

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

in this issue:

• SEAVEY & SHORVEY



This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

JUNE 1964





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

JUNE 1964

Nav-Pers-O

NUMBER 569

VICE ADMIRAL BENEDICT J. SEMMES, Jr., USN

The Chief of Naval Personnel

REAR ADMIRAL J. O. COBB, USN

The Deputy Chief of Naval Personnel

CAPTAIN JOHN W. HIGGINS, Jr., USN

Assistant Chief for Morale Services

ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. The issuance of this publication was approved by the Secretary of the Navy on 27 June 1961. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor. DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington 25, D. C. The rate for ALL HANDS is 25 cents per copy (except for the December 1963 Rights and Benefits issue, which is 50 cents per copy); subscription price \$2.50 a year, domestic (including FPO and APO address for overseas mail); \$3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.

TABLE OF CONTENTS

Features

Jacks-of-All-Jobs: The Story of Navy Boats	2
Boats in Use Today	4
Profile Chart: Landing Craft	6
Boatmanship Has a Language All Its Own	7
Amphib Anniversary	8
Assault Boat Coxswain	10
Terminology: Ships, Vessels, Craft and Boats	13
PTF—A New Breed of Mosquitoes Joins the Fleet	14
Hydrofoils and Hydroskimmers	16
Profile Chart: Patrol Craft	19
MSBs Stay Up Front and Lead the Way	20

Special Supplement

Whaleboats in Combat—Incidents in Korean Conflict	28
---	----

Centerspread Chart

Boats of the U. S. Navy	32
-------------------------------	----

Departments

Letters to the Editor	23
Servicscope: News of Other Services	34
The Word	60
Directives in Brief	61
Book Reviews	62
Decorations and Citations	63

Seavey-Shorvey

Charting Your Course from Sea to Shore and Back	36
Table: Billets Open in Each District	42
Chart: Billets Ashore and Afloat, By Rates	54
How to Fill in Your Rotation Data Cards	58

Taffrail Talk

.....	64
-------	----

John A. Oudine, **Editor**

Associate Editors

G. Vern Blasdell, **News**

Jerry Wolff, **Research**

Don Addor, **Layout & Art**

French Crawford Smith, **Reserve**

• **FRONT COVER:** BOAT IN FLIGHT—Boats perform many different jobs in our modern Navy. Here, a ship's boat crew lowers a motor whaleboat over the side for a trip to an island while cruising in Pacific waters.

• **INSIDE FRONT:** SHADES OF THE PAST—In the days of sailing ships seamanship often depended on the Navyman knowing his way around the rigging and masts. Today it is just as important for a Navyman to know his ship and job. Here, a sailor works aloft aboard a present-day ship.

• **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.



Jacks-of-All Jobs: Navy

NO MATTER HOW LARGE and how modern our ships of the Fleet may become, boats will always be a necessity in the Navy.

A boat and a ship have certain characteristics in common. Like a ship-in-miniature, a boat floats, and it carries varying loads of men, weapons and other materials. However, although under certain emergency conditions boats have made extended journeys over the ocean, they cannot make regular independent voyages of any length on the high seas.

The most common definition states that a boat is usually a craft small enough to be hoisted and carried aboard a ship. (Submarines are sometimes called boats, but this practice is dying. Submarines are ships in the framework of the above definition, and that's how they are now referred to generally.)

The *BuShips Technical Manual* gives this official definition: "A Navy boat is an uncommissioned waterborne unit of the Fleet, not designated as a service craft, and capable of limited independent operation. It may be assigned to and carried on a ship as a ship's boat or to a shore station or Fleet operating unit."

Even in the nucleonic, electronic, supersonic Navy, boats play a significant role in the life of a sea-going man. They are used for transportation; they are essential to the plans of liberty parties; they have been the



SAILOR'S FRIEND — Boat crew aboard *USS Ranger (CVA 61)* holds lifeboat drill with whaleboat.

subject of numerous tales of gallantry and heroism; and at times they are real life savers.

Boat seamanship is therefore an important aspect of naval life. Almost every Navy ship carries a variety of boats on board—the number and type dependent on the size and type of ship.

Most boats, regardless of size or mission, have a qualified coxswain. In many respects his duties and responsibilities parallel those of the commanding officer of a ship. A boat

coxswain is in command of his boat at all times, subject to the supervision of the senior line officer present, if any.

If a seaman is to meet the responsibilities of this job, he must become knowledgeable on a number of subjects relating to boats and their operation—he must know his boat seamanship.

Boats are divided into four classes:

- *Standard (shipborne) boats* — normally carried aboard ship for general use.

- *Special (non-shipborne) boats*—designed for special uses by the shore establishment and, to a lesser degree, by the fleets.

- *Small landing craft* — normally carried aboard ships for amphibious uses.

- *Miscellaneous boats* — including experimental boats, boats of commercial types, obsolescent types (used when others are in short supply), landing craft not classified as standard boats, special boats, or small landing craft.

Of the boats that are motor driven, most have diesel engines, though some gasoline engines are still in use. Wherries and punts are moved by manpower—oars and paddles.

Powerboats

Most powerboats are designed for a specific purpose, though some fill substitute roles in the Fleet. Every powerboat carries a label plate giving the boat's length, type, registry number, builder's name, date of manufacture and plan number.

Most important of all, the label plate states the maximum number of men to be carried. If cargo is carried, the coxswain multiplies this number by 165 pounds (the average weight of a man) to figure his maximum load.

Here are some of the more common types of powerboats:

Motor launches: Heavy duty, square-sterned boats, from 26 to 50 feet long, with 40- or 50-footers the ones most commonly seen. They are steered with a tiller and designed for the ship's heavy work, such as hauling stores, liberty parties and the like. Motor launches are gradually being replaced by the newer designed utility boats which are used for the same purposes.

LOOKING SHARP—Admiral's barge in traditional decor cuts through harbor.



Boats

Motor whaleboats: Double-ended boats with both bow and stern being bow-shaped. They curve gracefully from a low freeboard to a high bow and stern. They are very seaworthy when not overloaded; and are divided into forward, engine and after compartments. Although basically open boats, some have removable "hard top" or "soft top" canopies built over the forward compartment. If the boat has neither, the passengers stand a good chance of getting a ducking in heavy weather.

Motor whaleboats are used for lifeboats, light work and small liberty parties.

Motorboats: Fast, decked boats with closed compartments forward, amidships and aft, and an open cockpit amidships where the steersman stands at the wheel. They are used chiefly for carrying officer personnel. The newly designed Personnel boats are gradually replacing the motorboats now in service.

Barges: Known to anyone who has ever taken a Navy indoctrination exam, these are modified standard boats assigned to flag rank officers. They are often modified 26-foot, 28-foot, 33-foot or 40-foot personnel boats; 35-foot or 40-foot motorboats, or 36-foot LCP(L)s. The hulls of barges are always painted black. All other Navy boats and craft are painted haze grey.

Gigs: Standard boats are assigned for the personal use of commanding officers; chiefs of staff; and squadron, patrol and division commanders below flag rank. The gig on a small ship may be a motor whaleboat, or sometimes airplane personnel boats are used.

The main difference between barges and gigs and standard boats of the same type is in the hull fittings, and the interior furnishings and the exterior painting. Barges and gigs carry chrome-plated bow insignia and stern lettering, and when an officer embarks in his personal boat his flag is flown from the bow.

Airplane personnel and airplane rescue craft: Light, fast, round-bowed boats whose purposes are indicated in their names. They may usually be distinguished by the large, soft pudding or fender which runs around their gunwales. The purpose of this



SPEEDSTER—Navy frogmen prepare to hit the water from fast-moving LCP(L).



ON AIR — Inflatable boats are used as liferafts and for recon missions. Below: LCMs deliver troops and equipment during amphibious exercises.





GOOD CATCH—Boat crew maneuvers to attach lines to recover capsule.

Boats in Use in the Navy Today

Boat	Length (in feet)	Use
Plastic dinghy	9	w/o sail used as tender w/sail used for recreation
Punt	10, 12, 14	General purpose workboat
Wherry (wood)	12, 14, 16	Tender for small vessels
Wherry (plastic)	12, 16	Tender for small vessels
Line-handling boat	17, 20	General purpose use and handling lines for seaplanes
Rescue boat	19, 20, 40, 45, 63	Waterborne rescue work
Utility boat	22, 26, 33, 40, 50	Transport personnel or cargo
Plane personnel boat	24	Transport personnel between shore and seaplanes
Motor launch	26, 30, 36, 40, 50	Transport personnel or cargo
Motor whaleboat	26	Transport personnel and use as lifeboat
Motor workboat	27, 30	Use on salvage ships and general purpose
Whaleboat	28	Training
Personnel boat	26, 28, 33, 40	Transport personnel
Plane rearming boat	33, 35	Rearm seaplanes
Motorboat	35, 40	Transport officer personnel
Minesweeping launch	36	Assault minesweeping of moored, magnetic or acoustic mines
Reconnaissance boat	36	Reconnaissance
Picket boat	36, 45	Harbor picket duty
Buoy boat	38	Maintenance of harbor buoys
Plane service boat	40	Transport personnel, cargo and plane servicing unit
Plane personnel and rescue boat	40	Seaplane rescue, firefighting, and personnel carrier
Aircraft refueling boat	42	Refueling seaplanes
Mine diving tender	50	Tend divers recovering or disposing of mines
Noise measuring boat	50, 63, 73	Measure submarine noise
Underwater ordnance research boat	50	Underwater testing of ordnance equipment
Sounding boat	52	Obtain soundings for Navy Hydrographic Office
Bomb target boat	54	Aircraft target towing
Torpedo retriever	63, 72, 100	Retrieve torpedoes
Distribution box boat	64	Set and recover mine distribution boxes
LCPL	36	Landing craft control vehicle
LCVP (wood)	36	Land and retrieve personnel and equipment during amphibious operations
LCPR	36	same
LCM 3	50	same
LCM 6	56	Land general vehicular cargo and personnel
LCM 8	73	Land a heavy tank or one of the larger vehicles

Inflatable Boats

7- and 15-Person CO2 inflatable lifeboat	Lifeboat for abandoning ship
10-person inflatable mat boat	General purpose for transport submarine

padding is to protect the fragile bodies of airplanes from damage by the boats.

Torpedo retrievers, frequently called **range boats**: Fast boats assigned to torpedo stations, whose purpose is to retrieve torpedoes fired on trial runs. They are strongly built and have powerful engines for hauling the heavy "fish."

Picket boats: Large, fast cabined boats—usually armed—whose general duty is to patrol the waters in a particular district.

Pulling Boats

Four types of boats still in occasional use in the Navy today are referred to as pulling boats. They are:

Dinghies: Small boats of about nine feet over-all length that are carried aboard larger craft such as aircraft rescue boats, landing craft and ships to provide transportation for the boat crew. These boats are propelled by a pair of oars.

Wherries: Longer versions of dinghies, normally about 12 to 16 feet long, propelled by one or two pairs of oars. They perform the same service as dinghies.

Punts: Square-ended, flat-bottomed boats, used for painting and general cleaning around the ship's waterline. They are fitted with row locks but are usually propelled by sculling.

Whaleboats: Light, double-ended open boats with high bows and sterns, used for training and recreation.

Amphibious Craft

Strictly speaking, the word amphibious, whether applied to a boat or an animal, means to be equally at home on land or in the water. The word is not used in that sense here, but is intended to apply to boats used by the amphibious forces in landing goods or personnel.

The essential difference between amphibious landing craft and other ship's boats is in the broad, flat design of their bow. In modern warfare it is often necessary to land large numbers of troops and their supplies on the beaches in a hurry, without benefit of piers or landings. A sharp-bowed boat has a tendency to ram her bow into the beach, careen, and spill her contents. The sharp bow also makes it difficult to retract, or haul off the beach.

Also, when a breaking sea gets under the stern of a regular ship's boat running through surf, the sharp bow goes under, and the stern tends to get ahead of the bow. This is

called *broaching to*. Amphibious craft with flat, square bows will not broach nearly as easily.

Landing craft are usually referred to by an abbreviation of their name. The various types in use include:

Landing craft, personnel (large), LCP (L): One of the first amphibious craft developed, used for landing personnel. It is steered from forward and is partially decked over. The newer versions are primarily used as landing craft control boats.

Landing craft, personnel (ramped), LCP(R): Incorporates the ramp idea for swift discharge of personnel and equipment on the beach. The bow is formed by a hinged gate, called a ramp, which can be dropped rapidly on the beach to form a bridge ashore. The ramp is hoisted against a watertight gasket by means of wires leading to a winch, and locked with a clamp.

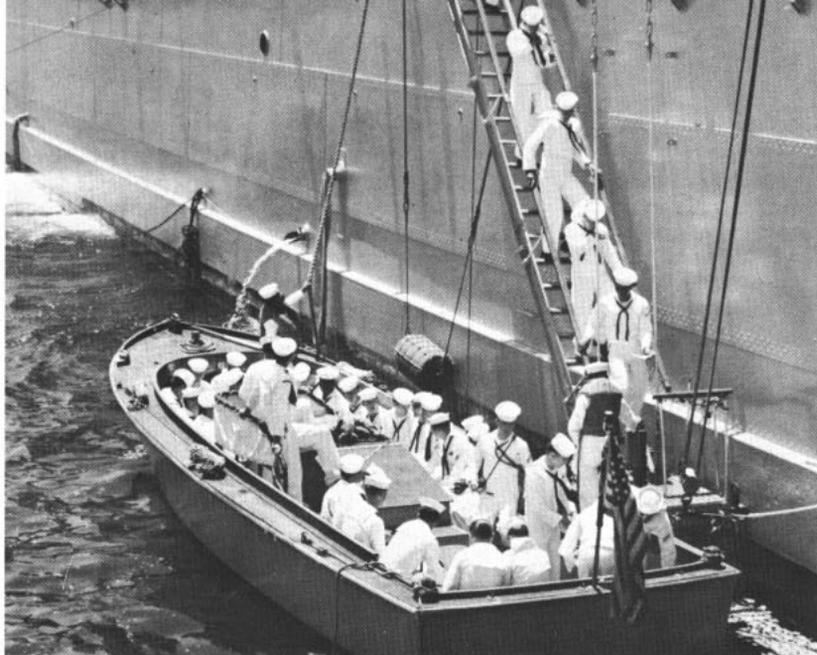
Landing craft, vehicle, personnel, LCVP: This boat incorporates all the essential features of the LCP(R) and is the boat most frequently used today in landing personnel or moderate sized equipment. It is a single-screw boat, 36 feet long, weighs eight and one-half tons, and is manned by a coxswain, engineer and two seamen. It will transport 36 combat equipped men (225 pounds) or 8100 pounds of equipment at between eight and nine knots, and will travel light at 12 knots.

The LCVP is steered from a horizontal wheel inside the boat on the port side aft, and the ramp winch is operated by means of a hand crank. An after extension of the keel, called a skeg, protects the screw and rudder from contact with the beach. In combat this boat carries two .30-caliber machine guns on the raised flat aft. Besides its regular duty, the LCVP is frequently used in fleet boat pools for landing liberty parties.

Landing craft, mechanized, LCM: This boat is familiarly known as a tank lighter, or M boat, and is larger and stronger than the LCVP.

The LCM is 56 feet long, weighs about 25 tons, and can transport 120 combat equipped men (225 pounds) or 34 tons of cargo. It easily carries a 30-ton tank to the beach. It has twin screws, twin rudders and normally operates at about nine and one-half knots. Its ramp is operated by a power winch and is extra rugged to support the weight of tanks and heavy trucks.

The LCM is steered from an



A FAVORITE—Navymen board liberty boat headed for a visit to a foreign port.

armored pilothouse aft, by means of an upright wheel. Its engines are in a closed compartment below, and the boat is manned by a crew of five.

The Navy has recently added the LCM 8, which is 73 feet long, weighs 67 tons and can transport 60 tons of cargo. The LCM 8 is the largest of the amphibious craft which will come within the definition of a small craft which can be hoisted aboard a large vessel.

BOAT SEAMANSHIP encompasses much more than a knowledge of the kinds of boats in operation in the Navy. Boat crews are responsible for the upkeep of their craft and must receive training in a number of other areas. Some of the techniques to be mastered require much practice and experience before a boat crewman

can be accomplished in his work. The more important of these include:

- Hoisting, lowering and securing methods
- Operating boats properly under all conditions, including a knowledge of "Rules of the Road" (traffic rules, rules for overtaking, fog rules, etc.)
- Knowledge of buoyage systems
- Boat etiquette
- Towing operations
- Cargo handling
- Beaching and retracting techniques

The coxswain is responsible for the safety of the boat and the people on board. Many essential jobs could not be performed in the Fleet without boats and qualified seamen to operate them. The Navy simply could not be a navy.

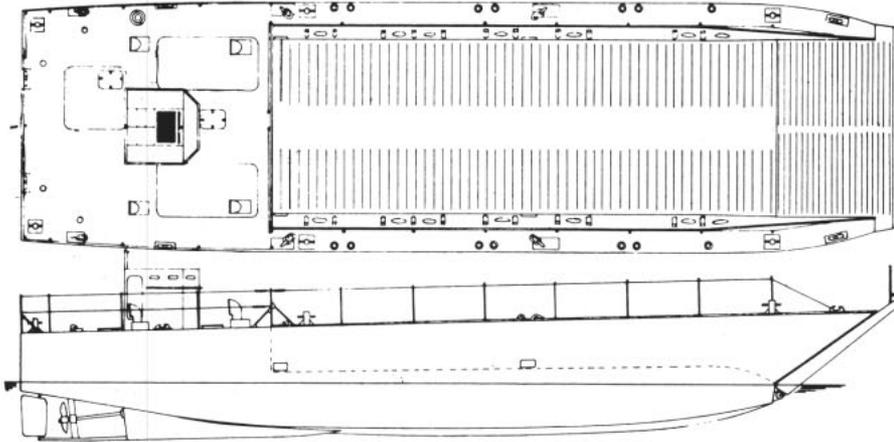
—Bill Howard, JO1, USN

ON THE JOB—Ship's motor launch acts as supply taxi for aircraft carrier.

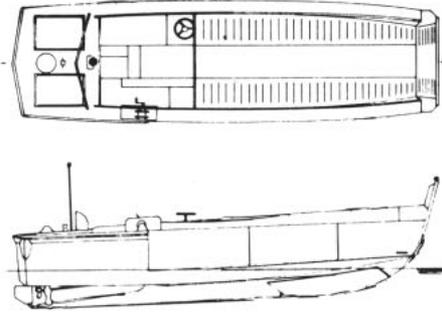


Landing Craft

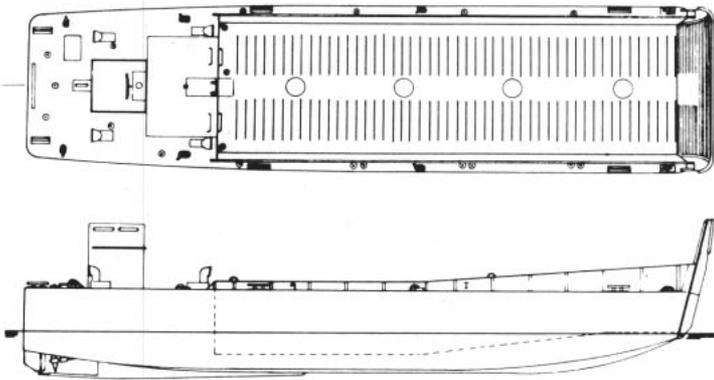
Landing craft of the Navy were developed mainly for the amphibious forces. They are designed to run through surf to a beach, lower a ramp, unload men and cargo, back off through the breakers, and return to the ship. The LCVP is used to land troops and light vehicles. The LCPL is primarily used as a landing craft control boat, its secondary purpose being for personnel transportation. LCMs, the most powerful of small landing craft, are capable of landing tanks or similar vehicles on beaches. The LCM(8) is the largest of these boats and will carry a heavy tank or 60 tons of cargo.



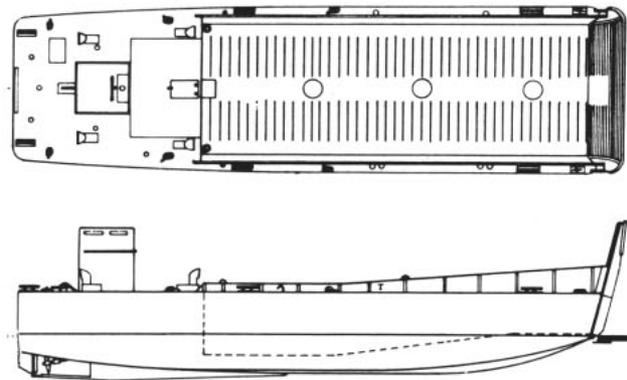
MECHANIZED—LCM(8)



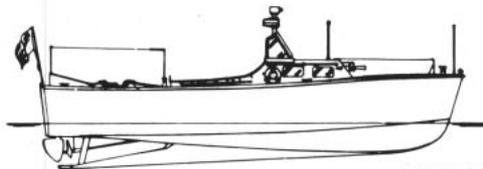
LCVP



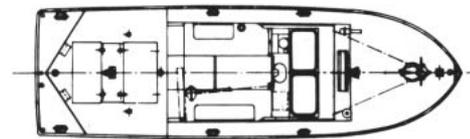
MECHANIZED—LCM(6)



MECHANIZED—LCM(3)



PERSONNEL, LARGE—LCPL



Boatmanship Has a Language All Its Own

The following are some of the terms which apply to boats in the Navy:

Beams: Transverse supports running from side to side to support the deck.

Bilge: The curved part of the hull where the sides and bottom meet.

Boatfalls: The lines used in hoisting or lowering a boat.

Boathook: A pole with a hook on it to aid in landing or hauling a boat alongside a ship or dock.

Boatplug: A threaded plug fitted into the bottom planking of a boat.

Bottom boards: Fore- and - aft planks forming the walking flat of the boat, sometimes called *floorboards* or *footings*.

Cabin: Covered compartment for passengers.

Chafing rail: A longitudinal timber projecting beyond the outside line of the hull planking to protect the hull.

Chock: A metal fitting through which hawsers and lines are passed.

Cleat: An anvil-shaped deck fitting for securing lines.

Deadwood: Triangular pieces of wood forming the connection between keel and stem, and between keel and sternpost.

Fenders: Portable bumpers of rubber or rope hung over the side to protect the hull.

Floors: Transverse timbers that reinforce the frames athwartship, above the keel.

Footings: Bottom boards or walking flats attached to the inside of frames on boats not fitted with deep floors.

Frames: The ribs of a boat.

Garboard (garboard strake): The lowest strake of outside planking next to the keel.

Gripes: Fittings used to secure a boat at its davits or in its cradle.

Grapnel: A small, multiple armed anchor used to recover objects in the water.

Gudgeons: Metal loops or rings secured to the sternpost to hold the rudder pintles.

Gunwale: (pronounced gun'el): The upper edge of the side of an open boat.

Hoisting pads: Metal fittings inside the boat, usually attached to the keel, to take the main hoisting slings or davit hoisting rods.

Keel: The principal longitudinal timber of a boat, forming its backbone.

Keelsons: The fore-and-aft structural timbers fitted above or outboard of the keel.

Keel stop: A small metal fitting on the keel, at the after end, acting as a stop in locating the boat in its cradle.

Knee: The shaped timber for connecting structural members installed at an angle to each other.

Lazarette: A storage compartment in a boat's stern.

Life ring: A buoyant object, usually doughnut-shaped, designed to be thrown into the water to keep a person afloat. Also called a *life saver* or *life buoy*.

Painter: A line in the bow of the boat, for towing or making fast.

'Paulin: Short for tarpaulin—used to protect boats and stores from the weather.

Pintles: Metal pivot pins secured to the rudder and fitting in the gudgeons on the sternpost to support the rudder.

Plank sheer: A plank forming the center edge of a boat's deck.

Rising: The fore-and-aft stringers inside a boat, secured to the frames on which the thwarts rest.

Rudder: The flat steel surface or board rigged vertically at the stern to steer the boat.

Rudder braces: Metal straps secured to the rudder so their forward ends form into eyes which fit the rudder and make a pivot upon which the rudder swings.

Rudder hanger: A strip of metal secured to the sternpost vertically to form the traveler upon which the rudder braces are secured.

Samson post: A securely fastened vertical timber on the forward deck of a boat, often equipped with crossarms, for use in towing or mooring; (Samson post has other meanings in general maritime use; only the Navy boat usage is considered here.)

Sheer: The line the gunwale or deck edge follows in profile—the longitudinal upward curve of the deck from aft forward.

Slings: Gear made of wire rope for handling boats at booms or cranes.

Stemband: A metal facing or cutwater fitted on the stempost to bear the brunt of the sea while the boat is underway.

Sternfast: A stern line used to secure a boat.

Sternpost: The principal aftermost vertical piece of timber in a boat.

Stern sheets: The after part of boat.

Strakes: Continuous lines of fore-and-aft planking. Each line of planking is known as a *strake*.

Stringers: Longitudinal strengthening timbers inside the hull.

Strongback: The spar between the davits against which a boat is gripped in.

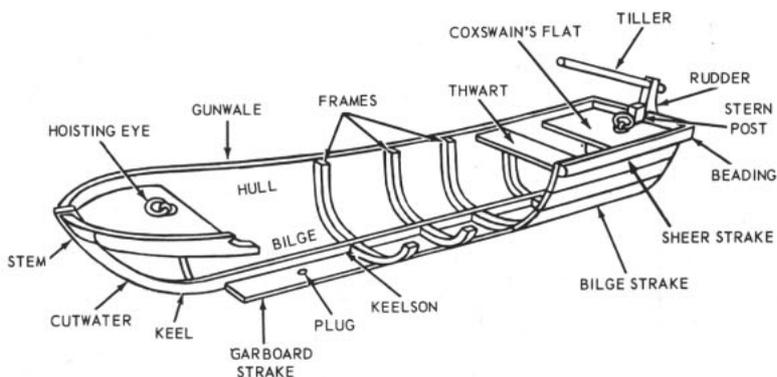
Thwarts: The cross seats or planks in a boat.

Tiller: A bar or lever by which the rudder is moved.

Towing bits: Metal castings fastened to a boat's deck and used for mooring and towing lines.

Transom: The planking across the stern of a small boat.

Yoke: The athwartship piece fitting over the rudder head, by which the rudder may be moved.





TO THE BEACH—Landing craft head for the enemy shore under cover of smoke-screen during the battle for Peleliu.

AMPHIB ANNIVERSARY

WHEN THE NAVY'S amphibious forces counted the 22 candles on their birthday cake earlier this year, they began taking stock of their past and present accomplishments and their future possibilities. The findings were impressive.

The past of the Pacific amphibious forces during World War II is largely the history of the march toward Japan. It began with the invasion of Guadalcanal—the first in a long list of names which eventually included Vella Lavella, Eniwetok, Iwo Jima, Guam, Tinian, Okinawa and others.

In the Atlantic theater, amphibious landings began in Africa and culminated in the Normandy invasion.

Later, in Korea, the Inchon landing helped stem the tide of Com-

munist invasion in the Republic of Korea.

More recent news has been replete with incidents in which the presence of amphibious forces offshore has exercised a strong effect upon the shape of history in the making.

The future effectiveness of the forces, according to amphibious experts, will depend largely on how well they apply the techniques of the past to develop faster and better ways of landing troops.

A NUMBER OF changes have already taken place in the amphibious forces. The concept of vertical envelopment represents a major change in the technique used in past wartime operations.

Vertical envelopment, of course,

is the use of helicopters to airlift troops and equipment from seagoing vessels to positions behind enemy beach fortifications to cut off supplies and reinforcements from the rear.

Vertical envelopment, however, does not eliminate the necessity to transport heavy equipment and great numbers of troops ashore in landing craft.

On the contrary, the vertical envelopment concept created the necessity of developing new ships which would accommodate both helicopters and landing craft. The latest in ships of this type is the amphibious transport dock (LPD).

The Navy now has three—USS *Raleigh* (LPD 1), *Vancouver* (LPD 2) and *La Salle* (LPD 3) which was

A READY GROUP—Today's amphibious forces are fast-moving units that can strike wherever they might be needed.



commissioned in February.

The amphibious transport docks exploit the good points that have emerged from past amphibious experience, utilizing both helicopters and landing craft. This dual activity requires space and the LPDs have it. Their over-all length is more than 521 feet and they displace approximately 13,000 tons.

They can carry more than 900 Marines, together with their assault equipment and initial supplies, to an enemy beach by use of pre-loaded landing craft and helicopters.

The amphibious transport docks, together with the amphibious assault ships *Iwo Jima* (LPH 2), *Okinawa* (LPH 3), *Boxer* (LPH 4), *Princeton* (LPH 5), *Guadalcanal* (LPH 7) and *Valley Forge* (LPH 8) have enabled the Navy and Marine Corps to develop and improve the vertical envelopment technique.

TODAY, amphibious units and individual ships can be found around the world. Tactical air control squadrons (which direct air strikes and air traffic in assault areas) and naval operations support group units (underwater demolition teams and naval beach group units) make up the specialized arm of the amphibious force which helps sustain the amphibious assault.

Since World War II ended, the Navy's amphibious forces have averaged more than one amphibious landing a year in support of U. S. national policy or at the request of foreign governments. These landings have proven their effectiveness in controlling brushfire wars and restoring conditions to normal.

Assessing their future value, it would appear that amphibious forces will continue to grow in importance so long as the international scene remains in its present state.

AMPHIBS stage practice landing.



KOREA — LSTs of PhibPac offload at Inchon during Korean Conflict.



THE LATEST—USS *Vancouver* (LPD 2) has decks for copters and landing craft. Above: Troops board helicopters at sea for vertical envelopment exercise.





SURFERS—Coxswain and engineer of LCVP head their craft to the beach while serving with the Seventh Fleet.

Assault Boat Coxswain

LANDING CRAFT as we know them today made their debut in World War II, along with a new type of sailor known as the assault boat coxswain.

The first landing craft were blunt-nosed, flat-bottomed craft made of plywood. Troops scrambled out of them by climbing up and over the bow.

The first assault boat coxswains were men who had been qualified in the operation of standard Navy boats, then learned a new job. The change was radical, because while

operating motor launches, motor whaleboats and officers' motorboats, the coxswains had practiced, above all, to keep from running aground. In their new job they had to learn to run their craft aground deliberately.

To appreciate the dangers of surf you have to experience the power of crashing breakers. The sea's power in this form has made a helpless hulk of many a craft. The assault boat coxswain, however, sees the surf as the final testing point of his professional aptitude.

He learns to recognize quickly the three major types of breakers—*spilling*, *plunging* and *surging*—and their pitfalls. He learns that the proper approach to the beach means careful observation of the swell, so that he can ride the back of a breaker into the beach. A slight miscalculation in timing will cause the boat to surge ahead and ride the front of swell or breaker. On the down-slope, or front, he finds himself in the hazardous situation known as "surfboarding." In such a spot he often loses control. His craft will first broach, then possibly capsize.

After bringing his craft through the surf he is faced with still further problems. He must maintain his boat firmly on the beach until troops and their gear are safe ashore. Then he must retract from the beach.

The engine is shifted into reverse. When a swell gives the craft flotation the engine is gunned. Once the craft floats free of the beach it is kept backing down at right angles to the surf. After he clears the breakers the coxswain waits for his craft to ride high on the crest of a swell, then he brings her around

STEADY DOES IT—Assault boat coxswain holds to beach as jeep is offloaded.



and heads back to the mother ship. All of this might take place under heavy fire from shore batteries.

HERE'S THE STORY of one assault boat coxswain who took part in the Tarawa landing during World War II. It is taken from the log and action report of his craft's mother ship, *uss Sheridan* (APA 51).

Salvage crews from *Sheridan* were in the lagoon putting damaged landing craft back in order so they could be used in rescue work. They were well within range of enemy gunfire.

While the rescue work was going on, one LCVP coxswain used his craft as a gunboat. First it silenced an enemy machine gun with its own .30-caliber machine gun. Then the gun was trained on a wrecked landing craft to wipe out a Japanese sniper who had been using it as his nest.

After this workout, the LCVP joined the rescue party. Officers later spoke of the coxswain's "cool, impeccable seamanship." He had "kept perfect control of his boat against a strong current, holding her off the wounded men and yet close enough to lift them from the water, and not ground the boat."

