ALL HANDS

MARCH 1971

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NASA
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KOOSA

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ALL HANDS

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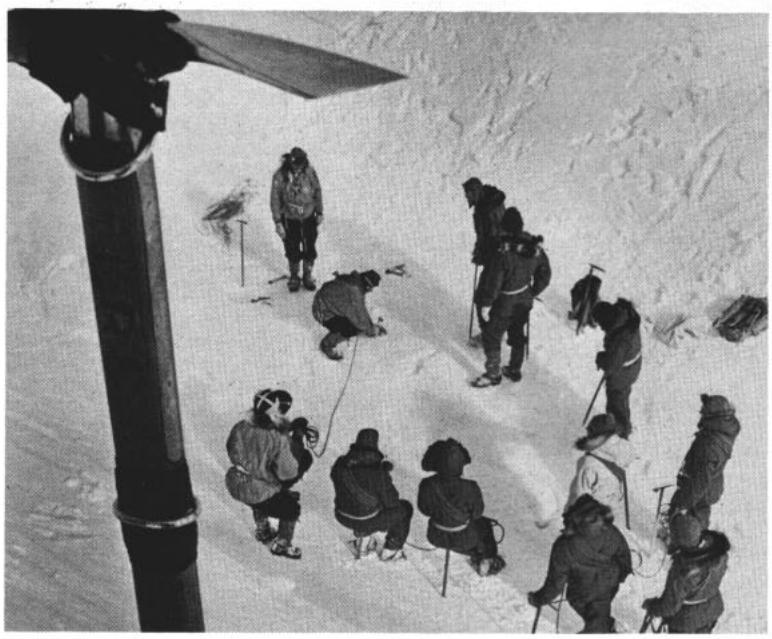
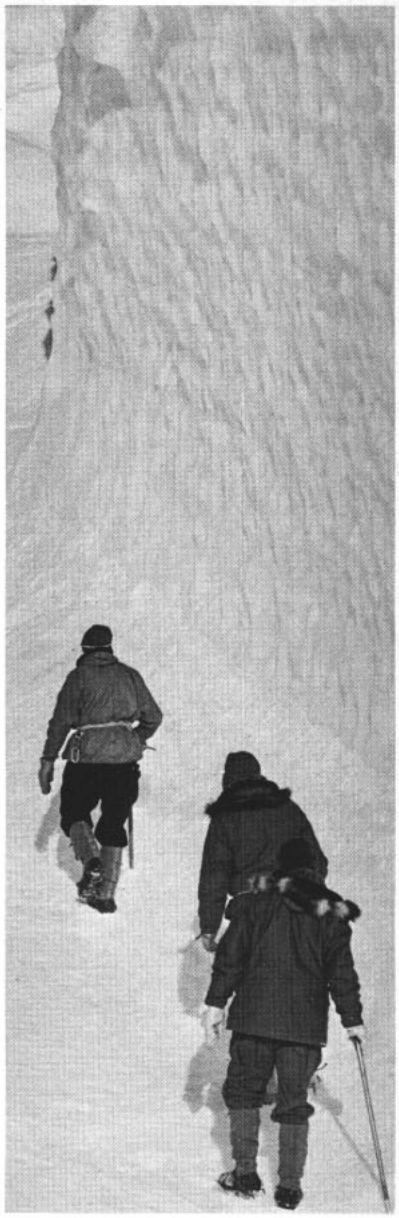
• FRONT COVER: LI2 RICHARD G. THIELE prepares to dip the ensign aboard Fleet Ballistic Missile submarine tender USS Hunley (AS 31) during transit of Cooper River in Charleston, S. C. Drawing by ALL HANDS staffer DM2 William P. Thomas, is an adaptation of a photograph, also by the artist.

• AT LEFT: APOLLO 14 ASTRONAUTS pose for a historic portrait. (L to r) Air Force MAJ Stuart A. Roosa, Navy CAPT Alan B. Shepard and Navy CDR Edgar D. Mitchell who last month completed man's third lunar landing. For a report on this mission, see the next issue of ALL HANDS.





ANTARCTIC

VXE - 6 PARA - RESCUE TEAM

Facing page top left: A New Zealand Antarctic survival instructor talks to VXE-6 personnel taking a two-day course in beating the Antarctic. Right VXE-6 personnel in training for the squadron's pararescue team. Bottom: Students familiarize themselves with slope-climbing. This page: Handtools are helpful when crossing terrain such as this.

IN ANTARCTICA, where the violence and fury of nature chill the bone and drive man to seek a haven from the blistering winds and snow, a small band of men pit themselves against these forces to accomplish their mission.

They are Antarctic Development Squadron Six's (VXE-6) pararescue team. Their mission: Save lives on the white continent.

The team's new volunteers, having no previous experience with the dangers of the world's coldest landscape or in parachuting, come south with apprehension.

Neophytes start their training with some doubts and much fear, but emotions change as training progresses and skill replaces awkwardness. They learn from the experienced men who went through training last year.

New members become fully qualified pararescuers when they complete Antarctic survival training and accumulate 10 static line jumps from 2500 feet. The team's qualified men will be replaced on the frozen, snow-covered continent next year by the "tenderfoot" who completed his requirements this year.

ANTARCTIC NEWCOMERS, headed by Lieutenant Commander Jim Cramer who, after completion of the pararescue course will take over as team O-in-C, began their rigorous schedule soon after reporting to the "ice." They attended a two-day survival school operated by five New Zealand alpinists on the windswept mountain slopes near McMurdo Station.

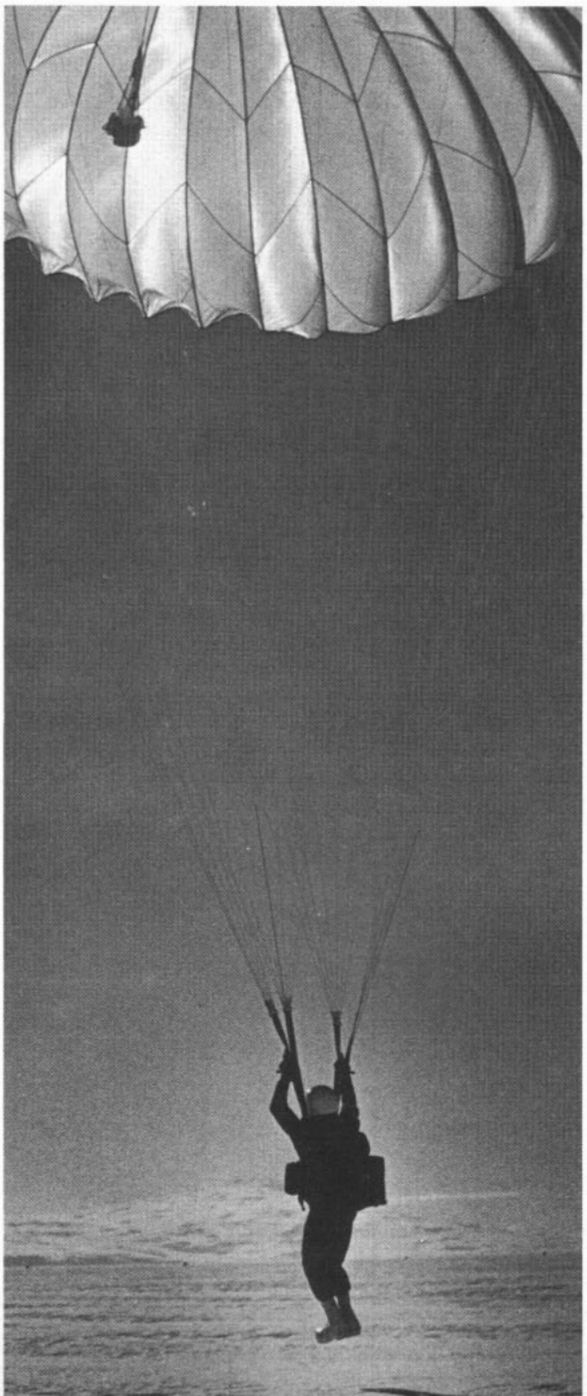
Cold weather survival training is only the beginning and must be completed before anyone moves on to the next, and most dangerous, part of the team's mission—jumping.

For the past two years the jumpers have been trained by PR1 Harry Gorick, the team's jumpmaster with 351 jumps to his credit.

