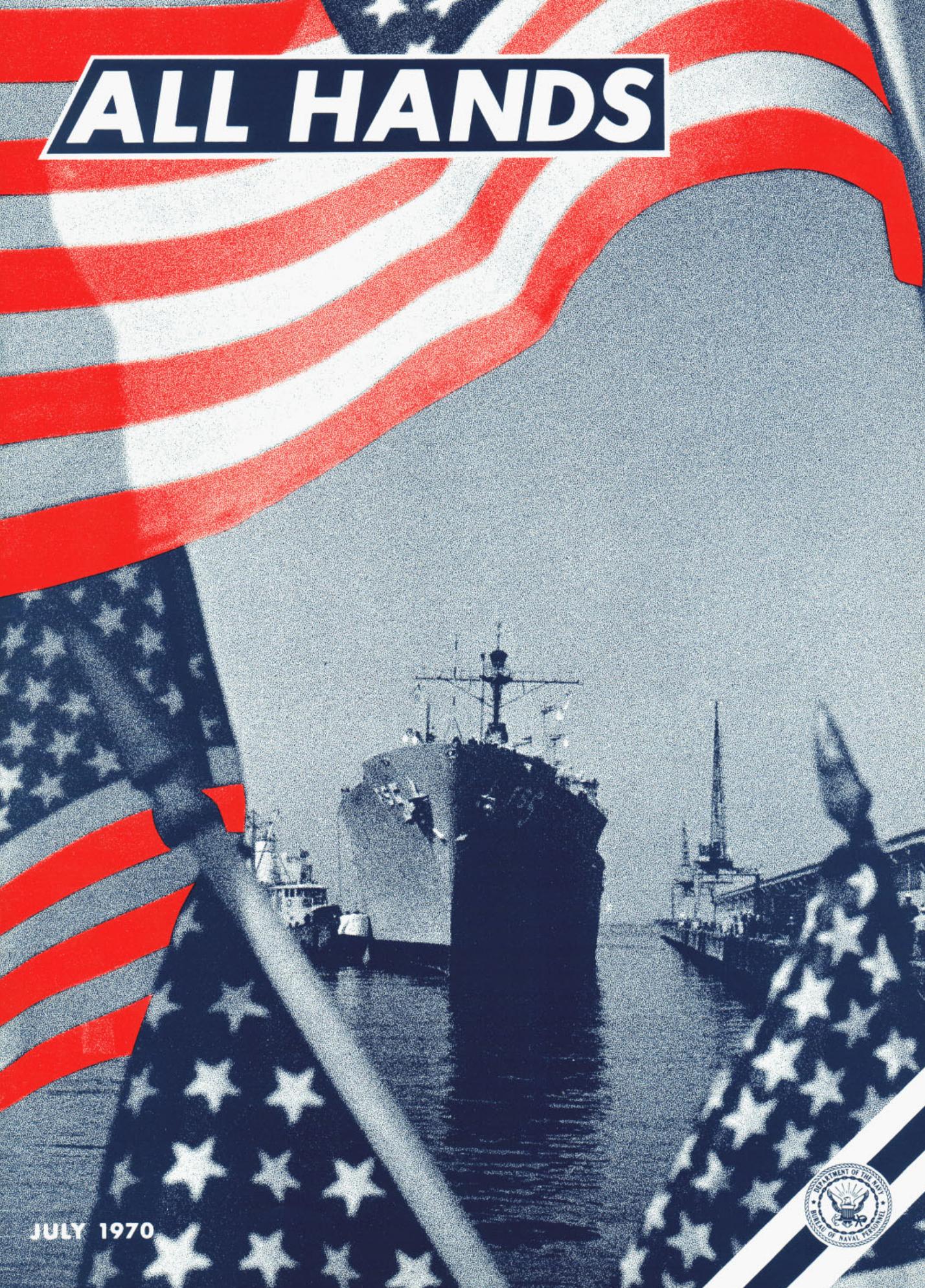


ALL HANDS



JULY 1970







ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

JULY 1970

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The Chief of Naval Personnel

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The Deputy Chief of Naval Personnel

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Taffrail Talk

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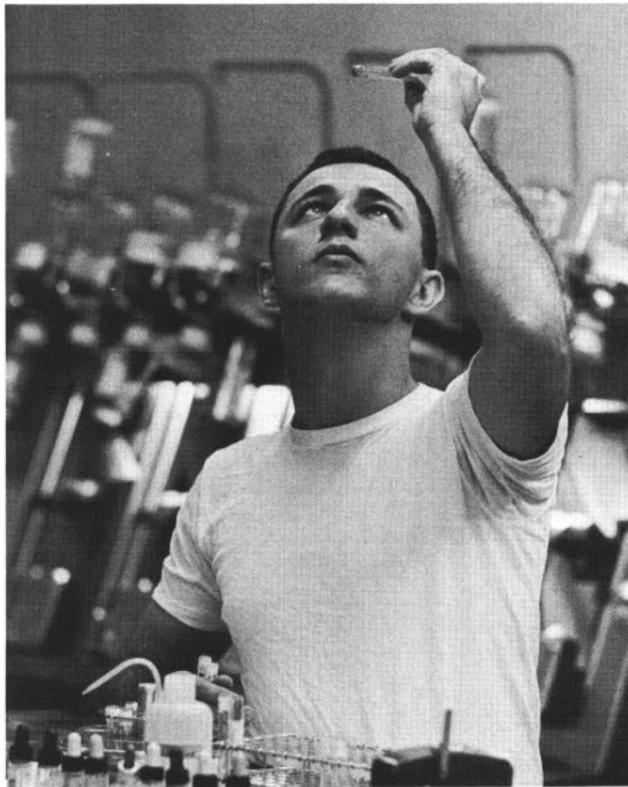
Gerald Wolff, **Reserve**

• **FRONT COVER: WELCOME HOME**—Flags fly as combat stores ship USS Concord (AFS 5) returns home from an Atlantic deployment.—Photo by PH2 Hal L. Stoezle, USN.

• **LEFT: AT DUSK**—The superstructures of submarines from Submarine Squadron Four are framed between the destroyer tender USS Tidewater (AD 31) and the submarine tender USS Howard W. Gilmore (AS 16).—Photo by PH3 Lorin M. Jones.

Navy Corpsmen





ON 17 JUNE, the Navy's corpsmen observed their 72nd anniversary.

For the members of this elite corps, there was little time to pause to note the occasion — especially among the thousands now on duty in the far Pacific or with the Marines in the Republic of Vietnam. In fact, since Congress established the Hospital Corps in 1898, it has never had much time to spare from training.

Members of the Corps have, since its creation, served in ships and at shore commands while the Fleet Marine forces have had the benefit of their experience in every major conflict since China's Boxer Rebellion in 1900.

Although the Corps has officially existed only since 1898, it can trace its antecedents to the early days of the Continental Navy, when Congress recognized the need to assist the sick and injured aboard naval vessels.

During the American Revolution, the Navy's ships had surgeons and surgeon's mates, but routine care of

• LEFT: Corpsmen take battle casualties from a helicopter on hospital ship off Coast of Vietnam. Above: Blood samples are tested in Repose lab by HM2 Eddie Provost before transfusion.

Navy Corpsmen

the sick often became the responsibility of untrained men.

In 1799, however, Congress provided that some crewmembers be especially appointed to attend "sick and hurt men in a place of the ship set apart for that purpose." That was the beginning of the sick bay and the specialist.

But early day specialists were not very specialized and their lack of status was reflected in their title — loblolly boys. Their principal duty was carrying a porridge called loblolly to ailing crewmen. Another duty was to assist surgeons during sick call.

During succeeding years, the loblolly boys metamorphosed to surgeon stewards to apothecaries to bay men before becoming hospital corpsmen.

• ON THE BATTLEFIELD, aboard hospital or other Navy ships, or in hospitals ashore, corpsmen prepare medicine, perform first aid, reconstitute frozen blood for transfusions, make X-rays, assist in operations—or even perform minor surgery themselves.

THERE PROBABLY ISN'T a Navy hospital corpsman today who doesn't know more about medicine than even the most skilled surgeons of the early sea service.

Today's corpsman keeps up with the technological and medical advances of the time. Unlike his counterpart of early days, whose education was limited, he is a highly trained specialist in a number of medical disciplines.

In fact, the average corpsman, according to a 1969 study, is 22 years of age and has been in the service for four years. He is at least a high school graduate and many have college degrees or have attended college. Most come from southwestern or midwestern states.

The high status which Navy corpsmen now enjoy is partially earned through rigorous training which begins at one of the Navy's two hospital corps schools at Great Lakes and San Diego.

At these schools, students take concentrated 14-week courses in anatomy; physiology; hygiene; sanita-



tion; materia medica; toxicology; minor surgery; first aid; mathematics; radiological, chemical and biological defense; principles and techniques of patient care; and other medical topics.

AFTER THEIR BASIC SCHOOLING, the corpsmen usually are assigned to a hospital where the theory learned in the classroom is converted to reality in the wards.

At the Philadelphia Naval Hospital, for example, corpsmen are exposed to an ideal learning situation since the hospital treats and rehabilitates the sick and injured from all our armed services.

It also treats retired servicemen and military dependents as well as some beneficiaries of the Veterans Administration. Physicians, dentists and other specialists also take graduate training in Philadelphia.

On-the-job training at the hospital provides nearly every corpsman with experience in the basic techniques of radiography, pharmacy, clinical laboratory and a score of other medical technical specialties.

Corpsmen who want to specialize can attend advanced schools and become technicians in submarine, aviation or nuclear medicine; pharmacy; X-ray; chemistry; medical administration; urology; neuropsychiatry; occupational therapy; dermatology; medical illustration; health physics; or deep-sea diving medicine.

Other schools provide training for cardiopulmonary technicians, aviation physiologists and radioactive isotope specialists. In all, more than 34 schools provide training in various medical specialties for the versatile hospital corpsmen.

THE HOSPITAL CORPS has been known for its courage since its inception but, during World War I, World War II, and the conflicts in the Republics of Korea and Vietnam, the Navy corpsman has left an indelible record of courage under fire.

The Corps carries on its tradition of heroism today and the citations which accompany the Nation's awards for valor in the Republic of Vietnam invariably



Navy Corpsmen

attest to almost incredible deeds of mercy performed by members of the Corps.

But bravery under fire is not a novel situation for hospital corpsmen. In 1946, Secretary of the Navy James V. Forrestal awarded the entire organization a commendation unlike any ever awarded another unit.

There is no way of adequately doing justice to the members of the Hospital Corps for words are inadequate to match their deeds.

They are probably best repaid by the gratitude of the many they have saved from death or serious injuries in conflicts in which U. S. forces have been engaged.

—LT Jerry Somers, USNR.

• **PHOTOS CLOCKWISE** from top left: Corpsman removes frozen blood from supply on board hospital ship. HMI studies bacteria under microscope. Students at Naval Hospital Corps School, San Diego, learn in simulated battle conditions and in the classroom.

"The Corps Responded . . ."

In BuPers Notice 1306 (21 Feb 1970), the Chief of Naval Personnel expressed the Navy's and the nation's appreciation to all hospital corpsmen for their exceptional performance of duty:

"The Hospital Corps has readily accepted the accelerated rotation necessitated by Vietnam and, as usual, has responded immediately and enthusiastically to meet the critical needs of our Navy/Marine Corps forces.

"From the hospital corpsmen in the field with the Marines, to the corpsmen in our fleet units, to those in our naval hospitals, all have been working with one common purpose—to save lives. A much deserved 'well done' goes out to all."



Nation's Highest Award

TO RECEIVE THE MEDAL OF HONOR, a man must, among other things, perform a deed involving personal bravery or self-sacrifice so conspicuous as to distinguish him clearly above his comrades and involve the risk of his life.

Over the years many Navy corpsmen have earned this and other awards—and heroism has become associated with the Hospital Corps almost as a badge of honor. Much is expected of a corpsman and much is given by him.

Indeed, many corpsmen have bravely sacrificed their own lives for others. In recent weeks three members of the Hospital Corps have been awarded the Medal of Honor for service in the Republic of Vietnam. Two were given the award posthumously; the third was presented in mid-May by the President during ceremonies at the White House.

(as it was said of the four Marines and the Navy corpsman portrayed in the Iwo Jima Memorial): Uncommon valor was a common virtue.

HM3 Ballard (who has since advanced to HM2) was cited for heroism during an encounter with enemy forces in Quang Tri Province. The President presented him with the Medal of Honor at the White House on 14 May.

As platoon corpsman with Company M, 3rd Battalion, 4th Marines, 3rd Marine Division, HM3 Ballard was accompanying his unit as it moved to rejoin the remainder of the 3rd Battalion.

After treating and assisting in the helicopter evacuation of two heat casualties, Ballard's company was ambushed by a North Vietnamese army unit as he returned to his platoon from the landing zone. The enemy unit inflicted numerous casualties among the



HM2 David Ray



HM2 Donald E. Ballard



HM3 Wayne M. Caron

The first Navy corpsmen to earn the Medal in the Vietnam conflict were Petty Officers David Ray, Wayne M. Caron, and Donald E. Ballard. Corpsman Ray was serving with his unit in Quang Nam Province during heavy fighting in 1968, and Corpsman Caron was in the same area a year later when he was cited for extraordinary heroism at the cost of his life.

Both Petty Officers Ray and Caron continued to give aid to the wounded despite having themselves sustained serious and painful injuries. One man, Ray, had to fight off the enemy as he was caring for the wounded. His last act, in fact, was to throw himself over a wounded Marine to protect his patient from an exploding grenade.

Petty Officer Caron, too, had been severely wounded even as he tended the wounds of the Marines. Nevertheless, despite his injuries, he continued his ministrations.

Caron was on his way to still another wounded Marine but he never made it. An enemy rocket round killed him.

Of these men, and of many others who gave their lives while helping others under fire, it could be said

Marines with automatic weapons and mortar fire.

Seeing a Marine casualty fall, Ballard moved across the fire-swept terrain to the wounded man and rendered medical aid. He then directed four Marines to carry the casualty to a position of safety.

As the four men prepared to move the wounded Marine, an enemy soldier suddenly left his concealed position and threw a grenade which landed near the small group of men.

Ballard shouted a warning to the four Marines and threw himself on the grenade to protect his comrades from the blast. When the grenade failed to explode, he arose from his exposed position and continued to render medical aid to other Marine casualties.

"Petty Officer Ballard's heroic actions and selfless concern for the welfare of his companions served to inspire all who observed him and prevented possible injury or death to his fellow Marines," the citation reads.

"His courage, daring initiative, and unwavering devotion to duty in the face of extreme personal danger, sustain and enhance the finest traditions of the United States Naval Service."

Introducing... the new the new

ADMIRAL THOMAS H. MOORER, nominated 14 April by the President to succeed Army General Earle G. Wheeler as Chairman of the Joint Chiefs of Staff, assumes the nation's highest military post on 2 July.

The 58-year-old Chief of Naval Operations will be the seventh senior officer to occupy the JCS chairmanship since the staff was created in August 1949, and the second naval officer to be chosen. Admiral Arthur W. Radford held that post from 1953 to 1957.

ADM Moorer's rise to the No. 1 military billet involves 41 years of dedicated and distinguished service, and the award of 30 medals, including seven individual decorations from the United States and 12 foreign governments. In a succession of promotions, he attained the rank of rear admiral on 1 Aug 1958; vice admiral on 5 Oct 1962; and admiral on 26 Jun 1964.

He is the first and only naval officer to have commanded both the Atlantic and Pacific fleets, and at one point in his career he concurrently wore the hats of Commander in Chief, Atlantic (the tri-service unified command); Commander in Chief, Atlantic Fleet; and Supreme Allied Commander, Atlantic. The latter

command is the top NATO naval organization with headquarters in Norfolk, Va.

Widely regarded as a strong proponent of the free use of the seas, ADM Moorer has repeatedly said publicly that if the United States does not maintain a modern navy of adequate size, the country cannot maintain its position as the number one country in the world.

"Our country is an island bounded on each side by oceans which are our major avenues for trade with the rest of the world. Although we are a nation blessed by an abundance of many natural resources, we cannot forget that we depend on no less than 66 strategic material imports.

"There is no economic viability for this country which does not include our free use of the seas in peacetime," the admiral has emphatically stated, "nor is there any valid military strategy involving use of American forces overseas which does not depend upon control of the seas between the United States

Below: ADM Moorer, new JCS Chairman. Right: ADM (then VADM) Zumwalt, new CNO, with SECNAV John H. Chafee in Vietnam.

MAN—THE VITAL ELEMENT

Insofar as Admiral Moorer is concerned, man—the Navyman—has been and continues to be the vital element of America's sea defense, regardless of the awesomeness of her military hardware.

This opinion was expressed during an interview with the new chairman of the Joint Chiefs of Staff.

The task of defending our nation requires that man serve at sea. This, in turn, requires that many Navy men spend time away from their families.

Without justifying family separations, ADM Moorer said this:

"... I don't know of any other method of running the Navy than to operate our ships at sea... and the operations at sea are simply the means of supporting national policy."

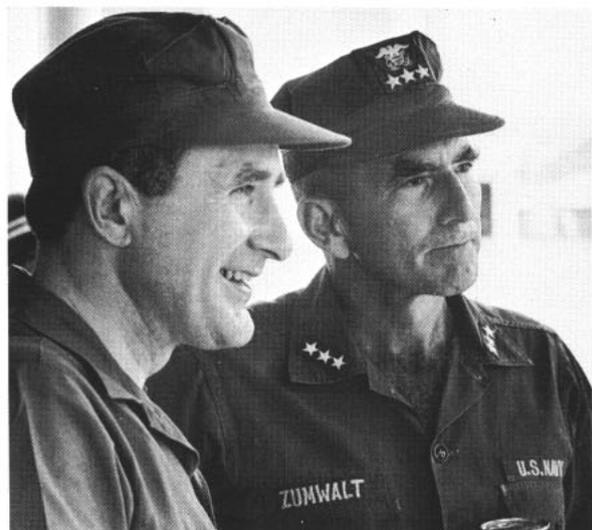
He maintains, however, that if the Navyman is given a goal and clearly shown the course of his work and the reason for serving his country, he will not only do it well, but do it better than those before him.



Chairman, Joint Chiefs of Staff Chief of Naval Operations

and the area in which we have to pursue military action.”

Mt. Willing, Ala., is the home town of the next chairman of the JCS. He was valedictorian of the



1927 Cloverdale High School class in Montgomery, entered the Naval Academy in June 1929 and was commissioned ensign in June 1933. He is married to the former Carrie Ellen Foy of Eufaula, Ala. They have three sons and a daughter. (A brother to the admiral, William D. Moorer, is a dentist; and another brother, Navy Captain Joseph P. Moorer, is in command of the attack carrier *USS Ranger*, CVA 61.)

A lieutenant with Patrol Squadron 22 when Pearl Harbor was attacked, the admiral first tasted combat in February 1942 about 150 miles north of Darwin, Australia. He was wounded when his patrol plane was shot down in the Pacific. He and his crew of seven were rescued by a Philippine commercial vessel. However, later the same day, the ship was torpedoed. For his leadership efforts in the rescue of surviving members of his crew and those of the ship, the pilot from Alabama was awarded the Silver Star.

From that moment on, Thomas H. Moorer rose steadily in rank, culminated by the recent presiden-

tial appointment naming him the next presiding officer of the Joint Chiefs of Staff.

ADMIRAL ELMO R. ZUMWALT, JR., becomes a four-star admiral and the youngest (he's 49) Chief of Naval Operations in U. S. history this month, assuming the Navy's top post vacated by Admiral Thomas H. Moorer who moves into the chairmanship of the Joint Chiefs of Staff.

The 19th officer to hold the position as CNO, ADM Zumwalt previously served as Commander Naval Forces, Vietnam, with headquarters in Saigon. In that position he commanded the Navy's combat forces based ashore in the Republic of Vietnam and directed the Navy's part in the drive to Vietnamize the war effort. Under this plan called ACTOV (Accelerated Turnover of Assets to the Vietnamese Navy), nearly all brown-water U. S. Navy ships and craft have exchanged hands.

During the admiral's tenure as Commander Naval

Admirals Moorer and Zumwalt join in saluting at recent ceremony. Both admirals are assuming their new assignments this month.



Forces, Vietnam, the United States turned over nearly 600 ships and craft to the Vietnamese Navy.

On 2 Jun 1965, at the age of 44, he became the nation's youngest rear admiral. His selection to that rank came while he was serving as Executive Assistant and Naval Aide to Paul H. Nitze, then Secretary of the Navy.

At the close of World War II, the then Lieutenant Zumwalt, as a prize crew officer, commanded the captured Japanese ship *HIJMS Ataka*, a 1200-ton river gunboat manned by 200 officers and men. Under the U. S. flag, the lieutenant and his crew sailed *Ataka* up the Yangtze River to Shanghai where they helped restore order and assisted in disarming the Japanese.

HIS OTHER FLEET assignments in later years included command of the destroyer escort *USS Tills* (DE 748), the destroyer *Arnold J. Isbell* (DD 869), and the guided missile destroyer *Dewey* (DLG 14); and as Commander of Cruiser-Destroyer Flotilla Seven.

Ashore, he has had duty in the Office of the Assistant Secretary of Defense for International Security Affairs as desk officer for France, Spain and Portugal, and later as Director of Arms Control and Contingency Planning for Cuba.

As Executive Assistant and Naval Aide to Secretary Nitze, he received the Legion of Merit for outstanding performance of duty.

His assignment before assuming the top naval post in the Republic of Vietnam was in the Office of the Chief of Naval Operations as director of the Systems Analysis Group—from June 1966 to September 1968. This assignment earned for him the Distinguished Service Medal and a citation from the CNO.

Among the major analyses completed under ADM Zumwalt's supervision were: major fleet escort; anti-submarine warfare force level; tactical air; surface-to-surface missile; and war-at-sea.

THE NEW CNO WEARS 14 other decorations and medals, including the Asiatic-Pacific Campaign

ROSTER OF CNOs

SINCE THE OFFICE of the Chief of Naval Operations was approved by Congress on 11 May 1915, 19 admirals have held the position. The most recent selectee is Admiral Elmo R. Zumwalt.

CNO supervises personnel and organizations of the Navy and Marine Corps. He also acts as principal naval advisor to the President and to the Secretary of the Navy on the conduct of war and as chief naval advisor and naval executive to the Secretary on the conduct of activities throughout the Naval Establishment.

As a member of the Joint Chiefs of Staff, the Chief of Naval Operations is a principal military advisor to the President and the Secretary of Defense. He is an immediate member of the Defense Secretary's military staff, and coordinates the Navy's role in unified commands, logistics and over-all strategy in the nation's defense posture.

Here are the names of CNOs up to the present.



Admiral William S. Benson
11 May 1915—25 Sep 1919



Admiral Robert E. Coontz
1 Nov 1919—21 Jul 1923



Admiral William D. Leahy
2 Jan 1937—1 Aug 1939



Admiral Harold R. Stark
1 Aug 1939—26 Mar 1942



Admiral William M. Fechteler
16 Aug 1951—17 Aug 1953



Admiral Robert B. Carney
17 Aug 1953—17 Aug 1955



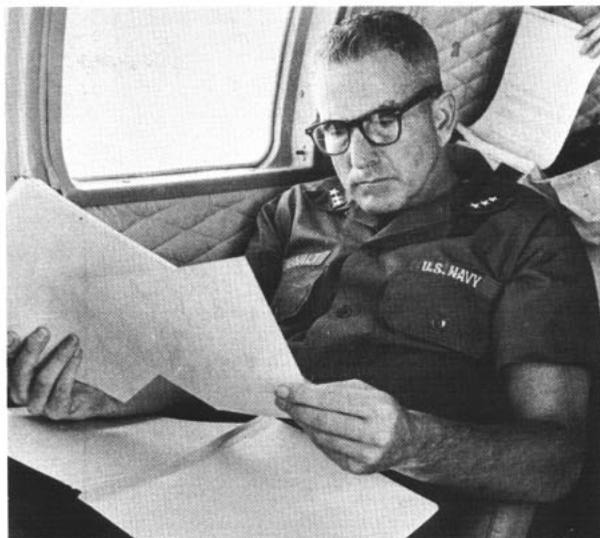
Admiral Arleigh A. Burke
17 Aug 1955—1 Aug 1961

Medal with stars for seven engagements, the Bronze Star Medal for his participation in a destroyer attack against a Japanese battleship in the Surigao Strait during World War II, and a SecNav Commendation Ribbon for services as navigator on the battleship *Wisconsin* (BB 64) during the Korean conflict.

ADM Zumwalt was born in San Francisco on 29 Nov 1920, the son of Dr. and Mrs. Elmo R. Zumwalt. He was graduated valedictorian from Tulare High School, and attended Rutherford Prep School in Long Beach before his appointment to Annapolis in 1939. He was commissioned ensign on 19 Jun 1942, and progressed to the rank of vice admiral on 1 Oct 1968, assuming command of U. S. Naval Forces, Vietnam.

Mrs. Zumwalt is the former Mouza Coutelais-de-Roche of Harbin, Manchuria. The Zumwalts have two daughters, and two sons, both in the Navy, one a lieutenant (jg) on duty in Vietnam, and the other an ensign, commissioned last month through the NROTC Program.

—JOC Ely U. Orias, USN.



Admiral Elmo R. Zumwalt, Jr., reads while airborne over Vietnam.