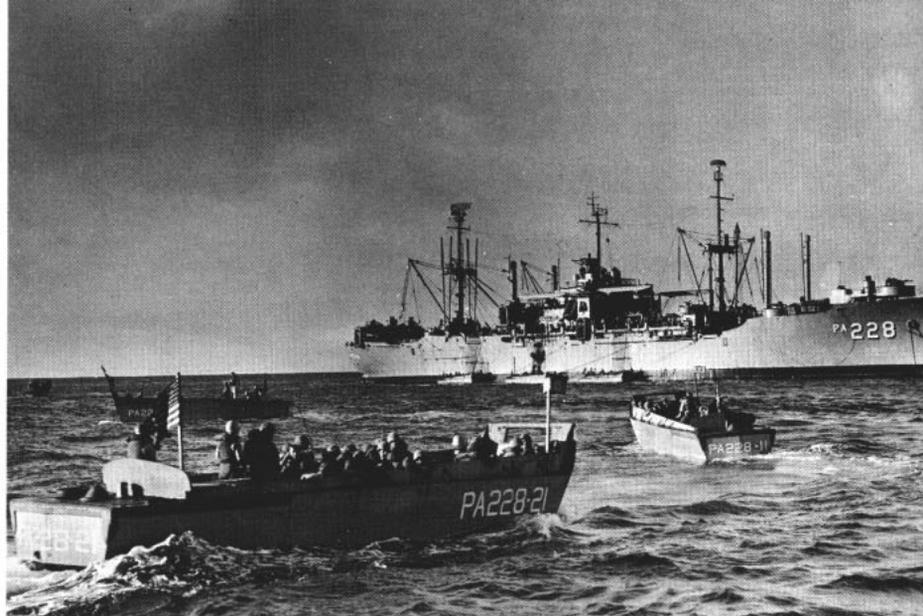
The coxswain retracted his LCVP while bullets were whizzing around his head, and his crew and some of the walking wounded were stamping out incendiary bullets which threatened to touch off the drums of gasoline which he was carrying in the boat.

DURING the Korean conflict many assault boat coxswains received medals for heroic action. The citations repeatedly mentioned "the excellent judgment and high degree of technical skill" of the enlisted skippers.

On the shoulders of the assault boat coxswain rests a large part of the responsibility of landing our troops through the surf on a hostile shore.

The value of these men has been proved time and time again in our military history. Early predecessors of the assault boat coxswains did the same kind of work during the landing of forces in the Mexican War at Vera Cruz (1847); in the Civil War at Fort Fisher (1865); and in the Spanish-American War at Daiquiri (near Santiago, Cuba—1898).

During World War II our Pa-



ROUND & ROUND—Landing craft are maneuvered in circles before assault.

cific island hopping strategy owed no small part of its success to the ability of assault boat coxswains. They also played key roles in the landings in North Africa, Sicily, Italy, Southern France and Normandy—and more recently—at Inchon, Hungnam, Wonsan and other locations along the Korean coast.

HOW DOES the assault boat coxswain learn his job? In addition to the training that is carried on by ships of the Atlantic and Pacific Amphibious forces, training for these "ABCs" is conducted at the Naval Amphibious Schools in Coronado, and Little Creek.

Students come from units of the Atlantic or Pacific amphibious forces or directly from boot camp. In their training the students learn the oper-

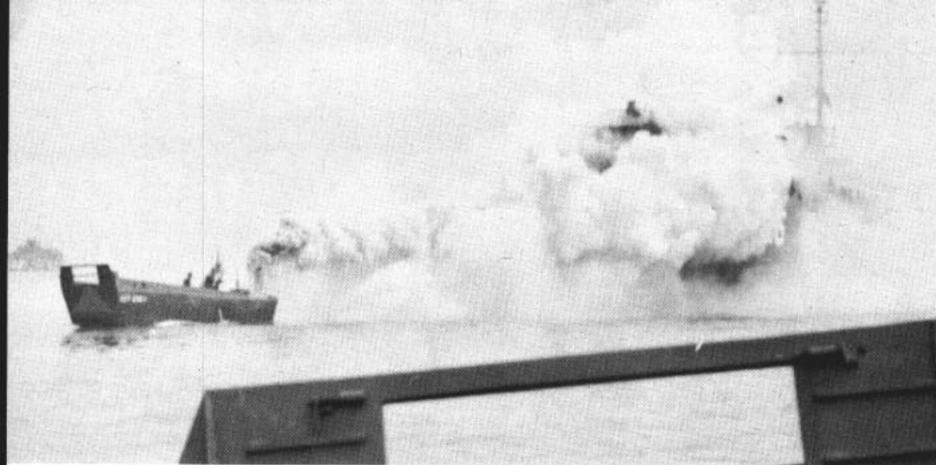
ation of LCMs and LCVPs. They learn about boat engines, clutches and bow ramps. They are instructed in magnetic compasses, voice radio procedure, first aid, salvage operations and towing in the surf.

Experienced instructors take them through all phases of an assault. This starts with the organization of the boat crew (basically the coxswain, engineman and bowman), and continues with debarkation from the mother ship, the shoreward movement, unloading operations, post-assault phases, and finally, boat handling alongside the mother ship. All this is crowded into one month.

The greatest number of hours is given to the actual operation of LCVPs and LSMs. Hours are spent on boat handling in an enclosed harbor and in the surf.

SHORE POINT—Coxswain must be able to beach and retract his craft.





SMOKER—Crew of LCVP lays smokescreen around LST during WW II action.

In most Navy training, when a student makes mistakes he sees the result in his grade marks. If he makes an outright blunder his ears may ring from instructor's censure.

NATURE, on the other hand, takes charge of punishing the careless and the blunderers during the coxswains' surf training. Coxswains find their craft being piled up on the

beach, themselves and their crew winding up wet and shivering from repeated dousings in the pounding surf.

Other sailors are on hand during training maneuvers to handle these situations. They move in with tractor and "jeheemys" to render assistance. Wrecked or damaged craft are picked up by the jeheemy, a mobile lifting device, and carried overland to nearby repair facilities. Craft that are merely shaken up are lifted by the jeheemy, refloated and started on their way.

Training goes on. And soon the students are eligible to wear the special distinguishing mark that shows they are qualified assault boat coxswains.

These Pointers Will Help You Navigate to an Assault Boat Coxswain Billet

ANY ENLISTED MAN—unless he is a medical or dental rating—is eligible for qualification as an assault boat coxswain. First he must demonstrate proficiency in the specified practical factors, then he must pass a written examination. If qualified, he is assigned Navy Enlisted Classification (NEC) BM-0164 and is authorized to wear the assault boat coxswain designation on his right sleeve as long as he is qualified.

The tenure of qualification is one year from the date of qualification. He must requalify before the year expires to keep his eligibility in force. Requalification requirements are the same as those for original qualification.

Here is a list of practical factors to be satisfied by prospective assault boat coxswains, based on the *BuPers Manual*, Art. C-7409. Candidates should be able to:

- Perform coxswain's normal duties, supervise boat crew in hoisting and lowering operation, rig and secure all gear in a landing craft. Follow established procedure in handling all types of cargo including stowing in boat, hooking on for hoisting out, and unloading on beach.

- Handle a landing craft in protected waters, coming alongside, or casting off from vessel or pier. Observe all safety measures applicable to operation of the boat equipment, including ramp, sight ports and so forth.

- Use and identify boat signals, boat identification paddles, standard identification flags and insignia in connection with ship-to-shore movement.

- Maintain assigned station in all phases of ship-to-shore movement, employing knowledge of standard formations, distances and speeds used in assembly area, rendezvous area, and in assault wave. Steer by compass and observe Rules of the Road.

- Beach boat through moderate surf and retract, singly and in assault wave formation, using proper rudder and engine procedure.

- Rig, use and secure anti-broaching lines in the proper manner. Demonstrate how to rig a broached landing craft for salvage and proper use of engines to avoid fouling tow lines, in assisting salvage boat.

- Demonstrate ability to render first aid, rig stretcher slings, and use other methods of hoisting casualties.

If you're planning to take the written examination for assault boat coxswains, study this list of subjects:

- Nomenclature and use of hull fittings and equipment, cargo and personnel capacity, maneuvering and special hull characteristics, fuel capacity and fuel endurance of landing craft.

- Precautions and operating procedures related to starting the engine; normal and maximum safe

motor temperatures; stopping and securing engine; and operation of bilge pumps and sand traps.

- Procedures and methods employed in embarkation of troops, loading and stowage of cargo, launching, hooking on, and fueling.

- Boat signals, standard identification flags and insignia, and boat identification paddles used in connection with ship-to-shore movement; control vessels' signals and signal procedures employed in controlling ship-to-shore movement. Debarcation communications and visual designations used for debarcation stations. Voice radio procedures.

- Standard formations, distances, and speeds employed in assembly, in the rendezvous area and assault waves; procedures followed by boat group commanders and control vessels in directing and controlling ship-to-shore movement.

- Special maneuvering rules and precautions observed prior to and during landing and retraction through surf.

- Beach markers and buoys used for marking channel and obstructions.

- Procedure for transferring personnel and equipment to LVTs direct or via transfer barges; procedure at transfer line.

Detailed information for the prospective assault boat coxswain is contained in the *Boatswain's Mate 3 & 2 Manual* (NavPers 10121-C), chapter eight.

Ships, Vessels, Craft and Boats

A DISCUSSION OF BOATS AND CRAFT in the Navy can sometimes be a confusing one because—while there is a big difference—the terms don't always appear to be used when and as you might expect.

For example, a landing craft is listed officially as a boat. On the other hand, the PT boat of World War II fame was a craft.

You will find the official rules in Chapter 20 of *Navy Regs.* Basically three factors play a role in determining the designation: Its purpose or capabilities, size and crew.

Basically, a boat is usually lifted and carried aboard a ship (unless assigned to a shore activity). On the other hand a craft may be expected to get where it's going under its own power, or to operate more or less independently when it gets there.

A contributing factor is size. Craft are generally larger—sometimes considerably larger—than boats, enabling them to operate on their own.

The third factor is the crew, and whether it is regularly or permanently assigned.

Water-borne units of the Navy fall into certain general categories for classification purposes. As set forth in *Navy Regs.*, they are either vessels, service craft or boats.

According to *Navy Regs.*, **vessels** comprise generally the oceangoing *ships* and oceangoing *craft* of the Navy (and such other water-borne craft as may be assigned this classification).

Service craft generally comprise the "water-borne utilitarian craft which are not classified as vessels or boats."

Boats are in that category defined as "suitable for shipboard and similar use."

Navy Regs leaves it up to the Chief of Naval Operations to decide how each particular unit will be classified. The CNO, in turn, considers not only the unit's size, but also its capabilities and usage in making this final decision.

The *Bureau of Ships Technical Manual* goes into a little more detail. It lists the definition of boat as: An *uncommissioned* water-borne unit of the Fleet, not designated as a service craft, and capable of limited independent operation. It may be assigned to and carried on a ship as

a ship's boat or it may be assigned to a shore station or Fleet operating unit.

The terms "in commission" and "in service" refer to ships and craft in active status, but never refer to boats.

A vessel or craft which is *in commission* has a commanding officer, a permanent crew assigned and, as nearly as possible, everything else it needs to operate independently of other facilities. It is formally commissioned and flies a commissioning pennant.

A vessel or craft which is *in service* has an "officer in charge" or "petty officer in charge (or boat captain or skipper) may or may not have a permanent crew assigned, and is generally more dependent on continuing support from its parent command.

A boat has a boat coxswain. The boat coxswain has both responsi-

bility and authority. As stated in *Boatswain's Mate 2 and 3* (NavPers 10121-C), subject to the orders of the officer of the deck and the senior line officer embarked, a coxswain has full charge of his boat and its crew.

On occasion a boat has a "boat officer." This may occur during heavy weather or on special assignments. While he has authority over the boat coxswain, he does not take over the coxswain's basic responsibilities or the normal duties expected of him, but he may relieve the boat coxswain if he sees fit. The senior line officer embarked (eligible for command at sea) of course assumes ultimate responsibility for the boat.

Sometimes a service craft contains in its title the term "boat." This may be an outgrowth of a seagoing tradition, but it has nothing to do with its official designation.

U. S. NAVY SERVICE CRAFT and DESIGNATIONS

Small Auxiliary Floating Drydock	AFDL	Garbage Lighter (Self-propelled)	YG
Medium Auxiliary Floating Drydock	AFDM	Garbage Lighter (Non-self-propelled)	YGN
Barracks Craft (Non-self-propelled)	APL	Dredge	YM
Auxiliary Repair Drydock	ARD	Gate Craft	YNG
Medium Auxiliary Repair Drydock	ARDM	Fuel Oil Barge (Self-propelled)	YO
Minesweeping Boat	MSB	Gasoline Barge (Self-propelled)	YOG
Inshore Minesweeper	MSI	Gasoline Barge (Non-self-propelled)	YOGN
Target and Training Submarine	SST	Fuel Oil Barge (Non-self-propelled)	YON
Submersible Craft	X	Oil Storage Barge	YOS
Open Lighter	YC	Patrol Craft	YP
Car Float	YCF	Floating Pile Driver	YPD
Aircraft Transportation Lighter	YCV	Floating Workshop	YR
Floating Crane	YD	Repair and Berthing Barge	YRB
Diving Tender	YDT	Repair, Berthing and Messing Barge	YRBM
Covered Lighter (Self-propelled)	YF	Radiological Repair Barge	YRR
Ferryboat or Launch	YFB	Seaplane Wrecking Derrick	YSD
Covered Lighter (Non-self-propelled)	YFN	Sludge Removal Barge	YSR
Large Covered Lighter	YFNB	Large Harbor Tug	YTB
Drydock Companion Craft	YFND	Small Harbor Tug	YTL
Lighter (Special purpose)	YFNX	Medium Harbor Tug	YTM
Floating Power Barge	YFP	Drone Aircraft Catapult Control Craft	YV
Refrigerated Covered Lighter (Non-self-propelled)	YFRN	Water Barge (Self-propelled)	YW
		Water Barge (Non-self-propelled)	YWN
Covered Lighter (Range Tender)	YFRT	Miscellaneous Auxiliary	YAG
Harbor Utility Craft	YFU		



HIDEOUT—PT crew relaxes in jungle.

A New Breed

PTF BOATS, THE NAVY'S FAST patrol craft, are playing a new role in the Fleet. Four of them are in service and are currently filling billets with the amphibious forces.

The PTF has been erroneously likened to PT boats of World War II fame. PT stands for motor torpedo boat. These small, fast, fighting craft created a whole new area of naval history for themselves during World War II. PTFs have as their mission the job of performing swift patrolling duties.

PTFs joined the Fleet last year. Fast patrol boats *PTF 1* and *PTF 2* are slightly larger, sleeker and faster than the colorful motor torpedo boats.

These craft were not exactly new when they began operational service. Each of them is a result of post-war experiments with their design. Their main defense is small size, high speed and change of pace, with the change depending on an ability for quick acceleration and quick maneuverability. These necessary characteristics demand that the entire structure, including the various machinery components and electrical equipment, be of the lightest

NEW BROOD—Navy's new PTFs make a high-speed run during sea trials. Below: Famed PT boats of World War II patrol waters off Attu, in Aleutians.





ON DUTY TODAY — PTF stands for fast patrol boat. Four of these craft are now serving with the Fleet.

of 'Mosquitoes' Joins the Fleet

weight possible, yet have adequate strength and endurance. Modern construction materials and processes have provided this requisite.

PTF 1 and *PTF 2* were first commissioned in December 1950 and March 1951, respectively. They were two of four boats built to experimental designs by different U.S. shipbuilders.

PTF 3 and *PTF 4*, known as "Nasty" class boats, were built in Norway and purchased by the U. S. Navy. *PTFs 1* and *2* measure 89 feet and 94 feet long, respectively, with beams of 24 feet and 25 feet. The Norwegian-built PTFs are 80 feet long with 24-foot beams.

All four boats are slick and uncluttered and tailored for maneuverability and 45-knot speeds. Each has firepower in 20- and 40-mm guns (surface and antiaircraft), and is manned by up to 15 enlisted men and three officers.

WHAT ABOUT THE PT BOATS?

What happened to them? Are they still around?

During the war, in addition to functioning as motor torpedo boats, PTs in the Pacific were found to be

very effective gunboats to stop Japanese inter-island traffic. They destroyed an astonishing number of small supply, personnel and ammunition craft. They provided courier service between American forces; escorted merchant ships in and out of Manila Bay; rescued ship survivors; performed reconnaissance missions; landed Allied agents; strafed enemy shore installations; ferried wounded personnel out of action; and destroyed certain war materials that would otherwise have fallen into enemy hands.

One PT boat was responsible for evacuating General Douglas MacArthur, his wife and son and 20 members of his staff from Corregidor past Japanese shore batteries and to safety. Another spirited Philippine President Manuel Quezon, his family and cabinet to safety.

It was not just by chance that the U. S. Navy was fortunate enough to have such a durable, capable craft as the PT at its disposal. After it was agreed that the need for such a craft existed much research, development and service experience were required to put it in action, because in the United States it had

no other naval, commercial or pleasure craft counterpart.

MANY STORIES of the exploits and heroism of PT boat crews have come into the spotlight, including the epic adventures of the last skipper of *PT 109*.

At the close of the war, when the first plan for the post-war Fleet was drawn up, the motor torpedo boat squadrons had a definite place in the Fleet.

But economy finally dictated otherwise. Maintenance of a PT force in peacetime looked to be a costly project because of the relatively short life of the wooden hulls of the little boats (only ten years), requiring an almost continuous new construction program to maintain squadrons.

So the PTs just had to go. All but four—which were kept to be used for experimental purposes—and all AGPs were disposed of.

Now all PTs have vanished from the active Fleet.

PTFs, fast patrol craft, have shown up in moderate numbers to meet the operational need.

—Bill Howard, JO1, USN



FLYING ON FOILS -- Navy's only operational hydrofoil, USS High Point (PCH 1) cruises high on her foils.

Foils and Skimmers

MANY THINGS may change in this world, but the speed age is here to stay. Speed presents somewhat of a challenge to the Navy insofar as ship design is concerned. Conventional ships are limited in speed by a natural barrier—the wave-making resistance (water friction) encountered by a ship driven at high speed.

Until this resistance is overcome there cannot be any great advances in ship speed.

So the Navy, to produce ships capable of obtaining higher-than-normal speeds for certain missions—such as chasing submarines—is going “unconventional.” The result is hydrofoil and hydroskimmer craft.

A hydrofoil craft has stilts and subsurface wings that lift the hull clear of the water. The hydroskimmer rides on a cushion of air above the water.

In addition to having a speed advantage, the hydrofoil craft can operate in waves or swells which would slow down a conventional ship of comparable displacement. Furthermore, the hydrofoil craft may, if desirable, operate for extended periods on the surface, just like one of the conventional Navy's ships.

One hydrofoil craft is in commission in the Navy today. It is the patrol craft *High Point* (PCH 1), which was built at Seattle, Wash. Information gleaned during 10 years of study by Navy and industry was applied toward *High Point's* design. The craft is being used to test the practicality of a hydrofoil coastal patrol craft.

High Point is 117 feet long, weighs 110 tons and, when flying on submerged foils, reaches speeds of more than 40 knots. Two 3000-hp gas turbine engines power its foil-borne operations. When not using the foils, it may use either the gas turbines or an auxiliary 600-hp diesel engine. Foil-borne, it has a range of 700 miles but, in conventional cruising, it may travel 2000 miles.

The craft carries four Mark 44 torpedoes, with which it can attack high-speed submarines.

UNDER CONSTRUCTION and scheduled for launching in the spring of 1965 is a 300-ton hydrofoil research ship designated AG(EH) 1. This ship will be capable of speeds of 40 or 50 knots, and later the foils may be redesigned to enable it to

make speeds of 80 to 90 knots. The AG(EH) will demonstrate the open ocean capability of large hydrofoil craft at both moderate and high speeds, and it will, along with the PCH, provide further information about the military applications of the hydrofoil concept.

This concept will be better understood after additional research and development in the following areas:

- The phenomena of supercavitation (which could permit hydrofoil speeds of 80 to 90 knots). A 15-ton supercavitating craft is being used to test this theory.

- Better design techniques for hydrofoils and more suitable materials.

- The application of the hydrofoil in a military role.

The only other hydrofoil activity of note in the Navy currently is the construction of three hydrofoil amphibians—called LVHX—for the Marine Corps. These craft are 38 feet long, 10 and one-half feet wide, and are designed primarily to carry cargo from LSTs, LSDs and LPDs during amphibious landing operations.

They are designed to attain speeds

of 35 knots flying in the water and 40 mph driving on land, while carrying a five-ton load.

IN ADDITION to the hydrofoil program, the air cushion vehicle or Ground Effect Machine concept is being exploited. These craft are called hydroskimmers because, as we said, they actually skim or float over the water on a cushion of air. The hydroskimmer touches water only when at rest. In this way it avoids the friction of the water.

This type of craft is capable of high speed (about 100 knots). It can also carry a large load when compared to helicopters and, with its ability to operate just above the surface (about two feet), its area of operation is great.

As with hydrofoils, several test craft (varying in weight from one to two tons) have been built and tested, with the objective of testing different types of lift systems.

The only Navy hydroskimmer in operation today is the SKMR-1, which was completed in April 1963. It is still undergoing manufacturer's tests on Lake Erie.

The SKMR-1 is 65 feet long, has a beam of 28 feet and weighs about 25 tons. It has four 1080-hp gas turbines which propel it to speeds of around 70 knots.

The Navy has not decided exactly how hydroskimmer craft might best be utilized, but hopes to have a better idea as a result of tests being carried out with the SKMR-1. The tests are yielding data on general performance, speed, power and stability of the craft and possible military applications. The primary areas considered most likely to benefit from hydroskimmers are antisub-

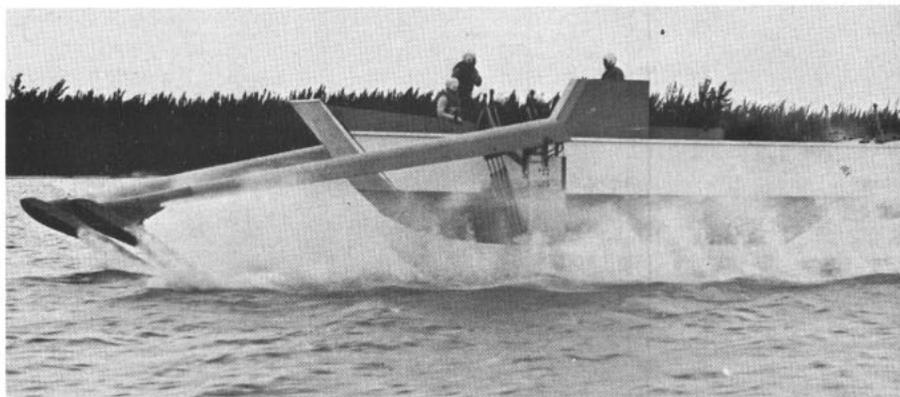


THINGS TO COME—An experimental hydroskimmer built for BuShips cruises two feet over water. Below: *Halobates* helped in development of hydrofoils.

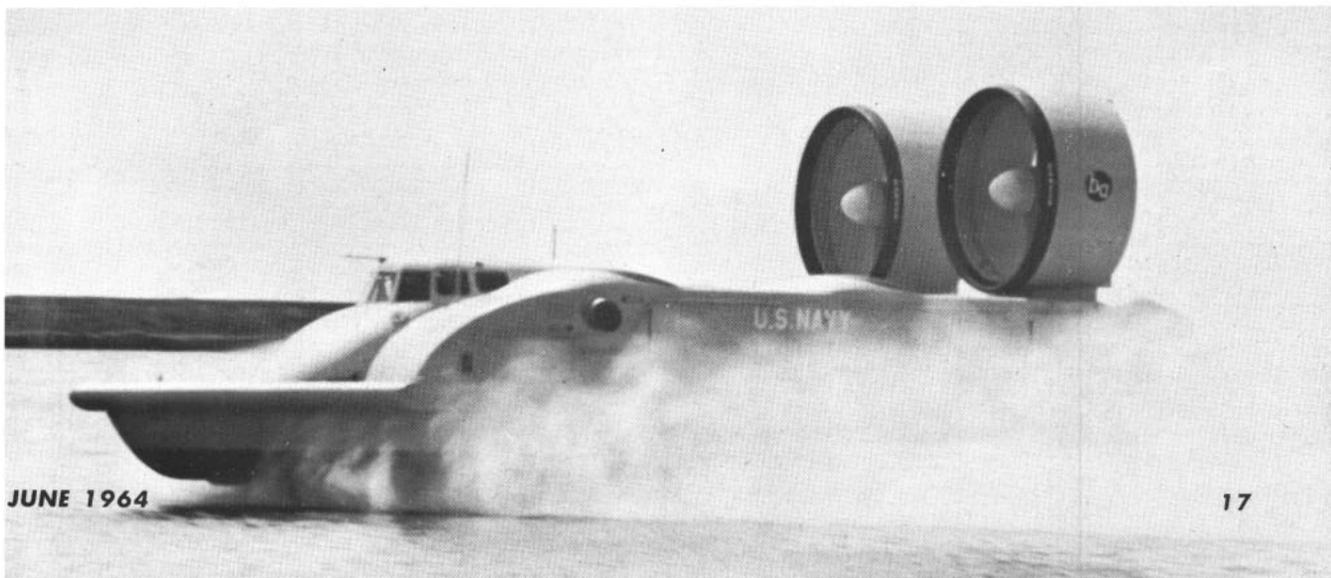
marine warfare, mine countermeasures, landing operations and patrol operations.

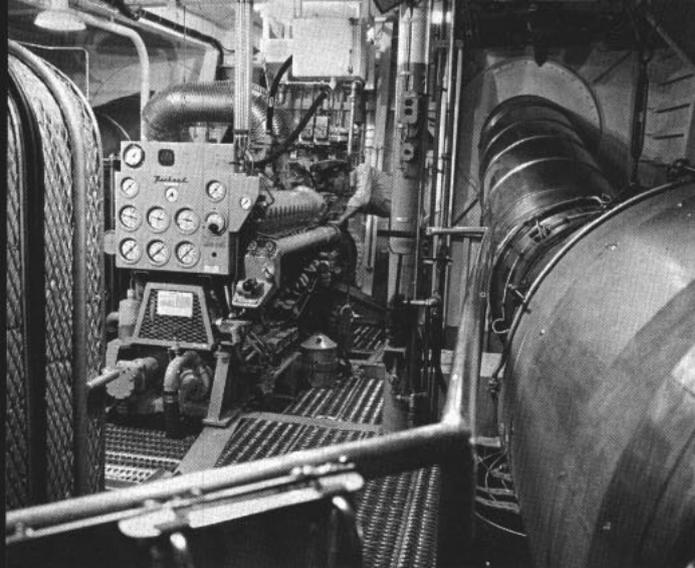
The Navy is sure to learn a great deal in building these craft. They carry us to the brink of the state of several arts—including the arts of foil design and arrangement, gear

train and bearing design, construction of extremely lightweight and strong structures, new types of propulsion, and many others. Even if the basic concepts prove to have only very limited application, the lessons learned in these areas will be worth the effort.



BOAT FANS—SKMR-1 hydroskimmer sails on a cushion of air at speed of more than 40 knots during test runs.

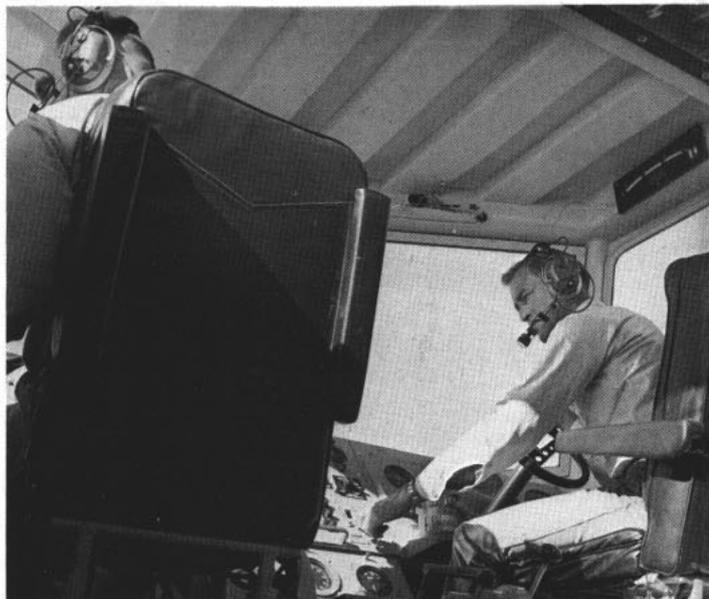
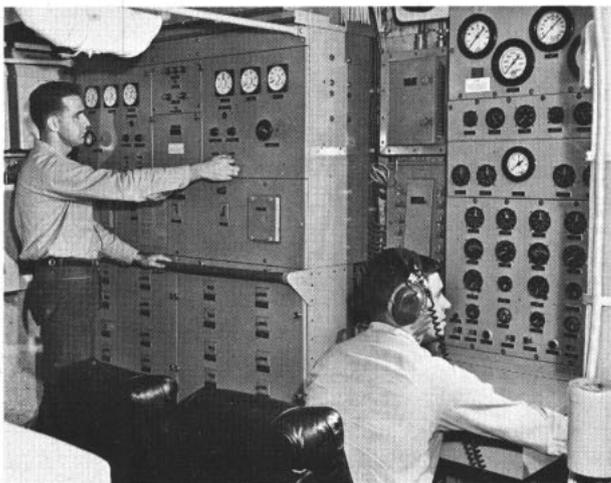




ENGINEROOM of *High Point* has plenty of power. Below: Torpedo tubes are main armament of PCH-1.



ON THE GO—Crew mans control panel to engine room.



WHEELHOUSE of hydrofoil resembles plane's cockpit.

Profile of *High Point*

This unique subchaser has two modes of travel . . . that of a conventional ship, or flying on her foils with hull clear of water. In this position she has obtained speeds of more than 45 knots.

High Point differs from the more common type of hydrofoil ship in her wholly submerged foil system, with control surfaces on the foils acting like aircraft ailerons to control the course through the water. The foils, controlled by an electronic height-sensing system, will maintain level "flight."

The pilothouse, in which two men sit strapped in bucket seats, looks like a cross between an aircraft cockpit and a ship's steering station. *High Point's* crewmembers used mixed terms, referring to the helmsman, but also such phrases as taking off, flying and landing.

The engine room is packed with high-performance machinery. Two 3100-horsepower gas turbines are used while the craft is foillborne.

At the aft end of the engine room stands a 600-horsepower diesel which is used while cruising with the ship's hull in the water. In addition there is another diesel engine to provide electric and hydraulic power.

The fleet-"footed" hunter is armed with four torpedo tubes and a 50-caliber machinegun mounted just forward of the pilothouse.

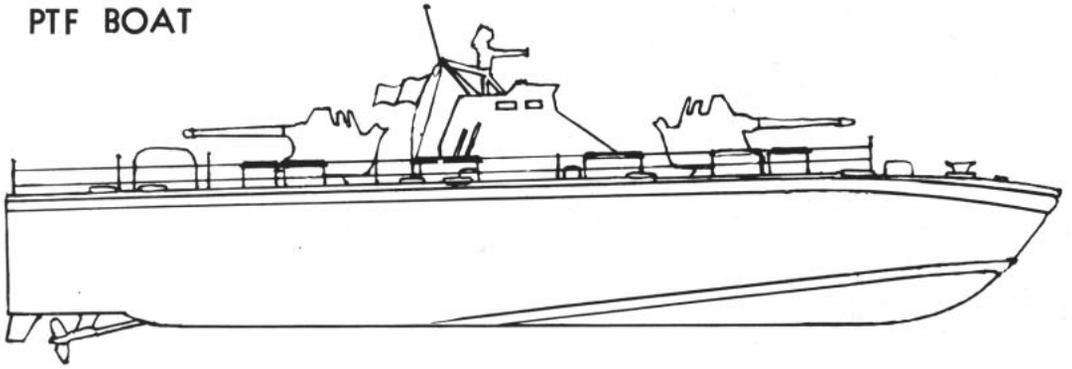
AIR BORNE — *High Point* flies high when using foils.



