recreational Activities and Suitable Habitat for Fish and Wildlife

The Navy is following an open land policy which accomplishes a dual purpose that seems paradoxical at first glance. For example: Increasing numbers of hunters, fishermen and other outdoor enthusiasts take advantage of the open land policy under the Natural Resources Program. During 1973 alone, an estimated two million persons used various Navy and Marine Corps installations for recreational purposes — about half a million more than in the previous year.

While opening its lands to hunting, fishing and other recreational activities, however, the Navy also makes certain that fish, wildlife, soil, water and forest conservation methods are developed. Most North American wildlife is protected from indiscriminate shooting by state and federal laws, by refuges and by growing public awareness of the value of wildlife. With this protection, the main threat to endangered species exists in the ecological field of habitat maintenance.

Today, in North America, the direct killing of wildlife is far less serious than habitat destruction. In this regard, the Navy is ensuring, in support of Department of Defense conservation programs, that suitable wildlife habitats are established and maintained whenever possible on all Navy and Marine Corps lands. More than two and a quarter million acres of land and water are under Navy and Marine Corps conservation management today.

Sanctuaries for wildlife on Navy and Marine Corps lands are found throughout continental United States, Hawaii and Alaska. The Marine Corps Air Station at Kaneohe Bay, for instance, has been declared an in-

violate sanctuary for the Hawaiian Stilt, an endangered species of bird.

Another sanctuary for the protection of waterfowl and other wild birds is located off the coast of Massachusetts on Nomans Land Island and is jointly managed by the Navy and the Department of Interior. The island is host to a wide variety of migratory birds and endangered species such as the Ipswich Sparrow.

Recently, the Naval Weapons Station, Seal Beach, Calif., was declared a national wildlife refuge by Congress. A portion of the southern boundary of the station is composed of Anaheim Bay which is one of the last tidal mudflats in Southern California that is in a relatively pristine state. The Naval Weapons Station at Seal Beach is the only Navy installation to be designated a National Wildlife Refuge.

The Naval Supply Center, Cheatham Annex (Norfolk) at Williamsburg, Va., is rated by the Bureau of Sport Fisheries and Wildlife as having an outstanding fishery management program.

Many other Navy and Marine Corps installations have active, progressive programs for the management and harvesting of fish and wildlife. These are but a few examples of programs on specified installations.

Another area of the Navy's Natural Resources Program concerns the management of forest lands on Navy and Marine Corps bases. This forestry program is concerned with the implementation and utilization of techniques for improved forest management; developing ways in which land and the vegetative cover capable of living on that land is improved; stabilization of soils to inhibit erosion; and providing for the protection and preservation of forage, fish and wildlife — especially those species that are rare and endangered.

In areas where heavy timber cuts are necessary due to the maturity of the timber stands, the acreage is reforested with seedlings in order to maintain productivity. In other areas, selective thinning is undertaken to maintain a high level of desirable growing stock.

Planned forest management operations save ground maintenance costs; provide good habitat for wildlife; improve recreational potential; protect watersheds; provide buffer zones; and favorably affect the environment by oxygen production, trapping pollutants, noise reduction and improvement of the aesthetic quality of the landscape.

Overall, the Department of the Navy's Natural Resources Program continues to ensure that sound conservation programs are conducted. Through this program, some of the 40 million men, women and children in the United States, who participate in and enjoy outdoor recreational activities, may have the opportunity to pursue their interests on Navy and Marine Corps lands while protecting the habitat.

letters

Vacancies in 'A' School

SIR: Why do vacancies exist in "A" school seats when STAR/SCORE personnel are awaiting initial assignment to training? — SM3 R. A. H.

• STAR candidates are usually 3rd class petty officers and/or designated strikers and as such are guaranteed advanced training rather than basic technical knowledge needed for entry-level job performance. SCORE candidates are guaranteed "A" school and in some cases further training. However, in order to reduce PCS costs and personnel/command turbulence, moves are programmed at a member's normal PRD if possible. — ED.

MA Path of Advancement

SIR: Is there a path to officer status in the MA rating? — MMC R. D.

• Personnel in the MA rating may apply for WO/LDO in the categories that apply to their original rating or in any other rating they feel qualified for. There is no law enforcement or security officer category. However, when considering that there are only approximately 20 WO/LDO categories and almost 80 ratings this is not by any means unique to the MA rating. — ED.