Admiral Edward W. Eberle
21 Jul 1923—14 Nov 1927



Admiral Charles F. Hughes
14 Nov 1927—17 Sep 1930



Admiral William V. Pratt
17 Sep 1930—30 Jun 1933



Admiral William H. Standley
1 Jul 1933—1 Jan 1937



Fleet Admiral Ernest J. King
26 Mar 1942—15 Dec 1945



Fleet Admiral Chester W. Nimitz
15 Dec 1945—15 Dec 1947



Admiral Louis E. Denfeld
15 Dec 1947—2 Nov 1949



Admiral Forrest P. Sherman
2 Nov 1949—22 Jul 1951



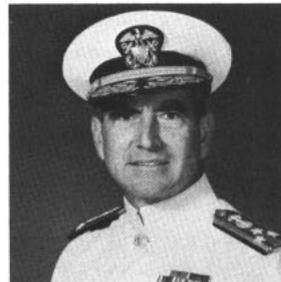
Admiral George W. Anderson
1 Aug 1961—1 Aug 1963



Admiral David L. McDonald
1 Aug 1963—1 Aug 1967



Admiral Thomas H. Moorer
1 Aug 1967—2 Jul 1970



Admiral Elmo R. Zumwalt, Jr.
2 Jul 1970—

Admiral Moorer Speaks

Before taking over his new responsibilities as Chairman of the Joint Chiefs of Staff, Admiral Moorer gave one of his last messages in his capacity as Chief of Naval Operations to the officers and enlisted men in the Fleet. It is appearing in his newsletter, "From the Front Office," and is addressed to all hands. Admiral Moorer's words are especially meaningful at this time, and in order to pass them on to the man in the Fleet, major excerpts are published here in ALL HANDS.

THIS IS MY LAST OPPORTUNITY to address my thoughts to you as Chief of Naval Operations. I do so with mixed feelings. After more than forty-one years of serving in our Navy, I will soon assume the responsibilities of Chairman of the Joint Chiefs of Staff. I am deeply honored that our Commander-in-Chief has shown his confidence by appointing me to this position.

At the same time, I will miss the degree of personal contact and close affiliation which I have been privileged through the years to have with officers and men throughout the fleet and shore establishment of the United States Navy.

The past forty-one years have convinced me that our Navy has been made great, and will remain great, so long as we have dedicated people of all ranks and rates who put service before self, country before comfort and responsibility before personal convenience. . . and before what is phrased these days as "doing your own thing."

In what is now a different age, the concept of duty has lost none of its importance. It retains its age-old significance in the survival of a free society.

I would like to share with you some thoughts on values which I have cherished through the years—beliefs which have not changed in my mind since I was a boy, and particularly those which are related to personal responsibility. I hope these thoughts will also be meaningful to you, not only as a Navyman, but also in your everyday life as an American.

IN SAYING THIS I FULLY RECOGNIZE the large scale changes which have taken place during the 20th century. When I was a young man, consciously or unconsciously, strong home patterns, strong patriotic feelings, and strong beliefs in traditional religion provided a sort of conscience and care for our total society. The belief in God and country was adequate to provide the binding cement necessary, particularly in our American way of life.

The kind of responsibility I have in mind leans not so much in the direction of obligation as it does toward concern. It includes knowing to whom one is responsible. It implies caring enough to become in-

involved in discharging these responsibilities.

There is also what can be termed responsibility to tradition—the act of taking hold of the torch passed from one generation to the next, and then moving purposely ahead to achieve higher goals.

One of the most common links between generations is the knowledge that the results you want most are the same general aims and results your elders started out to achieve.

Thus, the object is not to discredit and destroy, but to analyze and reject the worthless while continuing to build on that which is consistent with your own goals. You cannot destroy growth and still continue to grow. You cannot keep the ball rolling if you tear the cover off and beat the stuffings out of it.

There is a great difference between discrediting something and offering honest criticism. For instance, public dissent and debate, including public assembly and protest, are part of the American way of life. They are characteristics of an alert and vigorous people. We teach our citizens to have convictions. We urge them to voice these convictions.

UNFORTUNATELY, SOMEWHERE ALONG THE LINE, something has been forgotten by a great many of our people. There is no quick, easy, and absolute solution to many of the world's problems. But I think we can test the course we are taking toward solutions, at any given time, simply by asking, "Is this consistent with what we are, with what we stand for?" This process is something we must work on every day.

Remember, we live in a real world, not a dream world. Dreams have no limits; the real world has practical limits—or at least limitations.

Above all, we must distinguish between the world of our dreams and aspirations and the tough, cruel, demanding world of reality where advantage, gain, and privilege are accompanied by work, sweat, tears and accountability for our actions.

A second responsibility is the one we all have to the society of which we are a part. We cannot try to wash our hands free of involvements in matters happening around us. We cannot try to wash away the stains of our own misdeeds.

You might ask, "Am I my brother's keeper?" The answer is "yes," and the same thought holds true for us as a nation. Over the years while we have been making our freedom more secure, we have learned that if freedom is to endure, it must be shared. We know that when any nation's freedom is denied, ours is threatened.

Freedom has no sign on it reading, "Made in America" or "Reserved for Americans."

to the Fleet

FREEDOM IS NOT FREE, nor does it mean freedom from restraint — freedom means the supremacy of human rights everywhere.

Our support goes to those who struggle to gain those rights—and to keep them. I believe that free men throughout the world must work and fight together for what they believe, or soon they will have no cause for which to work, fight—or believe.

Closely related to our responsibility to society are our responsibilities to this great nation of ours. In my opinion, the first step a man should take in sizing up his responsibilities is to stop thinking of our country in terms of “they” or “the government.” Instead of trying to place the blame or burden on the “theys,” we ought to think more in terms of our own personal involvement.

After all, in America, the government is we — the people. In the Pentagon, I spend a sizable portion of my time trying to track down this elusive man, “they.” We must zero in on specific organizations and individuals, and not simply make random reference to some unidentified and probably nonexistent source of an alleged difficulty.

As a good American, you cannot be indifferent. Your first duty as a citizen is to be alert and interested in public affairs.

No discussion of responsibility to the nation would be complete without mention of military service, because national defense is a prerequisite to everything we aspire to as individuals and as a country. As President Nixon has said, if we do not provide for adequate national defense all other problems are moot.

MORE SPECIFICALLY, our armed forces form a shield behind which all else operates. If you look at a map of the globe and then remember where our forces are—in Europe, in Southeast Asia, in Korea, and in our outlying states—you will see that they are positioned to dissuade the forces of aggression while we work to achieve a just and lasting peace.

They are there to help establish an environment of stability under which free men can determine their own course. They are there to permit orderly, political change.

Nor are our motives entirely altruistic. Freedom is on the line for America too; certainly there is no more important vocation or profession than to serve in the defense of our great nation. Therefore, I think those who seek to demean the uniform and degrade this service can well live to regret their actions, because without a strong leadership in the armed services the strength of our country will quickly decline.

The final responsibility I have in mind is the one you have to yourself. Personal responsibility begins

with integrity, which is simply another word for personal honesty. Without integrity, all the other qualities of your personality do not amount to much, for the dishonest individual will use his good traits only when they suit his convenience.

STANDING RIGHT AT THE HEART of responsibility for one's self is the very simple question: “What am I for?” We hear a great deal today about what people are against but only a few ever stand up and tell us what they are for. After you can name and justify to yourself the things you stand for, the next step is to consider what you must do to support and foster those things. In other words, you must decide what you are for and then be for it.

On 2 July I will take over my last assignment as a military officer. As I pass into what one might call the twilight of my career and look about the world full of war and threat of war—as I look at the nation and see the bitterness of faction against faction and growing disrespect for law and order, I often wonder if everything my generation has attempted to do has been worth the effort. But, soon, I realize that it has, because our nation is stronger today than ever before.

We, as a people, face our problems more squarely than others. We are more willing to talk to one another—if even at the top of our voices sometime.

ABOVE ALL, IN AMERICA, there is much more hope than regret. There is less cause for remorse than rejoicing. It will always be so as long as—but only so long as—we have men and women willing and prepared to accept responsibility.

So you can approach the future with hands idle in your pockets, or busy rolling up your sleeves. You can stand there on the sidelines and criticize, or you can become involved and constructive. The man who turns away from responsibility will have much company—but not of his own choosing. He will be with birds of his feather—and they will deserve each other. A man who cares enough to become involved picks his company from among the finest.

No one has to wait long for responsibility. Responsibility begins wherever you find it and you find it whenever you begin to look for it. You begin to look for it that very day in which you realize how important it is for you to care about the world and the people who live in it.

To each of you, with whom I have had the honor and privilege to serve in our great Navy through the years, I wish Godspeed and a great future. My thanks, continuing confidence and admiration to each of you for your dedicated contributions to making — and keeping — our Navy the finest and strongest in the world.



PROJECT LOBSTER

SEABEES GO WHEREVER there's something to be built—from the ice of Antarctica to the jungles of Southeast Asia. Now they're working on project LOBSTER.

When the Navy began building under the ocean, it was natural Seabees would be on the scene.

Seabee divers are in on the ground floor of some of the Navy's most exciting new projects: exploring ways for men to work and build under the oceans.

The oldest active Seabee diving locker at present is the one at the Naval Civil Engineering Laboratory (NCEL), Port Hueneme, Calif. The work of the two officers, nine enlisted men, and six civilian divers at NCEL is developing construction methods that will be used in underwater construction throughout the Navy.

NCEL is now working on many research and development projects in underwater construction, and the number is growing all the time. The allowance of men to the diving locker has been increased since it was established in 1967.

In a recent six-month period, NCEL divers made 420 dives and spent 230 manhours underwater.

"Our mission," says Lieutenant J. A. Droll, diving officer, "is to support NCEL and its ocean engineering program, or any other Laboratory project involving underwater construction, observation, evaluation and development."

That covers a great number of jobs: site surveying, cutting and welding materials, operating and testing underwater tools, inspecting earlier projects—and, of course, building underwater structures.

A SCIENTIST OR ENGINEER can do only so much in a lab. Eventually, any new idea must be tested by actually putting it to work under real seawater. That's where the divers come in.

For example, the NCEL divers have been working with LOBSTER for almost two years, making more than 200 dives. The project, named from its initials—Long-term Ocean Bottom Settlement Test for Engi-

neering Research—involves testing different types of underwater foundations for structures.

Divers working on LOBSTER take measurements, install instruments, remove lines and attach new parts of the test structure according to a test schedule.

Another major job is testing new underwater tools. Tools used on land don't work the same underwater.

Engineers designing underwater tools must take into account not only how well the tool works, but also its buoyancy, how well it will stand up to long usage, and how tired a diver using it will become.

NCEL divers are testing tools with pneumatic, hydraulic and explosive power sources. At depths to 120 feet, they have checked out hydraulic chain saws, pneumatic wrenches, hydraulic and pneumatic drills, and stud guns.

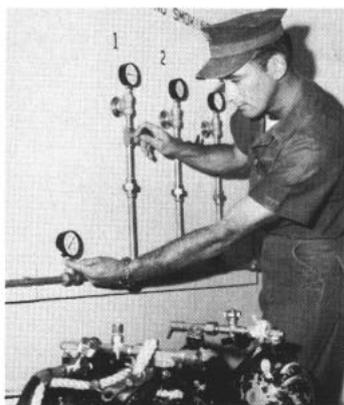
New types of anchors are also being studied—models that imbed in the bottom by using explosives or vibrating mechanisms. They are intended for deep-water projects which require high resistance to upward pulls and quick emplacement without dragging. One vibratory anchor being tested weighs 2500 pounds and needs special handling equipment.

NCEL divers have made about 40 dives in the anchor testing project, often working from the 230-foot salvage ship USNS *Gear* (ARS 34). They actuate motors, connect parts of the anchor systems, tether lines from lifting devices, and do other jobs as needed.

TO GAIN A BILLET with the NCEL locker, a man must be at least a second-class diver, eligible for shore duty. Men are chosen on the basis of service reputation, rate and potential.

"Even the apparently simple task of turning a screw a hundred feet below the surface can create a problem some divers can't solve," LT Droll said.

"In total darkness, swimming in murky waters, an unexpected common setback may prove too much of a stumbling block. Our divers must exercise on-the-spot



• SEABEE DIVERS at NCEL are shown at work in photos above. L-R: Divers surface after testing power saw. LT Droll inspects deep-sea suits, then reviews dive worksheet with team in classroom. Locker member takes readings in tank room. Divers check mask before entering new 10-foot-deep test tank. Displayed hard hats are kept shined.

judgment, based on training and familiarity with the job. This immediate mental and physical response is vital to prevent a project from becoming aborted for the day, or perhaps longer."

More divers who want this kind of challenge will be needed as the Navy continues its plans for Underwater Construction Teams.

Divers assigned to the Naval Construction Forces at Davisville, R. I., are in the process of completing their first project. Less than a month after outfitting, the divers undertook the task of emplanting a 46,000-pound acoustic antenna array at a depth of 1400 feet off Andras Island, Bahamas. The emplantment was successful and the array will rest in its temporary home until testing is complete. It will then be returned to the surface and transported to a more permanent location.

AT THE NCEL LOCKER, newly assigned divers are issued a custom-made wet suit, regulator, mask, fins, weight belt, depth gauge and watch. All this equipment except the wet suit is returned to the locker at the end of the tour.

Hard-hat deep-sea diving suits and gear are kept in the locker. Both of the diving locker's two work boats can be equipped for either scuba or hard-hat diving: a 56-foot LCM-6 (landing craft) and a 50-foot MHU-4 (mine-hunting utility craft/diving tender).

On shore, the locker begins using a new decompression chamber early this year. The double-lock aluminum chamber, five feet by 12 feet, will serve both as a treatment unit for divers with decompression troubles and as a testing device for diving candidates.

It isn't likely to be used for treatment very often. The locker has records of only one case of diving sickness ("bends"), and no serious casualties during diving operations.

LT Droll attributes the locker's excellent safety record to "the care and attention of diving supervisors,

our strict code of regulations, and the divers themselves."

Before each dive, the team receives thorough instructions on the job, the length of time to remain at depth, and the decompression schedule during ascent.

Another new item of equipment is a 10-foot-deep test tank, used to try out projects and equipment before taking them to sea. It is filled with filtered ocean water. Operations inside can be observed and photographed through a glass window.

The tank — nicknamed "the lobster trap" by a diver — is expected to be particularly useful in tests of underwater tools and power sources, and in solving problems of supply.

"The lobster trap" is in the back room of the locker's 6000-square-foot complex, along with storage rooms, a bosn's locker and workshops.

UP FRONT, A VISITOR is greeted by two diving helmets mounted on stands. Nearby is the tank room, where scuba bottles are stored; the compressor and air room; a classroom and offices; and the locker itself, which can accommodate 20 divers and their equipment.

One of the busiest sections of the locker is the classroom. There the divers take refresher courses in procedures, review safety precautions and learn the latest techniques.

Constant safety reviews are one reason for the locker's record of preventing serious accidents. Another is the watchfulness of the diving supervisor.

The supervisor is chosen for being well versed in all aspects of diving, calm and capable of quick reaction under pressure.

He's in charge of all the divers at work on a project, and responsible for their safety. The supervisor watches the water, bubbles, wind, and instruments, noting the depth and pressure his men are working in. In case of emergency, he has two standby divers waiting aboard the boat.

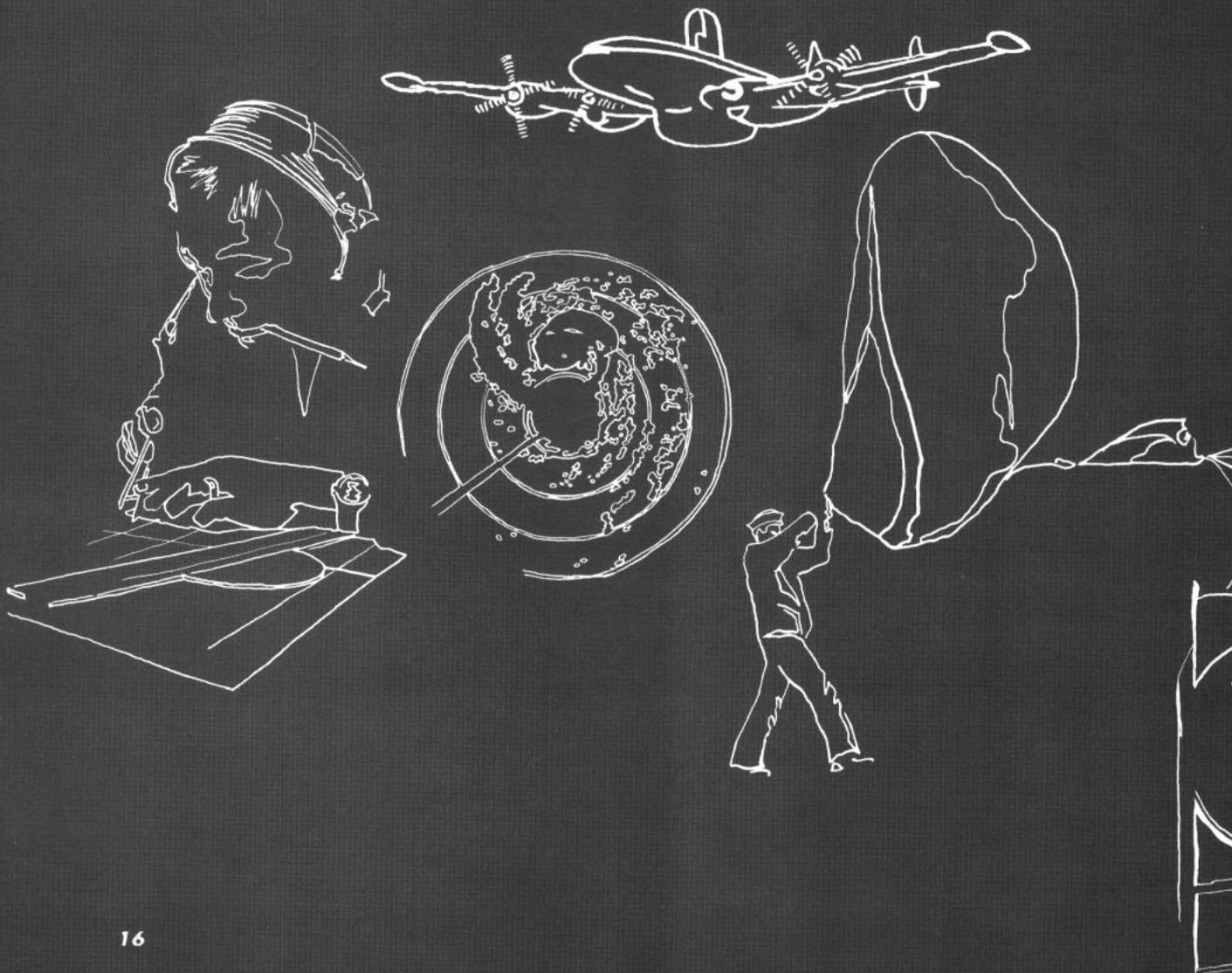
There's a great deal of responsibility for a diving supervisor—or any other diver.

But he's getting to the bottom of problems in one of mankind's last frontiers — the world of inner space.

—Story by Jerry Thomas

WEATHER CENTENNIAL

100



WHAT'S THE WEATHER going to be? This is one of man's oldest questions.

As the United States weather services mark their 100th anniversary this year, weathermen are answering that question in ways that weren't dreamed of a century ago—using satellites, radar and computers to observe and forecast weather throughout the world quickly and accurately.

Navy operations today depend on the skilled weathermen in all parts of the world—those in the Navy itself, in the other services, and in the Weather Bureau. And in turn, the weather services rely on the Navy for accurate observations of the atmosphere over the seas.

Weather forecasting equipment has come a long way in a century, from simple thermometers and barometers to sophisticated electronic gear. So have the weathermen themselves.

It began on 9 Feb 1870, when President Grant signed a joint resolution of Congress authorizing the establishment of a national weather service under the War Department. The service was first called "the Division of Telegrams and Reports for the Benefit of Commerce."

Americans had been observing the weather systematically for hundreds of years before, but never as a nationwide, government-sponsored activity.

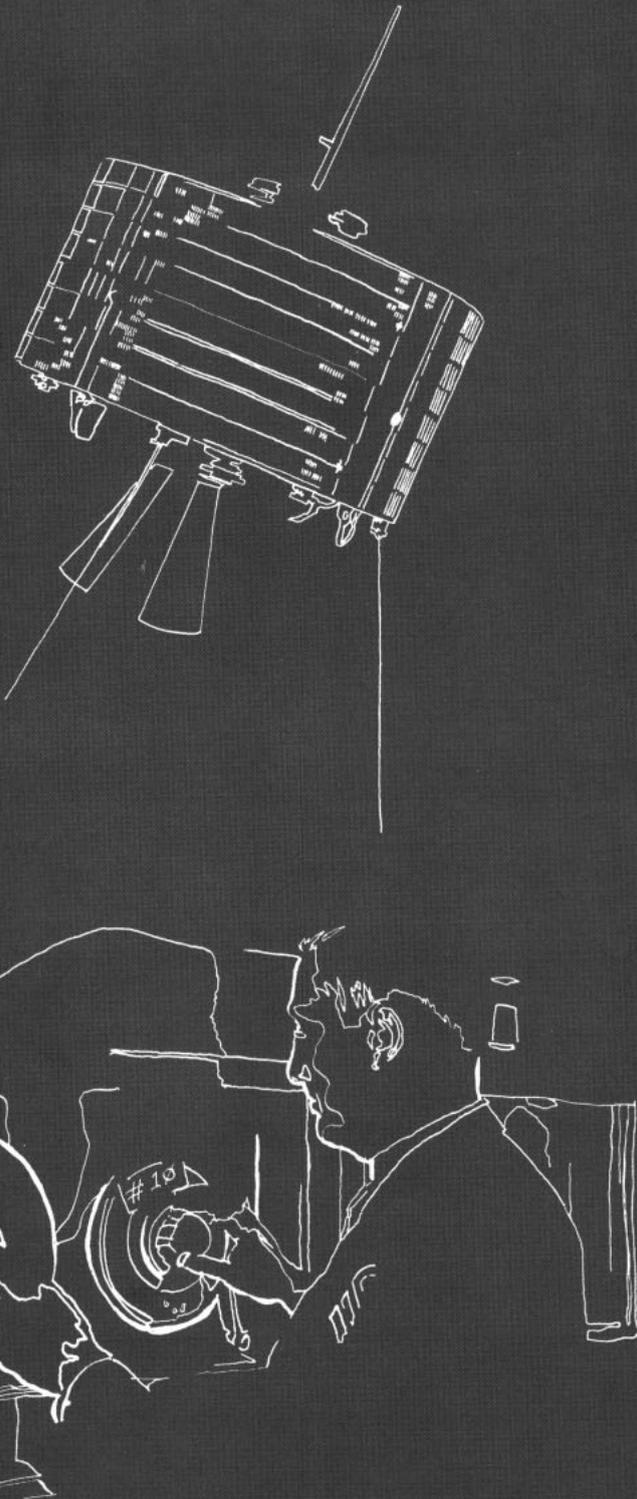
IN 1644, only 24 years after the Pilgrims landed, the Rev. John Campanius Holm began keeping regular weather records near what is now Wilmington, Del. His diaries are the first known continuous weather records in the present United States.

Later, in many parts of the country, other men kept weather diaries and studied the weather—among them Thomas Jefferson and George Washington. Everyone has heard of Benjamin Franklin's kite-flying experiment which demonstrated the electrical nature of lightning; but not many people know that he was also the first to deduce the progressive movement of a storm system as a whole.

The government had been gathering weather observations for some time. During the War of 1812, the Surgeon-General of the Army directed hospital surgeons to observe the weather and keep climatological records, because of widespread interest in the effects of weather on health—an interest which continued until the early 20th century.

A system of weather observations at land offices had begun in 1817. In the second quarter of the 19th century, New York, Pennsylvania and Massachusetts had weather observation stations under the state governments.

BUT THERE WAS NO WAY to make meteorology a practical science until the appearance of the telegraph in 1845. With this new means of sending infor-



mation over long distances instantly, coordinated observation and warning networks could become realities.

The Navy, whose ships at that time were dependent on the winds for propulsion, took an early interest in weather observations. In 1838, the Naval Observatory began taking readings every three hours.

Best known of the Navy's pioneers in weather is Matthew Fontaine Maury, a naval officer who was superintendent of the Depot of Charts and Instruments. He organized a system for collecting weather information from the logs of Navy ships and domestic and foreign merchant vessels, evaluated the data he gathered from the logs, and in 1847 issued his "Wind and Current Chart of the North Atlantic."

Maury encouraged ships of all nations to take regular observations and send them to him in Washington. In exchange, he gave them his charts and sailing directions.

The use of Maury's data cut passage time from New York to San Francisco by as much as 50 days. Similar savings of time were made on other routes.

In 1849, Professor Joseph Henry of the Smithsonian Institution established a large observation network by supplying weather instruments to telegraph companies. Local telegraph operators made simultaneous observations and sent them to the Smithsonian. Maps prepared from these observations were displayed in Washington.

By 1861, Professor Henry had 600 stations making regular weather reports; but the coming of the Civil War broke up his network.

In his annual report for 1865, the professor advocated bringing all weather observations in the U. S. under one agency, as an effective means of predicting storms and warning coastal shipping.

The director of the Cincinnati Observatory, Cleveland Abbe, who created an observation network in 1869, agreed. Abbe's system used some of the former Smithsonian observers, and issued predictions of weather as "probabilities."

Increase A. Lapham, who had served as an observer for both networks, repeatedly urged the formation of a warning system for Great Lakes shipping. He convinced a friend, Congressman H. E. Paine of Wisconsin, that such a system could save lives and property.

Paine decided that the suggestion would be valuable for the whole nation, as well as the Great Lakes region. In 1869, he introduced a bill to establish a national weather service under the Secretary of War.

The bill passed, and the government entered the weather business.

THE SYSTEM GREW rapidly. In 1873 the Signal Service began a river stage and flood warning service.



An act of 1872 provided for general weather services by appropriating money for "storm signals throughout the United States for the benefit of commerce and agriculture."

Soon the 383 observers still in the Smithsonian network were transferred to the Signal Service. Cooperating with the British Meteorological Office, the service—renamed the Signal Corps—began issuing warnings of Atlantic storms in 1885. By the next year, forecasts of cold waves were passed along by telegraph, telephone and railroad in an effort to give at least 30 hours' warning.

During the 1880s, weathermen studied tornadoes, moisture in the air, and atmospheric electricity. New kinds of tools and methods were devised: balloons, thermometer exposure, and wet-bulb conversion tables.

In 1890, after a congressional commission had decided that the weather service should no longer be a military function, the service was transferred to the Department of Agriculture by law. The next year, the Signal Corps weather stations, telegraph lines, equipment and personnel (honorably discharged) became the Weather Bureau.