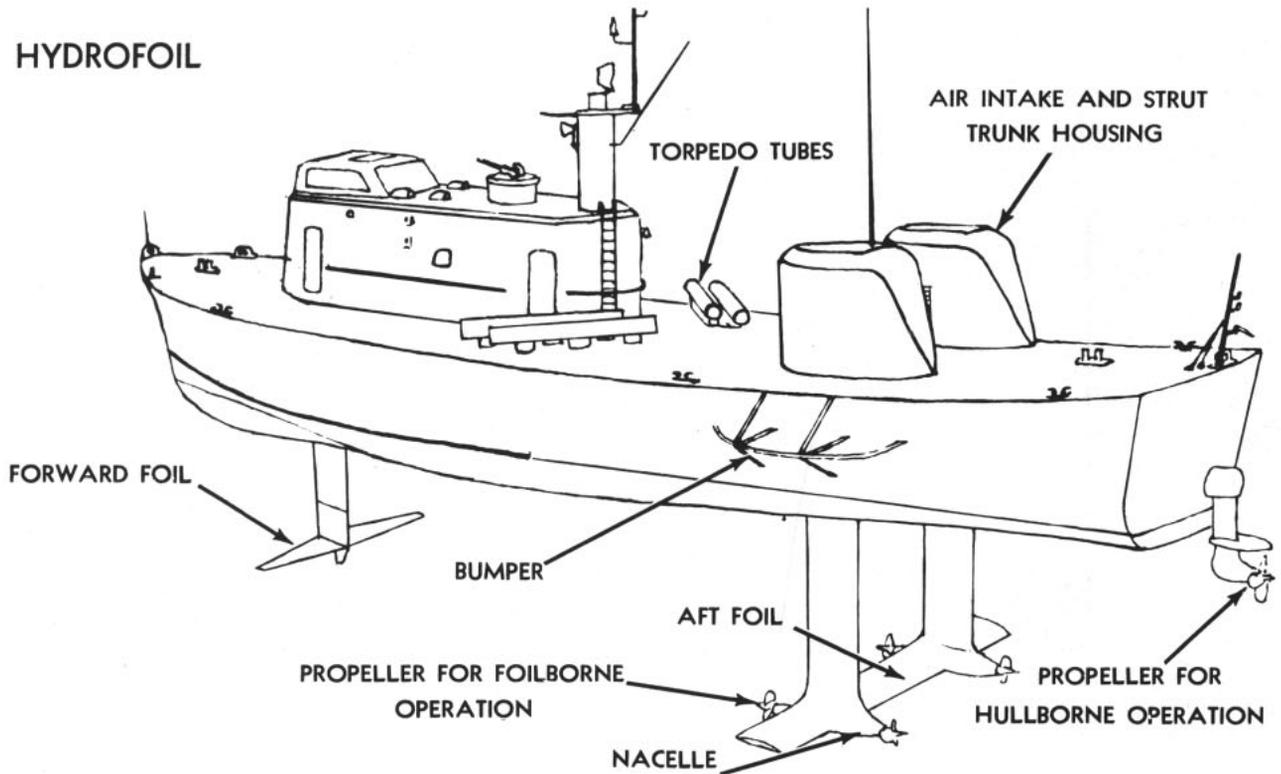
Patrol Craft

PTF BOAT

Fast patrol boats PTF 1 through PTF 4—slightly larger, sleeker and faster than the colorful motor torpedo boats of World War II—have again been introduced into the Navy's fighting forces.

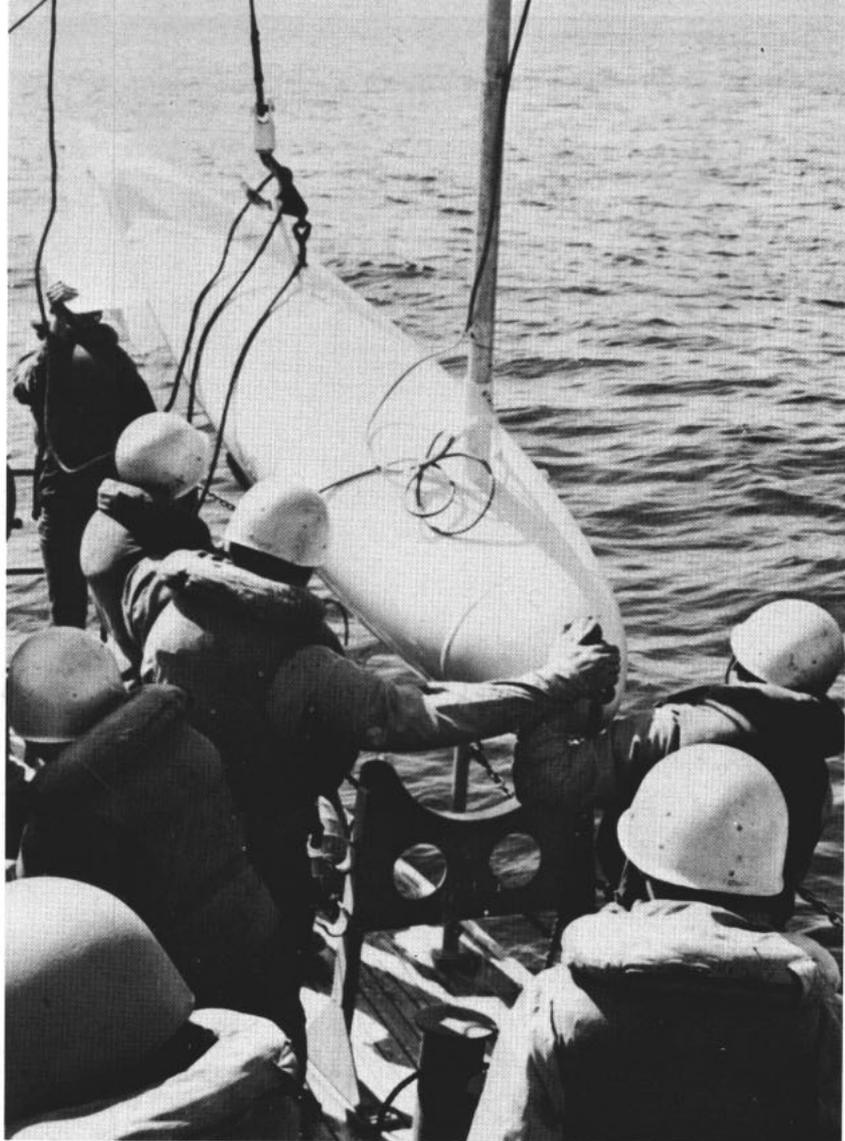


HYDROFOIL

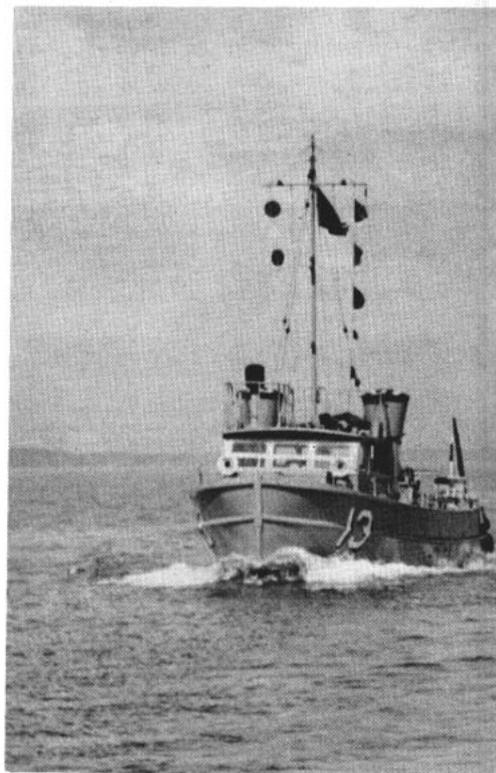


The Navy's newest antisubmarine warfare vessel, High Point, is the first operational type hydrofoil to be built for the Navy. Designed to exceed 40 knots, the new vessel has two modes of travel—that of a conventional ship, on the hull; and flying on her foils with the hull clear of the water. Over-all length of the vessel is 115 feet, her beam is 31 feet, and her full load displacement is 110 tons.





PIG OVERBOARD—Minemen lower float over side during sweeping exercise.



LITTLE MSBs do a big mine job.

MSBs Stay

MSBs ARE MINESWEEPING BOATS. They were specifically designed for minesweeping duties but are not designated as minesweeping vessels nor classified as combatant ships. They're designated as service craft, and assigned to the Atlantic and Pacific Fleet Mine Forces.

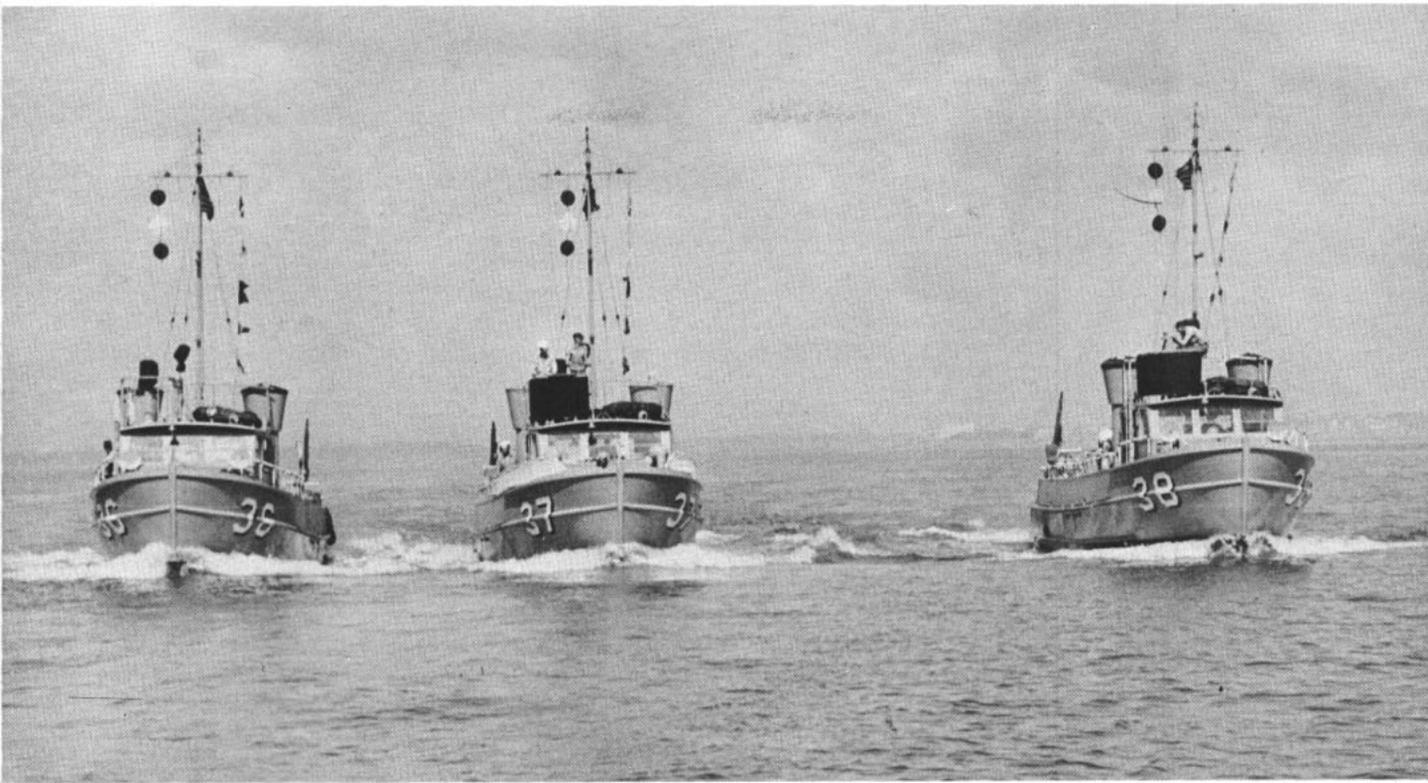
The MSBs are only 57 feet long. When fully loaded they displace about 44 tons. They are made of laminated wood and equipped with special type gear. The anchors are of brass, and other equipment which must be made of metal is usually aluminum or magnesium.

Even the engines and the tools to service them are of non-magnetic material. Each boat has two six-cylinder diesel engines which can produce 300 horsepower each. Driven by twin screws, the mighty mites are capable of cruising at a top speed of 12 knots.

The MSBs also have four gas turbine engines which drive the generators, which in turn produce the high-voltage electricity needed for sweeping magnetic and acoustic mines. Each generator is capable of producing an average of 200kw or



ALL HANDS



WOOD WORKERS—Minesweeping boats are made of wood, and all gear aboard is made of non-magnetic material.

Up Front and Lead the Way

a maximum of 1500 amperes at 2000 RPM.

Small as they are, the MSBs carry the same type minesweeping gear as their bigger sisters, the MSCs and MSOs, and are capable of sweeping contact or influence mines. The only difference in the gear is the generators, which are smaller on the 57-foot MSBs than on the larger coastal and harbor sweepers.

THE MSBs USUALLY OPERATE on a day-to-day basis. They get underway shortly after dawn and, as a rule, return to the minecraft base before dark. They operate with other MSBs and quite often with MSCs and MSOs. They usually operate for three weeks and then have a breathing period to catch up on paper work and other administrative matters. (MSBs maintain approximately 28 logs and reports, just about the same number as on the largest combat ship afloat).

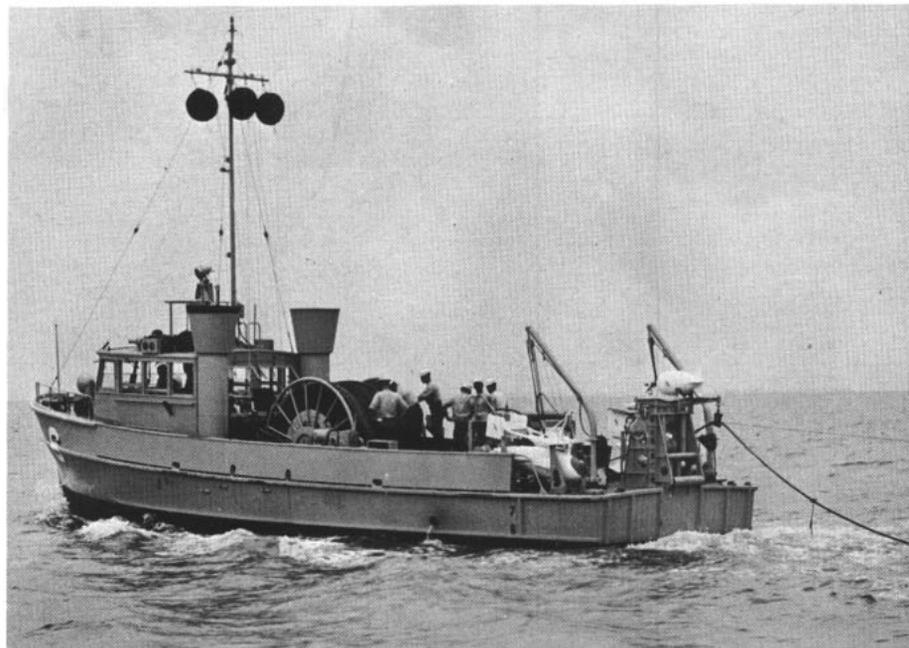
The MSBs participate in type training, special competitive exercises and "ISE"—Independent Ship Exercises. The competitive exercises are usually conducted between the sections in each division and are

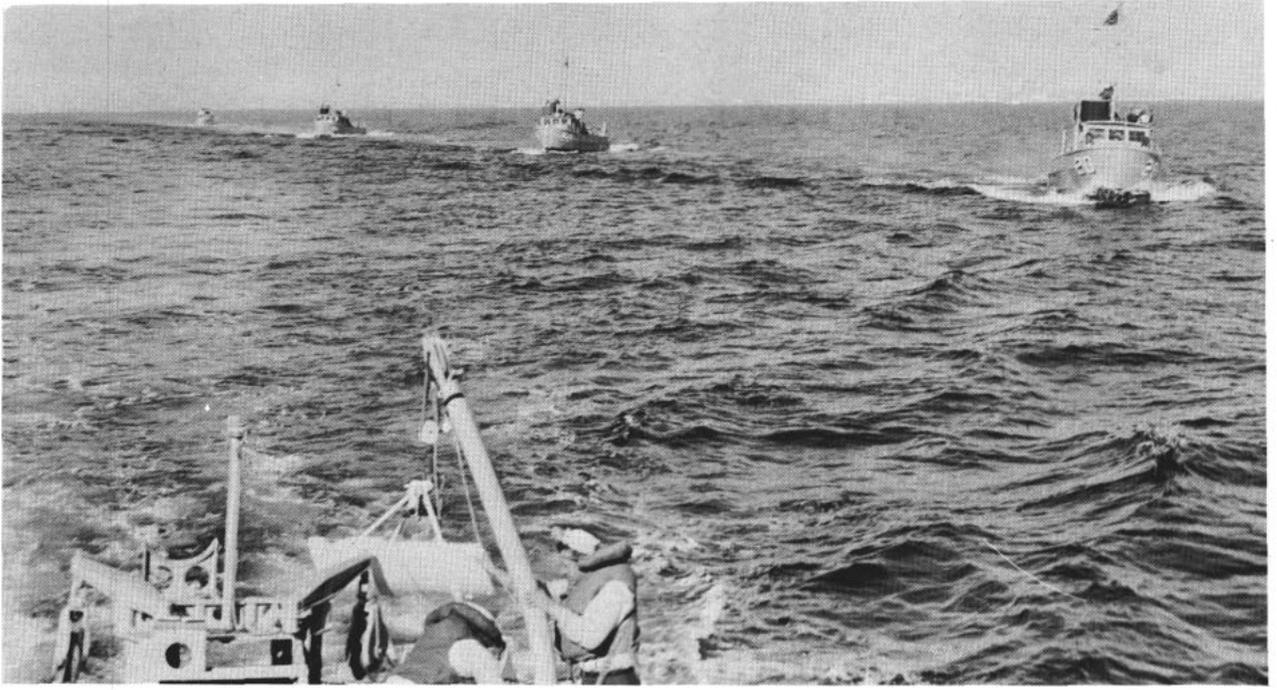
based on the requirements set forth in the various training manuals. In these exercises, the MSBs conduct all types of minesweeping, collision, abandon ship, man overboard, scut-

tle ship, towing and steering ship drills.

The MSBs undergo rigid administrative and material inspections—just as the big ships do — every six

QUIET PLEASE—A minesweeping boat goes on the hunt with acoustic sweep.





CLEANING UP — MSBs prepare for an inshore practice assault sweep. Below: Lookout keeps sharp watch.



months. In addition, squadron and division commanders hold personnel inspection aboard every two weeks.

THE 57-FOOT SWEEPERS are usually manned by a crew of six enlisted men. This includes a chief or first class boatswain's mate or quartermaster who, as petty officer in charge, acts as CO; engineman; electrician's mate, boatswain's mate and two (sometimes three) seamen.

Each of the MSBs has a small corner in the bow which serves as a galley. In addition to a two-burner hot-plate, they are equipped with a sink, and an electric coffee pot which is usually in use from dawn to midnight. They also have a portable ice box aboard and a tank which holds 20 gallons of fresh water. With a small head and two

built-in bunks, the MSBs are provided with sufficient accommodations for normal operations.

To qualify as petty officer in charge the chiefs and first class boatswain's mates or quartermasters who command MSBs must undergo extensive specialized training. The prospective MSB skippers are given a thorough course in visual and radio communications, minesweeping procedures and tactics, damage control, engineering, piloting, formation tactics and maneuvers, as well as seamanship and rules of the road.

These senior enlisted men assigned duty as MSB skippers are given responsibilities and opportunities that cannot be equaled in any other duty in the Navy. Although chiefs and POIs are given command of landing craft, harbor tugs or other yard and service craft, MSB skippers regard such assignments as child's play.

Mine Force sailors have a lingo of their own. They talk in terms of "pigs," "oscars," "banana floats," "otters," "depressors" and "holidays." A "pig" is a float with a black and red striped minesweeping flag which shows the position of the sweep. "Banana floats" are not ordered at the ice cream store. They are used for holding afloat non-buoyant electric cables used when sweeping influence-type mines. A "holiday" means a gap in a clearance-sweep of a harbor or sea lane.

OFF SHE GOES—MSB revs up and moves out. Top cruising speed is 12 knots.



LETTERS TO THE EDITOR

36-44-38

SIR: My crew and I liked the article on *Uss Constitution*, "Old Ironsides Sails Again," which appeared in the February 1964 *ALL HANDS*. There's only one point we'd like to set straight.

You noted that "The crew point with pride to the fighting record of their 36-gun frigate."

In reality we point with pride to the fighting record of our 44-gun frigate. Of the six frigates authorized by Congress in 1794, and designed by Joshua Humphreys, three were 44-gun frigates (*Constitution*, *President* and *United States*), and three had 36 guns (*Chesapeake*, *Constellation* and *Congress*).—J. C. Kelleher, LTJG, USN, CO, *uss Constitution* (IX-21).

• *You're right, Captain.* *Constitution* was rated as a 44-gun frigate. It appears *ALL HANDS* misfired in the gun count when preparing the article to which you refer.

Though it still doesn't come out to 36, we might point out that *Old Ironsides* could carry more or less than 44 guns, and initially had 38.—Ed.

Enlisted Advancement

SIR: How many times a year are enlisted men advanced in rating? I heard that it has been increased from two to four times. If this is so, how does it work? Which men are advanced on the two extra advancement dates?—J. E. T., QMSN, USN.

• *Implementation of "primary" and "secondary" advancement dates took place at the time of the February 1963 Navy-wide examinations for advancement to pay grades E-4 through E-6. For the February exams each year the primary advancement date is set as 16 May and the secondary date is 16 July. For the August exams the dates are 16 November and 16 January.*

The February 1964 exams were an exception to this system, since both increments were published simultaneously. However, additions to the second increment are anticipated, and personnel who were quota'd or designated strikers may still have a chance for advancement on the 16 July 1964 advancement date.

This new system was initiated to give everyone a better chance for advancement. Here's the Bureau's thinking on the matter:

First, the Navy must observe limitations on the number of men it can have in each pay grade. It is authorized so

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, *ALL HANDS*, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

many E-4s, E-5s, E-6s, and so on. This total number of men in each pay grade is divided up among the 65 ratings on the basis of over-all requirements.

Just as there are always men coming into the Navy, there are men leaving the Navy for various reasons—retirement, medical disability, expiration of enlistment, and other causes. To maintain its petty officer strength, the Navy must project the estimated loss of men over a certain period and arrange to fill the vacancies in each pay grade.

So advancement exams are administered, giving everyone who is qualified a chance to move up the ladder. As a result of each examination, some individuals who fulfill all of the eligibility requirements for advancement and pass the exam may not be advanced, due to quota limitations, because they were not high enough up on the list of final multiple standings.

AIR TRAVEL — The Navy's 22½ ton SKMR-1 hydroskimmer kicks up spray while 'flying' over the surface of water during initial testing.



Between that time which the Navy's projected figures cover and the time of the next advancements, however, additional vacancies will normally occur.

With the new four-times-a-year advancement procedure, these vacancies can be filled earlier than was possible before by drawing on this pool of qualified personnel who were quota'd on the primary advancement date. It also spares these fortunate individuals from competing in another exam, as was the previous procedure.—Ed.

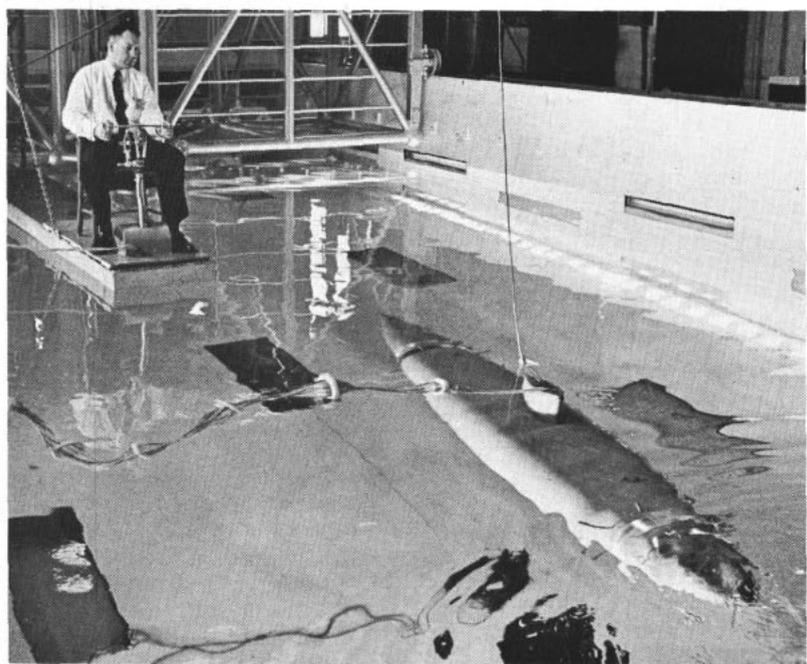
Personal Flags on Cars

SIR: I have often wondered why an officer who is entitled to display a personal flag or command pennant may, when he's in a gig, fly his pennant. When he is on land, however, and is riding in an automobile on an official call, he cannot.

How come? It seems to me he should be entitled to his pennant regardless of whether he is on land or on the sea.—G. L. S., SN, USN.

• *You may not have seen it done, but any officer who is entitled to a personal flag or command pennant may display it when riding in a car on an official occasion.*

When and if he does so, the flag or pennant should be forward on the vehicle according to information contained in Article 147.3 of DNC 27.—Ed.



The U. S. Navy demonstrated a new concept in the propulsion and control of submarines recently at the David Taylor Model Basin in Carderock, Md. Utilizing tandem, counter-rotating propellers, this 13½-foot model was moved up, down and sideways, and rolled, pitched and hovered in an exact position. CDR F. R. Haselton, USN, who is developing this concept, is able to perform these maneuvers without the benefit of conventional rudder or bow planes. Wrap-around propellers are located on each end of the model, and control is obtained by varying the pitch or angle of the blades. Preliminary analyses indicate good rates of speed and great maneuverability are attainable with this system. The potential application of this concept to deep submergence, manned combat and oceanographic research craft is now under study.

This Rumor Won't Get Off the Ground

SIR: I have heard rumors that the Bureau may change the radioman "B" school graduate NEC (RM-2312) to a 3300 series code. If this is true, when is it to take effect?

Another question: Can a radioman class "B" school graduate convert to a more critical rating, such as ET, DS or AT?

Also, can an RM be assigned as an aircrewman in a squadron and draw flight pay?—V.S., RM2, USN.

• Rumors are flying but RMs are not, and your little rumor shouldn't be either, as there is no sound basis for it. There is little, if any, connection between the type of work radiomen are qualified to perform as a result of completing RM class "B" school, and the type of highly specialized work required of personnel who might be assigned an NEC in the 3300 series.

If you checked the "Manual of Navy Enlisted Classifications" you would know that the 3300 series codes are used to identify personnel who are specifically qualified in fields which relate directly to Nuclear Power or to the Fleet Ballistic Missile weapons system.

Simple reasoning will help you to see that RM class "B" school does not qualify you to weld on a nuclear power plant or repair an inertial navigation sub-system or a Mark 17-2 launcher.

Secondly, there is nothing to prevent you from requesting a change in rating. Your personnel office has the information you would require. But if you decide to request a change (in accordance with BuPers Inst. 1440.5 D),

Just Another Rumor

SIR: Here it is, just as I heard it: Congress is considering a bill which will permit married men, E-4 and below, with under four years' service, to be separated if they so desire. Is this true or false?—J. T. C., RMSN, USN.

• False, so far as we can determine. The Bureau knows of no such plan under consideration. Rivers of rumor seem to spring from a trickle of fact. In this case, the hearsay probably stems from last year's Presidential decision to cease inducting married men into the armed forces.—Ed.

we suggest that you don't build your hopes too high that the request will be granted. A decision would be made based on the needs of the service, and since the RM rating is presently unmanned, your chances would probably not be too good.

About becoming an aircrewman to draw flight skins, aircrewmen are drawn from aviation ratings — which is understandable — and only under unusual circumstances, such as when a special project requires specific assistance from an RM, would this rating be used as a source for crew assignments.—Ed.

Investigator Shows Spirit of 76

SIR: In March, *uss Investigator* (AGR9) returned to her home port of Davisville, R.I., after an absence of 100 days, 76 of which were spent patrolling radar picket stations.

Although we don't know for sure, we suspect that this is a record for time underway in the North Atlantic for any continuous hundred-day period.

Incidentally, we define North Atlantic as the area north of 38 degrees and from 69 degrees west to the Greenwich meridian. — T. L., LTJG, USN.

• We have heard some pretty rugged tales of picket duty in the North Atlantic with extensive periods underway. Yours rates high.

Bearing in mind your definition of North Atlantic, we will, as they (heh, heh) say on Madison Avenue, run your record up the flagpole and see who salutes it.

ALL HANDS will be the first with a salute—not because *Investigator's* 76 days may be a record but because she achieved something noteworthy.—Ed.

Adoption in Spain

SIR: I am due to be transferred ashore early next year and have considered making a request for overseas shore duty in Spain. My decision, however, depends upon the answers to several questions.

If I received orders to Spain, and my family accompanied me, could I adopt a Spanish child?

If transferred, could I travel with my dependents? What about pets? Any additional information on Spanish shore duty would be appreciated.—D. M. C., AMH, USN.

• Your eligibility to adopt a Spanish child is governed by Spanish law. Adoptions in most countries are handled on a personal basis, with family qualifications taken into consideration. Therefore, we suggest you get in touch with the nearest Spanish Consul or write to the Spanish Embassy, 2700 15th Street N. W., Washington, D. C.

We can tell you, however, that U. S.



CO PRESENTS—LTJG S. L. Nickens, USN, of USS Kearsarge (CVS 33) receives a commendation for his work as training officer of the carrier.

law does not prohibit the adoption of alien children by a Navyman. Under our law an adopted child may be considered for a non-quota immigration visa if the child was adopted while under the age of 14, and if he thereafter has been in the legal custody of the adopting parents for at least two years.

If you should be assigned Spanish shore duty and are successful in adopting a child, you should consult the U. S. Consul nearest your duty station and inquire about the eligibility of the child for an immigration visa. The Consul will also advise you on the proper procedure in procuring the necessary documents.

Concerning your second question, concurrent travel is not normally authorized in the Rota area, where there is a housing shortage. In Rota you must check in and place your name on the housing list. When you receive housing (you will probably wait 20 weeks or longer) you may send for your dependents. Elsewhere in Spain concurrent travel is authorized.

You may take pets to Spain, but they may not be transported aboard a MATS aircraft.

For further information on duty in Spain, we refer you to the Bulletin Board article in ALL HANDS, April 1964.—ED.

Carriers by the Numbers

SIR: While leafing through a 1961 issue of ALL HANDS, I found an article on aircraft carriers. You had listed all carriers (except CVEs) by name, their status, and their hull numbers.

But you didn't mention numbers 35, 44, 46 and 48 through 58. And, for that matter, what happened to *Wolverine*, *Sable*, and the CVBs?—R. B. L., ATC.

• With the exception of 48 and 49, the hull numbers you listed were never commissioned carriers. Number 44 was to have been a CVB, but was canceled in 1943. CV 35, which was to have been *Reprisal*, CV 46, to be named *Iwo Jima*, and 50 through 57 were canceled just before the war ended. CVA 58, which was to be named the United States, was canceled in 1959.

Numbers 48 and 49 were finally commissioned as light aircraft carriers (CVLs) *Saipan* and *Wright*, respectively. *Wright* is now CC 2 and *Saipan* was to be CC 3, but her conversion was recently canceled.

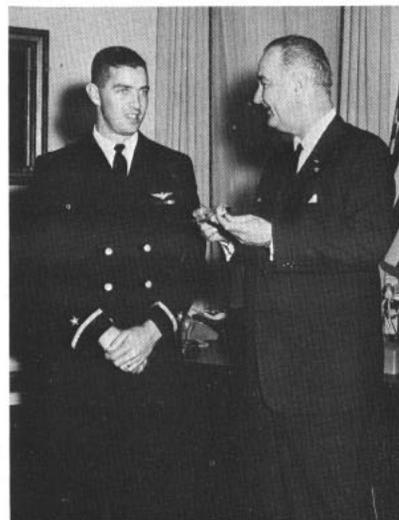
The CVBs (carriers built on battleship or cruiser hulls) which remained in commission after the first CVAs joined the Fleet were redesignated attack carriers.

uss Sable (IX 81) and *uss Wolverine* (IX 64) were different, to say the least—we're sorry we didn't include them in the article. They were experimental side-wheelers, and operated as training carriers on the Great Lakes during World War II. They obviously had no place in the modern Navy, however, and when the armistice was signed they were sold for scrap.

Hull numbers are often confusing. You'll notice that, though the numbers for each type of ship usually run in sequence, the side-wheelers IX 64 and IX 81 do not follow the pattern. This was because they were classed not as carriers but as experimental ships—and vessels in that category were numbered consecutively, regardless of type. The two odd flattops just happened to be experimental ships 64 and 81.

Irregularities in the numerical order of hull numbers on standard type ships

BIRTHDAY BALL — Alecia Uszynski is crowned Roosevelt Roads Seabee Queen of 1964 by Captain Henry C. Bridgers, Jr., CO of the Station.



THE OUTSTANDING Naval Aviation Cadet of 1963, Ensign William M. Myers, is received by President Lyndon B. Johnson in Washington.

are usually due to construction cancellations. Hull numbers are assigned when the construction contract is awarded, and pertinent paperwork (stacks of it) is identified by this number. It's obvious why, when a contract is canceled, the Navy does not use the same number again. We hate to think of the confusion which could ensue.—Ed.

There Are Two Tear-Sheets

SIR: The February 1964 issue of ALL HANDS contained an article titled "Exam Tear-sheets Will Help Guide You in Your Studies." You said tear-sheets were to be mailed to men who were scheduled to take the February advancement exams.

To men in all paygrades? Is the tear-sheet similar to the one attached to the exam booklet?