"Jumping here is easier than in the States because the cold weather produces a slower descent," says Gorick, "and the landings are softer on the snow than on hard ground. The only major problem is a lack of depth perception when clouds hide the sun and eliminate the ground shadow which serves as a distance gauge."

Four jumpers are leaping in space for the first time and four more still have jumps to make before reaching the number that puts them with the other VXE-6ers who have trained and battled the elements to make the pararescue team. Training is the keyword that enables the group to take on such a task.

Left: PR1 Harry Gorick sits in the jumpmaster position as a VXE-6 UH-1 leaves the drop zone to take three men aloft to make a static line jump. Below left: A pararescue team member comes down after making one of the first jumps of the Deep Freeze '71 summer season. Below: A man has to have 10 static line jumps from 2500 feet to qualify for the pararescue team.

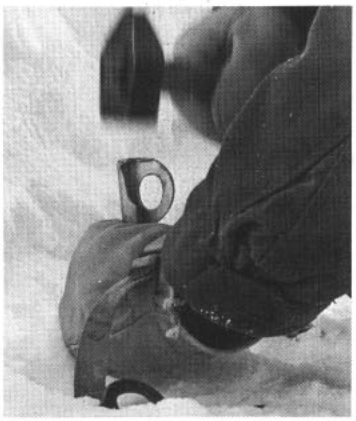


The two days spent with the alpinists, to some, is the most important time, because they learn how to use nature to their advantage. In the short time allotted, the expert mountaineers take a group of novices, and develop and guide them from their awkward, penguin-like beginning, into surefooted ice climbers looking forward to another slope.

In addition, they instruct their class in the use of handtools designed specifically for helping to get across the barren snow found anywhere and everywhere. Frigid temperatures and unpredictable weather conditions in this wilderness sometimes make it necessary to find shelter in a hurry, for antarctic storms hit quickly and bring absolute whiteness, which may last for days. This requires that another skill be taught the in-training rescuers – the use of an ice saw in building a snow trench. The trench, like a rectangular igloo, provides shelter from the blowing snow and driving winds of the area.

THE TEAM'S TRAINING program continued through the Deep Freeze '71 summer season, which began on 8 Oct 1970 (Christchurch and McMurdo local, 7 October on Z time) with the first LC-130 flight from Christchurch to Williams Field at McMurdo. The last scheduled flights from McMurdo Station, Antarctica, to Christchurch were set to be completed by the beginning of this month. This marked the close of the sum-

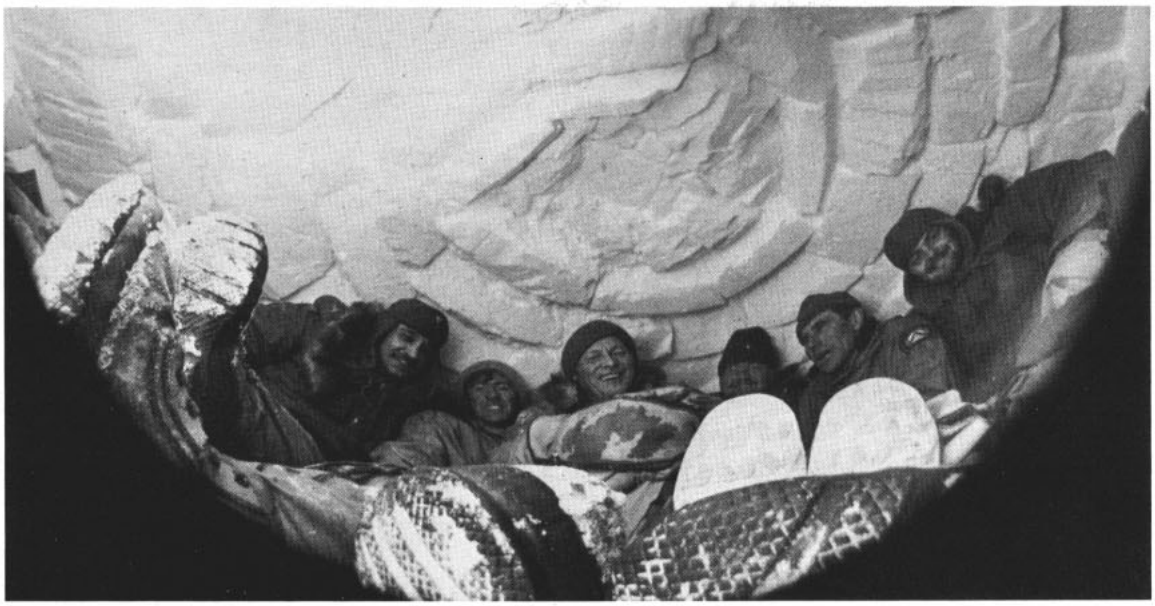
Left: LCDR Jim Cramer, VXE-6 supply officer, walks back to the drop zone after making his fifth jump. Below left: Two Navymen work together with the aid of a piton and rope in climbing and descending a steep slope. Above: LT Pat Creehan takes an intentional spill to test whether LCDR Cramer can stop the fall with a piton and rope. Below: An ice piton is a necessity for climbing steep hills.



Top: Walking across an icy slope is made easier with ice steps. Above left: An ice trench provides shelter from the wind during a whiteout. Above: PN2 Gary Beal and a New Zealand Antarctic instructor move a block cut to cover an ice trench. Left: An instructor puts the finishing touches on an ice trench.

mer season in this part of Antarctica. It is expected that all new members will have completed requirements to be assigned to the first team next year.

In the 15 years since Deep Freeze began, only two incidents required a parachutist. In the first incident, because of a mishap, the rescue was made by helicopter. It all started on 4 Feb 1956 when an SOS was received from a single-engined *Otter* aircraft which was in the process of evacuating some members of an over-snow traverse from Little America I to Marie Byrd Land. The *Otter*, one of four used in Deep Freeze I, was down about 110 miles from Little America and



Above: A fish-eye view of the inside of an igloo. Igloos normally accommodate four persons, but for the photograph six crowded into this one. Right: A Nodwell track vehicle, used for traveling where no roads will take you, sits beside an igloo and snow trench constructed by VXE-6 pararescue trainees.

the survivors, leaving their plane, began the trek to Little America V, located some 50 miles from LA I.

The downed plane all but stopped the Deep Freeze operation for a week while all VXE-6 efforts were used to find and rescue the survivors.

ONE OF THE RESCUE ATTEMPTS was to be made by a jumper flown from Patuxent River, Md., but the plane bringing the man south crashed in the jungles of Venezuela. All hands escaped without serious injury, but they didn't make it to Antarctica.

Eventually the rescue of the *Otter's* survivors was made by helicopter about 40 miles from the downed plane and the men were successfully evacuated.

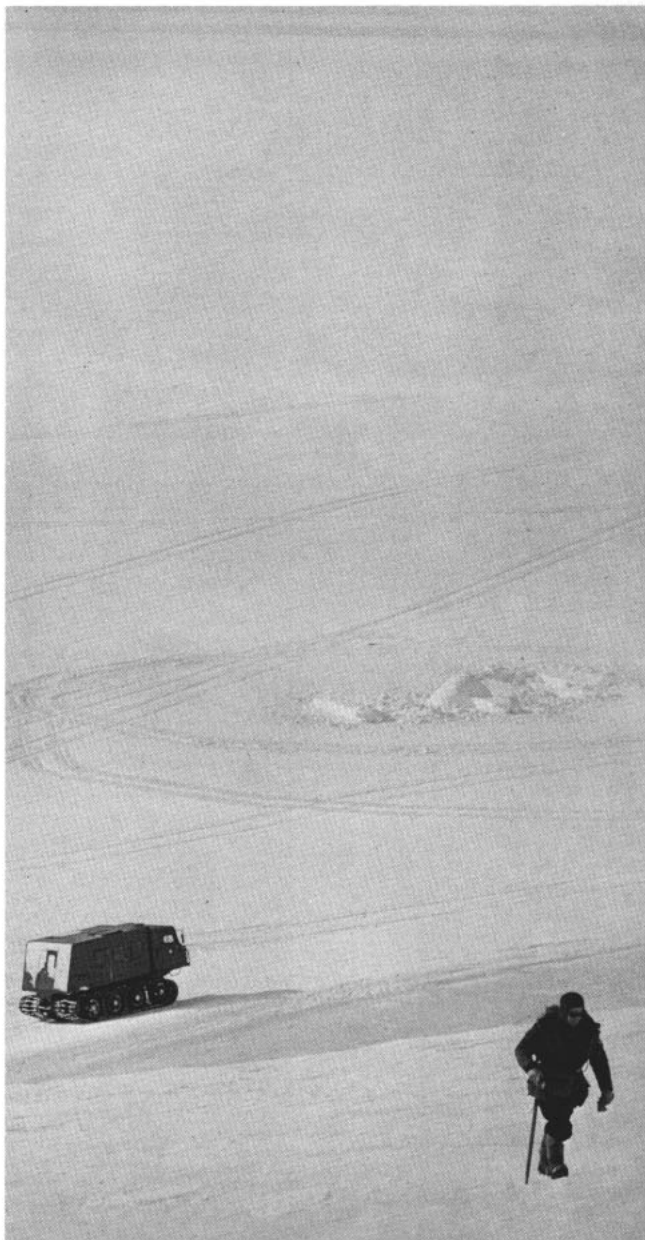
A parachutist was again required on 25 Nov 1956. USAF Technical Sergeant Richard J. Patton became the first man to parachute onto the South Polar Plateau. He was assigned to the 1st Aerial Port Squadron, and jumped to provide drop zone control for the initial airdrops of equipment used in building South Pole Station.

