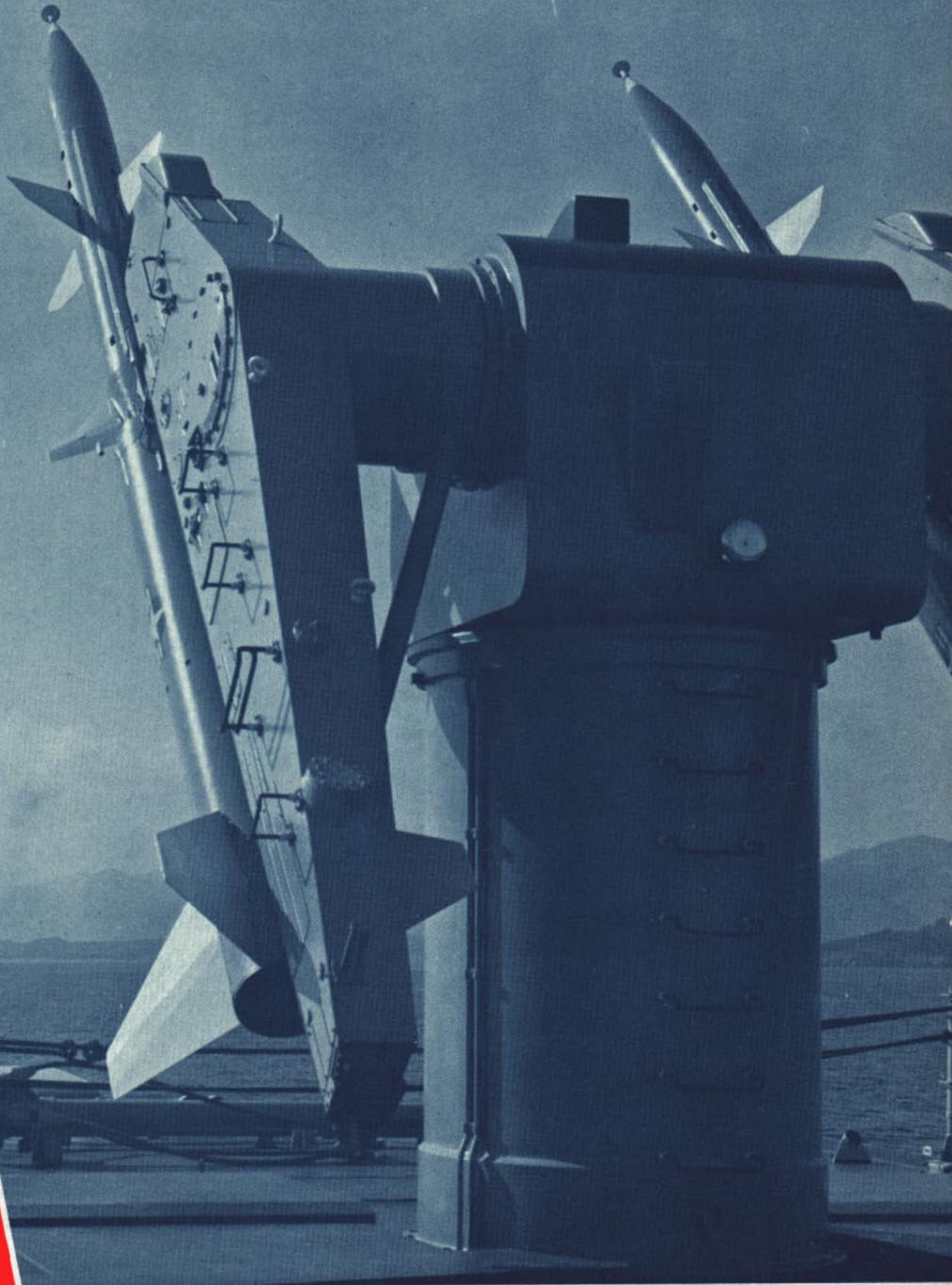


★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

in this issue:
**U.S. NAVY
IN VIETNAM**



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

SEPTEMBER 1964





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

SEPTEMBER 1964

Nav-Pers-O

NUMBER 572

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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

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John A. Oudine, Editor

Associate Editors

G. Vern Blasdell, News

Jerry Wolff, Research

Don Addor, Layout & Art

French Crawford Smith, Reserve

• **FRONT COVER:** SENTINELS OF THE SEA—Maintaining an around-the-clock watch, and ready to sail anywhere on the seven seas, Navy ships are a bulwark of the free world. Here, a Terrier missile mount on a cruiser guards the skies over an aircraft carrier.

• **AT LEFT:** BOARD WORK—Constant training keeps our Fleet forces at the peak of readiness. Here, crew members in USS Midway (CVA 41) maintain vertical plot in combat information center during exercises in the Pacific.

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





ON PATROL—USS *Turner Joy* was one of first ships on scene. Below: USS *Ticonderoga* provided air cover.



Navy

Events involving Fleet units in the vicinity of Vietnam were unfolding rapidly, but the situation was well in hand when ALL HANDS went to press. These events have been widely reported by news media. Following is a report on the situation as it stood late last month.

TORPEDO ATTACKS against two Navy destroyers patrolling in the Gulf of Tonkin off North Vietnam point up the way "readiness" enables Seventh Fleet units to deal with unexpected situations in the world's hot spots.

Three details of the first incident that developed in the pre-dawn hours of 2 Aug 1964, when USS *Maddox* (DD 731) was attacked, are especially notable:

- Neither *Maddox* nor her crew sustained damage or injuries during the surprise attack by three high-speed PT boats;
- *Maddox* gun crews demonstrated how effectively they could repulse such an attack;
- Carrier-based jet fighter aircraft were at the scene within minutes, counter-attacking the PT boats from the air.

These are all examples of why Readiness has become the password and motto of the Seventh Fleet.

The first encounter took place in international waters in the Gulf of



A READY GROUP—*Crusaders* like these blasted PTs attacking *USS Maddox* (DD 731) right in international waters.

On Guard in the Pacific

Tonkin, about 30 miles from the coast of North Vietnam, as *Maddox* was conducting a routine patrol. It marked the first shooting conflict involving a U. S. Navy warship since the close of the Korean fighting.

FOLLOWING is a chronology of the incident:

- 2300 1 August: *Maddox* reported observing an estimated 75 junks near her assigned patrol area off North Vietnam. She reported changing her course to avoid the junk concentration and indicated there was no evidence of any hostility.

- 0130 2 August: *Maddox* reported that three torpedo boats were on a southerly course, heading toward the ship at extreme range (over 10 miles). *Maddox*, at this point, was about 30 miles from the coast.

- 0340 2 August: *Maddox* reported she was being approached by the high-speed (estimated 45- to 50-knot) craft, whose apparent intention was to conduct a torpedo attack, and that she intended to open fire in self-defense if necessary.

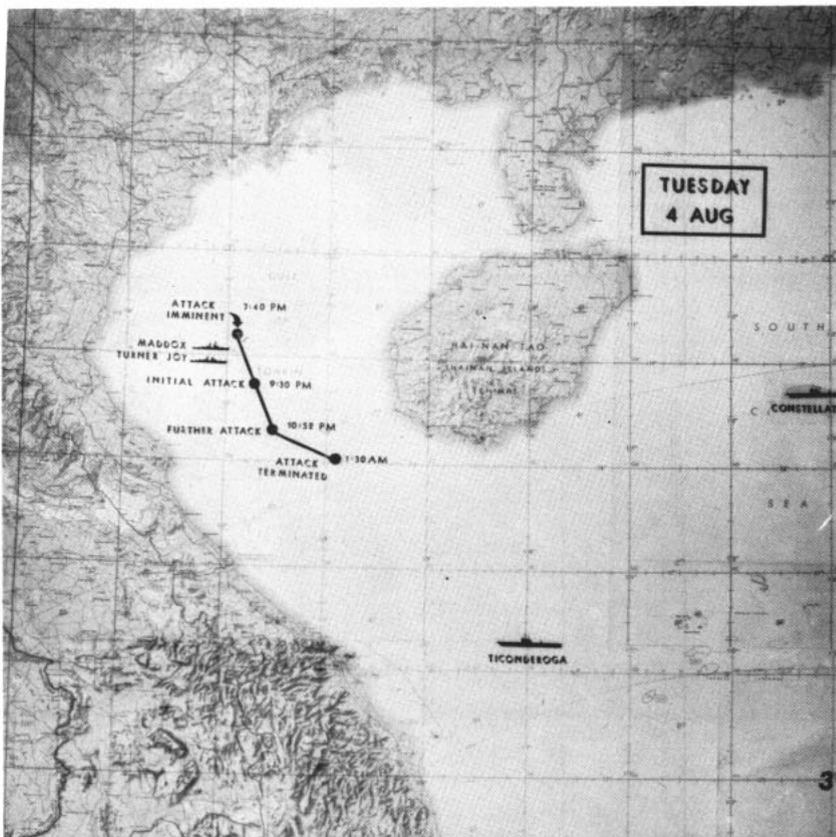
- 0408 2 August: *Maddox* reported she was being attacked by the three PT craft. She opened fire with her five-inch battery after three

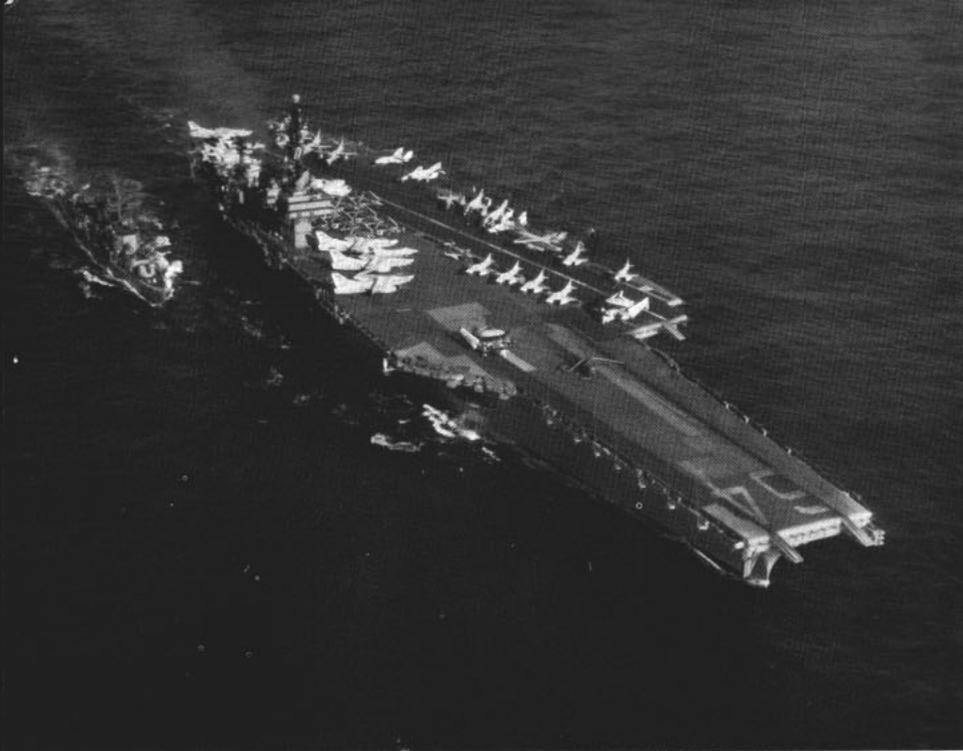
warning shots failed to slow the attackers.

- 0408 2 August. The PTs continued their maneuvers and two of the PTs closed to 5000 yards, each firing one torpedo. *Maddox* changed course in an evasive move and the two torpedoes passed close aboard

on the starboard side (100 to 200 yards).

USS Ticonderoga (CVA 14) advised she was sending four already airborne F-8E *Crusaders* with rockets and 20mm ammunition to provide air cover for *Maddox*. The pilots were instructed not to fire unless





TEAM MATE—Planes of USS Constellation (CVA 64) and Ticonderoga flew 64 sorties against PT boats and bases.



ADM Thomas H. Moorer, USN
CINCPACFLT

VADM Roy L. Johnson, USN
COMSEVENTHFLT



Maddox or the aircraft were fired upon.

• 0421 2 August: The third PT moved up to the beam of *Maddox* and received a direct hit by a five-inch round and, at the same time, dropped a torpedo into the water which was not seen to run. Machine-gun fire from the PTs was directed at *Maddox*. However, there was no damage or injury to personnel. *Maddox* continued in a southerly direction to join with *USS Turner Joy* (DD 951) as *Ticonderoga* aircraft commenced attacking the PTs. *Zuni* rocket runs and 20mm strafing attacks were directed against two of the PTs, and they were damaged. The third PT remained dead in the

water after the direct hit by *Maddox*.

• 0429 2 August: The aircraft broke off the engagement and escorted *Maddox* toward South Vietnam waters.

THE NEXT DAY, President Johnson released a statement instructing the Navy to continue the patrols in the Gulf of Tonkin, adding a second destroyer to the patrol and providing combat air patrol over the destroyers. He told the Navy to issue orders "To the commanders of the combat aircraft and the two destroyers to (a) attack any force which attacks them in international waters, and (b) attack with the objective not only of driving off the force but of destroying it."

JET FIGHTER with *Zuni* rockets attached readies for launching from catapult of USS *Ticonderoga* during air operations in Pacific waters earlier this year.





CONNIE planes include *Vigilantes*.

The day after the President issued these instructions it was necessary to implement the counter-attack measure, because *Maddox* and *Turner Joy* were attacked at night by another force of PT craft.

Ordering air action against "gunboats and certain supporting facilities in North Vietnam," the President announced that "repeated acts of violence against the armed forces of the United States must be met not only with alert defense, but with positive reply."

RETALIATING for the unprovoked aggression on the high seas, a Defense Department communique announced on 5 August that U. S. forces had struck the bases used by North Vietnamese naval craft.

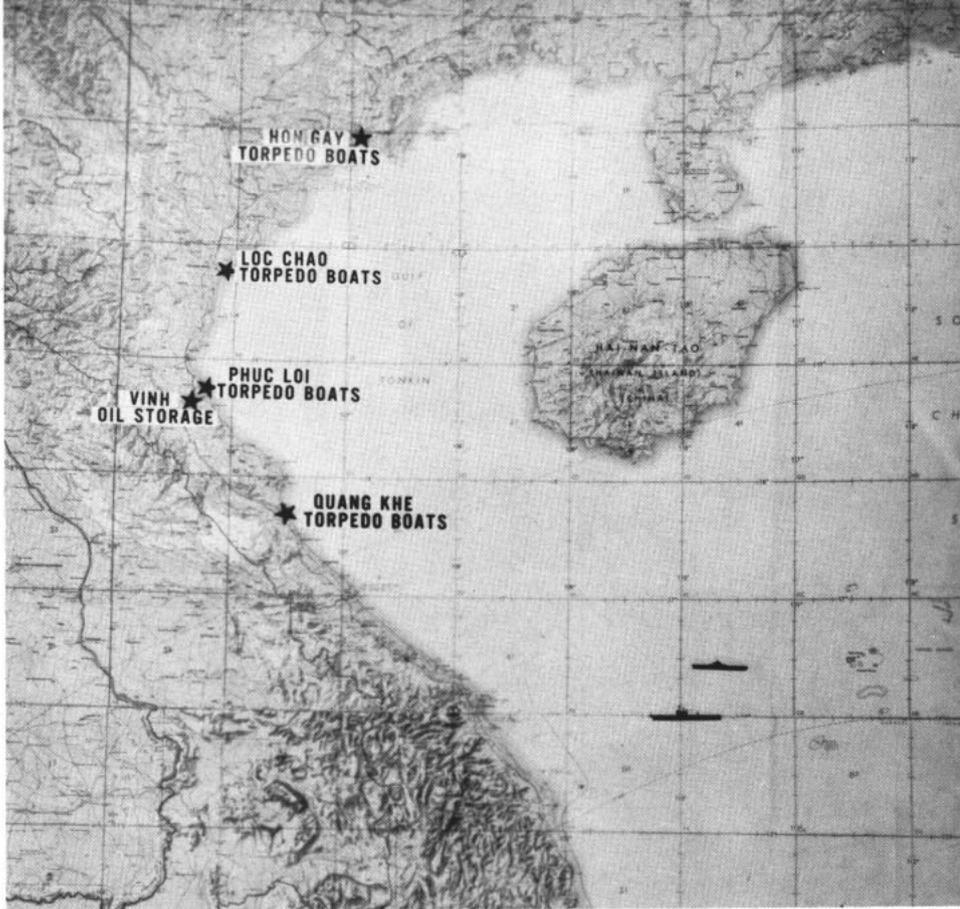
During the night, 64 attack sorties were launched from the aircraft carriers *Ticonderoga* and *Constellation* (CVA 64) against four North Vietnamese patrol boat bases and an oil storage depot supporting these bases.

The oil storage depot, containing 14 tanks and representing 10 per cent of the petroleum storage capacity of the country, was 90 per cent destroyed. Smoke was observed rising to 14,000 feet.

In addition to damage to the bases and to their support facilities, approximately 25 patrol boats were damaged or destroyed.

Two of our aircraft were lost and two were damaged.

The destroyers *Maddox* and



TARGETS for strikes by carrier based planes are indicated on chart by stars.

Turner Joy are continuing their patrol in international waters in the Far East.

The Secretary of Defense, Robert S. McNamara stated that the following moves were under way to reinforce our forces in the Pacific area:

- Transfer of an attack carrier group from the First Fleet to the Western Pacific,
- Movement of interceptor and fighter bomber aircraft into South Vietnam.
- Movement of United States

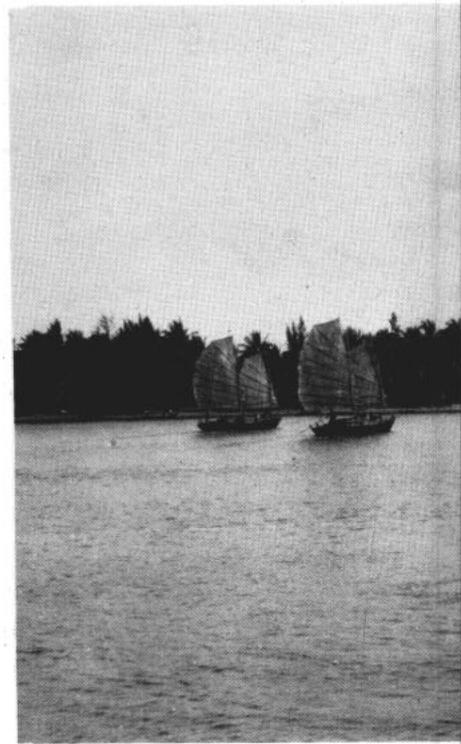
fighter-bomber aircraft to Thailand.

- Transfer of interceptor and fighter bomber squadrons from the U. S. to advance bases in the Pacific.
- Movement of an antisubmarine task force into the South China Sea.
- The alerting and readying for movement of selected Army and Marine forces.

Meanwhile, in the changing situation, the mobile, flexible force of the powerful Seventh Fleet stands ready to perform whatever action is required of it, in its usual fashion.

ON DECK—*Ticonderoga's* air power also includes A-4 Skyhawks like these.





Vietnam Junk Force

IN THIS MODERN AGE of nuclear carriers and *Polaris* submarines, the U. S. Navy has many different assignments. One that is really different is advising the Vietnamese Navy in the operation of a special fleet of junks.

Located along the coast of the China Sea from the 17th parallel south to the 15th parallel, the First Coastal District Junk Force has 110

junks assigned to patrol 120 miles of coastline. This district, located approximately 400 miles northeast of Saigon, is patrolled by three types of junks: 55-foot command junks, 44-foot motor-sailer junks, and 31-foot sail-only junks.

These vessels are under the direct command of Lieutenant Trinh Xuan Phong, Vietnamese Navy. LT Phong's American counterpart is



The Story In Photos

Clockwise from Upper Left: (1) These junks, with their big sails gleaming in the early morning sun, give one the impression of serenity. Though all may seem peaceful, they are ready and able to do combat with any insurgents they find while on their patrol. (2) Six junks from Junk Division 15, in the First Coastal District of South Vietnam, sail away from their division headquarters, out into the open sea to begin their daily searches. (3) Lieutenant M.V.V. Nelson, usn, and Senior Chief Engineman J. W. McKinsey, usn, look over a captured Viet Cong junk. Note communist star carved on bow. (4)

Lieutenant Nelson, usn, First Coastal District Junk Force advisor and Lieutenant Trinh Xuan Phong, commander of the unit, discuss some of their daily problems aboard their command junk. (5) A member of Vietnam's junk force (in 1962 photo) scans coastal waters in search of Viet Cong shipments and infiltration. (6) Heaviest fire-power carried by any of the junks is the 30-caliber machine gun. These are mounted on bow of many command ships. (7) The men attached to the junk force in South Vietnam wear these uniforms so that they will look more inconspicuous, like ordinary fishermen.



on Patrol

Lieutenant Mark V. V. Nelson, usn.

The force is charged with providing a barrier against infiltration by communist insurgent junk movements into Vietnamese waters.

The junk force crews are authorized by the government of Vietnam to board and search any vessel inside the 10-mile fishing limit.

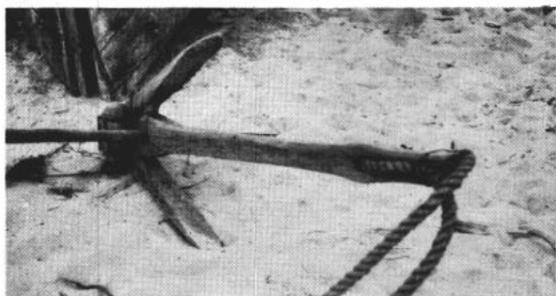
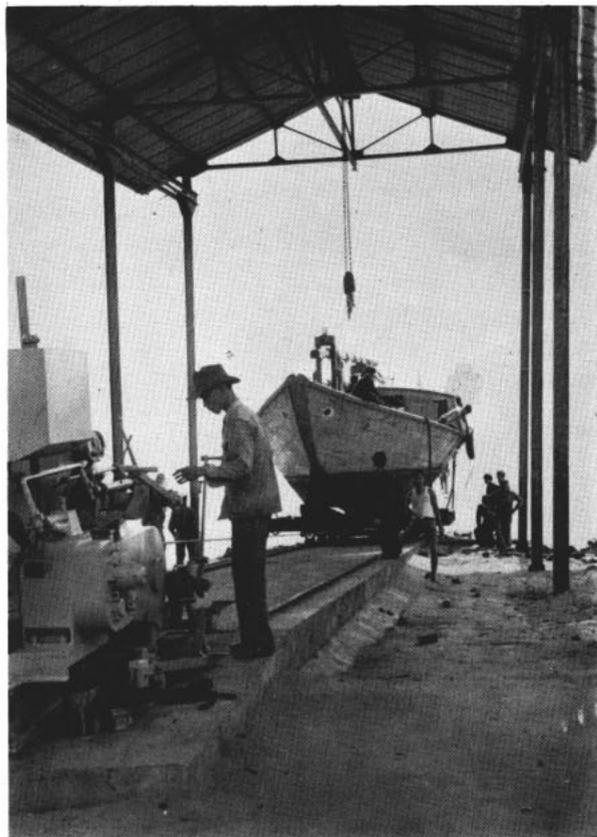
Armed with 30-cal. machineguns, Thompson sub-machineguns, Browning automatic rifles, M-1 carbines, hand grenades, flares, 2½-foot knives and other hand-to-hand combat weapons, this Navy force patrols the seas in groups of seven; one motorized and six sailing junks.

Lieutenant Nelson, Navy Advisory Group, MACV has said that communications between these junks while on patrol has shown to be very effective.

"Although the sailing junks carry no radios," LT Nelson states, "they are able to contact other junks in the patrol by either hoisting a red and white flag or yelling to a junk that may be nearby."

Because of the lack of radio equipment, the patrolling junks always keep in visual contact with each other as they mix with the local fishermen and check the identifica-





tion cards issued by the Vietnamese government.

The motorized junk that is the head of the patrol carriers a radio voice transmitter which can relay messages to division headquarters. At each division headquarters there is a short-wave unit which is used to maintain liaison with the district headquarters.

"Most of the junks used by the Junk Force are made of solid wood," said the naval advisor. "These wooden vessels are subject to toredo worms that attach themselves to the underside of the craft and bore their way into the wood."

To exterminate these destructive borers, the junks are docked every

three months. An electric winch, placed at the head of a railroad track that extends into the water at a deep landing point, pulls the junks ashore.

At the docks, maintenance crews scrape the craft clean, drive bamboo plugs into the wormholes and coat the underside of the hulls with resin.

When asked what he particularly liked about the advisory work in Vietnam, Lieutenant Nelson said, "What I like most about Vietnam, and the advisory effort in particular, is the fighting spirit, the attitude and the simple cordiality of the Junk Force."

—Story and Photos by
John E. Jones, J03, USN

Photo Captions

Counter clockwise from Upper Right: (1) A 55-foot command junk is hoisted up onto the beach by using marine railway. This railway can dock a command junk and a motor-sailer junk at the same time. (2) U. S. Navy advisor, Lieutenant Nelson, USN, suggested that boat houses on the command junks be widened so that crews can sleep inside on their night patrols. Junk at left has been widened—

junk on right has not. (3) Most junks in the Vietnamese Navy's Junk Force use wooden anchors, although some iron anchors are also in use. (4) All food that is cooked on the command junks is prepared over a bed of charcoal, such as this one, in a small box lined with sand. (5) Division 11 headquarters—Most of the buildings in the First Coastal District are constructed of woven bamboo with thatched roofs.

'In the Highest Tradition'

JUST ABOUT HALF WAY around the world from the geographical center of the United States a relatively small group of Navymen are going about their business much as Navymen do wherever they may be. Earlier, they had received their orders for overseas assignment, packed their gear and shoved off. Some brought their dependents with them. Others did not.

However, by and large, the business of these men is somewhat different from the usual assignment. Most of these men are attached to the U. S. Navy Advisory Group, Military Assistance Command, Vietnam. Others are with the Headquarters Support Activity, Saigon. Some are attached to the Seventh Fleet.

No matter what the organizational structure, an overseas or sea duty assignment has its share of desk work and paperwork. Typewriters and filing cabinets are as essential here as back in the States. Billets, in general, require routine duties, much



the same as Navy billets anywhere.

But that is not all. Some jobs are more strenuous, more dangerous, than others. All of these men have been aware of the great responsibilities they share while serving along-

side their Vietnamese associates. In the following excerpts from the citations accompanying the awards tendered by the President, one theme is repeated again and again: "... has upheld the highest tradition of the United States Naval Service." The awards are for action occurring before the events of recent weeks.

Silver Star Medal

• **Lieutenant William J. Greeves, USNR.** Learning that a bomb was being placed in the lobby of the Capitol Kinh-Do Theater in Saigon, LT Greeves, in company with another U. S. officer, entered the main area of the theater and warned the unsuspecting U. S. servicemen and their dependents to take cover.

His warning, given without regard to the great risk to which he was exposing himself, only seconds before the bomb went off, enabled the occupants of the theater to gain protection by lying between the rows of seats, thereby preventing many more serious injuries and fatalities than

As ALL HANDS went to press the following Navymen had received citations for their outstanding work in assisting and guiding Vietnamese personnel in their attempts to resist aggression. Here are their names:

SILVER STAR MEDAL

LT William J. Greeves, USNR

LEGION OF MERIT

CAPT Joseph B. Drachnik, USN
CAPT Malcolm C. Friedman, USN

DISTINGUISHED FLYING CROSS

LT Charles F. Klusmann, USN

NAVY AND MARINE CORPS MEDAL

LT Gerald C. Griffin (MC) USN

BRONZE STAR MEDALS

LT Daniel R. Cowan, USN
LT Alton I. Crowell, USN
LT Edward J. Dyer, USNR
LT Wesley A. Hoch, USN
BM1 Claude O. Peverill, USN
LT Clyde V. W. Popowich, (CEC) USN
GM1 Joe T. Pritchard, USN
LT Dallas W. Shawkey, USN

AIR MEDALS

HM3 Richard E. Baldwin, USN (two awards)
HN William V. Baltzer, USN
HMC Clifford D. Carter, USN
LT Robert N. Conrad, USN (four awards) (Medical Corps)
HM3 Dean R. Holmes, USN
HM2 Jose M. Silvas, USN

LT Ronald F. Swanger, USN (two awards) (Medical Corps)

HM2 Anthony M. Vega, USN
LTJG George S. Bason, Jr., USNR
LT Robert L. Brace, USN
LTJG Joseph W. Brant, USNR
LTJG Kenneth L. Burgess, USNR
LTJG Roy O. Campbell, USNR
LT Kent R. Clark, USN
LT James U. Crouse, USN

LCDR Lucius B. Day, Jr., USNR
LTJG Robert L. Edgerton, USNR
LTJG Arnold P. Fust, USNR
LTJG Burton P. Harger, USNR
LT Arthur J. Henderson, USNR
LTJG Rodney L. Mash, USNR
LT Benjamin H. McCart, USNR
LT James F. Meehan, USN
LTJG Michael P. Murray, USNR
LCDR Robert E. Nelson, USN
LCDR William H. L. Reeder, USN
LT Stuart A. Skelton, USN
LTJG Dean E. Sloan, USNR
LT Duncan P. Stevens, USN

NAVY COMMENDATION MEDALS

LT Robert N. Conrad (MC) USN
HM3 Manuel R. Denton, USN
LT Bruce C. Farrell, (MC) USN
LT Billy D. Graham, USNR
LT Russell F. Holcomb, USNR
HM3 Dean R. Holmes, USN (two awards)
LT William F. Lynch (MC) USN
HN Claude Rice, USN
CDR Francis J. Sisk, USN
LTJG Charles G. Stowers, USNR
YN2 Russell W. Baker, USN (Army Commendation Medal)

SECNAV COMMENDATION FOR ACHIEVEMENT

SFC Ashton H. Cox, USN
DCCA Richard A. Gunn, USN



Silver Star Medal



Legion of Merit



Distinguished Flying Cross



Navy and Marine Corps Medal

actually occurred. Lieutenant Greeves was himself slightly wounded by the explosion. He was cited for "courageous and decisive action in the face of extreme danger," and awarded the Silver Star.

Legion of Merit

• **Captain Joseph B. Drachnik, USN.** Serving as advisor to the Commander, Vietnamese Navy during a period when active counterinsurgency operations were prosecuted by the Vietnamese Navy and Vietnamese Marine Corps, Captain Drachnik contributed significantly to the development of the Vietnamese Navy from an undermanned force with inadequate experience to a fully-manned, well-trained and equipped combat-tested Navy.

Under his supervision the number of Vietnamese Navy ships was nearly doubled, and crews of all ships were trained by facilities which were developed to U. S. Navy standards. In collaboration with Captain Drachnik, his Vietnamese counterpart planned and directed the construction of a large fleet of junks to provide coastal surveillance. Overhaul schedules were consistently met, and ships and boats were kept at a high peak of material readiness.

• **Captain Malcolm C. Friedman, USN.** Assuming duties of great responsibility as the first commanding officer of Headquarters Support Activity, Saigon, at a time when speed was a vital factor, he quickly organized and established full scale logistic support operations to growing numbers of U. S. military personnel moving into the Republic of Vietnam in 1962 and 1963. With brilliant leadership and organization, Captain Friedman rendered valuable and distinguished service and contributed greatly to the success of the U. S. military assistance program to the Republic of Vietnam.