I took the test for engineman chief on 4 February. There was an attached sheet with the question booklet, but I received nothing before that time. As far as I know, neither did the other men in my district.

If the form mailed from the Exam Center is the same as the one I received after I took the test, it tells what subjects will be covered on the exam itself. In this case, the men who do not receive the tear-sheets are at a definite disadvantage.

This year, for instance, many subjects important to the engineman rating were not covered on the test: Evaporators, air compressors, hydraulics, lathes, boilers and associated steam equipment. If those who received the tear-sheet knew these items would not be on the exam, the rest of us were beaten before we started.—D. L. H., EN1, USN.

• We won't try to guess why you

didn't receive the advance tear-off sheet. The paperwork machine must have slipped a cog—but it doesn't really matter. The advance sheet is merely a convenience, and the lack of it probably didn't affect your chances for advancement at all.

We can sympathize with your protest, however, since you didn't know the two sheets were different.

The information sheet which you should have received before the exam was simply a list of publications with which all good ENCs should be familiar. The same information was available in the "Manual of Qualifications for Advancement in Rating" (NavPers 18068-A) and the "Training Publications for Advancement in Rating" (NavPers 10052-K).

The material covered by the bibliography includes not only those subjects to be covered on the test, but all topics applicable to the rate or rating in question. In other words, ENIs who competed with you on the test should have studied evaporators, air compressors, boilers and associated equipment just as you did.

The advance sheet gave no clues as to what would not be covered by the examination.

The February 1964 tear-off sheet listed four publications to be studied by prospective ENAs: "Engineman 1 and C" (NavPers 10543-A), "Diesel Engine Maintenance Training Manual" (NavPers 16179), "Engineering Administration" (NavPers 10858-B, chapters 2, 7 and 10) and the "BuShips Technical Manual" (chapters 4 and 6). In addition, it listed study materials for lower rates, which should have been reviewed.

Navymen like yourself who were on the ball would have studied those pubs anyway, since they were listed elsewhere.

The tear-off sheet attached to the exam (the one which you did receive) has an entirely different purpose. It is the key to the profile card (mailed to those who fail the exam or are "quotaed") and is designed to help illustrate your weak points so you can do better next time.

But the information contained in this sheet concerning the material actually covered by the examination is not made public before test time.—Ed.

Sharp Eye of FTC Spots Target

SIR: We have a question concerning the proper sequence of giving commands for spotting gunfire.

My contention is that when spotting gunfire against any target—surface, air or shore—the correct spotting sequence is to spot deflection first and spot range last, with elevation spots given in between when they are required.

The 1957 edition of the GM2 train-



A BLOWOUT — I. L. Couch, BM1, USN, one of 29 USS Topeka (CLG 8) plank-owners still on board, joins celebration of ship's 4th birthday.

ing course (NavPers 10184) says the opposite: Range spots first and deflection spots last against surface targets.

Which is correct?—M. R. V. G., FTC.

• First, Chief, for the benefit of those readers who are not familiar with the terms used in your query, we would like to offer some definitions.

"Spotting" is the act of estimating how far the shots fired from a ship's guns are missing the target, and making a correction of the aim. The fire control technician and gunnery officer have many facilities at their disposal to help accomplish this task, but still it's a difficult art—one that these men spend a great deal of time on study and practice to master. Very often the ship's fate could rest solely on the proficiency of the spotters.

Unfortunately, no matter how accurately the guns and instruments may

'PLANK-OWNER' S. J. Bellomy, RD1, greets fifth captain to take command of USS Tracer (AGR 15) since the ship's commissioning in 1958.



be aligned, there is always the possibility of error. Therefore, the ultimate responsibility for hitting rests with the spotters.

When spotting gunfire, range refers to the distance measured parallel to the line of fire, while deflection is measured at right angles to the line of fire. Very simply, by increasing or decreasing the range of a shot, after determining where the previous shots landed, spotters can compensate for a miss that landed either in front of or beyond the target. They order the guns to "add" so many yards to increase range, and to "drop" so many to decrease range.

To compensate for deflection, spotters order the guns to train "left" so many mils if the previous shot landed to the right of the target, and vice versa.

Now, from a fire control technician's point of view, you are correct when you say that deflection is spotted before range. Let's face it, if your shots are landing off to the right or left of your target, it behooves you to get on line first, then try to correct the range. The range of your shots is more accurately displayed in this way.

From a gunner's mate's point of view the situation is a little different. First of all, a gunner's mate is not likely to act as a ship's spotter. His spotting jobs will usually be restricted to the occasions when his 3-inch or 5-inch mount is on local control, and as such, it actually doesn't matter a whole lot which he spots first — range or deflection — when firing at a surface target. Often on local control a spotter will spot in range and deflection on the same salvo.

However, in the GM2 training course, the writer has used the phrase "usually in that order" when referring to spotting range before deflection. And he goes on to say that if the first salvo is far off in deflection, you may have to spot in deflection first so that you can see if the splashes of your next salvo are over or short.

All this said, since it does matter to the fire control technician which command is given first, the writer of the "GM(G) 3 & 2 Manual" (which is now undergoing revision) has been asked to change the wording so as to make it correspond with the information in other ordnance and gunnery publications. And thanks for calling attention to the point.—Ed.

Some People Like It That Way

SIR: Your description of the anchor chain and chain lockers aboard an AKA (ALL HANDS Letters, February 1964) was of particular interest to myself and others who are not in deck ratings.

Only one thing confused me. You

noted that the AKA with two 11,000-pound stockless anchors carries about 180 fathoms of chain on the port side, and 120 fathoms starboard.

You neglected to point out why one of the ship's anchor chains is longer than the other.—G. R. L., CT2, USN.

• *The ship in question was provided with a total of 300 fathoms of anchor chain. This chain would normally be divided equally between the port and starboard anchors, or 150 fathoms each. It seems, however, that operating personnel often develop a certain "feel" for anchoring their ship. Many prefer to use a longer chain under certain circumstances.*

In the case of the AKA permission had been received to alter the length of the two 150-fathom chains by removing shots (15-fathom lengths of chain) from one side and adding them to the other. Most routine anchoring is then accomplished with the shorter chain. The longer one is for special mooring problems.—ED.

All Bark and No Bite

SIR: On page 17 of the February issue, you pictured a four-masted vessel *Falls of Clyde*. In the story you refer to her as a bark.

I trained on a barkentine for two years, and it is my recollection that a vessel with four, square rigged masts is called a four-masted ship.

According to my dictionary, a bark is a three-masted vessel which has the fore and mainmast square-rigged and her mizzenmast fore-and-aft rigged. A four-masted bark is fore-and-aft rigged on the spanker. How about it?—E. C. R., CDR, USNR.

• *You're right on all counts except*

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, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four months in advance.

• *uss Philadelphia (CL 41)* — The first reunion is scheduled to be held at the Warwick Hotel, Philadelphia, Pa., 10-15 August. For information, write to Frank J. Amoroso, 93 Dunbar St., Somerset, N.J. 08873.

• *uss Wichita (CA 45)* — The first annual reunion will be held at the Nansemond Motor Hotel, Norfolk, Va., 26-28 June. Details are available from Joseph A. Glass, 111 Dupre Ave., Norfolk, Va. 23503.

• *82nd Seabees, 519th CBMU* — The 18th annual reunion is scheduled for 20-22 August at the Statler Hilton Hotel, New York City. For details, write to James Greenwood, RFD 1, Box 44B, Forked River, N.J. 08731.

• *Battleship Association* — A reunion is scheduled for 6-9 August, in San Diego, Calif. Information is available from David C. Graham, American Battleship Association, P. O. Box 11199, San Diego, Calif. 92111.

• *Submarine Veterans of World War II* — The 10th annual convention is being held 5-9 August in San Fran-

co, Calif. For further details, write to Ray Tiraschi, 1 Southern Heights Ave., San Francisco, Calif.

one. *Falls of Clyde is a bark.*

She is configured as a four-masted sailing ship in the drawing, but you'll notice we covered ourself in the caption when we said she looked that way at the turn of the century.

Shortly after the picture was paint-

ed, the vessel changed hands and the new owner, Captain William Matson, rigged her fourth (or jigger) mast fore-and-aft. She was then a four-masted bark, and presumably remained so until de-masted in 1926 to serve as a floating fuel depot.—ED.

• *uss Canberra (CA 70)* — Shipmates who served on board between 13 Oct 1943 and 13 Oct 1946 who are interested in holding a reunion in Boston, Mass., are invited to write to Charles J. Consalves, SMCA, USN, U. S. Naval Degaussing Station, Charleston, S.C. 29408.

• *uss Chicago (CA 29)* — A reunion is being planned for early fall in the Chicago area. For details, write to L. R. Thomas, CSC, USNR., 18 South 3d Ave., St. Charles, Ill. 60174.

• *uss Edison (DD 439)* — All who served on board who are interested in holding a reunion with time and place to be designated by mutual consent may write to George A. Giovannucci, CTCS, USN, 416 Nansemond Ave., Lakeland, Fla. 33801.

• *uss Valencia (AKA 81)* — A reunion is planned for those who served on board during 1945-46, at a time and place to be decided by mutual consent. Write to Ed Massengill, RFD No. 6, Box 324, Goldsboro, N.C.

WHEREVER YOU ARE SEND ALL HANDS TO THE FOLKS AT HOME

Superintendent of Documents
Government Printing Office
Washington 25, D.C.

ENCLOSED find \$2.50 for a subscription to ALL HANDS Magazine, to be mailed to the following address for 1 year. Subscriptions are also accepted for 2 years for \$5.00 and 3 years for \$7.50.

NAME _____
ADDRESS _____

(For prompt filling of order, please mail this blank and remittance direct to the Government Printing Office, Washington 25, D.C. Make check or money order payable to the Superintendent of Documents.)

Subscription for mailing to a foreign country without an FPO or APO is \$3.50 per year.

Check one: One year Two years Three years

WHALEBOATS IN COMBAT



ALL HANDS SPECIAL SUPPLEMENT

WOUNDED COMMANDO, Donald M. Flaherty, DC2, is lifted aboard *Halsey Powell* (DD 656) from whaleboat.

Heroes are found at strange times and sometimes under unusual circumstances. Normally you wouldn't expect the crew of a whaleboat to be mixed up in heroics, but this was the case on a number of occasions in the Korean conflict. The following account is reported from the files of ALL HANDS back in May 1953.

WHALEBOATS HAVE SERVED many functions in their day, but it would take some stretch of the imagination to put them in the category of modern combat craft.

That, however, was just the role the whaleboat played in the Korean theater, sometimes in hand-to-hand fighting.

For those who served in them, helping to extend the blockade of the Korean peninsula to the ultimate, war was sometimes a very personal thing indeed.

These pint-sized whaleboats — the same craft sailors Stateside used for liberty boats — performed an important job in helping to seal off the communist forces from communication by sea.

Of shallow draft, the boats could move into unswept areas close to shore where big, or even little, ships fear to venture. They proved themselves adept at intercepting enemy sampans that tried to sneak up the coastline

at night to bring in supplies. They acted as "spotters" when the parent ship wanted to shell an enemy gun battery position or supply dump but couldn't get a clear view of the target because of an obstruction (the boat merely moved out to one flank where its crew could get a clear view to spot the salvos).

Two ships that used the wooden whaleboats to good advantage in the Korean theater back in 1952 were the small minesweeper *uss Murrelet* (MSF 372) and the destroyer *uss Halsey Powell* (DD 686).

The following accounts of their boats and boat crews reflect the topnotch skill and high courage required of the men who man the boats.

MURRELET was quite a ship herself. The minesweeper had chalked up an enviable war record before she even got into the whaleboat act. Once she destroyed an enemy locomotive with three-inch and 40-mm gunfire, tracking and "leading" it as you would an aircraft target. Her guns "air-conditioned" the fleeing engine until it exploded and careened off the track.

In 10 months of operating in Korean waters, *Murrelet* had swept 6720 miles of green water for mines, had come under fire 17 times and had been hit three times herself, fired more than 20,000 rounds of am-

munition of all kinds, shot up 13 sampans, damaged numerous enemy installations and silenced two communist shore batteries.

Her skipper, Lieutenant John O'Neill, USN, had even taken the ship into Wonsan harbor one day to pick up a North Korean general who wanted to surrender. Unfortunately, however another ship arrived first and made off with the general.

THE WHALEBOAT CREW reflected the character of the ship—it was hot to go. A system had been developed, a standard operating procedure, whereby the boat had been raising havoc among enemy sampans.

The system, worked out by the skipper and his engineering officer, Lieutenant (junior grade) William Gillen, USNR (who also acted as boat officer), made use of the same principles used by fighter director teams on aircraft carriers.

Murrelet's radar would pick up a contact, presumably a sampan creeping northward along the shoreline in the dead of night. The word to man the whaleboat would immediately be passed and the volunteer crew would run topside, clamber into the boat, grabbing rifles and carbines as they went. Then the boat would be quietly lowered into the water.

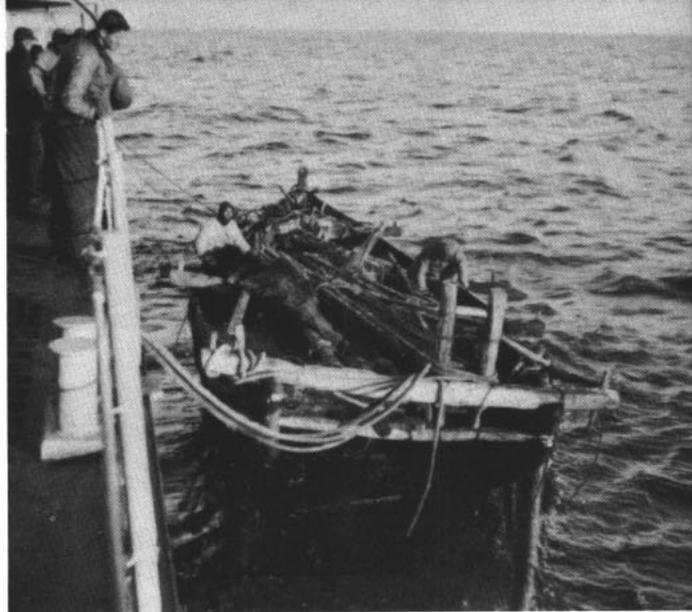
With the help of a simple radar reflector stuck on top of a pole mounted in the boat, the ship's Combat Information Center would guide the craft to the target by means of instructions relayed over the ship-to-boat radio. Taking the "vectors" fed to it from the ship, the boat would silently stalk the unsuspecting enemy until it came within hailing distance.

Then, a Korean interpreter, carried along for just such an occasion, Ensign Suh In Byuk of the ROK Navy, would jump up and shout in Korean, "Hands up! We've got you covered! Surrender or die!" If they were smart, the North Koreans would give up.

WHILE THE WHALEBOAT crew kept the enemy covered with their small arms, the coxswain would bring the boat alongside the sampan and a line would be thrown over and made fast. The enemy would be frisked and disarmed and the sampan would be lashed to the whaleboat and towed back to *Murrelet*.

This procedure not only gave Ensign Suh a chance to interrogate the North Korean prisoners in the hope of getting some intelligence information, it also added a

WHALEBOAT TOWS captured sampan to its ship after hunt. Korean coastline is seen in the background.



ANOTHER FIGHT COMPLETED—Sampan, shown tied to minesweeper, adds one more to long captured list.

number of sampans to the South Korean floating forces. Sampans and prisoners alike were turned over to the ROKs as soon as practicable. In the first month of the whaleboat war, this procedure brought about the capture of seven Communist sampans and 32 North Koreans.

One dark night, radar picked up another contact. "It's pretty small," came the report. "Probably a sampan." The usual story.

Word was quickly passed for the crew to man the boat. In addition to Lieutenant (junior grade) Gillen and Ensign Suh, there were Frank Kennon, BM1, USN, coxswain; John Bogard, QMS2, USNR, gunner and signalman; Calvin Chance, EN3, USN, engineer; James Shearer, SO3, USN, radioman; and Norman Cluke, SN, USN, Norman Brown, TN, USN, and Marvin French, SN, USN, crewmen.

The men picked up their rifles and carbines and climbed into the boat. The motor coughed, then caught.

A dim moon made uneven shadows on the water as the whaleboat moved off into the darkness. Gillen took his place beside the radio operator. Soon the radio vectors started coming in.

"Steer 275. It looks like two targets instead of one. They're in unswept waters approximately one mile or less from the shore," came the word.

Gillen murmured to Kennon who checked his compass heading and turned the helm slightly to come to the new course.

"Right ten. Steer 285," the radar coached. All was still darkness ahead.

"Hold that course . . . you should be about 2000 yards . . . you ought to see them . . ."

THERE THEY WERE—two sampans outlined in the gloom. In the first one were six men, in the second four. Gillen ordered all hands to cover the intruders with their small arms while Suh stood up and hollered for the sampan crews to surrender.

The North Koreans threw up their hands and Kennon started to bring the whaleboat alongside.

Suddenly, one of the enemy reached down, grabbed a hand grenade and threw it straight at the approach-



Bronze Star Medal

(With Combat "V")

Lieutenant (jg) William F. Gillen, USNR

"For heroic achievement as officer in charge of a volunteer armed whaleboat crew attached to USS Murrelet (AM 372) during operations against enemy aggressor forces in Hongwon Roads, Korea, on the night of 31 May 1952.

When an enemy hand grenade landed in the whaleboat, killing the coxswain, wounding two others and badly damaging the hull of the boat while the craft was engaged in an attempt to capture two hostile sampans and their accompanying troops deep in unswept waters, Lieutenant Gillen, undeterred by the suddenness of the attack and the ensuing hail of small-arms fire, immediately rallied his men, directed effective counterfire upon the enemy and, although exposed to hostile fire, made his way from the bow to the stern to regain control of the boat.

With the enemy force destroyed without further casualties to his crew, he skillfully directed his craft throughout the hazardous return trip to Murrelet.

By his marked courage, inspiring leadership and unswerving devotion to the fulfillment of a vital mission, Lieutenant Gillen was largely responsible for the survival of the outnumbered crew of the whaleboat and upheld the highest traditions of the United States Naval Service."

ing whaleboat. There was a deafening explosion in the after end of the boat.

Kennon, the coxswain, was killed outright and slumped to the deck beneath the tiller.

Gillen, shaken by the concussion, quickly recovered and yelled to his men to open fire. He himself rushed back to the stern to regain control of the boat. Cluke, although wounded in the leg by the blast, also hobbled back to help.

The others let go a hail of fire that cut down the North Koreans and riddled the two sampans like sieves.

The threat eliminated, all hands now turned their attention to the damaged boat.

A two-foot hole had been blasted in the side near the waterline and water was pouring through it. Gillen ordered lifejackets to be stuffed in the hole to staunch the flow. Other men bailed with their steel helmets or gave first aid to the wounded. In that fashion, the crew made its way back to *Murrelet*.

For this action, Bronze Star Medals went to Lieutenant (junior grade) Gillen, Quartermaster Bogard, Sonarman Shearer and Seaman French. Letters of Commendation went to Engineman Chance, Seaman Cluke and Stewardsman Brown. Cluke and Brown, both wounded, also received Purple Hearts.

THE CREW of the destroyer *Halsey Powell's* whaleboat had a similar story to tell. Theirs was a hit-run commando raid staged to neutralize an enemy build-up of materials at a spot the destroyer's guns themselves could not reach.

During operations in the vicinity of Hungnam on the North Korean coast, *Halsey Powell's* commanding officer, Commander Francesco Costagliola, USN, had noticed increased enemy activity on the little two-by-four-mile island of Hwa. If the Communists succeeded in fortifying it, Hwa could control the entrance to the harbor.

Reconnaissance runs by the ship's two whaleboats confirmed Commander Costagliola's analysis. The whaleboat crews described how they had seen men

ashore piling equipment into warehouses. They added that the buildings were pressed up against a protecting cliff on the mainland side of the island. It would be almost impossible for *Halsey Powell* to fire over the island and make a hit, and just as impossible to try to make a run with the destroyer into the unswept, shallow channel that separated the island from the mainland.

The ship's gunnery officer, Lieutenant J. E. Chambliss, USN, came up with a possible solution — a commando raid. That might work, the skipper agreed, if the whaleboat only packed a little more firepower. Now, say the boat crews could carry a bazooka or two. . . .

When the ship returned to Sasebo, Japan, for routine overhaul, this idea was presented to staff members of the UN Blockade and Escort Force.

THE WHEELS TURNED, and soon a 75-mm recoilless rifle and a 3.5-inch bazooka, on a short-term loan from the Army, made their appearance on board the destroyer.

Both weapons, any gunner's mate will tell you, pack a terrific wallop for so small a piece. Both are part of the Army's program to develop a "family" of "vest-pocket artillery" pieces that can be carried by the foot soldier. The bazooka, for example, with a good hit can stop the toughest tanks known.

No sooner had *Halsey Powell* arrived back on the bomblines when Commander Costagliola received a query from the Commander of the Blockade and Escort Force requesting information "on the current situation at Hwa-do." The information was sent — then the ship's officers sat down to discuss what more could be done to eliminate the trouble spot.

It was decided to send in the two whaleboats, armed with their new-found weapons, in a surprise attack to destroy the build-up area. Lieutenant Theodore Curtis, USN, was put in charge of the mission and placed himself in the lead boat. Ensign James Winnefeld, USN, the ship's shore fire support officer, was second in charge and took over the second boat. The code name for Curtis's boat was "Hawk;" for Winnefeld's, "Falcon."

Arthur Talley, BM 3, USN, coxswain; William Harrison, RM 2, USN, radioman; and William Haynes, QM3, USN, Albert Schildt, TM 3, USN, David Powell, SN, USN, and John Wright, FN, USN, made up "Hawk's" crew.

With Winnefeld in the second boat were Donald Flaherty, DC 2, USN, coxswain; Wesley Pomoroy, GM1, USN, Roy Manning, RM3, USN, Matthew Laboda, EN3, USN, and Edwin Shorak, SN, USN, crewmen; and a Republic of Korea Lieutenant (junior grade) Kim Chong Hyuk, as interpreter.

ON THE CHOSEN AFTERNOON it was cold and there were patches of ice along the shoreline. The recoilless rifle and bazooka were carefully handed into the boats. In addition, every man had his own rifle or carbine.

The boats were lowered into the water and *Halsey Powell* herself took position at a point where she would have a direct shot off to one side toward "Lighthouse Point" on the mainland (where the North Koreans were known to have a shore battery) as well as

directly toward the build-up area at Hwa-do.

Thus far, no sign of life at either place. The boats began their journey toward the channel side of the island, sweeping wide to one side. As they made their way, the destroyer opened up with a blanketing fire spotted by Winnefeld in "Falcon." When it was apparent that the ship's fire could not effectively get at the buildings on the protected side, Curtis in "Hawk" requested permission to proceed into the beach and open up with the boat weapons.

Permission granted. "Hawk" and "Falcon" moved in. Winnefeld opened up with his 75-mm while "Hawk" laid off to cover. The 75, firing phosphorus shells, set fire to several buildings, fire that continued to blaze for several hours afterward.

Then "Hawk" moved in while "Falcon" covered, lobbing 8-pound shells from its bazooka into several other buildings, blasting them to splinters.

Winnefeld, seeing two undamaged sampans lying on the beach, veered "Falcon" over in that direction with the idea of towing the sampans back to the ship (sampans were desired for intelligence reasons). He ran the whaleboat up on the beach. Flaherty, armed with a Browning automatic rifle, jumped out and ran a short distance up the beach to cover his buddies while they cut the sampans loose and rigged them for tow.

JUST THEN, the enemy evidently woke up to what was happening. Small-arms fire began to zig ominously around the raiding party.

"All right, Jim, let's get out of here," Curtis barked over the walkie-talkie between the two boats.

Winnefeld now saw he couldn't hope to get the two sampans and ordered them cut loose again. He ordered Flaherty back into the boat and yelled to the coxswain to give it full speed.

But an enemy sharpshooter had found the range. Two rifle bullets ripped through "Falcon's" side, hitting Flaherty in the foot and groin. Another shot snipped the headphones right off Harrison's head in the "Hawk," grazing a six-inch crease across the top of his scalp.

The boats at last drew clear of the danger area.

The wounded Flaherty was laid out in the bottom of the whaleboat and a tourniquet was fashioned out of a belt and wrapped around his leg.

While the coxswain was made comfortable, the boats continued the trip back. But their troubles were not yet over. A communist shore battery now came to life.

Curtis ordered everyone to duck down in the boats and directed Talley, the coxswain, to veer to the right to outrun the battery. Talley nudged the tiller over, then figured he'd better get down too. So he grabbed an M-1 rifle and slid to the deck, lying there on his back and steering the boat with the rifle.

Curtis radioed to *Halsey Powell* for covering fire to protect the withdrawal. The destroyer, its men standing ready at General Quarters, answered immediately. The shelling had the desired effect, for the enemy fire soon stopped.

BUT NOW "Hawk" began to lose oil pressure. Evidently one of the rifle shots from the beach had nicked the oil line. Since they were now out of range of the shore



A SEIZED BOAT — Members of *Murrelet* crew inspect one of the captured sampans off enemy's coastline.

fire, Curtis ordered "Falcon" to proceed back to *Halsey Powell* with the injured Flaherty and told Talley to lie to and wait for "Falcon" to return. This the other boat did in a few minutes and towed "Hawk" back to the ship.

The wounded man was later transferred to the destroyer *uss Twining* (DD-540) for an emergency operation, then to the heavy cruiser *Rochester* (CA 124) and finally to Japan and back to the States to recuperate. He recovered and was then discharged from the Navy with a partial disability. Harrison's wound was only superficial and he returned to duty.

For their part in the operation, Lieutenant Curtis, Ensign Winnefeld, Damage Controlman Flaherty and Gunner's Mate Pomoroy were awarded the Bronze Star Medal with Combat "V". The others each got a Letter of Commendation.

Thus ended two exploits by the Navy's whaleboat sailors. And there were others. Each serves to illustrate the courage and resourcefulness demanded of men who were proving that even in the era of nucleonics and supersonics the small boat was still capable of playing a part in naval warfare.

Bronze Star Medal (With Combat "V")

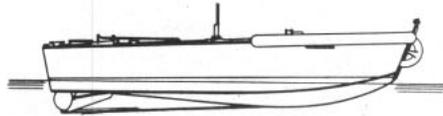
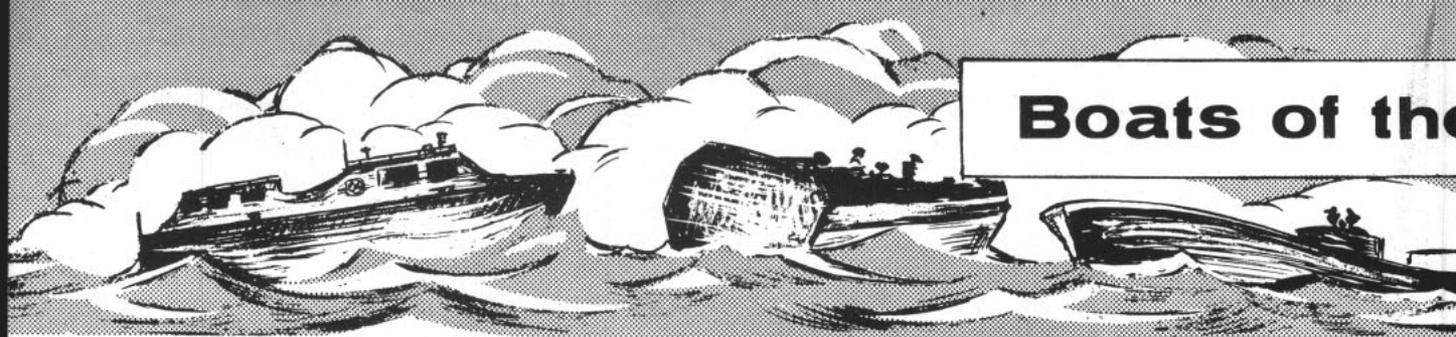
Donald M. Flaherty, DC2, USN

"For heroic achievement while serving as an automatic rifleman in a raiding and reconnaissance party from the *USS Halsey Powell* (DD 686) during a mission to reconnoiter and attack enemy installations on Hwa Do Island, Hungnam, Korea, on 6 February 1952.

Throughout the initial stages of the reconnaissance and attack on the island by the ship's two motor whaleboats, Flaherty greatly aided the raiding party in spotting enemy targets for *Halsey Powell's* batteries and in delivering effective fire on hostile barracks buildings and warehouses with a bazooka and a recoilless rifle. When the party attempted to capture two enemy sampans, he bravely moved to a position some 150 yards inland and covered his comrades with his automatic rifle while the vessels were cut loose and taken in tow.

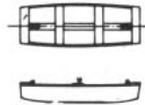
Although hit by two bullets and seriously wounded when the unit was subjected to heavy enemy fire during the withdrawal operation, Flaherty—by his marked courage, daring initiative and selfless devotion to the fulfillment of a vital mission—contributed materially to the safety of his shipmates and to the disruption of enemy activity on the island, thereby upholding the highest traditions of the United States Naval Service."

Boats of the



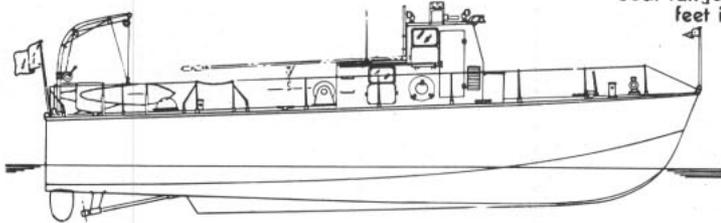
WORKBOAT

The workboat, larger than the punt, serves as a general purpose shipboard craft for various jobs.



PUNT

This general purpose workboat ranges from 10 to 14 feet in length.



BOMB TARGET BOAT

The bomb target boat is used to tow aircraft targets. At full power and full speed, it has a range of 400 nautical miles.



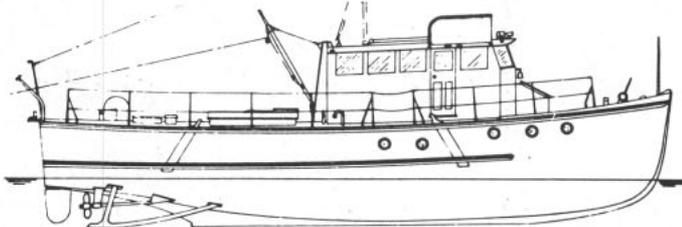
UTILITY BOAT

Main purpose is to transport cargo and personnel; 22 to 50 feet.



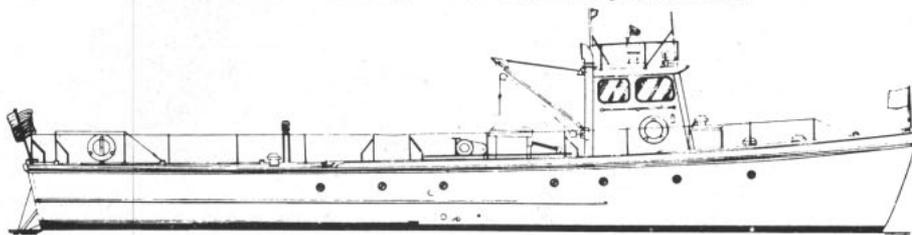
PERSONNEL BOAT

As the name implies, personnel transport is the boat's prime function.



SOUNDING BOAT

The sounding boat is one of the Navy's larger ones. With its 10-man crew, the boat's purpose is to obtain soundings for the Navy Hydrographic Office.

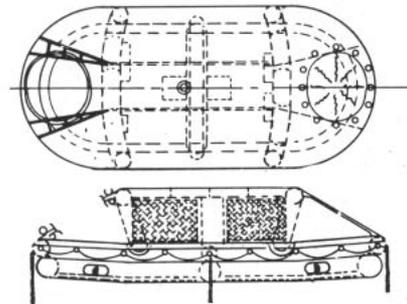


TORPEDO RETRIEVER

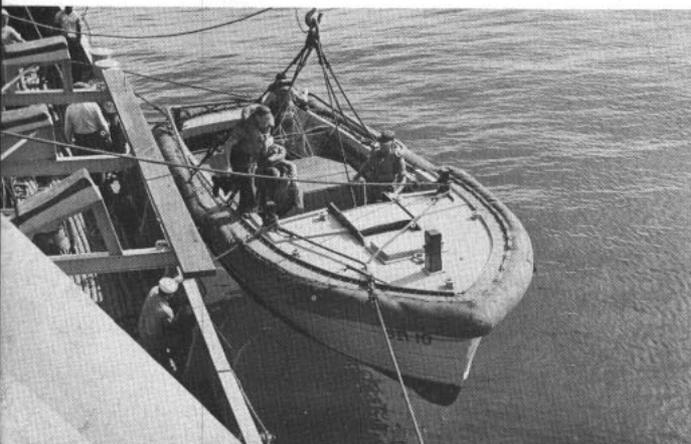
Pictured above is a 63-foot torpedo retriever. The Navy also has 72-foot models. They are used to recover practice torpedoes.