The first antarctic rescue attempt by a parachutist was never completed, but the value of such an instrument of safety, ready for immediate deployment, was obvious. In September 1956, VXE-6's mission was amended to add a pararescue team for Deep Freeze III (1957-58).

In the ensuing years, members of the pararescue team have not had to use their special training for its designed purpose, but if the day ever comes, they will be eager to prove their training.

The record displayed by never having to use the pararescue team is a feat in itself, and one that VXE-6 —along with everyone else here on the white continent—hopes will continue.

—Story and Photos by PH1 Bill Hamilton, USN.



Seabees Ashore SELF HELP in Action

THE NAVY TURNED TO THE SEABEES to put its new Self-Help Program into action, to the advantage of all Navymen and their dependents.

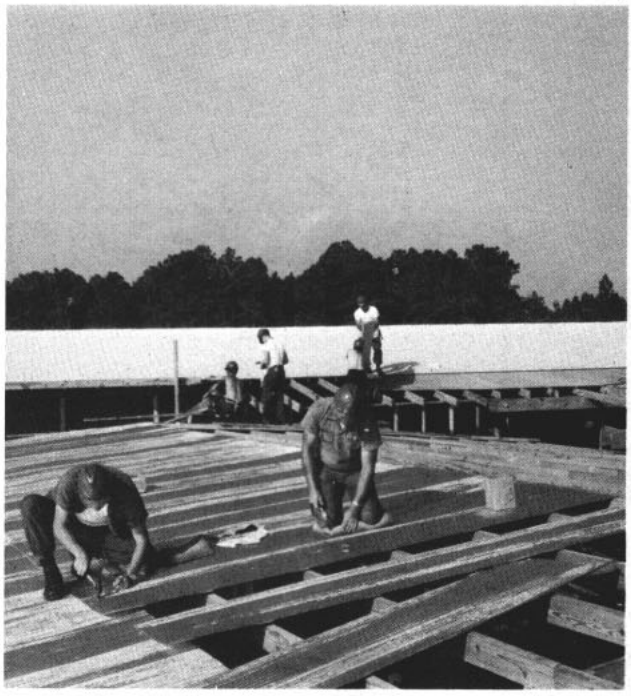
Result is, the program will probably help ease the Navy's retention problems while it more effectively utilizes stateside-based members of the Seabees. (Officially the project is known as Seabees Ashore/Self-Help Program.)

The concept of self-help in the Navy is not new. In fact, the Department of Defense instruction upon which this program is based—which states that such work may be accomplished by military personnel—dates back to 1952.

So what's new? The Chief of Naval Operations has designated a program manager—Rear Admiral Walter M. Enger, (CEC), USN, Chief of Civil Engineers—to plan and coordinate the execution of the program. Much of this effort will be directed to 13 newly formed Construction Battalion Units (CBUs) that will be putting the operation into full swing at the local level.

The self-help program reflects a rearrangement of priorities that places greater emphasis on people and their welfare. It is the Navy's response to one of the most consistent findings of its retention studies—that

Photos below: Members of Construction Battalion 402 make additions to buildings at NAS Pensacola. The work was done under the Self-Help Program.



a major factor in a man's reenlistment decision is the availability of good living and recreational facilities. These studies found that such things as quarters, locker clubs, parking facilities, mobile home parks, temporary lodging, and welfare and recreation centers often make the difference between reenlistment or release from active duty.

THE IDEA IS SIMPLE—to improve the personnel support facilities ashore by using Seabees and self-help personnel whenever and wherever possible. With Seabees providing professional guidance and the self-helpers as the major source of labor, projects for the betterment of the Navyman and his dependents can be accomplished.

The Seabees who work with self-helpers come from different units: active naval mobile construction battalions; inactive Reserve battalions scattered throughout the continental United States and Hawaii; amphibious construction battalions; and the new CBUs, which are specifically involved in the self-help projects.

In the past, Seabees on stateside duty were often assigned to billets unrelated to their skills, training, and wartime mission. For instance, they often competed with civilian workers at stations for routine maintenance work, worked as equipment custodians, lifeguards or for a special services unit, or were assigned to a disciplinary/enforcement group as masters-at-arms, shore patrol, or brig wardens, for example.

RESULTS WERE DAMAGING TO THE NAVY. The Seabee retention rate was declining, though on a par with the rest of the Navy; training costs—for new Seabees and for those who needed to be retrained because of diminishing craft skills—were skyrocketing; and the readiness of the naval construction force was severely hampered. Even civilian taxpayers benefit, receiving a greater return for their investment.

The CBUs were formed to help correct these problems. Instead of being assigned randomly to shore billets, Seabees are now centrally assigned by the Chief of Naval Personnel. They now may request duty with a particular CBU, where they can improve their peacetime training and retain their wartime readiness posture—and often be close to their homes. At the same time, they can improve the installations at the base to which they are assigned.

The typical CBU is platoon-sized—about 45 men—with a Civil Engineer Corps junior officer in command. The unit is equipped with 20 to 25 pieces of heavy construction equipment and basic toolkits, along with the mandatory weapons and combat gear. It is designed to be self-sufficient for construction operations with almost all assigned career men capable of productive labor.

Another phase of this program, now in planning, will expand the number of CBUs to additional naval

SELF HELP

activities. For smaller activities which cannot support the platoon-sized units, Seabee Divisions will be recommended.

These divisions entail a five- to 20-man squad, set aside as a component of the existing personnel allowance and devoted exclusively to self-help habitability improvement projects. The divisions will include men trained in all basic construction trades, around whom a viable self-help operation may be put into effect.

MOST OF THE WORK WILL INVOLVE REPAIR, alteration and construction of a minor nature. Renovating the enlisted barracks, building a hobby shop, and adding a wing to the EM club are examples of the work that can be accomplished with self-help.

Jobs of a major scope—including recurring maintenance—will still be done by contract or civil service workers. The self-help program is not intended to provide competition with civilian unions; its projects are limited to those that are required for Seabee training and generally will be of little or no interest to the unions. They are also people-oriented, a firm requirement to meet retention objectives.

There is no danger of reductions in the civilian work force—in fact, some Seabee positions have already been civilianized as a result of self-help.

The Seabees are there to help, instruct and to train, but a self-help project is an all hands affair.

Below: Seabees from CBU-404 and Self-Help personnel from NATTC Memphis lay a sidewalk connecting the Navy's Wherry Housing Project with the local school. Right: Aside from building new structures, the Seabees and Self-Help personnel also repair older buildings.

Its success depends on the self-helpers—non-Seabees who, although highly skilled in other Navy ratings, are for the most part inexperienced in the construction trades. Take a squad of Seabees and two or three squads of self-helpers, and you have the core of the program—it may go a little slower, but the product is quality improvement.

Here's how the program works.