Distinguished Flying Cross

• **Lieutenant Charles F. Klusmann, USN.** Serving with Light Photographic Squadron 63, Detachment C, aboard *uss Kitty Hawk* (CVA 63), Lieutenant Klusmann engaged in unarmed reconnaissance flights over Laos in the Plaines des Jarres area. On 21 May 1964, his first flight into the area, his aircraft was struck by ground fire, and burned for a period of 20 minutes.

Through superior airmanship, he was able to return safely to his ship. On 6 June, on another low-level flight, his aircraft was shot down about 10 miles south of Ban Ban.

Lieutenant Klusmann ejected from his aircraft and was observed on the ground. An attempt was made to rescue him by helicopter from a clearing, but as the helicopter approached the area Lieutenant Klusmann waved it off. Almost immediately, he was observed to be surrounded by Pathet Lao troops.

The rescue helicopter was subjected to ground fire and one of its occupants was wounded before it could depart the area. Subsequently, the Chinese Communist radio announced that the Pathet Lao had captured Lieutenant Klusmann.

Navy and Marine Corps Medal

• **Lieutenant Gerald C. Griffin, MC, USN.** Lieutenant Griffin was serving as a naval flight surgeon aboard a U. S. Marine Corps helicopter which crashed and burned on a densely wooded mountain ridge while en route to an Army of the Republic of Vietnam command post. As one of five survivors of the initial crash and subsequent fire, Lieutenant Griffin, although sustaining serious injuries from which he later succumbed, concerned himself with the condition of his squadron mates, lending them medical advice and words of encouragement throughout a five-hour wait for rescue.

When a doctor and corpsman arrived by helicopter, Lieutenant Griffin steadfastly refused medical assistance for himself until the other survivors were cared for. During this period he aided the medical rescue team with his professional and technical knowledge.

Bronze Star Medals

• **Lieutenant Daniel R. Cowan, USN.** Exposed to rockets, mines and sniper fire during 12 operations involving actual combat with Viet Cong forces, Lieutenant Cowan served as adviser to his Vietnamese counterpart, making a marked contribution to the successful completion of all operations. Lieutenant Cowan constantly sought methods for improving operational techniques within his River Assault Groups.

Mainly through his efforts, the concept of small task groups composed of an LCM and high-speed boats has been developed and employed in support of combined operations. He has been instrumental in establishing combat information centers for tactical information, communications in command boats, methods for deployment of boats in mine-sweeping formations, and techniques to minimize damage.

● **Lieutenant Alton L. Crowell, Jr., USN.** Participating in a combat operation with units of the Vietnamese Navy Coastal Force against hostile Viet Cong forces at Vinh Hy, Lieutenant Crowell displayed leadership and skill in executing his advisory duties while under fire. Although wounded and bleeding profusely with a bullet lodged in his left arm, he refused to be evacuated, thereby contributing significantly to the successful completion of the operation.

● **Lieutenant Edward J. Dyer, USNR.** In the face of concentrated hostile small-arms fire which resulted in two hits on the helicopter in which he was flying, Lieutenant Dyer personally delivered 10,000 rounds of badly needed ammunition to a Vietnamese Navy Junk Division under heavy Viet Cong attack.

This action was directly responsible for preventing the base from being overrun by Viet Cong forces. His outstanding advisory efforts in assisting his Vietnamese Navy counterpart in arranging flare drops, air strikes, and air evacuations won the respect and admiration of all Vietnamese with whom he worked, and instilled within them the same enthusiasm and aggressiveness which characterized his own performance.

● **Lieutenant Wesley A. Hoch, USN.** Lieutenant Hoch exercised leadership and professional competence in inspiring and assisting his Vietnamese counterpart in the operation and administration of seven junk divisions and varying numbers of Sea Force ships assigned area support, resulting in the establishment of firm government control over selected areas and the denial to the Viet Cong of the use of islands of the Gulf of Siam as effective bases of operation.

Control of the counterinsurgency operations in Vietnam was furthered by the continuous harassing pressure extended by the junk divisions assigned; illegal movements by sea were suppressed; attacks against Viet Cong logistic lines and positions were made; and numerous personnel and material casualties were inflicted upon the Viet Cong.

● **Boatswain's Mate First Class Claude O. Peverill, USN.** Sharing the living conditions of the Vietnamese Navy Junkmen, Peverill provided advisory assistance to the seven Junk Division bases in the Third Coastal District, often while under attack or subjected to harassing gunfire.

On two occasions, he accompanied junks and Junk Division personnel in shifting their permanent base locations. In both of these operations, Peverill was instrumental in ensuring the success of the movements and in achieving resumption of operations.

● **Lieutenant Dallas W. Shawkey, USN.** Participating in an operation with units of the Vietnamese Navy Junk Force against Viet Cong forces in Vinh Hy Bay, Lieutenant Shawkey advised his Vietnamese Navy counterpart on the proper tactical deployment of the eight junks and one motor gunboat involved in the operation.

When the command junk in which Lieutenant Shawkey was embarked was subjected to hostile fire from hidden positions ashore, he remained in an exposed position on deck as an example to his associates and to encourage the Vietnamese naval gunners to return the fire. Lieutenant Shawkey was severely wounded during this encounter.

● **Lieutenant Clyde V. W. Popowich, CEC, USN.** Lieutenant Popowich, while serving as commanding officer of a Seabee Technical Assistance Team, was responsible for a counterinsurgency (civic action) mission of construction, contributing greatly to its completion. Subjected to hostile fire throughout this period, he rendered invaluable aid to the U. S. Special Forces in resisting Viet Cong attacks.

An enthusiastic and diligent worker, Lieutenant Popowich assisted in building 17 bridges and 15 kilometers of new road, and regrading 46 kilometers of road to improve commerce and communications between strategic hamlets.

● **Gunner's Mate First Class Joe T. Pritchard, USN.** Sharing hazardous conditions of the Vietnamese Navy Junkmen, Pritchard participated in numerous Junk Force patrol operations against the Viet Cong.

During one of these operations, although wounded by shrapnel, he continued to provide advice and assistance to his Vietnamese counterparts and completed the mission, providing an example of leadership under fire.

In addition, he gave unsparingly of his own time to improve the living conditions of Vietnamese Navy Junk Force crew members and their families and of civilians residing in the area. During one three-week period, he supervised a medical team which treated over 10,000 villagers in the Viet Cong-infested Ca Mau area.



Bronze Star Medal



Air Medal



Navy Commendation Medal



BUSY SPOT—At Headquarters, Support Activity, Saigon, orders for 50,000 tons for tri-service needs are issued monthly.

HEADQUARTERS SUPPORT:

Helping the cause of freedom in Vietnam are thousands of American military men. Represented among them are Army and Navy personnel, Air Force men and Marines. The jobs they do vary: Some are instructors, others are military advisers, still others are experts in administrative and supply categories.

The following account describes the role performed by a comparatively small group of Navymen—officers and enlisted—who are in the all-important field of supply. This article was written by Commander John D. Knipple, SC, USN, who was Material Division Officer, in the Headquarters Support Activity, Saigon. The report first appeared in the BuSandA Monthly Newsletter, and is presented in ALL HANDS, with permission, to point up one more aspect of the Navy job in Vietnam.

WHILE THE U. S. military effort in Vietnam is primarily advisory, various echelons of logistic support must be established to ensure a continuous flow of material and equipment to personnel operating with field units.

Military and economic aid to Vietnam assumes many forms and may manifest itself in road and bridge construction, the digging of community wells to provide a constant

source of water, or the movement of whole communities into the relative security of a strategic hamlet.

Civic action and medical assistance teams work closely to organize schools, establish municipal offices and set up first aid stations in remote areas.

Military initiative must be maintained by well-trained, properly equipped and effectively balanced counterinsurgency forces, capable of carrying the war to the enemy in the rice paddies of the Mekong delta, and dense jungle swamps of the interior, or in the mountainous Montagnard villages.

This massive effort requires prompt and continuing support. Construction equipment must be on site before the rainy season. Vast quantities of foodstuffs must be readily available and quickly transported to advisory detachments operating with limited storage capabilities. Military supplies must be positioned at strategic points throughout Vietnam so that the daily business of war may continue without interruption.

Such is the challenge of Vietnam.

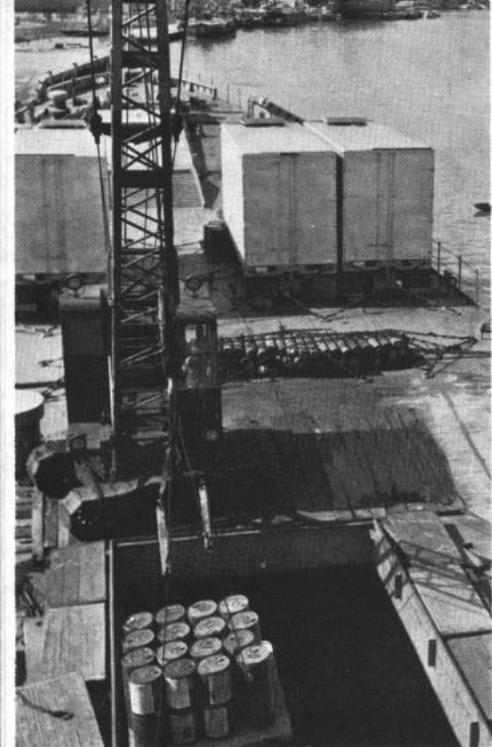
TO HELP MEET this challenge, Headquarters Support Activity, Saigon, was established on 1 July 1962, under the command of a Navy captain. Its mission was to provide adminis-

trative and logistical support to the Headquarters, U. S. Military Assistance Command, Vietnam; Headquarters, Military Assistance Advisory Group, Vietnam; and other activities and units as designated by the Chief of Naval Operations.

Within this organization the Navy-men who are experts in supply and fiscal matters play an important role in furnishing necessary supplies and services. Staffed by 19 officers of the Supply Corps and 97 U. S. Navy enlisted personnel, the Supply and Fiscal Department has responded to tri-service needs with maximum service at minimum cost. To describe the multitude of services provided, the operation of the port is a logical point of departure.

A port terminal office is maintained in the commercial port of Saigon where MSTs vessels rub shoulders with commercial vessels of diverse flags and ports of origin. A typical month will see the processing and documentation of more than 50,000 measured tons of military and general cargo destined for stowage in Supply Department warehouses, delivery to the Republic of Vietnam military forces and other consignees, or transshipment directly to other units in-country.

AN AVERAGE OF 30 vessels discharged and backloaded each



SUPPLIES are unloaded in Vietnam.

SAIGON

month creates a beehive of activity in Vietnam's leading seaport, where a small group of U. S. Navy Supply Corps officers and enlisted personnel join forces with locally hired and trained Vietnamese employees, as well as commercial stevedores, to provide round-the-clock cargo handling operations.

Personnel of Cargo Handling Battalion Two, assigned on temporary duty from their home base at Subic Bay, Philippine Islands, augment port terminal personnel, thus maintaining their facility as cargo handlers.

Under the operational control of the commanding officer, Headquarters Support Activity, three LSTs, chartered on a per diem basis from MSTs, carry supplies to the fighting forces outside the city of Saigon.

Operating on a rigidly maintained sailing schedule and manned by Japanese crews, these workhorses of World War II fame transport the varied implements of war to the three up-country ports of the Republic of Vietnam: Danang, Qui Nhon and Nha Trang.

These vessels are offloaded under contractual arrangements with local stevedoring firms, and material destined for in-country position is moved by truck or air, depending upon facilities and the priority assigned.



ON GUARD—A Vietnamese soldier stands guard at the support headquarters. Letters on his helmet stand for Headquarters, Support Activity, Saigon.

Promoting interservice relationship while providing support is the shopper-shipper service offered by personnel of the Field Support Branch. Field units or individuals far removed from so-called "normal" support channels depend up the Navy's supply system for food and other necessities of life.

Purchasing, packaging, manifesting and shipping by LST, air freight and commercial or military truck, over 800,000 pounds of provisions, commissary and exchange items each month keep a busy crew happy in the knowledge that maintenance of this lifeline is a substantial contribution to the war effort in Vietnam.

The supporting arm of Navy supply in Vietnam also assists both new arrivals and departing personnel in processing incoming and outgoing shipments of household effects and baggage.

A Joint Military Clothing Store, officially opened on 1 Oct 1963, stocks clothing and uniform accessories for members of each branch of the military service.

THE NAVAL SUPPLY CENTER, Oakland, Calif., is the primary source of supply for stock replenishments of some 10,000 line items of both pro-

visions and general stores material carried in stock in warehouses utilized through local leasing arrangements. Additionally, support is received from Defense Supply Agency depots located throughout the U. S.

To the military personnel serving in Vietnam, combined forces and joint service are a way of life. For example, within the Fiscal Division, U. S. Navy officer and enlisted personnel work with Vietnamese Army officers, U. S. Army enlisted personnel, U. S. Civil Service, and Vietnamese local national employees in providing fiscal accounting and disbursing services.

A team of disbursing agents travel the length and breadth of Vietnam, using every conceivable method of transportation, to bring monthly paydays to the troops in remote areas. No principle of supply support is ignored, no area left untended, as the Supply Corps proves its versatility in anticipating and meeting the varied demands of operations in Vietnam.

The Navy supply effort in Vietnam is visible; a tangible force working in support of military assistance and advisory units stationed at key locations throughout this country.



PEOPLE ON THE GO—Typical of cities all around the world, traffic in Saigon is heavy throughout the day.

Assignment: Vietnam

IF YOU RECEIVE orders to Vietnam, you could be looking forward to one of the most challenging assignments of your career. Here's a thumbnail sketch of what you can expect.

Chances are you'll be assigned to Headquarters Support Activity Saigon, since it is the largest Navy command in Vietnam. But there are other assignments such as Military Assistance Command, Vietnam (MAC-V) and the Navy Advisory Group. You'll receive your final billet

assignment when you arrive there.

Vietnam has a typical tropical climate with long wet and dry seasons and constant heat. This will require some getting used to, mentally and emotionally, since most Americans are accustomed to living in a four-season climate.

In your first week or two you'll develop an increased capacity for sweating without undue loss of salt. If you perform a lot of heavy work and perspire excessively, take one or two salt tablets a day. Normally,

however, extra salt is unnecessary for the average American.

In a hot climate, you don't need to eat as much, since calories are used in sustaining body heat. Hence, the average meal in the states can cause you to put on excess pounds in Vietnam. Alcohol also causes increased body heat and thus aggravates the climatic effect.

Language—Vietnamese is the spoken language, with Chinese, French and English as secondary languages. Classes are available if you wish to study Vietnamese, although for most Westerners it is a difficult language to learn. In the time available you will probably find it difficult to progress beyond the stage of being able to exchange polite greetings or bargain with shopkeepers. French is spoken in most restaurants and by many servants.

Quarters—When you arrive in Saigon, you'll be assigned to transient quarters in a local hotel. If you are reporting to a PCS assignment, you'll be assigned to a permanent BOQ/BEQ as soon as space becomes available. At present, a wait of one to three months is necessary.

Facilities for dependents—If you should be authorized to have your dependents travel with you, or if your dependents join you later, you

FRIENDLY TIES between the U. S. Navy and the Navy of Vietnam date back over the years as illustrated in this photograph taken in 1960.



ALL HANDS

will find the government-leased housing very satisfactory. Each house has enough furniture to make for comfortable living. But you'll have to provide the dishes, cooking utensils, linen, table lamps and any other items you may want beyond the essentials.

The Navy Commissary and Exchange carry most goods that would not otherwise be available.

School facilities are good by usual stateside standards. The teachers are, for the most part, dependents stationed in Saigon who have teacher's certificates and/or degrees from American educational institutions. Tuition for your dependents will be paid by the government to the extent authorized by the Secretary of the Navy. Modest administrative fees must be borne by you.

All families employ servants, since it is difficult for Americans to get along without their help in solving local household and shopping problems.

Personal and Household Gear—If you travel by MATS, you'll probably be authorized to carry 165 pounds of baggage. Current allowance for household goods shipments may be obtained from *Joint Travel Regulations* and your transportation office.

Your Car—It would be a good idea to put your car in storage or sell it, rather than take it to Vietnam. With the lack of traffic education and the increasingly crowded conditions in Saigon, traffic is heavy in all areas of the city throughout the day.

Uniforms—You will be required to wear whites or khakis while on duty. Make sure you have an ample supply when you go. Since there are limited uniform facilities in Saigon, many military personnel have had uniforms (and civvies) made inexpensively by local tailors who do excellent work.

It would be wise to bring one set each of summer and winter dress



SIDE BY SIDE—U. S. and Vietnam Navymen participate in landing exercise in the Pacific. This ship is Vietnam's LST VNNS *Thi Nai*, on training job.

uniforms for formal occasions or ceremonies in Saigon or an R & R trip out of the area. Caps, insignia and gold braid are not available in Saigon and should be brought with you from the states.

Off-duty dress is usually casual. Sport shirts, generally conservative in color, are worn at many informal social events. You should have a lightweight suit and three or four pairs of slacks. All your clothing should be washable. A raincoat is also recommended.

Street shoes and sandals are available in Vietnam at reasonable prices. However, you are advised to purchase dress shoes, uniform shoes, gym or golf shoes (if desired) before you report, as prices for these items are high.

Pay and Per Diem—When you arrive in Vietnam, you may have to

pay for your meals. Occasionally, government quarters are not immediately available, and you'll have to foot the bill. You'll be expected to arrive with enough funds to subsist, and possibly pay for a hotel room, until the next payday. Seventy-five dollars is the recommended minimum amount.

It's also a good idea to open a personal checking account before you leave for Vietnam. While you're there, you'll be limited to \$100 U.S. currency per month. However, you'll be able to buy items in the Navy Exchange and Commissary Store and obtain local currency by check.

Payday is normally held on the last working day of each month. You'll receive \$100 in U. S. currency and the balance by check. You'll also receive a cost-of-living allowance while serving in Vietnam. The actual

STREET SCENE—Bicycles and pedicabs are other means of transportation in Saigon, Vietnam, as shown below.





ANOTHER VIEW OF SAIGON—Living quarters are located over shops.

payment is revised periodically and varies with your rate or rank. Check *Joint Travel Regulations* for the current amount.

Mail and Communications—Mail is handled through the Air Force postal system.

Phone calls to the U. S. may be made from 0830 to 1100 any day except Sunday. Telephone reception varies from good to very bad, depending on weather conditions and cable traffic. The cost for three minutes is approximately five dollars.

However, if someone in the U. S. calls you, it would cost him (or her) \$12 for a three-minute chat.

Medical Facilities—The American Dispensary, located in Saigon, is limited in its treatment and facilities. If you have any chronic or recurrent illnesses, check with your doctor. You're also advised that if you need glasses, you should get them before you leave for Vietnam. In fact it's best if you can get an extra pair.

Most tropical diseases are common in Vietnam, but are preventable, for

'HOME SWEET HOME'—Bachelor enlisted quarters for U. S. Navymen.



the most part, by certain sanitation procedures. All local water must be boiled before use, and all vegetables cooked or treated before eating.

Electrical Appliances—The electrical current in Vietnam is 50-cycle AC. Phonographs, tape recorders and other motor-operated items should be fitted with 50-cycle adapters before you ship them or bring them into the country. Most electric shavers operate satisfactorily.

Recreation—There is a golf course in Saigon; membership is open to all service personnel for a monthly fee of about seven dollars (eight dollars if a dependent plays). Although golf clubs are available from Special Services, it is best to ship your own if you intend to make use of the course. There is no pro shop, and Navy Exchange equipment is limited to golf balls.

The Cercle Sportif, a private French-Vietnamese club, is open to officer personnel only. The club offers swimming, tennis and other U. S. sports. The monthly membership runs about seven dollars.

Special Services operates a theater in Saigon and provides library facilities, record-loaning service, athletic gear and handicraft equipment.

An Armed Forces Radio Station operates 18 hours a day, presenting a variety of programs from top U. S. radio networks to local music and news broadcasts.

Newspapers and Magazines—The Asian editions of leading news magazines and an English-language daily newspaper are available in Vietnam. *Pacific Stars and Stripes*, which is air-shipped from Japan, is available on subscription basis.

Churches—An American Community Church (non-denominational Protestant) and an American Catholic Church are located in Saigon. Lay meetings of the Church of England and other denominations, and various Bible study groups, are also held in the Saigon area.

Rest and Recreation—You can travel to such places as Hong Kong, Bangkok, Tokyo and various cities in Vietnam through the R & R program offered by Special Services. Other flights to New Delhi and Singapore also are available.

Normally, only one trip a year may be made; you must have served at least three months in Vietnam to be eligible for out-of-country R & R. Dependents are authorized R & R only when accompanied on such trips by their military sponsor.



HERE SHE COMES—Task Group Alfa poses for group photo. Below: An S2-D Tracker drops bomb on 'enemy' sub.

Alfa Is a Bouncing Six

When most of us turned six years old we were ready to begin school. Task Group Alfa recently celebrated its sixth birthday, but it has been going to school learning antisubmarine warfare tactics—since the day it was born.

Task Group Alfa is the Navy's primary ASW unit. As such its team of strategists, planners and technicians bear a heavy responsibility for the development and advancement of ASW tactics, equipment and doctrine within the Navy.

For this mission Alfa has several versatile components which form a closely-knit group. The nucleus is the antisubmarine carrier *uss Randolph* (CVS 15), which has S2-D *Trackers*, E1-B *Tracers*, SH-3A *Sea Kings* and A4-C *Skyhawks* embarked. Other units are the destroyers *uss Mullinnix* (DD 944), *Laffey* (DD 724), D. H. Fox (DD 779), *Vogelgesang* (DD 862), *Stormes* (DD 780), *Holder* (DD 819) and *Lowry* (DD 770) and the submarines *Cubera* (SS 347)

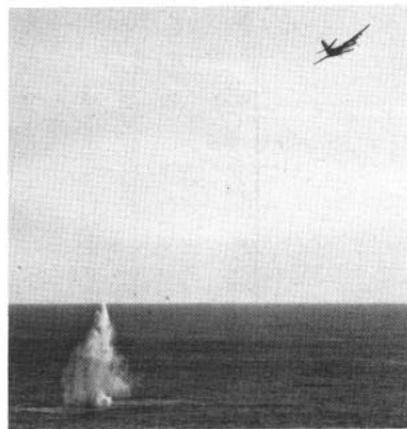
along with *Sirago* (SS 485).

With the flagship *Randolph* serving as a mobile air base, Navy aircraft are able to search thousands of square miles of ocean to counter possible threats to the world's shipping lanes.

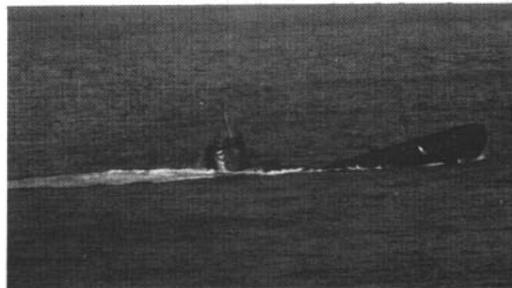
The destroyers, speedy and maneuverable, with a variety of search and weapons systems at their disposal, are ready to engage an enemy in close cooperation with other units of the task group.

Two diesel-electric Guppy submarines can detect and track other submarines, then attack on their own or call in air or surface forces to do the job. In exercises, they help teach other Alfa units what might be expected of unfriendly subs.

This hunter-killer group is a relatively new concept in antisubmarine warfare. Formed in 1958, Task Group Alfa displays an offensive position in ASW—rather than wait for an attack, Alfa is constantly searching.



COMING UP—USS *Sirago* (SS 485) surfaces after playing part of enemy.



ON THE GO—TG rendezvouses with Service Force ships for fuel, ordnance and food. Rt: *Tracer* readies for launch.





THIRST QUENCHERS—Water storage tank goes up and (right) MCB vehicles are loaded after the Taiwan exercises.

On Joint Training Maneuvers

U. S. AMPHIBIOUS AND SEABEE units participated earlier this year with Nationalist Chinese Marines in Exercise Backpack, one of the largest amphibious exercises in the Western Pacific in recent years.

MCB Eleven, now deployed on Okinawa, played an important part in the joint Spring maneuvers.

The Seabees' role was to provide engineering support on an area and task basis in support of the landing force during operations ashore. MCB Eleven was responsible for completion of engineering tasks which included the improvement of landing beaches and harbors to facilitate backloading, maintenance of primary

and alternate supply routes, repairing damaged or destroyed bridges, and the preparation of bypasses where necessary.

The Navy construction men boarded *USS Vernon County* (LST 1161) at Naha and loaded 682 tons of material and equipment needed to perform their mission on the exercise. *Vernon County* joined approximately 80 U. S. ships and departed Okinawa to join ships of the Republic of China in Taiwan.

After an eight-day zig-zag cruise through "enemy" waters MCB Eleven hit the beach at Taiwan at 4 a.m. They made a cautious tactical march up a river bed and set up a camp and command post.

The can-do experts proceeded to prepare water purification facilities, supplying water not only for their own group but also for a nearby Marine detachment and ACB-1. Four 3000-gallon portable storage tanks provided a total of 53,810 gallons for the seven-day stay on the island.

Radio and telephone communications were provided by H Company.

TENTING TONIGHT—CBs raise communications tent in command post.





BACKPACK machinery boards LST.

in Taiwan

The Seabees and a small detachment of Marines were assigned as communicators. They also supervised setting up radio nets and installation of underground telephone lines. Equipment operators from A Company built two roads in the back country of Southern Taiwan for the Marine air wing and assisted in the building of a bridge in the rugged mountains. The most important job of the equipment operators was the maintenance and transportation of the battalion's vehicles, including mobile cranes, graders, dozers, fuel tankers, trucks and jeeps.

A break in the work and war games came to the men of MCB Eleven when they attended a USO show in the school auditorium of a nearby town. The entertainers were mostly Nationalist Chinese, and the performances included traditional dances and songs as well as a wall-shaking rock and roll and twist session. In addition the Seabees toured the ancient walled city of Heng Ch'ung where they enjoyed the sights and bargained for souvenirs.

—James C. Harrison, CN, USN



HEADING OUT—USS *Vernon County* (LST 1161) heads for Taiwan. Below: Republic of China Marines get the word aboard USS *Eldorado* (AGC 11).





ON TOP—Twelve hours after notification *Forrestal* and her aircraft were ready to join exercise Quick Kick.

Forrestal Fires a Quick Kick

FOR THE SECOND time that morning the quarterdeck ceremonies were conducted as the commanding officer of *uss Forrestal* (CVA 59) rushed through saluting sideboys. Second Fleet Headquarters had called him unexpectedly.

And then word came to the quarterdeck that no one was to leave the ship, except for official business. Before long word had filtered through the ship by grapevine that *Forrestal* probably would get underway. Many officers and men suddenly had some official job to do ashore, usually at a telephone booth where they called their wives or sweethearts.

Three hours after leaving the ship, the captain returned, "It is possible," he said to the crew, "that *Forrestal* will get underway sometime later today. I have been advised that we should make preparations for being away from the Norfolk area for 60 days."

That was the cue for preparations to begin. Messages went out to squadrons to bring their aircraft, officers and men back to *Forrestal*.

Two pilots, attached to Attack Squadron 83, were in California with their aircraft when the recall went out. With in-flight refueling, the pilots and planes were in Norfolk in

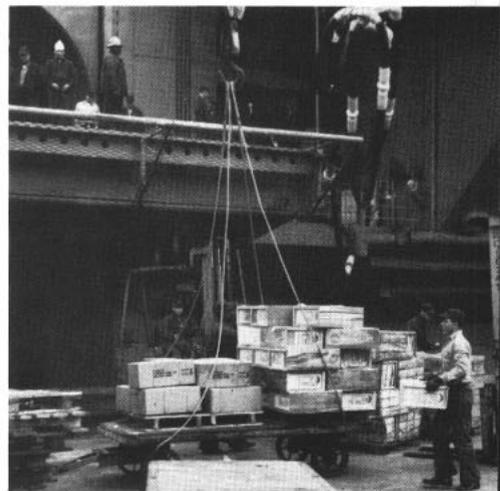
four hours, ready for anything.

Fighter Squadron 103 was scheduled for a 10-day deployment to Guantanamo Bay. Two officers, 25 men and 11,000 pounds of equipment were already in Cuba when word went out to return to *Forrestal* at Norfolk.

All the squadron experienced similar problems, but all were back at Norfolk that day. Most were aboard by sundown; the remainder flew aboard the following morning.

The entire evolution involved transporting personnel more than a quarter million man-miles to get them back to the ship.

QUICK KICK V—*USS Forrestal* left with planes ready for action. Rt: In five hours 150 tons of supplies were loaded.





OFF SHE WENT—Surprise orders sent attack carrier *Forrestal* off to join joint Army-Navy-Air Force exercise.

Meanwhile, the disbursing officer knew he needed some money to pay the crew for two months. He promoted \$280,000 from *uss Independence* (CVA 62), and \$169,000 from a bank.

The Supply Department took less than five hours to load 150 tons of provisions.

The ship's retail store stock was low. A few phone calls to the vendors in the Norfolk area brought a response within an hour. Twenty-five tons of merchandise—tooth paste, razor blades, soap—began to arrive.

Twelve hours after the first preparations began, the 78,000-ton *Forrestal* pulled away from the pier. That night she anchored in Hampton Roads.

Weighing anchor the next morning, she maneuvered through Thimble Shoals Channel. *Forrestal* was at sea.

The emergency movement turned out to be an exercise—part of the joint Army-Navy Air Force Quick Kick V. It had taken *Forrestal* less than 12 hours to become operational from a leave and upkeep status.—

—Ensign Robert E. Woodman, USN





FRIENDLY SPOT—Men of USS Tracer enjoy their food in fine surroundings. Rf: Mess line at NAS Corpus Christi.

WELL ALMOST

Better Than Home-Cooking!

MOST NAVY CHOW is as good as the recruiters advertise. But it's an extra-lucky sailor who eats in a mess where the cooks are competing for the Ney championship—no matter how good the food is, it's bound to improve when the commissarymen begin limbering up for the Navy-wide contest.

This makes the competition rough—so rough, in fact, that only once since the Ney Award made its debut in 1958 has a mess won the top prize twice. That was the Bay Hill galley at Guantanamo Bay, winner in 1958 and again in 1960.

Once again this year the judges have picked three first-time champs. They are *uss Observation Island* (EAG 154), the Navy's only *Polaris*-firing surface ship, *uss Tracer* (AGR 15), where the food is specially important because of long at-sea periods, and the U. S. Naval Air Station Corpus Christi, Texas. Last year NAS Corpus won second place in the ashore category.

The 1964 second-place awards went to *uss Dahlgren* (DLG 12), *Peterson* (DE 152) and the Naval Torpedo Station at Keyport, Wash. (including the mess branch at the Naval Ammunition Depot at Bangor). Running close behind for third prizes were *uss Okinawa* (LPH 3),

Alamo (LSD 33) and the Naval Submarine Base, Pearl Harbor, Hawaii. Sub Base Pearl has not missed the finals since 1960 and was first place winner last year.

Until this year, annual Ney Awards were only given to two messes, one afloat and one ashore. But this year the afloat division was divided into a large and small ship category, giving the ships a more equitable basis for competition. Messes which feed more than 300 men are classified large ships, and those which serve less compete with the smaller vessels.

An officer and an enlisted man from each of the number one messes will represent their commands at the annual convention of the sponsoring association. The convention is to be held in Portland, Ore., where the

representatives will be presented with bronze plaques on behalf of the Secretary of the Navy.