'First' Woman Diver

SIR: Readers of your April 1974 profile of "PNSN Kati Garner, Navy Diver" might be interested to know about the first woman to qualify as a Navy diver.

Susan Blackmun Karl was one of several women completing the Navy-affiliated "Scientist in the Sea" program, which includes 10 weeks of scientific diving training at the Naval Coastal Systems Laboratory, Panama City, Fla. Then as a civilian employee of the office of the Oceanographer of the Navy, she graduated from the Naval Diving School at Washington, D. C., becoming the first woman qualified as a scuba diver with the Navy. — LCDR R. W. F.

• We appreciate your calling our attention to Ms. Susan Blackmun Karl's

diving qualifications. It seems that whenever we publish a claim to a new "first" or "only," we receive a few counterclaims from the Fleet. In this case we stand our ground. We always try to have the initial claim verified by the cognizant source in the Bureau or other command in the Washington, D. C., area prior to publication. As far as we know, PNSN Kati Garner is still "the Navy's first woman diver" serving on active duty with the U. S. Navy. She graduated as a 2nd class diver after completing a 10-week course in Navy Divers School in San Diego. Susan Karl, who is a civilian employee in the office of the Oceanographer of the Navy, underwent a three-week course of training consisting of one week of theory and two weeks of scuba instruction at the Naval School, Diving and Salvage, in Washington, D.C. We are proud of both young ladies' diving qualifications. — ED.

Career Pattern for E-8/9

SIR: What is the career pattern for an E-8/9 who makes pay grade in 13 or 14 years? — JOC J. F. C.

• For the first six months of FY 74, the average time in service for members advanced to paygrades E-8/9 was 17.6 and 20.5 years, respectively. While it's true some members reach these coveted rates in the 13/15-year time frame, very early in a potential career of 30 years, they are few and far between. Notwithstanding the above, there is still a viable and challenging career for them to look forward to.

The Warrant Officer program, once entered, opens the way to the LDO program. Even within the enlisted structure, there remain highly respected, challenging and prestigious positions in which to serve, i.e., Master Chief Petty Officer of the Command or even Master Chief of the Navy. The highly motivated, achieving individuals being addressed are only limited by their willingness to accept the burdens and the challenges of higher responsibility. — ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by

notifying the Editor, ALL HANDS Magazine, Navy Internal Relations Activity, Department of the Navy, Room 1044, Crystal Plaza No. 6, Jefferson Davis Highway, Washington, D. C. 20360, four months in advance.

• USS Baltimore (CA 68) — a reunion is planned for Aug 1975 in Pittsburgh, Pa. Contact Earl A. Harding, 187 Clever Rd., McKees Rocks, Pa. 15136.

• USS Gosselin (APD 126) — a reunion is planned for 24-26 Oct in New Orleans, La. Contact John S. Stetz, Star Rte. 1, Box 652, Branson, Mo. 65616.

• Pearl Harbor Survivors Association — national convention will be held in Anaheim, Calif., 4-8 Dec 1974. Contact PHSA, Box 9212, Long Beach, Calif. 90810.

USS Indiana (BB 58) — a reunion is planned for July 1975 in North Carolina. Contact Adam S. Sosnowski, 7412 Henry Ave., Philadelphia, Pa. 19128.

USS Grenadier (SS 210) — shipmates interested in a reunion should contact Ralph L. Adkins, 804 Loma Vista Drive NE, Albuquerque, N. M. 87106.

USS Hopi (ATF 71) — those interested in a reunion should contact John G. Mullis, RFD 1, Dunbar, Neb. 68346.

USS Panay — a reunion is planned for 18-19 Oct in San Francisco. Contact D. C. Gensel, 237 Abbot Ave., Daly City, Calif. 94014.

VF 152, NAS Moffett Field, Calif. — a reunion is now being planned. Contact AMH1 Glen Gober, Navy Recruiting Station, P.O. Box 91, Man-kato, Minn. 56001.

USS South Dakota (BB 57) — a reunion will be held on 3-5 Jul 1975 in Sioux Falls, S. D. Contact USS South Dakota (BB 57) Association, 1210 N. 12th Street, Norfolk, Neb. 68701.