Once an activity identifies a sorely needed, people-oriented project, it follows the usual procedures to obtain approval to build the facility and secure funds for material, design and incidental costs. At the same time, the command must make every effort to use Seabees and self-helpers for the labor.

IF THERE'S A CBU, a Reserve unit, or a PHIBCB unit in the area, local liaison is established to determine

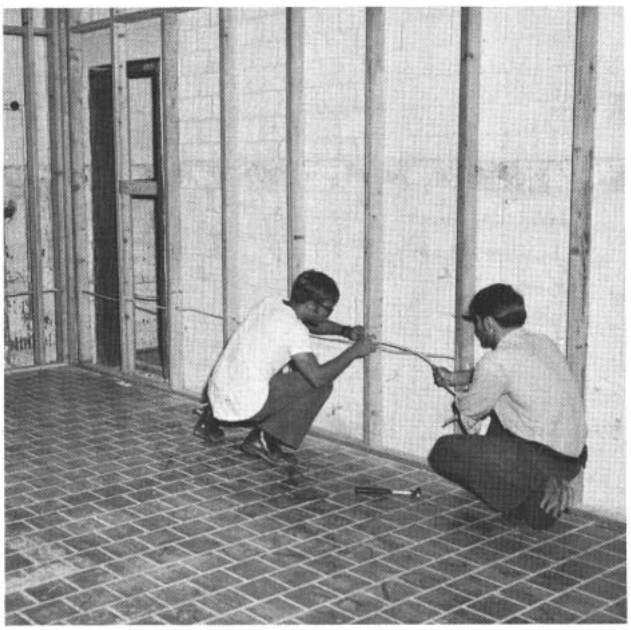
Facing page top left: Self-Helpers working independently to aid the Seabees. Top right: A memo to all concerned. Below left: An example of the fine work done by the Seabees. This foyer was designed and built by them. Below right: Seabees and Self-Helpers assist Public Works Center personnel with bricklaying at the CPO club.

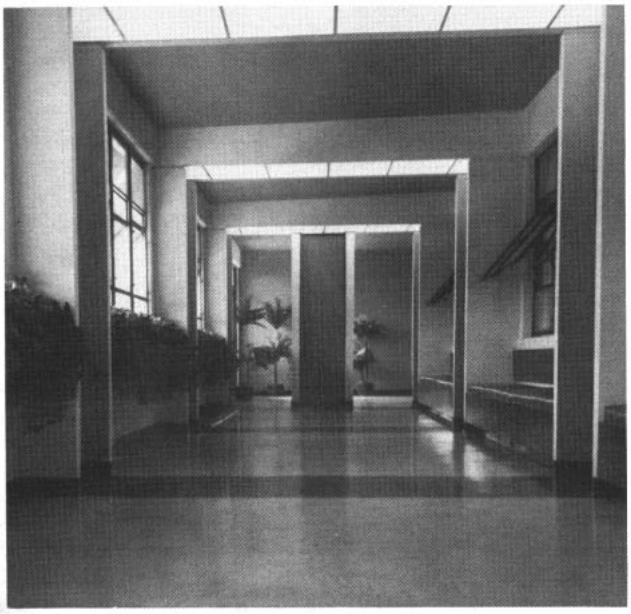
Construction Battalion Units

401 Great Lakes, Ill.
402 Pensacola, Fla.
403 Annapolis, Md.
404 Memphis, Tenn.
405 San Diego, Calif.
406 Lemoore, Calif.
407 Corpus Christi, Tex.
408 Newport, R. I.
409 Alameda, Calif.
410 Jacksonville, Fla.
411 Norfolk, Va.
412 Charleston, S. C.
413 Pearl Harbor, Hawaii

the unit's availability to do the job. The scope of the work will be a deciding factor—a unit is expected to undertake only those jobs it can complete in a reasonable length of time, usually four to six months.

Once the project is approved and the funds allocated, the local public works officer provides the engineering guidance. A minimum number of Seabees are assigned to give technical guidance, and the command assigns—in a duty or off-duty volunteer status—the self-helpers.





If whole units aren't available and the job is small enough, a few Seabees and self-helpers might be assigned from the station allowance to handle the project. If there's no way to get the Seabee resources locally, and the job is appropriate in scope, the command can request Fleet Seabee assistance.

THE SELF-HELP PROGRAM is a very positive step toward improving existing facilities which Navymen and their families use. Although the Seabees are in the center of the action, the program involves everyone and its success depends on the individuals willing to contribute their time and energy to the project at hand.

—By JO2 J. Trezise

OPTIONAL FORM NO. 10
MAY 1962 EDITION
GSA FPMR (41 CFR) 101-11.6

UNITED STATES GOVERNMENT

Memorandum

TO : All Commands, All Officers DATE:

FROM : Director, Seabees Ashore/Self-Help Program
Code PC-3, HQNAVFAC, Washington, D. C. 20390

SUBJECT: Self-Help To Improve Shore Livability

Regarding the CNO's Self-Help Program -- we're here to help -- please call (AUTOVON 22/75285 or 75269) or write for additional information or assistance.

JACK E. WASHBURN
CAPT, CEC, USN
Director

CDR R. A. Bowers, Assistant Director. Staff: LCDR S. A. Martinelli, LT Henry Morris and LT Richard H. Rice.

self help navy wife style

A Community Betterment Project

Getting started is more than half the battle.

SELF-HELP PROJECTS aimed at making the community more pleasant are capturing the imagination of a growing number of Navymen and dependents. Working together at the local level, Navy families are using resources at hand—chiefly imagination and hard work—to improve their housing and recreational facilities and, in general, make the most of what they have.

A model in self-help initiative is the Jackson Park Naval Housing area near Bremerton. Semi-isolated from the Puget Sound Naval Shipyard—where most of its Navymen-residents work—Jackson Park began to reap the benefits of self-help little more than one year ago when two Navy wives went door-to-door with an idea: Form a committee of residents and discuss ways to acquire playground equipment.

They didn't know it at the time, but Mrs. David R. Dahners (wife of an EM1 assigned to the shipyard) and her neighbor had taken the first step toward formation of what would become the Jackson Park Naval Housing Association.

Following a meeting of Jackson Park residents at the Dahners' home, arrangements were made on base with Special Services and the Composite Recreation Fund Council, and six sets of toddler playground equipment—each consisting of a merry-go-round and four spring-mounted animals—were purchased for the housing area.

ENCOURAGED BY THEIR SUCCESS and with assurances of support by the housing management and the shipyard and related special services and recreation fund activities, interest in organizing a housing association escalated and operations began to snowball. Mrs. Dahners, who was elected president of the association, describes what happened next:

"Some of the men who serve on board USS *Ulysses S. Grant* (SSBN 631) volunteered labor and material to make an old, unkempt baseball field usable again. They leveled rough spots, filled holes with sand, and built two dugouts and an outfield fence."

Grant's crew apparently had been caught up in the spirit of community participation because, Mrs. Dahners added, "before a holiday weekend they organized a picnic for the residents and the ship contributed $150 toward food, drinks, fireworks, balloons and candy for the children." The housing association and recreation fund council also had contributed $150 each.

"All of a sudden it was fun living in Jackson Park."

A recreation committee was formed with both teens and adults as council members to coordinate activities.

"We have a bus to take children to Saturday matinees at the base theater," said Mrs. Dahners. Navymen who live in the housing area volunteered to drive.

"We've had go-cart races and bike races for all age groups, and community parties on holidays."

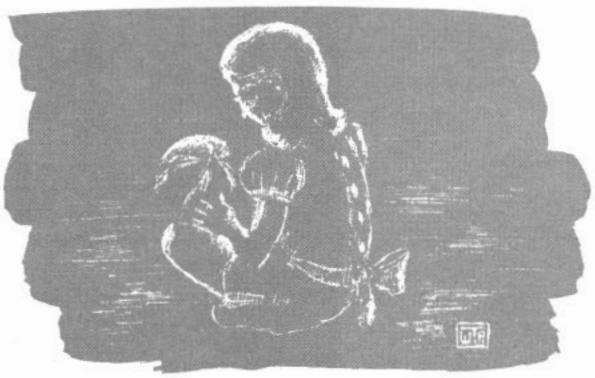
WHERE DOES THE MONEY come from? Although it has support from the recreation fund council, the housing association feels best about the money it raises through do-it-yourself projects such as bake sales and rummage sales.