INFLATABLE

The many CO₂ inflatable lifeboats in the Navy are made of cotton or nylon fabrics and are inflated with CO₂.



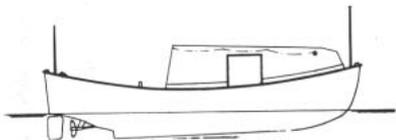
LIFEBOAT CO₂ INFLATABLE



U.S. Navy

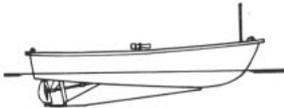
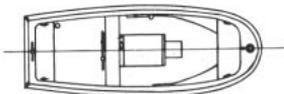
and waterborne unit of the Fleet, not designated independent operation. It may be assigned to, and attached to a shore station or a Fleet operating unit. (Include all of the boats used in the U.S. Navy.)

ANDS Magazine



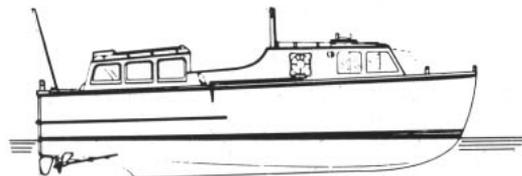
WHALEBOAT

Motor whaleboats are used as lifeboats and personnel carriers.



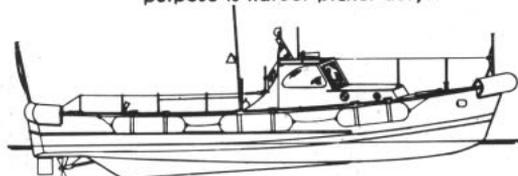
LINE-HANDLING BOAT

This boat is used for general purposes and to handle lines for seaplanes. It has a length of 20 feet and can carry six persons.



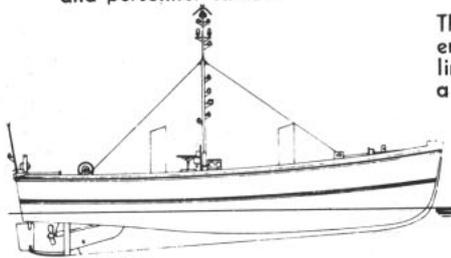
PICKET BOAT (DIESEL)

With a speed up to 13 knots, this boat's primary purpose is harbor picket duty.



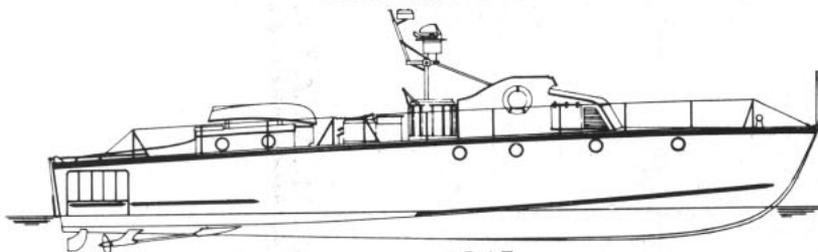
PLANE PERSONNEL AND RESCUE BOAT

Rescue work at air stations, firefighting and personnel transportation constitute this boat's duties.



MINESWEEPING LAUNCH

This is used in minesweeping of moored, magnetic, or acoustic mines.

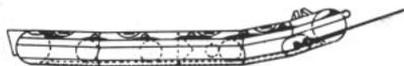
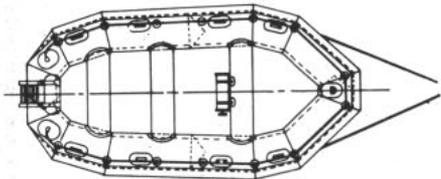


RESCUE BOAT

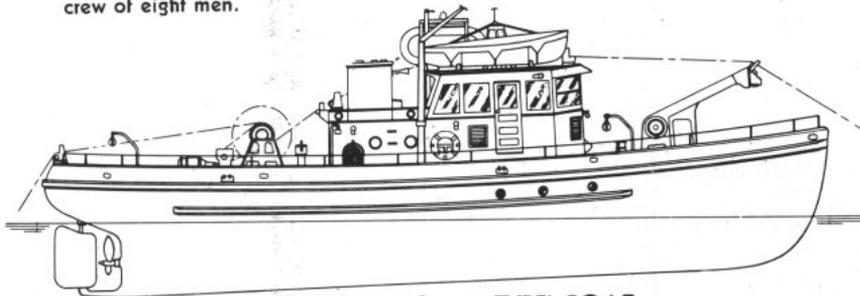
The rescue boat is used in offshore waterborne rescue operations. It has a crew of eight men.

LE BOATS

They are constructed of chemically (neoprene) coated fabric and inflated by means of CO₂ cylinders.



10-PERSON CO₂ LANDING BOAT



DISTRIBUTION BOX (L TYPE) BOAT

The distribution box boat, one of the Navy's larger boats, is used to set and recover mine distribution boxes.



Brief news items about other branches of the armed services.

THE AIR FORCE is evaluating a simplified free-piston engine which does not need ignition systems, crankshafts, bearings or carburetors. It is essentially a tube with a combustion chamber in the center and an unattached piston in each end.

When fuel is ignited in the combustion chamber, the pistons are blown to the outer limits of the tube where they strike a cushion of air. The compressed air forces them back toward the center of the chamber, creating enough compression to touch off another explosion.

The engine is the brainchild of a computer programmer whose hobby is inventing. He has built a 20-horsepower acetylene-powered prototype in his garage.

Friction, weight and size are greatly reduced by the elimination of rods, bearings and crankshafts. The inventor estimates that the new engine has twice the over-all efficiency of the conventional models.

Transfer of power is perhaps the greatest problem caused by lack of a crankshaft. The designer has suggested that the engine be used to create air pressure which could be transferred to mechanical power by means of a hydraulic motor.

★ ★ ★

THE ARMED SERVICES are participating in the New York World's Fair with a variety of exhibits and special events. On display:

- Ten full-scale rocket and spacecraft exhibits (U. S. Space Park).

- Nuclear detection satellite which demonstrates a method for detecting atomic explosions in space (Federal Pavilion).

- Space detection and tracking exhibit simulating the North American Air Defense Space Detection and Tracking Control Center (Federal Pavilion).

- Army "Man on the Moon" exhibit depicting lunar mapping program and environmental factors (Transportation and Travel Pavilion).

- "Army Mobility Looks to the Future"—exhibit of possible Army concepts for the future which includes



HOT ONE—Army's mechanized flame thrower is fired from the multi-purpose M-113 armored personnel carrier.

a "land-walker" (Transportation and Travel Pavilion).

- "The Navy-Marine Corps Team Around the World"—film depicting a number of surface, air, and underwater transportation methods (Transportation and Travel Pavilion).

- Paintings from the Air Force Art Collection (Transportation and Travel Pavilion).

- Exhibit showing the mission of civil defense, sponsored by the Office of Civil Defense, Department of Defense (Hall of Science).

In the Army's "Man on the Moon" exhibit, slides and films show what may be found on the moon with regard to environment, dangers, and problems related to lunar exploration.

The Navy-Marine Corps "team" film is run on a special motion picture device developed by the Navy. The projector fans 35-mm color film over a 180-degree hemispheric concave screen 22 feet in diameter.

Performances by military bands and drill units were held on opening day (22 April), and a number of special commemorative days have been set aside for "salutes" to the services.

No separate admission charge is made for viewing the Space Park or various Department of Defense exhibits. Performances by service bands and drill units may likewise be viewed free of charge.

Military participation in the Fair will continue through 18 Oct 1964, and again from 21 April through 17 Oct 1965.

★ ★ ★

THE THREE TROPHIES awarded annually to major Air Force commands with the best records in safety and maintenance have gone to the Military Air Transport Service for 1963.

This is the first time all three trophies, awarded in recognition of flying safety, aircraft maintenance and motor vehicle safety, have gone to one command.

The flying safety trophy, which MATS had won three times before, and the motor vehicle safety award, were earned by MATS as a whole. The aircraft maintenance trophy went to MATS' 1502nd Air Transport Wing, Hickam AFB, Hawaii.

The flying safety trophy was first awarded to MATS in 1950, when the transport service had an accident rate of 7.3 per 100,000 flying hours. The accident rate dropped to 2.3 per 100,000 flying hours in 1964, and to 1.08 in 1961.

The 1963 rate was a record low, less than one accident per 100,000 flying hours.

★ ★ ★

A LAND NAVIGATION SYSTEM designed to tell a tank driver who operates in barren, unlandmarked areas exactly where he is at all times, is being checked out by the Army.

Among other things, the new navigation equipment permits the tank driver to report his position without relying on landmarks.

Developed by the Canadian Army with the help of U. S. Army engineers, the LNS consists of a gyrocompass, heading and position indicator, computer, map plotting board, and power supply.

The computer receives direction inputs from the compass, and distance data from an odometer. The map

plotter shows the vehicle's position and direction with a lighted dot and arrow. The map scale can be changed with a flip of a switch.

During tests of the LNS at the U. S. Army Armor and Desert Training Center, Fort Irwin, Calif., tank companies operating at night were able to respond quickly to commands for direction changes, and reached their objectives with pinpoint accuracy.

Further tests of the new equipment are scheduled to be held in Alaska and Europe.

★ ★ ★
INTELLIGENCE SOURCES report that the desert country of Nezona will declare unconditional war on neighboring Calonia in May. Anticipating this, the U.S. is mobilizing 100,000 men and preparing for conflict in the war zone.

U. S. units scheduled to participate in this desert war will be drawn from the Army and Air Force, and include two armored divisions, one airborne division, one mechanized infantry division, 15 tactical fighter squadrons, tactical reconnaissance and troop carrier squadrons of two tactical air forces, an Army Reserve brigade, two National Guard brigades, units of the Air National Guard and Air Force Reserve, two U.S. Strike Command Joint Task Force headquarters and two Army corps Headquarters.

It's all an exercise called Desert Strike, the largest United States joint military training exercise for 1964. The mythical country of Nezona is commanded by an Army lieutenant general and mythical Calonia is commanded by an Air Force lieutenant general.

The exercise will be conducted by the U. S. Strike Command May 17 through 30 on about 13 million acres of desert land in adjoining areas of California, Arizona and Nevada.

Desert Strike will be a semi-controlled exercise, allowing opposing forces a maximum of "free play" initiative to develop and perfect combat techniques and tactics. It is designed to provide extensive field training for armored and mechanized forces, and to a degree, airborne forces.

The Air Force units will operate from some 25 Air Force, Navy and Marine Corps airfields from Texas to Oregon.

★ ★ ★
A COMFORTABLE AND NON-CONFINING method of person-to-person communication in space is the subject of research by the Air Force.

One phase of research nearing completion has produced an experimental space helmet radio transceiver which uses a radio link instead of a conventional headset microphone cord. During the experiments, the transceiver (a combination transmitter and receiver) was battery powered.

The second stage of the program calls for an additional short-range voice communication system in which no battery would be needed—the power of the speaker's voice would be converted by the microphone to electrical energy for transmission.

In addition to having space applications, the new device would solve a long-standing problem of Air Force personnel who must use headset microphones for communications during missions and, as a result, are tied in place by the headset cord.

When it is developed, the short-range, cordless system, which requires no power supply, could be used in inter-communications in aerospace vehicles and to maintain communications between a space vehicle and a lunar exploratory party outside the vehicle.

The Air Force would like to provide comfort during long space trips—a condition not always possible with present-day headset microphone type equipment. Engineers visualize a transceiver attached like a corn plaster to a standard high altitude helmet; earplug designs with a transmitter in one ear and the receiver in the other; a headset similar to a pair of glasses and even tiny radios embedded in the skin or attached to ear lobes.

Models may be perfected to transmit not only voice communications but physiological data from the body to a telemetry, data-processing or display device.

★ ★ ★
ARMY MEN ORDERED to Korea or South Vietnam for duty exceeding 30 days must now receive gamma globulin inoculation, which protects them from the infectious hepatitis prevalent in both countries. Civilians accompanying the Army will also be immunized.

The Navy will put a similar plan into operation soon. Original inoculation will be followed by another shot about five months later. Previously, the immunizations were given only to those who had been exposed to the disease.

Men who contract hepatitis, or epidemic jaundice, spend an average of two months away from duty. During 1963, one in every 100 Army men stationed in Korea was infected—about 10 times the percentage stricken while serving in other countries with the exception of Vietnam.



IN WILD BLUE — An Air Force B-58 on non-stop coast-to-coast and return flight is refueled by jet tanker.

CHARTING YOUR COURSE

TWO YEARS AGO, ALL HANDS presented a detailed description of the Seavey-Shorvey enlisted rotation program. That presentation, we like to think, helped erase many misconceptions with regard to the sea-to-shore and shore-to-sea transfer procedures.

Since that time, however, these procedures have been somewhat changed, and much that was said two years ago no longer holds true. In addition, revised estimates of billets ashore and afloat by rate and rating have been made. Charts and tables reflecting this and other information, along with another long look at Seavey-Shorvey in general, may be found on the following pages.

The Enlisted Rotation Program

The Navy's military and diplomatic commitments throughout the world require the operation and maintenance of more than 3000 ships, stations, squadrons, missions and other commands. The number, type and size of all Navy activities is determined by the Chief of Naval Operations. He also determines how many enlisted personnel are required for the operation of each activity.

At present, more than half a million enlisted men and women are needed to keep the Navy in operation—585,000, to be precise. The Chief of Naval Personnel is responsible for seeing that each activity has the right people in the right jobs at the right time. This is a complicated task involving assignments to some 140,000 shore billets, 310,000 sea duty billets, and 48,000 overseas billets. (In addition there are some 50,000 enlisted personnel training, while there are still others in transit, etc.)

Half a million enlisted personnel cannot be constantly shuffled from billet to billet. Therefore, stability must enter the picture and temper the assignment system. Stability means placing you where you are needed—when you are needed—for a reasonable length of time. Administrative functions, evolutions, and operations may then proceed with maximum continuity.

Whenever possible, every attempt is made to satisfy your preferences as to job and location of duty. The Navy knows that if you like your job chances are you will do it well.

Seavey-Shorvey

Your rotation between sea and shore is essential. Your career should be well rounded. You should be capable of performing a variety of jobs both ashore and afloat. For example, the operation of Fleet support activities ashore requires men who have had experience at sea. Instruction, recruiting, administrative, maintenance and

operational billets are other shore jobs that need men with sea experience.

The primary tool used by the Navy for rotating enlisted personnel from job to job is the Seavey-Shorvey program. Basically, the Seavey, or sea duty survey, governs your rotation from sea to shore. The Shorvey—shore duty survey—is the program under which you are ordered to sea duty after completion of a tour ashore.

The length of your tour ashore or at sea is determined by the ratio of shore billets to sea billets for a particular rating. In ratings with more shore billets than sea billets, the normal tour of shore duty is longer than the sea tour. If a rating has more sea billets than shore, the tour at sea is longer.

From time to time it becomes necessary to change the length of shore tours to improve stability and manning levels. Such changes are made only after a lengthy review of all information, and are normally the result of allowance changes and continuing shortages of certain ratings for certain types of duty.

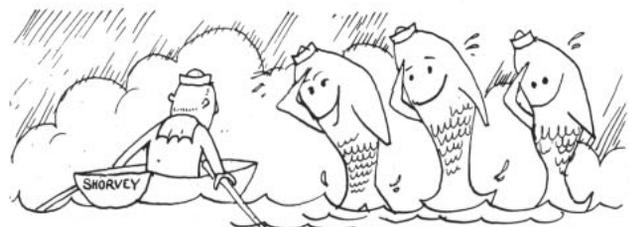
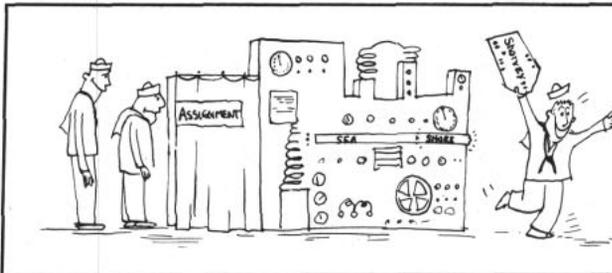
Because of certain distributional requirements, some rates, ratings and categories of personnel are under the direct rotational control of the Chief of Naval Personnel or Commanding Officer of the Enlisted Personnel Distribution Office, Continental United States.

The following are not, therefore, included in the Seavey-Shorvey procedure: All personnel of the CT, AC, MU, MA and TD ratings; AGCs; Aviation Pilots; TAR personnel; men designated limited duty category L-5 and L-6, and enlisted women. (Waves are rotated under the recently established "Wavevey," a description of which may be found in the December 1963 ALL HANDS.)

PAMIs and EPDOs

The Navy's Enlisted Personnel Distribution Offices in San Diego, Calif. (EPDOPAC); Norfolk, Va. (EPDOLANT); and Bainbridge, Md. (EPDOCONUS) handle much of the work that insures your transfer to the right place at the right time.

The three EPDOs are serviced by PAMI's (Personnel Accounting Machine Installations) which, with the help of electronic computers and data processing equipment, give information to the officers who make the final decisions in assignment. The EPDO at Bainbridge maintains current records of all Navymen serving on general shore duty within the United States, and makes individual assignments to vacancies which occur in this area. The EPDO in San Diego is the distribution focal point of the Pacific Fleet, and the EPDO



ON SEAVEY & SHORVEY

in Norfolk is the manpower assignment center for the Atlantic Fleet.

The EPDOs, and their corresponding PAMIs, are linked to a master electronic data processing system which is operated by the Bureau of Naval Personnel. Manpower information which covers the status of each enlisted man in the Navy is fed into the network via high-speed transmitters and punch card equipment.

The manpower information network springs into operation at individual commands, or components of commands, which submit detailed personnel information to the appropriate PAMI. *This is one of the main reasons your personnel office keeps a daily diary, which includes such information as personnel transferred or received, information which pertains to the qualifications or status changes of individuals, and assignments desired upon completion of tours. Nearly all information reported on these diaries is used in personnel rotation.*

For obvious reasons, it is essential that diary information is submitted promptly and accurately.

The PAMI transforms diary information into code numbers which are punched into cards. (This is where your individual data cards are first compiled.) The punched cards are then fed into a computer processing unit which controls a system of magnetic tape recordings. From the information contained in the cards, the tapes are brought up to date and copies are forwarded to the Bureau. Each month BuPers makes a new master tape which reflects the over-all manpower picture as drawn by the PAMIs.

Machines Speed Processes

Seavey-Shorvey uses the punch card procedure to help expedite the processing of your transfer. Several types of punch cards, or personnel data series, are presently in use. The data card series consists of four basic cards, each of which contains your name, your service number, the code numbers which identify the reporting distributor and the distributor to whom you are assigned, and the activity from which you are reported. Before you complete a tour of duty (either sea or shore) you are given an opportunity to verify your qualifications for a particular choice of duty, list your duty preferences, and amplify certain other details which may affect your assignment.

The information contained in the data cards is the basis for "making you available" to an EPDO or detailee for transfer when your tour of duty is completed. Although the bookkeeping and filing of data is accomplished chiefly by machines, you are not merely a num-

ber or statistic. In the final analysis, action on your transfer or extension, or any other such decision which must be made, is considered personally by an experienced officer who carefully evaluates each item of information provided by machine accounting.

The Shorvey (Shore to Sea)

If you're serving on shore duty, the date you will be assigned to sea depends on your rating and its prescribed period of shore duty. The Chief of Naval Personnel maintains a listing of all shore duty personnel and knows exactly when you, as determined by your rating, will be ready for transfer back to sea. The Shorvey process works like this:

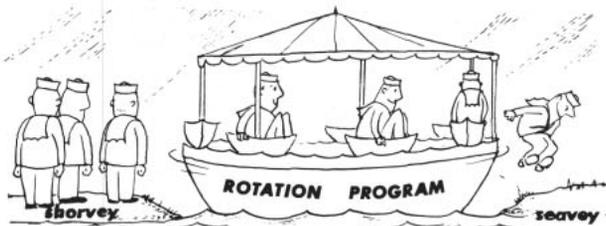
Approximately one year before you complete your shore tour (assuming you are eligible for rotation) the PAMI responsible for your command prepares and mails to your commanding officer a rotation data card. Your CO will see that you are interviewed by a qualified officer or senior petty officer. You fill out an interview form, indicating your choice of sea duty. This information is transposed to the rotation data card, which is then returned to the PAMI. If you do not receive a data card because you fail to meet obligated service requirements for rotation you may, at this point, execute an agreement for additional obligated service. If you do, a rotation data card will be prepared for you and submitted.

Next, PAMI prepares a Shorvey data card from the information on your rotation data card and your individual status card. The Shorvey data is then transmitted to the Chief of Naval Personnel for storage on the master magnetic recording tape until a future decision is made on your assignment.

Normally, four months before your shore tour is completed, a BuPers distribution control officer "makes you available" to a Fleet EPDO or a BuPers detailee, with instructions to transfer you during the month your tour ashore is completed. When BuPers has decided on the broad area to which you will be assigned (Lant, Pac, or Bureau-controlled) it transmits to your commanding officer a copy of the Shorvey 1A card which confirms estimated transfer month, the number of days you may spend on leave in the transfer process, and the sea duty distributional office which is handling your assignment. This "first" notification normally arrives at your command three to four months before the transfer date.

Meanwhile, the EPDO or BuPers detailee, which has also received 1A card information, plus all your rotation data which has been stored in the Bureau on





magnetic tapes, is assigning you a new duty station within his jurisdiction. When your new duty station has been determined, an assignment card or letter is prepared and sent to your CO. This directs him to transfer you to a specific sea activity for duty.

At the same time the assignment card or letter is mailed to your shore duty station a copy is forwarded to your prospective sea duty command. In this way, your new CO will have some advance notice and will be able to determine which job you should take over

These Terms Will Help Chart Course

Here's a listing of some of the terms commonly associated with Seavey-Shorvey:

Sea Duty—Duty performed in: Fleet units, ships, staffs, or squadrons; certain ships and units which operate under the control of district commandants, river commands or the Chief of Naval Air Training, and which have individually been designated as sea duty by the Chief of Naval Personnel; all naval activities based ashore outside the continental United States (Alaska and Hawaii are considered to be outside CONUS); the Fleet Marine Force; Mobile Construction Battalions; and other units and activities which have been designated as sea duty by either the Chief of Naval Personnel, CINCPACFLT or CINCLANTFLT.

Toured Sea Duty—Sea duty performed in non-rotated ships, staffs or units homeported in a foreign country.

Overseas Service—Duty performed ashore at activities outside the continental United States. (Alaska and Hawaii are "overseas.")

Arduous Sea Duty—Duty with ships or units spending considerable periods at sea away from their home ports during local operations and which, when deployed overseas, operate at sea exclusively.

Shore Duty—Duty in staffs, units, activities and harbor craft in the United States.

Normal Tour of Shore Duty—Period of uninterrupted shore duty, as specified for each rating by the Chief of Naval Personnel.

Special Tour—This may apply to "for Duty" tours, and also applies to SN, SA, FN, FA, CN and CP personnel who have served at sea less than 12 months. Normally the number is small. Men in these ratings are assigned ashore for 12 months after boot camp.

EAOS—Expiration of active obligated service. The date your active duty enlistment (including any extensions) expires.

SDCD—Sea duty commencement date.

TCD—Tour completion date. The date your tour ashore will end.

when you arrive. You usually receive word of your ultimate assignment at least a month before transfer time—or in plenty of time to make preparations for the move. Your CO will issue you a standard transfer order, directing that you be transferred during the specified month, taking your authorized leave on the way. In general, a Shorvey transfer is as simple as that.

The Seavey (Sea to Shore)

The Seavey works closely with Shorvey. Together they form a distribution system which permits planned rotation. This is essential if you are to receive your fair share of both sea and shore duty. The Seavey procedure governs your rotation from sea duty to shore duty.

Seavey provides, basically, assignment to shore billets, that is, replacements for men who are being rotated from shore to sea. Seavey also fills vacancies created by men who leave the Navy at the end of their enlistments or transfer to the Fleet Reserve. The planning of Seavey rotation necessarily becomes more complicated than the Shorvey, and requires different meth-



ods of planning and control. But keep this in mind: The Navy has a strong desire to assign you a fair share of shore duty at a location of your choice, while meeting the over-all needs of the service.

Under the Seavey, all sea duty personnel are divided into three segments. Once each year, all ratings in each of the segments are surveyed, and a sea duty commencement cutoff date is established for each rating to determine which men should be rotated to shore duty. (See How the Segments Work, p. 39.)

Once each year (for each of the three segments) a BuPers Notice announces the sea duty commencement date cutoffs for each rating in the segment. PAMI selects those who have been at sea long enough to qualify for rotation, and issues rotation data cards to their commanding officers.

Upon receipt of your rotation data card, you are interviewed by a qualified officer or senior petty officer and are given an opportunity to indicate your next choice of shore or overseas duty.

At this point it is important that you *make your duty preferences as broad as possible*. If you do, the appropriate distributor will have at least one alternate location to assign you if your first choice of duty cannot be satisfied. In addition to the four different duty locations you may request, you should add any information (in block 15 of the rotation data card) you'd like to have the distributor consider. Block 15 might show that you're a qualified lifeguard, for example, or any training or experience not included in your NEC. You may indicate the location of your dependents (if other than homeport) in block 15, or may use it to reveal that a member of your immediate family requires constant medical treatment. The more you include on your rotation data card, the more consideration the de-

tailer is able to give in assigning you to a duty station of your choice.

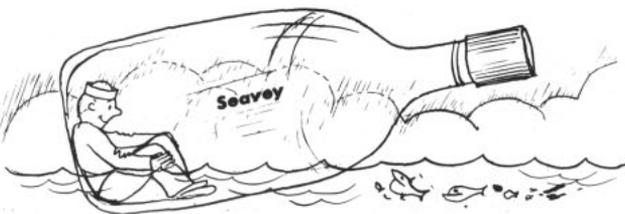
After your rotation data card is completed, it is returned to the PAMI. What you have on the card, together with additional information on file in the PAMI, is transposed into a coded punch card and transmitted to the Chief of Naval Personnel.

BuPers then prepares a listing of all personnel in the segment by rate and order of active duty base date. This determines the priority of assignments to shore duty. As men are ordered to sea duty under the Shorevey, a number of shore billets become vacant, and the distribution control officer selects the senior men of the required ratings on the Seavey who have indicated their preference for the general areas in which the vacancies occur.

If you are selected, a 1A card is mailed to your CO indicating the month you will be transferred, the number of days leave you may take between duty stations, and the naval district within which you are to be assigned.

At the same time the 1A card is mailed to your command, another 1A card, plus all your rotation data, including preferences and any additional information, is forwarded to the EPDO controlling the general area to which you are going. The EPDO then assigns you to a specific duty station under its jurisdiction. (In some cases the Chief of Naval Personnel will retain authority to assign you to a Bureau-controlled billet.)

The EPDO, upon deciding your ultimate assignment, forwards assignment cards to your CO and the command to which you are being ordered. This allows for planning at both ends. Your ship prepares a standard transfer order, and transfers you during the month spe-



cified by the Chief of Naval Personnel on the 1A card.

As indicated above, once you qualify for Seavey on the basis of your sea duty commencement date, just when you will be transferred is determined by how long you have been on active duty in comparison with other men on the Seavey with the same rate and rating, and whether a vacancy occurs in the area of your choice.

In the early stages of the Seavey process, the time you have spent on continuous sea duty is the primary consideration. Once it has been determined that you will be eligible for rotation ashore during a particular Seavey year, your active duty base date becomes important. When actual assignments are made, men in your rating who request the same duty and have been on active duty longer than you will normally be transferred first.

How the Segments Work

Your Seavey transfer is processed during the same time period as the transfers of men of other ratings in the same segment. Once each year each rating in each of the three segments is surveyed to determine the number of vacancies which will occur ashore. Men who have been at sea long enough to qualify for their

rating's sea duty commencement cutoff date are placed on the Seavey for transfer ashore to fill these vacancies. The segments consist of the following ratings:

- Segment 1 — BM, QM, SM, RD, SO, TM, GM, GMT, FT, MN, MT, ET, DS, IM, OM, RM, YN, PN, SK, DK, JO, PC, LI, DM.

- Segment 2 — CS, SH, MM, EN, MR, BR, BT, EM, IC, DC, PM, EA, CE, SF, EO, CM, BU, SW, UT, SD, TN.

- Segment 3 — AD, AT, AX, AO, AB, AE, AQ, AM, PR, AG, AK, AZ, PH, PT, HM, DT, DN.

Also included in the segments are designated strikers (pay grade E-3) of the ratings listed. Other non-rated personnel do not come under the Seavey, nor do those mentioned above whose assignments are controlled by means other than Seavey-Shorvey.

Segments Surveyed

To spread the administrative workload of Seavey over a full 12-month period, a yearly schedule is followed for placing each segment into effect. This is done on a continuing basis, with the same action taken on each segment each year at the same time.

Seavey tries to assign you and other men in your segment to shore duty before the following segment comes up for consideration. This is not always possible, due to excesses in certain ratings on a particular Seavey.

The integrity of the system is upheld, however, in that men in any given Seavey will not be ordered ashore until all the men of the same rating who show up on some previous Seavey have received their orders to shore duty. (The only exception to this procedure may occur when a requirement arises for a certain NEC or qualification. If it does, the man on the list who has the qualification, regardless of where he appears in precedence, will be selected.)

Seavey Segment Schedule

Under the Seavey, three times each year the PAMIs prepare rotation data cards for sea duty personnel whose tours commenced on or before the month established for the rates or ratings included for the particular segment. These cards are forwarded to the com-

	Segment 1	Segment 2	Segment 3
PAMIs start Fleet summary	1 Jul	1 Nov	1 Mar
Fleet summary due in BuPers	1 Aug	1 Dec	1 Apr
BuPers announces sea duty commencement cutoff dates	15 Sep	15 Jan	15 May
Rotation data cards mailed to sea commands by PAMI	30 Sep	31 Jan	31 May
Commands complete and return data cards to PAMI (no later than)	15 Nov	15 Mar	15 Jul
Seavey data cards (from PAMI) due in BuPers no later than	18 Jan	18 May	18 Sep
BuPers starts issuing orders	1 Feb	1 Jun	1 Oct

manding officers for completion. When the rotation data cards are returned to the PAMIs, Seavey data



SEAVEY-how you shift from sea to shore



1 A BuPers Notice each year announces sea duty commencement cutoff dates for each rating. PAMI selects you as eligible for transfer if you have been at sea long enough to meet the cutoff date requirement, and issues a rotation data card to your ship or duty station.

2 You are then called to the personnel office where, with the personnelman's assistance, you indicate on the rotation data card your shore duty and/or overseas duty preferences. You may also indicate that you desire recruiting duty and/or instructor duty. Your rotation data card is reviewed by your CO and then forwarded, by the fastest means available, to the Fleet PAMI. An entry to this effect is made in your service record.

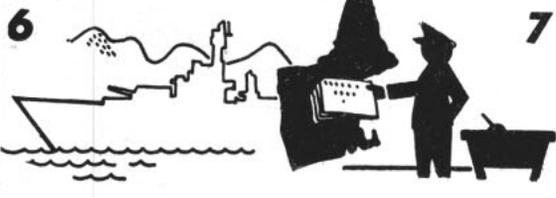
3 At the Fleet PAMI the information on your rotation data card is added to other information about you, which the PAMI has on file, and is converted to punched card symbols and codes. Then, by means of transceivers, this information is transmitted electronically to the Bureau.



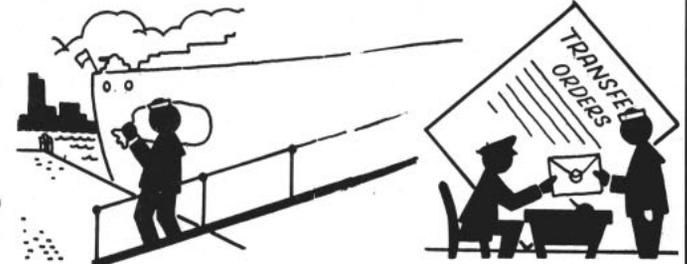
4 At the Bureau, the names received from the Fleet PAMIs are compiled into a single Seavey list by rate and length of service. You are then made available to the appropriate EPDO or detailee to fill a shore vacancy when it occurs. The information on your data cards (including choice of duty) is used by the detailee in deciding which shore billet you will fill.



5 EPDO assigns you to a specific shore station under its jurisdiction, or, if your rating is controlled by the Bureau, the Bureau will select your new station.



6 The shore duty distributor will, upon assigning you to a specific duty station, forward your deck of data cards to your new duty station and your assignment card to your ship. The data cards will aid your new duty station CO in assigning you to that duty for which you are best qualified. The assignment card your ship receives is an order to your CO directing him to transfer you to a specific duty station ashore.