Dahlgren, *Peterson* and the Naval Torpedo Station, second place winners, will receive aluminum plaques and are entitled to send a commissaryman to the Culinary Institute of America for a two-week course in advanced cookery. Third place winners *Okinawa*, *Alamo* and Sub Base Pearl will receive citations from the sponsor and the Chief of the Bureau of Supplies and Accounts, who has the over-all responsibility for Navy messes.

The winners were picked from nearly 1200 messes, 84 per cent of which were in the afloat categories. They were judged on their performance in food preparation, serving techniques, sanitation, management and general effectiveness. Special attention was paid to such things as noise in the galley and scullery, cleanliness (Ney Award galleys must, of course, be spotless), food layout, meal variety, management and the over-all proficiency of messmen.

The 1964 contest opened in April, when commandants and type commanders chose messes to represent their commands in the semi-finals. During the month of April these 46





THE WINNING WAY—Crew members of *USS Observation Island* dig in with pride in their prize winning enlisted mess.

best-in-command messes were visited and inspected by officers from one of the eight field food service teams, acting as field representatives of the Ney Committee. The results of this inspection narrowed the list to nine finalists from which the winners were selected by the Ney committee itself, composed of Supply Corps officers, a sanitation specialist from the Bureau of Medicine and Surgery, and representatives of the Food Service Executives Association, sponsor of the Ney awards.

In addition to the first, second and third place winners, the best-in-command ships were: *uss Alamo* (LSD 33), *Bellatrix* (AF 62), *Coral Sea* (CVA 43), *Dixie* (AD 14), *Dodge County* (LST 772), *Exploit* (MSO 440), *Fulton* (AS 11), *Gannet* (MSC 290), *General W. A. Mann* (T-AP 112), *Henry Clay* (SSBN 625), *Klondike* (AR 22), *Morton* (DD 948), *Paiute* (ATF 159), *Paul Revere* (APA 248), *Saratoga* (CVA 60), *Sargo* (SSN 583), *Skywatcher* (AGR 3), *Sperry* (AS 12) and *Vulcan* (AR 5).

Semi-finalists in the ashore group were: Inshore Undersea Warfare Group Two; Naval Air Facility Naples, Italy; Navy Air Station Agana, Guam, Marianas Islands; Naval Air Station Glynco, Ga.; Naval Air Station Lakehurst, N. J.; Naval Air Station Lemoore, Calif.; Naval Cargo Handling Battalion One, Cheatham Annex, Williamsburg, Va.; Naval

Communications Station Balboa, Fort Amador, C.Z.; Naval Construction Battalion Center, Davisville, R. I.; Naval Radio Station (T) Fort Allen, Puerto Rico; Naval Security Group Activity, Kami Seya, Japan; Naval Station Annapolis, Md.; Naval Station Bermuda; Naval Station Kodiak, Alaska; Naval Station Subic Bay, Luzon, Republic of the Philippines; Naval Submarine Base New London, Groton, Conn.; Naval Training Center Great Lakes, Ill; Naval

Weapons Laboratory, Dahlgren, Va.; San Diego Group Pacific Reserve Fleet.

Last year's winners were *uss Frank E. Evans* (DD 754) and the Naval Submarine Base at Pearl Harbor.

This is the seventh year of Ney competition. The contest was named in honor of the late Captain Edward F. Ney, Supply Corps, USN, who was the World War II director of the Bureau of Supplies and Accounts Subsistence Division.

This Navy Gedunk Stand is a Real Life Saver

NAS Key West is using the 'ole bean to promote highway safety—the coffee bean, that is. A Key West portable gedunk is dispatched 47 miles north of the base on Sunday evenings to provide an all-night "Safety Stop" for weary travelers.

Reason: Many Key West servicemen and civilians make the 300-mile round-trip journey to Miami on week ends, and the strain of the long drive is a recognized cause of many highway accidents. The coffee break is meant to attract travelers off the road for revitalization and a brief rest.

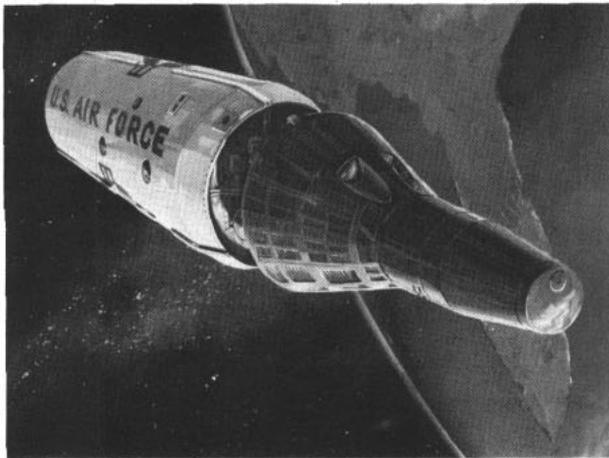
Over Memorial Day week end, when a high road death toll was predicted, the station's CO, Captain Charles D. Fonvielle, Jr., instituted the coffee stop to see if the Navy could help foil the forecasters local-

ly. The result was encouraging—not one highway death occurred in Monroe County that week end, and Navy coffee might have contributed to this result. The roadside gedunk, set up in a supermarket parking lot, served gallons of coffee to motorists who pulled off the road to accept the offer.

Because of the response, the coffee stop has been put into regular Sunday-night operation, manned by NAS Key West personnel. The supermarket involved has agreed to let the Navy use its parking lot, and even advertises the gedunk on its lighted sign.

Many powers have been attributed to Navy coffee (including that of a paint remover), but if it is now preventing highway accidents, it can't be all bad.

Brief news items about other branches of the armed services.



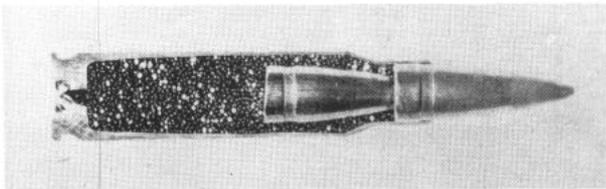
WAY OUT—Artist's drawing shows USAF manned orbiting lab to be used for experiments in a near-earth orbit.

A COMPLETE MAP of the moon's visible surface has been compiled by the Army Map Service under an agreement with NASA. The map will be used, among other projects, to train astronauts who may land on the moon about 1970.

The map was printed on a scale of 1:5,000,000 from photographs taken by the Lick and Pic du Midi Observatories. More than 5000 surface features are listed alphabetically, with their longitudes and latitudes, on the reverse side of the printed version.

Army engineers are now working on a similar map which will be more than twice as large. This map should be available in about one year.

One of the incidental problems encountered while making the map was the marking of altitudes. On the earth, height is marked in relation to sea level. But on the moon there are no seas, despite the Latin word *mare*, meaning sea, which precedes the names of many craters. Mapmakers solved this problem by picking the bottom of Mosting A, a crater near the center of the moon's visible surface, as a reference point and listing all other altitudes in relation to it.



TWO IN ONE—The Army has adopted a duplex rifle cartridge to increase ability to hit target at close range.

Moon maps may be purchased from the Army for one dollar. Copies are available from the Army Map Service (code 16230), 6500 Brooks Lane, Washington, D. C.

Craters, mountain ranges and lunar "seas" appear to change shape under various lighting situations caused by the moon's phases. Consequently, the Army has also made several three-dimensional lunar models which are used in astronaut training—by studying these relief maps under different artificial lighting angles, it is possible to identify landmarks under almost any situation.

★ ★ ★

RADIO CONTROLLED parachutes and gliders are being developed by the Air Force. Equipped with a homing device, they can be automatically guided into the drop zone by a small radio beacon.

Standard parachutes often miss the drop zone by considerable distances due to wind, fog, smoke or darkness. But small prototypes of the homing parachute landed within 100 yards of the beacon when dropped from height of 3000 feet almost two-thirds of a mile from the target.

The complete parachutes and gliders are expected to be about 35 to 45 feet in size, capable of carrying 2000 pound payloads, and may be dropped at speeds as great as 150 mph. Eventually, the Air Force hopes to develop similar systems which can deliver payloads greater than 5000 pounds.

The experimental parachute has a glide angle which permits 12 feet of horizontal glide for each 10 feet of vertical drop. The glider, which resembles the paper airplanes made by schoolboys, is expected to glide 30 feet for each 10 feet of drop.

Tests of the new drop equipment will take place at Wright-Patterson AFB, Ohio; El Centro, Calif.; and Eglin AFB, Fla.

★ ★ ★

A DUPLEX RIFLE cartridge which fires not one, but two projectiles has been developed and adopted by the Army. The new ammunition increases the soldier's chances of hitting a target at ranges of 150 meters or less.

The cartridge is similar in appearance to the conventional type, but a second bullet nestles out of sight behind the main projectile. This secondary bullet is designed not to follow the first but to veer slightly.

If one bullet misses the target, the other may not.

The dual ammo is available to Army and Marine units in 7.62 mm cartridges, the standard size used by NATO countries. It is officially called the duplex ball cartridge.

★ ★ ★

A KING-SIZED ventilated plastic bag for use as an isolator for patients requiring protection from outside germ sources is being tested by the Army. The bag can be used to isolate communicable disease patients from medical personnel and other patients, and to keep germs away from burn patients and those undergoing organ transplants.

The new unit is being evaluated at Walter Reed

General Hospital in Washington, D. C. It is believed to have great potential for use in base hospitals.

The patient lies in a bed which is encased in an inflated cylinder of a transparent plastic material. A pair of gloves is molded into the plastic, and there is sufficient play in the bag's surface to permit the gloves to reach any point on the bed. This enables medical personnel to render any necessary treatment.

A console unit attached to the foot of the bed contains the ventilating system and air locks through which food, surgical equipment and bandages may be passed. Material passed through the air lock is treated with ultraviolet rays. The ventilating system changes the air in the bag completely once each minute, filtering it as it enters and leaves.

The isolator is believed to be a significant advance in the technology of "germ-free systems" applied to human problems.

★ ★ ★

SIMULATION STIMULATES progress. So a hypersonic shock tunnel which will simulate altitudes from 100,000 to 250,000 feet and speeds of Mach 10 (7620 mph) is being built for the Air Force at Wright-Patterson AFB, Ohio.

The test facility will be used to evaluate experimental components of advanced air-breathing propulsion systems, such as ramjets, to determine their ability to withstand high speeds.

Studies of the properties of different gases, as affected by pressure waves, will also be conducted.

The over-all size of the shock tunnel will be 168 feet long and 45 feet in diameter. Its test section will taper to a section 36 feet long, 10 feet in diameter.

To create hypersonic wind speeds, hydrogen gas stored at 30,000 psi (equivalent to 2000 atmospheres) will be pumped into the tunnel where it will impact on air stored at 150 psi, forcing the air through a small nozzle opening into the test section of the tunnel. Inside the test section will be the components being tested. Air passing over them will simulate hypersonic speeds at which aerospace craft would be flying.

★ ★ ★

THE COAST GUARD has commissioned USCGC *Reliance* (WPC 615), the service's first major ship to be built since World War II. *Reliance* is the first product of the Coast Guard's fleet modernization program and the fourth of the service's ships to bear the name.

The first *Reliance* served from 1861 to 1865 as a Union blockade ship in the Chesapeake Bay and as an escort vessel for ships moving Union troops.

The second *Reliance* was a sail schooner which was commissioned in 1866 and served in Alaska until 1875.

Reliance number three, a 125-footer, was commissioned in 1927 to become the nemesis of rum runners during prohibition days. She was in Honolulu when the Japanese attacked in 1941 and spent the war years at Pearl Harbor.

The new *Reliance* displaces 930 tons. Its twin propellers are each driven by a combination diesel engine and gas turbine developing 2500 horsepower. She has the capacity to tow ocean ships up to 10,000 gross tons. Her beam is 34 feet and she has a 10-and-one-half-foot draft. *Reliance* can maintain a sustained speed of 18 knots and has a cruising radius of 5000 miles at 15 knots.



TOMORROW'S ARMY—Land Walker from mural at the World's Fair is part of show on future Army mobility.

The ship's design features a superstructure arranged in three levels forward of midship, affording the wheelhouse 360 degrees visibility. She has a flight deck suitable for carrying the Coast Guard's newest type of rescue helicopter. A tower type mast with platform, yard and gaff accommodates the navigation and signal lights and antennas.

Instead of having a conventional stack, *Reliance's* exhaust is discharged through a vent in the stern.

In September, after her shakedown cruise in the Caribbean, *Reliance* will go to Corpus Christi, Texas, which will be her permanent station for law enforcement and offshore assistance work.



SHARP ONE—Medium endurance Coast Guard cutter USCGC *Reliance* (WPC 615) brings new look to service.

LETTERS TO THE EDITOR

These Seals Are Fine Performers

SIR: During the last few months I have heard rumors about a new Navy team called SEALs. But very little has been printed on the subject.

What is a SEAL team? What are they for? And who may apply?—W. G. K., EMI (SS), USN.

• SEALs are former UDT men who have received extra training in language, parachute jumping, demolition and sabotage. They are capable of infiltrating enemy-held territory and are used by task force commanders in performing special, commando-type operations.

SEALs, because they must be qualified as both scuba divers and paratroopers, receive double hazardous duty pay.

If you're interested in becoming a SEAL, you must first qualify as an underwater demolition team member. Requests for UDT school may be submitted in accordance with CINCPACFLT Inst. 1510.4A or EPDOLANT Inst. 1510.2B. As things stand at present, UDT schools are accepting almost all comers who can qualify.

Once you have proven yourself to be a capable UDT man, you may volunteer for a SEAL team.

You may find the complete SEAL story in the next issue of ALL HANDS magazine.—ED.

Severance/Readjustment Pay

SIR: We were having a discussion on pay and allowances, and a question arose which you might help answer:

What are the conditions under which an individual receives a lump sum payment, in the form of severance pay, when being discharged from the Navy, and how much is this payment?—D. W. F., YN2, USN.

• Severance pay is applicable only when the individual is involuntarily separated from the Navy. This can result from physical disability, or failure of an officer to be selected for the next grade in the allotted time, to name two instances.

Upon being involuntarily separated, to be entitled to severance pay an individual must have served less than 20 years, and fall into one of the following categories:

• He is discharged by reason of service connected disability rated at less than 30 per cent under VA standards.

• He has less than eight years' active service, and suffers a disability that is not the proximate result of performance of active duty, regardless of the per-

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, D.C. 20370.

centage of disability. (Note: not applicable in time of war or national emergency).

• When, as a result of a periodic physical examination (if the individual is on the Temporary Disability Retired List), or the final examination conducted at the end of five years, it is determined that his physical disability is rated at less than 30 per cent.

(There are other methods by which individuals receive compensation. These are not in the category of severance pay).

The amount payable as severance pay is determined by multiplying two months' basic pay of the individual's grade at the time he was placed on the temporary disability retired list, or date of separation, by the number of years of active service. Two years' basic pay is the maximum that can be paid.

Also, as we mentioned, severance pay is payable to Regular officers and warrant officers who are involuntarily separated by reason of failure to be selected for promotion, or for certain reasons other than physical disability. Amounts in these cases vary.

Reservists who are involuntarily released from active duty after completing at least five years' active duty immediately before being released are also entitled to compensation, termed readjustment pay. Generally, the amount of

What's With YN-PN Ratings?

SIR: Can you tell me whether or not the Bureau of Personnel plans to combine the YNs and PNs into one rating?—P. T. G., PN3.

• No recommendations for combining the two have been presented to the Permanent Board for Review of the Enlisted Rating Structure.

The Board doesn't know of any studies being conducted to justify such a merger although the combination has been suggested several times.—ED.

such readjustment pay is determined by multiplying two months' basic pay by the number of years of active service, up to 12 years, but not to exceed \$15,000. Again, there are cases where a lesser rate would be applicable.—ED.

Wearing Distinguishing Marks

SIR: I am an SOG2, and have passed the change of rating exam for AX2. As a qualified aircrewman, I rate the aircrew wings and the aircrewman distinguishing mark. I also rate the sonar operator's distinguishing mark.

Here's my question: Since I rate two distinguishing marks, which one, if either, rates precedence? Should the aircrewman distinguishing mark be worn above or below the sonar operator's distinguishing mark on my right sleeve?—T. M., SOG2, USNR-R.

• With one exception, there is no precedence among distinguishing marks as regards positioning on the sleeve. If the Navy "E" is awarded to anyone who is authorized to wear other distinguishing marks, the Navy "E" is worn one inch below the other insignia.—ED.

Aircrewman Insignia: More Comments

SIR: Your reply to R. C. H., (page 24, May issue), concerning the aircrewman insignia seems inconsistent compared to the authorization to wear other insignia.

Submariners continue to wear their hard-earned dolphins after their last duty in submarines (and rightly so); the same applies to naval aviators long since grounded from flight. Similarly, a qualified diver doesn't have to dive day in and day out to display his insignia.

To carry it further, I should no longer wear my Asiatic-Pacific ribbon with its battle stars, because I'm not in the Pacific, the dates when I earned the ribbon are long past, and I'm certainly not in battle at the moment.

Granted, BuPers Manual says such-and-such, but do we keep fine young men in the Navy by telling them, in effect, "It's forever thus?" Too often we have the tendency to resist newer and better ways of doing things by saying simply, "That's the way it's always been done."

So couldn't someone in authority take another look at "BuPers Manual" and "Uniform Regulations" on the chance that the aircrewmen might have a valid point? If not, I offer the following alternatives:

(1) Take away the aviators' wings,

the submariners' dolphins, the line officers' command-at-sea emblem and other insignia of a similar nature when these devices no longer apply to the individual's present duties; or

(2) Abolish the aircrewman insignia as a device too easily earned and not worthy of retention by the one who qualifies to wear it.

In conclusion, if you look up the word "prestige", you will see the definition says nothing about being enhanced by exclusiveness, or limitation of numbers. So you can't relate the men of our Navy to the ownership of yachts. If you do, you confuse prestige with status symbols.—G. L. G., LCDR, SC, USN.

● *Well said! Someone in authority will take another look at the policy for wearing aircrewman breast insignia in the near future.*

The Permanent Naval Uniform Board is responsible for reviewing and recommending changes to the Secretary of the Navy through the Chief of Naval Operations. The Board already has placed the aircrewman insignia on its agenda for its next meeting. Your letter has been passed to the Board for information.—Ed.

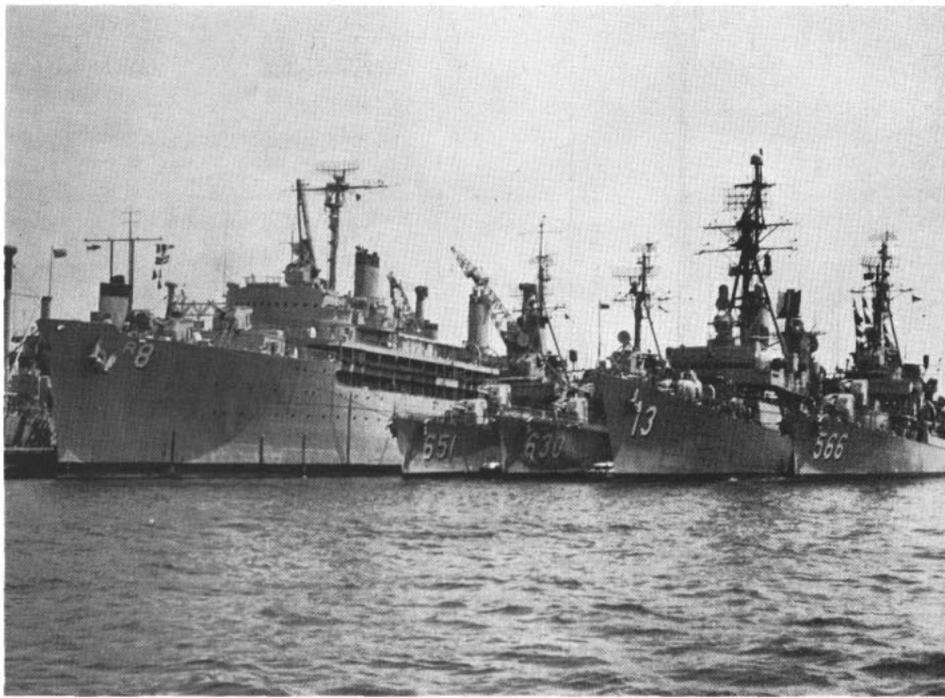
E8/E9 Detailing Desk

SIR: I speak for myself and other E-9s with whom I have recently talked. We are happy to see that the Navy intends to make a more specific use of senior and master CPOs. If this proposal is carried through I am sure a great service will be done to the Navy's rating structure as a whole.

I fully expected duties of a more administrative nature upon making E-9, but so far I have been assigned about the same duties I performed as an E-6, E-7 and E-8. My crew now consists of one E-6, three E-5s, one E-4 and two strikers. Yet I am told this is an E-9 billet.—A. L., CSCM, USN.

● *The Bureau is trying to do what it can to iron out any kinks in the system of detailing senior and master chiefs. It is in the process of establishing an E-8/E-9 detailing desk, which will control the assignment of all super chiefs. This will ensure that they are assigned to existing E-8/E-9 billets, and are not assigned to E-7 or lower billets. This new detailing section will probably commence actual detailing around September, and thereafter all E-8s and E-9s will receive more personalized detailing, in a manner similar in many respects to officer detailing.*

But bear in mind that while this detailing desk can assign super chiefs to billets that are established as E-8/E-9 billets, it will not be in a position to determine if an authorized E-8 or E-9 billet is justifiable. This is a function which should be performed by individual commanding officers in accordance with BuPersInst. 5321.2E. Paragraph 5(b) of this Instruction solicits recom-



HARD WORKER—Pacific Fleet repair ship USS Jason (AR 8) has spent 20 years repairing damaged ships. Jason is homeported at San Diego, California.

mendations for reductions in allowances when the CO determines his requirements can be met with fewer personnel, or by personnel of lesser grades.—Ed.

Qs and As By the Score

SIR: In the series of "Navy Mosts" articles, you included the name of a lieutenant who had completed 36 correspondence courses. On board USS Tutuila (ARG 4) we have a first class opticalman by the name of Stanley A. Smith who has completed 42 correspondence courses in seven and a half years.

Many Good Men Preceded You

SIR: I have just had the experience of being on a ship which crossed the equator, and I would like to know whether or not it is compulsory to go through the usual initiation ceremony.

I know this is a Navy tradition, but is it required by military rules or regulations?—R. G. S.

● *There aren't any military regulations which require crossing-the-line ceremonies, but more than one man has wisely rated the strength of tradition over the strength of law.*

We hope you got a charge out of the ceremonies. If you didn't, we hope you received a card which certifies you to be a member of the court of Neptunus Rex, so you won't have the doubtful pleasure of joining it again.—Ed.

Included in his list of satisfactory completions are such courses as the Watch Officer, Blueprint Reading & Sketching, Submarine Periscopes, UCMJ, and the high school and college level GED examinations. He is presently attending night classes under the tuition aid program at Old Dominion College.

Whether or not this is a record for satisfactory completions, it is certainly an indication of a desire to make the most of the opportunities offered in the naval service.—W. F. McCollom, ENS, USN.

● *We cannot argue with that, Sir. Thanks for the info and inspiration.—Ed.*

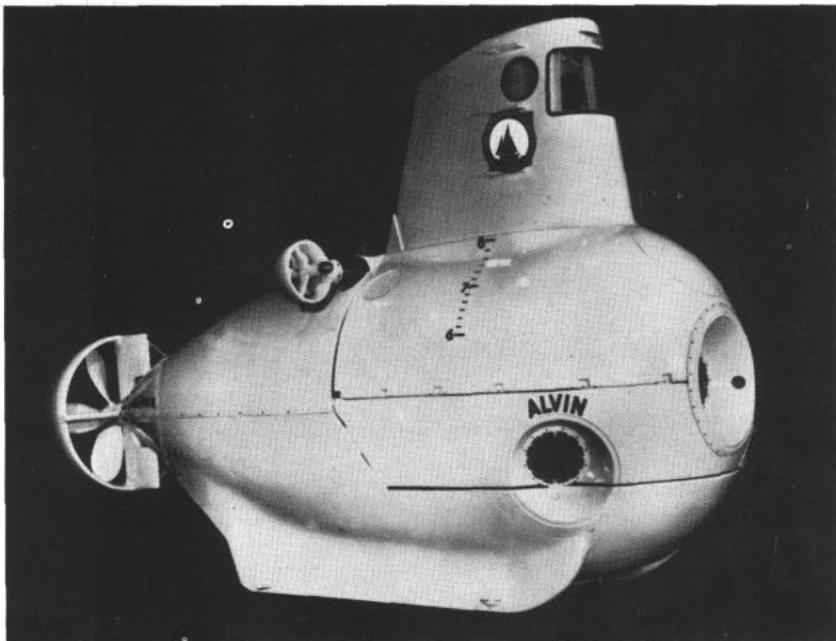
Who Comes First—RM1 or RM1?

SIR: Since the Navy has started rating enlisted men in two increments following a single exam, a situation which requires clarification has arisen. It is as follows:

One man made RM1 in November 1963. Two men made RM1 in January 1964 (in the second increment), but their advancement was retroactive to November for record purposes. How is seniority figured in this case?

Base Personnel states that all three of the above men made first class at the same time, so seniority must be computed from time in next lowest pay grade.—J. E. E., RMI, USN.

● *Base personnel is correct. All three men are considered as having made PO1 on the same date, that is, 16 November. Accordingly, precedence must be computed from the date of advancement to PO2, as stated in "BuPers Manual," Art. C-1202.—Ed.*



A TWO-SEATER—Navy's research submarine Alvin (molded fiber glass hull shown above) is undergoing test dives in Atlantic off Massachusetts coast.

Succession to Command

SIR: Let's talk about succession to command for a moment. Particularly, the general procedure where limited duty officers and restricted line officers may assume command.

Article 1380 of Navy Regs allows for the following:

1. In ships, officers of the line of the Navy designated for limited duty, who are authorized to perform all deck duties afloat, may succeed to command.

2. Within other commands of the naval service, any limited duty officer with a designation appropriate to the function of the activity may succeed to command."

This provokes a couple of questions:

(1) Is "officers of the line designated for limited duty" here meant to include restricted line officers, that is, 161X?

(2) Or, is it the intent of subparagraph two of Article 1380 to restrict succession to command to limited duty officers only, that is, 646X?

I think a restricted line officer (161X) should succeed to command of a communications activity the same as a limited duty officer (646X). Am I correct?

Navy Regs does not spell it out, but the opinion at my duty station is that a 646X officer can succeed to command, but that a 161X cannot unless he is authorized to do so by the Secretary of the Navy. I do not believe this is the intent of Article 1380—can you clarify this?

If I am correct, why doesn't the wording of subparagraph two of Article 1380 reflect this?—E. L. J., CTC, USN.

• We'll start with a small point, which is also the answer to your first question. Title 10, U. S. Code, Section 5001, properly defines an "officer re-

stricted in the performance of duty" as an "officer of the Navy designated for engineering duty, aeronautical engineering duty, special duty or limited duty." Your query is concerned with two types of restricted line officers—limited duty officers (646X) and special duty officers (161X).

In your second question you ask if it's the intent of Article 1380, subparagraph two, "Navy Regs," to restrict succession to command to limited duty officers (646X) only.

No, it is not. We refer you to Article 1379, which is interpreted to mean that special duty officers (161X) are also eligible to succeed to command of either communications or non-communications shore activities when so authorized by the Secretary of the Navy.

However, special duty officers cannot automatically succeed to command. They must be authorized by SecNav, whereas limited duty officers can automatically succeed to command, but only of an activity appropriate to the designation of the limited duty officer.

The foregoing also answers your next question—is it correct that a special duty officer (161X) should succeed to command of an activity engaged in communications the same as a limited duty officer (646X)? Again, Article 1397 of "Navy Regs" is quite specific: "Officers of the line designated for . . . special duty shall not succeed to command except on shore and then only as authorized by the Secretary of the Navy."

Let's take a hypothetical case. Two lieutenant commanders, the first a special duty officer senior to the second, a limited duty officer, are serving at an activity appropriate to the designation of the LDO. Assuming that all other

officers senior to these two officers were suddenly incapacitated, and assuming that the special duty officer was not authorized by SecNav to succeed to command, the limited duty officer would automatically succeed to command until the special duty officer was authorized to do so.

We take your last question to mean that if a special duty officer can automatically assume command of a communications activity, without the authorization from SecNav, why doesn't the wording of subparagraph two, Article 1380, reflect this? By now you know that a special duty officer cannot succeed to command without SecNav's authorization. On the other hand, a limited duty officer can, and that's what subparagraph two states.—Ed.

Quick Canal Transit

SIR: We'd like to submit the following for a record on a round-trip transit of the Panama Canal by a Navy ship.

Earlier this year (January) our ship, USS *Walworth County* (LST 1164), made a round-trip transit of the Panama Canal in 21 hours and 59 minutes. Aboard were men of the Fourth Missile Battalion being transferred from Coco Solo, Canal Zone, to their headquarters at Flamenco Island on the Pacific side. They were off-loaded at their destination during the period between the two transits.

Is this a record?—A. J. L., ENS USNR.

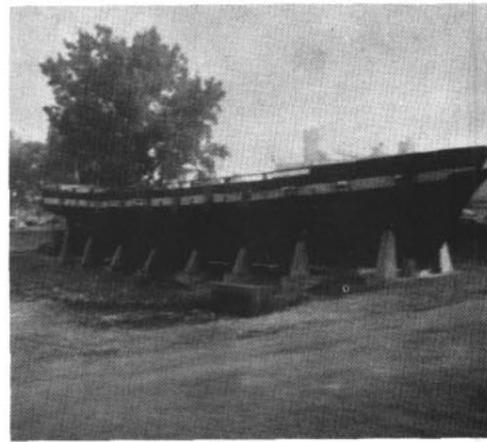
• We don't know if it's a record, but if it isn't you'll soon find out. Thanks for your letter.—Ed.

Niagara Finds Firm Haven

SIR: I enjoyed reading the article entitled "Niagara's Resurrection" in the April issue of ALL HANDS.

To say *Niagara* is still afloat, however, is stretching a point. When I visited Erie, I located the ship in a public park, where she was displayed

CONCRETE OCEAN—USS *Niagara* is on display near public docks on lower State Street, Erie, Pennsylvania.



on a permanent concrete foundation.

The bow and anchor of the *Wolverine*, ex-uss *Michigan* are also in this park.

I have enclosed a picture of *Niagara* on her foundation.—Howard C. Koepen.

• *Thanks for the clarification. The ship in the picture you enclosed with your letter was, beyond a doubt, supported by concrete stanchions. Undoubtedly they were put there to prevent Niagara falls.*—ED.

Lyrical about Taluga

SIR: I just want to remind you that *uss Taluga* (AO 62) is still afloat and on her way home from WestPac, having successfully completed better than 150 underway fuel replenishments and pumped some 15,000,000 gallons of fuel.

Outside of the fact that we rescued two waterlogged fishermen, it was quite a routine deployment.

Just for the record, I submit the following lyric which may be sung anywhere, anytime, by anyone (to practically any tune):

Taluga the queen of the oilers —

**May her fame be acclaimed anew,
Her crew's always willing and ready,
They excel in all tasks that they do.
Oh her fame has traveled before her,
And her deeds are on every one's tongue.
She will always be praised in the Navy —
That's Taluga — AO 62.**

I will stand by for comments from *Neches*, *Passumpsic*, *Cimarron* or any of our oily sisters. — L. A. Moore, SKC, USN.

• Well, oily sisters?—ED.