Communication within the Jackson Park community was enhanced with establishment of a council. Volunteers representing each street attend monthly meetings and speak up on problems, complaints and suggestions. The street reps periodically survey their areas for opinions—or to ask for contributions toward bake sales and rummage sales in raising funds.

Residents soon wanted more details on what was happening in the community. Someone salvaged a duplicating machine from the shipyard and the Jackson Park Newsletter was introduced to keep tenants informed of projects and progress.

One recent newsletter welcomed new residents by name and address, carried birth announcements, welcomed home Navymen who were returning from cruises, listed winners of recreation events, gave the hours for a visit by a bookmobile, listed items lost, found or wanted, and generally passed the word on matters of interest to the community.

One of the most helpful endeavors of the housing association to date has been establishment of a baby-sitter pool, for which two of the wives volunteered management services. Mrs. Dahners described the



DO-IT-YOURSELF NAVY FAMILY SERVICE

Need a reliable baby-sitter? Many of the families in Bremerton's Jackson Park Naval Housing did—particularly the newcomers—until residents established a housing association and organized a baby-sitter service as part of their self-help program.

If your housing area could use some self-help, this could be a worthwhile way to start. Here are some of the regulations observed in Jackson Park, which could be modified to suit area wishes elsewhere:

- Sitters will not have guests.
- Explain privileges to your sitter (TV, radio, refrigerator, etc.).
- Tell your sitter where you are going and what time you will return.
- If unable to leave a phone number where you can be reached, leave the number of a close neighbor who would be available in an emergency.
- Do not leave sick children with a sitter.
- A sitter should give medication to a child only if you have left written instructions.
- A sitter will call a neighbor or security (leave the phone number) if it is necessary for your child to go to the hospital.
- Leave full instructions (feeding, nap time, what you allow your child to do for entertainment) if you will be absent all day.
- Be specific in explaining discipline the sitter may use.
- Have your child in bed or ready for bed upon arrival of a sitter in the evening. Inform the sitter if your child is permitted to eat before going to bed.
- Sitters will not do housework or dishes.
- Sitters will clean only minor disorders created by your children.
- You must see your sitter home after dark.
- Fee: 50 cents per hour, per family, until 0130; 75 cents per hour per family after 0130. In the case of an adult day or steady sitter, fees should be at the discretion of the sitter and agreeable to both parties in advance.
- Sitters will be paid at the end of the evening or within 48 hours unless previous arrangements have been made.
- Hours: For teenage sitter, no later than 2300 on school nights.
- The baby-sitting service will not place sitters outside the limits of the housing area.
- Enforcement of regulations will be on the basis of three valid complaints. Three valid complaints against an employer will result in the employer being restricted from use of the service. A sitter against whom three valid complaints have been lodged will no longer be placed by the service.

service as having two-way benefits:

"Ladies who want steady daytime sitting jobs, and teenagers too, have an opportunity to earn extra money. And residents who need reliable sitters do not have to look outside housing."

ANY TEENAGER OR ADULT who wants to have her name placed on the service listing simply calls one of the managers (the phone number appears in the Jackson Park Newsletter) and reports the days and hours she will be available. A resident who needs a sitter then contacts the service; the service, in turn, contacts a sitter.

"Of course, residents who particularly like certain sitters are free to make contact on their own," said Mrs. Dahners.

To date, there have been no complaints about any of the sitters registered with the service, probably because the housing association insists on observance of certain regulations and standards (see box).

Residents such as Mrs. Dahners, who have an eye toward the future, see the Park as a beautiful natural setting with unlimited potential for development.

"We are working on some landscaping and other beautification projects," she said, "and we encourage families to keep their yards in an attractive condition."

The appearance of the community changed almost overnight.

"We even organized a trash collection contest during fire prevention week. Families who gathered the most junk (entries were actually weighed) received new trash cans as a prize."

Of course, the real reward was a better looking community after nearly three tons of trash had been collected, weighed and discarded.

"WE'RE IN THE PROCESS of forming a Teen Club, and soon we will have bus service to take our children to Sunday School at the base chapel.

"Recently we received use of an old ammunition magazine and we're doing what we can to turn it into a community center. It is large, structurally-sound, reinforced steel and brick, and has many possibilities.

"The building has no electricity, heat or sewer facilities, but we have been able to use it for storage and meetings. Some of the men recently moved two portable heads into the building as a temporary resolution to the sanitation problem, and we hope to have limited electricity soon."

Any long range interests?

"With our own community center, we hope someday to be able to have church services and Sunday school within the housing area.

"We'd like an exchange store, a small dispensary, an annex to the shipyard's auto and ceramic hobby shops, and a special services gear locker. We'd like to have easier access to complete recreational facilities.

"There's a limit on what we can do, but we hope to see Jackson Park become one of the Navy's outstanding housing areas."

—JOCS Dan Kasperick

A SELF-HELP COURSE: english AS A SECOND LANGUAGE

A Program at Athens, Georgia, to Aid Filipino Navymen

Mrs. Llona Sears passes out training aids to her Filipino English language students.

Instead of "Let someone else do it" . . .

AT THE NAVY SUPPLY CORPS SCHOOL, Athens, Ga., many of the so-called traditional barriers are down. Instructors and students, for example, are on a first-name basis out of the classroom.

Nor are there community barriers between the townspeople and the student officers. As another example, Captain Paul W. Jeffrey, the commanding officer, has encouraged the Navy Supply Corps School's community service program to help underprivileged children. This has welded a fine friendship between Athens citizens and the Navy School community.

However, it's not often that the school has coped with a language barrier – and overcome it.

When the language barrier between Filipino enlisted men and other personnel stationed at the Navy Supply Corps School came to his attention, CAPT Jeffrey had just taken command at the school.

A request for English language classes, in the form of a beneficial suggestion, had come from Steward 3rd Class Domingo Jacinto. It had been passed from division to division previously with such remarks as, "Suggest this be assigned as collateral duty to one of the instructors." "Let the Wives' Club handle it." "Get some volunteers to do it."

ALL THIS CORRESPONDENCE crossed the desk of one new employee to NSCS—Llona Sears. She had been a teacher of English-as-a-second-language for seven years before coming to NSCS. Mrs. Sears requested permission to start such a class. With the cooperation of the Logistics Services Officer, books and training aids were secured.

At the first call for basic English classes, 16 stewards were tested. Eight who needed help badly were selected for training. One more asked to be included. Although there were only eight sets of headphones in the language laboratory, he agreed to come to class on alternate days to listen to the tapes.

The group of Filipinos wanted to improve their English in order to increase their usefulness and improve their lot in the Navy. They had studied English in high school, but their instructors had not been native-born American teachers.

Dr. Leonard Bloomfield, a distinguished linguist, says learning a language consists of developing speaker-hearer relationships – the use of sound waves to bridge the gap between two nervous systems. The Filipino students needed to learn phonetics, the different qualities of the sounds and "accents" of American English, intonations, and particularly the physical movements by which they are produced.

The first step in learning to speak a language is to determine the "phonemes." The students practiced, using small hand-mirrors to check their own articulators (lips, tongues, teeth, soft palates), while watching Mrs. Sears as she talked. By the sixth week, everyone was doing well.

Among the various techniques used were word games and competitions. The students graded one another on the choice of words.

THEY STUDIED THE UNACCENTED VOWEL sounds that make English so difficult. Even though we have only 26 letters in our alphabet, we use 50 distinct sounds (without the use of diacritical markings used in other modern languages to indicate pronunciation).

The language study was made more interesting by combining it with individual research study and public speaking. The final test was to make a speech before a public audience.

On graduation day the Filipino students demonstrated what they had accomplished. The first young sailor rose and stepped smartly to the lectern –poised, proud and pleased to give a speech which he had prepared himself. He spoke clearly, enunciating his words with precision – and not from memory.

When the program was over, the graduates received a standing ovation from the audience.

CAPT Jeffrey congratulated the class, and presented diplomas. He stated that few graduations had impressed him as much as that of these stewards.

Since the inception of this program at NSCS, five of the first 18 students have already either changed their ratings or moved up the scale. Several more were ready for this month's exams. Roberto Lansang, now a 3rd class storekeeper, has been selected to serve as consultant for the Republic of the Philippines on the Assignment Orientation Staff. Another student has signed up for night classes in mechanics at the Athens Vocational Technical School and is doing well.