USS Johnnie Hutchins (DE 360) — WWII vets interested in a reunion should contact Sid Moore, 7229 Burroughs Lane, Falls Church, Va. 22043.

Great White Fleet Association — 30th annual reunion will be held 16 Dec 1974 in San Diego. Contact Harry S. Morris, 2880 51st Street, San Diego, Calif. 92105.

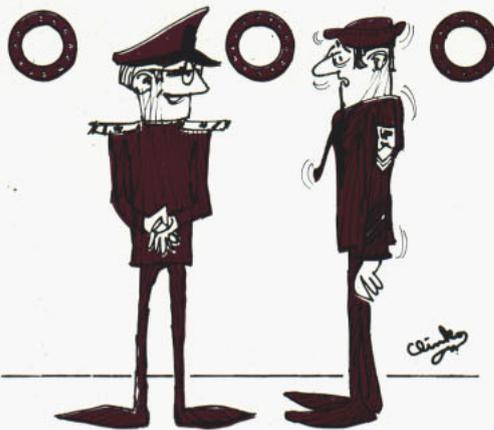
IC1 Jeremiah H. Paoli

US NAVY RECRUITING STATION



"I just called the Bureau . . . they agree, you have served in uniform, but they can't give you credit for prior service."

Based on a cartoon idea by
FTCM Robert Clinko



"OK, Boats, tell me how these portholes got on the starboard side of the ship."

DM2 Cenobio S. Mariano



"I'm not sure, Captain, but our radar has detected a strange object, and the radarman is acting very peculiar."

SSGT Floyd L. Choat



"Take the rest of the day off, Cruthers."

CTA1 Donald L. Winans



"'Because' . . . is that what you tell your crew when they ask you why they should eat their carrots?"

on the serious side

TAFFRAIL TALK

The music makers who graduate from the Navy School of Music, Naval Amphibious Base, Norfolk, Va., are no strangers to tuneful birthday celebrations, but this year the school itself was celebrating a special birthday — its 10th as a separate command tasked with providing, as a multiservice organization, musical training for selected personnel of the armed forces.

Not that the Navy wasn't training musicians before 1964. Informal training for Navy musicians was begun as far back as 1903 in the Berkely section of Norfolk, Va.

The Navy School of Music was first established at the Washington Navy Yard in 1935. It moved to a new location at Naval Air Station Anacostia approximately 20 years ago. Marines commenced training at the school in the 1940s and in 1951, training of Army musicians also became a function of the school. Then, in 1964, the multiservice music school moved to its present location in Norfolk.

This school command, then under the leadership of Commander J. D. McDonald, was the fruition of many years' labor and the culmination of contributions from many great names in the music world, not the least being John Philip Sousa, the March King. Today's school of music, operating under the baton of Lieutenant Commander C. C. Owens, Jr., has a demanding curriculum and the requirements for entrance become more exacting all the time. As a result, musicianship in the armed forces will be on a much higher level with better trained bandmasters and performers. Bands aboard ships and military bases throughout the world are part of a way of life, with a message of musical goodwill and entertainment for the soldiers, sailors and marines of the U. S. Armed Forces.

Seems that everyone who drives aboard NAS North Island at San Diego, Calif., has another good reason for buckling up for safety's sake. Persons entering or exiting the base who are stopped by the gate sentry and found to be wearing their seat belts are awarded with a pair of free passes to the station theater; sort of like getting passes for passing — or something like that.

It comes in a plain envelope, always enclosed in a sheet of notebook paper. There is no return address, only an Indianapolis, Ind., cancellation. The notebook paper is blank.

For people assigned to the Navy Recruiting District Indianapolis, it all represents a minor mystery.

Fourteen times since the last count, an envelope containing the paper and a single dollar bill has arrived in the mail at the recruiting headquarters. No one knows why the office has been receiving this kind of anonymous donation and the speculation is wild.

Whatever the reason, the recruiters in Indianapolis would like the contributor to know that his donations have been turned over to the Navy Relief Society. Without instructions of any sort, what better place to send the money?

And they'd like him (or her) to know one more thing: There's nothing like a good mystery to make the day more interesting.

The All Hands Staff

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AT RIGHT: Crewmen aboard the Amphibious Command Ship USS Blue Ridge (LCC19) expectantly look for their loved ones as the ship docks in San Diego, following a seven-month deployment. 



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