AS THE CENTURY turned, the bureau was the first government agency to adopt a new communications technique—wireless telegraphy. In 1902, it sent its first forecasts to ships at sea, and three years later it received the first weather report from a ship by wireless. After the *Titanic* disaster in 1912, the Coast Guard began the International Ice Patrol to help protect ships from icebergs.

And in 1914, the bureau established an aerological section to meet the growing needs of aviation—a field that would soon account for much of the work of the bureau.

During World War I, the Navy took its first steps toward forming a meteorological service of its own. In 1919, the Navy Aerological Service was established on a permanent basis.

As aviation grew, so did the Weather Bureau and its counterparts in the military services. In 1926, the Air Commerce Act made the bureau officially responsible for weather services to civilian aviation.

The bureau improved its services further between the wars. As before, it was often the first to try new ways to do its job. Radiotelephone broadcasts of forecasts by the University of Wisconsin in 1921 were the first systematic use of the new medium. In 1934 the bureau set up its first airmass analysis section to study the interaction of large parcels of air with different water content and temperature. And in 1935, it established an improved 24-hour hurricane warning service.

1940 was an eventful year. The Navy and Army Air Corps established weather centers in Washington; the Coast Guard began manning ocean weather sta-

tions in the Atlantic; the Weather Bureau issued its first official five-day forecast; and the bureau transferred from the Department of Agriculture to the Department of Commerce.

THEN CAME WAR, and the military services brought their weather arms up to strength in a remarkably short time. At the time of Pearl Harbor, the Navy's Aerological Service included only 90 officers and 600 enlisted men; by the end of the war, its weathermen numbered 1318 officers and about 5000 enlisted men.

Wartime technology brought two major new tools to the weather services—radar and high-flying rockets. Another, the computer, came later.

Radar, capable of scanning thousands of square miles, provided a three-dimensional view of storms to show their location, dimensions, intensity and movement.

Weather balloons, followed by rockets and satellites, have given meteorologists a great deal of information. Recent satellites have given views of cloud formations over the whole earth, and measured temperatures in many layers of the atmosphere.

And computers have provided the means to work out complex formulas describing atmospheric processes to produce forecasts.

The military services today benefit from the services of the Weather Bureau—and provide a great deal of the information used by its meteorologists. The best known of the weather services performed by the military is the work of Navy and Air Force "hurricane hunters": the fearless men who fly into dangerous tropical storms to provide data on their location and intensity.

BUT THERE'S MUCH MORE to military weather services. Their roles include making observations at the surface and in the upper air; making weather reports from aircraft in flight; giving radar information; collecting climatic data in overseas areas; providing a typhoon warning service for the Western Pacific; and giving communications support to the Weather Bureau in collecting and distributing weather information.

What's coming up in the second century of the weather services? One forecast envisions satellites with advanced sensors probing every cubic mile of the atmosphere, feeding the data into computers, and making highly accurate weather forecasts automatically. Or it's even possible that man will learn to control the weather to some extent.

Sound far-fetched? Try to imagine how today's weather services, with their radar, satellites and computers, would appear to the men who started it all—those "observer-sergeants" of the Signal Service in 1870.

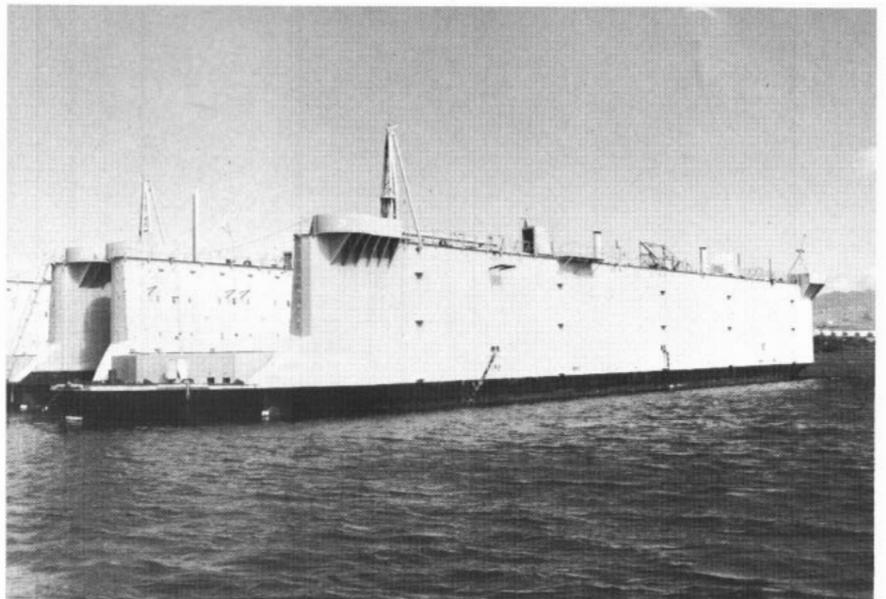
—Art by Chris Pilachowski, DMSN, USN



SHIP in a SHIP

AUXILIARY FLOATING DRYDOCK

Above left: Ship settles down on wooden keel blocks of the floating drydock. Below: As many as five vessels can be serviced in AFDL 23 at one time.



SLOWLY, FOOT BY FOOT, the waterline recedes as the ship settles on the wooden keel blocks on the deck in the floating drydock.

A group of well trained sailors moves about the ship's hull which is still spattered with barnacles. Speed is essential in servicing the craft because another is ready to take its place.

Located at the U. S. Naval Support Activity, Da Nang, Republic of Vietnam, AFDL 23 (auxiliary floating drydock) is one of two of its class operated in Vietnam (the second is operated by the Army in Cam Ranh Bay).

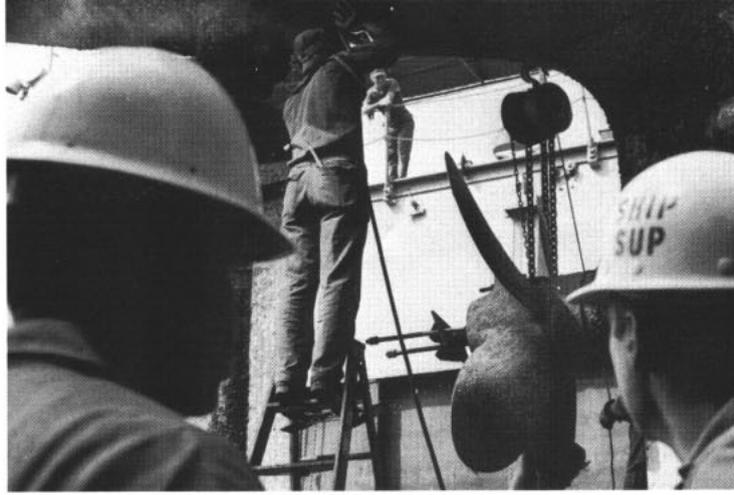
With a capacity of 1900 tons, the drydock can handle ships up to 300 feet long and 45 feet wide. And with a crew of 80 men working in two shifts 24 hours a day, the dock services an average of 40 craft a month.

"Any work that can't be accomplished above the waterline," said Warrant Officer James W. Johnson, officer in charge of AFDL 23, "is done in the drydock. Our main job," he explained, "is repairing hulls and main propulsion systems. We also do ship preservation which consists of scraping and painting the hulls."

The Navymen at Da Nang claim their AFDL is one of the busiest in operation today. As many as five boats are serviced in the drydock at one time. Routine repairs take anywhere from 24 to 48 hours. Major jobs take up to four days.

It's a tough assignment, but a rewarding one.

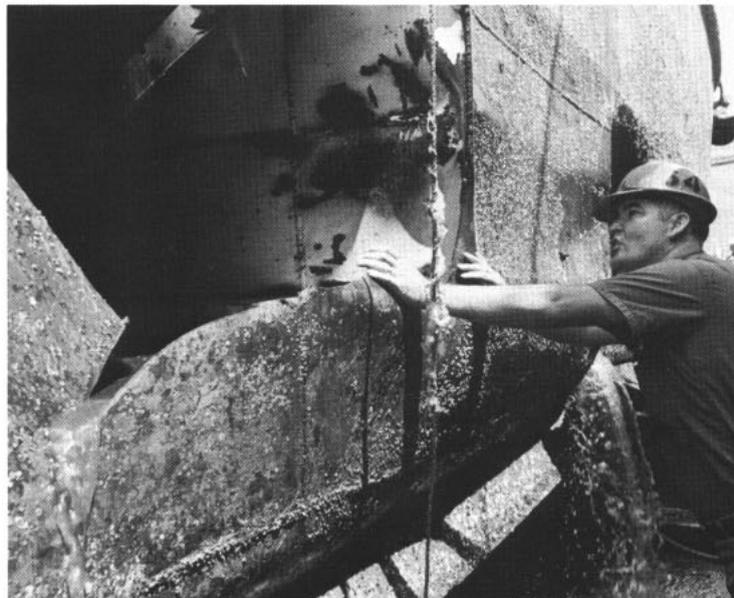
—Story and Photos by PH1 Lennox D. McLendon



Above: AFDL 23 docking officer (left) talks with ship's supervisor concerning progress of repairs. Below: Machinist's mate removes layers of sealife from ship's propeller.



Damage controlman checks extent of damage to a ship's hull prior to repair.





BM1 Ervin Pullimam, tug master of the '52, takes position on USS *Hermitage* (LSD 34) as she enters harbor at San Juan, Puerto Rico.

YTM: MUSCLES BY THE YARD

NORMALLY, LITTLE GUYS don't push big guys around too much. But at the U. S. Naval Station, San Juan, Puerto Rico, they get away with it every day.

The "little guys" are the four YTM's (medium harbor tugs) assigned to the station's Port Services Division. Their jobs are to ease the larger ships in to the pier, and to assist them in getting underway.

During Operation Springboard, a typical day aboard YTM 752 may start at 0700, when the Port Services Officer, Lieutenant George Wilson, briefs the tug masters on assignments to ships which will need assistance that day.

At 0730, YTM 752 ("the '52 boat," as she's commonly called) is underway.

Her first job is to move the Venezuelan destroyer *Flores* from her present berth to the one just forward and outboard of the U. S. Coast Guard cutter *Boutwell*. *Flores* is powerless, so the '52 boat must do all the work—pull her away from the pier, move her forward to *Boutwell*, and then gently nudge her alongside until the lines are secured.

The next assignment is to assist *uss Hermitage* (LSD 34) as the dock landing ship enters port. The '52 boat waits in the turning basin for the ship, which is 45 minutes later than scheduled.

Much of the tug's time is spent waiting for ships to arrive or depart. At times, some of the larger ships wait at the harbor mouth until another ship has cleared the harbor.

As *Hermitage* enters the harbor, Boatswain's Mate

1st Class Ervin Pullimam, tug master of YTM 752, makes radio contact. He informs the LSD that his boat has been assigned to assist her, and that he will take a position on the port side of the ship.

Hermitage informs the tug that the boat's services won't be needed until the ship is ready to turn for the approach to the pier. The '52 boat then steams in formation with *Hermitage*.

WHEN THE SHIP IS READY to turn for her approach the '52 boat receives a line from the bow while a sister tug, YTM 128, takes a line from the stern. Slowly the two tugs push and pull to turn the larger ship.

As *Hermitage* is positioned abreast of the pier, the tug master must depend on the harbor pilot and the bridge watch team on the ship. He cannot see the pier from his position, and takes orders from the pilot by radio. To save time, BM1 Pullimam doesn't acknowledge the orders over the radio, but gives a short blast on the tug's whistle to inform *Hermitage* that he has received the order and understands it.

The tug has two engine order telegraphs, but they're too slow to handle the rapid-fire orders that come while a ship is being berthed. Usually, as BM1 Pullimam receives orders from the harbor pilot, he passes them to the engine room with a button in his hand that activates a buzzer system below decks. One short buzz means ahead one-third; two shorts mean ahead two thirds; one long means ahead full, and so on.

About 20 minutes after the ship came alongside

the pier, *Hermitage's* lines are doubled up and mooring is complete. The ship releases her tugs. As the '52 boat backs away from *Hermitage*, Harbor Control calls her on the radio to say that her next assigned ship is entering the harbor.

THE CREWS think they have good duty. It gives men in seagoing ratings a chance for shore duty, while it allows them to work in their rates.

Each YTM has berthing and messing facilities, but normally it's only on duty nights that the whole crew lives on board—two boatswain's mates, two engineers, two electrician's mates, a fireman and three seamen.

The '52 boat and others of her class displace 340

tons, with an over-all length of 107 feet. They have a 3000-mile range.

Most of the 120 ships taking part in Operation Springboard 1970 paid visits to San Juan. Normally, only the submarines could enter the harbor without help from tugs.

With Springboard ships entering and leaving port almost daily, there's a lot of pushing and shoving to be done, but it's no problem. A YTM can take "big guys" 53 times her weight and put them in their places. The big guys don't object at all.

—Story by JO1 Bill Noonan, USN;

—Photos by PH2 Jeff Comer and
PH3 John Fedorczyk, USN.



Left: Linehandler from San Juan Naval Station takes first line ashore from USS *Hermitage* (LSD 34) as YTM 752 eases ship to the pier. Above: Crew of YTM 752 stand by to pass lines to powerless Venezuelan destroyer. Below left: Captain of *Hermitage* and San Juan harbor pilot direct ship's mooring from wing of bridge. Below: The 752 leaves USS *Hermitage* moored to pier.



Fill
The
Steins
To
Good
Old



MAIN Navy



Top: The nine-wing Navy building (foreground) under construction in 1918. Above: SecNav Josephus Daniels (front row, third from left) and bureau chiefs in 1920. Below: The Navy building facing Constitution Avenue.



The Capitol, Washington Monument, Main Navy and Munitions Building (left of Reflecting Pool) and Lincoln Memorial.





Clockwise from left: The Duke of Windsor visits Navy Dept. in 1941. (2) "Student Defenders of America" with SecNav Frank Knox in 1940. (3) SecNav Josephus Daniels (seated) and Asst. SecNav Franklin D. Roosevelt (th'rd from left) with Advisory Council (1917-1918). (4) Navy Chiefs and Yeomanettes of World War I in front of Main Navy.



MOST OF THE NAVYMEN who have been stationed in the Washington, D. C., area remember the Main Navy building between 17th and 21st Streets, N. W., on Constitution Avenue. It has been "home" for the Navy since October 1918, but its days are now numbered.

It is slated for "decommissioning" — and will be scrapped, after serving the Navy well for more than half a century.

This will be an occasion for nostalgic recollections by many of those who saw duty in that sturdy structure which has been the scene of much planning and decision-making in Naval history.

Main Navy isn't one of the more beautiful buildings in the nation's capital and few will shed tears at its passing. When it was built, however, the public's feeling was more enthusiastic and, indeed, the structure did employ features which were new to its time and could be viewed as whispers of the architectural future.

The building's simplicity could probably be considered extraordinary in an era which hadn't quite recovered from Victorian fussiness. The portions of the building facing Constitution Avenue (known as the headhouse) and its wings were all 60 feet wide — a feature which lessened construction difficulties and lowered costs which had been reckoned at only 29 cents per cubic foot.

THE BUILDING WAS constructed of steel reinforced concrete and the walls featured large glass areas which were also unusual for their time.

Part of the land on which the building was constructed had once been the Potomac River bed and was, at that time, some distance from the rest of Washington. Because of this isolation, dining facilities were built into the structure. In fact, its "spacious

cafeterias, latest in toilet facilities and numerous ice-water fountains" were points of pride.

To stimulate the morale of the workers who were at that time considered distant from the rest of the city, social events were fostered such as songfests, boxing bouts, pie-eating contests and dancing competitions. Workers' pay was also raised (from 30 to 40 cents an hour).

Probably the most astounding feature of the Navy Building (from a 1918 point of view) was its size. It contained one million, 800 thousand square feet of space and its nearest rival in size was the 41-story Equitable Building in New York which had 100,000 square feet less.

Even by today's standards, the building's size is not unimpressive. To inspect the radiators in the structure a man would have had to travel 25 miles.

If he were to walk the corridors of the building, he would only have to travel 12 miles.

BECAUSE OF THE MARSHY nature of the ground on which the building was constructed, more than 5000 pilings were driven from 20 to 52 feet into the ground to support the structure. It took four pile drivers working night and day to do the job but, by the end of 63 days, the piling work was completed.

A 17-foot high trestle running the entire length of the building was constructed from which trucks could unload gravel and cement. A small rail system actually handled the cement.

Only five and a half months were required between the time the construction contracts were signed and the building's first occupancy. When the armistice was signed, there were 14,000 employees.

The employees who will be the last to work in the Main Navy Building are moving to several office complexes in the Virginia suburbs of Washington.



the Well Informed Navyman

BY THE TIME A PETTY OFFICER attains a rate in the top four pay grades, he has demonstrated his ability to meet and accept the challenge of leadership within his specific rating.

But the challenge need not end there. It may be met in other areas, such as the field of career counseling, where the need for top-drawer petty officers is ever present.

Here is an opportunity for senior POs to assist other Navymen in reaching decisions as to the careers they wish to pursue. Further, it affords the career counselor the opportunity to gain additional leadership experience and at the same time enrich his own background with the most up-to-date career information.

Candidates must meet certain standards of quality, but by no means must they emerge from some superhuman category. They come from every walk of Navy life. Some are boatswain's mates or machinist's mates; yeomen or builders; some are signalmen, others are aviation electricians. Above all, they are outstanding Navymen.

WHETHER AN INDIVIDUAL is selected by his commanding officer or applies for the program and is selected by a review board in the Bureau of Naval Personnel, he no doubt will:

- Be career-minded, with at least one reenlistment behind him.

- Have a genuine interest in other people as individuals.

- Like and be liked by other people.

- Have the ability to solve problems.

- Be respected by his shipmates.

- Be capable of carrying on a good conversation.

- Possess a well-balanced personality, be able to control his temper, be tactful, patient and able to control any prejudice or bias he may have.

- Be sincere in his convictions to the extent that he is a good salesman without being flashy or superficial.

With regard to the last requirement, the Navy career Counselor does not have to be a man who knows a great deal, but he should be someone who, by habit,

is skeptical enough to ask questions. Not just any questions, but those which will reveal the facts of a situation.

TODAY, EACH COMMAND is directed to have at least one trained counselor called the Command Career Counselor, plus a senior career petty officer in each division who serves as Division Career Counselor in addition to his regular duties.

On a larger scale, the Bureau of Naval Personnel assigns full-time counselors at the rate of one counselor for every 400 men assigned to a ship or unit. Attack aircraft carriers have four full-time command counselors and approximately 40 division part-time counselors, while antisubmarine carriers, cruisers and amphibious assault ships are allotted two command counselors; guided missile frigates, one; destroyer squadrons, four; escort squadrons, two; service squadrons, five; amphibious squadrons, three; and submarine flotillas, two, etc.

Personnel interested in the BuPers-Controlled Career Counselor Program should consult Chapter 9 of the *Enlisted Transfer Manual*.

THE CONCEPT of career motivation was primarily initiated in the years following the end of the Korean conflict. It was shaped and directed by two major influences: the impact of modern technology on weapons systems; and, an increasing awareness of the importance of the Navyman as an individual.

With the commissioning of *uss Nautilus* (SSN 571) in 1954, the United States introduced nuclear propulsion to the Fleet. It also expanded its technological interests in guided missile systems, improved sonar systems, multipurpose supersonic aircraft with sophisticated weapons systems — all of which called for highly trained, well qualified maintenance technicians and systems operators. But, just as the need for skilled personnel increased, the Navy's reenlistment of these individuals began to decline.

Why?

The Navy was training the technicians, but then losing them to higher paying jobs in private industry.

In fact, many of these civilian companies manufactured the products with which the Navy men had been trained.

TO MINIMIZE THESE LOSSES and to increase the attractiveness of career service, the Navy began to offer incentives, primarily in the areas of pay, education and advancement. Among them are NESEP (Navy Enlisted Scientific Education Program) which offers a four-year college education and a commission; STAR (Selective Training and Reenlistment Program) which offers early reenlistment, advanced training and advancement; SCORE (Selective Conversion and Reenlistment Program) through which an individual may change his rating and receive special training benefits; and ADCOP (Associate Degree Completion Program), an opportunity to obtain an associate degree in a specialty related to an individual's rating while attending a junior college full-time.

One of the first pay incentives to be offered was the proficiency pay program which commenced in 1959. More recently, the Variable Reenlistment Bonus Program was established and offers up to \$10,000 bonus for a six-year reenlistment. This VRB program accounts for about 75 per cent of first-term reenlistments.

By the mid-60s, the number of incentive programs had increased appreciably, but at the same time it became apparent that many Navy men, especially first-

Career Counselors and informed their interviewees of the full range of incentive programs available to them.

At the end of the evaluation, nine of the 10 ships had doubled their reenlistment percentages, and career counseling was approved for all naval units and activities.

Today's counselors are trained at the BuPers Career Information and Counseling Schools located at Naval Training Center, San Diego, and Naval Station, Norfolk. Graduates of the three-week training, which covers all aspects of disseminating career information and interviewing techniques, are assigned NEC code 9588 (career counselor).

PART-TIME COUNSELORS are trained at the BuPers schools or at type command schools which average about two weeks in length. Those who complete the type command training may also receive NEC 9588 designations, but first they must serve six months in an on-the-job status as career counselors and be recommended by their commanding officer.

Regardless of where the prospective counselor receives his training, he is taught certain general procedures and practices within the program, such as how to conduct personal interviews. This is perhaps the single most important facet of career counseling.

No less than five career-type interviews are held with a Navy man during his first-term tour. The first is conducted shortly after he reports to his first command after boot camp or Class A school.

The second interview, referred to as a progress interview, is conducted after the individual has been in service one year, at which time an appraisal is made on his progress. The second progress interview is held just before the Navy man completes three years' service. Here, again, the man's progress is appraised. If he is serving on an initial six-year enlistment, third and fourth progress interviews are conducted at one-year intervals.

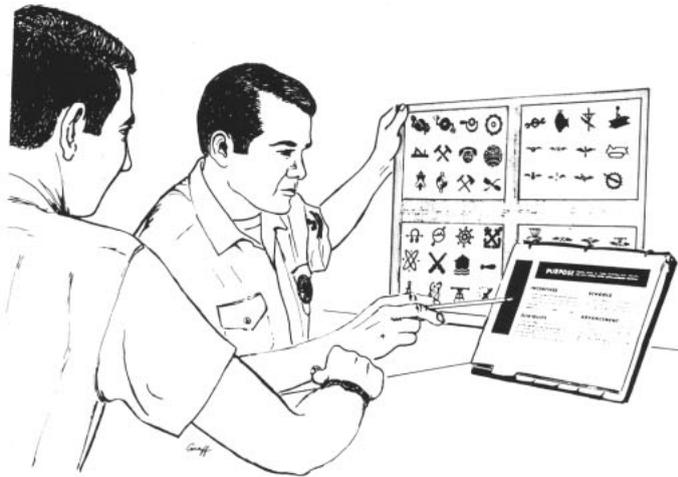
FOUR TO SIX MONTHS before the man's expiration of enlistment, he is invited to discuss in detail with the command counselor the possibilities of making the naval service his career. This interview, however, is afforded only to those individuals who are qualified for reenlistment based on Navy standards and directives.

If the Navy man states that he will reenlist, a congratulatory interview is held by an officer in the command, and again at the time he is sworn in by his commanding officer. Those who choose to be separated from the Navy receive a separation interview at which time their post-service benefits — such as the G. I. Bill — are explained in detail. And, naturally, they are encouraged to be Navy supporters in civilian life.

The aim, of course, is to score steadily on the target of retention. But in order to do so, the Career Counseling Program must have the finest representatives of informed leadership on the team.

It's a challenge you may wish to check into.

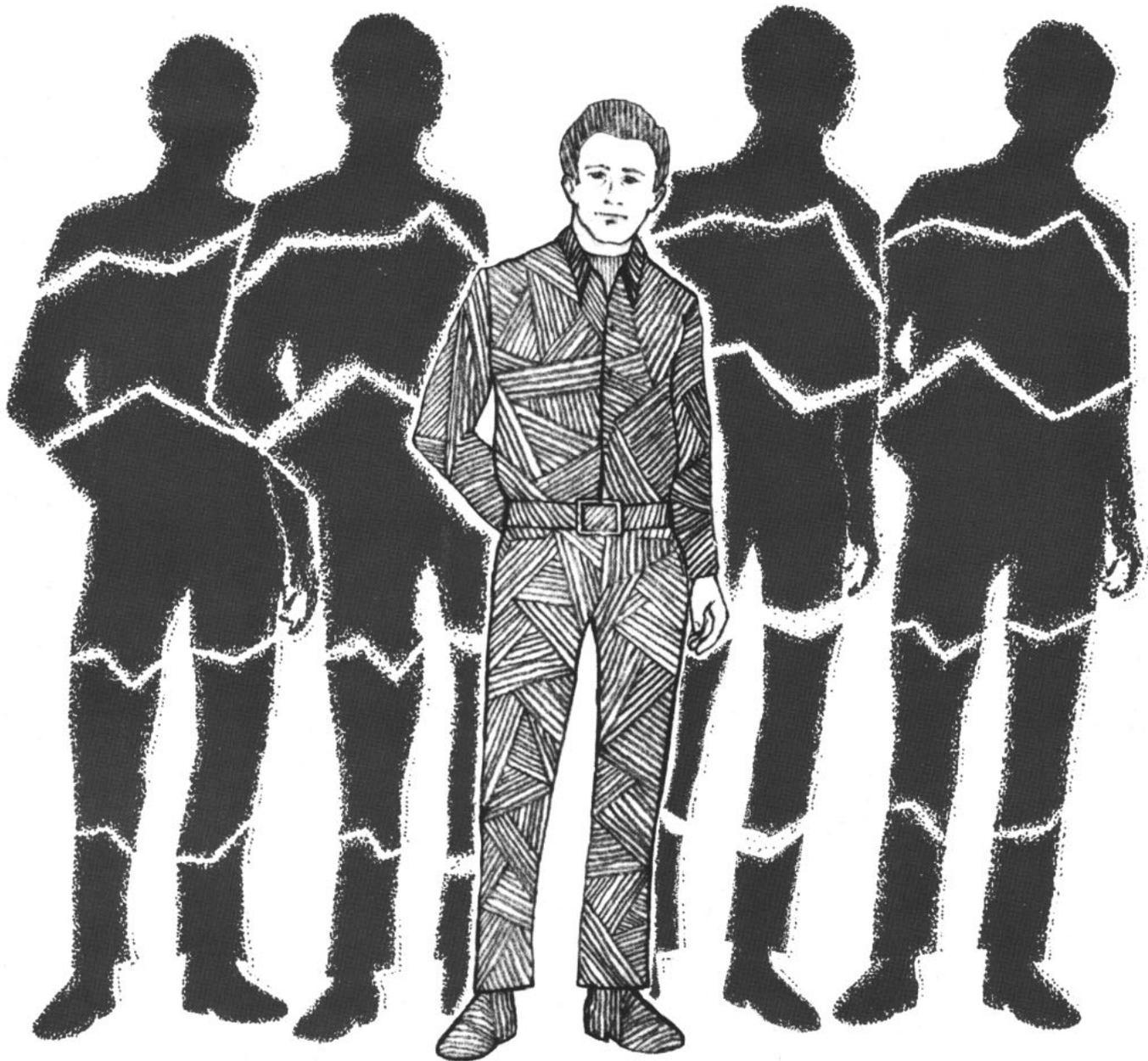
—JOC Marc Whetstone, USN.



termers, were not made fully aware of them. As a result, it was proposed that men, already career-motivated and specially trained in career information, counsel those whom the Navy wanted to motivate toward career service. Thus, the Navy's Career Counseling Program was born.