Those 18-inch Guns Are Here Again

SIR: In May 1964, ALL HANDS published a letter concerning the fabled 18-inch naval rifles. Perhaps I can add something.

A few years after the end of World War II, I was stationed on the Coast and Geodetic Survey Ship *Pioneer*, which was engaged in cartographic work in the Aleutian area. While there I heard about two 18-inch Japanese guns located, so the story went, on a nearby island.

Several other *Pioneer* crew members and I made a boat trip to check the rumor. Sure enough, on the island of Little Kiska, we found two relatively large Japanese rifles. But neither were 18-inchers.

The futile search whetted my interest. In 1950 I reported aboard *uss Haven* (AH 12), which was reputed to carry an 18-inch rifle as ballast. Take it from me, it doesn't. A scrupulous and energetic search of *Haven's* nether spaces revealed nothing except the usual bilge debris.

Then, in 1956, while my ship was visiting Japan, I found my first real



SNAPPY SAILOR—A Navyman on liberty in Paris points his camera at the city's famous landmark and takes a souvenir photo for the folks back home.

lead. It came in the form of a Yokosuka Naval Shipyard leading man who had been involved in the construction of the dreadnought *Yamato*.

According to him, both *Yamato* and *Musashi* carried 18-inch guns. As far as he knows, they were the only ships to do so. Both battleships were sunk by naval air forces in the later years of the war, and evidently no re-barrels were found during the occupation of Japan.—R. S. Dwinell, ENC (SS), USN.

• *Judging from the interest generated by the hunt for an 18-inch gun we suspect the first sailor to lay hands on one will be followed by fame and fortune for the remainder of his days.*

As for this latest, the Japanese yard

worker evidently knew what he was talking about. At least, his argument is supported by the 1946-47 edition of "Jane's Fighting Ships." According to "Jane's," Yamato and Musashi carried nine 18-inch rifles each.

These monster guns fired a 3220-pound projectile.

Chief Dwinell's story increases the number of known 18 inchers from one to a total of 19. But chances of scrounging one remain the same. Yamato (complete with guns) rests at the bottom of the East China Sea. Ditto Musashi in the Sibuyan Sea.

So we're back where we began. The only 18-inch gun which might be available was last seen (as far as we know) at the Naval Proving Ground, Dahlgren Va., in 1947.

*The story that this or a similar gun was used as ballast in a hospital ship may have some basis in fact. But if it does, we don't know what. Chances are, however, against such a gun being in Haven or *uss Relief* (AH 1), as both ships have been searched. And we can't conceive of anyone overlooking an 18-incher.*—ED.

Varsity Football? Sure—Maybe

SIR: Last year I played varsity football for NAS Pensacola. I would like to play again this year, but I'm due for orders before the season begins.

I'm trying to figure what my odds are for being assigned where there's a varsity squad. How many naval stations have a football team?—D. Y., ENS, USN.

• *Your odds are slim because, according to our best information, there*

Recommissioning Cruisers?

SIR: I have heard a rumor that the Navy plans to recommission *uss Macon* (CA 132) and *Des Moines* (CA 134). According to the story, they will be converted to guided missile cruisers.

My main interest is *Macon*. I once served aboard her, and thought she was a fine vessel. So what about the stories? True, or scuttlebutt?—L. A. D., QM2, USN.

• *Strictly scuttlebutt. Sorry. According to the Bureau of Ships, there are no existing plans to activate any of the decommissioned cruisers. If a cruiser were to be reactivated in the future, it would probably not be Macon, but one or more of the newer CAs such as Des Moines or *uss Salem* (CA 139).*—ED.



PASSING IN REVIEW—Seven state flags are carried by recruits at Naval Training Center, San Diego, Calif., during basic training graduation exercises.

are only a handful of CONUS locations (among them: Newport, Memphis, Moffett Field, Pensacola and Barber's Point) where varsity football schedules are played, and a few more overseas. Authority for maintaining a varsity football team is given at the command level.

Also, no effort is made to place football players. If you happen to be lucky enough to be assigned where there's a team, we're sure the coach will be one of the first to welcome you aboard. If not, it looks as though you'll have to ride the bench.—Ed.

Earned Those Stars

SIR: Your article on the "Fighting McKee" in the May issue brought back many memories of destroyer duty in the Pacific during World War II.

I joined *uss Sigsbee* (DD 502), a sister ship of *McKee*, at Pearl Harbor in early September 1943. Going aboard the first time, I reported to the Executive Officer, then a lieutenant who, I understand, did quite well in his chosen career. He now wears three stars and is Chief of Naval Personnel—Vice Admiral B. J. Semmes, Jr.

Sigsbee was part of Destroyer Squadron 25 and performed a variety of tasks in amphibious, carrier strike and escort operations. She was, I think, the only unit of DESRON 25 to suffer heavy damage as the result of enemy action.

On the 13th or 14th of April 1945 we were off Okinawa. About six destroyers, including *Sigsbee*, were on radar picket duty ahead of the carrier strike group. We were having chow

when we received early warning that a group of kamikaze planes were heading our way for attack.

The Commodore, Captain "Hap" Parrish, ordered the DDs into a circular formation and pushed the speed to 30 knots. Thirteen aircraft were in the group; all were shot down and crashed in the vicinity.

But the 13th headed for *Sigsbee's* bridge. The forward 40-mm mounts started pounding the plane as soon as it came within range. It was deflected from the bridge and struck the after 5-inch mount.

The crash set off the 1000-pound bomb, which the aircraft carried, and the depth charges on the fantail. The after 75 feet of the ship disappeared; we were helpless without rudder or propellers.

The ship began to settle stern first until we carried out our jettison plan (throwing all non-essentials overboard). Then the ship leveled off and could be towed safely.

We were taken in tow by *uss Dashiell* (DD 659). It was a long, slow trip back to Pearl, about 30 days in all. Since the war was nearly over, *Sigsbee* did not get repaired in time to see further action.

Nevertheless, she was quite a ship. I spent my longest single GQ in her—36 hours during the Kwajalein Majuro assault. What ever happened to her?—Captain A. P. Carpenter, USN.

• Thanks a lot for telling us of your experience aboard *Sigsbee*.

Perhaps we can add a few words to

your experience. As we understand the story, when the bomb exploded and set off the depth charges on the fantail the starboard engine, due to excessive vibration, could only be run at five knots. The port shaft, together with its propeller had snapped off, so the port engine was out.

It was at that point that *Sigsbee* flooded aft and settled to main deck level and had to be towed to Guam.

The concussion caused by the explosions made big dents in the deck-house. Four men were killed and 74 wounded.

After *Sigsbee* was repaired at Pearl Harbor, she got underway with Task Force 11 and headed for the East Coast. She arrived in time for the Navy Day celebration.

In November 1945, *Sigsbee* was decommissioned and placed in the Atlantic Reserve Fleet, Charleston, S. C. In 1960, she was moved to Philadelphia.

In little more than two and one-half years' service, she had earned 10 battle stars on her Asiatic-Pacific Area Service Medal.—Ed.

Reefer Referential

SIR: Captain Mossbottom again! But no nit-picking this time; only a howl at what he spotted in the May number of ALL HANDS.

When he read that squib on page 26 that "The standard reply from all was that a reefer was a refrigerator" (when asked "what is a reefer?"), he let out the loudest squawk heard along the shores of the Med (where's he's basking in retirement) since the time somebody threw a rubber banana to the rock apes in Gibraltar.

"Here, Sonny," he bellowed at me, "What a lot of blue water sailors that lad must have quizzed! Why, anybody who ever got the least bit of salt water in his whiskers always knew that a 'reefer' was a midshipman's cool weather coat and any real old-timer ought to remember that a 'reefer' was a cold-storage ship that supplied the Fleet in the old days. The last one in my outfit was the *Culgoa*, and believe it or not when she was out at sea she used to hoist sails to help her along!

"Last time the 'reefers' got together was in the summer of 1920 in Seattle, when the Middies put on their 'reefers' as members of a working party to break out some cold storage stock in the *Culgoa*. The party left the ship about 0400 because the provisions had to be unloaded and taken on board the other ships before the sun came up. Didn't have frozen foods in those days, so you write and tell 'em about it!"

So, I'm letting you know what the old fud had to say on the subject of "reefers."—Isaiah Olch, CAPT, USN (Ret).

• Cap'n Mossbottom should be relieved to learn that all our salt isn't in the cruet. Seems our inquiring reporter,

a lad who would forsake bell bottoms for belles, slipped that one in on us while we were up reefing the topsails.

Investigation revealed that during his quest for knowledge he selflessly diverted himself to a section of the Bureau staffed by young Waves who, in their own right, are very knowledgeable, but who were understandably vague on the early meanings of reefer.

Even had he consulted Mr. Webster he could have done better. He would have learned that a reefer is a close-fitting, usually double-breasted jacket or short coat of thick cloth.

To which we could add, midshipmen even used to be referred to as reefers.

We have since taken our reporter aside and given extensive tutoring on the meanings of reefer.

Incidentally for an account of the modern sea-going variety of this term, we refer you to the article in the March 1963 issue (page 18), entitled, "The Lively Voyage of a Navy Reefer."—Ed.

Search for the Monitor

SIR: I would appreciate any information you can give to help settle a dispute. I contend that the wreck of the famous Civil War ironclad *Monitor* has been discovered; my friend says that this report has proven to be false. Which of us is correct?

Can you also given me any information about the Confederate ironclad gunboat *Muscogee*, the wreckage of which was recently found near Columbus, Ga.? I understand that plans are underway to raise the vessel and restore it as a museum.

Finally, have any other wrecks of Civil War ironclads been located? I believe that I read something to the effect that the wreck of the gunboat *Cairo*

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 Joseph T. Dickman* (APA 13)—A reunion is being planned for July 1965. Former shipmates may write to Philip V. LaBriola, 1100 Hunter's Lane, Oreland, Pa., 19075.

- *uss Tazewell* (APA 209)—A reunion for plank owners and World War II crew members is being planned, with time and place to be designated by mutual consent. For details, write to Rudolph J. Szpak, BMC, USNR, 19 Fowler St., Salem, Mass., 01970.

had been found near Vicksburg, Miss., and that plans were also underway to raise and restore it as a museum.

Any information you can give on this subject will be helpful, because my hobby is studying about naval history, my particular interest being the ironclads of the Civil War era.—C. W. S., MA3, USN.

- We referred your query to the Naval History Division. They advise that the Navy has never been able to establish the exact location of the sinking of *Monitor*, although repeated attempts to locate her have been made since she was lost at sea on 31 Dec 1862.

uss Rhode Island, which had *Monitor* in tow, attempted to hold her position through the night of the sinking, and

the next morning she sounded the bottom at 35 fathoms in the general vicinity—some 20 miles south-southwest of Cape Hatteras. This spot is a virtual graveyard of ships.

On 30 Sep 1953 the Secretary of the Navy made a formal declaration of abandonment of *Monitor*. The Monitor Historical Society, Inc., of the District of Columbia, made extensive efforts to locate and salvage her without success. This organization is now defunct. The president and founder was a retired postal service employee who for 50 years cherished a dream of raising this historic ironclad. He personally dragged for traces of *Monitor* and devoted all his time to the project upon his retirement in 1953.

Since 1953 Coast Guard and private craft have combed the area, making electronic soundings. Skindivers have made unverified claims of locating the wreck; none has materialized.

The Confederate ironclad steam gunboat *Muscogee* was completed in December 1864 at Columbus, Ga., and burned by Union troops who attacked the city on 16 Apr 1865. The remains were recently raised and placed on exhibit as a Confederate Naval Museum in Columbus, under the custody of the Georgia Historical Commission.

uss Cairo, an ironclad river gunboat, was sunk 12 Dec 1862 while clearing mines in the Yazoo River. She has been located about 12 miles north of Vicksburg, Miss., and the state is now engaged in a project of raising and establishing her as a memorial.

The Naval History Division, Department of the Navy, Washington 25, D. C., can provide you with a bibliography of naval history publications which can be obtained from the Superintendent of Documents, if you care to continue to pursue this subject.—Ed.



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Washington 25, D.C.



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Making a Molehill

REMEMBER that bright idea you had a few years ago? Something about "Why do we have to keep a log on this?" or "Why do we need this instruction?" You asked the chief, or one of the officers; and they smiled and told you that it had to be that way, that COM-someone-or-other required it. So you put your questions aside. After a while, you got used to spending an hour a day filling up that log, or whatever.

The time has come to take another close look at that log—and at your old idea. It may well be that your idea is a good one, that can be of benefit to a lot of other men like yourself. The Navy is looking for your idea, *RIGHT NOW*, in the largest effort ever undertaken to reduce the amount of burdensome—and unnecessary — paperwork throughout the Fleet. (Note those

added words: and unnecessary.)

(Appropriately called *Project SCRAP*—the letters stand for "Selective Curtailment of Reports and Paperwork"—a vast program is getting underway, with all of the strength of the Department of the Navy behind it. But *Scrap* needs the interest and cooperation of every man and woman—officer, enlisted and civilian—connected with the Navy. Your interest, your cooperation. Your ideas.

The major and continuing goal of our Navy is to maintain combat readiness. Ready to fight, any time, anywhere—and fight to win. We won't win by throwing filing cabinets or checkoff lists at the enemy. And a man who is buried under the paperwork mountain has too little time for training, too little time to take care of his equipment. And too little time to relax and enjoy life.

HOW MANY evenings a week do men work late in your ship's office, engineering log room, supply office—just grinding through the paperwork?

The term "paperwork" takes in a lot of territory. Not only logs or reports, but correspondence, books, files, magazines, manuals, newspapers, plans, orders, procedures, instructions, notices. The tons of paper to be found on every ship and station that are crowding men out of their working spaces with sheer bulk; the care and feeding of which are crowding useful working hours out of the day.

The major and continuing goal of *Project Scrap* is to get rid of as much of that paperwork as possible. But it is more than a massive housecleaning; it is also an attack on the underlying philosophy that has crept





Out of a Mountain

into naval thinking and brought about the paperwork mountain.

An attack on the philosophy that refuses to accept results as proof of accomplishment, but requires excessive and oppressive documentation of each step along the way. One naval officer pinned it down nicely: It is "a blind fascination with administrative detail as an end rather than a means; a compulsive dedication to the word rather than the deed."

Project Scrap is directed right at the heart of the matter.

You won't see a lot of detailed instructions on *Scrap*; there won't be a pile of checkoff lists designed to check up on your ship's progress in getting rid of unnecessary checkoff lists. The *Scrap* drive, most fittingly, will be conducted with a minimum of paperwork. But you will be hearing a whole lot more about *Scrap*.

AND THE *Scrap* program, which is headed by the Naval Inspector General, will be hearing from you—he hopes. So do we. All commands are being encouraged to submit their suggestions—official and unofficial—to the *Scrap* drive. ALL HANDS is planning a feature, "The *SCRAP Heap*," in which a lot of those ideas are going to be thrown. We'll publish the best letters received, along with pertinent comments by the Inspector General. Polish up your old idea—or work out a new one—and send it off to:

Project SCRAP
Naval Inspector General
Navy Department
Washington, D. C. 20350

Don't send your ideas to ALL HANDS; that would just delay their getting to the attention of the right people who could expedite matters.

And don't hesitate just because you think "they'll never buy it." Look at some of the things "they" already have bought.

For example:

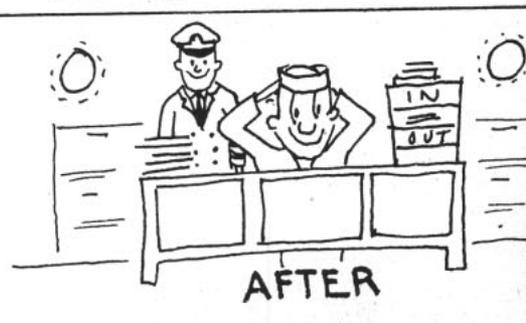
- The COMTAC libraries on ships, which contain many rarely used books and require constant attention to keep up to date, are being cut in half.

- The system of weekly hull reports is being drastically modified.

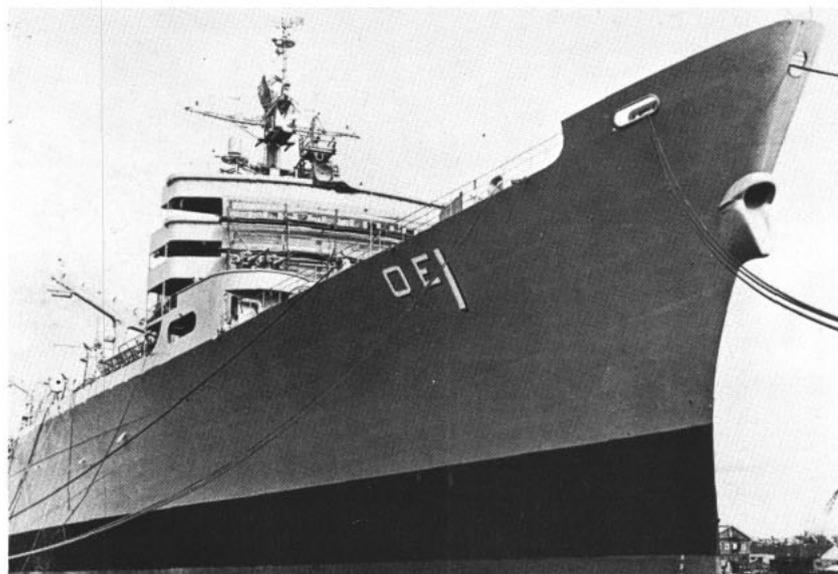
- And it is no longer necessary to type up the ship's log for submission to higher authority—just send in the handwritten signed original.

The *SCRAP* men estimate that over 600,000 man hours per year will be saved as a result of that last idea.

Scrap wants to hear your idea. It wants to make a molehill out of a mountain.



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



A NEWCOMER—The fast combat support ship *USS Sacramento* (AOE 1), first of her class, is serving as unit of the United States Pacific Fleet.

Chief Knows the Answers

Training Squadron (VT) 28 in Corpus Christi, Texas, solved a problem. That was back in 1963, and the solution has been paying big dividends, both for the squadron and its men.

The word had gone around that about 80 per cent of all airman apprentices taking the advancement exam for airman weren't passing. To find out why, the Education Officer began interviewing those who didn't make the grade.

He discovered that most young sailors didn't know many of the terms used in the *Airman's Manual*. Also, many questions in the test were based upon shipboard duty—something the AAs knew very little about.

He put out a call for help to the senior petty officers of VT 28, and Anson L. Gray, ADR2(AC), responded. Gray set up a schedule of classes, prepared his lesson plans and began his coaching.

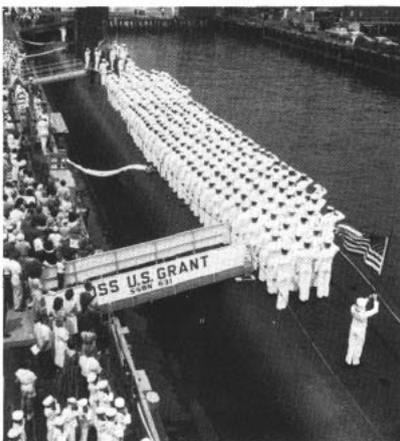
The results speak for themselves. Since early 1963, 150 men have attended; over 62 per cent of the students have passed the airman test on their first try.

As the only instructor, Gray volunteers his off-duty time every Tues-

day and Thursday to coach his squadron mates. The school lasts for eight periods, each from two to two and one-half hours long.

Gray's normal working day is spent as an aircraft mechanic for the VT 28 power plants division.

Flying the TS2A *Tracker* aircraft, the squadron trains naval aviators in multi-engine aircraft, instrument flight and carrier qualifications.



FLAG RAISING—Crew and guests are on hand for commissioning of *USS U.S. Grant* (SSBN 631), the 22nd *Polaris* sub to join the fleet.

From the Keel Up

Across the country new ships are taking shape. Four have been launched, the keel was laid for a fifth and two others received their names.

At the New York Naval Shipyard, the fourth and fifth ships built from the keel up as amphibious transport docks were launched simultaneously. *Austin* (LPD 4) and *Ogden* (LPD 5) are 570 feet long and have a displacement of 16,600 tons fully loaded. Each carries a crew of 513 officers and men. *Austin* is scheduled for commissioning in November and *Ogden* in January.

On the West Coast at the Puget Sound Naval Shipyard in Washington, two guided missile frigates were launched simultaneously.

Jouett (DLG 29) and *Sterett* (DLG 31) are of the *Belknap* (DLG 26) class. They're 547 feet long, have a 54-foot beam and displace 7900 tons fully loaded. Their armament includes surface-to-air *Terrier* missiles, *Asroc*, *Dash*, 5-inch/54 caliber and 3-inch/50 caliber guns.

Also at Bremerton, the keel of the destroyer tender *Samuel Gompers* (AD 37) was laid. With her construction a new class of destroyer tender is on the way.

Gompers will be capable of providing supplies, repairs and support facilities for all destroyer type ships, including support of missile systems and antisubmarine weapons and equipment, advanced communications and electronic systems and nuclear propulsion plants.

She'll have a full-load displacement of 20,500 tons, a 644-foot length and 85-foot beam. Her armament includes a single 5-inch/38 caliber and six 50-caliber machine-guns for limited self-defense.

Names have been assigned to two ships currently under construction at Pascagoula, Miss.

The amphibious assault ship, LPH 10, was named *Tripoli*, while the submarine tender AS 34 was dubbed *Canopus*.

The keels for both ships were laid earlier this year. *Canopus* is scheduled for launching in February while *Tripoli* will be launched in July.

They Played It Safe, and Won

Seven activities within the Newport Naval Base, R.I., played it safe during 1963; each received the Secretary of the Navy's Achievement in Safety award.

The commands were: Naval Supply Depot, Public Works Center, Fleet Training Center, Naval Underwater Ordnance Station, Naval Station, Underwater Weapons System Engineering Center and the Commissary Store.

Presented annually to bureaus and shore activities, the awards represent achievement in all aspects of "industrial" and motor vehicle safety.

The Secretary's Office of Industrial Relations Safety Division determines which commands will be recipients. Each activity must perform at least 250,000 manhours of work to be considered.

Achievement in Safety awards are based on comparisons of activity, injury frequency and severity rates, and government motor vehicle accident rates, against established minimums and averages for different types of activities.

Jason Is Going for Thirty

The name Jason was sometimes described by the Greeks as meaning "wanderer," and the Jason known to us in Greek mythology did do some wandering—with a purpose. We best remember his journey to Colchis, leading a band of Argonauts to retrieve the Golden Fleece.

Today there's another Jason which can conquer all obstacles to meet a challenge—the repair ship *uss Jason* (AR 8). Though not accustomed to rescuing blind men from harpies or wrestling with fire-snorting bulls, *Jason* has spent 20 years performing equally miraculous repair jobs to Fleet ships.

While moored at Ulithi in the western Carolines during WW II, *Jason* mended broken hulls, buckled decks, twisted bulkheads and ruptured insides of carriers, battle wagons, cruisers, auxiliary vessels and landing craft and sent them back to the battle areas. In one four-week period *Jason* had 84 ships to repair.

The floating shipyard repaired and sent back to battle six major ships that had suffered damage from kamikaze attacks. The carriers *uss Lexington* (CV 16) and *Cabot* (CVL 28), damaged by the suicide planes, were repaired during one turn-about period which enabled



THAT-A-WAY—Catapult officer signals for plane to be launched from *USS Hancock* (CVA 19) the first launching since the aircraft carrier's overhaul.

them to resume their place on a scheduled operation in the battle area.

During *Jason's* stay at Ulithi three enemy attacks on ships in the harbor took place. Harassed by the enemy and the weather, *Jason* carried on undaunted, sometimes working two 12-hour shifts, seven days a week to get ships back in service.

Jason later pulled into San Pedro Bay in Leyte Gulf, where she completely regunned *uss Mobile* (CL 63) and repaired the hulls of *Mississippi* (BB 41), *Idaho* (BB 42),

Mt. Olympus (AGC 8) and *Gus W. Darnell* (IX 228).

Jason joined with occupational forces steaming for Japan and Korea at the close of the war. Later she returned to this area to render the same services during the Korean conflict.

Though repairs are the primary function of *Jason*, she is always prepared to assume a role as a fighting ship, as evidenced by the fact that she has won the battle efficiency award for her type ship the past three years. Even *Jason* could be proud of *Jason*.

BOW WIDE OPEN—*USS DeSoto County* (LST 1171) is prepared to receive visitors during the tank landing ship's stay in Toledo during Great Lakes tour.





OCEAN TESTER—USS *Marysville* (EPCER 857) is a specialist in measuring the ocean and testing the latest in electronic and oceanographic devices.

Not Every Ship Can Do This

The signal light on the huge aircraft carrier flashed across San Diego Harbor spelling out the message, "What do you do?" The answer blinked back from the 825-ton *Marysville*, "We measure the ocean."

Ask a silly question and you get a silly answer, the carrier men ob-

served and went about their business.

But 20-year-old *uss Marysville* (EPCER 857) wasn't being flippant. Her job really is measuring the ocean or at least testing the advanced electronic and oceanographic devices which do measure the ocean.

Marysville was designed for World War II duty as a rescue patrol craft

and, after the war, was converted to an experimental patrol craft capable of fulfilling her present duties.

It stands to reason that her equipment would be fairly unusual. For instance, she has one of the few thermistor chains in the world. A thermistor chain, in *Marysville's* case, is a 19-ton, 900-foot long linkage of steel and sensitive recording devices used to study thermal layers of the ocean, measure internal waves and record other oceanographic phenomena.

Nor is *Marysville* lacking in other oceanographic gear designed for collecting specimens and measurement data and listening to the sound of the sea—both above and below the surface.

Marysville is also equipped to test and evaluate various radio and antenna systems.

Whether she is in the southwest Pacific, in the arctic regions or comparatively close to home, *Marysville*, who can't qualify as the largest, or the smallest, can at least be safe in saying she is testing the latest.

Whitey Has Seen Most of Them

On board *uss Cascade* (AD 16) there is a 64-year-old chief storekeeper who, in a few months, will say goodbye to a Navy career which has seen him serving his country in two World Wars and the Korean conflict. His name is George Silsbee, better known to the men he serves with as Ole Whitey.

When Silsbee was an 18-year-old he joined the Navy as an apprentice seaman, but he was already a veteran sailor. Earlier he had shipped out of New Bedford, Mass., in *Wanderer*, a whaler which relied entirely upon wind and sail for propulsion. Although shore training prevented him from seeing action in the first World War, he was to become familiar with numerous types of ships.

Soon after the war ended he joined *uss Hopewell* (DD 181), a four-stack, coal-burning destroyer.

In 1919, the Chief transferred to *Eagle Boat 19* on what was to be the first of three such assignments.

The *Eagle Boat* was a prefabricated fighting vessel with a mission between that of a destroyer and a sub chaser. The boats were numbered, rather than named, and had about the same sort of armament

as turn-of-the-century destroyers.

In 1921, the Chief received his discharge from the Navy and returned to New Bedford where, among other things, he served as a member of the New Bedford City Council.

During World War II, in 1942 to be exact, Chief Silsbee again offered his services to the sea service, and found himself in a ship bound for Argentina, Newfoundland, on the North Atlantic Defense Line. A year later, Silsbee was advanced to Chief Storekeeper.

In the spring of '44, the chief left *Argentia* and headed west for a billet in *uss Graffias* (AF 29) and, until 1945, he cruised the Pacific on board that support ship, backing up the U. S. island offensive.

By February 1946, the chief had boarded the Fleet oiler *uss Chuckawan* (AO 100) where he finished his enlistment in April 1947 and went back to life as a civilian.

Peace didn't last long, however, and Ole' Whitey again returned to the Fleet. In August 1950, he was bound for Asiatic waters aboard *uss Borie* (DD 704) to take part in fire support of United Nations

land troops in the Korean conflict.

Silsbee's assignment to *Borie* marked the beginning of the last segment of his career. Since then, he has served aboard *uss Badger* (DD 657), *Grand Canyon* (AD 28), *Dealey* (DE 1006) and *Cascade*.

His shore duty was spent at Headquarters, Rhine River Patrol in Scheirstein, Germany; NAS Glynco, Ga.; the Sixteenth Atlantic Fleet Annex (mothball fleet), Boston; the Boston Naval Shipyard and NAS Quonset Point, R. I.

Chief Silsbee owns 10 campaign medals, which span history from the World War I Victory Medal to the Korean Medal, plus the Korean Presidential Unit Citation.

Speaking as one who knows the difference between the old Navy and the new, the chief likens the old four stackers to bunk houses, and modern destroyers to luxury hotels. He recalled the deck heat of early destroyers which could blister a sailor's feet, even on wood.

After he retires, Chief Silsbee plans on spending his winters in Florida and his summers in New England. He will probably buy a small boat just "to keep a hand in."



MANY THANKS—A Thai Seabee explains message on banner to U. S. Seabee at dedication ceremonies of Ban Nam Thieng Dam. It reads, 'We thank the U. S. Government for helping us develop the village.' Rt: In Thai ceremony villagers honor Navy construction men of STAT 0901 for their assistance to that nation.

USNSMSES Says Nemesis

The recently dedicated U. S. Naval Ship Missile Systems Engineering Station, nicknamed Nemesis, is one of BuWeps' newest field activities.

The mission of NSMSES is to provide technical and engineering assistance in matters relating to the operational use of shipboard guided missile weapons systems.

Located at the Construction Battalion Center, Port Hueneme, Calif., the station is under the military command of the Commander Pacific Missile Range, and under the management control of BuWeps.

NSMSES engineers are providing engineering support of the three T's (*Terrier*, *Tartar* and *Talos*) missile systems. They are also participating in the development of standardized maintenance procedures (such as the integrated maintenance plan), and working with shore activities and the Fleet to insure that the in-service surface missile systems are fully operational, and the ships' complements are capable of supporting and maintaining them.

High Point Hits High Spots

The Navy's first operational hydrofoil, *High Point* (PCH 1), has completed initial rough-water testing off the northwestern tip of Washington State. The 110-ton patrol craft tested her underwater wings in

waves averaging five and one-half feet high.

The tests are part of a series to prove an antisubmarine warfare system which may counter some of the advantages gained by new highly maneuverable, high-speed submarines.

Providing her with a second mode of travel, *High Point* has stilts and subsurface wings, called foils, that lift the hull clear of the water. She can also operate for extended pe-

riods just like a conventional ship.

High Point is 115 feet long, has a 31-foot beam and, when flying on submerged foils, reaches speeds of more than 40 knots. Two 3000-hp gas turbine engines provide power for foil-borne operations. When not using the foils, she may use either the gas turbines or an auxiliary 600-hp diesel engine.

High Point is the largest operational hydrofoil craft using a wholly submerged foil system.

ON STILTS—USS *High Point* (PCH 1) moves out to sea off the coast of Washington State where the craft is undergoing various rough-water tests.



Building Submarines Is Their Business

ONE DAY a few months ago Portsmouth Naval Shipyard, Kittery, Maine, commissioned the *Polaris* submarine *uss John Adams* (SSBN 620), launched *Nathanael Green* (SSBN 636) and laid the keel for what is destined to become *uss Grayling* (SSN 646).

The time element was unusual (all three ceremonies were completed within two hours). But otherwise, the festivities were nothing new to Portsmouth. The yard has been in the submarine business for almost half a century.

It all began back in 1915, when Portsmouth was authorized to build the submarine torpedo boat *L-8*. Although a number of similar boats had been previously constructed by commercial shipyards, records show that never before had a sub keel been laid in a Navy yard. Portsmouth was to be the first.