7 Upon receipt of your assignment card, your ship will issue standard transfer orders for detachment during a specified month, and you will be directed to report to your shore duty station. Your orders will authorize proceed and travel time, and leave.

cards are prepared for each man and transmitted to the Chief of Naval Personnel.

Your Request for a Specific Billet

While filling out your Seavey rotation data card, remember the following points:

- Keep your areas of preference for shore duty as broad as possible.

- Indicate your special qualifications and training.

If you follow these tips, the distribution officer will have a greater latitude in assigning you — thereby increasing your chances for rapid rotation—and you will be assigned to a billet which requires your special skills. Here's why:

Once you become eligible for a Seavey transfer, and your rotation data card is processed, your name is placed on a list with all other men of your rate and rating who are eligible for the same annual Seavey. For example, if you're a BM1, your name is placed on a list with other BM1s eligible for Seavey transfer during the same segment year.

Your position on the list is determined by your active

duty base date—the BM1 who has been in the Navy the longest will be at the top of the list; the BM1 with the least total active service will be at the bottom.

Meanwhile, a number of vacancies for BM1s are occurring ashore. At NAS Jacksonville, Fla., for example, a BM1 on shore duty under the distributional control of EPDOCONUS is scheduled to rotate to sea under the Shorvey. NAS Jax is in the Sixth Naval District, so a shore requirement is generated for 6ND.



Which BM1 on the Seavey list will be picked to fill the Jax billet?

First, the distribution control officer makes sure there

are no BM1s still remaining on a previous year's Seavey. If there are, one of these men will get the Jax assignment. If not, the control officer takes the current BM1 list and, starting at the top, reviews each data file.

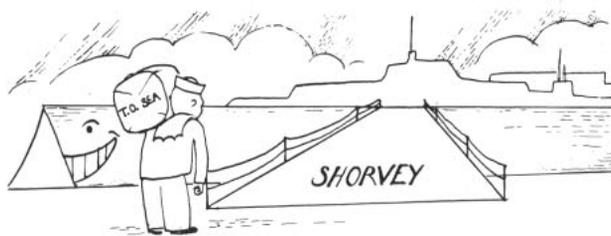
If the BM1 at the top of the list had indicated a preference for duty in 6ND, he would receive the assignment. (On the rotation data card this preference is in the form of a three-letter code starting with the letter G or 6ND. The *Enlisted Transfer Manual*, Chapter 25, contains a complete listing of area and city codes.)

The top BM1 could have indicated OOO (anywhere U. S.) or ZOO (anywhere east of the Mississippi), which would also justify his being selected for 6ND. If he had not indicated G-, OOO, or ZOO, the next BM1 is reviewed, and so on down the list until the most senior man who had indicated a preference for 6ND, anywhere U. S., or anywhere east of the Mississippi, is found. He is selected for 6ND and made available to EPDOCONUS.

At EPDOCONUS, the detailee for 6ND assigns the BM1 to an activity where a vacancy exists, giving special consideration to any specific location indicated on

the rotation data card. It could be the Jax billet, or another billet, if there's another vacancy.

If a shore billet must be filled by a man who possesses



some special qualification, the same means of selection is used, but modified slightly so that only men who possess the required qualifications are considered. (Your special qualifications are indicated by your NEC and the information is noted on blocks 15 and 16 on your rotation data card. You should also use block 15 to list any personal information, not included elsewhere,

SHORVEY - how you shift from shore to sea



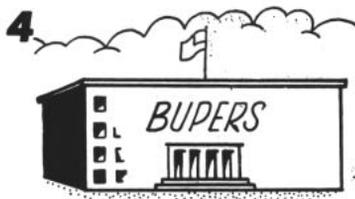
1 Approximately 12 months before completing your normal tour of shore duty, PAMICONUS (or PAMILANT or PAC if you are on Fleet shore duty) forwards your rotation data card to your station and instructs your CO to interview you in regard to your choices of sea or overseas duty.



2 You are called to the personnel office, and, with a personnelman's assistance, you fill out your rotation data card, listing your choices for next sea or overseas duty or school preference. Your data card is then returned by fast means to PAMI.



3 The PAMI takes the information from your rotation data card (and other information about you it already has on file) and converts this to punched card codes and symbols. A deck of about four data cards is then punched and transmitted to the Bureau.



4 Using all information from your deck of data cards (which the Bureau assembled into the Shorvey), Bureau assignment officers make you available to either the Atlantic or Pacific Fleet EPDO for further assignment to sea or overseas duty. The information on your assignment card and your data card is then relayed by transceiver to the appropriate Fleet EPDO to assist in assigning you to a Fleet command. This action takes place about four months before you complete your normal tour. Some men on the Shorvey are assigned to schools or to Bureau-controlled billets.



5 The Bureau sends, via EPDOCONUS, a copy of the No. 1A data card to the shore station where you are serving. This card tells the shore distributor he is losing a man from an activity under his jurisdiction and lets you and your CO know the month when you will be transferred. It also tells you the EPDO or detailee to whom you have been made available for further assignment.



6 When the EPDO receives your assignment card and deck of data cards from the Bureau (step 4 above), it uses all this information to make a decision as to the ship, Fleet command or overseas activity to which you will be assigned.



7 After determining your next duty assignment, the Fleet EPDO forwards the assignment card to your present shore station. At the same time your deck of data cards is forwarded to your next duty station to assist your next CO in placing you in the right job.

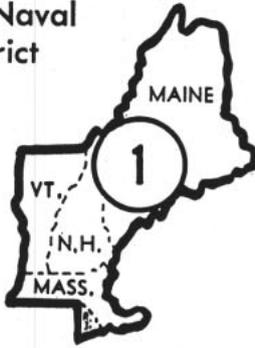


8 Upon receipt of your assignment card, the shore station will issue standard transfer orders for detachment during a specified month (normally the month in which you complete a tour ashore). You will then be directed to the assigned sea duty, and your orders will authorize proceed and travel time, as well as leave.

Are You Getting Ready to

If you're hoping to drop anchor in the continental U. S., here's a roundup of naval activities in each District and River Command. Anchors indicate the presence of a specified type of unit. Note that recruiting substations or

1st Naval District



	Recruiting Station	NROTC	NAS/Naval Air Activity	Receiving Station	Supply/Disbursing Activity	Naval Station/Base	NRTC/Elec. Facility	Construction Battalion Cen.	Recruit Training Center	School Command/NATTU	Naval Hospital/Med. Act.	PAMI	Amphibious Base	Communications/Radio Sta.	Fleet Training Center	Ordnance Depot/Activity	Shipyard	Indust. Mgr. Off.	Intelligence Office	Naval Facility	Hydrographic Office	Other	
Boston, Mass.	⚓				⚓	⚓	⚓										⚓	⚓	⚓		⚓	⚓	
Brunswick, Me.			⚓																				
Buzzards Bay, Mass.		⚓																					
Cambridge, Mass.		⚓																					
Castine, Me.		⚓																					
Chelsea, Mass.											⚓												
Cutler, Me.														⚓									
Davisville, R. I.								⚓															
Hanover, N. H.		⚓																					
Medford, Mass.		⚓																					
Newport, R. I.					⚓	⚓	⚓			⚓	⚓			⚓	⚓	⚓			⚓			⚓	
Pittsfield, Mass.						⚓										⚓							
Portsmouth, N. H.						⚓	⚓			⚓	⚓			⚓	⚓	⚓			⚓			⚓	
Providence, R. I.		⚓				⚓																	
Quonset Point, R. I.			⚓							⚓													
South Weymouth, Mass.			⚓																				
Winter Harbor, Me.														⚓					⚓				
Worcester, Mass.		⚓				⚓																	

*Naval Reserve Training Centers are also located in the following cities: MASSACHUSETTS: Brockton, Fall River, Lawrence, Lowell, Lynn, New Bedford, Quincy, Salem, Springfield. MAINE: Augusta, Bangor, Portland. NEW HAMPSHIRE: Manchester. RHODE ISLAND: Pawtucket, Woonsocket. VERMONT: Burlington.

which you wish the distributor to consider.)

Rate Determines Length of Shore Tour

If you're ordered to a normal tour of shore duty under Seavey, it means you will spend anywhere from 24 to 54 months, depending on your rate, on continuous shore duty. Present normal tours are as follows:

- 24 MONTHS—BM1, 2, 3, BMSN; QM1, 2, 3, QMSN; SM1, 2, 3, SMSN; RD1, 2, 3, RDSN; TM1, 2, 3, TMSN; GMT3, GMTSN; MN3, MNSN; GMC, 1, 2, 3, GMSN; FTC, 1, 2, 3, FTSN; MT3, MTSN; ET3, ETSN; IM1, 2, 3, IMSN; OM1, 2, 3, OMSN; RM1, 2, 3, RMSN; SK1, 2, 3, SKSN;

- DK2, 3, DKS; CS1, 2, 3, CSSN; SH1, 2, 3, SHSN; LIC, 1, 2, 3, LISN; MMC, 1, 2, 3, MMFN; EN1, 2, 3, ENFN; MR1, 2, 3, MRFN; BR1; BTC, 1, 2, 3, BTFN; EMC, 1, 2, 3, EMFN; IC1, 2, 3, ICFN; DC1, 2, 3, DCFN; PM1, 2, 3, PMFN; ML1, 2, 3, MLFN; SFC, 1, 2, 3, SFFN; EA1, 2, 3, EACN; CE1, 2, 3, CECN; CM3, CMCN; BU1, 2, 3, BUCN; SW1, 2, 3, SWCN; UT1, 2, 3, UTCN; AT3, ATAN; AX3, AXAN, AO2, 3, AOAN; AB2, 3, ABAN; AGAN; PH3, PHAN; HN; DN; SD1, 2, 3, TN, SOL, 2, 3, SOSN.

- 30 MONTHS—BMC; SMC; RDC; SOC; TMC; ET1, 2; IMC; OMC; RMC; SKC; CSC; SHC; ENC; BRC- ICC- PMC-

Drop Anchor in CONUS?

branches are too numerous to list. Therefore, only the main stations in each district are indicated. Remember that the number of billets and the ratings eligible for these billets vary at each location. Take this into consideration.

3rd Naval District



	Recruiting Station	NROTC	NAS/Naval Air Activity	Receiving Station	Supply/Disbursing Activity	Naval Station/Base	NRTC*/Elec. Facility	Construction Battalion Cen.	Recruit Training Center	School Command/NATTU	Naval Hospital/Med. Act.	PAMI	Amphibious Base	Communications/Radio Sta.	Fleet Training Center	Ordnance Depot/Activity	Shipyard	Indust. Mgr. Off.	Intelligence Office	Naval Facility	Hydrographic Office	Other	
Albany, N. Y.	⚓						⚓																
Bayonne, N. J.					⚓																		⚓
Brooklyn, N. Y.			⚓	⚓	⚓	⚓	⚓				⚓						⚓	⚓					⚓
Buffalo, N. Y.	⚓						⚓																
Earle, N. J.																⚓							
Fort Monmouth, N. J.																							⚓
Ithaca, N. Y.		⚓					⚓																
Kings Point, N. Y.		⚓																					
Long Island, N. Y.											⚓												
New Haven, Conn.		⚓					⚓																
New London, Conn.					⚓	⚓	⚓			⚓	⚓												⚓
New York City, N. Y.	⚓	⚓			⚓					⚓									⚓		⚓	⚓	
Rochester, N. Y.		⚓					⚓																
Schenectady, N. Y.										⚓													⚓
Scotia, N. Y.							⚓																⚓
Troy, N. Y.		⚓					⚓																
Windsor, Conn.										⚓													⚓

*Naval Reserve Training Centers are also located in the following cities: CONNECTICUT: Cromwell, Hartford, Bridgeport, Stamford, Waterbury. NEW JERSEY: Clifton, Elizabeth, Freeport, Jersey City, Port Newark, Perth Amboy, Red Bank, Summit. NEW YORK: Auburn, Binghamton, Bronx, Dunkirk, Elmira, Glens Falls, Huntington, Jamestown, Liverpool, Middletown, Newburgh, New Rochelle, Ogdensburg, Oswego, Poughkeepsie, Syracuse, Tompkinsville, Utica, Watertown, Whitestone, Yonkers, Youngstown.

MLC; EAC; CEC; EOC, 1, 2, 3, EOCN; CMC, 1, 2; BUC; SWC; UTC; AT2; AX2; AB1; AE3, AEAN; AG3; SDC.

● 36 MONTHS—QMC; GMTc, 1, 2; MN2; ETC; DSC, 1, 2, 3, DSSN; YN3, YNSN; PN3, PNSN; DK1; JO3, JOSN; DM3, DMSN; MRC; DCC; ATC, 1; AXC, 1; AOC, 1; ABC; AEC, 1, 2; PR1, 2, 3, PRAN; AG1, 2; AK1, 2, 3, AKAN; PHC, 1, 2; PTC, 1, 2, 3, PTSN; HM3; BT2, 3, AQC, 1, 2;

● 42 MONTHS—MNC, 1; MTC, 1, 2; DKC; ADRC, 1, 2, 3, ADRAN; ADJ2, 3, ADJAN; AEC, 1; AQCM, AQCS; AMC, 1, 2, 3, AMAN; PRC; AKC; HM2; YNC, 1, 2.

● 48 MONTHS—PN1, 2; JOL, 2; ADCM, ADCS; ADJC, 1; HMC, 1; DT1.

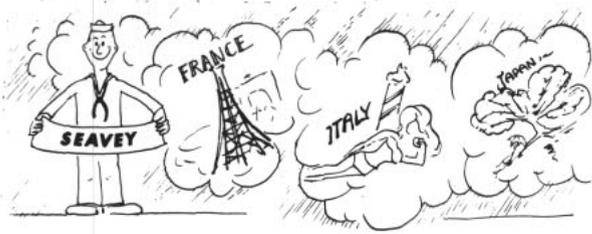
● 54 MONTHS—PNC; JOC; DMC, 1, 2; DTC.

Unless otherwise specified, tour lengths for men in pay grades E-8 and E-9 are the same as those listed for corresponding E-7 tours.

Shore Duty Completion Date

Your shore tour completion date is assigned within four months after you report for a normal tour ashore. If you do not have sufficient obligated active service to complete a normal shore tour as specified for your

SEAVEY-SHORVEY



rating and pay grade, you may use the four months to evaluate your personal situation and make a decision.

You may decide to allow your enlistment to expire during your shore tour, or you may elect to extend or reenlist, as necessary, to allow for completion of a normal shore tour, with an additional 12 months' obligated service for further assignment back at sea.

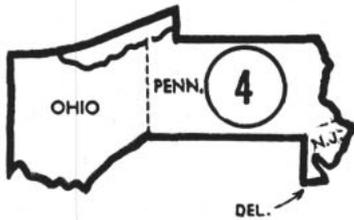
There is sound reasoning behind the additional serv-

ice requirement. To facilitate planning, the Navy must know your intentions when you first report ashore (or within four months). In this way, personnel planners know exactly how long you can be counted on to fill a certain shore billet, and can further predict when a relief is going to be needed for you. What's more, when the exact requirements ashore are known, a truly valid sea duty cutoff date can be established for Seavey, providing only the number of men required for the year.

With this in mind, here's how your active obligated service affects your tour ashore.

- If you desire a normal tour and your EAOS (see definitions, page 38) is less than the established normal tour for your rating, you have four months in which to execute an agreement to extend your enlistment. If you don't extend you will be discharged at your shore

4th Naval District



	Recruiting Station	NROTC	NAS/Naval Air Activity	Receiving Station	Supply/Disbursing Activity	Naval Station/Base	NRTC*/Elec. Facility	Construction Battalion Cen.	Recruit Training Center	School Command/NATTU	Naval Hospital/Med. Act.	PAMI	Amphibious Base	Communications/Radio Sta.	Fleet Training Center	Ordnance Depot/Activity	Shipyard	Indust. Mgr. Off.	Intelligence Office	Naval Facility	Hydrographic Office	Other	
Camden, N. J.							⚓											⚓					
Cape May, N. J.																						⚓	
Cincinnati, Ohio	⚓			⚓			⚓																
Cleveland, Ohio	⚓			⚓	⚓		⚓																
Columbus, Ohio	⚓						⚓																
Johnsville, Pa.				⚓																			
Lakehurst, N. J.				⚓						⚓													
Mechanicsburg, Pa.					⚓											⚓							
Oxford, Pa.		⚓																					
Philadelphia, Pa.	⚓	⚓	⚓	⚓	⚓	⚓	⚓			⚓	⚓						⚓	⚓	⚓				
Pine Beach, N. J.										⚓													
Pittsburgh, Pa.	⚓						⚓																
Princeton, N. J.				⚓																			
University Park, Pa.				⚓																			
Villanova, Pa.				⚓																			
Willow Grove, Pa.				⚓																			
York, Pa.							⚓															⚓	

*Naval Reserve Training Centers are also located in the following cities: DELAWARE: Wilmington. NEW JERSEY: Atlantic City, Newark, Trenton. OHIO: Akron, Canton, Chillicothe, Dayton, Hamilton, Lima, Lorain, Mansfield, Portsmouth, Steubenville, Toledo, Warren, Youngstown, Zanesville. PENNSYLVANIA: Allentown, Altoona, Bethlehem, Erie, Folsom, Harrisburg, Hazelton, Johnstown, Lancaster, McKeesport, Reading, Scranton, Wilkes Barre, Williamsport.

5th Naval District



	Recruiting Station	NROTC	NAS/Naval Air Activity	Receiving Station	Supply/Disbursing Activity	Naval Station/Base	NRTC*/Elec. Facility	Construction Battalion Cen.	Recruit Training Center	School Command/NATTU	Naval Hospital/Med. Act.	PAMI	Amphibious Base	Communications/Radio Sta.	Fleet Training Center	Ordnance Depot/Activity	Shipyards	Indust. Mgr. Off.	Intelligence Office	Naval Facility	Hydrographic Office	Other
Ashland, Ky.	⚓			⚓			⚓															
Bainbridge, Md.					⚓	⚓	⚓		⚓			⚓										⚓
Baltimore, Md.	⚓						⚓															⚓
Cape Hatteras, N. C.																					⚓	
Charlottesville, Va.		⚓																				
Dam Neck, Va.									⚓							⚓						
Driver, Va.														⚓								
Camp Lejeune, N. C.			⚓								⚓											
Little Creek, Va.													⚓									
Louisville, Ky.	⚓	⚓					⚓															
Newport News, Va.							⚓															⚓
Norfolk, Va.			⚓	⚓	⚓	⚓	⚓		⚓	⚓	⚓			⚓	⚓			⚓	⚓		⚓	
Northwest, Va.														⚓								
Oceana, Va.			⚓																			
Portsmouth, Va.							⚓		⚓	⚓						⚓	⚓	⚓				
Richmond, Va.	⚓						⚓									⚓						
Suitland, Md.																						⚓
Virginia Beach, Va.			⚓						⚓													
Yorktown, Va.																	⚓					

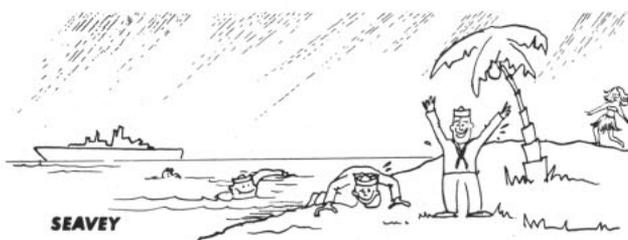
*Naval Reserve Training Centers are also located in the following cities: KENTUCKY: Covington, Lexington, Owensboro, Paducah. MARYLAND: Cumberland. NORTH CAROLINA: Washington. VIRGINIA: Fishersville, Lynchburg, Parkersburg. WEST VIRGINIA: South Charleston, Huntington, Wheeling.

station when your enlistment expires or, if you later decide to extend or reenlist, you will be ordered to sea immediately after completing the shore tour established in your case.

If you intend to make the Navy a career anyway, the chances of pulling the sea duty of your choice are greater when you agree to extend within four months and complete the normal tour. If you wait until your enlistment expires, it is usually too late to assign you a sea billet of your choice, simply because the detailee has no time for planning. Thus, you become one of the "immediate availables" used to plug gaps and fill urgent requirements.

• If your EAOS occurs from one to six months after a normal shore tour, your tour ashore would be extended to coincide with your EAOS.

• If your EAOS falls from seven to 11 months after a normal shore tour, you are given the opportunity to extend your enlistment to provide at least 12 months' obligated service upon completion of a normal tour. If you do not extend to provide at least 12 months' obligated service upon completion of a normal tour,



SEAVEY-SHORVEY



6th Naval District

	Recruiting Station	NROTC	NAS/Naval Air Activity	Receiving Station	Supply/Disbursing Activity	Naval Station/Base	NRTC* /Elec. Facility	Construction Battalion Cen.	Recruit Training Center	School Command/NATTU	Naval Hospital/Med. Act.	PAMI	Amphibious Base	Communications/Radio Ste.	Fleet Training Center	Ordnance Depot/Activity	Shipyard	Indust. Mgr. Off.	Intelligence Office	Naval Facility	Hydrographic Office	Other
Athens, Ga.							⚓			⚓												
Atlanta, Ga.	⚓	⚓	⚓		⚓		⚓															
Auburn, Ala.		⚓																				
Beaufort, S. C.											⚓											
Birmingham, Ala.	⚓			⚓			⚓															
Brunswick, Ga.			⚓							⚓												
Cecil Field, Fla.			⚓																			
Chapel Hill, N. C.		⚓																				
Charleston, S. C.				⚓	⚓		⚓			⚓	⚓				⚓	⚓	⚓	⚓	⚓			⚓
Cocoa Beach/Cape Kennedy, Fla.																⚓						
Columbia, S. C.	⚓	⚓					⚓															
Durham, N. C.		⚓					⚓															
Ft. Lauderdale, Fla.							⚓									⚓						
Foley, Ala.			⚓																			
Glynco, Ga.			⚓		⚓					⚓												
Jacksonville, Fla.	⚓	⚓	⚓		⚓		⚓			⚓	⚓									⚓		
Key West, Fla.			⚓			⚓	⚓			⚓	⚓					⚓				⚓		
Macon, Ga.	⚓						⚓									⚓						
Mayport, Fla.						⚓										⚓						
Memphis, Tenn.			⚓		⚓		⚓			⚓	⚓											
Meridian, Miss.			⚓				⚓															
Milton, Fla.			⚓																			
Nashville, Tenn.	⚓	⚓					⚓															
Orlando, Fla.							⚓															
Panama City, Fla.						⚓										⚓						
Patrick AFB, Fla.																⚓						
Pensacola, Fla.			⚓		⚓		⚓			⚓	⚓			⚓								⚓
Raleigh, N. C.	⚓						⚓															
Sanford, Fla.			⚓																			
University, Miss.		⚓																				

*Naval Reserve Training Centers are also located in: ALABAMA: Gadsden, Huntsville, Mobile, Montgomery, Sheffield, Tuscaloosa. FLORIDA: Daytona Beach, Gainesville, Miami, Riviera Beach, St. Petersburg, Tampa, Tallahassee. GEORGIA: Augusta, Columbus, Savannah. MISSISSIPPI: Greenville: Gulfport, Jackson, Laurel, McComb, Vicksburg. NORTH CAROLINA: Asheville, Charlotte, Greensboro, Wilmington, Winston-Salem. SO. CAROLINA: Florence, Georgetown, Greenville, Greenwood, Spartanburg. TENN.: Chattanooga, Jackson, Kingsport, Knoxville.



your rotation date is moved back and you are "short toured" so that 12 months will remain for rotation back to sea.

Here's a closer look at each election:

- Your enlistment is to expire before you could complete a normal shore tour. In this case you must make up your mind, within four months after first reporting ashore, whether or not you wish to extend to complete the full tour. If you elect not to extend, your shore tour completion date will be established to coincide with your expiration of enlistment. For example:

You report for shore duty in May '64

Your EAOS expiration date is Sep '65
 A normal 36-month tour would end in May '67
 You elect not to extend or acquire further obligated service

A shore tour completion date of Sep '65 is assigned
 If, in this case, you should elect to reenlist or extend after the four-month deciding period, your TCD would not change and you would be made available for rotation at the end of your shortened shore tour.

- However, in the event you decide to obligate for further service during the four-month period allotted, your situation would be like this:

You report for shore duty in May '64

Your EAOS is Sep '65

A normal 36-month tour would end in May '67

You agree to extend for three more years

New EAOS is recorded as Sep '68

Your shore tour completion date is May '67—you have a normal tour.

- Your EAOS is less than six months beyond com-

8th Naval District



	Recruiting Station	NROTC	NAS/Naval Air Activity	Receiving Station	Supply/Disbursing Activity	Naval Station/Base	NRTC*/Elec. Facility	Construction Battalion Cen.	Recruit Training Center	School Command/NATTU	Naval Hospital/Med. Act.	PAMI	Amphibious Base	Communications/Radio Sta.	Fleet Training Center	Ordnance Depot/Activity	Shipyard	Indust. Mgr. Off.	Intelligence Office*	Naval Facility	Hydrographic Office	Other	
Albuquerque, N. M.	⚓	⚓		⚓			⚓									⚓						⚓	
Austin, Tex.		⚓					⚓																
Beeville, Tex.			⚓																				
Camden, Ark.							⚓										⚓						
Corpus Christi, Tex.			⚓				⚓		⚓	⚓													
Dallas, Tex.	⚓	⚓					⚓																⚓
Galveston, Tex.							⚓																⚓
Houston, Tex.	⚓	⚓					⚓																
Kingsville, Tex.			⚓				⚓																
Little Rock, Ark.	⚓						⚓																
McAlester, Okla.							⚓										⚓						
New Iberia, La.			⚓																				
New Orleans, La.	⚓	⚓	⚓		⚓	⚓	⚓											⚓	⚓			⚓	
Norman, Okla.		⚓					⚓		⚓														
Oklahoma City, Okla.	⚓						⚓																
White Sands, N. M.																	⚓						⚓

*Naval Reserve Training Centers are also located in the following cities: ARKANSAS: Eureka Springs, Fayetteville, Fort Smith, Helena. LOUISIANA: Alexandria, Baton Rouge, Houma, Lafayette, Lake Charles, Monroe, Ruston, Shreveport. NEW MEXICO: Carlsbad, Santa Fe. OKLAHOMA: Chickasha, Enid, Stillwater, Tulsa. TEXAS: Abilene, Amarillo, Beaumont, Bellville, El Paso, Fort Worth, Harlingen, Laredo, Lubbock, McAllen, Nacogdoches, Odessa, Orange, Paris, Port Arthur, San Angelo, San Antonio, Sherman, Tyler, Victoria, Waco, Wichita Falls.

SEAVEY-SHORVEY

9th Naval District



	Recruiting Station	NROTC	NAS/Naval Air Activity	Receiving Station	Supply/Disbursing Activity	Naval Station/Base	NRTC*/Elec. Facility	Construction Battalion Cen.	Recruit Training Center	School Command/NATTU	Naval Hospital/Med. Act.	PAMI	Amphibious Base	Communications/Radio Sta.	Fleet Training Center	Ordnance Depot/Activity	Shipyard	Indust. Mgr. Off.	Intelligence Office	Naval Facility	Hydrographic Office	Other		
Ames, Iowa		⚓																						
Ann Arbor, Mich.		⚓																						
Boulder, Colo.		⚓					⚓																	
Chicago, Great Lakes, Ill.	⚓	⚓			⚓	⚓	⚓		⚓	⚓	⚓							⚓	⚓		⚓	⚓		
Colorado Springs, Colo.							⚓								⚓									
Columbia, Mo.		⚓																						
Crane, Ind.																				⚓				
Denver, Colo.		⚓					⚓			⚓														
Des Moines, Iowa		⚓					⚓																	
Detroit, Mich.		⚓					⚓																	
Evanston, Ill.		⚓					⚓																	
Forrest Park, Ill.							⚓									⚓								
Glenview, Ill.			⚓				⚓		⚓															
Grosse Ile, Mich.			⚓																					
Hastings, Nebr.																⚓								
Indianapolis, Ind.		⚓					⚓													⚓				
Kansas City, Mo.		⚓					⚓																	
Lafayette, Ind.		⚓																						
Lake Mead, Nev.																								⚓
Lawrence, Kan.		⚓																						
Lincoln, Nebr.		⚓					⚓																	
Madison, Wis.		⚓					⚓																	
Milwaukee, Wis.		⚓	⚓				⚓																	
Minneapolis, Minn.		⚓	⚓	⚓			⚓																	
Olathe, Kan.			⚓							⚓														
Omaha, Nebr.		⚓					⚓																	⚓
St. Louis, Mo.		⚓					⚓																	
South Bend, Ind.		⚓					⚓																	
Springfield, Ill.		⚓					⚓																	
Urbana, Ill.		⚓																						
West Lafayette, Ind.		⚓																						

*Naval Reserve Training Centers are also located in the following cities: COLORADO: Pueblo. ILLINOIS: Aurora, Danville, Decatur, Joliet, Moline, Peoria, Quincy, Rockford. INDIANA: Anderson, Evansville, Fort Wayne, Gary, Michigan City, Muncie, Terre Haute. IOWA: Burlington, Cedar Rapids, Davenport, Dubuque, Sioux City, Waterloo. KANSAS: Arkansas City, Hutchinson, Topeka, Wichita. MICHIGAN: Alpena, Battle Creek, Bay City, Benton Harbor, Cadillac, Dearborn, Flint, Grand Rapids, Hancock, Jackson, Kalamazoo, Lansing, Muskegon, Pontiac, Port Huron, Saginaw. MINNESOTA: Duluth, St. Paul. MISSOURI: Cape Girardeau, Hannibal, Joplin, Springfield, St. Joseph. NORTH DAKOTA: Fargo. SOUTH DAKOTA: Sioux Falls. WISCONSIN: Green Bay, LaCrosse, Oshkosh, Racine, Sheboygan. WYOMING: Cheyenne, Midwest.

pletion of a normal shore tour. Here, if you do not elect to extend, a tour completion date will be assigned to coincide with your EAOS. (This is done to avoid sending "short timers" back to sea.) For example:

You report ashore in May '64

Your EAOS is Sep '67

A normal tour would end in May '67

Your TCD is Sep '67, the same as your EAOS

• Your EAOS will fall seven to 11 months after a normal shore tour:

You report ashore in May '64

Your EAOS is Dec '67

You agree to oblige for an additional 12 months.

New EAOS is recorded as Dec '68

Your shore tour completion date is May '67—you have a normal tour

• If you elect not to extend your service, and you have an EAOS falling seven to 11 months after a normal tour would be completed, your tour ashore is reduced to permit rotation back to sea:

You report ashore in May '64

Your EAOS is Dec '67

A tour completion date of Dec '66 is recorded—less than a normal tour.

In any case, if you are already serving on an extension and are prevented by law from extending or reenlisting,

11th Naval District



	Recruiting Station	NROTC	NAS/Naval Air Activity	Receiving Station	Supply/Disbursing Activity	Naval Station/Base	NRTC*/Elec. Facility	Construction Battalion Cen.	Recruit Training Center	School Command/NATTU	Naval Hospital/Med. Act.	PAMI	Amphibious Base	Communications/Radio Sta.	Fleet Training Center	Ordnance Depot/Activity	Shipyard	Indust. Mgr. Off.	Intelligence Office	Naval Facility	Hydrographic Office	Other		
Barstow, Calif.					⚓																			
Camp Pendleton, Calif.					⚓				⚓	⚓														
China Lake, Calif.			⚓														⚓							
Corona, Calif.																	⚓							
Coronado, Calif.					⚓								⚓		⚓									
El Centro, Calif.																							⚓	
Imperial Beach, Calif.			⚓											⚓										
Litchfield Park, Ariz.			⚓																					
Long Beach, Calif.			⚓			⚓	⚓	⚓			⚓						⚓	⚓	⚓					
Los Angeles, Calif.	⚓	⚓		⚓		⚓					⚓			⚓						⚓				
Miramar, Calif.			⚓																					
Phoenix, Ariz.			⚓			⚓																		
Point Mugu, Calif.			⚓														⚓			⚓				
Port Hueneme, Calif.					⚓			⚓	⚓	⚓						⚓								
San Diego, Calif.			⚓	⚓	⚓	⚓	⚓	⚓	⚓	⚓	⚓	⚓	⚓	⚓	⚓				⚓				⚓	
Santa Ana, Calif.			⚓			⚓																		
Wilmington, Calif.						⚓																	⚓	

*Naval Reserve Training Centers are also located in the following cities: ARIZONA: Douglas, Flagstaff, Tucson. CALIFORNIA: Bakersfield, Compton, Hawthorne, Huntington Park, Lancaster, Pasadena, Pomona, San Bernardino, San Clemente, San Pedro, Santa Barbara, Santa Monica. NEVADA: Las Vegas.

SEAVEY-SHORVEY



you may acquire further obligated service by signing a statement indicating your intent to reenlist (upon expiration of your extension) for the purpose of completing a normal shore tour. This will allow further obligation of service without forcing you to reenlist early (which could mean a loss of money).