TO MEASURE the effectiveness of such a program, an evaluation was conducted from 1965 to 1967. Selected career petty officers were trained and assigned to 10 ships, five in the Atlantic Fleet and five in the Pacific Fleet, that had consistently low reenlistment rates.

The petty officers selected to conduct the counseling interviews on a full-time basis were designated



DRUGS: WHY?

LAST FEBRUARY, a 20-year-old university student in Florida died in a gasoline fire. A coroner's jury ruled the death to be suicide—that, in fact, he had burned himself to death after dousing his car with gasoline.

The letter he left is, in a sense, addressed to anyone who is tempted to try drugs as a mind expanding agent. The county judge presiding over the case made it available to the press. Excerpts from the letter are reproduced here.

"This Christmas I had a very bad experience with a drug called mescaline. I have smoked a little pot before—as many my age—but I tried mescaline only once.

"Since then I have not been in control of my mind. I have killed myself because I can no longer run my own affairs, and I can only be trouble and worry to those who love and care for me.

"I have tried to straighten myself out but things are only getting worse.

"Please forgive me parents for quitting after you have raised me, but I cannot live with myself any longer.

"You were good parents and I love you both, don't let my downfall be yours—you have nothing to be ashamed of. I made the mistake—not you.

"The drug experience has filled me with fear and doubts of myself. I cannot go on. Please try to remember my good points and excuse this final act of desperation.

"There is nothing but misery for all of us should I allow myself to deteriorate further.

"To those of my friends who might also think about learning about themselves with mind expanding drugs—don't.

"Learn about yourself as you live your life—don't try to know everything at once by swallowing a pill. It could be too much for your mind to handle at one time. It could blow out all the circuits as it did with me.

"I am too weak to fight—too proud to live forever on sympathy of others. Love, . . ."

WHEN A NAVYMAN reads that drug abuse in the United States has reached epidemic proportions, he is bound to wonder if the epidemic has reached the Navy and, if so, how he is affected.

The answers are not entirely comforting. The Navy is a part of American society and whatever affects society also affects the Navy. Fortunately, however, drug abuse in the sea service is far from being epidemic.

Although those who do become involved in drug abuse are comparatively few, they cannot be overlooked because the safety of a Navyman frequently depends upon the action of his shipmates. Therefore, the indulgence of even one man is of considerable importance to all.

It is illegal for anyone who has been involved with drug abuse to enlist in the Navy without fully disclosing the facts. Those who have only experimented with drugs such as marijuana, amphetamines and barbiturates and have rejected them may be enlisted. The recruiting officer, however, must recommend a waiver to the Chief of Naval Personnel who must be satisfied that the proposed enlistee won't return to drug abuse once he is in the Navy.

For those who slip past the recruiting screen and those who begin using drugs after they enter, the Navy employs education, administrative separation and punitive measures. More emphasis is placed upon leadership and rehabilitation, however, than upon punitive measures.

Nevertheless, Navyman should never forget that drug abuse remains an offense punishable under the *Uniform Code of Military Justice* and that, during 1969, 24 received bad conduct discharges for this offense.

THE DRUGS WHICH ARE most commonly abused are marijuana (a relatively mild hallucinogenic), LSD, amphetamines and the barbiturates.

Of all the substances which are today being used unwisely, marijuana probably should be classed as the most abused drug in history, for it has no legitimate use.

No reliable estimate has been made of the number of people in the United States who have tried mari-

DRUGS: WHY?

juana. Guesses range from four million to 20 million. If valid, even the lowest estimate is alarming.

Most Navymen who have smoked pot have done so once or twice then rejected it. Others have used it experimentally over a period of several months before quitting. Still others continue to use it to escape boredom and the pressures of everyday life.

Although the drug often produces a pleasant sensation, the pleasure derived from it is out of proportion to the hazards it creates, for the marijuana user places himself and his shipmates in danger. Most Navymen, for example, would shudder at the thought of a pot-headed helmsman in an underway replenishment.

Marijuana users know about the joy they experience

and may have watched a technicolor parade of illusions pass before them. Most, however, seem unaware of the alteration which occurs in their conception of time and space as well as the impairment of their intellect, speed and accuracy.

A man under the influence of marijuana is quite likely to feel figures are rushing toward him at great speed, increasing in size as they approach.

As they depart, their size diminishes. If the hallucination is unpleasant, the marijuana user can be reduced to a psychotic state.

IT TAKES NO IMAGINATION at all to see how dangerous any of these reactions could be to a man upon whom other men's lives depend.

When marijuana usage first became widespread, a tolerant press passed on the opinion of its advocates that the drug was harmless. This judgment, however, was passed without the benefit of research and has since proved to be premature.

Marijuana is an unpredictable substance and its reaction varies under differing circumstances. For some people, the drug, even in small doses, causes temporary insanity. Others may find its effect mild and pleasant.

Repeated and heavy users may be subjected to an unscheduled trip without having indulged. This effect is similar to that experienced by users of LSD and has been associated with marijuana use only recently.

Although marijuana is physically nonaddictive, the users may develop a psychological dependence and, like many tobacco smokers, will say they can quit whenever they wish. The wish, however, never comes.

Continued study of the drug has led researchers to suspect there may be other unfavorable aspects connected with the use of marijuana which are not yet known—witness those discovered in the use of tobacco and LSD.

Although these suspicions are unproved, a thinking man must wonder if, in view of known dangers, using the drug even once is worth the risk.

UNLIKE MARIJUANA, both pep pills and goof balls are legally available and doctors prescribe the latter, at least, for a variety of illnesses. In medical circles, the drugs are better known as amphetamines and barbiturates. Amphetamines are rarely prescribed by physicians and barbiturates, when used as prescribed, can be beneficial. When obtained illegally, however, and used indiscriminately, they are dangerous and can be addictive, even destructive.

Each year enough amphetamines are produced to provide every man, woman and child in the United States with 50 bennies a year. According to the Food and Drug Administration, more than half of these are distributed illegally.

There are enough goof balls produced annually to provide 26 doses to every man, woman and child in the

Take Your Pick— FLICKS NIX KICKS

The Navy has several films concerning drug abuse which are available from the Navy film libraries. They are:

SERIAL	TITLE
MN 10507	LSD
MN 10494	Trip to Where
MC 10701	Marijuana
MD 6962GH	Hang Up
MD 6962GP	The Trip Back

The following films are available from the nearest Regional Office of the Bureau of Narcotics and Dangerous Drugs. They may not, however, be sent overseas and must be requested 60 days in advance.

LSD: Insight and Insanity; Mind Benders; LSD-25; Hooked; Bennies and Goof Balls; Drugs and the Nervous System.

The following printed matter on drug and narcotic abuse may be ordered from the Naval Publications and Forms Center, 5801 Tabor Ave., Philadelphia, Pa. 18120: *Pep Pills/Goof Balls/LSD—NavPers 15235; Glue Sniffing—NavPers 15236; LSD Trip or Trap—NavPers 15237; Drug Abuse: Game Without Winners—NavPers 15234—NavMC 2620; Drugs and You—DOD Fs-51—DA Pam 360-602.*

The following pamphlets may be obtained without charge from the Office of Communications, National Institute of Mental Health, 5454 Wisconsin Ave., Chevy Chase, Md. 20015: *LSD, Narcotics; The Up and Down Drugs; Marijuana; A Public Service Campaign on Drugs; Catalogue National Clearinghouse for Mental Health Information Publication No. 1006 and Marijuana: Social Benefit or Social Detriment.* For the latter, send request to: 1910 Niodrara Drive, Glendale, Calif. 91208.



United States. Obviously, there is a big illegal market here, too.

When these drugs pass from the legal to the illegal channel, the cost of the product often increases to 100 times the original purchase price. Those who purchase these drugs on the black market are frequently unaware that, unlike even hard narcotics, withdrawal from amphetamines and barbiturates can cause convulsions and death.

LIKE THE MAN WHO SMOKES POT, the one who uses amphetamines unwisely can multiply the danger to himself by the number of his shipmates for they, too, can be the victims of his drug abuse.

An amphetamine user first becomes excited, talkative in company, restless and then shaky. Some get mad at everyone and pick fights while others panic for no reason. Those who are in really bad condition have convulsions before passing into a coma and, in some cases, dying.

Men (and women) hopped up with amphetamines are also prone to committing violent crimes including murder. For example, a study of 60 murder cases overseas during a two-month period, showed half of them were connected to amphetamine misuse.

As for goof balls, their unwise use also holds dangers for Navymen and their shipmates. They depress the senses and the user becomes accident prone while working or driving. These dangers, incidentally, lurk even in the legitimate use of barbiturates.

Many regard the use of unprescribed barbiturates as having more potential danger to the user than hard narcotics. If a tolerance has been built up after long usage, ever-increasing doses are required to produce the desired effect and the user becomes a prime candidate for the mortuary.

SO FAR AS THE NAVY IS concerned, the users of LSD and hard narcotics like heroin are in a class by themselves. LSD, as most know, can produce a kaleidoscopic trip through distorted images, flashing lights, colorful patterns and all sorts of things.

Unfortunately, many who have taken the trip found that there were also some side effects they hadn't heard about.

The effect LSD is likely to produce is unpredictable and everyone who uses it plays a kind of chemical Russian roulette in which the loser risks becoming a vegetable for the remainder of his life. He may even become a name in the obituary column, for the number of deaths attributed to LSD is continually increasing.

Others experience unwanted and unexpected hallucinations for months after only one dose and, even more tragic, LSD may have a detrimental effect on succeeding generations.

Heroin, which is the most common hard narcotic in circulation today, is so dangerous that it is used medic-

DRUGS: WHY?

ally only in rare cases. Medical services know that one dose of heroin can be enough to cause addiction and that an addict is useless to himself and everyone else.

For those who acquire the habit and succeed in kicking it, the temptation to resume using the drug must be overcome throughout their life.

WHEN SOMEONE in the Navy uses drugs unwisely, what happens? Usually there is little trouble detecting the abuse. A man who regularly abuses marijuana, for example, is likely to be between the ages of 18 and 23 and chances are seven to one that he will be single.

Those who use marijuana regularly usually stand out in a naval environment because they have a history of continuing personality difficulties.

Not all regular users, of course, fit into this mold and, by far, the largest number of people who try this mild hallucinogen do so only once or a few times for kicks.

As was mentioned earlier, however, even the one-time user of marijuana can be a danger to himself and to his shipmates.

When possible, the Navy tries to dissuade from the one-time experimental or occasional use of the drug. In cases where there is a continuing usage, discharge

from the Navy is the only solution since drug abusers are unreliable and reliability is an essential commodity in the Navy.

During 1969, a considerable effort was made to inform Navymen concerning drug abuse and to retain men in the organization even after administrative proceedings had been completed against them for their drug abuse. Last year, 1990 persons were retained in the Navy after detected for drug abuse and only 54 failed to respond. In other words, the Navy was about 97 per cent successful in reorientating this group of light drug users.

Also, during 1969, 3808 persons were discharged for drug abuse. The Veterans Administration makes individual decision concerning the benefits to which each of those discharged is or is not entitled.

Of the 3808 persons discharged from the Navy for drug abuse, very few were hard core addicts, but more than half had indulged before entering the service and had concealed their prior service use of drugs. They were, therefore, fraudulent enlistees.

NAVY TRAINING to prevent drug abuse is conducted in two phases. The first acquaints the Navyman with the types of drugs commonly abused and the dangers and penalties attached. During the second

	Marijuana	Hallucinogens	Amphetamines	Barbiturates
What They Are	Marijuana is the dried flowering tops and leaves of the Cannabis sativa, commonly called hemp. It looks like fine, green tobacco and smells like alfalfa. It is usually smoked, but can be baked into cookies, fudge or mixed with honey for drinking.	LSD, Mescaline and psilocybin occur in a natural state but are also illegally manufactured. Other chemicals being made include dimethyltryptamine, diethyltryptamine, tetrahydrocannabinol, phenylcyclohexylpiperidine and dimethoxymethylphenethylamine.	Amphetamines and methamphetamines are legally made and prescribed to curb appetite, relieve minor depression and increase energy. They are central nervous system stimulants. Some methedrine is manufactured illegally.	Barbiturates are sedatives prescribed to induce sleep and for their calming effect. Both psychological and physical dependence can develop with heavy use, particularly when abusers inject the chemicals intravenously.
Slang Names	Joints, sticks, reefers, pot, hay, Mary Jane, Acapulco gold and Laotian green (in South Vietnam).	Acid (for LSD), DET, DMT, THC, DOM, PCP (or "peace pills") and STP (Serenity, Tranquility and Peace).	Ups, pep pills, bennies, copilots, footballs, hearts and, for methedrine, meth and speed.	Red birds, yellow jackets, downs or downers, blue heavens and goofballs.
Main Effects	Feelings of great perceptiveness and relaxed pleasure often accompany small doses. Erratic behavior, loss of memory and distortion of time, space, color and sounds follow bigger doses.	All produce varying degrees of illusions, delusions and hallucinations. They can lead to severe mental changes like those found in psychotics, and to depression and sometimes suicide.	Normal doses produce an increased alertness but very heavy use, particularly of injected methedrine, tends to produce vast overconfidence, hallucinations and aggressive acts.	Small amounts make the user relaxed and often sociable and good-humored. Belligerence and depression are frequent with major use, often similar to drunkenness.
Possible Dangers	The risk depends on the personality of the user, strength of the drug and pattern of use. Distortion of space and time makes the user accident-prone. Psychological dependence is fairly common.	Permanent brain damage is suspected but unproved. Any can trigger psychotic episodes which may recur months later. LSD can break chromosomes — a potential for birth defects.	High blood pressure, irregular heart rhythms and heart attacks can result, as well as violent behavior. High tolerance and psychological dependence are rapid, but no true physical addiction.	Sedation, coma or death from respiratory failure can follow intentional or accidental overdoses. The user forgets how much he has taken. Alcohol and barbiturates together are deadly.

Here is a list of official directives issued by the Navy and DOD on the subject of drug abuse:

- SecNav Inst 5430.13B of 12 Mar 1965, "Naval Intelligence Investigative Jurisdiction and Responsibilities."
- BuPers Notice 6710 of 13 Jun 1967, "LSD and Other Dangerous Drugs."
- Article 1270, Navy Regulations (Change of 22 Mar 1967), "Narcotic Substance and Depressant Drugs."
- DOD Directive 1300.11 of 2 Feb 1968, "Illegal or Improper Use of Drugs by Members of the Armed Forces," and Change I of 6 May 1969.
- SecNav Inst 6710.1 of 25 Apr 1968, "Illegal or Improper Use of Drugs/Narcotics/Marijuana."
- BuPers Notice 6710 of 26 Jun 1968, "Marijuana Orientation."
- BuPers Notice 6710 of 13 Sep 1968, "Tax Liability, Possession of Marijuana."
- BuPers Notice 1500 of 18 Jan 1967, on the sub-

ject of "Information Materials on Drug Abuse."

- JAG Notice 5800 of 3 Mar 1969, "Semiannual Report of Drug Abuse Handled under UCMJ."
- Statement of Policy concerning experimental users of marijuana of 19 Mar 1969.
- BuPers Notice 6710 of 6 Mar 1969, "Chaplain Workshops on Ministry and Drug Abuse."
- SecNav Inst 6710.1A of 11 Jul 1969, "Illegal or Improper Use of Drugs/Narcotics/Marijuana."
- SecNav Inst 6710.1A, Ch-1, "Illegal or Improper Use of Drugs/Narcotics/Marijuana."
- JAG letter of 17 Nov 1969, "Information Concerning Blood Tests and Urinalyses."
- SecNav Inst 6710.1A, Ch-2, of 19 Jan 1970, "Illegal or Improper Use of Drugs/Narcotics/Marijuana."
- BuPers Notice 6710 of 13 Jan 1970, "Chaplain Workshops on Ministry and Drug Abuse."
- BuPers Notice 6710 of 28 Jan 1970, "Experimental Use of Drugs."

phase of the instruction, general military training is reviewed; a code of conduct is advanced which stresses the values essential to a man both in military and in civilian life and the role of leadership is emphasized.

To further the Navy's education effort, the Chief of Naval Personnel formed and the Chief of Naval Operations sponsored a four-man team composed of a line captain, a chaplain, a Navy psychiatrist and a representative of the Naval Investigative Service.

These men concentrate on instructing local commands and others at the command level as well as senior enlisted men in a position to provide counsel.

The team members know that the most frequent abusers of drugs are 20-year-old men who are facing the severe stresses of becoming fully mature persons. They tailor their remarks to help commands develop long-term programs aimed at assisting the young men who are vulnerable to the lures of drug abuse.

The medical and psychiatric representative, of course, concentrates on the physical and mental aspects of the problem.

The religious representative explains how the chaplain's office is a privileged channel of communication through which anyone with a problem, including drug abuse, can personally and confidentially make contact with someone who wants to help.

The NIS representative on the team explains the relationship of drug abuse and the law. He also impresses upon local leaders their responsibility to learn the nature of commonly misused drugs.

When a drug user is known, it is the responsibility of naval leadership to persuade him to seek help.

There are, of course, the few with severe character disorders who are beyond any help the Navy can give. These, however, are not the men at whom drug education is aimed.

The Navy seeks out and tries to help the normal young man who turns to drugs at a time in life when he is in crisis. When the Navy finds him, the object is to help, not to punish.

—Robert Neil

Cocaine	Heroin/Morphine
Cocaine is extracted from the leaves of the coca bush and is a white, odorless, fluffy powder looking somewhat like crystalline snow. It is eaten, sniffed or injected, often with heroin, but is not physically addicting.	Morphine is derived from opium, and heroin is produced from morphine. Both are usually seen as a white, snowy powder which can be taken several ways but are usually injected. Narcotic addiction usually refers to these two drugs.
Coke, leaf and snow. Speedballs when mixed with heroin.	'M' and dreamer for morphine. 'H,' snow, junk, horse and nod for heroin, smack when mixed with marijuana.
Oral use can cut fatigue and produce some exhilaration. Intravenously, it can induce dangerous overconfidence, hallucinations and paranoid tendencies.	The two are generally sedative or calming and are effective pain-killers. They slow pulse and respiration. Heroin is faster and shorter acting.
Convulsions and death can occur from overdoses but are not common. Paranoiac activity is common, however, and very strong psychological dependencies can develop.	Users are prone to respiratory failure until tolerance develops. Overdose deaths are fairly common because the drug compound can contain more pure heroin than the user expects or is able to tolerate.

today's navy



Motel-Type Lodges for Norfolk

Construction of 200 motel-type Navy Lodges in the Norfolk-Little Creek area began with the ground breaking in March, and with a completion date set for sometime next December. Norfolk's Sewells Point is the site for half of the project.

Each individual unit will be furnished with an efficiency kitchen, two double beds and a pull-out bed, dresser and desk. They are designed to accommodate a family of five and will rent for \$8 per day, regardless of family size.

The construction is part of the Temporary Lodging Program intended to remedy the situation in which Navymen and their families traveling to new duty stations have to dip into savings or borrow money to stay in commercial facilities while in search of permanent lodgings.

All Navy Lodges are slated to be located in areas which have large numbers of service families.

La Fiesta de San Francisco

Fireman Jesus Velasquez who serves in *uss Midway* (CVA 41) decided that servicemen in the San Francisco Bay area who hadn't enjoyed a Mexican fiesta should no longer be deprived of the pleasure.

Inasmuch as he could not transport the San Franciscans to a fiesta he decided to bring the fiesta to San Francisco and, after a conference with directors of the Market Street USO, set about organizing the affair all by himself.

But he wasn't alone for long. A number of his shipmates joined the effort and Velasquez enlisted the aid of Mexican authorities and local merchants who loaned imports for fiesta display.

The USO decorated the fiesta rooms with hundreds of red, white and green flowers (the national colors of Mexico) and booths were set up to exhibit folk art; musical instruments; clothing; leather

goods; basketry; and glass, metal and stonework as well as other articles.

A nine-piece mariachi band provided music and there were folk-dancing and singing, bullfighting exhibitions and an abundance of good Mexican food.

Fireman Velasquez, a Mexican national, believes Mexico has a stake in the U. S. Navy's mission and is doing his part to fulfill that mission. He organized the fiesta to help people north of the border appreciate Mexico the way he does.

After his naval service, Velasquez plans to return to Mexico as an agricultural engineer and teach.

—JO3 Stan Kuciejki

Still Can Do in Micronesia

The Seabees have returned to Micronesia — the U. S. Trust Territory of the Pacific — to the islands where they earned their Can Do motto during World War II.

Today they're working on more peaceful projects than the airstrips and bases they built during the war's island-hopping campaigns. They're helping the Micronesians in community development programs, and teaching them construction skills so that they can help themselves.

Last summer, at the request of the Congress of Micronesia, two Seabee teams were deployed to two of the islands, Truk and Ponape, to work with natives on construction projects. Since then, teams have been sent to four other islands, including Majuro, Yap, Kusaie and Rita.

Seabee Team 1114, which recently completed an eight-month deployment on the Majuro atoll, is typical of these civic action teams. Lieutenant (jg) Jeff Fitton, CEC, USN, officer in charge of the 12 enlisted team members, said:

"Our mission is to assist the people in building roads, schools, dispensaries and a dozen other proj-

ects they want. No job is too small or too large for these people.”

The Micronesians are grateful for the Seabees' help.

LTJG Fitton recalls the time his team went to Rita village to build a water tank. All along the dusty road into the village, children waved, adults smiled — and all of them said, “Yokwe Yuk Seabees” (Welcome Seabees).

As one Seabee drove his equipment down the village road to grade it, a group of children yelled “Yokwe Yuk” every time he passed them.

In the village, the Seabees built four 9500-gallon water tanks at the elementary school.

Majuro atoll gets about 140 inches of rain a year. However, most of it falls during a few months of the year; October and November each account for some 15 inches of rainfall. Much of the rain drains down through the sandy soil and is lost.

The brackish water produced from wells is undrinkable, so the villagers must depend on catching and retaining the rain for their water supply.

Until the Seabees built the water tanks, the people of Rita were on water rationing. Water was available only four hours a day on a rigid schedule. Only the hospital could be given a continuous water supply.

As Builder 3rd Class Gary Koch put it, “These people need water and they don't waste an ounce of it.”

While building the tanks, the Seabees were also teaching construction skills to the villagers. Many people worked side by side with the Navymen on the water tanks and other projects.

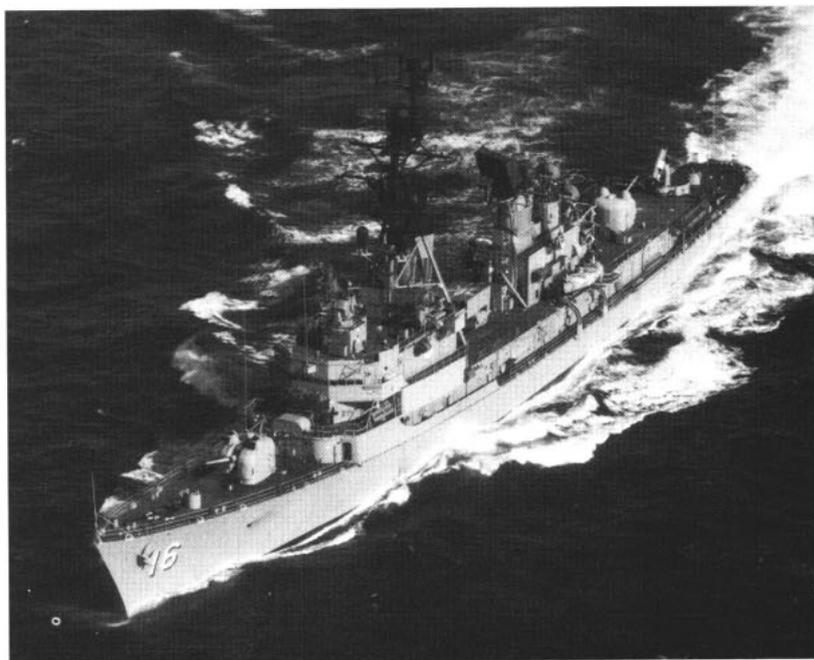
“Our job includes the training of Micronesians in the various aspects of construction work,” LTJG Fitton said. “If it takes time to teach a man to hold a hammer, that's OK with us. We'll take time.”

The people make it plain that they want the Seabees to stay a long time. One Rita villager observed, “They are here to work and sweat for the people. This is very good.”

The Congress of Micronesia has



COMING AND GOING—A fore and aft look at the guided missile destroyer USS Joseph Strauss (DDG 16) underway off the coast of Hawaii.



asked the U. S. government to continue the civic action program. The request has been approved.