No one seems to know why Portsmouth was singled out to build *L-8*. But, since it had been, the yard became the logical choice for similar assignments in the future. Portsmouth had experience and facilities available at no other Naval shipyard. It probably surprised no one when the contract for the second Navy-built sub, the *O-1*, also went to Portsmouth. As time passed, the yard built a reputation as the Navy's number one sub-builder.

Through the years, the submarine construction operation was streamlined and, when World War II began, Portsmouth was launching submarines at the rate of two a year.

IMMEDIATELY after Pearl Harbor was attacked, the Portsmouth work force was increased and split into three shifts; construction continued day and night. Near the end of the war, over 20,000 persons were employed at the yard.

Between 1941 and July 1945, 79 Portsmouth submarines were sent to sea. Peak production had been 32 submarines commissioned during 1944.

Among the Portsmouth boats are familiar names: *uss Snook* (SS 279), credited with sinking 75,473 tons in the Pacific; *Seawolf* (SS 197), 71,609 tons; *Bowfin* (SS 287), 67,882 tons; *Archerfish* (SS 311), 59,800 tons, including the Japanese carrier *Shinano*; *Drum* (SS 228),

which sank 15 ships; and *Kingfish* (SS 234), credited with 14 kills.

After V-J day, submarine production was cut sharply, but rose once more due to the Cold War and finally, Korea.

Since 1952 Portsmouth has played a major part in the development of modern submarines. The yard constructed *uss Sailfish* (SSR 572) and *Salmon* (SSR 573), the first Navy submarines to be built from the keel up as radar pickets. A number of attack submarines were also converted to high speed snorkel types.

In 1956 Portsmouth began to make the change from conventional to nuclear-powered submarines. In January of that year the yard workers laid the keel for the nuclear submarine *uss Swordfish* (SSN 579). A few months later construction began on *uss Barbel* (SS 580), the last of her non-nuclears.

SINCE THE SWITCH to atomic power, Portsmouth has commissioned (in addition to *Swordfish*) *uss Seadragon* (SSN 584), *Thresher* (SSN 593), *Jack* (SSN 605), *Tinosa* (SSN 606), *Abraham Lincoln* (SSBN 602) and the latest, *John Adams* (SSBN 620).

It stands to reason that Portsmouth has undergone some drastic changes in the past few decades. This may, of course, be seen in the yard's modern facilities and equipment, but it is most obvious in her changed product—The submarines she builds.

That first boat, *L-8* was a complicated piece of machinery for her day. She was 165 feet long and almost 15 feet wide. Displacing a total of 524 tons submerged, she was designed to face the enemy with eight small torpedoes and one top-side three-inch gun. The boat carried two officers and 26 enlisted men.

The 1964 version of a submarine is quite different. *John Adams* is over twice as long as *L-8* and weighs 16 times as much. Four times *L-8*'s crew is required to operate *John Adams*. She carries, in lieu of torpedoes, 16 *Polaris A-3* missiles, capable of rocketing a nuclear payload 2500 miles.

Portsmouth Naval Shipyard, which once specialized in boats, now builds ships.

Versatile Vigilante

A reconnaissance version of the A-5A *Vigilante* attack aircraft is now in operation, along with its own shipboard CIC. The combination aircraft and evaluation center is called the integrated operational intelligence system (IOIS).

The *Vigilante* modification, designated the RA-5C, is equipped with panoramic cameras and radar gear which scans to the side as well as in front of the aircraft. The information collected by the recon *Vigilante* is radioed back to a special evaluation center aboard ship, providing the tactical commander with intelligence information on any area. Other systems are also used for the same purpose, but IOIS does it faster.

The modification of the *Vigilante* has not sacrificed any of the A-5A's capabilities. When not in use as a recon plane, the RA-5C can still be used to deliver nuclear or conventional weapons with the same success as the A-5A. Either type can perform day or night, in almost all weather.

Reconnaissance Attack Squadron Five was the first unit to deploy overseas with the new type of aircraft. They recently left for the Western Pacific aboard *uss Ranger* (CVA 61).

Sunday Painter Strikes Oil

A portrait in oil by a Navy painter was presented early this summer to the Industrial College of the Armed Forces at Fort Lesley J. McNair by its Alumni Association. The artist—Lester J. Stone, CAPT, USN, who is also the Bureau of Naval Personnel's Inspector General.

The portrait is that of General Eisenhower which Captain Stone painted from a composite of photographs taken during 1947. The General is shown wearing the famous Eisenhower jacket and the ribbons of the Army and Navy Distinguished Service Medals and the Legion of Merit. The five stars of a General of the Army are on his shoulders.

Captain Stone has never had formal training in art but has been painting in oils during much of his life, specializing in portraits.

He took special pleasure in doing the portrait for the Armed Forces Industrial College inasmuch as he is a 1957 alumnus.



REWARDING—P. B. Sapanza, SK2, (left) and W. A. Peterson, AA, of NAS Glynco, Ga., receive Navy and Marine Corps Medal at inspection.



WELL DONE—Airman Lawrence K. Carlos of *USS Ticonderoga* (CVA 14) is commended by his commanding officer for saving life of shipmate.

Marines Jump for Record

Nine Marine parachutists have claimed a new world's record for seven- eight- and nine-man teams for night jumping. The Marine skydivers opened their chutes at 1800 feet and floated to the ground after free-falling from 44,100 feet.

Beginning preparations in May, the Marines made the night jump early in June at Fort Bragg, N. C.

The parachutists stepped out of the KC-130F *Hercules* aircraft transport into a 65-degree-below-zero sky. Flares were ignited by the jumpers at 20,000 feet to mark their position during the free-fall. At 5000 feet another flare was fired. In the drop zone, ground crewmen marked the area by igniting flares to guide the jumpers.

The Marines don't have a record yet. The jump must be confirmed by the Parachute Club of America and the Federation Aeronautique Internationale before it can be officially recognized.

When the Marines' record is confirmed, they will have, in effect, three in one. It can only be broken by another nine-man team.

The current seven-, eight- and nine-man team record was made in 1961 by Russian parachutists jumping from 41,500 feet.

For more information on skydiving see the May 1964 ALL HANDS.

Chief Can Point With Pride

Chief Steward Ralph Churchwell is just about proud enough to bust all his buttons.

The 27-year Navy veteran recently saw his younger son, Ralph, graduate from the Officer Candidate School, Newport, and commissioned as ensign. Chief Churchwell's other son, John, a second lieutenant in the Air Force, was also present for the ceremonies.

Both sons are graduates of Tennessee Agricultural and Industrial State University in Nashville. John is stationed in Texas, while Ralph has been assigned to the radar pick-

et ship *uss Lookout* (AGR 2).

Chief Churchwell enlisted in the Navy in 1937 from his native state of Tennessee. With his present assignment aboard *uss Yosemite* (AD 19), he has served in 13 ships of all categories.

His decorations and medals include: Presidential Unit Citation, American Theater, American Defense, Philippine Liberation and the Good Conduct Medal with eighth award. He also was awarded the Purple Heart for injuries received when his ship, the light cruiser *uss Atlanta* (CL 51), was sunk off Guadalcanal in 1942.



SON DAY—Chief Steward Ralph Churchwell, a veteran of 27 years of service, welcomes his recently commissioned officer sons aboard *USS Yosemite* (AD 19).

THE WORD

Frank, Authentic Career Information Of Special Interest—Straight from Headquarters

• **NEW RATING**—There's been a change in the enlisted rating structure. A new rating of Communications Yeoman (CYN) has been established for pay grade E-4. If you're a seaman (E-3) and want to strike for yeoman, you can advance to YN or CYN.

Your job as a CYN will include duties in communications offices, such as logging, routing and filing messages. You'll also keep communications publications up to date, be a registered publications clerk and operate and control radio-telephone and radio-teletype equipment.

The first Navy-wide examination for advancement to CYN3 will be held in February for regulars and reservists on active duty; inactive-duty personnel will have a chance at the test in July.

The normal advancement path from CYN3 will lead to YN2. But if you want to change, and are qualified, you'll be considered for advancement to RM2.

You don't have to fill out a correspondence course; there aren't any in print—yet. However, the course and training manual will be ready about the beginning of 1966.

Meanwhile, the *Study Guide for Communications Yeoman* (NavPers 10034) and the YN/CYN3 qualifications for advancement in rating (practical factors) are available. You'll find both at your Education and Training Office.

If you are already a YN3 and are thinking of changing over—forget it. Since CYN terminates at E-4,

change-in-rate requests will not be approved.

Now is as good a time as any to start preparing for the February exam. Briefly, here's what you must know. For more detail check the study guide and the YN/CYN3 qualifications for advancement.

- You must be eligible for (but not necessarily have) a security clearance for at least secret.

- You must know office and communication procedures, such as filing, handling supplies and keeping logs.

- You must be familiar with automatic teletypewriter equipment and know how to operate it.

- You must type at least 25 words per minute for five minutes.

- You must be familiar with various reports, publications, records and security procedures.

- You must know how to prepare official correspondence.

- You must be familiar with all phases of handling message traffic.

- You must know how to perform basic maintenance on the different office and teletype machines with which you work.

- You must know how to rescue a person from an energized electrical circuit, be able to perform mouth-to-mouth resuscitation of a person unconscious from electrical shock and know how to treat electrical and acid burns.

- You must know how to fight electrical fires.

It goes without saying that you must be eligible to advance to E-4.

BuPers Notice 1440 (26 June), which authorizes the establishment of the rating, also contains the YN/CYN3 qualifications for advancement in rating.

• **AIRCREWMAN CERTIFICATES**—Navy Aircrewmembers have recently been (or soon will be) receiving a standardized Aircrewman Certificate designated as NavPers Form 4044.

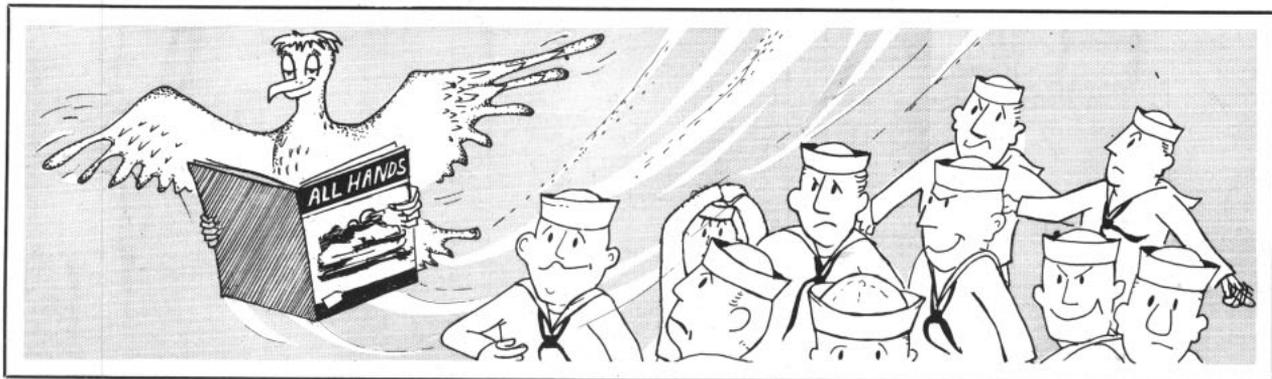
The standardized certificate will replace those which have been de-



veloped by a number of local commands for award to all Navymen who qualify and are designated Aircrewmembers.

The certificates were made available through Cognizance "I" stock points last month and are being awarded by commanding officers.

• **OBLIGATED SERVICE**—A revised policy concerning voluntary resignation by Regular and Reserve Navy officers on active duty has been published. Changes include a cut-down on the paperwork involved in processing a resignation request—thus speeding up the process—and an extension of obligated service requirements for certain officers. The new Instruction on this subject—SecNav Inst. 1920.3D—has also been broadened to include some other ex-



ALL HANDS IS NOT FOR THE BIRDS so take care of it and pass it on . . . there are nine others waiting for this issue.

isting regulations which previously were published in different instructions.

Principal changes in the new instruction include:

- A requirement for Naval Academy graduates to serve a five-year active duty term, which supersedes the previous four-year obligation. This conforms to Public Law 88-276, passed this spring, and applies to all midshipmen appointed to the Academy after 3 Mar 1964.

- A requirement for officers who accept scientific, literary or educational scholarships, fellowships or grants, to serve a three-to-one ratio of active service—three times the instruction or training period—after completing such training.

- A similar three-to-one obligated service requirement for officers who participate in special graduate education leading to a doctorate degree immediately following undergraduate education and commissioning. Selected Naval Academy and Regular NROTC midshipmen are assigned to this program.

- A requirement for officers who have received tuition aid at government expense for off-duty courses to serve two years after completing the courses.

- The policy governing early outs for officers entering or returning to college—incorporated in this instruction for the first time.

- The new method for channeling resignation requests, doing away with the requirement to forward resignations through the normal chain of command. Now, the resignations are sent to the Secretary of the Navy via only the officer's commanding officer, chief of the appropriate sponsoring bureau or office (in the case of Restricted Line and Staff Corps officers), and the Chief of Naval Personnel.

The instruction states, however, that information copies of resignations may be sent to other seniors in the chain of command, if required by them, to allow for additional comments and recommendations.

This revision is aimed at reducing paperwork, and simultaneously serves to speed up the processing of a resignation.

One other major change in the new Instruction is omission of the section on voluntary termination of temporary officer and warrant officer appointments. The policy pertaining to these categories has been clarified (but not substantially changed) and

published in a separate directive—SecNav Inst. 1920.5.

The Instruction sets forth the policy governing voluntary resignation of all male, women and Nurse Corps officers, including hardship cases, and should be referred to for further details on the subject.

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 and BuPers Notices 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. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Instructions and Notices.

Instructions

No. 1020.11C—Sets forth the policy and instructions for providing clothing to enlisted Naval Reserve members who are ordered to extended active duty or discharged for immediate enlistment in the Regular Navy.

No. 1050.2E—Provides information concerning the conditions under which personnel of Philippine or Guamanian extraction may visit the Republic of Philippines or Guam.

No. 1120.18J—Outlines the eligibility requirements and processing procedures whereby USN personnel may seek appointment to warrant or commissioned status through the integration program, the warrant officer program and the limited duty officer program.

No. 1540.40—Discusses qualifications and assignment policies of those ordered to duty in connection with naval nuclear propulsion plants.

No. 1560.2—Amplifies and gives effect to the requirement that the national anthem motion picture trailer be shown before all entertainment motion picture exhibitions.

Notices

No. 1440 (26 June)—Announced a change in the Enlisted Rating Structure which established at pay grade E-4 the rating of Communications Yeoman (CYN) as a service rating of the Yeoman general rating.

SecNav 1421 (6 July) — Announced the convening of boards for the selection of active duty lineal list, Line and Staff Corps officers and USN Line and Supply Corps women officers for promotion.

No. 1221 (10 July)—Directed mandatory assignment of entry trainee NECs.

QUIZ AWEIGH

Ship silhouettes have undergone some drastic changes in the past few years. If you were standing a lookout watch, how would you identify the following profiles?



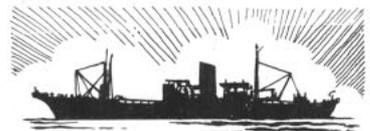
1. This one is the second of her class, but her appearance bears little similarity to the first. She is a/an:
- Auxiliary aircraft transport.
 - Command ship.
 - Major communications relay ship.



2. A combination mast and stack (MACK) is one of the new features of this type. Built on a heavy cruiser hull, she is a:
- Guided missile heavy cruiser.
 - Guided missile command ship.
 - Guided missile cruiser.



3. The first ship of this type was commissioned in September 1962 and five more will have joined the Fleet by 1966. What is it?
- Amphibious transport dock.
 - FBM submarine tender.
 - Amphibious force flagship.



4. Although she was launched in 1945, this ship did not become part of the Navy until 1953. The oddball bow is your best clue. She's a:
- Netlayer.
 - Cable repair ship.
 - Submarine rescue vessel.

Answers to Quiz Aweigh may be found on page 54.

THE BULLETIN BOARD

Answers to Your Questions on Family Separation Allowance

THE FAMILY Separation Allowance (FSA) is designed to help you foot the extra bills incurred when you're away from home performing your military duties.

There are two types of FSA. Type I applies to relatively few men, and will be explained later. Type II, in contrast, will sooner or later mean extra money for almost every Navy family. It amounts to \$30 per month, and is paid to help you meet the additional expenses of home upkeep while you are away.

Before you can collect Type II FSA you must meet a number of requirements. The reasoning behind some of these may seem obscure unless you understand the basic intentions of the law.

Those who laid the ground rules for Type II FSA were thinking in very down-to-earth terms—about such things as leaking water faucets, for example.

Now, a dripping tap is absolutely no problem for any self-respecting brownbagger. You'd simply arm yourself with a pipe wrench and screwdriver and turn to. Presto: problem solved, and it would cost you just a few cents for the washer.

On the other hand, if that same tap began to leak while you were attached to *uss Boat*, somewhere in WestPac, it would be a different story altogether. Unless your wife can wear your coveralls the solution would involve a visit from the local plumber. This usually costs more than a few cents.

FSA Type II, then, is meant to help you pay the plumber, or the carpenter, or the exterminator, to do something you would have done yourself had you been present. Keep this in mind as you read the following general requirements for Type II FSA.

- You must be receiving BAQ.

- You must maintain a residence.

Technically, a residence is a home which you would normally share with your dependents while on leave or liberty. (This automatically eliminates the claims of Navymen who are

legally separated or divorced, even though they help support their wife, ex-wife, or children in the wife's custody.)

- You must be separated from your family for a period of 31 or more days. (Most small repairs could wait at least 30 days for your return.)

The Navy will usually consider you separated from your family if you are over 50 miles from your home station (home port for shipboard sailors), provided you don't commute home on a daily basis. You will also be considered separated if you are serving an overseas shore tour without dependents.

Visiting will not interfere with your separated status providing you (or your family) do not stay longer than a specified time. You may visit your home occasionally, but not on a daily basis. If you are on sea duty and away from your home port, or on TAD or temporary duty orders, your family may visit you for no more than 30 consecutive days. If you are serving an unaccompanied overseas shore tour, your family may visit you for not more than three months.

These limitations do not apply if only part of your family visits you. In other words, if your wife visited you but left the children at home with grandma, there would be no

time limitation—after all, you'd still be maintaining a home which you could not repair yourself.

- You will be ineligible for Type II FSA if your family lives in Navy housing. FSA is meant to offset maintenance costs, and Navy housing is maintained free of charge by the government.

This applies only if you are not receiving a BAQ allowance. If you live in Navy rental housing and pay your rent directly as though you were in civilian housing, you will probably be eligible for the \$30 per month extra, providing you are otherwise qualified.

- The Navy must be responsible for your separation.

Originally, this meant that your family had to live in your home port while you were overseas with your ship or unit—this qualification has been dropped. However, you still can't collect FSA if your unit is in its home port or station, regardless of the location of your family.

As an example, take the case of Chief Smith, who is on shore duty with his family in Norfolk, Va. He has orders to report to a destroyer in Brooklyn, N. Y.

Because his children are in school, he decides to leave his family in Norfolk and go to Brooklyn alone. He will not be entitled to FSA because the separation was of his own choice.

But when his ship leaves Brooklyn for more than 31 days, he becomes entitled to FSA because he would be separated from his family regardless of his previous decision.

The single exception to this rule concerns those men who are serving on overseas shore duty and elect the short, unaccompanied tour. These men are eligible for Type II FSA.

- You will not be paid FSA if your family would be separated from you anyway because they were ineligible for government travel, because you were not in an eligible pay grade. This means you must be E-5 and above, or third class with more than four years in service.

If you meet all the above quali-

All-Navy Cartoon Contest
William R. Maul, CT1, USN



"One more thing to remember—you have to learn to grow in the job."

fications, you will probably be entitled to receive the Type II Family Separation Allowance. Keep in mind, however, that, regardless of how you look on paper, you cannot collect FSA if you are in reality living with your family on the same basis as if you were on shore duty in your home area.

Incidentally, FSA Type II will usually continue if, while you are separated, you are further ordered to TAD, temporary duty, hospitalization, military confinement, or take leave. It is not payable if you go directly from your home station to hospitalization or military confinement, since you are not ordered to duty. There is, however, a restriction if you return to the area where your dependents are residing for TAD or hospitalization.

Type II FSA is further subdivided into three categories, which apply mostly to administrative types. They are: FSA-S (for shipboard separations); FSA-T (for Navymen on TAD or temporary duty); and FSA-R (primarily for those who are serving unaccompanied tours overseas).

Type I FSA, which was mentioned briefly in the beginning, is for those married men who are serving unaccompanied overseas shore tours at a location where there are no government berthing facilities.

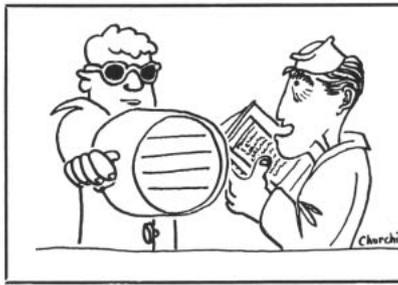
These men are forced to maintain two homes: One for their families back in the States and another for themselves near their duty stations. In the past they could receive only one quarters allowance—their BAQ payment.

Now, under Type I FSA laws, if you end up in such a situation you'll make out fine—you'll receive your standard BAQ payment for your family in the States, plus another monthly sum equal to the BAQ allowed for a single man in your pay grade. Furthermore, you may also be eligible for the \$30 per month Type II allowance for the maintenance of your stateside home.

Your choice to serve without dependents will not disqualify you for this type of FSA. If you are married, select a short unaccompanied tour overseas, and must maintain a residence near your duty station due to lack of government facilities, you will be eligible.

Visiting restrictions are more lenient for Type I than for the FSA-S and FSA-T allowances under Type

All-Navy Cartoon Contest
Robert E. Churchill, RDSA, USN.



"Wait a minute, Charlie, I don't think all of the trouble is in their transmitter."

II. If you are receiving the additional BAQ payments, your entire family may visit you for as long as three months without endangering your FSA. However, if your dependents plan to remain more than three months you are expected to notify your disbursing officer so that he may stop the payments on the day they arrive near your station.

As before, these visiting restrictions only apply when you are visited by your entire family. If a dependent

remains behind, there are no restrictions.

SecNav Inst. 7220.46 is the implementing instruction.

Freedom Foundation Contest Stresses the Right to Vote

Voting is the theme for the 1964 Freedom Foundation Essay Contest. The Foundation is offering 101 cash prizes from \$50 to \$1000. The contest opened in April and will close on 1 November.

All servicemen and women on active duty are eligible to compete. Entries should be in letter form, between 100 and 500 words long, titled *My Vote: Freedom's Privilege*. Send entries to Freedom's Foundation, Valley Forge, Pa., postmarked no later than 1 Nov 1964.

First prize is \$1000. There are also 50 \$100 awards and an equal number of \$50 prizes. The winner in each service will be invited to attend the presidential inauguration.

The official rules for the contest may be found in SecNav Notice 5720 dated 18 Jun 1964.

HOW DID IT START

Khakis Started When They Had to Hit the Dirt

Khaki uniforms made their debut in the Marine Corps in 1900 and in the Navy at least as early as 1912, when they were worn by naval aviators working and flying during fleet maneuvers at Guantanamo Bay, Cuba. But khakis originated about 1845, when the British were fighting in India.

The story goes that the English soldiers, in their flashy white or blue uniforms, made fine targets for snipers.

A neat appearance is admirable, but it can be sacrificed—particularly in the cause of self preservation. Quite understandably, the King's troops began soaking their uniforms



in mud, coffee, curry powder—anything to blend in with the landscape.

Khaki, in Hindi, means earth-colored.

In 1882 the British Army officially adopted a khaki working uniform. A few years later they made it the liberty uniform as well, but the Tommies would have no part of it. They protested so loudly that the Army returned to more colorful garb, at least for liberty.

In time, many countries adopted khaki for the working and fighting uniforms. U. S. soldiers first wore them while fighting in the Caribbean during the Spanish American War.

Although Navy pilots have worn khaki since the beginning of naval aviation (it was made an official uniform in 1917), the blackshoe Navy was happy enough with what they were wearing and did not adopt the new color for 30 years. It was finally authorized for on-station wear (when approved by the senior officer present) in January 1941.

A few months later the U. S. Navy was fighting in both the Atlantic and Pacific Oceans.

Uniforms become less formal in wartime, and soon after Pearl Harbor chiefs and officers were authorized to wear khakis ashore on liberty.

Report on the Philippines for the Navyman and His Family

SOONER OR LATER in their careers, most Navy men have the opportunity of visiting the Philippines, and many of them will have the experience of serving on duty in this republic in the Pacific.

An archipelago of more than 7,000 islands, the Philippines is an important bastion in the defense of the free world, and works closely with the other democracies for mutual defense.

The United States today maintains five bases in the Republic of the Philippines—all on the island of Luzon and fairly close to Manila. These are Clark Air Force Base, and four U.S. Navy installations: Naval Base Subic, Naval Station Sangley Point, Naval Air Station Cubi Point which is close to Subic Bay, and the Naval Communication Station Philippines at San Miguel.

Here is a report on living conditions for the Navy family assigned to duty at one of these bases.

The Manila area is close to sea level and the climate is tropical. Daytime temperatures average from 86 to 94 degrees throughout the year.

Although there are no abrupt or very definite changes, the year is roughly divided into three seasons. Lowest minimum temperatures occur during the cool season, from December to March, when the maximum is normally 85 degrees, the minimum 70 degrees. The hot season lasts from March through June when the daily peak is 90 to 95 degrees, with May as the hottest month. The rainy season is from July through October when as much as 13 inches of rain may fall in a single day. In general, humidity is high year-round.

In general, when planning travel to the Philippines, you should check early on immunization requirements. Applications for passports and visas should also be made well in advance. Conditions vary among the several naval installations and local situations may develop which will affect individuals en route to their assigned areas. Hence, you are urged to maintain close liaison with your sponsor so that up-to-date and detailed information may be obtained before arrival.

Education—American schools through high school level are available and offer educational opportunities comparable to those found in public

schools in the States. Both the University of the Philippines and the University of Santo Tomas are accredited to American colleges.

Automobiles—Private automobiles are the usual conveyance. Roads vary in quality and you'll find it worthwhile to have a sturdy car in good condition. Roads are heavily congested in the Manila area. In the small villages the roads are also used by pedestrian traffic; therefore, slow and careful driving is required.

Gasoline is not rationed and costs about 18 cents a gallon through Navy Exchange stations. Mechanical and body repairs can be obtained, but tire and battery replacement is difficult. Since the climate is hard on automobiles, undercoating is highly recommended.

Clothing—The Navy Exchanges are usually well stocked with sheets, towels, and dress materials, but some items might occasionally be in short supply or not available. There is little ready-to-wear in stock, but many dressmakers of varying talents sew inexpensively.

Navy Exchanges also operate tailor shops. Summer clothing is worn the year round, but bring spring and fall dresses and lightweight suits for wear at the mountain resorts at Baguio, and for trips to Hong Kong or Japan.

Bermuda shorts and pedal pushers are acceptable daytime wear. "Short shorts" are not considered good taste in public. Sleeveless shirts and blouses are comfortable. Simple cotton dresses are good any time. Dark cottons and synthetics mixed with

cotton are good for shopping or traveling.

The dacron, nylon and orlon materials are warm for daily use, but useful for traveling. The wrinkle-resistant cottons are also useful, but lose their resistance after they are washed, wrung, starched and ironed a few times.

Three times as much summer clothing will be needed during a tour here as is needed for a normal tour elsewhere; however, do not buy a tremendous supply as dressmakers are available. Special purchase orders may also be made through the Navy Exchange. This service is fast and inexpensive.

Shoes wear quickly, especially during the wet season. All types of leather and plastic heels can be worn at one time or another. The low heel, play shoe or sandal is most comfortable for daytime wear.

Each member of the family should have a pair of lightweight overshoes and a raincoat. Extra umbrellas can be used to good advantage, both for sun and rain. Hose are seldom worn, except at formal functions and when traveling. Seamless, nylon mesh hose are good for traveling. Ordinary wear hose are available locally.

Brand name commodities from U. S. sources can be bought through the Navy Exchange special order section. Jade jewelry or imported linens purchased in the States should be declared when passing through customs, otherwise these may be considered contraband items and impounded when returning to the States.

Girls' Clothing—Local dressmakers do very well on children's clothing and charge from \$1.25 to \$2.00 for a dress. Girls wear dresses to school and pedal pushers and shorts for play. The Brownies and Girl Scouts are very active, but uniforms have to be ordered from the States. Swimming lessons are given by the Red Cross the year round and extra bathing suits are needed. Shoes for children are sometimes a problem. The Exchanges carry them but correct sizes are not always in stock.

Boys' Clothing—Boys from first grade through high school wear khakis, blue jeans or long cotton wash pants. Sport shirts or cotton light-

All-Navy Cartoon Contest
Joseph J. Hanzel, AE3, USN



"The chief ordered me down here to help clean out the pay records."

weight knit shirts are worn for school and white shirts or white shortsleeved sport shirts are worn for dress and church. Suits are not necessary.

Men's Clothing—White and khaki cotton uniforms, including shorts and shortsleeved shirts are worn for duty. These are available at service sales outlets or may be custom tailored at very reasonable prices. You are encouraged to wear the tropical white uniform (shorts and shortsleeved shirts, with long white socks) and its alternate, tropical white long. Civilian clothes are authorized for off-duty wear. Excellent woollens are available through the Exchanges while other materials are slightly above stateside prices.

Domestic Help—Families with one or two children usually have a house-girl who does the laundry and cleaning and looks after the children. Larger families and those who do entertaining generally have two girls, a lavandera who does the laundry and a cook who usually also does the cleaning. A lavandera is usually paid about 40 pesos (\$10.50); a housegirl 50 to 60 pesos and a cook 60 to 65 pesos per month. Part-time housegirls are paid about 10 dollars a month for working three days a week. Maximum wages are set by regulations and must be observed.

Food—Commissaries and Navy Exchanges carry most food to which Americans are accustomed. Local markets are stocked with many kinds of tropical fruits as well as familiar vegetables. As all meats are frozen, it is desirable to have a freezer. Stores in Manila offer a wide variety of foods, but prices are high.

Medical and Dental Care—Hospitals or dispensaries are available at all stations and provide routine medical care and limited dental care for dependents. Persons wearing glasses should bring an extra pair although glasses may be obtained inexpensively in Hong Kong or Manila. Special prescriptions may not be available in the area and arrangements should be made for re-ordering. Orthodontic treatment may be obtained on the station by an orthodontist from Manila. The fees are nominal and paid by the patient.

Religion—Protestant and Catholic services are held at all station chapels. The Philippines is predominately (nearly 80 per cent) Roman Catholic, but services of almost all

denominations can be found within the Manila area.

Money—U. S. currency (green) is used on U. S. bases. Elsewhere in the Philippines the Philippine monetary unit—the peso—is used at world market exchange rate, currently P3.88 for \$1.00. Conversion of pesos to dollars at naval facilities is controlled and a record kept of all transactions. There are no banking facilities aboard any naval installation and it is wise to maintain a checking account in the States.

Recreation Facilities—A number of golf courses are located on or near the naval bases and fishing, boating, swimming and picknicking are available. Due to the somewhat isolated location of some of the bases, U. S. personnel lead a close-knit life that leads to considerable family-type social entertaining. There are clubs for enlisted personnel, chief petty officers and officers on all bases.