EVENTUALLY, the program will be written for Navy-wide use – after it has proved itself in another go-around, hopefully to be taught at Recruit Training Centers, to stewards on ships, at shore stations, or wherever there is a need.

In a recent survey at a Naval Training Center, it was disclosed that there were approximately 200 Filipinos annually at that location alone who could profitably engage in English instruction.

Admiral Elmo R. Zumwalt, Jr., CNO, is on record that the Navy cares about people. The Navy Supply Corps School at Athens is working on this premise. The Filipino students believe, as they wrote in their original request for instruction, that "By speaking better English, we hope to increase our usefulness to the United States Navy in which we so proudly serve."

... Llona Sears and her students said, "Let us do it!"

CENTRALIZED DETAILING

THE NAVY IS MOVING quickly toward centralized detailing of assignments for all rated and designated Navymen. Effective this month, the Chief of Naval Personnel has assumed detailing responsibility for personnel in 16 more ratings and in four additional groups of related Naval Enlisted Classifications (NECs). BuPers now selects duty assignments and issues orders for all chief petty officers (E-7 and above), other petty officers and strikers in the following rates and NECs (asterisks indicate those added to the list this month):

Rate

AC; AG; AQ; AW; *AX; AZ; *BR and *BU.

*CA/CN; *CE; *CM; CT; DK; DM; DP; DS; and DT.

*EA; *EO; *ET; FTB; IM; ML; *MN; MT and MU.

OM; OT; PH; PM; PN; PT; *SH; *ST; *SW; TD; *TM; *UT and *YN.

Naval Enlisted Classifications

0335; 2393; 2505; *3351-3356; *3383-3386; 4745; 4931-4939; 4956; 5311; 5321; 5322; 5326; 5327; 5332; 5341; *5342 and *5343.

WHAT DOES THIS MEAN to you personally, if you're a petty officer or striker in one of these ratings or NECs? It means you now have a detailer in BuPers (see box) who will make the final decision on your duty assignments. He's the one you should talk to or correspond with about duty preference changes and future assignments. It also means you will receive greater personalized treatment in your assignments, greater chance of getting your duty choices and more stable family and career planning.

Your main link with your detailer is the duty preference card (NavPers 1306/34) which you should already have filled out and submitted to CNP. Be sure to keep it up to date; specifically, you should submit a new card:

- Four to six months after reporting to a new duty station.
- Six to eight months before your prospective rotation date.
- Immediately upon change of rate, pay grade or NEC.
- Whenever your duty preference changes.

From the top: CAPT Maylon Scott, Director, Enlisted Personnel Division, heads the enlisted personnel distribution system. (2) YNC L. E. Beaver and CAPT John F. Riley review a computer run listing BuPers-controlled personnel. (3) Going to Nuclear Power School? YNC J. Jolly, Mrs. Edith Lewis and YN1 J. Hamlin handle your orders. (4) CDR R. D. Buzzard, Heat Rating Control Section, Group C and SS/-nuclear power is brought up to date by CWO2 D. A. Schwend and FTCS (SS) R. G. Gemmel. (5) YNCM A. S. Stamper receives telephone information while SN Rose Hesson looks on.

Lack of an up-to-date card on file at BuPers may result in your being assigned purely on the basis of the needs of the service. It's up to you to keep your detailer informed of your career desires with preference cards, telephone calls and letters. This is your responsibility.

Centralization also means that you'll no longer be subject to Seavey/Shorvey procedures. Instead, you'll be rotated on the basis of prescribed tour lengths to be specified in the Enlisted Transfer Manual (NavPers 15909B). For planning purposes, you'll be assigned a prospective rotation date (PRD—formerly TCD), which is the detailer's best estimate of the month and year when you'll be eligible for reassignment. It may not predict the precise month of transfer, but it will be close enough to allow advance family planning and preparation.

BuPers Notice 1306 (5 Dec 70) has full details on preparation of duty preference cards, and a list of normal sea and shore tours for ratings and NECs being centralized this month. Other ratings and NECs will be affected in the near future, as the Navy moves toward centralized assignments for all petty officers and designated strikers. ALL HANDS will keep you posted.

Detailers' Phone Numbers

If your rate or NEC was centralized this month, you can contact your detailer in BuPers by using the following office codes and telephone numbers. If you're calling Autovon, dial 22 plus the extension listed below; if commercially, dial 202 69-plus the extension.

Rate	Office Code	Tele. Ext.
AX	B2141	44785
BR	B2121	42346
BU, CA/CN, CE, CM, EA, EO, SW, UT	B2111	42622
ET	B2163	48506
MN, ST, TM	B2162	48325
SH	B2152	48254
YN	B2151	48270
NEC 5342, 5343	B2023	43373
NEC 3351-3356, 3383-3386	B2131	41226

From the top: Headquarters, Bureau of Naval Personnel. (2) CAPT J. F. Riley (left), Head, Assignment/Rating Control Branch and CAPT. M. Scott review main points of the B2 flip charts. (3) ET and DS detailers receive guidance from LTs Lashley and Dow. (4) LT Lew Lashley, Head, ET and DS Rating Control and his assistant, LT Paul Dow (right), make final decision on personnel under their rating control. (5) All Polaris/Poseidon personnel training and assignments are handled by these men: from left—FTCS (SS) E. L. Russel, ETCS (SS) T. L. Koester, ETCM (SS) J. S. Rusling, FTCS R. G. Gemmel and CWO2 D. A. Schwend. (6) LCDR A. K. Riffey, with EOC E. A. De Leon and YN1 B. E. Rock.

". . . if the CO/XO or career counselor can't handle an individual's problem, then Pers-P is the point of contact in Washington."

YOUR MAN IN

Working under the direction of CDR J. R. Talbot (top left), who developed the Navy's Reenlistment Quality Control Program, are CDR Ray Christensen (bottom left), director of the Officer Liaison branch, and LT Tony Ziner (above right), a former corpsman now serving as medical expert for both branches.

". . . your commanding officer is the sailor's best ombudsman."

AN INCREASED USE of available information channels is the goal of officers in the Bureau of Naval Personnel's newest division under the Navy's ombudsman, Rear Admiral David H. Bagley, Assistant Chief of Naval Personnel for Personal Affairs.

"A Navyman's best source of information or action on anything relating to his Navy life is his commanding officer or executive officer," said Commander James Talbot, director of the new Personal Liaison Division. "But if an enlisted man or an officer is presented with a problem that neither his CO/XO nor career counselor can handle, then Pers-P is the point of contact in Washington," he concluded.

The Personal Liaison Division is equipped with a brace of phone lines manned by 14 action officers, divided into Officer Liaison and Enlisted Liaison offices. Their job is to take the phone call or incoming correspondence and find out the requested information from whatever part of the Washington headquarters organization has action on the matter.

The answer is then relayed back to the Navyman or to the requesting authority.

The majority of calls in the first few months of operation have been from individual sailors. In most cases, their division chief, career counselor, or commanding officer should have been contacted first, because the problem could have been solved at the local level.

One of the goals of the Personal Liaison Division is to encourage use of the network of professional career counselors as the point of contact, and to make Pers-P available to them for really tough inquiries.

"This greatly expands our service," commented Lieutenant Commander Lee Kaiss, who manages the career counseling organization, as well as serving as deputy to the director of the Enlisted Liaison Branch,

WASHINGTON

"Enlisted Liaison branch (Pers P22) Autovon 224-3701. Officer Liaison branch (Pers P21) Autovon 224-4811."

"from the mere dozen of us in BuPers to the over 500 career counselors in the Fleet."

One goal of CDR Talbot is to open the local channels of communication "so that Navymen can get the needed information or action locally rather than having to come to Pers-P. The Navyman and his family need to learn that his real ombudsman is his commanding officer," he said.