So the Seabees are staying — helping the Micronesians build roads, buildings and other needed projects, and teaching them how

to build their own buildings at the same time.

As a native high school teacher put it, “The Seabees are doing a great service to the people. Believe me, they are winning friends through their service.”

John Paul Who?

John Paul Jones has reenlisted.

The Navyman who has the same name as the 18th century American naval hero is a Data Processing Technician 2nd Class in the Fleet Operations Control Center at Oahu, Hawaii. He recently shipped over for four years.

John Paul Jones II, who is named after his grandfather, is part of a family with strong naval ties. John Paul has an uncle in the Navy and a brother who recently completed a four-year enlistment.

The older brother's name? "Davey" Jones, of course.

(Note: When we first heard about this Navy brother combination, we considered it somewhat unique, but we decided to check around. This is what the records showed: The active enlisted files in the Bureau of Naval Personnel contain records for 18 members in the Navy by the name of John Paul

Jones, and approximately 75 Navy-men by the name of David ("Dave," "Davey") Jones!

(But to John Paul Jones II, congratulations on your reenlistment, and smooth sailing ahead.)

Ohio Recruiter Gets Involved

The citizens of Parma, Ohio, regard Chief Petty Officer Edward P. Price as the greatest ambassador the Navy has in uniform. And to support their opinion, they proclaimed 21 March as Chief Price Day, when he was selected Recruiter of the Year for northern Ohio and Western Pennsylvania.

However, the chief's celebrated popularity is based on more than his ability as a Navy recruiter. Even outside of his regular job, he's a doer.

In his off-duty role as citizen-sailor, Chief Price is an active church member and serves on the council for a local Cub Scout pack.

His interest in youth is expanded by his concern for the Cleveland suburban city's youngsters and their exposure to drugs. Chief Price works regularly with law enforcement agencies and with religious and civic organizations in a private war against drug abuse.

Noting the recruiter's voluntary involvement in a letter to the Navy Recruiting Officer, a local attorney expressed a view that no other one man in the city had captured the townspeople's hearts in a spirit to equal that of the chief's. "He is your greatest ambassador."

Credentials such as those are hard to beat.

Chief Makes Boat Seaworthy

A radioman's ingenuity need not be restricted to the radio shack.

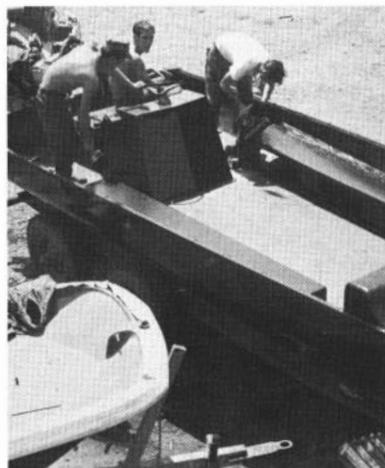
For instance, Chief Radioman Roger G. Lynch has designed a new all-weather hull for a small boat used in the Republic of Vietnam which makes it almost impossible to swamp the craft, even in foul weather with the throttle of the boat's two 40-hp motors at full thrust.

The small ski boat (called a ski barge) formerly took water over its open bow in high seas or in foul weather, limiting its maneuverability and speed. But, with Chief Lynch's closed-bow modification of fiber glass and styrofoam, water is now deflected to either side.

Before modifications were made to the ski boat, it was used pri-



Left: How the Ski Barge will look when combat ready. Below left: Ski Barge with hull modification is put through its paces. Below right: Ski Barge receives new paint before going back into service after modification.



marily on rivers. Now, fully combat equipped and with room for four people, it is considered seaworthy.

Learning by Doing

At Memphis' Naval Air Station, Avionics Technician Class "A" School students have found something new in the curriculum. With the help of more than 200 circuit training boards and 16 digital computers, Navymen are taught to build computer circuits and to program the machines, and learn how to maintain and repair them.

The school's 20-week curriculum is divided into five phases which progress from relatively simple subjects, such as AC and DC electricity and its application to avionics, through more complex subjects covering, among other things, vacuum tubes, semi-conductors, publications, materials and management.

Work done with the new circuit training boards and components comes during the fourth phase of the course.

With the new training boards, students can see how the computers work and are permitted to build their own circuits and test their effectiveness.

At first glance, most students are somewhat dismayed by the apparent complexity of the new devices, but a little experience goes a long way toward building confidence and effectiveness.

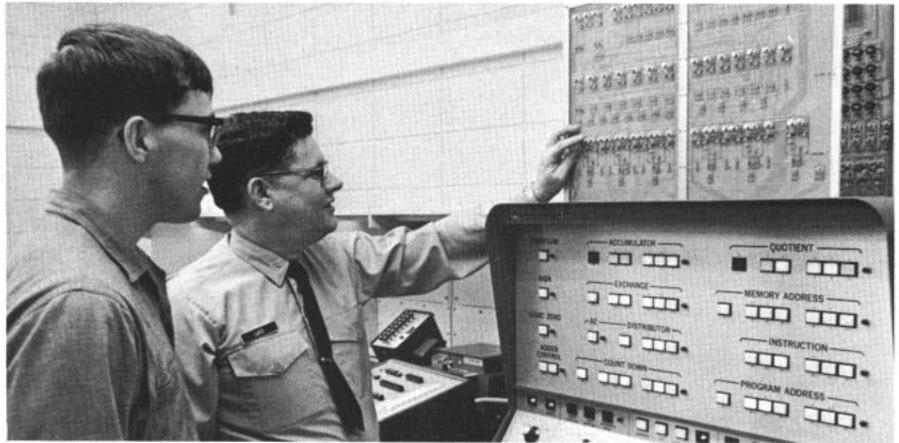
The experience received through the circuit training boards is later applied to the digital computers for which the students learn to make flow charts. They also learn programming and troubleshooting.

By the time their course is completed, both career- and non-career-oriented Navymen know what makes the computers run and have acquired a foundation which they will find useful when they report for duty in the Fleet.

Labs Merge Into R & D Center

Two Navy Laboratories are being combined into a new research and development center with headquarters in Newport, R. I.

The merger this year will bring together the Naval Underwater Weapons Research and Engineer-



A chief reviews one of the components of the digital computer with an ATRAN.

ing Station (NUWS), Newport, and the Navy Underwater Sound Laboratory (NUSL), New London, Conn.

The new center is expected to improve the integration of Navy underwater sensor and weapons systems by combining technical development efforts at early stages of new projects.

Besides providing a broad capability for the Navy's undersea research and development work and for direct support to the Fleet, the consolidation is also expected to bring personnel savings of about 10 man-years and \$100,000.

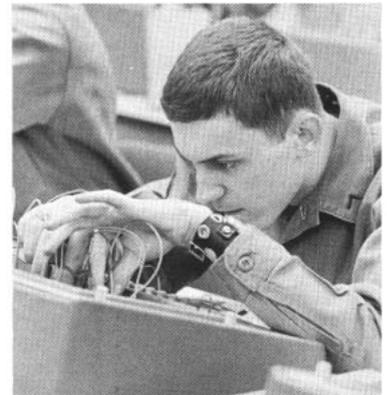
Submarine Week at Pearl

"70 Years under the Sea—15 on Nuclear Power" was the theme for Nuclear Submarine Week last April 5-11 at Pearl Harbor. Festivities at the Submarine Base included the official opening of the Pacific Submarine Display and the dedication of the *USS Parche* Memorial.

The submarine service began in April 1900 when the Navy accepted *USS Holland* from the Holland Torpedo Boat Company. More than 650 submarines have since served in the U. S. Navy.

Over the past 70 years, submarines have developed from submersible gunboats to highly sophisticated missile and torpedo launchers which incorporate the latest electronic equipment.

In World War II, Pacific Force submarines were credited with sinking or damaging over seven



Student practices "hands-on learning" as he constructs a circuit on training board at Avionics Technician "A" School, NAS Memphis.

million tons of enemy shipping, which amounts to 55 per cent of all the enemy shipping sunk during the war.

During the Korea conflict, submarines played an important role in special operations and training missions.

The newest era of submarine history began in 1954 with the commissioning of the nuclear powered *USS Nautilus* (SSN 571). Nuclear power has made it possible for subs to circumnavigate the world. Nuclear power has also made it possible to explore the ocean bottom for farming, mining and perhaps eventual habitation.

The Hawaii-based submarine force is comprised of 22 ships—13 of them nuclear powered. This is in sharp contrast to the first Pearl Harbor submarine force of four F-boats in 1914.

Greatest of Entertainments

Navy men in Hawaii can buy inexpensive front-row seats for what the Hawaiians call the greatest show on earth.

Their word — "alealea" — means "the greatest of entertainments." It means Kilauea, the most active volcano in the world.

The place for servicemen to see it is Kilauea Military Camp (KMC), on the slopes of beautiful Mauna Loa in Volcanoes National Park.

The camp offers cabins, excellent meals and a great variety of recreation and tours for \$4.75 a day for an average family. Comparable lodging in downtown Wai-kiki would be more than \$40.

Since 1947, KMC has shown Hawaiian holidays to admirals and seamen alike. "As far as I know, it's the only place of its kind in the Pacific," says the commanding officer, Army Major Paul Kirn.

Among facilities available to guests are a gift shop, movie theater, recreation lodge, bowling lanes, library, chapel, dispensary, exchange, provision sales room, beauty shop and nursery.

Cars may be rented. So may golf clubs, golf carts, bicycles, irons, ironing boards, hair dryers and baby strollers.

The Army administers the camp, the Air Force handles tours and transportation, and 37 Navy men oversee the cafeteria.

The dining hall is self-supporting, and is able to give guests the atmosphere of a good restaurant.

"We take a lot of care with the appearance of the cafeteria," says the supervisor, Chief Commissaryman Arturo Alvarez. "Sometimes for the supper we set out little lavender orchids by the plateware. I've had some people mistake them for one of the courses and eat them."

Dinner, which often includes steak or lobster, is served with candlelight, soft music and good wine.

"Very few Navy facilities can serve wine or liquor with the meals upon request," says Chief Alvarez.

"As the guests come in, the first thing they see is the wine list. Going through the line, they view the

food from the other side of a glass screen. Everything is cooked to order. We're here to see that a seaman apprentice's meat is cooked to order as carefully as an admiral's."

Guests are asked to fill out comment sheets to suggest ways of improving the cafeteria service.

The lodging, food and recreation are excellent. But what KMC visitors remember the longest are the camp's guided tours.

The guest may take what is billed as "the world's weirdest walk" across the hardened lava

floor of Kilauea crater to the main vent of the volcano, Halemaumau.

Halemaumau is reported to be the home of Hawaii's fire goddess, Madame Pele. The people have a healthy respect for her whims—with good reason, perhaps.

The story is told that during a flank eruption of Kilauea in 1960, the lava flow threatened Kapoho village. All its inhabitants were evacuated—except three old people manning a lighthouse, who insisted they had "done no wrong to Madame Pele" and she would not harm them.

The river of molten rock poured through the village at 35 miles per hour. Fifteen feet from the base of the lighthouse, the flow suddenly split, passed around the structure and converged on the other side. Everything around was ravaged—but the lighthouse stood untouched.

"I remember the last eruption," says a member of the KMC staff. "The sky was brilliant — red. I thought there was a forest fire behind my house."

On the far side of Halemaumau, the visitor may see the Devastation Forest. Or there's the awa root factory—the United States' sole source of the root, used for making major tranquilizers and pain-killers. Or the 420-foot Akaka Falls, orchid fields, a black sand beach, Lyman House Museum, and the Fern Jungle, to name a few other points of interest.

Alealea — "the greatest of entertainments." It refers to the volcano, but the word might describe KMC too. —JO3 Sylvia M. Rosas



Passengers from stranded Sun Arrow are returned to safety by Navy helo.

Sailor from Roosevelt Roads talks with one of the passengers rescued from stranded hydrofoil.



Rescue Foils Hydro Breakdown

Navy, Marine Corps and Coast Guard air and surface units joined forces last March to rescue 123 passengers from a hydrofoil that had gone aground in the Caribbean, 21 miles from the U. S. Naval Station, Roosevelt Roads, P. R.

Forty-eight persons were rescued by Navy helicopter and flown to the Naval Station. The remaining passengers were taken on board a commercial ferry and the Coast Guard Cutter *Point Whitehorn*.

The hydrofoil, *Sun Arrow*, was on a daily run between San Juan,



Above: Two jet-powered Firebee aerial targets suspend from wing stations on DP-2E patrol plane. Right: Water-launched Firebees simulate enemy antiship missiles. Below right: Firebee is launched from ground site.



P. R., and Saint Thomas, Virgin Islands, when it struck a reef off Culebrita Island. None of the passengers was reported injured.

Drone Adds Zip to Exercise

At Puerto Rico's Atlantic Fleet Weapons Range, the Navy still uses *Firebee* drones for target practice but, this year, something was different at Roosevelt Roads.

Heretofore, the drones were launched exclusively from DP-2E aircraft or converted aviation rescue boats for use in air and sea defensive exercises.

This year, however, the Navy also launched the *Firebees* from the ground during Fleet training exercises.

The drones were remotely controlled from the ground and, as in earlier exercises, they simulated enemy aircraft or missile attacks on U. S. planes and ships.

Firebees, which have been in existence since the mid-1950s, are jet powered and, of course, unmanned. They can accelerate to 600 miles per hour.

More than 1500 *Firebee* flights have been made from the Atlantic Fleet Weapons Range.

Aloha, VP 1

By the end of June, Patrol Squadron One (VP 1) was scheduled to move its home base from NAS Whidbey Island, Wash., to



Barbers Point, Hawaii, with Fleet Air Wing Two.

When the squadron was based at Whidbey, it was attached to Fleet Air Wing Four. However, after the transfer becomes effective, FAW Four will go out of existence and its antisubmarine warfare functions will be assumed by Commander Fleet Air Whidbey.

Patrol Squadron One has had an active life since it was commissioned 27 years ago as Bombing Squadron 128. By its own account-

ing, it was the first patrol squadron to fly around the world (1955), the first to sustain casualties in Vietnam (1966) and first to operate full time from Cam Ranh Bay (1967) where it spent approximately 5800 hours in the combat zone flying 690 missions.

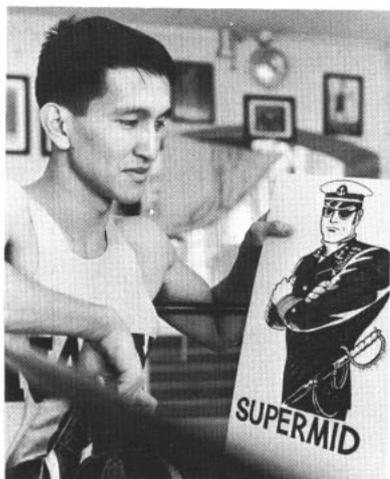
Soon, according to the squadron's reckoning, it will be the first at Barbers Point to fly the P-3B.

Patrol Squadron One is ending its fourth deployment to Iwakuni, Japan.

NAMES in the NEWS



Cynthia Haller is all smiles as she is crowned queen of the annual Civil Engineer Corps/Seabee anniversary ball at the Philadelphia Naval Base Officers Club. Performing the honor is Rear Admiral Kenneth L. Veth, Commandant of the Fourth Naval District.



Midshipman First Class Roilo Golez after winning boxing match poses with cartoon character Supermid.

Four-Time Champ Sets Record

A cartoon character named Supermid who performs above and beyond the call of duty in a magazine published at the Naval Academy is drawn by midshipman-cartoonist Roilo Golez, who has consistently demonstrated certain supermidish qualities of his own.

Fighting in the 127-pound class during the annual Brigade Boxing Tournament last March, the first classman (senior) from Quezon



Navy airman Lyndreth L. "Tugger" Palmer in Indian dress he wore while winning the title of National Senior World Champion Indian Dancer.



SK2 Elsie Koch gets set to roll another ball down the lane after completing her record-breaking, three-game series of 676.

City in the Philippines won a unanimous third round decision and thereby became the first midshipman in Academy history to win four consecutive boxing championships.

Perhaps the most interesting aspect of Roilo's skill in the ring is that he was a virtual washout as an athlete before he entered the Academy. He had no previous dedication to boxing, and was never overjoyed with his performance in other events during high school in Quezon City and while prepping for the Academy at the University of the Philippines.

When he entered the Academy

four years ago, Roilo learned that midshipmen must participate in intramural athletics and attempt to compete in one varsity-level sport.

"I tried boxing. You might say I backed into the ring."

However, Roilo soon learned to rely on tactics rather than hard punches, and quickly established himself as Brigade Champion for his weight class. He since has dominated the 127-pound title.

Roilo also is supermidish outside the ring. In addition to work on the humor magazine *Log*, in which his character Supermid appears, Roilo devotes considerable time to the study of mathematics. He has made the Superintendent's List five of his seven semesters at the Academy.

Roilo also was selected to command the 23rd Company for the Winter Set, a distinction reserved for midshipmen who rate high in military leadership.

Wave Bowls 676 Series

Strike. Strike. Another for a turkey. Another. A spare. A strike. Another strike.

And so it went as Storekeeper 2nd Class Elsie Koch rolled three consecutive 200-plus games recently at the NAS Memphis bowling lanes. In the process, Elsie amassed a 676 series, a new house record and only 20 pins shy of the all-time Tennessee State Women's record.

Elsie, whose full-time job is with the NAS Supply Department, takes her part-time bowling seriously. A member of the Women's International Bowling Congress, she has made creditable showings in league competition, and may be the lady to watch during this year's All Navy tournament in San Diego.

Champion Indian Dancer

ABOUT 100 YEARS ago, people from the Kiowa Indian tribe in Oklahoma danced to the beat of drums. Today, Navy Airman Lyndreth L. "Tugger" Palmer performs those same authentic Indian dances.

While stationed at the Naval Station in Kodiak, Alaska, Tugger competed in the 1969 American Indian Exposition competition at

Anadarko, Okla., and won the title of National Senior World Champion Indian Dancer. Tugger since has been reassigned to the carrier USS *Constellation* (CVA 64).

Indians from all over North America participated. Canadians and contestants from the United States competed for honors in the Oklahoma competition. Virtually every Indian tribe in the country was represented. The junior division consisted of people ages nine to 18 and the senior division included everyone over 18.

Tugger, who started dancing when he was three years old, performed the Solo Dance, Shield Dance, War Dance, Round Dance, Eagle Dance and Hoop Dance.

THE SOLO DANCE displays the individual's ability to move methodically to the rhythmic sounds of drums and chanting singers. The Indian dancer uses a free and flowing rhythm which is different from the systematic movements of other dances. He is free to move anywhere, but his whole body must aesthetically conform to the sounds of music and his feet must move and stop with the rhythm of the drum.

The Shield Dance pits two warriors against each other to determine who is the strongest. In this dance of conflict, shields and lances are brandished against one another while the contestants simulate combat.

The War Dance prepared warriors for battle. It whipped their passions, stimulated their adrenal glands and generally psyched them up for war. "The War Dance gave braves more enthusiasm and power to accomplish their task," says Tugger. It also created an appropriate atmosphere for a powwow to map strategy for the upcoming battle.

FOR THE POWERFUL, majestic Eagle Dance, elaborately feathered costumes are decorated with beaded designs. If a single feather falls from a dancer's costume during the competition, he is disqualified. "Many dancers move too vigorously and thus lose feathers. The secret

to winning is to move swiftly and gracefully," Tugger stated.

Social by nature, the Round Dance is simply performed by gathering and moving in a circle. Performers of this dance invite friends and tourists to join them in a circle of friendship—one in which all join hands.

A Hoop Dance is basically a skill dance. Competence is needed to perform this dance in which hoops are used to make designs. Some dancers use as many as 18 hoops in their performance.

Tugger was one of six dancers who represented the Southwest Indian tribes at the 1967 American Indian Art Festival in Washington,



HH-2D Navy helo from NAS Lakehurst rescues horse from 18-hour entrapment.

D. C. The festival was sponsored by the Bureau of Indian Affairs, Department of the Interior.

THE NAVYMAN has performed in all sections of the U. S. In the summers of 1967 and 1968, he was a member of the wild west show, "Six Flags Over Texas," at Arlington, Tex.

Get a Horse

In its time, Helicopter Combat Support Squadron Two of NAS Lakehurst, N. J., has rescued people from Greek mountains, Vietna-

mese jungles and the waters of almost every sea in the world. This year, it was even called upon to rescue a horse.

The animal was buried belly deep in mud after a 15-foot fall down an embankment. All other possible methods of rescue having failed, the horse's owner put in a distress call to HC-2's commanding officer who immediately dispatched a helicopter and crew to the scene.

Within minutes, the helicopter crew had placed a sling around the mired animal while a local veterinarian administered a tranquilizing shot.

When the horse was in a sufficiently calm mood, the HH-2D chopper hovered while the sling was attached, then, very gently, the 1200-pound animal was pulled free of the mud and moved 800 feet to solid ground.

The rescue was reminiscent of a scene several years ago when another NAS Lakehurst Squadron (Helicopter Utility Squadron 4) airlifted Newfoundland caribou from a corral at Togue Pond, Maine, to the heights of Mount Katahdin.

The big animals had once been native to Katahdin but hunters had made them extinct in that area until the state of Maine decided to reinstate a herd.

Newfoundland game rangers had rounded up 18 does and six stags and shipped them to the base of Mount Katahdin which, from a caribou's point of view, approaches Paradise. There was plenty of lichen—moss which caribou like to eat; it was cold; and, best of all, there were no people.

Each beast was felled with a dart-shaped tranquilizer pellet and minutes later was snoring lustily.

The caribou were placed in wooden cradles, their legs were trussed, and they were blanketed with canvas and airlifted to their new home where they were untrussed and left to awaken.

The airlift lasted one day as caribou after caribou sailed serenely out of the Togue Pond corral to Katahdin's heights and a happier land than they had ever known.

TODAY'S NAVY

ACTOV: Accelerated Turnover

AT CAM RANH BAY, the Navy Supply Facility's Repair Department must keep about 50 boats in good working condition, and that's no small job even under normal conditions.

But circumstances aren't what they once were. Because of the Accelerated Turnover Program (ACTOV) which transfers U. S. equipment to the Republic of Vietnam, the facility's workload has been increased by the presence of Vietnamese Navymen in groups of

approximately 50 at a time. The newcomers are being trained over a period of 12 weeks to operate their own shops at My Tho, An Thoi and elsewhere.

The training program presents some unusual facets, one of which is the language barrier. Few of the trainees speak English and the U. S. Navymen know only a smattering of Vietnamese. There was definitely a problem.

The difficulty was bridged, however, when the U. S. Navymen devised some training aids for use

in the shops. Frequently, the aids took the form of large boards showing illustrations of tools, machine parts and other items with which the students work.

Lettering is in both English and Vietnamese and soon produces a bilingual communication between student and teacher.

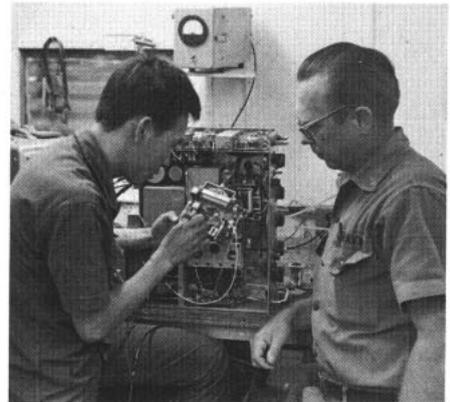
The Vietnamese Navymen usually arrive at the school directly from recruit training where they were given a preliminary job classification based on aptitude tests and their previous experience.

As soon as the students come aboard, they are taken in tow by a U. S. petty officer who maintains a close working liaison with the Vietnamese Navy and ensures that the students' quarters and pay are arranged for before training begins.

Teaching is done on the job in one of the department's eight shops where enough skills are taught for the students to troubleshoot the



Vietnamese Navy students are congratulated on their completion of NSF Repair Department's on-the-job training.



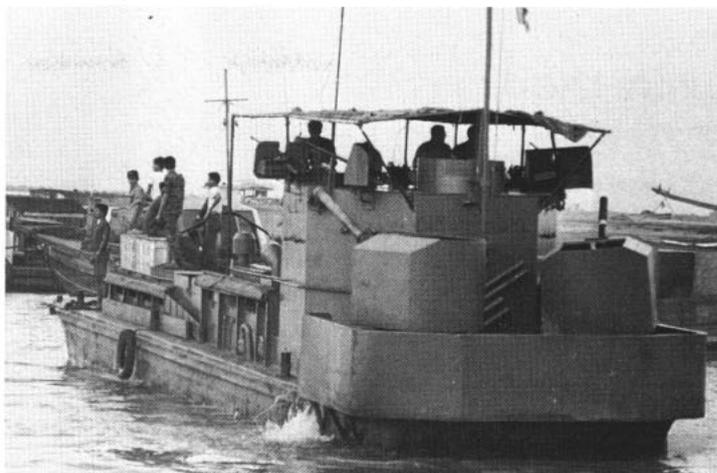
ETC watches as Vietnamese Navy student checks radio equipment.



LCM (above) and PBR (below) are two of the craft Vietnamese students learn to repair.



A training schedule is reviewed.



Left: U. S. Navy advisor and Vietnamese sailor chat on bow of their monitor. Above: Monitor of River Patrol Group 81 stops at village on the Cho Gau Canal. Below left: An advisor checks his chart to determine the exact location of his monitor craft. Below right: Navymen prepare to board monitor craft.

electrical system of any boat they are likely to encounter.

Basic welding techniques are also taught with particular emphasis being given to repairing aluminum-hulled *Swift* boats.

In the engine repair shop, the Vietnamese students receive instructions on how to overhaul completely boat engines as diverse as small outboard motors and diesels. The men assigned to the machine shop learn to operate metal lathes and milling machines on which they will fabricate new boat parts at their own bases.

Although the training load represented by the Vietnamese students often slows repair work temporarily at Cam Ranh Bay, the over-all schedule doesn't suffer appreciably.