Camp John Hay, at Baguio in northern Luzon, is a recreational center for the Far East operated by the U. S. Air Force and is available to Navy families. It is a mountain-resort that offers golf, fishing and other outdoor activities in a cool and

pleasant atmosphere that is a welcome respite from the normal heat and humidity of most areas. Some cottages are available which enable families to enjoy conditions similar to those of a mountain resort in the States.

Sangley Point

Housing—The limited housing available is about half permanent and half of a temporary type, but adequate and comfortable. Most temporary quarters are converted quonsets. There is an average waiting period of 12 months based upon a priority system.

Entry clearance and concurrent travel of dependents must be requested from ComNavPhil and will not be granted until a sponsor is assigned and on-base housing or private rental off-base is arranged. Civilian housing rents for about \$50 per month excluding utilities and must meet specified standards before you are authorized to rent.

Furniture and Appliances—Furniture for off-station housing can be rented from local sources for approximately \$20 per month for a two-bedroom house with living room, dining room and maid's room. Stove and refrigerator

WHAT'S IN A NAME

No Swimming in this River

In some places, picnickers like to go up a lazy river and relax as the water flows dreamily by.

In Antarctica, however, things are different. To begin with, the weather, even in summertime, isn't conducive to picnics. In the second place, it's difficult to tell when you get to a river.

During Deep Freeze '64, a party trekked for 92 days in Sno-Cat tractors from Byrd Station toward the Weddell Sea in search of an "ice river." They thought its existence might help explain the comparatively rapid flow of the ice shelf at the head of the Weddell Sea.

The explorers found their clue to the existence of such a river when they detected a narrow band of ice which was three degrees colder than the surrounding ice.

To an experienced Antarctic river hunter, this indicated the ice had originated in a colder portion of the continent—namely, the polar plateau.

The party made seismic soundings to ascertain whether or not there was a

trough under the ice similar to a river bed in other climes. Then they drove a network of stakes into the snow by which they hope in the future to check the speed of their newly discovered ice river.

The speculation was that the river might flow at the rate of 600 feet per year. In Antarctica this might be considered a tumbling torrent; after all, the entire ice-cap moves only 50 feet each year.



ator rental is extra. It is best to ship electrical appliances as well as enough furniture as soon as possible after receiving orders.

Electric stoves should be shipped complete with heavy duty cord, plug and fuse box. An automatic washer can be used if you have one, otherwise purchase a wringer-washer. Electric appliances which are not in good repair should either be put in perfect condition or left behind. Repairs are expensive; spare parts are scarce and good labor is costly. A dryer is useful during the wet season, especially for families with small children and babies. A freezer is convenient either on station or off in a size to fit family needs. Houses in this area have plumbing, but not hot water heaters. Bring a hot water heater if you want hot showers, but bear in mind this will increase the electric bill.

Air conditioners are not furnished in government quarters and are extremely rare in private housing. They are desirable and should be either brought or purchased in the Navy Exchange. For cooling just the bedroom area, a one-ton unit is sufficient. Installation costs vary and utility charges are very high in civilian housing. The unit should have a washable filter plus an extra replacement and time delay fuse.

Manila TV stations have good reception but in most instances require an outside antenna. It is suggested you bring one from the States.

Rental beds are hard and sometimes not very comfortable. Beds furnished by Navy housing are satisfactory, but beds may be shipped from the States if desired.

All electrical appliances that are handy at home will be equally useful here. However, it is suggested that you check your appliances for time delay fuses and obtain them before shipping them. Vacuum cleaners, ironers, sewing machines and fans are useful. Two or three floor fans are needed year-round (in non-airconditioned spaces). Wool rugs and carpets should be left in storage, but cotton rugs and scatter rugs are useful. Lamp shades are difficult to purchase in the size and color desired.

Electric service is reasonably good in the Sangley (Cavite) area with 110-220 volts available. However, on-station, 220 seldom reaches 190 volts, causing some motor difficulties.

All-Navy Cartoon Contest
William R. Maul, CTCA, USN.



"Ha-ha-ha . . . bravo, bravo! Can you do any others? . . . say, Jimmy Stewart? James Cagney? A seaman being court-martialed?"

Storage space is very limited. No government storage is available, and items which are not required should be left at home. Extra linens and towels are necessary since they are changed more often. Heavy cotton bedspreads or sheet blankets are needed.

NOW HERE'S THIS

Homeward Bound

Sing no sad songs for the battleship *USS Alabama* (BB60), for her fate is not to be the cutting torch and scrap pile as befell sister ship *USS Indiana* and other BBs. The state of Alabama is paying *Alabama's* passage home to Mobile, where the veteran will become a state shrine.

The ship's departure from Puget Sound Naval Shipyard, after acceptance by the state's Battleship *Alabama* Commission, further reduces the once-great U. S. battleship fleet to four. All are mothballed, and all are 45,000-ton Iowa-class ships—Iowa (BB61), New Jersey (BB62), Missouri (BB63) and Wisconsin (BB64).

USS Massachusetts (BB59), also an *Indiana*-class ship, is stricken from the list, but might also become a state shrine.



Subic/Cubi Point

Housing—Housing is very good, permanent type, and consists of two- and three-bedroom units. The three-bedroom units are one-story rambler duplexes and two-bedroom units are two-story duplexes. The enlisted quarters have all living spaces on the second floor level with the ground floor consisting of a carport, utility area and patio. None of the available quarters have garages.

Entry clearance and concurrent travel must be requested from ComNavPhil. There is an average waiting period of four to six months for Navy housing based upon a priority system. When government quarters are occupied, the full quarters allowance is withheld.

Furniture and Appliances—Generally, personnel occupy government quarters, and it is not necessary to bring furniture. Most of that provided is of rattan type which is suitable for Philippine weather. There is no need to bring an automatic washer as all public quarters have them. A second freezer to supplement the one provided in public quarters is convenient. Air conditioners are desirable and should be wired for 110-220 volts as conditioners using 220 volts require rewiring of quarters at personal expense. At the present time, TV reception is fairly good but requires an outside antenna which should be brought from the States.

San Miguel

Housing—Generally, quarters are not available upon arrival, and there is no suitable off-base housing available. Accordingly, personnel assigned to San Miguel are not normally permitted to bring their dependents until public quarters are acquired. However, personnel in receipt of orders to San Miguel should still request concurrent travel from ComNavPhil since quarters may be available on occasion. Personnel reporting to San Miguel may apply for housing and be placed on the waiting list on the date of arrival.

Furniture and Appliances—Private housing is not available and all personnel live in government quarters with adequate furniture. Personnel shipping their own furniture, furnishings (lamps, etc.) and appliances (stoves, freezers, refrigerators, washing machines) will be required to use them in lieu of government-owned furniture. Television is available but reception is poor, so bring an outdoor antenna along with it.

Conversion and Advancement in Missile Technician Ratings

IN TODAY'S Navy, men with responsibilities in the area of shipboard missile fire control have found themselves with increasingly important jobs. At the same time, it is planned to reduce frequency of shipboard testing of surface missiles.

As a result, it has become necessary to channel the skills of missile technicians (MTs) into areas of broader responsibility—especially as they reach the higher pay grades.

The big change began when the responsibilities of the Gunner's Mate Missile (GMM) rate were broadened to take over some of the functions which are within the scope of the MT rate.

Missile technicians were then given the opportunity to widen their career opportunities by voluntarily changing their rating to Missile Fire Control Technician (FTM).

The final step in the conversion will take place with the automatic change in rating of all missile technicians trained in the Surface Missile Systems Program to the Fire Control Technician (FT and FTM) rates.

Here is the way it will work:

- Beginning 1 September, all missile technicians with primary NEC's of MT-1313, MT-1314 or MT-1316 will be converted to Missile Fire Control Technicians (FTMs) if they are in pay grades E-6 or below. Missile Technicians in pay grades E-7 and above will become Fire Control Technicians (FTs).

- Missile technicians with primary NEC 0000 in MT-1313, MT-1314 or MT-1316 billets will be converted to FTM or FT.

- Those men who are not in the MT or FT rate but who are attached to surface missile ships and activities could request lateral change of rating to FT or FTM before 1 September provided their NECs are MT-1313 or 1314.

Even though MTs will have become FTs or FTMs, they will retain their MT-1313 and 1314 NECs for the time being. The NECs will later be changed to FT rating series codes and both personnel and billets will automatically be converted to the new FT numbers.

Although not entirely settled yet, it appears that few further qualifications and practical factors will be re-

quired of men in the FT rating.

Changes to the MT rating will be more extensive—all qualifications and practical factors related exclusively to surface missile testing will be removed. Not all of these, however, will go to FT rating. Many will be assigned to the GMM rating.

The revision of the MT advancement qualifications will include incorporation of items directly related to the submarine program.

Here is the timetable for phasing in the new FT and MT qualifications. The dates are approximations:

1 Feb 65—Revised FT and MT qualifications for advancement in rating.

1 Feb 65—Revised FT and MT school curricula.

1 Mar 65—FT and MT study guides for advancement in rating.

1 Mar 65—FT and MT practical factors.

1 May 66—Training course manuals and correspondence courses.

The revised FT and MT advancement examinations probably won't be ready before the August 1965 Navy-wide examinations. To prevent men who converted to the FTM or FT rates from being penalized, however, an examination transition period has been provided which will follow this schedule:

February 1965 Navy-wide examinations—Men who convert to FTM or FT in accordance with BuPers Notice 1440 of 28 May 1964 have

the option of taking the MT examination or the FTM/FT examination. Those who elect the MT examination and are selected for advancement, will be advanced as FTM or FT.

MTs in the Submarine Force will take the MT examination and, where applicable, advance as MTs.

August 1965 Navy-wide examinations—Men who have converted to FTM or FT and who participate in this examination will take the new FTM and FT examinations based on new quals and study materials.

MTs in the Submarine Force will have to take the new MT series examinations based on new qualifications for advancement requirements.

The August 1964 FTM and FT examinations were based on present qualifications for advancement in rating. The August 1965 examinations, however, will be based on the revised qualifications for advancement of FTM and FT personnel.

Men in the MT rating (PNEC-1313 or 1314) who are attending Class "B" School when the switch is made, will be converted to FTM or FT rates and complete their course. Those who are scheduled for MT Class "B" School, however, will be converted to FTM or FT and ordered to FT Class "B" School.

Complete information on the Surface Missile Systems Missile Technician (MT) Conversion Program can be found in BuPers Notice 1440 dated 28 May 1964.

Top Honors for Navy Nurse

An ex-enlisted woman has won top honors in the Navy Nurse Class at the Newport, R. I., Women Officers School. The honor student is Lt(jg) Marcie M. Richmond, who graduated first in class WN64-9.

In addition to four years of college, she served a tour as a Navy hospital corpsman plus three years as a WAC physical therapist technician in Army hospitals.

While in the Army, she advanced to corporal. In the Navy, during her four-year enlistment, she reached second class hospital corpsman. After her discharge in 1957, she attended the University of Illinois.

About one year after her graduation she applied for the Navy's Nurse Corps, was accepted, and is now serving in her first billet.

All-Navy Cartoon Contest
Paul B. Kincade, LT, USN.



"For the last time, Myrtle, it's not necessary to get into the pay line to collect your allotment."

Here's a Roundup on Absentee Voting for Naval Personnel

WHETHER at sea or stationed overseas, Navymen will be able to exercise their voting privileges in this year's presidential election. For some it will be for the first time. As with most members of the other branches of the armed forces, a majority of the ballots cast by Navy voters will be of the absentee variety.

The most important piece of advice to any Navyman who wants to vote, says the Navy's Federal Voting Assistance Officer, is to check with the officer in your command who has been appointed "Voting Officer." He has all the information you will probably need.

Here are a few important facts about your eligibility and the laws concerning your voting privileges:

A special application form has been printed and distributed by the U.S. Government for absentee voters. This is the Federal Post Card Application for Absentee Ballot (Standard Form 76, revised 1955), better known as the FPCA.

The FPCA may be used to apply for an absentee ballot and for absentee registration if authorized by your state or territory. All states accept the form under certain circumstances, but standards of acceptance and procedures vary from state to state. It is important to refer to the laws of your state before filling out your FPCA. If your state authorizes your wife to use an FPCA she must, of course, be a qualified voter of the state. It goes without saying that you must both be United States citizens.

In addition to individual requirements specified by the various states, these general rules should be followed:

- When filling out the card, print by hand or type. Whichever method is used, be sure to include all information, and be sure it is clear and legible.

- Your name must appear twice—once printed or typed and once in your handwriting. Anyone may fill out the card, but only the person for whom the ballot is requested may sign it, unless otherwise specified.

- In addition to the street and number or rural route of your home, give the name of your county. This helps state officials speed action on the application.

- Military addresses, particularly in abbreviated form, are often confusing. Your present address should be so clearly printed or typed that no letter or digit will be misread.

- Your legal voting residence must be a place where you actually lived—not just a residence of record. No more than one such address may be given. If you have had more than one address in a state, give only the last, most current address.

- Whenever possible, certification should be made by your voting officer, commanding officer, or some other commissioned officer or authorized civilian, such as a notary public. Some states will accept certification by a petty officer.

- Before addressing your FPCA, check your state's mailing instruction. In some cases, the card is to be addressed to the Secretary of State (who then sends it on to the proper local official); in other cases it is to be addressed to a local official, such as a county clerk or auditor, or to an election board.

Mail the FPCA as early as your state permits. No postage is required.

If application for ballot or registration is made by letter instead of FPCA, substantially the same information should be given. It is suggested that this form of application be subscribed and sworn to before a commissioned officer or authorized civilian. Otherwise, it may be returned.

Before you can register and vote, you must meet the eligibility requirements of your home state. Check the list below and then check

All-Navy Cartoon Contest Leslie R. Silva, PN3, USN



"That one controls the rudder, that one cuts on the afterburner, and that one jams radar."

with your command voting officer for details.

Age—all states except Alaska, Georgia, Hawaii and Kentucky require a person to be 21 years of age in order to vote in a general election. In both Georgia and Kentucky, however, 18-year-olds may vote. Nineteen is minimum age for Alaska and 20 years for Hawaii.

Residency—Every state and territory require a minimum period of residency as a prerequisite to voting. These requirements vary from state to state. In some states, six months' residency is all that is needed. In others, one must be a state resident for one or two years. South Dakota, for example, requires its voters to be a resident of the United States for five years, a state resident for one year, a county resident for 90 days and a resident of the precinct for 30 days.

Usually, the state, city or county (or township or parish) in which you lived before entering the Navy is considered to be your legal residence while in the Navy.

Most states provide that time spent in the Navy may be included in the total residence requirement. For example, if the minimum residency requirement is two years and a person lived in that state one year and then in the Navy for one year, he will have fulfilled the minimum residence requirement of two years.

A few states, however, require that a person meet the residency requirement before entering the armed forces in order to qualify for voting by absentee ballot. If you have any doubt about the requirements of your state, you should contact your voting officer. And even if you think that you have all the facts down pat, consult your voting officer anyway; he might have a few tips for you that have been missed.

Registration and Application—Most states require a person to be registered before voting and most permit absentee registration. A few states require registration in person.

In some states where registration is required, it is accomplished automatically when the absentee ballot and the attached registration affidavit have been properly executed and returned to the right official.

A few states require re-registra-

tion periodically.

All states will accept the Federal Post Card Application for ballot from persons desiring to vote. These post card applications are available to all personnel on active duty and their dependents. You may obtain them from your voting officer.

Be sure to make all necessary ap-

plications as early as your state will permit as the time element is most important. Check with your local voting officer for details concerning policies and procedures.

If you are a qualified voter, it is your privilege and duty as a citizen to cast your vote in every election. Check with your local voting offi-

cer as soon as possible. He will also have information concerning the absentee voting privileges that your wife is entitled to.

Note: The following state-by-state rules apply to service personnel. The regulations may be different for non-military personnel and for wives and families of servicemen.

Minimum Voting Age by States	Residence Requirements	Registration	Application for Ballot	Ballot Deadline
ALABAMA 21	One year in state, 6 months in county and 3 months in voting precinct. Be registered, pay \$1.50 poll tax unless you are over 45, or served in World War I, World War II, or (if you entered service before January 1955), in Korean conflict. No poll tax required to vote in federal elections.	Permanent, once you have registered. If not previously registered, register in person at the office of Board of Registrars in the county of residence on the 1st and 3rd Monday of each month.	Mail FPCA in time to reach County Registrar in Equity between 45 and 5 days before election.	Day of election is last day ballot will be accepted.
ALASKA 19	One year in state, 30 days in election district. Must be able to read or speak English.	Not required in advance. Is a part of the voting procedure.	Apply in person or by mail to District Magistrate or Deputy Magistrate, district of residence, or to Secretary of State, Box 971, Juneau. Application must be postmarked between 90 and 4 days before election. Armed forces may use FPCA.	Must be postmarked no later than election day.
ARIZONA 21	One year in state, 30 days in county and precinct. Must be able to read U.S. Constitution in English and write name. Must be registered.	Permanent if you voted in last primary or general election. Armed forces personnel apply by FPCA for registration and absentee ballot.	Armed forces personnel mail FPCA to County Recorder within 30 days before Saturday preceding election.	Will be accepted up to 1800 on election day.
ARKANSAS 21	One year in state, 6 months in county, 30 days in voting precinct. Payment of poll tax not required of armed forces personnel. No poll tax required to vote in federal elections.	Not required.	Mail FPCA to county clerk within 60 days before election.	Will be accepted if it arrives before 1830 on election day.
CALIFORNIA 21	One year in state, 90 days in county, 54 days in voting precinct. Must be registered.	Permanent if you voted in last general election. Armed forces personnel apply by FPCA for registration and absentee ballot.	Apply by FPCA at any time to county clerk, county of residence.	Will be accepted if it arrives before 1700 on day before election.
COLORADO 21	One year in state, 90 days in county, 15 days in voting precinct. Must be registered.	Permanent if you voted in last general election. Armed forces personnel apply by FPCA for registration and absentee ballot.	Mail FPCA to county clerk (Election Commission, Denver) between 90 days and close of business on Friday before general election.	Must arrive before 1700 on day of election.
CONNECTICUT 21	One year in state, 6 months in town. Must be able to read Constitution or Connecticut statutes in English, take oath of admission as voter and be registered.	Permanent. If not registered, mail FPCA to town clerk at any time for Application for Absentee Admission as an elector.	Mail FPCA to clerk of municipality (town, city, or borough) within 45 days before election.	Must arrive before 1800 on the day before election.
DELAWARE 21	One year in state, 3 months in county, 30 days in election precinct. Must be able to read State Constitution in English and write name. Must be registered.	Permanent if you voted regularly and did not move or change your name. Armed forces personnel, mail FPCA when applying for absentee ballot; or write for Absentee Registration Affidavit to Department of Elections, county of residence, before 30 days preceding general election. Return in time to be received at least 10 days before election.	Mail FPCA to Department of Elections, county of residence, any time before general election.	Must arrive before 1200 on election day.
DISTRICT OF COLUMBIA 21	One year in District of Columbia. May not claim another voting residence; if convicted of a felony, must have been pardoned; must be mentally competent; must be registered.	Must register every 4 years beginning Jan. 1964. Armed forces personnel apply by FPCA for registration and ballots for general election, any time after 6 May. Return form in time to reach D.C. Board of Elections 45 days before election.	Apply by FPCA to D.C. Board of Elections, District Building, Washington.	Must arrive before 2000 on day of election.

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Minimum Voting Age by States	Residence Requirements	Registration	Application for Ballot	Ballot Deadline
FLORIDA 21	One year in state, six months in county. Must be registered.	Permanent in most counties if you voted once every two years and maintained residence in the county. Armed forces personnel may apply with FPCA when applying for absentee ballots up to 30 days before election. If registration has lapsed, armed forces personnel may re-register when applying for absentee ballot.	Mail FPCA to Supervisor of Registration, county of residence, between 45 and 5 days before election.	Must arrive before 1700 on day before election.
GEORGIA 18	One year in state, 6 months in county. Must be able to read and write from U.S. or Georgia Constitution in English and be of good character and a good citizen. Must be registered.	Permanent if you voted once or requested continuation of your registration in last 3 years. Armed forces personnel must request Military Registration Card from Tax Collector, Tax Commissioner, or Registrar, county of residence, at any time. Complete registration before applying for absentee ballot.	Mail FPCA at any time to Ordinary, county of residence.	Must arrive before polls close on election day for armed forces personnel.
HAWAII 20	One year in state, 3 months in representative district. Must be able to speak, read and write English or Hawaiian and be registered.	Permanent if you voted in last general election. Request affidavit on Application for Registration from County Clerk (City Clerk, Honolulu) at least 90 days before election. Return in time to reach clerk no later than 3rd Wednesday before general election.	Write for ballot or apply in person to County Clerk (City Clerk, Honolulu) between 60 and 10 days before election. Armed forces personnel may use FPCA.	Must arrive by day before election.
IDAHO 21	Six months in state, 30 days in county. For county elections, 6 months in county, 90 days in precinct. Must be able to read and write, be registered.	Permanent if you voted in last general election and did not change residence to another precinct. Armed forces personnel, register when voting absentee ballot.	Mail FPCA to County Auditor at any time up to 5 days before general election.	Must arrive before polls close on election day.
ILLINOIS 21	One year in state, 90 days in county, 30 days in election district. Must be registered.	Permanent if you voted once in last 4 years except in Cook County and certain municipalities where registration is required. Armed forces personnel need not register to vote except in municipalities where re-registration is required; may register or re-register by mail.	Mail FPCA in time to reach Clerk of Circuit Court, county of residence, as early as 60 days before general election.	Must arrive by election day.
INDIANA 21	Six months in state; 60 days in township; 30 days in ward or voting precinct. Must be registered.	Permanent if you voted in last general election and maintained residence in same precinct. Mail FPCA for registration and absentee ballot in time to arrive at least 29 days before election.	Mail FPCA in time to reach Clerk of Circuit Court, county of residence, as early as 60 days before general election.	Must arrive by day before election.
IOWA 21	Six months in state, 60 days in county; for municipal and special elections, 10 days in precinct or ward. Registration is required in some places, but not in advance for absentee voting.	Execute affidavit on back of absentee ballot envelope.	Mail FPCA to County Auditor or City or Town Clerk during 90 days before election.	Must arrive day before election to count.
KANSAS 21	Six months in state; 30 days in voting ward or township. Registration required in some cases.	Permanent if you voted in last general election and did not move or change name. Not required of armed forces personnel and dependents.	Mail FPCA to Secretary of State, Topeka.	Before polls close on election day.
KENTUCKY 18	One year in state, 6 months in county, 60 days in precinct. Must be registered.	Permanent if you voted in a primary or general election in last 2 years. Armed forces personnel are registered automatically when absentee ballot application is accepted. Apply no later than 20 days before election.	Mail FPCA postmarked no later than 20 days before election to County Clerk.	Must arrive before polls close on election day.
LOUISIANA 21	One year in state, 6 months in parish, 3 months in precinct (four for municipal elections). Must be registered.	Permanent in some parishes if you voted once in last two years and did not change voting address or change name. Required every four years elsewhere. Register in person any time except during 30 days before election.	Mail FPCA or other signed request to Clerk of District Court, parish of residence (Civil Sheriff, Orleans Parish) between 60 and 7 days before election.	Must reach issuing official in time for delivery to Commissioner of Elections on election day.
MAINE 21	Six months in state, 3 months in municipality. Must be able to read from State Constitution and write name in English; be registered.	Permanent unless you changed your name or place of residence. Armed forces personnel apply by FPCA for registration and absentee ballot.	Mail FPCA to Secretary of State, Augusta, or to clerk of city or town of residence at any time.	Must arrive before 1700 on election day.

Minimum Voting Age by States	Residence Requirements	Registration	Application for Ballot	Ballot Deadline
MARYLAND 21	One year in state, 6 months in county or city before date of general election. Must be registered.	Permanent if you voted in last 5 years. Armed forces personnel and recently discharged armed forces personnel may register when voting by absentee ballot.	Mail FPCA or other application in time to reach Secretary of State, Annapolis, and then be forwarded to local Board of Supervisors of Elections by no later than 10 days before election.	Must arrive before polls close on election day.
MASSACHUSETTS 21	One year in state, 6 months in city or town. Must be able to read State Constitution in English and write your name; be registered.	Permanent. Armed forces personnel registered when ballot application is accepted. Apply to City or Town Clerk before 31st day preceding general election.	Mail FPCA to City or Town Clerk at any time. If you are not registered, apply in time to meet above registration requirements.	Must arrive before polls close on election day.
MICHIGAN 21	Six months in state, 30 days in city or township. Must be registered.	Permanent unless you failed to vote regularly, did not apply for continuation of registration as required (every 2 years), moved from city or township, or failed to record change of address. Application for Continuation of Registration is sent with suspension notice and must be returned to City, Township or Village Clerk within 30 days or registration will be canceled. Armed forces personnel apply by FPCA for duplicate registration forms at any time or when applying for ballot. Completed registration forms and voted ballot must be returned in separate envelopes before polls close on election day.	Mail FPCA in time to reach City, Township or Village Clerk as early as 75 days before and no later than 1400 on Saturday preceding election.	Must arrive before polls close on election day.
MINNESOTA 21	Six months in state, 30 days in precinct. Registration is required in some places.	Permanent if you voted once in last four years. Armed forces personnel apply by FPCA for permanent registration and absentee ballot.	Mail FPCA to County Auditor at any time.	Must arrive before polls close on election day.
MISSISSIPPI 21	Two years in state and one year in election district before date of general election. Must be able to read and write State Constitution, be registered, pay \$2 poll tax by 1 Feb. except armed forces personnel outside U.S. No poll tax required to vote in federal elections.	Permanent unless re-registration is ordered by County Board of Supervisors. Armed forces personnel, apply by FPCA for registration application and ballot. Complete registration four months before general election.	Mail FPCA to City or County Registrar. Applications are accepted no earlier than 60 days before general election.	Must arrive no later than election day.
MISSOURI 21	One year in state, 60 days in county, city or town.	Permanent if you met voting requirements and did not change name or place of residence. Armed forces personnel are not required to register.	Mail FPCA at any time to Clerk of County Court or Board of Election Commissioners, place of residence, for "Official War Ballot."	Must arrive before 1800 on day after election day.
MONTANA 21	One year in state, 30 days in county or precinct. Must be registered.	Permanent if you voted in last biennial general election and did not move from voting precinct. Armed forces personnel, mail FPCA, signed under oath, in time to reach County Clerk no later than 45 days before election.	Mail FPCA in time to reach County, City or Town Clerk within 45 days before election.	Must arrive before polls close on election day.
NEBRASKA 21	Six months in state, 40 days in county, 10 days in precinct or ward. Must be registered in cities of over 7000 and in Douglas, Lancaster and Sarpy Counties.	Permanent where required. Armed forces personnel, apply by FPCA for registration and absentee ballot. Write in margin, "Please mail registration forms."	Mail FPCA to County Clerk (Election Commissioner in Douglas and Lancaster Counties) as early as 90 days before election.	Must arrive no later than 1000 on Thursday after election day and be postmarked day before election.
NEVADA 21	Six months in state, 30 days in county, 10 days in precinct. Must be registered.	Permanent for armed forces personnel. If not registered, apply by FPCA for registration and absentee ballot.	Mail FPCA in time to reach County Clerk before 1700 on Tuesday before election.	Must arrive before polls close on election day.
NEW HAMPSHIRE 21	Six months in voting precinct. Name must be on Check List, place of residence.	Check List corresponds to registration. Armed forces personnel, name is placed on Check List when absentee ballot application is accepted.	Mail FPCA at any time to Secretary of State, Concord, for Armed Forces Ballot.	Must arrive before polls close on election day.

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Minimum Voting Age by States	Residence Requirements	Registration	Application for Ballot	Ballot Deadline
NEW JERSEY 21	Six months in state, 60 days in county.	Permanent if you voted once in four years and did not move from voting precinct. Not required of armed forces personnel.	Mail FPCA to County Clerk (Clerk of Municipality for municipal elections) at any time. In case of doubt about county or address, send FPCA to Secretary of State, State House, Trenton.	Must arrive before polls close election day.
NEW MEXICO 21	One year in state, 90 days in county, 30 days in precinct. Must be registered.	Permanent if you voted in last two general elections and did not change residence. For armed forced personnel registration in advance is not required.	Mail FPCA to Secretary of State, Santa Fe, any time after 1 July for general elections.	Must reach Secretary of State in time to be forwarded to County Clerk by noon of day before election.
NEW YORK 21	One year in state, 4 months in county, city or village, and 30 days in election precinct. Must be a citizen at least 90 days before election. Must be registered. Proof of literacy is required, except for armed forces personnel when voting by absentee ballot.	Permanent in some places. Armed forces personnel apply by FPCA for registration and absentee ballot.	Mail FPCA to Division for Servicemen's Voting Office of Secretary of State, Albany, at least 10 days before election.	Must arrive by noon, day before election.
NORTH CAROLINA 21	One year in state, 30 days in voting precinct. Must be able to read and write from State Constitution and be registered.	Permanent except for armed forces personnel on leaving service. Apply by FPCA for registration and absentee ballot.	Mail FPCA to Secretary of State, Raleigh, or to Chairman, County Board of Elections, at any time.	Must arrive before noon on Saturday preceding election.
NORTH DAKOTA 21	One year in state, 90 days in county, 30 days in voting precinct.	Not required of armed forces personnel.	Mail FPCA to County Auditor within 30 days before election.	Will be accepted up to one week after election day.
OHIO 21	One year in state, 40 days in county, 40 days in precinct. Registration is required in some places, except for armed forces personnel outside the state.	Permanent if you voted once in last two years and did not move or change name after registering. Armed forces personnel outside the state, not required for voting by absentee ballot.	Mail FPCA in time to reach Clerk, County Board of Elections, after 1 Jan. and not later than noon of third day before election.	Must arrive before noon on election day.
OKLAHOMA 21	One year in state, 6 months in county, 30 days in election precinct. Must be registered except for armed forces personnel outside U.S.	Not required for voting by absentee ballot.	Mail FPCA any time to Secretary, County Election Board.	Must arrive before 1700 on Friday preceding a Tuesday election.
OREGON 21	More than 6 months in state. Must be able to read and write English. Must be registered.	Permanent unless you failed to vote in last general election, or a change of address caused your primary voter's pamphlet to be returned to sender. Armed forces personnel, apply by FPCA for registration and absentee ballot.	Mail FPCA to County Clerk or Secretary of State, Salem, within calendar year of election.	Must arrive before polls close on election day.
PENNSYLVANIA 21	One year in state (six months if previously a resident and returned), two months in election district, precinct or division. Must be registered, except for armed forces personnel.	Not required of armed forces personnel.	Mail FPCA or written request to County Board of Elections at any time.	Must be postmarked no later than election day and must reach County Board of Elections by 1000 on second Friday following election day.
RHODE ISLAND 21	One year in state, 6 months in town or city. Must be registered, except armed forces personnel out of state.	Not required of armed forces personnel when out of state.	Mail FPCA for War Ballot to local Board of Canvassers and Registration in time to be received before 1700 on 21st day before election.	Must arrive before 2100 on election day.
SOUTH CAROLINA 21	One year in state, 6 months in county, 3 months in polling precinct. Must be able to read and write from State Constitution or own \$300 in property with current taxes paid. Must be registered.	Request Registration Card from Board of Registration, county of residence, any time during year in which you wish to vote. Return no later than 30 days before election.	Mail FPCA at any time to Board of Registration, county of residence, or to Secretary of State, Columbia, for general or special elections.	Must arrive before polls close on election day.