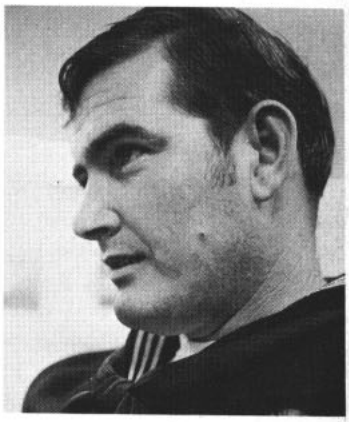
Action officers in Personal Liaison are trained and knowledgeable fleet sailors with a breadth of experience in every type of ship and squadron, in every level in the fleet organization, and in every ocean. When an officer calls about Vietnam orders, there is a liaison officer who has been there.

When a sailor's wife writes about a medical problem, there is a liaison officer who knows about the problem. For Enlisted Liaison there are Chief Personnelmen Lee Curb and Walt Bock, Yeoman 1st Class Don Carter, Aviation Structural Mechanic (Structures) 1st Class Tim James, LCDR Lee Kaiss, and Commander Ed Craig.

Handling inquiries from officers are Lieutenants Rick Bremer, Wally Dye, Jim Martin, and Tony Ziner, Lieutenant Commanders Lew Hilder and Jerry Blesch, and Commander Ray Christensen.

After receiving a series of inquiries on one particular subject, the Pers-P organization can suggest to the appropriate authority within the Bureau an over-all policy change to help prevent problems from recurring, improve services and include personnel considerations in plans.

"When we get a request for help from a commanding officer, we know the system will improve while we are solving the individual problem," said Commander Talbot. "That's where we really help make a difference."

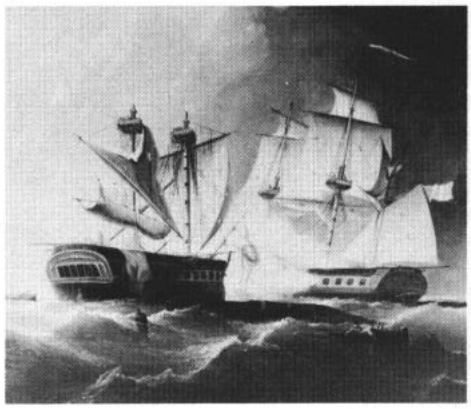


Vietnam veterans YN1 Don Carter (top right) and AM1 Tim James (bottom right) route the Navyman's question to the cognizant authority, then relay the answer back. LCDR Lew Hilder and LT Wally Dye, both pilots, handle many of the aviation-oriented requests. (All photographs by JO1 Craig Huebler, USN)

". . . to recognize more fully the dignity of each individual and to create an environment in which each person—officer and enlisted—would be treated with respect and accorded the trust and confidence that a valued member of the service deserves." RADM D. H. Bagley.

BATTLE STREAMERS

Naval History



Left: Admiral Elmo R. Zumwalt, Jr., Chief of Naval Operations, presents the Navy's official ceremonial flag with 27 historic "battle streamers" to Secretary of the Navy John H. Chafee. Above: The United States and Macedonian engage in battle during the War of 1812.

FOR THE FIRST TIME IN THE HISTORY OF THE NAVY, 27 battle streamers were displayed on the flagstaff bearing the official Navy flag on 20 January in a Pentagon ceremony. The streamers commemorate the wars and combat achievements of the service during its 195-year history. The first set of streamers was presented to Secretary of the Navy John H. Chafee by Admiral Elmo R. Zumwalt, Chief of Naval Operations.

In a message to the Fleet, CNO authorized use of the streamers ". . . in order that the sacrifices of our predecessors may be appropriately recognized and honored." The 27 streamers, with 23 silver stars and 33 bronze stars attached, symbolize 157 campaigns and major battles, and 899 unit citations and commendations, from the American Revolution to the Vietnam conflict. The other services have traditionally displayed similar battle streamers from their service flagstaffs.

Regulations governing the use and display of Navy battle streamers will be issued in the near future.

Battle Streamers and Campaign Stars

American Revolution

New Providence, Bahamas operation (3 Mar 1776)
Inland waters and amphibious operations
West Indies and European convoy operations
Operations in European waters
Commerce raiding operations
Randolph-Yarmouth battle (7 Mar 1778)
Ranger-Drake battle (24 Apr 1778)
Bonhomme Richard-Serapis battle (23 Sep 1779)

Quasi-War with France (1798-1801)

Constellation-L'Insurgente (9 Feb 1799)
Constellation-La Vengeance battle (1-2 Feb 1800)
Anti-privateering operations

Barbary Wars (1785-1816)

Actions in Tripoli harbor
Blockade of Tripolitan coast
Destruction of the captured Philadelphia (16 Feb 1804)
Operations against Algiers (1815)

War of 1812

Constitution-Guerriere (19 Aug 1812)
United States-Macedonian (28 Oct 1812)
Constitution-Java (29 Dec 1812)
Chesapeake-Shannon (1 Jun 1813)
Essex-Phoebe and Cherub (23 Mar 1814)
Constitution-Cyane and Levant (20 Feb 1815)
Sloop-of-war and brig single ship actions
Commerce raiding in the Atlantic
Operations against whaling fleets in the Pacific
Battle of Lake Erie (10 Sep 1813)
Battle of Lake Champlain (11 Sep 1814)
Defense of Washington (Jul-Aug 1814)
Defense of Baltimore (Sep 1814)
Battle of New Orleans (Dec 1814-Jan 1815)

Operations against West Indian Pirates (1814-1832)

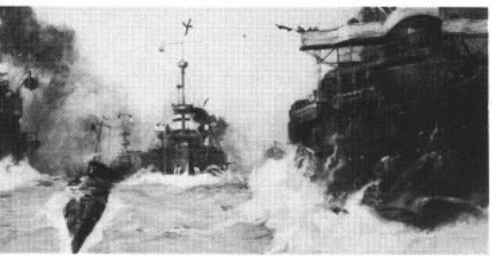
Indian Wars (1836-1842)

African Slave Trade Patrol (1841-1861)

Mexican War

Vera Cruz landing (9 Mar 1847)
Riverine operations

on Parade



Clockwise from below left: USS Iowa, New York, Foote, Oregon, Indiana, and Brooklyn in search of Cervera's squadron. (2) Battle of Mobile Bay in August 1864. (3) Marines on their way to Iwo Jima. (4) Seventh Fleet Task Force 77 executes a hard right rudder.

East coast blackade
West coast blackade and operations in California

Civil War

Blockade operations
Capture of Hatteras Inlet, N. C. (29 Aug 1861)
Capture of Port Royal Sound, S. C. (7 Nov 1861)
Capture of Fort Henry, Tennessee River (6 Feb 1862)
Capture of Roanoke Island—key to Albemarle Sound (7-8 Feb 1862)
Monitor-Virginia (ex-Merrimack) battle (9 Mar 1862)
Battle of New Orleans (24 Apr 1862)
Capture of Vicksburg (4 Jul 1863)
Kearsarge-Alabama battle (19 Jun 1864)
Battle of Mobile Bay (5 Aug 1864)
Destruction of CSS Albemarle (27-28 Oct 1864)
Capture of Fort Fisher, Wilmington, N. C. (13-15 Jan 1865)
Operations on the Mississippi and tributaries
Campaigns in the Chesapeake and tributaries
Atlantic operations against commerce raiders and blockade runners

Philippine Insurrection Campaign (1899-1902)

Spanish-American War

Battle of Manila Bay (1 May 1898)
Pacific Ocean operation
Battle of Santiago (3 Jul 1898)
Atlantic/Caribbean operations

China Relief Expedition (1901-1902)

Latin American Campaigns

Cuban Pacification Campaign (1906-1909)
First Nicaraguan Campaign (1912)
Mexican Service Campaign (1914)
Haitian Campaign (1915, 1919-20)
Dominican Campaign (1916)

World War I

Atlantic convoy operations
Western Atlantic operations
Operations in Northern European waters
Mediterranean operations
Operations on the European continent

Second Nicaraguan Campaign (1926-1933)

Yangtze River Service (1926-27, 1930-32)

China Service (1936-39 and post-1945)

American Defense Service (8 Sep 1939-7 Dec 1941)

World War II—American Campaign

Escort, antisubmarine, armed gucrd and special operations

World War II—Pacific Theater

43 stars: 41 for authorized engagements, one for submarine war patrols and one for special operations