The Vietnamese sailors are quick to learn their jobs and, after a while, the U. S. Navymen find themselves with extra hands to catch up on the work which accumulated because of their teaching duties. —JOCM Richard Baier

Changing Times on Cho Gau

At about the same time every month, between 40 and 200 junks and barges chug along the Mekong Delta's Cho Gau Canal. The cargo is mostly rice, the largest part of which is delivered to a cement plant at Ha Tien.

The rice convoy would be a sitting duck for the Viet Cong if it



were not for River Patrol Group Eighty-One which rides shotgun on the Cho Gau.

U. S. Navy forces formerly protected the convoy but recently the duty has passed to the Vietnamese Navy.

A. U. S. Navy enlisted advisor is aboard one of the heavily armed monitors in the convoy. He knows that the knee-high rice which extends to the canal's edge and the overhanging tree branches provide excellent cover for an ambush. He also knows the slow moving and regularly scheduled boats make good targets.

Even the monitor in which he is riding could easily be fired upon as it marks time while the rest of the convoy steams ahead, two abreast. After the barges and junks have passed, the monitor's captain ma-



neuvers his 300-ton craft into a rear guard position.

The American advisor reflects on how times have changed. Not very long ago when a convoy was attacked, U. S. Navymen would call in air strikes and artillery cover when needed.

Now, the Viet Cong has learned to respect the monitors' fire power and rarely attacks. When he does, Vietnamese gunboats move to the attack and, when needed, Vietnamese aviation and artillery in the area provide support.

Times have changed.

—Photos by
PHC J. E. Markham, USN

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

Pass in Review



GMCM D. D. BLACK

Last year the Petty Officer Performance Review Board was established by BuPersNote 1610 of 14 Nov 1969, and met for the first time last January.

After the board had finished screening 4061 service records of senior and master chief petty officers (all with dates of

rank before January 1967), only 75 men were considered to be falling down in their performances and merited some sort of administrative action. It is encouraging to me and should be to all enlisted men, that only a very small percentage of senior and master chief petty officers have not been meeting the standards that are expected of them and their contemporaries.

Since the announcement was made that a performance review board was being established, I have received many inquiries asking how many men will be "axed" and what will the board look at in a man's service jacket. To alleviate any misconceptions and fears you may have about the actions of future review boards, let me assure you that the man who is doing his job has nothing to worry about. In fact, after looking at the records of the 4000 senior petty officers, the board was highly impressed with their records and performances. The 10 senior officers who comprised the board are all experienced naval officers, totally familiar with professional requirements, and well versed in reviewing and evaluating enlisted service jackets. Also, to dispel any doubts, the board met with no planned reduction quota in mind or intended.

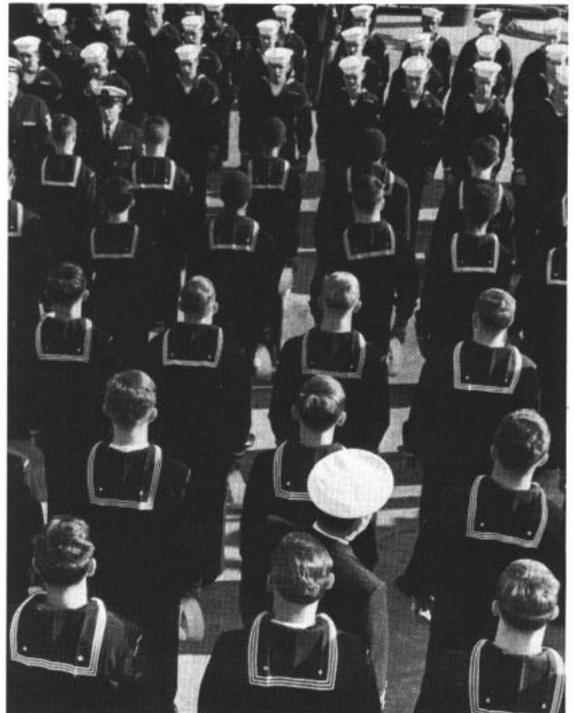
The 75 senior petty officers were either: (1) sent letters of warning; (2) sent letters of warning plus a request for special six-month evaluations from their commands; (3) sent letters of warning and are required to receive the approval of the Chief of Naval Personnel prior to reenlisting; or

(4) immediately transferred to the Fleet Reserve because of extremely poor performance. Earlier these men must have been good Navymen to have achieved the grades they had attained. But somewhere they slipped—perhaps recently, or perhaps earlier in their naval careers.

At some time in their careers, perhaps these men began to feel that they had reached their desired goals and no longer needed to carry out their obligations to their men and to the Navy. In these cases, the board serves to eliminate those men who are not contributing to the maintenance of a highly professional enlisted career force. The functions of the board are intended to assure career personnel that their high professional standards and competence are recognized and that these same attitudes will be expected and required of their contemporaries.

The records of the men who were sent letters of warning will be looked at again, and it is hoped that further action will not be necessary. Also, in the future, I hope that fewer and fewer people will have to be reminded that they are not fulfilling their service responsibilities.

As we move toward a finer system of quality control, and as the Navy decreases in size so that quality and not quantity is stressed, the need for Petty Officer Performance Review Boards will decrease. By its present existence, we are able to see that only a small number of men are not doing their jobs. This number indicates that there is progress being made toward bettering the quality of today's Navy and today's Navyman.



bulletin board

More Money Scheduled for VRB Bonuses

MORE MONEY is scheduled to be added to the Variable Reenlistment Bonus program on 1 July, resulting in increased bonuses for the majority of those in certain ratings who make the step up into the category of career Navymen.

As in the past, the total VRB is determined by multiplying the amount of reenlistment bonus by a multiple of from one through four, according to the eligibility of the rating concerned.

This fiscal year, two ratings have been added to the VRB eligibility list and four others have been approved for higher award levels.

For the first time, the Tradesman rating has been added to the eligibility list at the Multiple Three level, and when the new Ocean Systems Technician rating is established on 1 Sep 1970, it will be rated Multiple Four. The Patternmaker rating has been upgraded to Multiple Three from Multiple One, and the Aerographer's Mate and Aviation Structural Mechanic ratings will draw Multiple Two instead of Multiple One.

From 1 July on, VRB for Communications Technicians will be awarded by each particular branch rather than for the entire rating as it has been done in the past. In this regard, CTI, CTM, CTO, CTR and CTT Branches will be eligible for Multiple Four, while the CTA Branch will be eligible for Multiple Three.

The Quartermaster rating, on the other hand, was dropped to Multiple Three.

HERE'S THE ENTIRE FY 1971 VRB eligibility list:

- Multiple Four—AC, AQ, AT, AW, BT, CTI, CTM, CTO, CTR, CTT, DC, DP, DS, EM, EN, ET, FT, IC, MM, PT, RD, RM, SF, and ST (OT effective 1 Sep 1970).

- Multiple Three—AE, AO, CTA, GMG, GMT, MR, OM, PM, QM, SM, TD, and TM.

- Multiple Two—AG, AM, BU, CE, CM, DK, EA, EO, IM, SW, UT, plus NEC's HM-8406, HM-8412, HM-8414, HM-8416, HM-8417, HM-8432, HM-8492 and HM-8493.

- Multiple One—CS and SK.

New Committees Will Review Retirement Programs, Policies and Report to SecNav

New committees have been established to keep the Secretary of the Navy abreast of retired military personnel matters. They are composed of retired Navy and Marine Corps officers and enlisted men and members of the Fleet Reserve.

The committees will review the effectiveness of retirement programs and policies and make whatever recommendations deemed necessary concerning pay, benefits, privileges, and assistance needed by Navy and Marine Corps retirees, and will keep the Secretary informed concerning morale in the retired community.

The committees' membership will include disability retirees and retired WAVES with representation from each geographical region of the continental United States.

All members will be nominated by the Chief of Naval Operations and the Commandant of the Marine Corps to serve for four years. However, so that terms of service may be staggered, the first members on the committees will be appointed to terms of two, three, or four years.

Twice each year, when the committees are called into session, each member who accepts the invitation will receive temporary active duty orders for travel to and from Washington, D. C. Acceptance of the temporary active duty orders will be voluntary.

The committees will establish their own rules of procedure. Their actions will be purely advisory and the Secretary of the Navy will determine what action



BIG BONUS—EM2 Norman E. Richards, serving on board USS Forrest Royal (DD 872), reenlisted for six years and received a VRB of \$9,414.00. (The 'M' is the Roman numeral for 1000.)

should be taken on matters upon which a majority of the members agree.

Complete details concerning the Secretary of the Navy Advisory Committees on Retired Officer and Enlisted Personnel may be found in SecNav Inst. 5420.169 of 15 May 1970.

Uniform Changes Provide for New Style White Jacket for CPOs Beginning in 1971

A new style service dress white coat will be phased in for chief petty officers beginning in May 1971.

The new coat is of single-breasted, three-button, pressed collar design, with a plain back and two side vents. The front has four patch pockets with buttoned flaps similar to the pockets on the service dress khaki coat.

Suitable blend materials are authorized for fabrication of the new white uniform (the trousers are of conventional style), and it may be either washed or dry-cleaned.

The uniform will be optional beginning in May 1971, and mandatory in May 1973.

Honorably Separated Navymen Will Receive Certificate From President

Navymen who leave the service honorably will now receive a "Well Done" signed by the President.

The new Certificate of Appreciation will be presented to naval officers and men who are being discharged or released from active duty whose separation



is characterized "Honorable," except in the following cases:

- Discharge for conscientious objection, unsuitability, security, unfitness or misconduct.
- Separation due to an unsatisfactory finding by a selection board.
- Other individual cases exempted by the Chief of Naval Personnel.

Navymen who are being transferred to the Fleet Reserve or the Retired List with pay will not receive the new certificate, since they receive other special certificates in recognition of their service. In addition, men will not be eligible for the certificate if they are being released from their initial active duty for training, ACDUTRA programs in the Naval Reserve, or active duty of less than 90 days.

The document will be presented at the same time the separated man receives a letter of appreciation from his commanding officer, as provided for in the *BuPers Manual*, article 3810240.

The certificate, DD Form 1725, will be available

in the supply system after July 1970. Type commanders and separating activities have already received initial stocks of the document.

Men separated after 19 Jan 1969 who did not receive the certificate may request one from the Naval Reserve Manpower Center, Bainbridge, Md. 21905, if in the inactive Reserve, or from the Chief of Naval Personnel, Navy Department, Washington, D. C. 20370, if discharged.

Additional information on the certificate is in BuPers Notice 1900 of 7 May 1970.

Activities Offering Top Personal Property Services Are Eligible for New Award

A new award has been established to honor outstanding performance by naval activities which move and store Navymen's household goods and personal property.

The annual Personal Property Activity of the Year Awards, administered by the Naval Supply Systems Command, are designed to promote increased command support in management of the personal property program, and to recognize publicly the activities which provide the best service.

Two awards will be given every year — one to an office handling 7000 or more shipments a year, and one to an activity handling less than 7000 shipments.

Evaluation will be made by a committee composed of representatives from NavShips, BuPers and the Household Goods Carriers Associations which will consider four areas: organization, facilities management, technical proficiency, and the use of management innovations.

Management commands will submit nominations of finalists by 1 October for the 1970 competition. The committee will select the two winners by 30 November.

Increased Shipments by Air Will Speed Transfer of HHE to Overseas Stations

WHEN YOU'RE TRANSFERRED to or from an overseas shore station, you and your family almost always travel by air. Now, in some cases, your furniture and other belongings are being flown overseas as well.

Only one per cent of U. S. servicemen's household goods shipments between CONUS and overseas are now going by air. However, the success of the first few months of air shipments by the Military Traffic Management and Terminal Service (MTMTS) makes it appear likely that more air shipments will be made in the future.

One of the advantages of air shipment over ocean freight is evident: your belongings arrive faster, allowing you to set up housekeeping at your new station with less delay, expense (to you and the government), and inconvenience.

Other advantages might not be so immediately apparent, but they're real factors in MTMTS' decision to try air shipments. For instance, air cargo is handled

only about half as much as surface shipments, reducing the chances of damage or pilferage to your property. And, in some cases, air shipment can even cost the government less than ocean shipment.

MTMTS began airlifting household goods in September 1969 for military men and families returning to CONUS from U. S. bases in Spain, Turkey, Crete, Libya and Greece — areas where sea shipment took even longer than usual because of limited sailings.

A month later, the service was expanded to include shipments to and from Bermuda, Ethiopia, Saudi Arabia, Congo and the Azores.

Goods shipped to CONUS from overseas are flown by Military Airlift Command (MAC), either on a military or commercial charter flight, to Dover Air Force Base, Delaware, or Charleston AFB, South Carolina. There the shipment is turned over to a commercial moving firm, which delivers it to the family's new home in the States.

A typical shipment—from New York to the Azores—takes 12 days by air, one-third of the time a surface shipment would take. Actual flying time is less than a day; the rest of the time is accounted for in pickup of the goods at the old home, travel by truck to the airport, and pickup and delivery at the destination.

Considering all expenses and savings, this sample shipment costs the government about \$44 for each hundred pounds. The same shipment by sea would cost \$55.40 per hundredweight.

Air shipment appears to save the government money in several ways, according to MTMTS. The goods are often shipped space-available on MAC aircraft, and therefore the expense of a special flight is saved; the service doesn't have to pay for weeks of hotel accommodations for the family while they're waiting for furnishings to arrive (while, of course, the family is

spared the trouble of living out of suitcases); and the reduction in handling means fewer loss and damage claims.

For many moves, ships are still the most economical way to ship your household goods, and the delay is often minimized in locations where there are frequent sailings. Surface transport will still be used for moving for some time to come.

But MTMTS is studying the situation, and expects to find more and more cases in which air freight can be used. For instance, when the new jumbo jets enter cargo service, they will bring lower shipping rates, making air shipment more economical than surface transport on some routes.

With air shipments being expanded, there's a good chance that on some of your future overseas transfers, your furniture will arrive before you do.

Expeditionary Medal Awarded to Ships And Units for Korea Service During 1969

Members of the U. S. Armed Forces who served in or near the Republic of Korea from about May through December 1969 may be eligible to receive the Armed Forces Expeditionary Medal (Korea).

Eligible Navymen must have been attached to a ship or unit listed in BuPers Notice 1650 of 24 Mar 1970. They must also actually have entered the area during the eligibility period (or any part of it).

Ship and station personnel offices have copies of the BuPers notice on which eligibility for the medal is based.

The medals will be distributed by individual commands and may be obtained from: Commanding Officer, Naval Publications and Forms Center, 5801 Tabor Ave., Philadelphia, Pa. 19120.

USS BLUE (DD 744) is eligible for the Armed Forces Expeditionary Medal for Korean service. Are you eligible for this award? For a list of ships and units and eligibility dates, refer to the directive listed on this page.



Calling All PO3s**A BIG, NEW CAREER INCENTIVE**

Another career incentive goes on the books this month.

Effective 1 July, petty officers third class who have served between two and four years of a total six-year active duty obligation are entitled to certain travel and household moving benefits. It was reported as a recommendation in the May issue of *ALL HANDS* (page 11) on career motivation, and has now gone into effect with the publication of SecNav Notice 7220 of 4 Jun 1970.

Now being incorporated into *Joint Travel Regulations*, the benefits include the following privileges for PO3s after completing two years of a six-year active duty obligation:

- Travel of dependents.

- Transportation of household effects.
- Dislocation allowance.
- Trailer allowance (in lieu of transportation of household effects and dislocation allowance).
- Transportation of automobile overseas.
- Overseas allowance.
- Evacuation allowance.

These benefits already are available to Navymen in pay grade E-4 who have served more than four years of active duty.

Individuals who have served less than four, but more than two years, may extend their enlistments to have the obligation needed to cash in on these benefits. You can get the details from your personnel office.

No More Liberty Cards Required, Except Under Special Situations

The era of the Liberty Card has ended.

Effective 25 May 1970, the Armed Forces Liberty Pass—the 2½-by-3½-inch document carried by petty officers 3rd class and below — was canceled by OpNav Notice 1050. Accordingly, the requirement listed in BuPers Manual 3030200 is also canceled.

Under certain circumstances, however, liberty passes (DD Form 345) may be required where considered necessary for security or other special reasons in the judgment of the commanding officer or senior in the chain of command.

The decision to discontinue the liberty card stems from the opinion of policy makers that the great majority of Navymen are responsible, dependable individuals and therefore should not be required to prove in writing that they are officially authorized to be away from their command. There are other ways of determining an individual's eligibility for liberty, such as duty lists, watch bills and checkout logs.

Hereafter, the Armed Forces Identification Card, DD Form 2N, will be considered a sufficient means of identification.

Good Advancement Prospects for Senior and Master CPOs Despite Strength Cutback

Advancement quotas for Master and Senior Chief Petty Officer candidates currently being forwarded to the fiscal year 1971 MCPO/SCPO Selection Board provide for the selection of 577 MCPO candidates and 1871 SCPO candidates.

This is comparable to the number of MCPO/SCPO advancements authorized in fiscal year 1970 and reflects adequate advancement opportunity in the face of petty officer strength cutbacks currently programmed for fiscal year 1971.

It should be remembered, however, that these quotas determine the maximum number of primary

selectees (those candidates for whom advancement will be authorized).

In summary: Should there be insufficient qualified candidates, these quotas will not be filled. Advancement opportunity varies by rate, and rating, but the over-all FY 71 advancement picture for MCPO/SCPO candidates is bright.

Revised Guide Spells Out Rights and Benefits in Retirement, Fleet Reserve

A new edition of the *Navy Guide for Retired Personnel and Their Families* (NavPers 15891C) has been published and distributed to all Navy ships and stations.

The fourth edition of the guide contains updated information for retired Navymen and members of the Fleet Reserve on their rights and privileges, including benefits from federal and state agencies; restrictions on civilian employment; and family protection and survivor benefits.

The publication is intended for distribution to Navymen 18 months before their planned retirement or transfer to the Fleet Reserve, to give them time to plan for retirement and inform their families of the benefits they can expect.

Two information copies of the guide are being sent to all ships and stations. Additional copies may be requisitioned through the usual channels.

List of New Motion Pictures Currently Available to Ships and Overseas Bases

Here's a list of recently released 16-mm feature motion pictures available to ships and overseas bases from the Navy Motion Picture Service.

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

Hail Hero! (C): Drama; Michael Douglas, Teresa Wright.

The Landriders (C): Western; Telly Savalas, George Maharis.

What Ever Happened to Aunt Alice? (C): Drama; Geraldine Page, Ruth Gordon.

Arabella (C): Comedy; Verna Lisi, James Fox.

Cactus Flower (C): Comedy; Walter Matthau, Ingrid Bergman.

Downhill Racer (C): Drama; Robert Redford, Camilla Sparv.

Marlowe (C): Drama; James Garner, Gayle Hunnicutt.

Frankenstein Must Be Destroyed (C): Horror; Peter Cushing, Simon Ward.

The Reivers (WS) (C): Comedy; Steve McQueen, Will Geer.

On Her Majesty's Secret Service (WS) (C): Drama; George Lazenby, Diana Rigg.

The Comic (C): Comedy Drama; Dick Van Dyke, Michele Lee.

Change of Mind (C): Drama; Raymond St. Jacques, Susan Oliver.

Take the Money and Run (C): Comedy; Woody Allen, Janet Margolin.

Moon Zero Two (C): Science Fiction; James Olson, Catherine Von Schell.

The Lawyer (C): Drama; Barry Newman, Harold Gould.

Who's Got the Black Box? (C): Drama; Andrea Genoves, Jean Seberg.

The Forbin Project (WS) (C): Science Fiction; Eric Braeden, Susan Clark.

The Ruthless Four (WS) (C): Western; Van Heflin, Gilbert Roland.

Topaz (C): Drama; Frederick Stafford, Dany Robin.

The Dunwich Horror (C): Drama; Sandra Dee, Dean Stockwell.

Those Were the Happy Times (WS) (C): Musical; Julie Andrews, Richard Crenna.

Don't Drink the Water (C): Comedy; Jackie Gleason, Estelle Parsons.

Ring of Bright Water (C): Drama; Bill Travers, Virginia McKenna.

Flareup (C): Melodrama; Raquel Welch, James Stacy.

The Five Man Army (C): Drama; Peter Graves, James Daly.

Scream and Scream Again (C): Drama; Vincent Price, Alfred Marks.

The Challengers (C): Drama; Darren McGavin, Sean Garrison.

Night Gallery (C): Mystery; Joan Crawford, Ossie Davis.

Krakatoa, East of Java (WS) (C): Drama; Maximilian Schell, Diane Baker.

Viva Max (C): Comedy; Peter Ustinov, Pamela Tiffin.

Generation (C): Comedy; Kim Darby, David Janssen.

River of Mystery (C): Drama; Edmond O'Brien, Vic Morrow.

New and Revised Correspondence Courses Are Now Available from Scotia Center

Seven enlisted courses have been revised and are now available from the Correspondence Course Center, Scotia, N.Y. 12302:

- *Aerographer's Mate 1 & C*, NavPers 91603-1A (supersedes NavPers 91603-1).

- *Aviation Structural Mechanic E 3 & 2*, NavPers 91622-1B (supersedes NavPers 91622-1A).

- *Boilermaker 1 & C*, NavPers 91515-1A (supersedes NavPers 91515-1).

- *Builder 1 & C*, NavPers 91586-3 (supersedes NavPers 91586-2A).

- *Photographer's Mate 1 & C*, NavPers 91649-C (supersedes NavPers 91649-B).

Two of the revised courses are classified confidential:

- *Gunner's Mate Missiles 1 & C*, NavPers 91380-A (supersedes NavPers 91380).

- *Sonar Technician G 3 & 2*, NavPers 91261-1C (supersedes NavPers 91261-1B).

One officer course—*Leadership*, NavPers 10903-A2 (supersedes NavPers 10903-A1)—has also been revised.

Two enlisted courses are now available under the adjunct self-study programmed-instruction program:

- *Personnelman 3 & 2*, NavPers 13500.

- *Storekeeper 3 & 2*, NavPers 13502.

One new classified confidential enlisted course is available:

- *Fire Control Technician (M) 3 & 2*, NavPers 91342.



REENLISTMENT QUALITY CONTROL

"TO HAVE QUALITY," said Secretary of the Navy John H. Chafee, "means not only the best in ships, aircraft, missiles and equipment; it also means the best of people."

The outgoing Chief of Naval Operations, Admiral Thomas H. Moorer, was equally specific: "The Navy cannot afford to retain the man who has neither the potential nor the desire to serve in progressively more responsible positions."

That's the message of the Navy's Reenlistment Quality Control Program, aimed at raising the quality and prestige of career Navymen.

In the most recent addition to the program, the Navy has set new standards for reenlistment beyond 22 and 25 years, and established a way to recognize outstanding performance when a man reenlists.

BuPers Instruction 1133.22 sets the new standards. Unless a man receives special permission, he must:

- Be a petty officer or, if in Pay Grade E-3, have served as a PO in the current enlistment, or have passed the PO3 exam and be currently recommended for advancement, to be eligible for a first reenlistment. (This requirement has been in effect since 1 Nov 1969.)

- Effective 1 Jul 1971, be at least a PO1 who has passed the CPO exam to be eligible for a reenlistment that will make his service extend beyond 22 years.

- Effective 1 Jul 1971, be a CPO or above to be eligible for service beyond 25 years.

A man's commanding officer may request a meritorious waiver of these qualifications for men with exceptionally good records who want to continue their service. However, this doesn't mean that everyone will be given a waiver; it will only be for those judged by the CO to be real assets to the Navy.

A NEW REENLISTMENT eligibility classification has been established: "Recommended for Preferred Reenlistment." To win this honor, a man must be at least a PO3 who has passed the PO2 exam, and have an over-all trait average of 3.6 or above in his evaluations in the current enlistment.

The new classification will help the CO to distinguish the Navymen whose performance and professional growth are significantly higher than the minimum requirements for continuing a naval career.

However, it should be noted that a man who doesn't quite meet the qualifications for this elite designation is still eligible for all the privileges of reenlistment, as long as his commanding officer designates him as eligible to reenlist.

In more detail, here's how the quality control program works:

"Reenlistment," for the purposes of this program,

includes shipping over by USN or USNR men on active duty; reenlistment after broken service; enlistment of Reservists in the Regular Navy; or extension of active duty for 12 or more months.

For a first reenlistment, a man must be serving as a petty officer, or if serving in pay grade E-3, have passed the PO3 test and be currently recommended for advancement, or have formerly served as a PO in the present enlistment and be currently recommended for advancement to PO3.

Nonpetty officers who reenlisted before 1 Nov 1969 must receive special permission from the Chief of Naval Personnel for a second reenlistment, if they will have served less than eight years at their EAOS and if they have never fulfilled the requirements above for a first reenlistment.

BEFORE A MAN may reenlist for a period which would take him beyond 22 years of active day-for-day service, he must be at least a PO1 who has passed the exam for chief and be currently recommended for advancement to CPO.

To be able to reenlist for a period which will extend beyond the 25-year mark in active day-for-day service, a man must be at least a chief petty officer.

A question arises on first-term reenlistments: what happens to men who enlisted in the Regular Navy for less than four years, or Reservists with only a two-year active duty obligation?

Commanding officers may give men in both these categories a one-time extension to bring their total active duty to 47 months, thus allowing them as much time as the four-year men to take and pass the PO3 exam. Not everyone will automatically receive this extension — commanding officers are supposed to limit it to men who have shown real potential for being able to make a rate.

However, there's an exception: 2X6 Reservists (those with a two-year active duty obligation out of six years' total) cannot receive an extension past the fourth year of their enlistment, since they are allowed only four years of inactive and active time to meet the standards. (For instance, a man who had a year of inactive duty before his two years of active duty may only be given an 11-month extension to qualify for reenlistment.)

PETTY OFFICERS WHO ARE NEARING the 22- or 25-year mark who don't qualify for reenlistment under the new standards may be permitted to obligate for additional service under these conditions:

- If a man's EAOS is before 1 Jul 1971 and he has less than 15 months to serve until his 22nd or 25th year — or if he is already serving beyond the allowable time — he may receive a 15-month extension.

for the professional navyman

The Reenlistment Quality Control Program is aimed at maintaining the high standards of a professional sea service with personnel capable of serving in progressively more responsible positions. Representative of the responsible Navyman is ADJ1 Robert D. Hunt, shown here being awarded the Silver Star for action in the Republic of Vietnam.