Minimum Voting Age by States	Residence Requirements	Registration	Application for Ballot	Ballot Deadline
SOUTH DAKOTA 21	Five years in U.S., 1 year in state, 90 days in county, 30 days in election precinct. Must be registered.	Permanent if you registered for last primary election and did not change voting residence or political affiliation. Armed forces personnel, mail FPCA for registration and absentee ballot in time to reach Registration Board, place of residence, no later than 20 days before election.	Mail FPCA to County Auditor at any time.	Must arrive before polls close on election day.
TENNESSEE 21	One year in state, 3 months in county. Must be registered.	Permanent unless you failed to vote in four successive years, changed name or voting residence, lost right to vote by court judgment, or disposed of property for property qualifications for voting in municipal elections. Apply in person at County Election Commission Office or by mail when absent from place of legal residence at time of registration. Mail request to County Election Commission. Return notarized forms in time to be received at least 30 days before election.	In person: Apply for and vote ballot in County Election Commission office between 20 and 5 days before election. By mail: Send written request for Absentee Voting by Mail Application to County Election Commission between 40 and 5 days before election.	Must reach County Election Commission by 1000 on election day.
TEXAS 21	One year in state, 6 months in county. Must pay state poll tax and, if required, county fee of \$.25 or have an exemption certificate. City poll taxes, when levied, must be paid to vote in city elections. State poll tax of \$1.50 is reduced to \$1 under certain conditions. No poll tax required to vote in federal elections.	There is no registration law, but possession of a poll tax receipt or exemption certificate corresponds to registration.	Mail FPCA to County Clerk, together with poll tax receipt, exemption certificate, or affidavit that the receipt or certificate has been lost or mislaid or used for another election and not returned to you.	Must reach County Clerk's office by 1300 on election day.
UTAH 21	One year in state, 4 months in county, 60 days in precinct. Must be registered.	Permanent if you voted in last general election and did not change your residence. Armed forces personnel apply by FPCA for registration and absentee ballot.	Mail FPCA to County Clerk (City Recorder for municipal elections) within 30 days before election.	Must arrive before polls close on election day.
VERMONT 21	One year in state before general election, 90 days in town to vote for members of General Assembly and Justices. Must take Freeman's Oath and have name on town Check List of voters; pay poll tax to vote in annual town meeting.	Check List of voters corresponds to registration. To get on list, take Freeman's Oath in person or by mail. Apply by FPCA when applying for ballot.	Mail FPCA to Town Clerk at any time.	Must arrive in time to be delivered to election officials before polls close on election day.
VIRGINIA 21	One year in state, 6 months in county, 30 days in precinct. Must be registered and pay \$1.50 poll tax, except armed forces personnel. No poll tax required to vote in federal elections.	Not required of armed forces personnel.	Mail FPCA to Secretary of State or State Board of Elections, Richmond, at any time.	Must arrive in time for delivery to election officials before polls close on election day. Ballot must be returned by registered or certified mail.
WASHINGTON 21	One year in state, 90 days in county, 30 days in city or voting precinct. Must be able to read and speak English, and must be registered.	Permanent if you voted once in last 4 years and did not move from city or county where registered. Armed forces personnel, apply by FPCA for temporary registration and absentee ballot.	Mail FPCA to Secretary of State, Olympia, any time before election (preferably after 1 July).	Ballot must be voted on or before election day and reach election officials no later than 15 days after general election. For armed forces personnel, date on affidavit on return envelope serves as voting date.
WEST VIRGINIA 21	One year in state, 60 days in county or municipality. Must be registered.	Permanent unless you failed to vote once in period of last 2 primary and general elections, or changed place of residence. Mail request for Application for Absentee Registration to Clerk of Circuit Court, county of residence, at any time. Return up to 30 days before election.	Apply by FPCA to Clerk of Circuit Court, county of residence, within 60 days before election. Must reach Clerk's office by the Saturday before general election.	Must reach Clerk of Circuit Court in time to be delivered to election officials before polls close on election day.

Minimum Voting Age by States	Residence Requirements	Registration	Application for Ballot	Ballot Deadline
WISCONSIN 21	One year in state, 10 days in election district or precinct. Must be registered in some municipalities, except armed forces personnel.	Not required of armed forces personnel.	Mail FPCA at any time to County, City, Town or Village Clerk (Board of Election Commissioners, Milwaukee).	Must be returned in time to be delivered to election officials before polls close on election day.
WYOMING 21	One year in state, 60 days in county, 10 days in voting precinct. Must be able to read State Constitution and be registered.	Permanent if you voted once in last two years. Armed forces personnel, apply by FPCA for registration and absentee ballot.	Mail FPCA to County, City or Town Clerk, any time in year of election up to 15 days before election.	Must be returned to be delivered to election officials when polls open on election day.

List of Motion Pictures Now Available to Ships And Overseas 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).

Robin and the 7 Hoods (2666) (C) (WS); Comedy; Frank Sinatra, Dean Martin.

Honeymoon Hotel (2667) (C) (WS); Comedy; Robert Goulet, Nancy Kwan.

The Raiders (2668); Western; Robert Culp, Brian Keith.

The Misadventures of Merlin Jones (2669); Tommy Kirk, Annette.

Battle Cry (2670); Van Heflin, Aldo Ray (Re-Issue).

Blue Skies (2671); Billy De Wolfe, Olga San Juan (Re-Issue).

Night Has a Thousand Eyes (2672); Edward G. Robinson, Gail Russell (Re-Issue).

Sorrowful Jones (2673); Bob Hope, Lucille Ball (Re-Issue).

What a Way to Go (2674) (C) (WS); Comedy; Shirley MacLaine, Paul Newman.

The Son of Captain Blood (2675); (C) (WS); Melodrama; Sean Flynn, Alessandra Pararo.

The Swingin' Maiden (2676); Comedy; Michael Craig, Jeff Donnell.

Good Neighbor Sam (2677); Comedy; Jack Lemmon, Romy Schneider.

Sea Chase (2678); John Wayne, Lana Turner (Re-Issue).

Easy Living (2679); Jean Arthur, Edward Arnold (Re-Issue).

The Lion and the Horse (2680); Steve Cochran (Re-Issue).

Road to Utopia (2681); Bing Crosby, Bob Hope (Re-Issue).

The Devil Ship Pirates (2682) (C) (WS); Melodrama; Christopher Lee, Andrew Keir.

The Avenger (2683) (C) (WS); Melodrama; Steve Reeves, Carla Marlier.

Walk a Tight Rope (2684); Melodrama; Dan Duryea, Patricia Owens.

The Big Parade of Comedy (2685); Documentary.

Union Pacific (2686); Joel McCrea, Barbara Stanwyck (Re-Issue).

The Emperor Waltz (2687); Bing Crosby, Joan Fontaine (Re-Issue).

The Scarlet Empress (2688); Marlene Dietrich, John Lodge (Re-Issue).

Let's Face It (2689); Bob Hope, Betty Hutton (Re-Issue).

Ensign Pulver (2690) (C) (WS); Comedy; Robert Walker, Burl Ives.

The Quick Gun (2691) (C) (WS); Western, Audie Murphy, Merry Anders.

Night Must Fall (2692); Drama; Albert Finney, Mona Washbourne.

The Chalk Garden (2693); Dra-

ma; Deborah Kerr, Hayley Mills.
Strange Lady in Town (2694); Greer Garson (Re-Issue).

Wake Island (2695); Brian Donlevy, MacDonald Carey (Re-Issue.)

Lightning Strikes Twice (2696); Richard Todd (Re-Issue).

If I Were King (2697); Ronald Coleman, Frances Dee (Re-Issue).

No Need to Keep Security Number A Secret from DO

Does your disbursing officer have your correct Social Security number? If he doesn't, your wages are probably not being credited to your Social Security Account.

The U.S. Navy Finance Center, Cleveland, says that approximately 14,000 Navymen are in danger of losing out on their credits or encountering delays when applying for benefits because of errors in their account numbers.

Some of these errors will be picked up in computer processing at the Center. But the greater number must be corrected by checking the man's Social Security Card (Form AO-702.1).

The Navy Finance Center is sending verification cards to disbursing officers on all discrepancies that have not been corrected. But this will take care of only those errors known at this time. To prevent future errors:

- Keep your SSA card handy so it may be referred to when needed. Many errors are caused by Navymen relying on memory when asked to give this information.

- Apply for duplicate cards when your original is lost. Duplicates may be requested from the Social Security Administration, Baltimore, Md.

- File name changes properly. In addition to changing your Navy records, you must advise the Social Security Administration. Name discrepancies do occur, and they're as grievous as number errors.

ANSWERS TO QUIZ AWEIGH

Quiz Aweigh may be found on page 41.

1. (b) Command ship. The silhouette is of USS Wright (CC 2), which is a converted auxiliary aircraft transport (AVT). CC 1 is USS Northampton, a converted cruiser.

2. (c) Guided missile cruiser. The Navy has three ships of this type. They carry two twin Talos launchers (one forward, one aft) and two twin Tartar launchers (one port, one starboard). Guided missile heavy cruisers, unlike CGs, retain their eight-inch turrets forward.

3. (a) Amphibious transport dock. USS Raleigh (LPD 1) was commissioned in September 1962, Vancouver (LPD 2) in May 1963, and La Salle (LPD 3) in February 1964. The next three—Austin (LPD 4), Ogden (LPD 5) and Duluth (LPD 7) are slated for commissioning in 1964 and '65.

4. (b) Cable repair ship, USS Neptune (ARC 2).

FROM THE SIDELINES

Now's the Time for Annual NROTC Program Application

If you have a son, relative or friend who is a high school senior or recent graduate, who is interested in a career as a commissioned officer in the U. S. Navy or Marine Corps, and who is not on active duty, he will want to know about the Regular Naval Reserve Officers Training Corps program. Reserve personnel on inactive duty who meet the eligibility requirements are also invited to apply.

The Navy is now making final preparations for the 19th annual competition to select the young men who will be enrolled as midshipmen in the Regular NROTC in 1965.

The qualifying examination—the Navy College Aptitude Test—will be conducted on 12 Dec 1964. Applications must be received by 20 Nov 1964. Examination centers will be established at naval activities overseas as well as throughout the U.S.

Applicants receiving a qualifying score on the test will be scheduled for medical examinations and interviews. About 2000 will be selected by special boards convened in each state and territory to attend college next fall in preparation for Navy careers.

The purpose of the Regular NROTC program is to educate and train well qualified young men to complement the junior officers commissioned from the Naval Academy. Selected applicants receive four years of government subsidized education at one of 52 outstanding colleges and universities throughout the country. In addition to tuition and other educational expenses, the Navy furnishes books, uniforms, and a \$50 per month retainer fee.

NROTC midshipmen have a wide choice in their major field of study but must complete 24 semester hours of naval science courses and participate in three summer training cruises. After receiving their baccalaureate degree, Regular NROTC students are commissioned in the Regular Navy or Marine Corps, with the same rank, promotional opportunities and choices of duty assignments as USNA contemporaries.

NROTC bulletins with application blanks enclosed may be obtained from the Chief of Naval Personnel, Navy recruiting stations and local high schools.

ACCORDING to our book of Hoyle, rank hath no privileges on the golf course. Consequently, when CAPT Dan Garrison won his ship's golf tournament, it meant more than being tops in an ordinary competition, since he was up against the avidly sports-minded crew of *uss Canberra* (CAG 2).

For the benefit of any landlubbers in the audience who believe shipboard sailors suffer curtailed sports activities, *Canberra's* stream of extra-curricular events offers proof that this ain't necessarily so.

When an athletically-inclined man comes to *Canberra*, he may choose to participate in any or all of 13 organized sports—in intramural or varsity competition. Besides all the standard competitive sports, these cruisemen noticeably take to hunting and fishing,

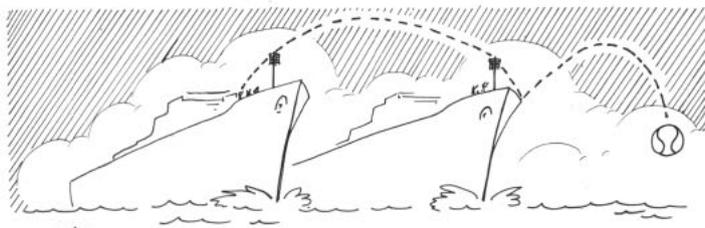
tour of Japan, where they beat the Olympic-bound Tokyo *All-Stars* five games to one.

The Navymen were the nine-man *SUBPAC Raiders'* squad, runners-up in this year's All-Navy championships.

Their favorably lopsided record is the *Raiders'* reward for keeping their eyes on the ball when it would have been easy to be distracted.

With the magic of such cities as Yokosuka, Osaka and, of course, Tokyo at their doorstep, the *Raiders* observed rigid curfews and worked out several hours each day, in addition to playing their schedule. They went to Japan to win.

Mixed with this determination was some crowd-pleasing hocus-pocus on the court. In one game, Lee Jackson hit Maltrus Neely with a 30-foot behind-the-back pass—*Globetrotter* style—that brought 2000



with gear supplied by Welfare and Rec. Their tennis team is under professional instruction.

We're not sure if the *Canberra* sports rage is responsible for this, or if things like this merely serve to sharpen the enthusiasm, but earlier this year ENS R. G. Demarest went TAD from *Canberra* to help PacCoast win the All-Navy indoor swimming championship.

One thing's certain—you'd better get some practice knocks before you take on a *Canberra* team in any sport.

★ ★ ★

Fifty-seven feet of Navy basketball players recently, completed a successful road

spectators to their feet in roaring admiration.

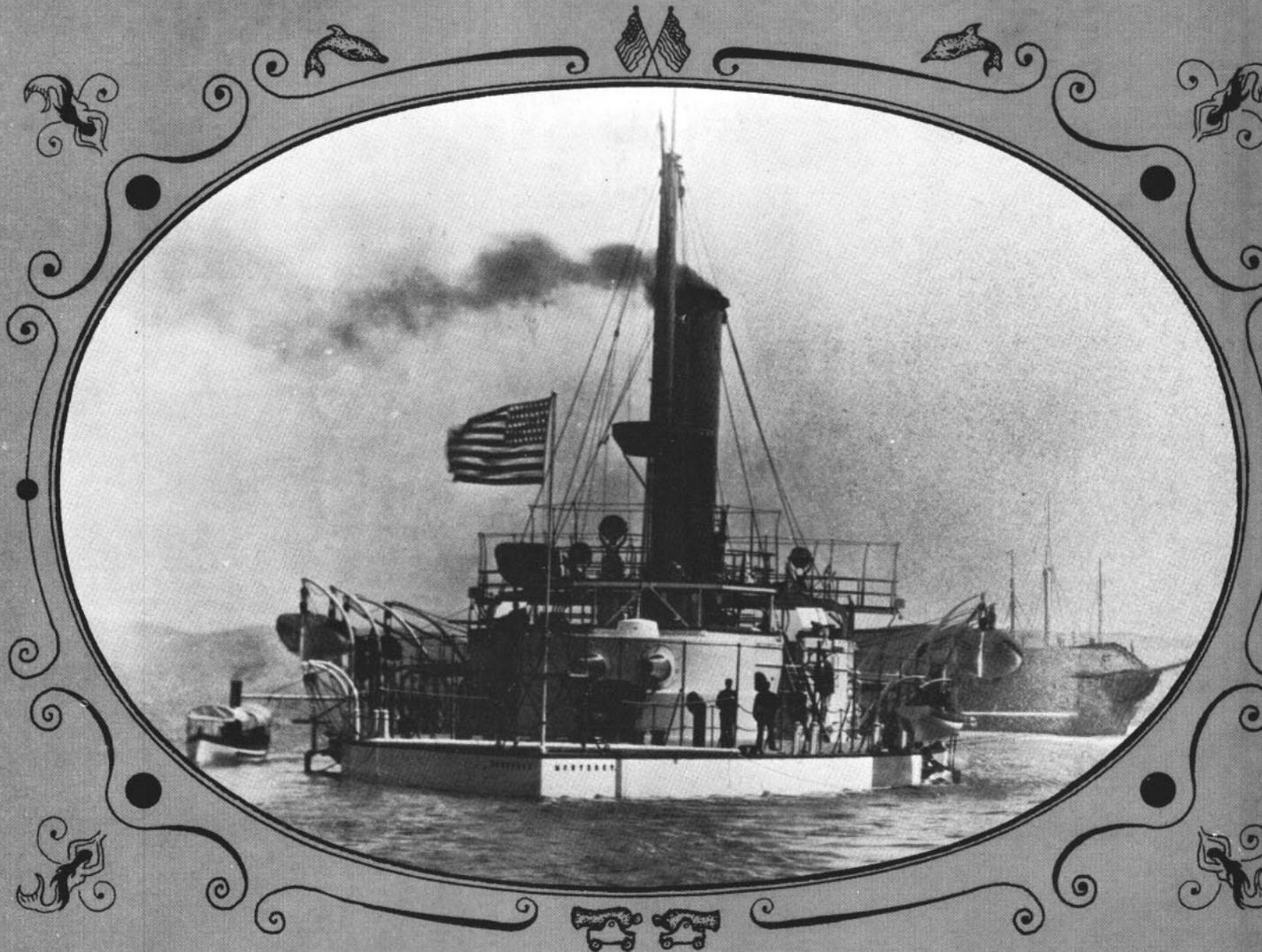
One of the games of this series—sponsored by the Japanese Amateur Basketball Association to provide practice for its Olympic team—was nationally televised.

The *Raiders* gained great popularity in the host country and made some memorable court acquaintances.

★ ★ ★

Three Navymen, so far, have made the U. S. Olympic team. They are ENS Bill Stowe (rowing), LT Al Morales (fencing and saber) and Jim Rosette, AN (boxing). Others are still in contention.

—Bill Howard, JO1, USN



ALL HANDS SPECIAL SUPPLEMENT

CROSSING THE PACIFIC IN A MONITOR

In a period of transition no one is quite sure just what the "new look" will be. Sometimes it is an adaptation of what has already been tried. Sometimes it is a dramatic shift brought about by changing ships or weapons. Each type of ship has its moment of glory—and some last for a considerable period of time.

Down through the years the Navy has seen many interesting ships that were innovators. The monitor, for example. Everyone remembers the famed battle of the two ironclads of the Civil War. Whatever happened to this class of ship?

Many will be surprised to learn that they were still operating and still controversial at the turn of the century—improved variations of the monitors of the 1860s.

Here is a previously unpublished, on-the-scene account of the journey of the monitor Monterey from the West Coast of the United States to the Philippines in 1898. The story, as told by Ensign Percy L. Neel, Assistant Engineer, USN, has been made available to ALL HANDS through the courtesy of Lieutenant (jg) M. M. McClure, USN. Ensign Neel was a graduate of the University of Pennsylvania, Class of 1897, with a degree in mechanical engineering. He was commissioned an ensign in May 1898.

Monterey, commissioned in 1895 at San Francisco, was a 4084-ton monitor. She was 256 feet long, and had a beam of 59 feet. Her battery of 22 guns ranged from two 12-inchers to four three-pounders.

As described by Ensign Neel, on 11 Jun 1898 Monterey sailed from San Diego, for the Asiatic station, accompanied by the collier Brutus. The vessels reached Honolulu on 24 June and left there 1 July, arriving at Manila on 3 August. The trip had been an extremely

difficult one; the heat on board was terrific; the machinery broke down, and the monitor ran at times partly submerged.

Here's the story of her crossing of the Pacific, as described by Ensign Neel.

I JOINED MY SHIP, *Monterey*, on Decoration Day, 1898, while she was coaling at Mare Island. When I arrived, her bunkers were full and coal was being placed around her turrets in bags and held in place by a net. A few days later we left Mare Island and proceeded, amidst the blowing of many whistles and sirens, to San Francisco. Here we awaited the collier *Brutus* which was not quite ready. On Saturday *Brutus* appeared and we were all impatient to proceed to Manila, when the distiller was discovered to be making salt water. This necessitated removing the coils and making a new set which delayed our sailing for another three days. We again proceeded down the bay amidst a greater noise and many signals of "good-bye" and "good-luck" and then passed out the Golden Gate.

That night the water became very rough and broke over the decks and superstructure with such force that it washed overboard about 50 tons of coal from around the after turret. This necessitated a new supply, but the captain thought it wise to proceed to San Diego for it.

Our approach had already been heralded and the papers contained accounts of our approach and many conjectures of the cause, since we were supposed to be underway to Manila. Here we also received the San Francisco papers, giving us quite an account of the noisy send-off we had received.

After coaling here, we again headed for Honolulu. The weather was very fine the first two days. Later a heavy swell arose which caused the ship to roll and pitch considerably. It had a very quick roll; about 10 times that of *Olympia*.

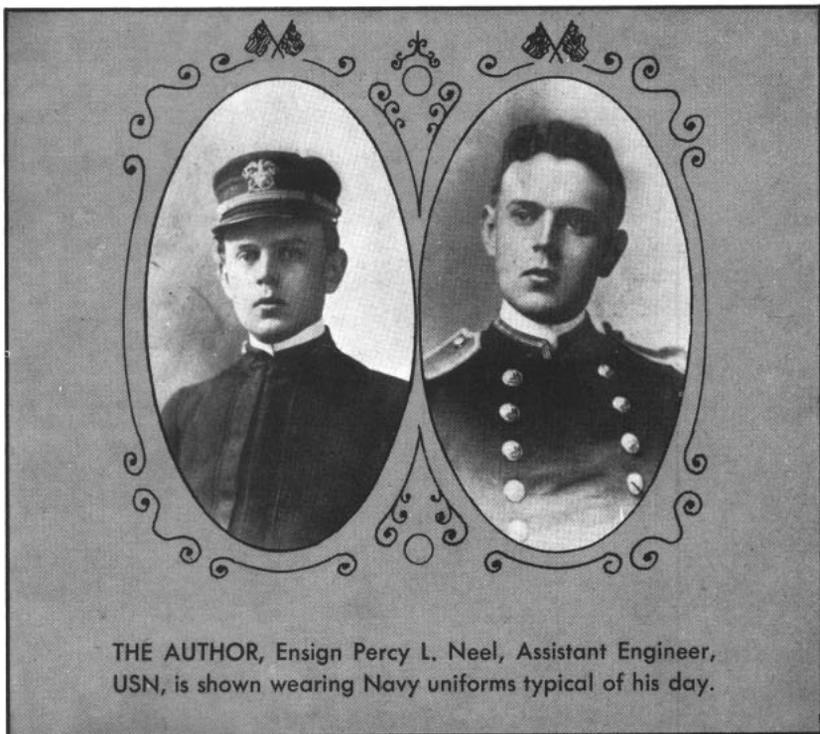
One day we had a collision drill. There are a number of drills; each drill has a separate call and men are assigned certain stations, which on the call for a collision, abandon ship, fire, general quarters, etc., the men proceed instantly to those stations. Everyone has some duty. On this day it started to get warm and has been warm ever since. The next few days we did little but run through our various drills. A week after our departure, *Brutus* took us in tow. She

let out a line to which some buoys were attached and when the line floated to us we picked it up and attached it to the yoke connection at the bow of *Monterey*.

After five days of towing we cast off the tow line and started at a 10-knot gait for Honolulu, leaving *Brutus* far astern. Sighted land early in the morning of 24 June. Arrived in port at 5 p.m. There were about four troopships there.

vited to several clubs there, returning aboard ship the next morning for quarters. Honolulu is an ideal garden spot.

At Waikiki, a few miles from Honolulu, we can take a plunge in the surf or get in a catamaran and ride the swells, which is great sport. They can also be ridden by swimming with a board, at which the natives are very proficient. Our crew owned the city and everything was



THE AUTHOR, Ensign Percy L. Neel, Assistant Engineer, USN, is shown wearing Navy uniforms typical of his day.

WE WERE ALL GLAD to go ashore for, as the officers' apartments are all under water and we had battle plates in the deck lights, all the light was artificial. Our deck generally had a wash on it which made it untenable, and our only place for fresh air was on the superstructure. The men had no other place to go. The berth deck was always crowded with hammocks and the only ventilation for the men and officers was by the blowers.

It was extremely uncomfortable for everyone, and a trip few would care to repeat. The heat increased day by day, and the temperature in my quarters was often 102 degrees. The evening of our arrival I took a stroll around Honolulu and was in-

done for them that could be. At nearly every house an American flag was displayed. The gardens in the poorest houses are such as we could only raise in hothouses and then not so luxurious, for the climate reminds you very much of a hothouse and is nearly constant all year round.

We arrived here on the 24th and were sorry to bid goodbye to everyone on the 29th. We had said goodbye once before and returned—and this was to be no exception, for we had only been out a few miles when steam could be seen escaping from *Brutus* and she flew her distress signals so we were compelled to put back.

Here we stayed two days for *Brutus* had some iron filings under her

safety valve and it would not close. We anchored outside about three miles, and no shore leave was given, expecting to be ordered off each minute. This was very disappointing for we had had quite a good deal of company on the ship when we were not ashore, and the Sunday previous we had thrown the ship open to all visitors, and it was crowded from morning till night. Some young ladies came over one day and gave us quite a musical treat.

THE CAPTAIN then informed us we were going to the island of Guam, one of the Ladrone Islands. He informed us there were four forts there and also that *Charleston* was supposed to have stopped there, as she left Honolulu under sealed orders. We will reduce the forts, if necessary, coal ship and proceed to Manila. The cat is out of the bag—no newspaper reporters can obtain the information now. *Brutus* broke down again and delayed us to midnight. On July 5 we again went in tow of *Brutus*.

Then commenced our tiresome, tedious, monotonous and warm voyage of three weeks to the island of

Guam. On July 4 we fired the national salute of 21 guns in honor of the nation's birthday. The wardroom gave a punch to which the captain was invited. The chandelier was draped with flags and ribbons, and on the table below, the large punch-bowl.

Each day was the same from here on. We had general quarters at all hours of the day and night, and we stowed coal below as fast as the bunkers were emptied and began to free the turrets so they could be used, and clear the ship for action. The men had constant practice with the handling of guns and drilling.

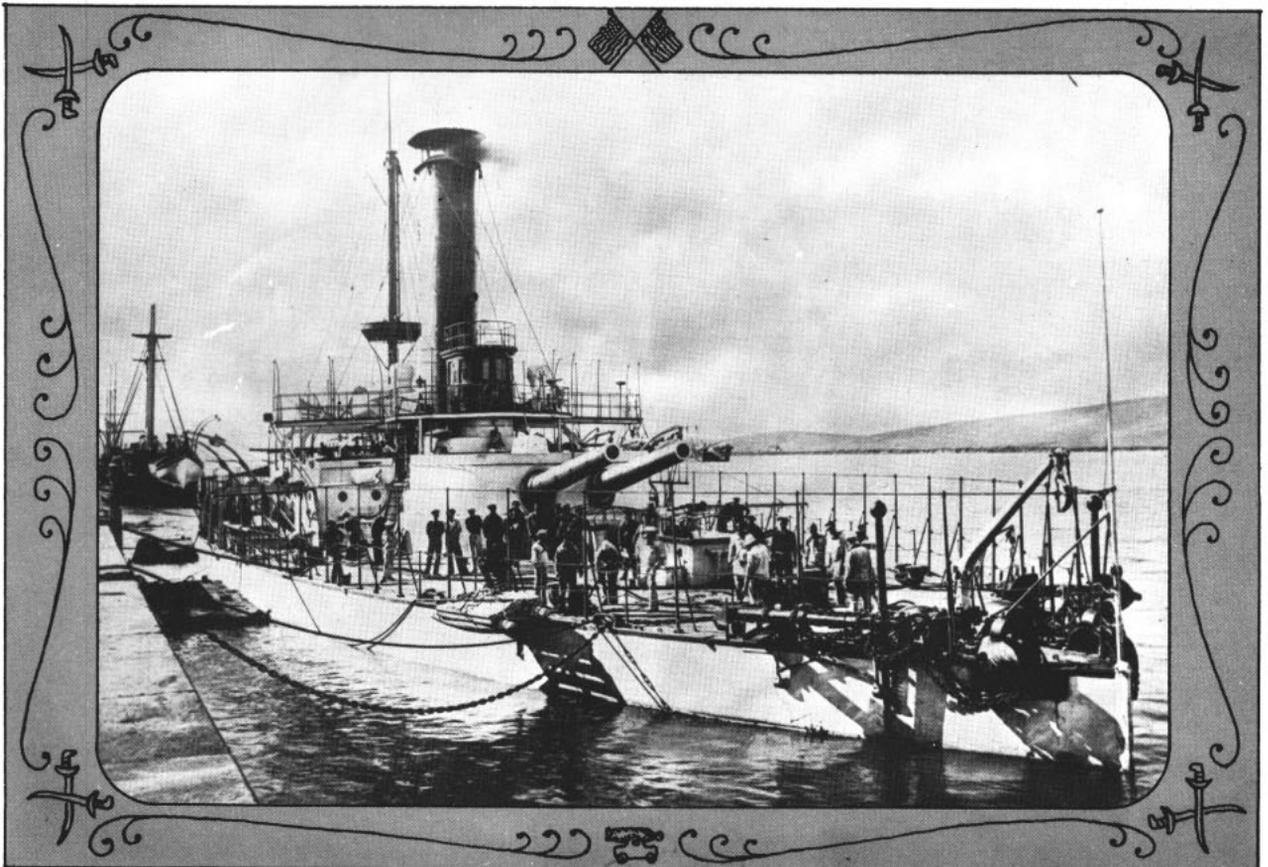
THE ONLY THING that troubled us was the intolerable heat. Not having an ice-machine, our water was cooled entirely by earthenware monkeys. At Honolulu I purchased, as did the rest of the officers, a Japanese mat which made sleeping much pleasanter and cooler. On July 9 we passed the 180th meridian of longitude, halfway around the world from London, and passed from the West into the East. We also lost a day here—it was Sunday, and I remarked to one of the crew that they all en-

joyed the longest sleep of their lives, for we all retired on Saturday night and woke up Monday morning.

On the 12th we saw another ship; the second one we had seen since starting on our long trip. On the 23rd land was sighted and the ship was stripped for action. The stays were all snaked, that is, they were all bound together by small wires so in case some were shot away they would not fall on the deck or superstructure and interfere with the working of the guns. The boats were wrapped in canvas to prevent splinters flying. The railings were taken down, the surgeons laid out their oilcloths and surgical instruments for the wounded and then general quarters were sounded and everyone took his station, ammunition was hoisted, and the ship was ready for action.

But we had a disappointment in store. The captain's gig was called away, and Mr. Beatty, our navigator, took some buoys along to mark the channel. The whaleboat was also called away, and Mr. Flechtler, our ranking lieutenant watch officer, took several men with rifles and ammunition to reconnoiter and demand the surrender of the place. After an hour

ACROSS THE PACIFIC THE HARD WAY—In terrific heat, the *Monterey* fought 7000 miles of ocean for 58 days.



they returned to the ship and informed us that *Charleston* and the first expedition of transports had taken the garrison and Governor-General as prisoners to Manila.

We were all disappointed after our uneventful voyage of 22 days. Still, we were hoping Manila might not be taken from the Spanish, or that we might meet some of Carnara's fleet.

LATER A SMALL sailboat was put out from the shore and came alongside. One of the men was allowed to come aboard and he informed us that the forts were abandoned and the Spanish flag hauled down. The American flag had been hoisted, saluted, and again hauled down as there was no caretaker.

We calmed our disappointment by the fact that we were again near land. At daybreak I was on the after-bridge from which land could be seen; and later we could smell the tropical fruits, especially limes, which was very gratifying. The harbor on Guam is called San Luis d'Apia. It is landlocked; the ship could not come in very far, and where we were anchored was about

16 feet deep. Our ship draws 14 and one-half feet, and the trip to the village meant a row of six miles.