Whenever you acquire additional obligated service after the regular submission of Shorvey data cards, your command should send a speedletter containing complete rotation data to BuPers, with a copy to the appropriate PAMI. In this way your duty preferences will be considered in the reassignment.

Shorvey Rotation Schedule

Under the normal Shorvey rotation plan data cards are prepared for all shore duty personnel for transfer back to sea, in accordance with the following schedule:

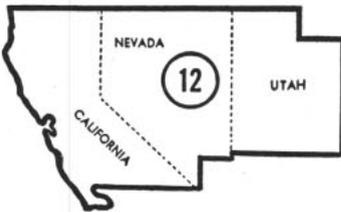
Cards Prepared By PAMI	Forwarded to Command for Completion by	For Men Whose Shore Tours Expire 11 to 13 Mos Later
FEB	25 FEB	JAN, FEB, MAR
MAY	25 MAY	APR, MAY, JUN
AUG	25 AUG	JUL, AUG, SEP
NOV	25 NOV	OCT, NOV, DEC

Sea/Shore Extensions

If, for some reason or other, you don't wish to be transferred, what are the chances you will be granted an extension at your present command?

- If you're on shore duty, an extension of your tour will be considered by the Chief of Naval Personnel *only* on the basis of urgent manning or humanitarian problems. When you receive your Shorvey rotation data

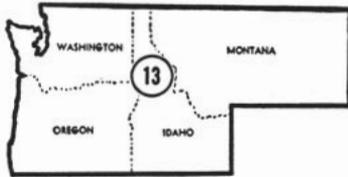
12th Naval District



	Recruiting Station	NROTC	NAS/Naval Air Activity	Receiving Station	Supply/Disbursing Activity	Naval Station/Base	NRTC*/Elec. Facility	Construction Battalion Can.	Recruit Training Center	School Command/NATTU	Naval Hospital/Med. Act.	PAMI	Amphibious Base	Communications/Radio Sta.	Fleet Training Center	Ordnance Depot/Activity	Shipyard	Indust. Mgr. Off.	Intelligence Office	Naval Facility	Hydrographic Office	Other	
Alameda, Calif.			⚓				⚓			⚓													
Berkeley, Calif.		⚓									⚓												
Camp Roberts, Calif.																							⚓
Concord, Calif.															⚓								
Fallon, Nev.			⚓																				
Hawthorne, Nev.																⚓							
Lemoore, Calif.			⚓																				
Moffett Field, Calif.			⚓																				
Monterey, Calif.			⚓				⚓			⚓													
Oakland, Calif.					⚓					⚓	⚓												
Ogden, Utah					⚓		⚓																
Salt Lake City, Utah		⚓					⚓											⚓					
San Francisco, Calif.	⚓		⚓	⚓	⚓	⚓				⚓	⚓						⚓	⚓			⚓	⚓	
Sonoma, Calif.														⚓									
Stockton, Calif.				⚓		⚓								⚓									⚓
Stanford, Calif.		⚓																					
Vallejo, Calif.		⚓		⚓		⚓				⚓	⚓			⚓			⚓	⚓					

*Naval Reserve Training Centers are also located in the following cities: CALIFORNIA: Eureka, Fresno, Sacramento, San Mateo, Santa Cruz, Tulare, Ukiah. NEVADA: Reno.

13th Naval District



	Recruiting Station	NROTC	NAS/Naval Air Activity	Receiving Station	Supply/Disbursing Activity	Naval Station/Base	NRTC* /Elec. Facility	Construction Battalion Cen.	Recruit Training Center	School Command/NATTU	Naval Hospital/Med. Act.	PAMI	Amphibious Base	Communications/Radio Sta.	Fleet Training Center	Ordnance Depot/Activity	Shipyard	Indust. Mgr. Off.	Intelligence Office	Naval Facility	Hydrographic Office	Other
Astoria, Ore.																						↕
Bremerton, Wash.					↕	↕			↕	↕						↕	↕	↕				
Butte, Mont.	↕					↕																
Corvallis, Ore.		↕				↕																
Idaho Falls, Idaho						↕			↕							↕						
Jim Creek, Wash.													↕									
Keyport, Wash.						↕										↕						
Marietta, Wash.																			↕			
Moscow, Idaho		↕																				
Oak Harbor, Wash.			↕																			
Oso, Wash.													↕									
Portland, Ore.	↕					↕																
Seattle, Wash.	↕	↕	↕	↕	↕	↕					↕	↕						↕	↕		↕	
Whidbey Island, Wash.			↕																			

*Naval Reserve Training Centers are also located in the following cities: IDAHO: Boise, Pocatello. MONTANA: Billings, Great Falls, Miles City, Missoula. OREGON: Eugene, Grant's Pass, Klamath Falls, Medford, North Bend, Roseburg, Salem. WASHINGTON: Bellingham, Clarkston, Everett, Longview, Pasco, Spokane, Tacoma, Walla Walla, Wenatchee, Yakima.

card you may request that your shore tour be extended for a specified period. You must fully justify the request, and your rotation data card must be completed and returned to the PAMI on schedule.

If your extension is granted, your CO will be advised by means of the Enlisted Distribution and Verification Report (1080-14). If an extension is not granted, you will be notified by letter.

Conversely, you would not usually be returned to sea duty until you have completed a normal shore tour for your rating. If, for some reason, you are sent to sea before your normal tour of shore duty has been completed, the transfer must be fully justified by your CO and approved by the Chief of Naval Personnel. Even if your shore activity should be disestablished, every effort would be made to reassign you to another shore station for completion of the normal tour.

- If you wish to extend your tour at sea, your request should be based on a sincere desire for arduous sea duty, or on a personal hardship. Requests based on personal hardships must be substantiated by affidavits.

You may indicate your desire to remain at sea when you complete your rotation data card. If approved, your

extension will be effected by BuPers during the first months of your Seavey segment year, based on the "needs of the service."

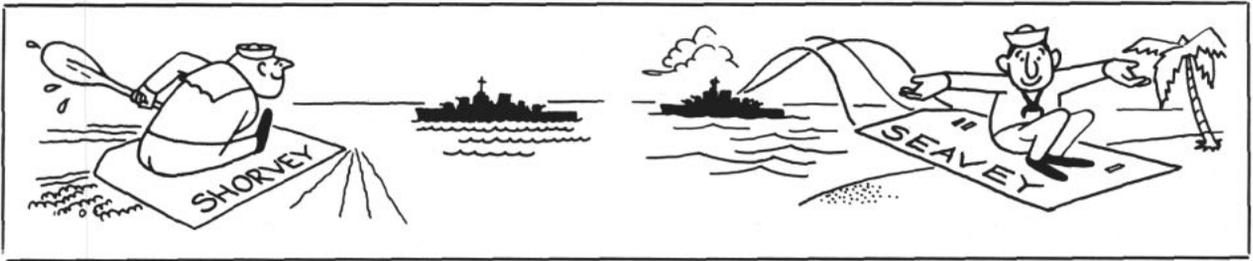
- From time to time it becomes necessary to extend involuntarily the sea tours of some men. Examples of involuntary sea extensions are:

If you are serving on overseas shore duty—When you



become eligible for rotation to shore duty in the U. S. you must be moved in the month your tour of overseas duty is completed. Since there are not always enough U. S. shore vacancies to accommodate all the men who complete overseas duty, it may become necessary to return your name to the Fleet EPDO for further assign-

SEAVEY-SHORVEY



ment to sea duty. Your sea tour is extended 14 months in the interest of Fleet stability.

You do not have sufficient obligated service—If you are serving on overseas shore duty and do not have sufficient obligated service for rotation ashore (the minimum is 16 months) you may be extended at sea for 14 months or until your EAOS (if earlier).

EAOS—If you elect to leave your sea duty command when your hitch has been completed and then reenlist at a receiving or recruiting station, you will be temporarily removed from Seavey and extended on sea duty until the next annual submission of rotation data cards for your segment.

New Ship—If you are transferred to a new construction ship, your sea tour is extended to permit a minimum of one year on board after date of commissioning. This is necessary to provide stability for pre-commissioning details and initial operations.

Key Man—If you are a key man in your ship's organization and your transfer without relief would significantly affect your unit's operational capability, your commanding officer or the appropriate EPDO may request an "operational hold" for any period up to six months. The Chief of Naval Personnel will approve an

"OpHold" only if an urgent need for your services is substantiated.

Verification of Vey Status

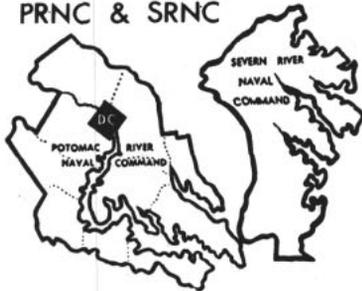
Thanks to the capabilities of today's electronic computers and data processing machines, the Chief of Naval Personnel is able to keep the entire Fleet advised of the rotation status of each Navyman. For example, if you are not being considered for reassignment under Seavey,



you may find out why simply by checking the Enlisted Distribution and Verification Report (NavPers 1080-14), which is sent to your command each month.

It is possible, therefore, to check your status each month—right at your own command. You may correct any situation which might prevent your rotation, such as insufficient obligated service, or an error contained

PRNC & SRNC



	Recruiting Station	NROTC	NAS/Naval Air Activity	Receiving Station	Supply/Disbursing Activity	Naval Station/Base	NRTC*/Elec. Facility	Construction Battalion Cen.	Recruit Training Center	School Command/NATTU	Naval Hospital/Med. Act.	PAMI	Amphibious Base	Communications/Radio Sta.	Fleet Training Center	Ordnance Depot/Activity	Shipyard	Indust. Mgr. Off.	Intelligence Office	Naval Facility	Hydrographic Office	Other	
Annapolis, Md.					⚓						⚓			⚓								⚓	
Bethesda, Md.									⚓	⚓													
Cheltenham, Md.														⚓									
Dahlgren, Va.																	⚓						⚓
Indian Head, Md.									⚓								⚓						
Patuxent River, Md.			⚓																				
Quantico, Va.			⚓								⚓												
Washington, D. C.	⚓	⚓	⚓	⚓	⚓	⚓					⚓	⚓		⚓	⚓	⚓	⚓	⚓	⚓	⚓	⚓	⚓	
White Oak, Md.								⚓									⚓						

Do You Know Your Rotation Data Codes?

Code	What it Means
C1, L1, or P1	Your rotation data card has been mailed to your command by PAMI (CONUS, LANT or PAC, as appropriate).
C2, L2, or P2	PAMI has forwarded rotation data card information to BuPers. BuPers will process this information and furnish the PAMI with additional rotation data at some later date.
C3, L3, or P3	Your name has been sent to BuPers as eligible for Seavey/Shorvey. However, no information regarding your duty preferences was furnished PAMI. Therefore, you will be recorded by BuPers "without duty preferences" until your preferences are submitted by speedletter.
2*	You are eligible for assignment, but will become ineligible in less than 90 days because of insufficient obligated service. (This code applies only to Seavey.)
20	You are eligible for assignment, but orders have not yet been issued.
21	Not eligible for assignment because of insufficient obligated service.
22	Your sea duty commencement date is blank, or you are ineligible to be included in the current Seavey segment. Verify your sea duty commencement date on the 1080-14. If it's in error, act in accordance with paragraph 3.32 of the TRANSFER MANUAL.
23	You are not being considered for orders this month because of tour completion date factor. Includes those whose shore/overseas tours have been extended.
25	You are not being considered for orders this month because you are in a transient or temporary duty status.
26	You are not being considered for orders this month because the sea/shore code of the activity to which you're assigned has been changed and is being verified by BuPers. A new code will be assigned upon completion of this verification.
27	Your assignment is being held in abeyance because of a sea tour extension.
28	You are not being considered for orders this month because you are assigned to one of the special billets outlined in paragraph 24.41 of the TRANSFER MANUAL.
29	You are ineligible for orders because you're in a status not covered by Seavey/Shorvey (e.g., MA, MU, TD, Wave).
30	Assignment is either pending a decision by EPDO, or a transfer directive has been issued.
92	You've been removed from Seavey/Shorvey because the sea/shore code of your activity has been changed, making you ineligible.
93	Removed from Seavey/Shorvey because your EDA at your new duty station has passed.
94	Removed from Seavey/Shorvey because you've reported to your new activity.
95	Removed from Seavey/Shorvey as a result of information received at BuPers.
97	Removed from Seavey/Shorvey because your name or service number on new submissions does not match BuPers records. (BuPers will take action to restore you on Seavey/Shorvey.)
98	Removed from Seavey/Shorvey for some unknown reason. (BuPers is trying to find out why.)
99	Removed from Seavey/Shorvey because of PAMI change.

in your processing data.

Here's a roundup of the numerical codes used in the 1080-14, and what they mean with regard to your Seavey or Shorvey status:

Change of Duty Preferences

From time to time you may wish to change your Seavey-Shorvey duty choices. Since there's a considerable time lag between your first duty preference submission and your actual assignment, you may submit changes once the original duty preferences have been processed. Your commanding officer should forward a complete list of your new choices to the Chief of Naval Personnel. Your new wishes will be considered by the appropriate detailer, provided your assignment orders have not already been issued.

The Enlisted Transfer Manual

The *Enlisted Transfer Manual* (NavPers 15909-A) is the official guide to the Seavey-Shorvey program. The *TransMan* explains in detail many of the points covered in this discussion. Chapter 1 describes the Navy

enlisted distribution system, manpower requirements, and the need for an effective rotation program. Chapter 3 is all about Seavey, and Chapter 7 describes the workings of Shorvey.

Other chapters of the *Manual* concentrate on assignments to recruiting duty, instructor duty, overseas duty, service schools, and distribution of enlisted women. Chapters 24 and 25 define the numbers and letter codes of Seavey-Shorvey punch cards.

One final tip: If you have any questions concerning your standing on Seavey-Shorvey, or would like to apply for a special transfer or assignment, contact someone in your personnel office who is an expert on the *TransMan*, then weigh the suggestions contained in this report. Remember that Seavey-Shorvey benefits both you and the Navy. Whenever possible, you receive duty of your choice. The program is aimed to give you a fair share of sea and shore duty in billets in which you are qualified.



Chart Shows Billets Ashore and

These tables show distribution of billets ashore and afloat, according to rate and rating. Ratings not listed—CT, MA, MU, TD, AG (E-7, 8, 9), AC—and aviation pilots, TAR personnel, men designated limited duty category L-5 or L-6, and all enlisted women, are not assigned under Seavey-Shorvey. Assignments for these personnel are made on an individual basis by EPDOCONUS or BuPers. Billets for E-8s and E-9s are included in E-7 CPO billet listings. Billets for the service ratings (such as SOG) are included in the general (SO) listings.

	RATE	Total Sea Billets		Total Overseas Billets		Total Continental U. S. Shore Billets (includes District and Fleet Shore Duty, Instructor and Recruiting Duty, and BuPers Controlled Billets).											PRNC & SRNC
		LANT	PAC	LANT	PAC	1ND	3ND	4ND	5ND	6ND	8ND	9ND	11ND	12ND	13ND		
 Boatswain's Mate	BMC	713	641	131	215	60	43	35	99	131	25	95	157	62	20	61	
	BM1	983	934	80	185	30	40	43	69	104	35	101	118	71	33	86	
	BM2	1190	1250	112	212	27	32	24	99	115	31	40	172	78	24	66	
	BM3/SN	1446	1501	130	250	35	11	13	59	129	24	20	120	41	19	69	
 Quartermaster	QMC	444	318	27	54	38	24	14	38	35	19	38	44	28	13	21	
	QM1	532	416	22	45	12	18	6	33	47	29	62	32	24	12	21	
	QM2	624	516	19	56	15	8	11	33	13	5	22	31	20	4	21	
	QM3/SN	670	534	11	45	13	1	7	17	16	4	1	31	9	4	34	
 Signalman	SMC	99	104	4	7	8	9	8	18	33	16	57	73	15	3	7	
	SM1	484	451	2	11	8	1	13	17	32	19	62	51	9	7	13	
	SM2	636	622	5	18	4	6	3	15	59	20	5	23	14	2	14	
	SM3/SN	738	732	6	17	5	0	3	13	17	2	5	23	12	1	16	
 Radarman	RDC	229	237	12	10	17	10	5	30	18	4	58	65	52	0	7	
	RD1	604	596	16	26	22	5	11	49	44	13	85	97	24	7	6	
	RD2	1257	1181	21	25	12	15	21	48	47	15	33	76	25	6	10	
	RD3/SN	2550	2542	47	12	6	0	0	43	80	5	5	93	9	2	12	
 Sonarman	SOC	349	225	6	20	5	11	2	11	67	3	10	95	7	6	4	
	SO1	585	401	7	21	14	11	7	24	94	0	21	77	13	8	2	
	SO2	818	520	3	14	10	4	11	20	77	2	3	40	12	9	2	
	SO3/SN	1299	950	0	20	11	0	12	27	8	0	0	11	36	31	0	
 Torpedoman's Mate	TMC	231	94	22	38	13	38	9	17	51	5	13	34	8	7	8	
	TM1	589	320	23	54	9	61	9	25	57	3	21	29	11	14	5	
	TM2	560	235	30	60	21	41	4	16	58	3	8	29	7	15	3	
	TM3/SN	874	370	32	101	9	36	7	16	27	2	0	14	12	16	4	
 Gunner's Mate	GMC	344	367	26	64	26	21	25	57	69	45	114	139	19	12	28	
	GM1	712	711	40	86	18	18	20	95	75	57	97	102	34	14	25	
	GM2	960	990	39	95	20	11	19	101	92	27	33	126	31	23	23	
	GM3/SN	1369	1478	55	119	9	7	14	137	112	34	12	106	30	19	9	
 Fire Control Technician	FTC	373	298	18	26	14	21	8	116	18	11	59	53	47	1	9	
	FT1	765	553	9	14	15	23	12	153	23	13	76	47	52	4	6	
	FT2	777	654	2	19	2	13	13	48	18	16	5	25	20	4	4	
	FT3/SN	1334	1283	0	12	0	3	6	1	10	12	0	17	1	1	5	
 Missile Technician	MTC	110	36	2	11	0	1	1	50	10	2	1	14	52	2	4	
	MT1	119	47	0	14	0	8	0	53	27	6	1	15	27	0	0	
	MT2	224	72	0	19	0	2	0	26	27	6	1	22	7	0	0	
	MT3/SN	389	151	0	19	0	0	0	12	27	10	4	37	6	0	0	
 Mineman	MNC	8	2	7	24	0	3	0	5	15	0	1	4	0	5	5	
	MN1	16	2	7	30	0	2	0	5	15	0	0	4	2	1	4	
	MN2	21	3	11	47	0	2	0	12	16	0	0	5	2	4	2	
	MN3/SN	30	3	14	75	0	4	0	10	17	0	0	12	0	3	2	
 Electronics Technician	ETC	578	374	140	126	24	60	12	121	105	28	145	67	184	31	53	
	ET1	1160	693	173	188	41	54	17	141	164	42	146	85	204	56	72	
	ET2	1901	1253	225	255	38	47	20	95	176	41	39	112	109	45	77	
	ET3/SN	2378	1750	323	311	40	18	13	83	209	44	4	137	88	35	82	
 Data Systems Technician	DSC	6	5	0	7	0	0	0	25	3	0	1	16	40	0	5	
	DS1	11	13	0	13	0	0	0	19	6	0	0	16	41	0	7	
	DS2	19	25	0	24	0	0	0	14	5	0	0	13	3	0	5	
	DS3/SN	9	12	0	4	0	0	0	18	2	0	0	0	0	0	0	

Afloat According to Your Rate

Note that the number of billets at each location represent the total number for that area and some or all of them may be already filled by personnel who are just beginning their tours there. The waiting periods of a particular rating in a specific area will, of course, depend on when these billets will be vacated by personnel now filling them under the rotation program. Therefore, don't rest your hopes for shore duty in a particular spot on this table. Your best bet still is to indicate a general area of choice or "Anywhere USA."

	RATE	Total Sea Billets		Total Overseas Billets		Total Continental U. S. Shore Billets (includes District and Fleet Shore Duty, Instructor and Recruiting Duty, and BuPers Controlled Billets).											PRNC & SRNC
		LANT	PAC	LANT	PAC	1ND	3ND	4ND	5ND	6ND	8ND	9ND	11ND	12ND	13ND		
	IMC	19	14	0	1	0	0	1	1	4	1	6	0	1	0	0	
	IM1	27	17	4	5	1	2	0	4	2	0	4	1	1	0	0	
	IM2	42	28	2	6	0	3	0	2	2	0	0	6	2	1	1	
	IM3/SN	53	31	1	5	0	2	0	2	0	0	0	2	1	0	0	
	OMC	23	14	0	2	0	5	0	0	0	0	9	1	0	1	1	
	OM1	32	16	0	6	0	5	0	1	2	0	8	0	1	0	1	
	OM2	41	27	1	4	0	6	0	1	0	0	9	0	0	0	0	
	OM3/SN	68	38	0	8	0	6	0	3	0	0	0	1	0	3	0	
	RMC	603	463	302	310	41	27	23	196	74	59	40	179	92	17	134	
	RM1	1174	940	376	413	54	25	23	193	100	26	24	190	90	36	174	
	RM2	1597	1285	616	639	75	33	35	211	135	26	35	155	128	46	206	
	RM3/SN	3180	2874	1102	1232	103	33	35	370	214	52	23	246	259	61	242	
	YNC	392	326	193	210	37	37	29	157	88	45	64	100	64	18	244	
	YN1	560	427	268	365	58	55	38	218	157	60	94	201	97	25	335	
	YN2	715	619	261	420	80	82	70	326	251	76	174	271	156	47	292	
	YN3/SN	823	729	265	490	125	72	48	388	279	90	95	351	170	39	287	
	PNC	66	65	39	51	17	18	24	125	72	17	61	117	39	13	50	
	PN1	311	301	63	85	31	19	23	125	97	32	73	127	59	12	46	
	PN2	234	230	64	96	27	36	30	161	141	36	87	176	64	17	62	
	PN3/SN	403	413	87	147	41	30	28	165	165	36	81	265	113	22	64	
	SKC	385	340	132	186	42	26	29	68	77	20	34	64	48	20	39	
	SK1	803	637	142	247	30	25	17	79	86	22	25	91	44	14	47	
	SK2	863	814	180	278	41	25	27	97	129	18	25	112	52	23	42	
	SK3/SN	1147	988	216	299	50	29	25	111	123	32	49	117	58	15	57	
	DKC	40	36	31	34	9	8	9	22	21	12	12	22	10	5	10	
	DK1	229	209	39	57	14	9	5	27	29	8	3	25	11	7	12	
	DK2	196	172	36	40	10	7	8	40	40	7	8	42	19	5	18	
	DK3/SN	118	108	42	71	17	14	8	33	46	17	8	51	23	3	22	
	CSC	414	334	61	95	29	8	10	43	73	13	17	67	34	11	21	
	CS1	841	728	108	131	43	12	17	73	118	18	63	128	62	16	55	
	CS2	1044	921	143	203	53	21	21	128	182	34	120	177	93	21	72	
	CS3/SN	1335	1174	195	215	60	27	25	164	224	30	148	266	110	34	89	
	SHC	58	57	44	68	14	6	7	22	41	15	11	38	25	8	15	
	SH1	379	347	38	55	16	7	14	21	31	9	23	36	31	9	17	
	SH2	551	535	39	62	19	9	11	35	48	9	12	46	36	8	13	
	SH3/SN	807	742	37	70	22	6	10	38	40	6	11	58	38	7	6	
	JOC	6	8	12	15	7	2	1	9	11	2	9	8	4	1	13	
	JO1	10	12	11	23	3	1	3	7	10	5	12	11	4	2	13	
	JO2	29	31	12	22	1	3	2	15	13	3	7	13	7	1	12	
	JO3/SN	17	21	12	25	4	0	1	14	20	4	14	12	2	2	5	
	PCC	1	1	14	15	0	1	0	4	3	0	2	3	3	0	2	
	PC1	21	32	20	20	2	2	0	12	5	0	3	6	5	1	1	
	PC2	57	55	32	44	3	5	1	11	14	5	3	9	5	2	4	
	PC3/SN	316	300	42	52	1	6	1	11	10	2	9	16	7	3	4	
	LIC	19	11	4	3	1	0	0	5	0	0	4	1	0	0	4	
	LI1	41	37	11	5	3	0	0	8	2	1	1	2	0	0	7	
	LI2	27	28	8	12	1	0	1	16	0	0	0	2	1	0	11	
	LI3/SN	44	39	9	14	2	0	1	24	0	0	1	6	0	0	16	

	RATE	Total Sea Billets		Total Overseas Billets		Total Continental U. S. Shore Billets (includes District and Fleet Shore Duty, Instructor and Recruiting Duty, and BuPers Controlled Billets).										PRNC & SRNC	
		LANT	PAC	LANT	PAC	1ND	3ND	4ND	5ND	6ND	8ND	9ND	11ND	12ND	13ND		
Illustrator	DMC	2	0	3	7	1	0	0	9	3	2	1	9	0	1	6	
	Draftsman	DM1	12	7	12	15	2	7	1	15	10	1	6	16	5	1	16
		DM2	32	25	12	25	4	4	1	28	16	3	6	21	9	2	21
		DM3/SN	23	14	17	21	0	4	1	29	25	5	6	27	8	1	9
Machinist's Mate	MMC	1025	841	24	36	37	42	42	83	80	28	147	177	42	39	15	
		MM1	2044	1647	30	47	35	63	40	66	157	58	131	108	29	66	15
		MM2	2623	2117	30	37	24	58	28	81	178	38	47	69	35	51	26
		MM3/FN	3405	2839	44	23	40	25	24	79	98	31	26	82	74	21	31
Engineman	ENC	580	424	30	60	21	79	38	45	68	34	95	61	30	27	35	
		EN1	1179	907	65	139	31	79	27	58	101	42	94	116	63	41	47
		EN2	1473	1129	67	119	15	44	21	66	102	26	16	89	34	35	33
		EN3/FN	1800	1422	67	161	20	15	15	54	85	7	11	120	32	32	68
Machinery Repairman	MRC	60	52	9	11	1	5	6	7	7	2	17	25	10	5	10	
		MR1	354	290	7	24	6	15	6	14	27	3	10	31	5	2	7
		MR2	279	184	12	27	3	17	10	30	15	6	23	17	11	3	2
		MR3/FN	392	291	5	16	2	11	3	10	24	2	3	19	5	3	1
Boilermaker	BRC	31	33	0	2	1	0	13	1	3	2	6	15	0	0	3	
		BR1	211	192	2	0	5	9	10	8	4	5	18	1	1	1	3
Boilerman	BTC	512	493	16	14	38	17	24	35	53	30	77	111	24	20	11	
		BT1	833	802	7	6	35	28	40	33	77	39	108	72	30	32	24
		BT2	1472	1417	11	8	33	11	18	53	89	16	30	66	45	30	19
		BT3/FN	2215	2177	5	10	37	6	9	45	47	9	10	26	43	11	34
Electrician's Mate	EMC	737	584	14	34	25	78	26	30	58	16	103	105	40	37	13	
		EM1	1129	923	19	66	22	67	30	45	51	15	97	91	52	38	18
		EM2	1946	1503	40	107	23	62	28	62	69	8	36	79	38	34	32
		EM3/FN	2362	2003	32	96	12	18	19	40	57	8	4	58	41	26	29
I. C. Electrician	ICC	198	112	2	7	1	20	8	10	5	4	51	31	5	8	1	
		IC1	672	451	11	13	2	16	6	13	13	2	77	38	6	19	7
		IC2	940	702	5	19	10	16	9	14	15	4	16	27	12	14	9
		IC3/FN	1040	785	10	13	9	12	9	24	30	15	0	30	18	6	7
Shipfitter	SFC	422	361	6	31	9	22	25	24	27	12	42	82	8	8	12	
		SF1	732	609	12	49	12	45	26	29	43	9	65	89	28	6	11
		SF2	1115	931	13	58	3	57	20	24	18	5	23	49	19	17	14
		SF3/FN	1231	1039	12	60	5	36	15	23	23	6	4	47	17	11	7
Damage Controlman	DCC	82	87	21	32	12	5	16	19	28	3	7	30	31	5	12	
		DC1	401	376	22	43	9	8	14	19	27	5	8	38	21	5	15
		DC2	376	356	22	49	8	12	4	23	28	1	17	27	14	4	26
		DC3/FN	387	342	17	36	1	5	11	23	22	0	6	26	12	3	15
Patternmaker	PMC	6	11	0	1	0	0	3	1	0	0	3	2	0	0	0	
		PM1	20	8	0	0	0	0	0	0	0	0	1	1	0	1	
		PM2	19	14	0	0	0	0	0	0	4	0	0	2	0	1	
		PM3/FN	25	17	0	0	0	0	0	0	0	0	0	2	0	0	
Molder	MLC	16	14	0	0	0	0	0	0	0	1	8	3	0	0	0	
		ML1	13	11	0	1	0	1	0	1	0	0	4	3	0	0	
		ML2	22	14	1	0	0	0	0	5	0	0	0	3	0	0	
		ML3/FN	32	25	0	0	0	1	0	0	1	0	6	2	0	0	
Construction Electrician	CEC	18	21	21	17	5	1	0	2	3	4	12	10	4	3	12	
		CE1	43	26	33	34	7	2	1	5	4	1	11	13	0	0	14
		CE2	57	64	55	46	5	2	0	1	10	3	1	9	5	4	19
		CE3/CN	56	71	69	53	1	0	0	6	7	2	0	10	6	0	1
Equipment Operator	EOC	33	62	14	28	4	1	0	4	15	5	2	25	3	4	5	
		EO1	61	96	28	46	8	1	0	6	28	10	0	32	9	1	5
		EO2	76	100	44	73	4	2	1	14	67	15	1	46	13	2	7
		EO3/CN	102	122	67	86	5	2	2	11	76	29	0	48	15	0	11

		Total Sea Billets		Total Overseas Billets		Total Continental U. S. Shore Billets (includes District and Fleet Shore Duty, Instructor and Recruiting Duty, and BuPers Controlled Billets).											PRNC & SRNC
RATE		LANT	PAC	LANT	PAC	1ND	3ND	4ND	5ND	6ND	8ND	9ND	11ND	12ND	13ND		
Engineering Aid 	EAC	6	6	0	3	3	0	0	1	1	0	3	5	1	0	2	
	EA1	8	12	4	11	0	0	0	1	3	3	0	4	1	0	1	
	EA2	14	10	5	5	0	1	0	1	3	1	0	5	4	0	2	
	EA3/CN	15	24	5	5	1	0	0	1	1	1	0	4	3	0	0	
Construction Mechanic 	CMC	23	21	17	27	6	0	0	1	3	1	8	15	2	0	2	
	CM1	54	33	32	42	4	1	1	7	9	3	0	27	5	2	6	
	CM2	55	59	55	61	6	1	1	4	12	4	0	23	9	1	2	
	CM3/CN	89	74	48	49	6	0	1	1	12	5	0	32	7	2	1	
Builder 	BUC	39	61	29	29	11	1	0	9	6	9	20	31	7	1	4	
	BU1	73	107	27	43	13	6	3	16	5	8	10	26	13	4	3	
	BU2	104	135	32	45	5	0	2	5	6	4	6	16	4	1	1	
	BU3/CN	167	226	54	41	2	1	0	8	13	4	0	21	3	0	2	
Steelworker 	SWC	9	21	5	6	1	0	3	0	4	1	2	8	1	0	1	
	SW1	36	38	8	9	3	1	1	0	3	1	0	9	1	1	2	
	SW2	35	60	11	9	1	1	2	2	5	2	0	10	6	0	0	
	SW3/CN	52	73	18	13	2	0	0	1	1	0	0	12	1	0	0	
Utilities Man 	UTC	12	24	19	24	3	1	0	3	3	1	5	12	3	3	5	
	UT1	36	31	35	44	5	2	1	4	6	0	0	6	3	0	8	
	UT2	40	40	55	43	1	2	2	2	11	4	0	8	6	2	7	
	UT3/CN	71	67	56	41	1	0	1	3	10	4	0	4	6	2	1	
Aviation Machinist's Mate 	ADC	372	385	165	193	25	7	34	101	535	167	24	205	130	28	117	
	AD1	639	658	199	234	50	16	45	121	629	202	36	300	176	42	175	
	AD2	839	897	294	313	49	0	47	133	607	228	8	377	254	51	248	
	AD3/AN	1741	1884	513	540	105	2	78	228	1082	520	10	624	516	86	436	
Aviation Electronics Technician 	ATC	212	225	100	76	18	3	11	67	367	31	20	131	46	21	55	
	AT1	372	419	171	165	26	7	23	101	442	75	22	204	86	30	85	
	AT2	685	830	246	220	43	0	18	107	395	87	3	260	122	32	123	
	AT3/AN	1100	1507	565	336	45	0	31	107	466	191	2	372	203	47	146	
Aviation ASW Technician 	AXC	73	67	2	4	0	0	0	2	58	0	0	17	0	0	4	
	AX1	168	153	7	8	1	0	0	0	82	0	0	31	4	0	5	
	AX2	242	230	14	14	1	0	0	1	78	0	0	30	2	2	6	
	AX3/AN	495	470	27	25	10	0	3	12	88	0	0	82	11	2	20	
Aviation Ordnanceman 	AOC	128	149	22	23	7	2	4	25	100	18	7	52	31	10	11	
	AO1	222	267	33	43	12	3	7	25	129	26	13	88	55	14	17	
	AO2	363	422	44	58	19	0	4	32	104	37	1	117	70	13	23	
	AO3/AN	851	1082	101	90	26	0	11	68	173	72	0	220	140	27	45	
Aviation Fire Control Tech. 	AQC	54	57	2	7	1	2	3	13	98	4	3	26	4	13	4	
	AQ1	83	93	5	11	0	2	2	23	128	5	1	42	4	15	9	
	AQ2	132	146	7	18	0	0	0	23	85	12	0	69	5	22	10	
	AQ3/AN	276	280	11	16	0	0	0	44	100	18	0	125	4	41	12	
Aviation Boatswain's Mate 	ABC	95	116	35	27	6	3	41	22	61	12	12	33	15	3	17	
	AB1	234	254	56	48	2	2	46	20	76	23	13	43	32	8	22	
	AB2	394	422	73	64	10	0	36	34	80	31	0	65	57	11	30	
	AB3/AN	456	549	110	84	13	0	36	39	147	33	3	73	78	8	31	
Aviation Electrician's Mate 	AEC	155	159	41	43	3	2	10	32	222	31	7	66	42	10	27	
	AE1	283	307	73	89	16	4	16	53	310	86	13	138	107	15	64	
	AE2	454	502	114	129	20	3	19	64	297	100	1	189	136	17	83	
	AE3/AN	997	1090	238	209	35	1	23	99	493	199	1	335	214	34	148	
Aviation Structural Mechanic 	AMC	241	242	70	81	14	5	18	43	286	98	19	109	68	16	46	
	AM1	417	434	122	153	27	7	21	71	515	203	22	205	141	31	98	
	AM2	643	704	168	236	31	0	31	83	506	242	2	302	211	41	127	
	AM3/AN	1285	1439	347	395	52	1	35	159	914	492	3	526	445	79	300	
Parachute Rigger 	PRC	22	18	12	18	2	0	16	11	34	10	2	22	10	4	9	
	PR1	87	97	16	22	6	1	33	12	57	16	2	45	17	7	12	
	PR2	92	109	24	25	8	0	8	19	80	22	1	52	30	9	20	
	PR3/AN	136	153	32	41	9	0	6	20	86	29	0	80	45	9	29	

Examples of how to fill in your Rotation Data Card



SEAVEY ROTATION DATA CARD

SEA TO SHORE

Home port numbered codes here indicate that Jones desires shore duty within the continental U. S. In the Seavey home port codes represent broad type of duty preferred.