• If his EAOS is before 1 Jul 1971 and he needs more than 15 months to serve until the 22- or 25-year mark, or if his EAOS is on or after 1 Jul 1971, he may reenlist or extend for a period expiring as soon as possible after he reaches 22 or 25 years, whichever applies to his case.

If a man nearing 22 or 25 years decides to leave active duty rather than take one of the above extensions, there's another provision in his favor. If his EAOS comes three months or less before the date on which he would be eligible for a higher rate of retainer pay, he may extend for a period expiring on the

day the higher multiple goes into effect. He will be transferred to the Fleet Reserve or the Reserve Retired List on that day.

If any of these extensions would give a man a total of more than 48 months of extensions in an enlistment, a request for additional obligated service must be submitted to BuPers.

Men who are eligible for Seavey, but who would miss out on a shore assignment because of the service limitation, may be allowed to extend for the time required to enter Seavey.

And, of course, if a man meets the professional

achievement requirements while he's on any of these special extensions — for instance, if a PO1 passes the CPO test while serving out his 15-month extension that takes him past 22 years — he may then reenlist if he is otherwise qualified.

Men in pay grade E-3 who have been approved for rating conversion through formal school training are not required to pass the PO3 test to be eligible for first reenlistment, since their performance has already shown potential for successful professional achievement.

Men with good records may receive meritorious waivers of the service requirements from the Chief of Naval Personnel if their CO decides they are well qualified for continued naval service. The CO will

consider the Navy's need for each man's rating or NEC, along with the man's own personal and professional performance, before deciding whether a waiver is advisable.

IN LINE WITH THE NEW RULES, there are now four possible entries in a man's record referring to his reenlistment status:

- "Recommended for Preferred Reenlistment" — for PO2s and above or for PO3s who have passed the PO2 exam, who have a minimum over-all trait average of 3.6 for the current enlistment and are fully qualified for reenlistment. Further standards for this entry are being developed to be applied at various career reenlistments.

Some of the newest reenlistment standards designed to improve the quality of the Navy's career force and to increase the professional opportunities of the career petty officer are outlined in the accompanying article. There are others.

Last year, a memorandum from the director of the Enlisted Personnel Division of BuPers was sent out to all commanding officers of Navy units. It included a checklist of items the CO should consider when deciding whether to recommend a man for reenlistment, advancement or separation.

This checklist is reproduced below, with some items slightly reworded and some administrative remarks deleted. The authority for each item is in parentheses, followed by comments on the item.

The standards in this list are the basis for the Navy's Personnel Quality Control program.

Check yourself.

- Performance evaluations must be based objectively on demonstrated performance and abilities as compared to Navy standards. (BuPersMan 3410150.4.)

- Only members *fully qualified* should be recommended for advancement. (BuPersMan 2230160.2.a.) The final decision on whether a man who has passed an advancement exam is fully qualified to be advanced rests with the CO.

- Demonstrated incompetency in professional performance or leadership is cause for a reduction (or a recommendation for reduction) in rate. (BuPersMan 3420140.3.) Two consecutive regular evaluations, or one regular and one special evaluation covering at least three months, are enough cause for this action.

- At annual service record verification, first-termers whose performance is jeopardizing an honorable separation must sign Page 13 warning. (BuPersMan 5030120.4.b.) Continuation of past substandard performance may lead to less than honorable separation.

- First-termers should be separated if they are non-petty officer material with more than 12 months' service, below 11th-grade education, GCT

You Can Measure Yourself

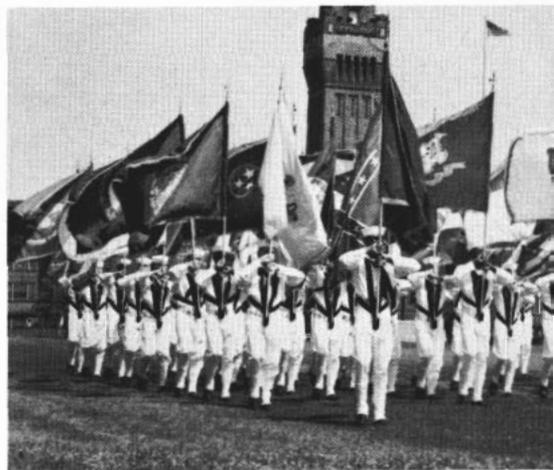
below 42, and marks below minimum for honorable discharge and for reenlistment. (BuPersMan 3410150.15.b.) Men who fall below these standards who are considered a burden to the command because of substandard performance or inability to adapt will not be allowed to continue their Navy service.

- Men who show chronic alcoholism, irresponsibility or character behavior disorders should be recommended for unsuitability separation. (BuPersMan 3420180.)

- Men should be recommended for unfitness separation if their records show frequent discreditable involvement with civil or military authorities; established shirking; or dishonorable failure to pay debts, support their families or comply with court orders on dependent support. (BuPersMan 3420220.)

- Men who will not or cannot perform satisfactorily must not be retained in the Navy, but should be given an administrative discharge or separation. (BuPers Notice 1910 of 28 Aug 1968.)

- An agreement to extend must be canceled



•“Eligible for Reenlistment” – for men who meet all the minimum requirements for shipping over. Men with this classification are eligible for any reenlistment incentives for which they qualify.

•“Eligible for Reenlistment but Not Currently Qualified by Professional Growth Criterion” – for non-petty officers in pay grade E-3, with otherwise satisfactory performance, who are ineligible for first reenlistment only because they have not served as a PO3 or passed the PO3 exam. Men in this classification may not reenlist without prior approval by the Chief of Naval Personnel. This entry is only used when a man is otherwise eligible for first reenlistment. It is not used for 2X6 Reservists who complete initial tours of active duty of less than 47 months.

•“Not Eligible for Reenlistment” – for men who do not meet the minimum standards for reenlistment or are not desired for continued Navy service. Men in this classification cannot reenlist without specific approval by the Chief of Naval Personnel.

2X6 Naval Reservists who complete their initial period of active duty in less than 47 months may also be classified either Eligible, or Not Eligible, for reenlistment depending upon their performance on active duty and their potential for further service.

Quality means the best in people. Reenlistment Quality Control is one way the Navy keeps its quality high by keeping its best men—the professionals who have what it takes for a Navy career.

For more on this subject see the box below.

By These Quality Standards

when the man is no longer recommended for reenlistment. (BuPersMan 1050150.9.g.) The agreement may be canceled before the operative date when the man fails to meet the minimum standards for reenlistment, or when his performance or conduct shows that he lacks career potential.

•The number of a man's dependents should be reviewed before reenlistment. (BuPersMan 1040300.19.) It is possible for men to become administrative liabilities because an excessive number of dependents might bring on indebtedness, restriction on assignment, and frequent requests for special consideration.

•Minimum evaluation marks for reenlistment are 2.7 over-all and 3.0 in military behavior. (BuPersMan 3410150.15.a.) Men with lower marks must receive BuPers approval for reenlistment.

•Not everyone who meets the minimum marks criteria will be designated eligible for reenlistment. (BuPersMan 3840120.2.) The CO will record a full explanation of his reasons for not classifying the individual involved as eligible for reenlistment

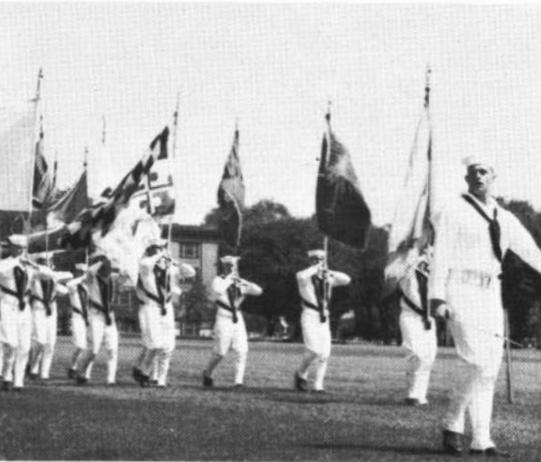
on Page 13 of the service record.

•For a first-term reenlistment, a man must be a petty officer, an E-3 who has passed the PO3 exam and been recommended for advancement, or an E-3 who served as a PO during the current enlistment and is presently recommended for advancement. (BuPers Inst. 1133.22.) For details, see the accompanying article.

•Reenlistment eligibility code is required for the service record's Report of Discharge page. (BuPers Inst. 1900.2 series.) A separated Navyman who wants to reenlist must present the original of this page to the recruiter when applying for reenlistment. If he was designated “Recommended for Preferred Reenlistment,” or “Eligible for Reenlistment,” the recruiter may reenlist him; if he held any of the other two classifications listed at the end of the accompanying article, the recruiter must get BuPers approval before he may reenlist the man.

•When the CO is considering any reenlistment recommendation, he must consider the man's over-all potential: leadership, prospective growth, education, GCT, attitude, etc. (BuPersMan 3410150.15.c.) He will look at the man's record of dependency, GCT and education, advancement progress, in-service education, civil and military disciplinary record, and performance evaluations.

•An honorable discharge requires an over-all trait average of at least 2.7 and an average of not less than 3.0 in military behavior. The CO may recommend a one-year extension for deserving men to give them a further chance to earn an honorable separation, or recommend an honorable separation if an extension is not desired or appropriate. (BuPersMan 3410150.14.) The character of the separation at the end of the extension will be based entirely on the evaluations during the extension. If a man's marks do not meet the standards and no recommendation is given, he will be separated “under honorable conditions.” The awarding of Honorable Discharge does not require a classification of Eligible for Reenlistment.



BuPers Is Reviewing YN and PN Ratings, Aims to Solve Billeting Needs of Fleet

The Bureau of Naval Personnel is reviewing personnelman and yeoman billets to determine if the current distribution of PNs and YNs best fills personnel administration needs.

Early information from surveys and work studies indicates that more PNs are needed, and that many YNs are in billets where they must perform PN functions.

Although many commands, particularly small ones, have been forced to use YNs and PNs interchangeably, there appears to be some room to adjust billets to make such double duty less common.

A new yeoman NEC being studied by the Bureau will identify YNs who have enlisted personnel administration skills. The new NEC will be used to detail YNs to units which have no personnelman billets.

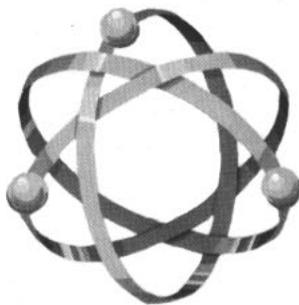
The billet review is first being focused on sea billets. Review of shore billets is complicated because of the civilian substitution programs in which 4681 YN and PN billets were civilianized between 1966 and 1969.

Any significant changes coming from the billet study will be phased in over an extended period, to protect advancement opportunities and provide equitable sea-shore rotation for men in the two ratings.

Polaris/Poseidon Specialists Join BuPers Centralized Detailing System

Effective 1 May, all rated and designated men with Polaris/Poseidon NECs have been added to the BuPers centralized distribution system.

All men with NECs 3301 through 3349 in the ratings ET, FTB, MT and TM are affected. From now on, their transfer orders will come directly from the Bureau of Naval Personnel, rather than from En-



listed Personnel Distribution Offices or from Fleet commanders in chief.

Men in this field should already have submitted duty preference cards to the Bureau. (The deadline was 1 April.) Hereafter, each man must submit a new card within four to six months after he arrives at a new ship or station, or whenever he wants to change his duty choices.

Centralized detailing removes the affected men from the Seavey-Shorvey system. They will be noti-

fied of new assignments about four months before their TCDs.

Unofficial or official correspondence on Polaris/Poseidon transfer matters may be addressed to Chief of Naval Personnel (Pers-B2132), Navy Department, Washington, D. C. 20370.

Lower College Tuition Rates Now Apply To Navymen, Dependents in 11 States

Probably you've thought about taking some college courses in your off-duty hours. But you might have decided not to because the state college where you're stationed charges high tuition for nonresidents.

Now, if you're assigned in one of the 11 states listed below, you and your family may take courses at state colleges and universities at the same low tuition as permanent residents of the state.

The states are California, Colorado, Hawaii, Louisiana, North Dakota, Ohio, Tennessee, Texas, Utah, Washington and Wisconsin.

For details of each state's tuition rates and provisions for active-duty servicemen and dependents, contact the registrar of the school you're interested in attending.

Efforts to make education less expensive for servicemen were suggested by the Secretary of the Navy's Task Force on Navy/Marine Corps Personnel Retention. In 1966, the Council of State Governments proposed in-state tuition privileges for servicemen and dependents.

As of last December, the 11 states listed had passed special laws allowing for such privileges.

You Take the High Road and You Take The High Road and You Take the High

The next time you move to or from an overseas area under permanent change of station orders, you most likely will travel by air. Here's why:

- All Military Sea Transportation Service transports have been withdrawn from scheduled passenger service.

- U. S. flag passenger ships are gradually being withdrawn from scheduled trade route service.

With regard to the latter, bookings for military passengers are dwindling rapidly.

In the Atlantic, the commercial liners *ss Atlantic*, *ss Constitution* and *ss Independence* have been removed from service in the Mediterranean area and at this writing were headed for a reserve status.

Also, *ss United States* has been removed from passenger service and there is no foreseeable prospect of her return to a regular schedule.

In the Pacific, where major passenger lines are emphasizing round-trip pleasure cruises, few passenger spaces are available to satisfy military requirements for one-way travel.

It is noted that when U. S. flag passenger ships are not available, U. S. flag commercial passenger/cargo liners may be used if excessive travel time would not be involved in making out-of-the-way ports. The Navy family is cautioned that such carriers do not

accept children under 12 years of age, and there usually are no medical facilities on board the ships.

In any case, the Bureau of Naval Personnel is attempting to procure available surface passenger spaces for Navymen and families who wish to travel by ocean liner.

However, air travel will continue to be the primary mode of transportation for both Navymen and dependents.

Commands Can Reduce Flight 'No-Shows' by Keeping Closer Track of Passengers

Overseas flights of Military Airlift Command planes sometimes take off with empty seats because scheduled passengers fail to report. Empty seats, of course, increase the per passenger cost of the flight.

BuPers Notice 4630 (23 Apr 1970) said the majority of no-shows are a result of:

- Failure of detaching commands to initiate timely cancellation procedures when orders are modified or canceled, or when it is known that an individual will not meet reporting instructions because of detachment date, temporary duty or additional leave en route.
- Duplicate reservation requests brought about by commands requesting a second port call for the same individual without referring to the original port call request.

Instructions for proper documentation of passengers and information on reservation confirmations are contained in BuPers Inst. 4650.14 series. Detaching commands are encouraged to review this directive.

Educational Services Center at Pensacola Aims to Meet Navyman's Specific Needs

Navymen at Pensacola who want more education — whether it's a high school diploma or a master's degree — now find it more convenient to achieve their goals.

The Chief of Naval Air Basic Training (CNABATRA) has opened a new Educational Services Center at NAS Pensacola, with six branches in various commands of the Pensacola Navy complex.

At the center and branch offices, Navymen can choose among educational opportunities to fit their own needs: high school and vocational studies, adult education classes, and courses counting toward associate's, bachelor's or master's degrees. Some of the classes meet on base; others are available on the campuses of the two participating schools, the University of West Florida and Pensacola Junior College.

A man checking into a Pensacola activity — or one already assigned there who wants to further his education — receives all the educational services he needs at the center.

He is counseled on his educational needs, applies for Tuition Aid or GI Bill Education assistance if necessary, and may sign up for classes offered by the local colleges, USAFI or other educational programs.

Designed for proximity and convenience, the Educational Services Center hopes to help officers, enlisted men, civilians and their dependents to define and

then achieve their educational goals, and to bring more courses to the stations where they will be more readily available to those who want them.

Particular emphasis is placed on academic standards for flight instructors. Almost half of the 1411 flight and academic instructors and support officers at CNABATRA do not have a bachelor's degree.

Before the center was established, a random selection of courses was available at the station. However, many Navymen found the on-base classes — and the alternative of individual attendance at the college campuses — inconvenient and incompatible with their work schedules.

A representative of CNABATRA visited bases of other services in Florida to gather ideas on how to expand educational opportunities. With these ideas and help from the two participating schools, the center was developed.

Rear Admiral H. S. Matthews, CNABATRA, told why he established the center: "Continuing education is, in our day and time, an absolute necessity, and it is becoming more and more recognized that spare time must be utilized to obtain higher education."

The center's objectives are to encourage a high school diploma for all enlisted men, a broadening vocational and remedial education for non-degree candidates, an associate degree for career-motivated enlisted men, a bachelor's degree for all commissioned officers, and a master's degree for qualified lieutenants and above.

Once a Navyman at Pensacola has decided how much education he wants, the new center can give him plenty of help.

Sketch of airman on Crash and Salvage Team, by NACAL artist Paul Ortlip, for Navy Art Cooperation and Liaison program.



Chances Are Better Than Ever If You Meet NESEP Quals

OKAY, YOU'RE DOING pretty well. You're a PO with a high school diploma; you've stayed out of trouble; and you've done your job in a way that has earned the respect of both your superiors and the men you supervise.

But do you have what it takes to be something *really* special? A college graduate and a naval officer, for instance?

It can happen with NESEP — in just five years (or even less, if you have some college credits). Interested? Now is the time to apply.

It's no pipe dream, either. Last year, three out of every four qualified applicants for the program were selected, and the prospects for this year's selections are equally bright.

NESEP (Navy Enlisted Scientific Education Program) candidates may be enlisted men or women, married or unmarried. On selection, they are given up to four years of uninterrupted education at one of 22 participating universities across the country.

During one of the summers, usually between the junior and senior years, they attend 10 weeks of Naval Officer Candidate School. Then, when they graduate from the university, they receive degrees in engineering, science or math, and are appointed as unrestricted line ensigns in the Regular Navy.

APPPLICATIONS FOR THE 1971 NESEP are being taken from 1 July through 1 October this year. You are eligible if you can answer "Yes" to all these questions:

- Are you a U. S. citizen by birth or naturalization?
- Will you have been on active duty, USN or USNR, for a year or more by 31 December this year? (Except in outstanding cases, only time outside service schools counts for this requirement.)

NESEP students between classes at the University of Texas in Austin.



- Are you serving as a petty officer, or do you expect to make PO3 from the August 1970 exam?

- Will you be 20 to 23 years old on 1 Jul 1971? (If you have some college credits, a waiver of the upper age limit may be given on the basis of one year for every year of transferable credits you have.)

- Are you a high school graduate, or have you completed three years of high school and have a GED equivalent with a grade of 75th percentile or above in all test areas?

- Is your combined GCT/ARI score 115 or above?

- Are you in good physical condition, not subject to motion sickness, with vision not worse than 20/100 correctable to 20/20? (The vision requirement applies only to male applicants.)

- Do you have a clean disciplinary record, both in your military service and with civil authorities?

- Do you meet the prospective naval officer's high standards of character, patriotism, sense of duty, personal conduct and financial responsibility? (Your CO will answer this question as he decides whether to recommend you for the program.)

IF YOU'VE MADE IT this far with all your answers affirmative, congratulations. You may be NESEP material.

Now the thing for you to do is: get hot on your application. It must arrive at BuPers no later than 1 October, and it must include quite a pile of papers to allow the selection board to make a decision.

For instance, you must enclose reports of a medical examination and your medical history; your high school (and college, if any) transcripts; evidence of citizenship if you were naturalized or born abroad of American parents; a Statement of Personal History and security questionnaire; a report on your evaluation by a three-officer board convened by your CO; the CO's recommendation; and several other items. Details are in BuPers Instruction 1510.69M CH-1; your personnel office or Educational Services Office has a copy.

After your application has been received in BuPers you will receive a postcard acknowledging receipt.

THE NEXT STEP is the NESEP screening exam, given Navywide on the second Monday in November. If you're serious about the program, you will have been studying for it for some time.

The exam covers math, algebra, geometry, trigonometry, physics, chemistry and verbal reasoning. Enclosure (8) to BuPers Inst. 1510.69M contains a list of USAFI courses you can use for refresher study in these areas, and some sample questions to give you an idea of what to expect.

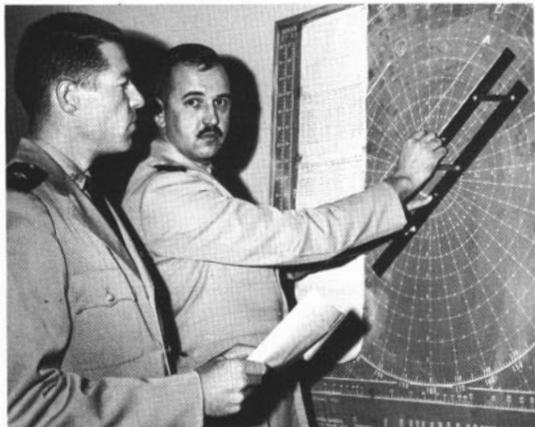
You don't pass or fail this exam. Your score is used to give you a relative standing among the applicants. The higher you score, the better your chances for selection.

After the exam results are in, a board meets at Bu-

Pers in January and February to consider applications. The board designates the applicants who appear best qualified as "provisionally selected candidates," and the candidates' names are published in a BuPers Notice 1510 in March.

Then the provisionally selected candidates are further screened with another test — a form of the Scholastic Aptitude Test (SAT) of the College Entrance Examination Boards. A Navyman who qualifies on the SAT for admission to a NESEP university will be kept in the program.

Two NESEP officer candidates use plotting board while working a problem.



IF YOU'VE MADE IT this far, you will receive orders to report to prep school in early June — either at the Naval Academy Preparatory School in Bainbridge or the Service Schools Command at NTC San Diego.

Before your prep school orders are carried out, you extend your enlistment to about 1 Sep 1972 or later—a year after you can expect to finish the prep school.

At the nine-week prep school, you receive refresher training in math, physics and English, and orientation in college academic requirements.

During this time you'll also be interviewed and assigned to one of 18 major fields — in engineering, science or math—and to a specific university; you'll receive another thorough medical and eye examination; and if you're interested and qualified, you may be given the chance to enter the nuclear power program.

After you've finished prep school satisfactorily and been accepted by a NESEP university for the fall term, you extend or reenlist for a total of six years (counting from the end of prep school)—and you're designated a NESEP Officer Candidate.

THEN WILL COME four years on campus, including summer sessions and OCS.

When you graduate, you'll obligate yourself for nine months of active duty for every six months of education you've received — at least four years.

As you put on your ensign's shoulder boards, you can reflect that four years is just about enough time to make lieutenant. After that, the sky's the limit.

You'll owe it all to hard work — and NESEP.

If You're Away from Home on Voting Day, Now's the Time to Check on Absentee Ballot

SINCE THE EARLY DAYS of the American Republic, the importance of voting has been emphasized as a right and as a responsibility. As far as military families are concerned, the exercise of the voting right in the past has sometimes been more complicated than it has been for other citizens, because their duties keep them on the move.

The Federal Voting Assistance Act of 1955 recommended that state governments take action to simplify voting by military personnel away from home.

Since that time, states have changed their election procedures to help service members cast absentee ballots.

Full access to the ballot box by all citizens of voting age is one means of preserving a democratic society and there are a variety of laws which ensure the right to vote.

Each state has its voting qualifications. If, for example, you are 18 years of age and a resident of Georgia, Guam or Kentucky, you are old enough to vote. Alaska sets the voting age at 19 and Hawaii at 20. All other states require that voters be 21.

States also specify a minimum period of residence before extending the right to vote. The political jurisdiction in which you lived before entering the Navy usually is considered your legal voting residence.

You may, of course, establish a legal residence elsewhere because time spent in the Navy can be counted toward meeting total residency requirements.

Despite the apparent ease of establishing residency, Navy men shouldn't make a change without giving the matter due consideration. Official residence also involves such factors as income tax, inheritance, divorce, adoption, liability, automobile registration and a number of other legal matters which are governed by state rather than federal law.

If you aren't a registered voter in any state, you should learn whether the state in which you legally reside requires registration — most do.

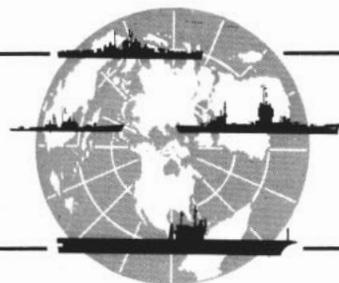
Many states permit absentee registration and some will register a qualified voter at the same time they accept a Federal Post Card Application or a voter absentee ballot. Other states require a voter to be registered before he applies for an absentee ballot.

Commanding officers usually appoint a commissioned, warrant or chief petty officer to administer the voting program.

If you want to obtain an absentee ballot, or have some problem concerning the mechanics of voting, you should contact your voting officer or one of his assistants. It is their duty to give prospective voters accurate, factual and unbiased information on how servicemen and members of their families may vote either by absentee ballot or in person.

No Navy men should worry about being influenced by the voting officer or anyone else. The ballot is secret and the use of influence in the voter's choice of a candidate is strictly prohibited.

Letters to the Editor



Ribbon Colors Have Meaning

SIR: I have always wondered what the colors on service ribbons signify. Although I have asked a number of people, none has been able to tell me why certain colors and designs are used on a designated ribbon.—Mrs. R. R. G.

•Whenever possible, the colors for service ribbons are chosen because they have some relationship to the service being recognized or to other awards to which they are related. Other patterns and colors are selected because of heraldic considerations.

Patterns of vertical or horizontal stripes are required to differentiate between various awards.

The Navy and Marine Corps Medal ribbon bar, for example, is blue, gold and red. These are the colors of the Navy and Marine Corps.

The Vietnamese Service Medal ribbon bar uses yellow and red, the colors of the Republic of Vietnam flag.—Ed.

Dental Treatment for Veterans

SIR: After my discharge I received dental treatment from the Veterans Administration. Later, I needed further treatment, but was denied. Why?—A. F. M.

•A discharged veteran is entitled to one-time dental treatment if he applies within a year after discharge. If he applies within 12 months and is examined within 14 months, the dentist can determine without reviewing the man's military records that his existing dental disabilities, other than missing teeth, were incurred during service.