Soon the natives came out in boats and offered us many curios. They had no idea of money, and one large fellow brought us half a dozen live chickens for which he wanted \$5.00. Our Chinese steward was there trying to bargain with him when one enlisted man came along with a bar of salt water soap. Immediately he got the chickens.

Brutus came alongside of us and we are again filling our bunkers. The next morning I had the four to eight watch and at 8 o'clock I went ashore with Naval Cadet Mahony and Lieutenant Buchanan. After a row of six miles the water becomes very shallow and in a short time looked a little over a foot deep, and all along the water was very clear and we could see magnificent specimens of coral in all varieties along the bottom.

Finally we arrived at the village. There were about two dozen natives around, some with very little on, and we inquired for a conveyance to go to the city of Agana, another six miles distant. The best we could do was to obtain two small two-wheeled affairs with these Korean horses at-

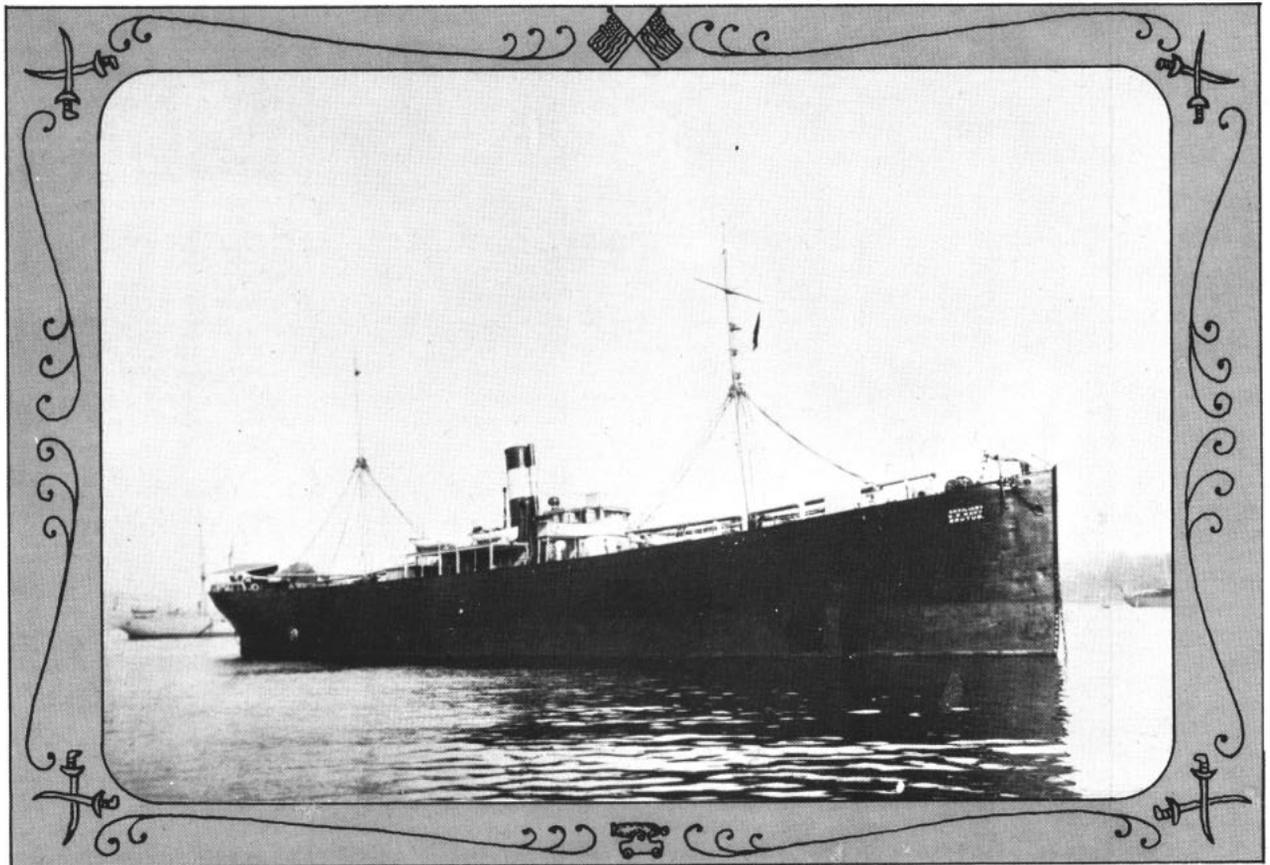
tached. The horses are about the size of our ponies. With these we went to Agana.

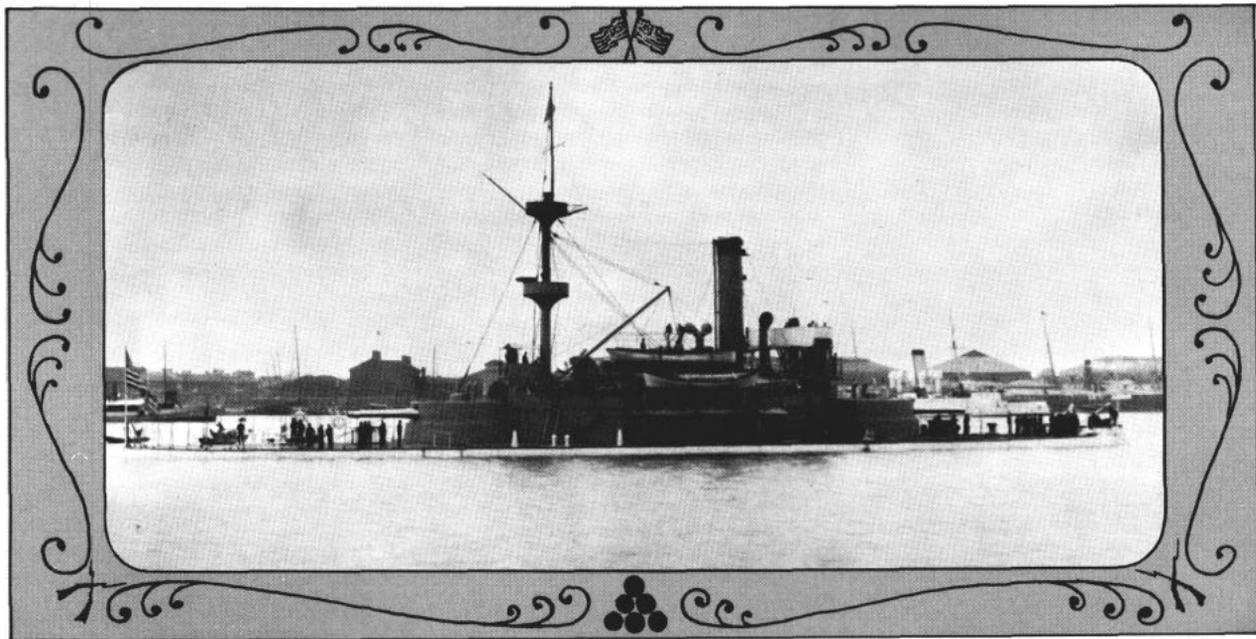
There are only a half-dozen carriages in the whole island, the riding and carrying all being done by immense water buffaloes, fierce-looking animals. Some of them measured five feet across the tips of their horns. We see them in circuses as the sacred bull of India.

THE NATIVES of Guam were very polite to us and all, even the small children took off their hats to us, calling out "Buenos Dias" to which we replied. Getting thirsty along the route, we stopped at a native cottage and asked for some coconuts. Our host climbed a tree and soon brought us down several; and with one blow of his knife cut a hole. The coconut was full of fluid and was very agreeable to us after our ride. He refused to take any money and it was only after a good deal of coaxing and telling him to accept it as a souvenir of the Americans, that he accepted.

Arriving in the city of Agana, we proceeded to the largest building there and asked to have something to eat; at least order lunch. We

COLLIER BRUTUS, with her share of breakdown problems, accompanied *Monterey* on the lengthy voyage to Manila.





MONITOR MONADNOCK was a runner-up to *Monterey*. Ships were to reinforce Commodore Dewey in the Philippines.

then took a look around and saw the town. There was not much to see. The houses were mostly thatched; there were a few plaster houses, and also a Spanish college for boys and girls, and on the side of the building a stone stating it was started in 1895 and finished in 1898.

We then went to the Government Building and saw the Armory with a few hundred old-fashioned guns left there.

Returning to the place we had ordered lunch, we were met by a man who spoke English and he informed us that the man we were

dining with was the wealthiest man in the islands.

WHEN WE HAD FINISHED the meal we offered to pay him for his kindness, but he would not accept any money. So in order to return the favor we invited him to come and see us aboard ship the next day. After leaving him we went to the Padre, a very genial old man, one who had been in the islands over 30 years, and he told us many things about the natives. The Spaniards always compelled the natives to take off their hats and bow to them every

time they passed. That accounts for their great politeness to us. We walked back to the village and so saw how they lived. Their principal article of food is rice.

On our way we passed the Spanish Governor's wife and she seemed quite young and very sad because her husband had been taken to Manila.

The next day the merchant came and brought six sons with him and the two sons of the Spanish Governor also came. We were rather crowded. They spoke no English and we very little Spanish. It was a curious meal but I think they will long remember

The Monitor: A Step in History Toward Today's Navy

Although almost forgotten today, monitors formed an invaluable bridge in naval development, spanning as they did the era between the wooden-hulled sailing ships and the armored cruisers and then the battleships.

Basically, a monitor was a shallow draft combat vessel mounting one or two very large guns and primarily designed for bombardment purposes. It had little freeboard and consequently required heavy armor only along its waterline and on its gun turrets. Although a few earlier models had rudimentary sails, their design almost insisted upon engines of one sort or another for propulsion.

As their design also makes obvious, they were intended to be simply a movable gun platform and, instead of seeking primary protection through the use of heavy armor throughout the ship, they avoided the problem by simply providing—in some types—almost no above-water surface to be hit (other than the gun turrets, of course).

However, as time went on, their weather deck became more and more cluttered with top hamper, as might be expected.

Monitors in embryo form were to be found in the British fleets in the 17th century in the bomb ketches then in use. Later, these increased in size and were referred to as "bombs."

As is well-known today, USS *Monitor* (from whence the name of the type was derived) in her battle with CSS *Merrimack* (or *Virginia*) at Hampton Roads, established that such a vessel was effective for purposes of defense. *Monitor's* success led the U. S. Navy to construct many small single-turreted monitors and some big, seagoing monitors for coastal service during the Civil War.

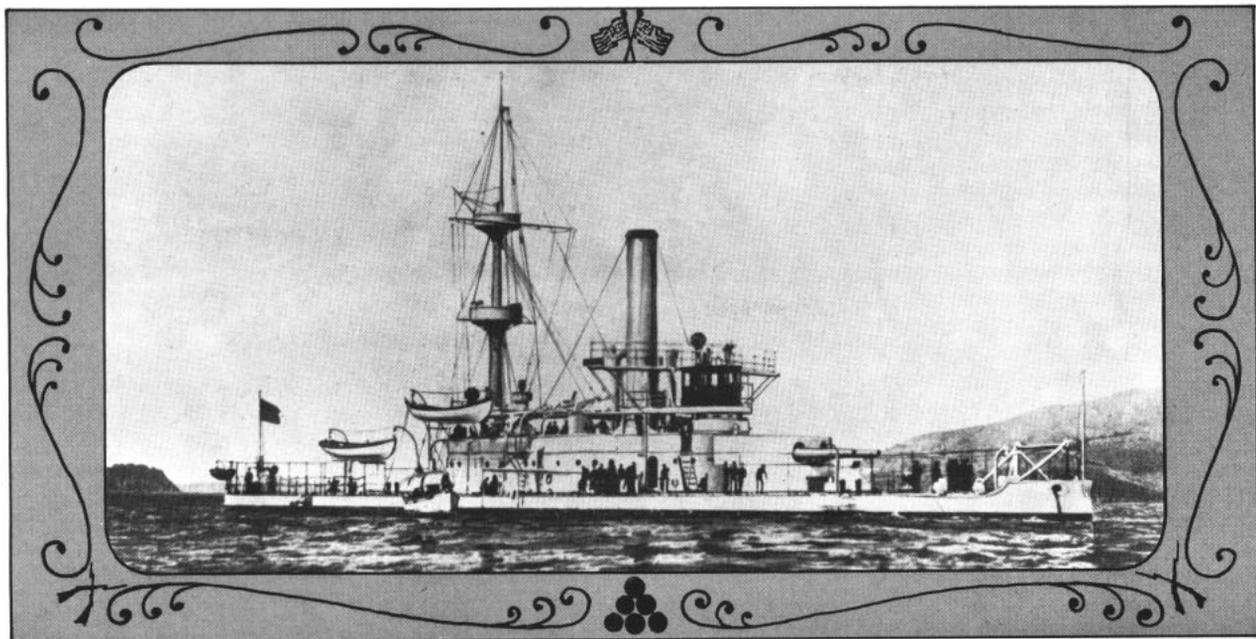
Despite the controversy which raged over the usefulness of such a vessel, a summary shows that, although they could not do much damage, neither could they become seriously hurt. Of the 35 monitors operated by the U. S. Navy during the Civil War, none was ever seriously disabled by gun-

fire, and only one man was killed by gunfire in the monitor fleet during the entire war.

Their greatest usefulness was to be found in their operations in narrow, shallow rivers and in sheltered coastal waters. A few monitors, in addition to *Monterey* saw blue-water service after the Civil War and during the Spanish-American War but, by that time, further developments in naval design had demonstrated the type's ineffectiveness.

In all, some 60-odd monitors were completed by the United States between the Civil War and the time that *Cheyenne*, the last of such types, was decommissioned for the last time in 1926. All but a handful of these ships were commissioned during the Civil War although some were rebuilt during the 1870s and '80s.

However, some European navies employed monitors up to and through World War I; and a few British monitors took part in World War II. By that time, they were merely dangerous anachronisms.



MONTEREY AND MONADNOCK assisted Commodore Dewey's fleet in Manila attack and in Philippines fighting.

it, especially the two sons of the Spanish governor and it must have brought cheer to the heart of the wife when her sons returned and told her how well they were treated.

ON THE 25TH we headed for the San Bernardino Straits, 1500 miles away. We were again in tow of *Brutus* so as to have a sufficient supply of coal when near the Philippines.

Our great enemy now was a typhoon and every cloud was watched very closely for no one know how

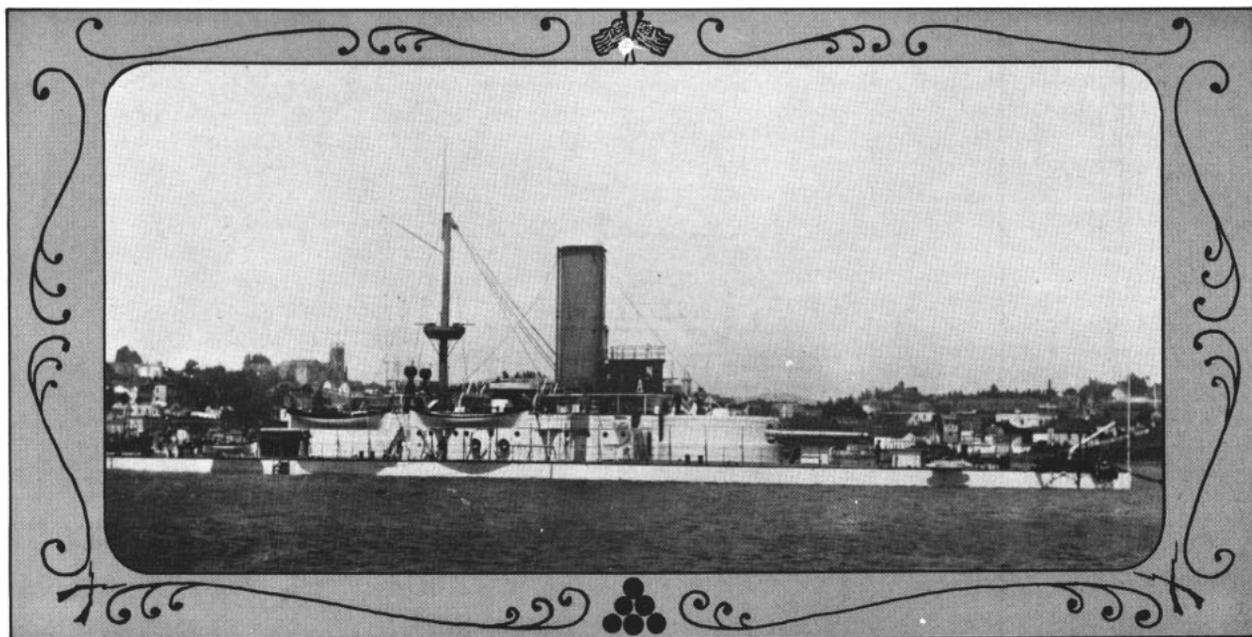
a monitor would stand a storm and especially a typhoon. We did not strike one or it still might be wondered what became of *Monterey*. We stayed in tow of *Brutus* until July 31 when we struck a small storm which was strong enough to make us let go of the tow lines. For a day we were only able to make a few miles; the water broke all over the ship, going completely over the forward bridge, washing the decks, and the remainder of the coal had to be cut loose, and was washed overboard.

Now began a cruise among the

islands. There were islands everywhere. They were magnificent with the luxurious green only known to the tropical countries. We passed a lighthouse with a Spanish flag flying. Our colors were displayed but I suppose they did not know what to make of such a curious looking craft for when *Brutus* came along they dipped the colors to her. We did not stop, but continued on.

The next Wednesday, August 3, all the lights were out on *Brutus* and *Monterey*, and we cruised around, about 50 miles from Manila, for we

FUELING—*Monterey* took on coal at Mare Island, then awaited collier *Brutus* in San Francisco for trip to Manila.



had no news from home since the middle of June and had no idea of the condition of affairs. The men had been sleeping at their guns and at three o'clock Thursday morning everyone was awake looking around for other ships. The guns were loaded and we proceeded toward Manila.

ALL NIGHT LONG we had watched the Corregidor Island light. We entered the bay at daybreak. The uniform of the day was white with shoulder straps and we all waited for the call for general quarters. As we came closer we could see the victorious American fleet and the wrecks of the Spanish fleet. Coming still closer we saw *Olympia*, *Concord*, *Raleigh*, *Boston*, *Petrel* and *Charleston* and the transports.

As we passed ship after ship, the crews were drawn up to attention and they gave us cheer after cheer. The flagship was passed; the admiral's salute fired. The engines stopped, the anchor dropped, and so ended our record trip of 7000 miles across the Pacific in the first monitor to cross. This trip was repeated later by *Monadnock*. We were 58 days out of San Francisco.

We anchored about two miles from Cavite and Manila is across the bay five miles distant. Around us are the half-sunken wrecks of the Spanish fleet. Nearest us is *Castilla*, further away *Reina Christina*, the flagship, and in the distance five more wrecks can be made out. There

are now about 5000 of our troops in the trenches in front of Manila. Fighting goes on in the night.

Thursday night, August 4, three men were killed and three wounded. This made up to this day some 40 killed and 90 wounded. The next day we sent all our boats ashore and proceeded to tear down all the wood-work in our ship to prevent the spread of fire, and expected on Monday the 8th to take Manila. We coaled ship Sunday, as did the other ships, which looked very much like action. But on Monday we were informed that the admiral had given the Spanish Governor 48 hours to surrender. The next two days boat-loads of refugees could be seen leaving the city.

THE VARIOUS FLEETS which were then stationed in front of Manila were given notice that a bombardment was to take place and they could remain there at their own risk. The German and French men-of-war went out to sea and the English and a Japanese men-of-war came over and anchored near us. Then came a few other hitches, all due to the Army not being ready.

Finally on Saturday morning, the flagship gave the signal and *Monterey* was the first ship to get under way. We were in two columns, *Olympia* heading one and *Monterey* the other. We proceeded that way to Manila; our guns were loaded but we never had a chance to fire a shot.

Our orders were: Do not fire until fired upon. We were never fired upon.

The temperature in the engine room was up to 118 degrees. The men could hear the shots of the other ships and were very impatient to hear our guns go. In the fireroom the coal passers and firemen, stripped to their waists, kept the fires burning in the six boilers. We were much closer inshore than the other vessels as we drew less water. And one time, having a chance to go on deck for fresh air, I saw two shots fired from *Olympia's* six-pounders go over our quarter-deck. All the shots struck the old Malate fort and pieces could be seen flying after each shot struck.

After a while the American soldiers could be seen running along the beach. Later a boat was put out and came to the flagship. Then it was announced that Manila had surrendered to the Navy, but not the Army, for they could have held out for years against the Army but not the Navy. That evening about five o'clock as I was standing on the quarter-deck and looking at an enormous red and yellow flag of the Spanish flying over the city and remarked to another officer how large it was, it was hauled down and in its place an even larger American flag was hoisted. Then all the ships of the Navy fired a national salute, till it looked like another engagement. So ended the day of the capture of Manila.

A brief word on the situation to which Ensign Neel refers but does not describe in detail:

The Battle of Manila Bay on 1 May 1898, in which the Spanish fleet was nearly annihilated by then-Commodore Dewey's fleet, did not end the war in the Far East. Spain still held Manila proper and much of the Philippines.

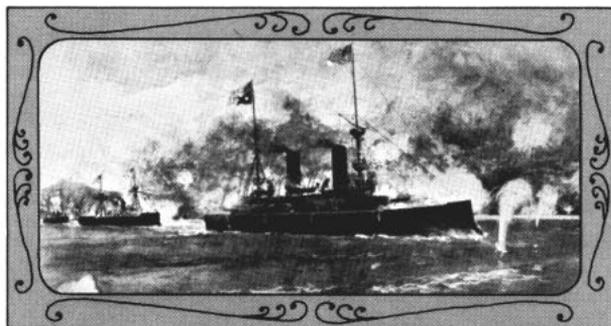
Commodore Dewey was far from home and from any dependable source of supply. His six ships, although they had defeated one Spanish fleet, were merely protected cruisers. It was Dewey's responsibility to discourage a fleet of German warships who appeared to be probing for trouble, hold the Spanish in Manila at bay and, meanwhile, prepare to face another Spanish fleet, composed of armored ships—the closest thing to the battleship of the time—rumored to be departing Spain bound for the Philippines.

*To meet this multitude of problems, Dewey needed reinforcements. Accordingly, the monitors *Monterey* and *Monadnock* were sent to his aid and two gunboats captured from the Spanish were put to use. The monitors reached Manila in time to assist in the joint attack on the city by Dewey's ships and by 11,000 U. S. Army troops sent from San Francisco to seize the city and occupy the Philippines. (The second Spanish fleet never arrived).*

*This is the basis of the reference to the battle of 13 August made by Ensign Neel in his account of the monitor *Monterey*.*

Monterey took part in other activities around the Philippines during the next few years, and remained attached to the Asiatic Squadron until 1917. She was detached from the Asiatic station and assigned to the Pacific Fleet to be stationed at Pearl Harbor for the defense of that base and the support of submarines. She remained at Pearl Harbor as station ship until placed out of commission in August 1921.

OLYMPIA led force that *Monterey* joined at Manila.



BOOKS

PLENTY OF GOOD READING TO BE FOUND THIS MONTH

IN AN EARLIER section of this issue containing a state-by-state roundup on voting you will have noted, in the rare event that you've overlooked the fact, that this is a presidential election year. To help you identify the principal actors in this quadrennial drama, two election guides have been selected for discussion this month. Chances are excellent that you can find these, as well as the other volumes mentioned here, in your ship or station library.

The *New York Times Election Handbook, 1964*, edited by Harold Faber, tells you just about everything you would want to know about the election, candidates and issues. Not only does it cover the 1964 elections, but it touches more than lightly upon the U. S. political scene in general—the history of the parties, past conventions, the current issues and party strategy, as well as the personalities, and a state-by-state roundup of congressional and national contests. It is, of course, written by the outstanding *New York Times* political writers, and how authoritative can you get?

The other selection, *1964 Guide to Conventions and Elections*, swings an equal amount of weight. Although the basic facts are similar, the treatment varies somewhat between the two books. The *Guide* is primarily a reference book, but it also contains pertinent quotes from the outstanding candidates on almost any issue you can think of.

In any event, either of them will give you an excellent idea of what it's all about and will provide you with inexhaustible ammunition with which to face the inescapable political arguments.

Two other titles, *The McNamara Strategy*, by William W. Kaufmann, and *Power at the Pentagon*, by Jack Raymond, are of interest.

Drawing on Secretary McNamara's own statements and on those of his civilian assistants, Kaufmann outlines in an astute analysis the major defense objectives and the changes in the area of national security affairs during the Kennedy-Johnson administrations. Also included is a detailed examination of the current decision-making processes and methods within the Department of Defense. Many quotations in *Strategy* are from Hearings

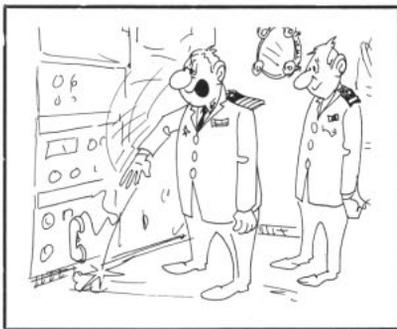
on Military Posture, Committee on Armed Services, U. S. House of Representatives, 1962. Another extensively quoted report is the Secretary's statement before the House Armed Services Committee on the fiscal year 1964-68 Defense Program and the 1964 Defense Budget, 30 Jan 1963. *Strategy* has been included on the list of selected reading by the SecNav Reading Program Advisory Committee.

Those people on the *New York Times* are a prolific lot. Not only did the political pundits whip up their *Handbook* just in time for election, but the *Times* Pentagon reporter, Jack Raymond, also has his say in *Power*. He points out that the Pentagon symbolizes the remarkable growth of military power during the last 25 years and discusses how it came into being, the people who make it work, and its effect on many crucial areas in our lives. He discusses these points, among others: the role of military leaders in public affairs and nonmilitary indoctrination of the armed forces; the effect upon educational institutions of government-financed research programs; and the relationships between men in the military and in industry.

After problems such as those discussed above, climbing Everest seems almost easy, and diving for lost ships to be pure escapism.

Judging by the number of books written about climbing Everest, we can't help but feel that, by this time, the trail should be fairly well packed down by the countless feet that have slogged over it—but apparently we're wrong. There is still no easy, nor casual, way. That's the

All-Navy Cartoon Contest
Billups E. Lodge, LCDR, USN.



"I can never get the flagship on a single sideband—open a port and gimme a megaphone!"

message we receive from *Americans on Everest*, by James Ramsey Ullman. It took 70 men and almost half a million dollars to put three two-man teams on top—but they did it. Every phase and every facet of the operation is described in detail, sometimes by the men themselves, sometimes by the author, who was the official historian of the expedition. Considerable technical detail for the do-it-yourselfers.

Meanwhile, in *The Lost Ships*, Peter Throckmorton has found another last frontier—archaeological investigation under the surface of the Mediterranean Sea. He learned his field work—if it can so be called—from Turkish sponge fishermen who showed him wrecks no archaeologist had ever seen. When his formal expedition finally got under way, it was possible for him to conduct underwater archaeological excavation according to land standards. His prize was the remains of the oldest ship ever found—one more than 3000 years old.

For all its consequences, the battle between the British and French fleets off the Chesapeake was a remarkably casual and haphazard affair. At the time, no one was quite sure who had won but, in the long run, it seems the brash young United States was the undisputed victor. The battle itself prevented the British from relieving Cornwallis at Yorktown, which thus assured his surrender which, in turn, put an end to the war. The details are painstakingly described in *Decision at the Chesapeake* by Harold A. Larrabee in what Samuel Eliot Morison has called the "best tactical account of the battle I have ever read."

Fools' gold and 14-carat suspense are to be found in *The Golden Keel*, by Desmond Bagley. It's a cloak-and-dagger affair concerned with the rumored hoard of gold and jewels hidden by Mussolini somewhere—usually—in the Alps. This time it's in the Med, and guess what constitutes the keel of the hero's ship. Numerous villains and a countess are also involved.

In Vivo, by Mildred Savage goes to considerable length (700 pages) to record the trials, tribulations, drama and rewards involved in developing a new drug. After considerable infighting among officers of the company, the hero discovers the new formula at the last minute, is made head of the department and wins the girl in a Hollywood finale.

TAFFRAIL TALK

IT MAY BE A BIT difficult for a surface sailor to comprehend, but submariners become quite attached to their way of life. And they can become downright dogmatic about it.

One such Navyman is Senior Chief Electrician's Mate Enoch W. Pence, who's spent something like 33 years in the submarine service. He's had chances to get out—or rather, up—but each time he declined.

It all began back in 1928 when he enlisted and went right off to New London, Conn., to begin training for sub duty. Within three years he had qualified in both the O and R type boats and had orders to *uss Narwhal* (SS 167), one of a new class of submarines. He was hooked.

Pence took his discharge in 1932 after deciding to kick the habit. But as everyone knows, the only way to beat an addiction like *that* is to go cold turkey, and he didn't. Instead he chose to act like a civilian while leading a double life in the Naval Reserve, keeping up his submarine qualifications.

Consequently, by 1936 he could stay away no longer, and reenlisted in the Regular Navy as a fireman second. Somehow he wrangled himself a set of orders to a boat in SubLant. From then on there was no turning back.

He made third class early in 1941 and was promoted to EM2 on 1 December of the same year. That was in Pearl Harbor. Six days later he was helping replace the batteries in the submarine *uss Cachalot* (SS 170) when the first flight of planes came in.

During the first two years of the war Pence served aboard *uss Pompano* (SS 181) in the Pacific, making six war patrols to Truk, the Philippines and Japan. The sub sank over 21,000 tons of Japanese shipping.

After the sixth patrol Pence received orders to the commissioning detail of *uss Bream* (SS 243) in New London. He left Pearl and a few days later *Pompano* also left, for her seventh patrol. She never returned.

At that point many men would have been pulling strings for duty on, say, a carrier or cruiser. But not Pence. As a first class electrician's mate he helped commission *Bream*, rode her to the Pacific, and stuck around for two war patrols to the South Pacific. He was appointed EMCA in April 1944.

Between the war's end and 1950 he knocked around on several subs. Then he received orders to his first billet ashore—instructor duty in San Diego. Four years later the assignment people threw him his first curve, and he was issued a set of orders to the recommissioning detail of *uss Hancock* (CVA 19). A carrier yet. At least Pence was not alone... 29 other submariners were also on the detail.

The rules said a man must serve 18 months aboard a newly commissioned ship before applying for a transfer. Like a good sailor, Pence bore up. But, as soon as the prescribed time had elapsed, in went a chit requesting duty a little more along his line of thinking—like on a submarine for instance. The 29 other submariners also requested sub duty and 30 sets of orders came back.

The chief last re-enlisted in 1960, and is now going about his business in *uss Bluegill* (SS 242). He could have retired something like 12 years ago, but just couldn't see it. He's due to leave the Navy in 1966, but that's anything but definite—at age 57 he's seriously considering staying a few more years.

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 keynotes 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. This is the only way everyone can get a look at all the different parts of the Navy.

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, D.C. 20370.

● AT RIGHT: BATTER UP—Smiling Commissary Seaman Mark Root puts his knowledge of cooking on the line as he mixes a cake in the galley of destroyer tender USS Frontier (AD 25) homeported at Long Beach, Calif.



NIGHT WATCH-DAY WATCH



**U.S. NAVYMEN
GUARD THE SEAS**