Lettered codes for cities where Naval activities are located, such as LLF—Lemoore, KSD—San Diego, MSE—Seattle. Jones indicates in these blocks his location preferences for shore duty.

JONES indicated in 4th choice he would like duty "anywhere west of Mississippi."

EVALUATION CODE
Filled in by Jones CO. Evaluation shown here taken from enlisted performance record and converted to code. "1" represents outstanding, etc.

CAREER HISTORY

Covers approximately 10 years' naval service. Numbers indicate period served on board ship or station. When this card was submitted for Jones, he was attached to an attack squadron. The first code indicates he has served on board 23 months. His squadron is based in "W" San Francisco. Before this he was attached to a CVA based in San Diego.—etc.

OPERATION

Jones' CO has indicated that the squadron will be operating on a heavy schedule and that Jones' services are urgently required from July through September.

Identifying information: name, rate, etc., punched and printed by PAMI.

PAMI mailed card this date.

Date commenced sea tour.

ROTATION DATA CARD

DO NOT FOLD, SPINDLE, OR MUTILATE

SPECIAL QUALIFICATIONS

Jones is a qualified F8 mechanic. Other qualifications might be "fuel," "AEW," etc.

ADDITIONAL REMARKS

Information that Jones or his CO wish to bring to the attention of the assignment officers. Jones desires duty with his brother. VA-122 is based in Lemoore, Jones' first choice.

Born 1929.



SHORVEY ROTATION DATA CARD

SHORE TO SEA

When Smith goes to sea he wants to be based in Norfolk. However, if he can't have the East Coast, then he prefers a West Coast ship based in San Diego.

DUTY CHOICES
For sea duty Smith wants an AD, GG or AGC in that order.

EVALUATION CODE
Filled in by Smith's CO. Evaluation shown here taken from enlisted performance record and converted to code. "1" represents outstanding, etc.

OVERSEAS CHOICE
If he must go overseas, he wants to go to England.

CAREER HISTORY

In this space Smith's history of tours completed before 1 Feb 1961 is shown in number and letter codes. Tours completed after 1 Feb 61 are automatically coded by machine and kept on file in BuPers.

ROTATION DATA CARD

DO NOT FOLD, SPINDLE, OR MUTILATE

Identifying information: name, rate, etc., punched and printed by PAMI.

Date shore tour expires

ROTATION DATA CARD

DO NOT FOLD, SPINDLE, OR MUTILATE

SPECIAL CATEGORY

Indicates Smith is on instructor duty.

Smith has been selected for commissioned grade, and his CO wishes to bring this to the attention of the distribution officers.

Key step in SEAVEY/SHORVEY Rotation Program is filling out your rotation data card aboard your activity. Information from these cards is used in making all sea and shore assignments.

For breakdown of full meaning of all codes used see the **Enlisted Transfer Manual**, Chapter 25.

RATE	Total Sea Billets		Total Overseas Billets		Total Continental U. S. Shore Billets (includes District and Fleet Shore Duty, Instructor and Recruiting Duty, and BuPers Controlled Billets).										PRNC & SRNC	
	LANT	PAC	LANT	PAC	1ND	3ND	4ND	5ND	6ND	8ND	9ND	11ND	12ND	13ND		
 Aerographer's Mate	AG1	80	65	41	64	7	1	22	24	35	14	2	25	17	5	17
	AG2	85	73	64	90	9	0	6	28	44	13	1	38	27	5	21
	AG3/AN	87	101	105	134	12	0	8	53	74	18	1	37	47	7	18
 Aviation Storekeeper	AKC	36	39	39	42	9	2	13	35	70	30	1	42	21	9	11
	AK1	100	118	60	60	13	2	13	48	92	34	5	61	49	11	25
	AK2	118	141	85	84	25	0	17	63	145	32	2	100	66	20	37
	AK3/AN	184	220	114	103	21	0	22	83	155	52	0	122	91	16	60
 Aviation Maint. Administration-man	AZC	10	2	1	1	0	0	0	0	14	0	1	1	0	0	1
	AZ1	45	34	7	7	0	0	0	1	25	9	0	4	1	0	3
	AZ2	62	45	9	13	0	0	0	1	35	12	0	3	1	0	1
	AZ3/AN	68	47	9	16	0	0	0	2	42	12	0	8	3	0	3
 Photographer's Mate	PHC	53	37	16	31	6	1	4	12	55	3	4	27	5	1	44
	PH1	105	93	25	56	4	6	9	21	66	9	5	48	13	3	100
	PH2	183	136	39	77	4	3	7	30	59	10	4	62	13	2	125
	PH3/AN	166	122	40	104	6	5	7	30	66	15	5	75	24	1	164
 Photographic Intelligenceman	PTC	8	9	5	6	0	0	0	6	3	0	3	0	1	2	14
	PT1	19	21	6	19	2	0	0	12	7	0	4	0	2	1	10
	PT2	21	25	9	10	0	0	0	14	7	0	1	1	1	0	20
	PT3/AN	37	42	1	20	0	0	0	11	6	0	3	3	1	1	17
 Hospital Corpsman	HMC	571	520	71	123	60	113	93	155	183	69	171	214	110	38	223
	HM1	513	598	103	212	96	122	109	205	269	63	152	290	161	39	263
	HM2	424	612	125	238	131	97	103	252	298	62	124	349	178	40	253
	HM3/HN	963	1581	265	580	552	381	390	892	1135	167	484	1425	553	145	669
 Dental Technician	DTC	29	26	10	21	8	9	5	24	20	4	12	43	10	1	28
	DT1	61	69	22	41	13	7	5	28	38	8	14	62	22	4	34
	DT2	83	85	27	40	18	12	9	40	47	7	20	80	25	6	39
	DT3/DN	184	197	53	94	55	35	24	136	155	19	75	292	62	15	140
 Steward	SDC	146	135	27	43	12	9	11	31	42	14	7	35	17	4	59
	SD1	532	446	41	64	18	8	14	40	66	22	12	53	35	7	58
	SD2	534	524	58	73	23	9	14	73	114	28	18	67	42	11	64
	SD3/TN	3748	3528	235	304	115	78	40	264	579	135	88	273	176	41	480

List of Motion Pictures Available to Ships and Bases

The latest list of 16-mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

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

Dead Ringer (2594): Drama; Peter Lawford, Bette Davis.

The Hellfire Club (2595): Melodrama; Keith Michell, Adrienne Corri.

The Eyes of Annie Jones (2596): Mystery Drama; Richard Conte, Francesca Annis.

The Sword in the Stone (2597) (C): Cartoon; Character Animation.

Viva Las Vegas (2598) (C) (WS): Musical; Elvis Presley, Ann Margret.

Shock Treatment (2599) (WS):

Stuart Whitman, Carol Lynley.

A Yank in Viet Nam (2600); Marshall Thompson, Enrique Magalona.

He Rides Tall (2601); Dan Dur-yea, Jo Morrow.

Sunset Boulevard (2602); William Holden, Gloria Swanson (Re-Issue).

East of Eden (2603); James Dean, Julie Harris (Re-Issue).

War Bonnet (2604); Charlton Heston, Susan Morrow (Re-Issue).

Last of the Buccaneers (2605); Paul Henried, Jack Oakie (Re-Issue).

Vice and Virtue (2606) (WS); Catherine Deneuve, Annie Girardot.

The Crimson Blade (2607) (C) (WS); Drama; Lionel Jeffries, Oliver Reed.

Act One (2608); Comedy Drama; Jason Robards, Jr., George Hamilton.

Seven Days in May (2609); Burt Lancaster, Kirk Douglas.

King Richard and the Crusaders (2610); Rex Harrison, Virginia Mayo (Re-Issue).

Road to Zanzibar (2611); Bing Crosby, Bob Hope (Re-Issue).

The Ghost Breakers (2612); Bob Hope, Paulette Goddard (Re-Issue).

Huckleberry Finn (2613); Jackie Coogan, Junior Durkin (Re-Issue).

For Those Who Think Young (2614) (C) (WS): Comedy Drama; James Darren, Pamela Tiffin.

The Incredible Mr. Limpet (2615) (C): Comedy; Don Knotts.

Soldier in the Rain (2616); Comedy Drama; Steve McQueen, Tuesday Weld.

Four For Texas (2617) (C): Comedy Drama; Frank Sinatra, Dean Martin.

Dam Busters (2618) Richard Todd, Ursula Jeans (Re-Issue).

THE WORD

Frank, Authentic Advance Information On Policy—Straight from Headquarters

• **NEW EXAMS**—The first part of this month, the U. S. Naval Examining Center at Great Lakes, Ill., will send Navy commands two examinations for each of the general apprenticeships in pay grade E-3 for the following ratings: AN, CN, DN, FN, HN, SN, SN(W) and TN.

Each examination will have a total of 150 items (100 professional and 50 military) based on the *Manual of Qualifications for Advancement in Rating*. The examinations will come complete with instructions and scoring keys.

Although it isn't mandatory that the examinations be used, commands are encouraged, for the sake of uniformity, to use them whenever possible.

Hereafter, the examinations will be revised and forwarded each year. The examination booklets for advancement to pay grade E-3 sent to Navy commands in July 1961 should be burned.

• **YN SHORTHAND** — Yeomen no longer need training in shorthand as a requirement for advancement to pay grades E-6 and E-7. Effective 1 July, the stenographic requirements are eliminated.

There's still, however, a need for YNs with stenographic ability, though in numbers much less than now provided. As a result, two new class "C" shorthand schools will be opened in San Diego, Calif., and Bainbridge, Md. Only the most promising YNs (E-5 and above) will

be nominated to attend. Classes at the new schools will convene quarterly with a quota of 10 YNs for each.

As a result of the discontinued stenographic requirements the YN "B" school will be shortened from 13 to seven weeks, and the present class "C" stenography school will be discontinued.

In spite of the discontinuation of the stenographic requirement, it might be borne in mind that yeomen who have stenographic skills will enjoy a better than average advancement opportunity through pay grades E-9 and in their selection to warrant or limited duty officer.

Two NECs have been established to identify those requiring shorthand skills: YN-2513, Court Reporter, Stenographic; and YN 2514, High Speed Stenographer.

• **WEIGHT CONTROL** — Slim down or ship out. This, in effect, is what overweight Navymen and women have been told in a new directive on weight control.

Commanding officers will give obese enlisted personnel six months to slim down to standards or leave the service with an unsuitability discharge.

Those who might be classified "Disqualified Obesity" are enlisted men and women who match up with any two of the following:

- Over the maximum allowable weight for enlistment.

- Can't pass physical fitness tests due to obesity.

- Present an unsuitable military appearance due to obesity.

Those who are squeezed into the "DO" category will first be examined by a medical officer. It will be determined whether the obese condition is due to unusual body structure, underlying abnormality, or simply because the chubby Navyman eats too much. It will then be determined how the obesity affects health or physical fitness and whether a diet and exercise would be appropriate.

If a diet and exercise schedule is ordered, the chubby Navyman will have six months to get down to standards. If at the end of six months the obese condition still exists, discharge will be recommended.

Details on these and other aspects of the "DO" approach to weight control are contained in BuPers Inst. 6100.6.

• **NAVY EMBLEM**—Now there is an official Navy emblem (not to be confused with the official Navy seal).

The official emblem has been designed and adopted by the Navy in response to numerous requests from individuals and commercial firms.

It is specifically intended to be reproduced for use on items such as stationery, clothing and jewelry which would normally be sold by Navy exchanges or by commercial firms.

Necessary controls over the use of the Navy emblem will be instituted to insure that it will not be used in such a way as to reflect unfavorably on the Navy or its personnel.

The Chief of Naval Operations has published the following regulations which govern the use of the emblem by commercial firms:



DON'T BE A CRAB—There's a whale of a lot of information in ALL HANDS—share it with nine other shipmates.

Civilian firms desiring to reproduce the Navy emblem for use on commercial products must obtain approval from the Director, Navy Publications and Printing Service, for reproduction by printing processes; and from the Chief, Bureau of Supplies and Accounts (Code OU) for reproduction by other than printing processes, for use on merchandise.

OpNav Inst. 5030.11A sets forth the regulations governing the use of the emblem, and contains an enclosure which depicts the emblem and gives the color scheme.

• **GOOD CONDUCT MEDALS** —

Service eligibility requirements for the Good Conduct medal or award have been changed from three years to four. Although the change was effective 1 Nov 1963 a considerable number of inquiries on the subject are still being received in the Bureau.

According to the *Navy and Marine Corps Awards Manual* (NavPers 15790), the only exceptions to the rule are minority cruises. If a Navyman completes a minority cruise and meets the good conduct requirements he is eligible to receive the medal even though he has not served four years.

Even though your service began before 1 Nov 1963, you will still be subject to the four-year ruling. For instance, if your period of eligibility began on 14 Nov 1960, you would be entitled to receive the medal or subsequent award on 13 Nov 1964, providing you meet the additional requirements.

• **FIRE CONTROL "C" SCHOOL**—

Applicants for the MK-68 Fire Control Systems class "C" school are now required to have a minimum of six years' total obligated service. Under the new rule, first term Navy-men must either reenlist or extend their enlistments so that the combination of time served and time obligated will be six or more years.

The new requirement is contained in BuPers Instruction 1510.99.

In addition to the obligated service requirement, applicants must have a confidential clearance.

The 18-week course features complete maintenance training in the operational, alignment, corrective and preventive phases. Operating skills are not emphasized.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current *Alnavs* as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section.

Alnavs apply to all Navy and Marine Corps commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 6 — In connection with applications to Naval Preparatory School of prospective candidates to the U.S. Naval Academy, announced that the deadline for ordering examinations from the Naval Examining Center had been extended to 17 April.

Instructions

No. 2200.1 — Establishes policy and guidance for certifying and recertifying cryptographic maintenance personnel to maintain and repair cryptographic equipment.

No. 6100.6 — Amplifies weight control measures and establishes a means whereby commands may enforce weight reduction for enlisted personnel who are obese.

Notices

No. 6420 (25 March) — Supplements *BuMed Manual* with established waiver criteria of visual requirements for submarine training and duty for enlisted personnel.

No. 1418 (27 March) — Announced the schedule for substitute Navy-wide examinations for ad-

vancement to SD2 and SD3 held 19 May.

No. 1418 (1 April) — Announced the availability of examinations to be used for advancement in rate to pay grade E-3.

No. 1306 (3 April) — Clarifies the length of normal shore tours for personnel of AQ, AK and PT ratings.

No. 1430 (3 April) — Announced the names of those advanced in rating to Chief Petty Officer, acting appointment.

No. 1133 (22 April) — Offered further guidance in connection with obligated service requirements for enlisted personnel who are selected, ordered or who request service schools.

No. 1650 (27 April) — Provided instructions for the requisition and distribution of the Antarctica Service Medal and attachments, now available for distribution.

No. 1414 (28 April) — Announced the deletion of stenographic requirements for advancement to the YN rating, and the plan to establish two new Class "C" high-speed stenography schools.

No. 7720 (28 April) — Discussed policy concerning multiple payments of incentive pay.

No. 7000 (29 April) — Established procedures for accomplishing a service-wide verification of Pay Entry Base Date for enlisted personnel.

Navy Regs, One Century Ago

What was the old Navy really like?

Some idea may be found in the yellowed pages of an 1865 version of Navy Regulations, a copy of which is owned by H. D. Clark, ATC. The ancient Regs, which Chief Clark inherited from his father, says much to indicate the Navy has changed considerably during the past 100 years. For example:

• Every officer, or man, on reaching the

quarterdeck, either from a boat or below, or on leaving it to go over the side, is to salute it by raising his cap, and this is to be acknowledged in return, and in the same way, by all the officers of the watch at hand.

• The Commanding Officer will permit a lighted lantern to be hung up in a suitable place during meal hours, and after evening quarters until tattoo, or the setting of the watch, from which pipes or cigars may be lighted. No pipes or cigars shall be lighted at the galley or on the berth deck.

• The Commanding Officer when in port may cause fresh meat and vegetables to be issued to the crew, not exceeding four days in the week, unless the Surgeon may recommend more frequent issue as necessary to their health.

• Boys shall not be enlisted under thirteen years of age, nor under four feet eight inches in height, unless as apprentices . . .

• Within the United States leave of absence for a longer time than one week will only be granted by the Secretary of the Navy, except in cases of great emergency, which must be immediately reported to him.



BOOKS

PERILOUS BUT EXCITING TIMES REFLECTED IN MONTH'S LIST

IT IS MAINTAINED by some historians that battles—not to mention entire wars—are usually shaped by events, and that the alleged leaders are swept along almost as helplessly as those under their command.

Not necessarily so, says Correlli Barnett in **The Swordbearers**. He insists that individual human character has a decisive effect upon events and, to maintain his position, assesses the character of four World War I leaders—two German, one French and one English—and their influence upon the outcome of the war. Through pictures of Moltke, Jellicoe, Petain and Ludendorff as they face their crises, and through their relations with colleagues, politicians and subordinates, Barnett shows us the entire panorama of the war and how these men affected the result. As he sees it, Moltke, the sensitive man in poor health became a weeping wreck as the German invasion of France slowed to a standstill before the battle of the Marne; Admiral Jellicoe, the cool, professional sailor, led into battle a fleet he knew to be inferior; Petain, another cool realist, saved the French army from collapse during the mutinies of 1917; Ludendorff—who personified the qualities of modern Germany—by his eventual loss of self-control, permitted the decisive battles of 1918 to be lost within his own headquarters. Whether or not you agree with his conclusions, Barnett makes a good case. And is readable, to boot.

If men do not control events, what about implements—hardware? Did the atom bomb end World War II? Will it end WW III? If so, what about the implements—or concepts, if you will—just now appearing on the scene? What about the dream of every science-fiction writer, the death ray? We won't go so far as to suggest that the laser might, become a death ray, but who is to say it will not? In any event, just about everything presently known on the subject of the laser is discussed in **The Story of the Laser**, by John M. Carroll, the managing editor of *Electronics*. He describes with clarity and precision the "coherent" light beam which may well be our next miracle of science. It has tre-

mendous possibilities for defense, industry, medicine and other related fields, and Carroll makes clear the present achievements of the laser and its tremendous potentialities.

With these cheerful thoughts we can turn to **Legion of Strangers** by Charles Mercer, almost indulgently. At the moment, the French Foreign Legion is regarded as a quaint anachronism. Perhaps for the more perceptive readers, the author has an important story to tell. Although he describes in excellent detail some of the more famous exploits of the Legion, those who are interested in questions of leadership in the Navy might give careful attention to the problem of converting men with no common background or loyalties, men with widely diverse moral and intellectual standards, men from every walk of life, into one of the tightest knit, most effective fighting machines known. How would you go about the job?

Strangers on a Bridge, by James B. Donovan, is also a thought-provoker. This is the story of the arrest, defense, imprisonment and exchange of Rudolf I. Abel, spy and, for years, chief of Soviet espionage in the United States. The story is told by his defense attorney, who describes in impressive detail the steps taken (these steps were taken as far as the Supreme Court) to ensure a fair trial for a known enemy charged with a capital offense. The actual details of the exchange of Abel for the U-2 pilot Gary Powers and Yale student Frederick L. Pryor, builds up into a nice climax.

Another cliffhanger is **Four Against Everest**, by Woodrow Wilson Sayre. Don't be deceived. Although this is one more mountain climbing book,

All-Navy Cartoon Contest
Joseph J. Hanzel, AE3, USN



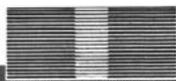
it has a twist. The four tackle the toughest approach to the (possibly) toughest mountain in the world without official backing and a very minimum of equipment and money. Since they didn't swing enough weight to get permission from the Chinese Government of Tibet, they went without that, too. Despite the apparent casualness of the preparation, they came so close to success as to make no never mind. Makes one rather wonder about the heavy-weight, elaborate expeditions who did no better. Especially worth reading because of Sayer's comment about the philosophy of climbing. He also knows how to write.

Just to round out the month's reading list, you might want to try George Gamow's **A Star Called the Sun**. Somewhat more than 20 years ago, Dr. Gamow published *The Birth and Death of the Sun* in which he introduced to the general reader many new concepts related to large-scale liberation of nuclear energy and its influence on the evolution of the sun and other stars. It has since been reprinted many times. But in this period, however, great progress has been made in solar research—so much so that many portions of the earlier book have become obsolete. *A Star* brings you up to date.

Fiction also shows a wide range of interests this month. By a coincidence which cannot be considered very strange, **Convention**, by Fletcher Knebel and Charles W. Bailey II tells you all about presidential conventions in this year of presidential conventions. The villain in this instance is a computer, manipulated, of course, by other villains. The mechanics of the convention hall and the wiles of female and male politicians, as described in *Convention*, make you glad this is only fiction.

Compared to present-day traumas, **The Big Knives** by Bruce Lancaster makes everything seem so simple. Touching upon a relatively little known aspect of colonial history, Lancaster pays his respects to George Rogers Clark. With less than 200 men, Clark had vague orders to capture the settlements of Illinois from the British and Indians. His orders failed to mention how he was to do this with no more than a modicum of money and munitions. Told with the customary Lancaster flair, well salted with local color.

DECORATIONS & CITATIONS



DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ SMEDBERG, WILLIAM R., III, VADM, USN, for service as Chief of Naval Personnel and Deputy Chief of Naval Operations (Personnel and Naval Reserve) from February 1960 through February 1964. Exercising dynamic leadership, keen foresight, and outstanding professional competence in meeting the challenge of manning a growing, complex, highly technical Navy during this critical period, VADM Smedberg initiated and vigorously pursued programs of far-reaching significance to improve the quality, standards, and morale of Navy personnel and to provide them with adequate compensation, benefits, and equal opportunity. In addition to the retention of far greater numbers of highly qualified personnel than heretofore, with concomitant savings to the Government in training replacement costs, these programs have made a positive impact on continuing efforts to maintain and increase the over-all efficiency, effectiveness and stability of the naval organization. Through his exceptional administrative ability, sound judgment and deep understanding of people and the importance of the role played by the individual in meeting the Navy's objectives and accomplishing its goals, VADM Smedberg attained a distinguished record of achievement.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ FOSTER, JOHN H., LTJG, USN, for heroic conduct on 4 Jan 1964 while serving on board *uss Locator* (AGR 6) in northeast Pacific waters. When large waves swamped and capsized the port motor whaleboat while it was about to be hoisted aboard the *Locator*, causing the crew of seven to be washed overboard, LTJG Foster quickly removed his outer clothing, donned a lifejacket,

and dived over the fantail of the *Locator* into the icy and heavy seas to go to the assistance of one of the victims, who appeared to be stunned and was drifting away from the rescue area. Swimming approximately 300 yards in the face of 10-foot waves and 30-knot winds, LTJG Foster reached the side of the exhausted man and succeeded in towing him back toward the vessel where a shipmate aided him in completing the rescue. Having been in the frigid water over 30 minutes, LTJG Foster, himself, was suffering from exposure, muscular cramps and exhaustion.

★ MANNION, PATRICK J., MM2, USN, for heroic conduct on 19 Dec 1960 while serving on board *uss Remy* (DD 688). As a member of *Remy's* rescue and assistance detail, which was sent to aid in fighting a fire on board *uss Constellation* (CVA 64) at Pier J, New York Naval Shipyard, Brooklyn, N. Y., Mannion unhesitatingly descended to the second deck, port side, of the burning ship and moved several injured men to safety. After this rescue, in the face of intense heat and heavy smoke, he assisted in removing two injured men and several other casualties from an area adjacent to and below the center of the fire. Three and one-half hours later, after assisting in still other rescues and manning a hose at the center of the fire, Mannion succumbed to smoke and heat, and was carried unconscious from the ship, only to return later and continue searching for and removing casualties for another two hours.

★ NORTON, ARTHUR L., QMC, USN, for heroism on 26 Aug 1963 while serving on board *Uss Grayback* (SSG 574) at sea. When a fire occurred in the after battery crew's berthing compartment, filling the space with smoke within one or two minutes, Norton, as Chief of the Boat, alerted personnel in his portion of the compartment and supervised their exit. Remaining in the compartment, he reported the casualty by telephone and continued to direct the abandonment of the space until it was no longer tenable and he was forced to leave. Moments later, he re-entered the smoke-filled compartment, discovered two men who had become overcome by smoke, called for assistance to drag one of the men to safety, and personally carried the other victim out of the compartment.

★ PEREZ, ASTRO A., BM1, USN, for heroic conduct on the night of 29 Nov 1963 while serving on board *uss Petrel* (ASR 14). As a member of *Petrel's* volunteer rescue and recovery party, which was organized to attempt the rescue of survivors of a yacht which had sunk in storm-tossed waters approximately 50 miles southeast of Charleston, S. C., Sea Buoy, Perez dived from the main deck of *Petrel* into the extremely heavy seas, swam to the side of two survivors, one of whom appeared lifeless, and aided in the recovery of both men. In risking his own life to save the lives of others, Perez displayed exceptional courage and selflessness.

★ RUTLEDGE, JOHN F., MMCS, USN, for heroic conduct on 19 Dec 1960 while serving on board *uss Remy* (DD 688). As Chief Petty Officer in charge of a rescue and assistance detail, which was sent by *Remy* to aid in fighting a fire on board *uss Constellation* (CVA 64) at Pier J, New York Naval Shipyard, Brooklyn, N. Y., Rutledge boarded the burning ship at the hangar deck, where the fire had originated and was burning most fiercely, and directed the efforts of his unit in the dense smoke and extreme heat until relieved about two hours later by members of the New York City Fire Department. After this initial effort, and in spite of exhaustion, freezing temperatures and wet clothing, Rutledge remained at the scene for four more hours to direct his rescue teams and to assist in removing the dead and injured from the burning carrier.

★ VALOIS, DONALD J., SF2, USN, for heroic conduct on 19 Dec 1960 while serving on board *uss Remy* (DD 688). As a member of *Remy's* rescue and assistance detail, which was sent to aid in fighting a fire on board *uss Constellation* (CVA 64) at Pier J, New York Naval Shipyard, Brooklyn, N. Y., Valois unhesitatingly descended to the second deck in the after section of the burning ship and carried an injured man to safety. After this rescue, he removed a second injured man from an area above the hangar deck in the face of intense heat and heavy smoke. He then assisted in removing several more casualties from this area. Finally, though partially overcome by smoke, and suffering from heat and exhaustion, he carried an unconscious teammate off the ship to safety.

TAFFRAIL TALK

AS YOU MAY HAVE NOTICED, ALL HANDS attempts to brief you on living conditions overseas from time to time. We would be the first to admit that some of these reports lack a certain element of realism but, on the other hand, not everybody sees a given situation in the same light.

With this in mind, we'd like to pass on to you *USS Galveston's* (CLG 3) report on living conditions in San Diego which, by the time you read this, she will have briefly visited after a long cruise in Japan. We quote in part:

San Diego (pronounced San-Dee-Ay-Go) is a friendly little fishing village located on the east shore of a large crescent-shaped bay bearing the same name. It has a population of 39,578 (based upon the 1910 census—the latest information we have. It may be somewhat larger by now). To the northward lies a movie-making city called Hollywood, which has a rather large suburb named Los Angeles (pronounced L. A.).

San Diego has subtropical climate but with sparse rainfall. The U. S. Navy has a small airstrip across from San Diego on a promontory called North Island. Also across from San Diego is an even smaller and sleepier fishing village called Coronado. Very little is known about this village.

The inhabitants are inquisitive, excitable and, above all, friendly. You will notice on arrival that large numbers of them, principally female, will exhibit their inquisitiveness by being on the pier when we arrive. They will be raised to a high pitch of excitement by such a commonplace event as our arrival. They will scream, squeal and wave their arms wildly. An occasional, but restrained, return wave is not only proper, but expected.

After we have moored, large numbers of them will swarm aboard closely followed by their young. (They frequently call their young "thosedarnkids"—a term which we are trying to find the meaning of.)

As if by pre-arranged plan, each of them will single out one of our ship's company, run up to him, and show great signs of affection. If two of them so approach you, we suggest that you retire promptly, with as much dignity as possible.

Their young will mimic their mothers and jump up and down and throw their arms around you. This is perfectly proper. If you are one of those to whom a female and young children exhibit their friendliness, it is prudent to respond in a gracious manner and to pick up one or more of the young.

Those of you who are not so favored may be envious of your shipmates who have been singled out, but perhaps you will be so greeted next time we visit San Diego.

When dining out, the waitress will place a series of metal utensils in front of you. These are called "knives" (for cutting), "forks" (for spearing the food and putting it into your mouth) and "spoons" (for putting liquids in your mouth). They are not as easy to use as chopsticks but, with a little practice, you can become quite proficient.

Although it will be difficult to get sushi, sukiyaki, tempura or rice ashore, be sure to try the typical American dishes like pizza, tacos, goulash, sauerbraten and smorgasbord.

Sounds like an interesting place to visit, but we don't think we'd like to live there.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

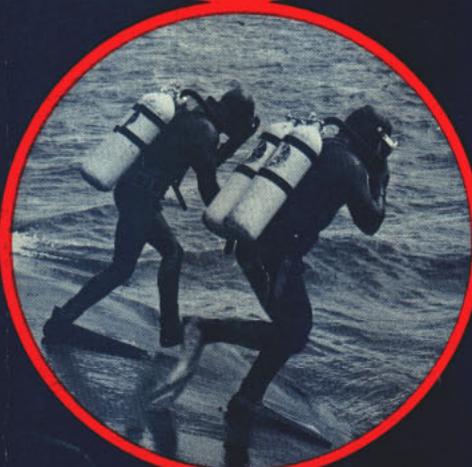
Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington 25, D. C.

• **AT RIGHT: FULL HOUSE**—Harbor tugs maneuver the attack carrier **USS Constellation** (CVA 64) into berth filling the quay wall at NAS, North Island. When photo was taken, already berthed were **USS Kitty Hawk** (CVA 63) and **USS Ticonderoga** (CVA 14).



VERSATILE

...



THE U.S. NAVYMAN