In addition, veterans in some categories are entitled to repeat treatment. They include those receiving compensation for a service-connected dental condition or disability; those whose service-connected noncompensable

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

dental problems resulted from combat wounds or service injuries; former POWs; those suffering from some other service-connected condition or disability if their dental problem directly aggravated their condition; and those disabled veterans receiving training under the Vocational Rehabilitation Act who need dental treatment to prevent interruption of their training.

Evidently your case didn't qualify for repeat treatment. Sorry.—Ed.

Sheds Light on Smoking Lamp

SIR: Our local safety publication is preparing an article on smoking regulations and we would like to find out the origin of the traditional smoking lamp. Do you have anything on this?—LT R. W. C.

•The exact date and origin of the smoking lamp has been lost; however, it probably came into use during the 16th century, according to the Naval History Division.

Existing records show that the smoking lamp in the beginning was devised mainly as a safety measure. Regulations restricted smoking to certain areas, such as the fo'c'sle or an area directly surrounding the galley to keep the hazard of fire away from highly combustible woodwork and gunpowder. Lamps hung in these areas provided smokers with the means to light up.

Even after the invention of matches in the 1830s, the lamp was an item

of convenience to the smoker. When particularly hazardous operations or work required that smoking be curtailed, the unlit lamp relayed the message.

Today, the smoking lamp has survived only as a figure of speech. When the officer of the deck says, "The smoking lamp is out," before drills, refueling or transferring of ammunition, that is the Navy's way of saying, "no smoking."—Ed.

Retroactive Pay Increases

SIR: Can you tell me whether the Armed Forces have received any retroactive pay in the past eight years?—WO1 D. W. A., USN.

•Yes. Public Law 90-207, passed by the 90th Congress, and enacted on 16 Dec 1967, provided for an increase in military pay retroactive to 1 Oct 1967.

Before then, Public Law 89-501, enacted on 13 Jul 1966, was retroactive to 1 Jul 1966.

The most recent pay raise, signed into effect on 16 April, provided for retroactive increases to 1 Jan 1970. This pay increase was authorized by Public Law 90-207, which provides that whenever Civil Service pay is hiked, so is military.—Ed.

BAQ vs Cost of Housing

SIR: Some time ago I read an article in a commercial Navy-interest publication on BAQ, telling how the amounts each pay grade receives are determined.

I was greatly surprised to discover that housing cost figures, from which the allowances are determined, include the cost of housing unmarried personnel in barracks. Naturally, the cost of housing two or three hundred men in one structure will be a great deal lower than the amount the same

number of men would have to pay if they were providing their own quarters elsewhere.

This appears to be the reason insufficient BAQ allowances are paid to military personnel — especially in the lower pay grades, which have a large number of single men. Now I understand why BAQ does not cover the costs of maintaining a household in the civilian community.

Do you know if there are, or have ever been, any proposals for allotting BAQ based on the actual cost of civilian housing? I feel now that the present system is unfair and should be changed.—ACC C. R. M., USN.

● *The relationship of Basic Allowance for Quarters (BAQ) to actual housing costs is a bit more complex than you may realize, Chief. According to the pay experts in BuPers, you actually get more BAQ than you seem to — although the amount you receive still isn't quite as much as you might expect to pay for civilian housing.*

Now that we've thoroughly confused you, we'll explain.

Even when the present BAQ system was established in 1949, the allowance wasn't intended to cover every cent of housing costs — and since then, costs have risen much faster than BAQ, especially during the last 10 years. Meanwhile, PO3s (over four years) and above haven't had a BAQ adjustment since 1963.

To cloud the picture further, there's the "comparable raise" system that came into effect with the passage of Public Law 90-207, under which military pay is raised every time federal civil service employees receive a pay raise. This setup was responsible for the pay raises of 1 Oct 1967, 1 Jul 1968, 1 Jul 1969, and 1 Jan 1970.

The amount of the military pay raise is figured on the basis of Regular Military Compensation (RMC) — which includes basic pay, quarters and subsistence allowances, and the tax advantage on the allowances. Servicemen are given a raise in RMC equivalent to the average pay raise for civil servants.

However, the raise is all added to basic pay, rather than being distributed among the pay and allowances.

In effect, then, Navymen have received a raise in BAQ with every one of the last four pay raises, since part of each raise was based on the amount of BAQ they were receiving. See?

So in theory, real BAQ has risen by 26.8 per cent as a result of the last four raises in basic pay. For example, a married CPO in effect receives \$145.69 a month in BAQ — \$114.90 in the regular allowance, and \$30.79 more as part of his basic pay raises over the last three and a half years.

That isn't to say that \$145.69 is necessarily enough to put a roof over the heads of the wife and kids. A recent survey showed that, in fact, the chiefs pay an average of \$154 a month for family housing. (By the way, civilians earning the same amount of money pay about \$162 a month.)

But it does indicate that Navymen are receiving more BAQ than appears on the pay scale, and that they shouldn't feel cheated if they have to pay more for housing than the amount of their housing allowance.

Our experts inform us that there are no plans to readjust BAQ levels closer to real housing costs in the future. But they note that much of the confusion caused by the present system would be eliminated under the military pay system now being studied by the Defense Department, in which

quarters and subsistence allowances would be combined with basic pay into a simple salary.

Of course, there are many pros and cons to the proposed new pay system. But we must agree with the experts that one great advantage of it would be that you'd know more nearly where you stand.—ED.

Proud of Selection Percentage

SIR: Those of us who serve on board uss *Lapon* (SSN 661) are proud of our sharp ship and outstanding crew, and now we think we have a record.

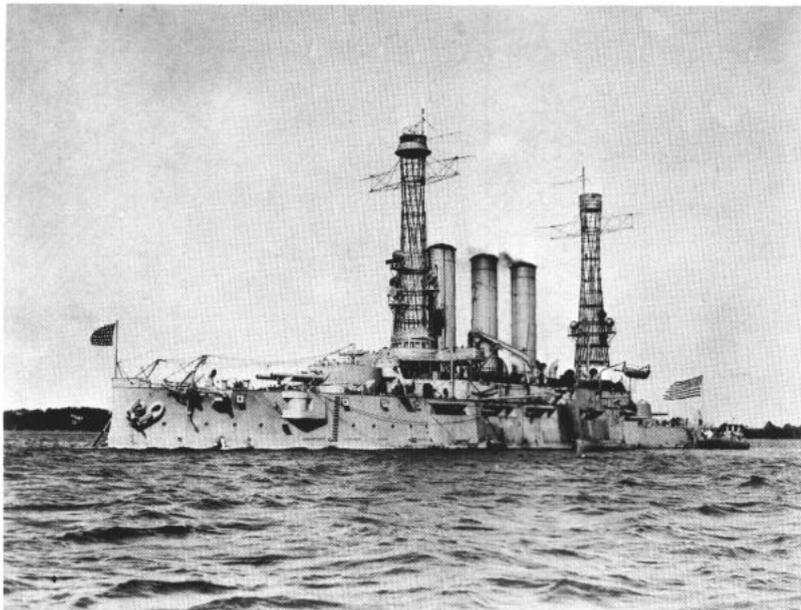
Of the six men on board *Lapon* who applied for appointment to warrant officer, five—better than 80 per cent—were selected.

What's more, these five men (from a command with less than 100 enlisted men) represent one per cent of the latest warrant officer selections from throughout the Navy.—EMC (SS) P. W. B.

● *We haven't heard of a higher percentage for the category you claim, so we'll consider *Lapon* the qualified champ and present your figures for the scrutiny of statisticians attached to other commands. Congratulations.—ED.*

The guided missile destroyer USS *Cochrane* (DDG 21) underway off the coast of Hawaii.





USS Maine Battleship No. 10 took name of ship blown up in Havana.

Back in the Days of the Battlewagons

SIR: I'm confused. Perhaps you can help me.

I have always understood that a battleship was a large, heavily armed, heavily armored ship with a hull number and the class designation of BB. However, in references to the Spanish-American war, *uss Texas, Maine, New York* and *Indiana* have been referred to variously as armored cruisers, second-class battleships and battleships. Which, if any, are what?

However, in this connection, I have run across references to *uss Indiana* (the one referred to above) as the first *true* battleship with the designation of BB 1. If so, what was there about her that made her so? If not, which one was?

Another point that is somewhat fuzzy: Was the *uss Maine* which made the cruise with the Great White Fleet the same *Maine* sunk in Havana Harbor at the beginning of the Spanish-American war? I have an idea that the Great White Fleet made its cruise after the war. If so, was *Maine* raised and repaired?

One final problem: What happened to BB 25? If it was completed, why doesn't it have a name? If it wasn't, why isn't *uss South Carolina* (BB 26) designated as BB 25?

I'm sure you will be able to answer these questions without any trouble, but I haven't been able to find them with the resources at my command. Thanks a lot.—M. M. B.

• *A fine bucket of worms you've handed us. A few years ago one of our staff writers sold us on the idea of doing a brief — so he said — article on the evolution of the battleship. We agreed.*

A few months later we wondered

what had happened to the article. We then discovered that he had acquired a minimum amount of enthusiasm and a vast quantity of notes, utterly incomprehensible and contradictory. The project was dropped right there. As you say, the situation is confusing.

Since that time, we have learned to buck such problems to the Ships' Histories Section, Naval History Division, of OpNav. We did so in your case, and they found your questions intriguing — certainly not insoluble. Here is what they have to say:

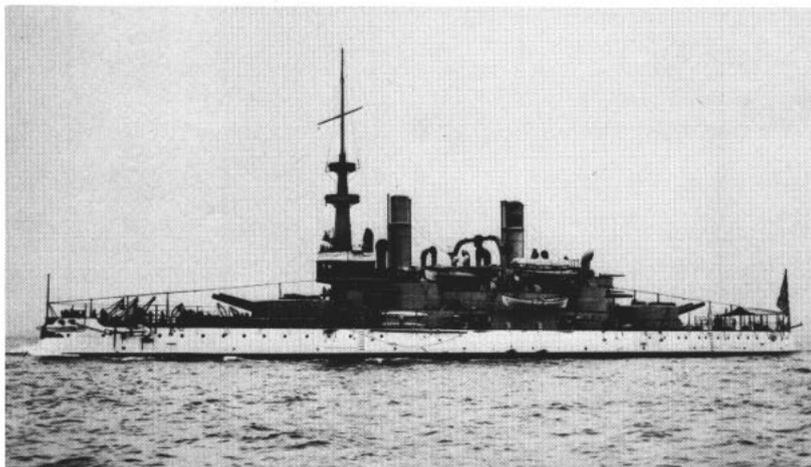
A battleship can be defined as a large, heavily armored seagoing warship armed with the heaviest guns. The three essential elements are size, protection and heavy armament.

A ship possessing only one or two of these elements would not be a true battleship. For instance, the battle cruiser was large and carried heavy guns, but was only lightly armored. Some 20th-century monitors and coast defense ships of other navies had big guns, but were small and not very heavily armored. None of these could be called battleships.

Of course, such things as size and armament are relative. A ship that was the last word in size and power in 1900 was a museum piece by 1920. Indiana (BB 1) of 1895 displaced 10,288 tons and carried four 13-inch guns, while Iowa (BB 61) of 1943 was 45,000 tons with nine 16-inchers. Early battleships were slow; BBs of World War II were among the fastest big ships afloat.

With these criteria in mind, the

USS Indiana Battleship No. 1



answers to your first two questions are: Texas, Maine and Indiana were battleships, while New York was an armored cruiser. Indiana was not the first battleship — but she was the first first-class battleship. Which brings us to the tangled question of battleship terminology. Read on.

The matter of hull numbers and the "BB" designation requires some explanation. It can become confusing.

Not all U. S. battleships had hull numbers. Maine and Texas, commissioned in 1895, were laid down before numbers began to come into common use, and were never assigned any as battleships. Therefore, Indiana was BB 1 because she was the first battlewagon built after hull numbers began to be used.

As for the "BB" designation, it was not adopted until 1920, by which time most of our earlier battleships were on their way to the scrap pile. The older ships were designated as BBs only during the last two or three years of their careers; but the abbreviation is used for convenience when referring to battleships at an earlier date.

For instance, we can speak of Indiana (BB 1) taking part in the Battle of Santiago in 1898, though she was then carried on the Navy List as Battleship No. 1. The "BB" abbreviation didn't come until 22 years later.

At the time of the Spanish-American War, Texas and Maine were classed as "second-class" battleships. This was no reflection on the battle readiness of their crews. The differentiation came into use in 1897 to distinguish these two older ships, with their obsolete battery arrangement, from later "first-class" battleships — the first of which was Indiana. Maine and Texas had two turrets arranged off-center or "in echelon," one to either beam; "first-class" battleships had their main turrets on the centerline.

Some confusion in terminology is almost inevitable. Terms were often not precisely used in the early days of the battleship era, so different designations are often given to the same ship at the same time by different people. However, we believe the designations given are in keeping with the criteria for battleships.

Compared to the problem of deciding what a battleship is and isn't,

answering your last two questions is easy.

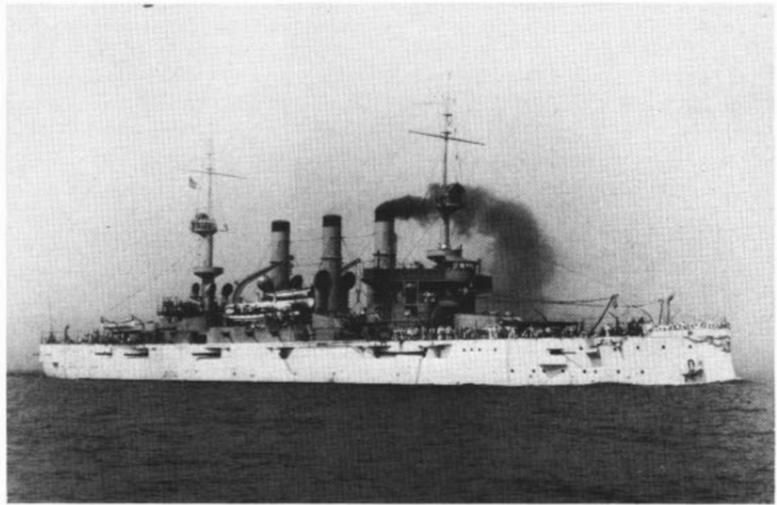
The Maine that sailed with the Great White Fleet, Battleship No. 10, was laid down in 1899 and given the name of the older battleship blown up at Havana the year before. The wreck of the old Maine was salvaged in 1912. She was never repaired; her ruined hull was ceremoniously sent to the bottom in the Straits of Florida.

BB 25 was New Hampshire, last ship of the Connecticut (BB 18) class. She was commissioned in 1908 and served through World War I.

A list of all U. S. battleships which

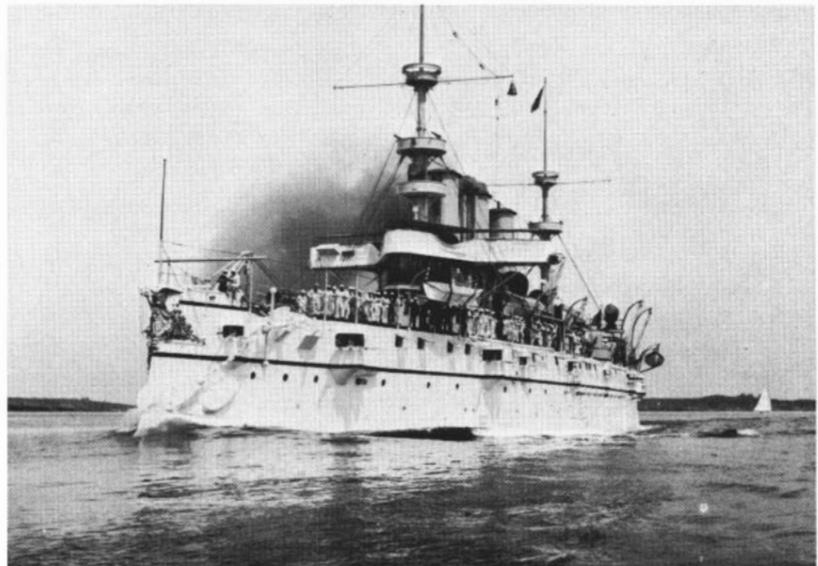
were ever authorized or commissioned is an appendix to Volume I of the "Dictionary of American Naval Fighting Ships," compiled by the Naval History Division and for sale from the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20402. The Naval History Division can also provide bibliographies and other help in research.

We'd like to hear about any interesting tidbits of information that you and other readers find in your researches. As you can tell, we share your fascination with the history and traditions of the Navy.—Ed.



Here is BB 25, USS New Hampshire.

Armored cruiser New York.



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**, Pers G 15, Arlington Annex, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• *uss New Mexico* (BB 40)—The 13th annual reunion will be held 19 September in San Diego. Harry T. Thorsen, 2221 Wightman St., San Diego, Calif. 92104, has the details.

• *uss Patrick Henry* (SSBN 599)—A 10-year reunion will be held in New London 21-23 August. For information contact USS Patrick Henry Alumni Assoc., Box 660, Groton, Conn. 06340.

• *League of Naval Destroyermen*—Former members of Destroyer Division 34 and the destroyers *Murphy* (DD 603), *Butler* (DD 636), *Gherardi* (DD 637), *Herndon* (DD 638) and *Shubrick* (DD 639) will hold a reunion in Boston 6-9 August. Details are available from Wilbur L. Heard, R#1, Box 129, Jefferson, Ohio 44047.

• *uss Bennett* (DD 473)—A family vacation-style reunion will be held in Boston 6-9 August. Frank J. Hanratty, 41 Highland

St., Auburn, Mass. 01501, has the details.

• *Guam Medical*—Former members of Lion Six Medical Personnel and Base Hospital 18, Guam, who served during the period 1944-1945, will hold a reunion in New York City next October. For information contact Emanuel Ratner, 839 Lydia Lane, Westbury, N. Y. 11590.

• *uss Gleaves* (DD 423)—A 30th anniversary reunion will be held in Seekonk, Mass., on 25 July. John D. Bussey, 89 Catlin Ave., Rumford, R. I. 02916, has details.

• *uss Raymond* (DE 341)—Former crewmembers who served during World War II are invited to contact Tony Castelli, 10 Mantle Drive, Whitesboro, N. Y. 13492, for information with regard to a reunion next October.

• *River Patrol Force* (TF 116)—Former members of TF 116 will hold their third annual reunion picnic in the Norfolk, Va., area on 15 August. Contact YNC John C. Williams, USN, P. O. Box 5523, Virginia Beach, Va. 23455.

• *uss Medusa* (AR 1)—The 24th annual reunion and picnic will be held in San Pedro, Calif., on 16 August. Contact M. A. Moss, 3950 Gardenia Ave., Long Beach, Calif. 90807, for details.

Disabled in the Fleet Reserve?

SIR: After a man is transferred to the Fleet Reserve, is he required to have a physical examination every four years? If so, and he is found to be partially disabled because of a non-service-connected accident, what happens to his status as a member of the Fleet Reserve?

Could he be separated with severance pay or would he be administratively transferred from the Fleet Reserve to the retired list?—WO R. H. E.

• *Fleet Reserve members are currently required to have a physical every four years and, if they are found to be not physically qualified for duty, they are placed on the retired list but not separated. Their pay remains the same in such cases.*—ED.

Salute Medal of Honor Winner?

SIR: I would like some information on enlisted Medal of Honor recipients. Do they rate a salute and should they be addressed as "Sir?"—YN2 R. E. S., USN.

• *Enlisted men who have earned the Medal of Honor are frequently honored in different ways but the honors come from the heart and not the rule book.*

The belief that armed forces regulations require a salute probably originated in news photos and movies which have shown the Medal of Honor being presented to an enlisted man who, after the ceremony and with the reviewing officers, returns the salute of troops as they pass in review.

To repeat, a man does not rate a

salute solely because he is a recipient of the Medal of Honor.—ED.

Too Many Stars

SIR: *Uniform Regulations* specifies that stars (worn in lieu of subsequent awards of the same medal or ribbon) should be worn in a horizontal row on the suspension ribbon of large and miniature medals.

What happens when the stars are so numerous that the ribbon won't accommodate them? This frequently happens when miniature medals are worn.—LT W. S. B., USNR.

• *Uniform Regs also specifies that, if a larger number of attachments are authorized than can be placed in a horizontal line on the suspension ribbon, only those which can be properly placed shall be worn.*—ED.

Where Do You Wear Wings?

SIR: Are officers who have earned both Combat Aircrew Wings and Naval Aviator Wings allowed to wear both? If so, what should be their position on the uniform?

I would also like to know the criteria for wearing stars on the Combat Aircrew Wings. —CDR A. R. Z., USNR.

• *Yes, officers can wear both Aviation Wings and Combat Aircrew Wings despite the fact that the latter were discontinued in 1957.*

Inasmuch as the Aviator Insignia has precedence above all others (except the Astronaut Insignia), it should be worn centered immediately above your ribbons or medals. The Combat Aircrew Insignia should be worn centered below your ribbons or medals.

Battle stars on the Combat Aircrew Insignia were authorized for combat aircrewmen who: Engaged enemy aircraft singly or in formation; engaged armed enemy vessels with bombs, torpedoes or machine guns; engaged in bombing or offensive operations against enemy fortified positions.

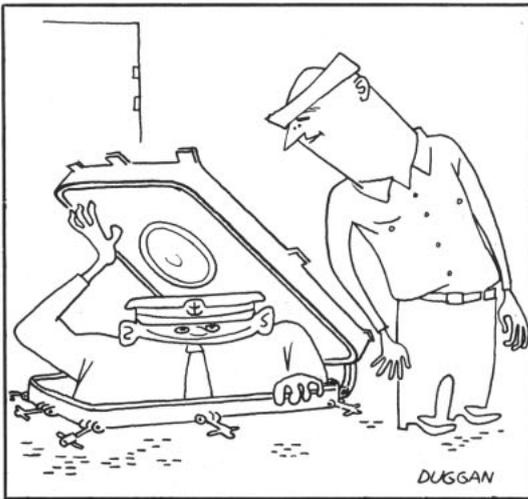
One star is authorized on the Combat Aircrew Wings for each separate action with a maximum of three stars permitted.—ED.



"Why if it isn't Hank Hamilton from the frozen food depot."



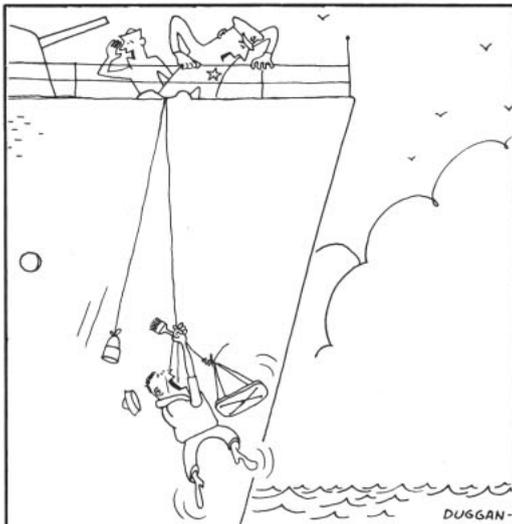
"See a jeep around here without a driver?"



"Yes, I just closed it, . . . why, Chief?"



"Gosh! What a catch!"



"Hang on, lad, help's coming—and for gosh sake don't drop that brush—it's the last one we get from Supply!"



"Don't mention it, Chief—always glad to do cumshaw work for the MAA shack."

TAFFRAIL TALK

WHEN BILL PIERSON, a 26-year-old Navy veteran, completed his tour of service, he decided to go back to college. And that is what he was doing a few weeks ago when he got his name in the papers.

According to reports in the nation's press, Bill was on the way to class at San Diego State College when he saw about 150 students participating in a demonstration on the college campus.

The demonstrating didn't bother him. But what he saw happening to the American flag did.

One group was trying to pull the flag down while another was pulling it back up. The flag was beginning to look like a yo-yo.

Bill Pierson made up his mind instantly. No one was going to show disrespect to the flag without cutting him down first.

So for three and a half hours he planted his 6-foot-3, 255-pound frame in front of the flagpole to protect it. He made a formidable obstacle. Bill has played center for San Diego State and has been drafted by the New York Jets.

Some of the demonstrators taunted him. They threatened to burn him, the school and the flag. Some put their faces right up to his and shouted to hell with God, the flag and the country.

"I was frightened," Bill says, "not physically, but by what they were saying."

"The one thing on their mind was the flag. They wanted it down. I told them it wasn't coming down while I was there."

Bill's wife Barbara heard what he was doing and became frightened for him. When his vigil ended, she cried, kissed him and told him how proud she was of him.

Hundreds of people agreed, and called, wrote or telegraphed Bill to tell him so, according to a report by one of the press services.

One telegram from a California lady said simply: "I've lost two sons in the Vietnam war. God bless you."

The former Navyman couldn't quite understand what all the fuss was about. "People are responding as if I did something courageous or uncommon," he said, "but to me it was a relatively simple thing to do."

The ghost of Barbara Fritchie, who came to the rescue of the flag a century ago, must be proud of Bill Pierson. We are.

★ ★ ★

Take several pounds of sand and wrap it in rags and a tough canvas cover with canvas handles. Find an area large enough to stretch a volleyball net across. Recruit players for each side and a game played by members of the Seventh Fleet Amphibious Force staff is ready to begin. It's called bean bag.

The game, they say, is fun, competitive and a means for good exercise while deployed with the flagship USS Eldorado (LCC 11). It is popular, as evidenced by the waiting list for the court that has been set up on El Dorado's topside deck.

Serving and scoring are patterned after volleyball, but bean bag otherwise seems to be a game of defensive strategy.

The All Hands Staff

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Interesting story material and photographs from individuals, ships, stations, squadrons and other sources are solicited. All material received is carefully considered for publication.

There's a good story in every job that's being performed either afloat or ashore. The man on the scene is best qualified to tell what's going on in his outfit.

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, black-and-white, and also color transparencies. 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. The photographer's name should also be given.

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• AT RIGHT: HEADS UP — Line handlers on board ocean escort USS Bronstein (DE 1037) work during highline transfer operations with destroyer USS James E. Kyes (DD 787).—Photo by PHC John W. Gorman, USN.





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