World War II—European-African-Middle Eastern Theater

Nine stars: eight for authorized engagements and one for special operations

Korean Service

10 stars for authorized engagements

Armed Forces Expeditionary

11 stars for authorized engagements

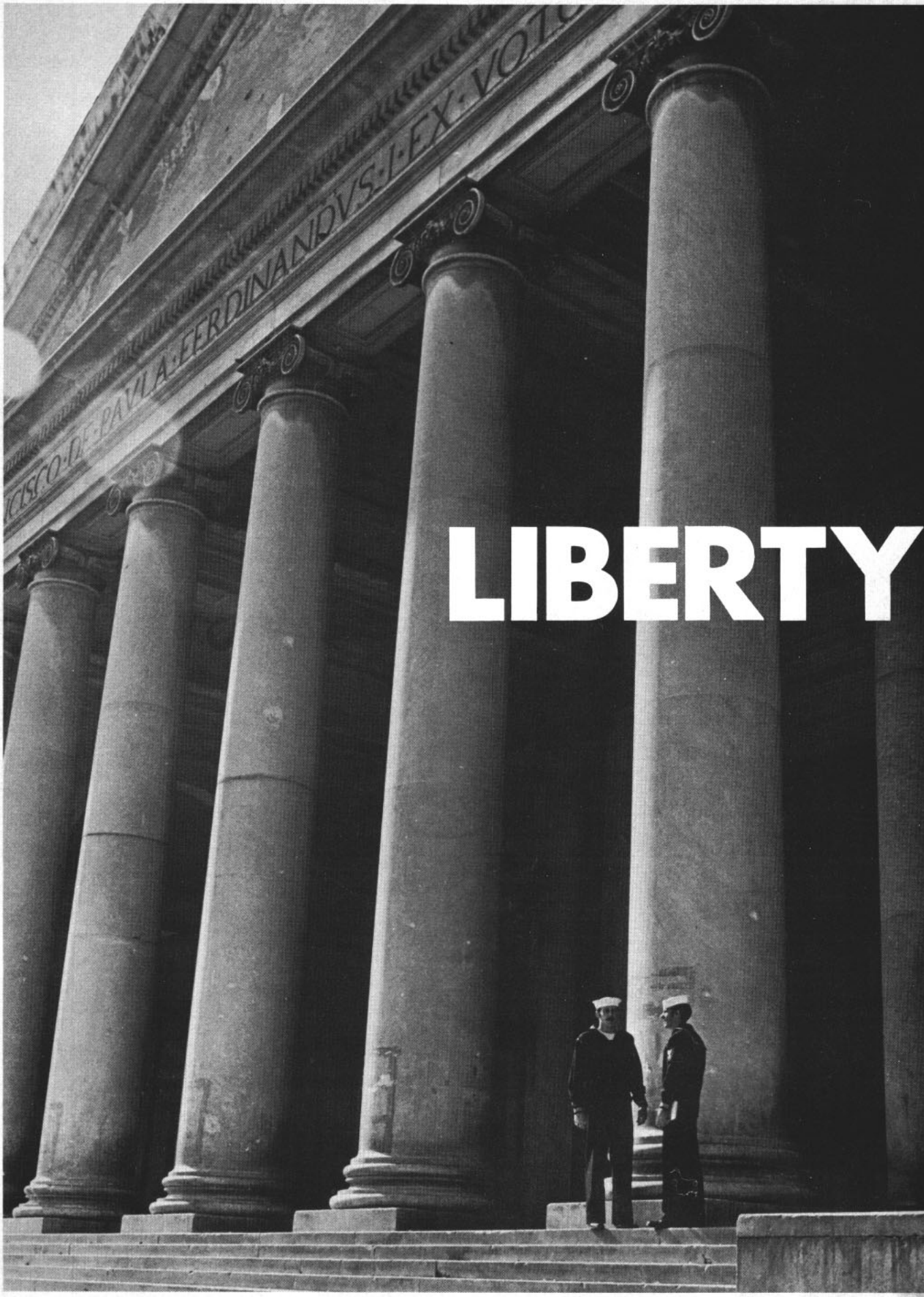
Vietnam

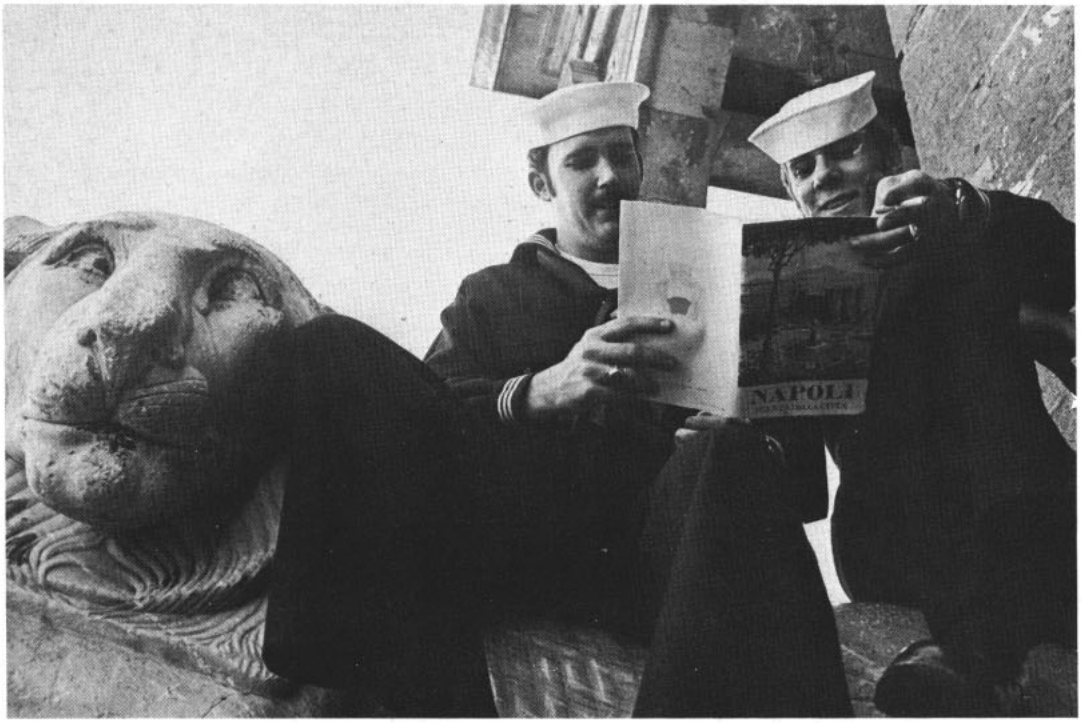
12 stars for authorized campaigns

Presidential Unit Citations (Navy)—150

Navy Unit Commendations—517

Meritorious Unit Commendations (Navy)—232


LIBERTY



in NAPLES

THE GREEKS founded the city 700 years before the birth of Christ. The Romans were attracted by its beautiful countryside. The Normans, Austrians, French and Spanish fought and died for it.

The city is Naples, and everything you've heard about it is true.

Personnelman 3rd Class Bob Maier of the USS *Francis Marion* (LPA 249) and Radioman 3rd Class Jim Wagner from the Sixth Fleet flagship USS *Springfield* (CLG 7) decided to introduce themselves to this southern Italian city.

"In one morning," says 19-year-old Jim Wagner, "anyone can discover centuries of history just minutes from Fleet Landing."

If you are also a recent arrival to Naples, a similar tour can be rewarding.

You can make a good start at the Castle Nuovo, directly in front of the Fleet Landing. This 13th century fortress is the size of a football field and its Arch of Triumph entrance is one of the surviving masterpieces of the Italian Renaissance.

The Arch is carved in stone and pays tribute to King Alphonso of Spain who conquered Naples 500 years ago. History tells us that the fort couldn't be captured until the invading Spanish army secretly entered the city's sewers and made their way into the castle.

Facing page: The Church of San Francesco di Paola, which took nearly 30 years to complete, stands across from the Royal Palace. Above: The stone lion seems to be listening as PN3 Bob Maier (left) and RM3 Jim Wagner pause to talk about their day's tour.

Another unusual story is about the bronze panel door to the right which still holds a cannonball and the scars of a long war. Strangely enough, it was put there during a daring sea battle instead of by attacking armies.

The story goes that the French, while taking the door to France because of its rare workmanship, engaged the Armada from Genoa. After a fierce battle, the victorious Genoese returned the door to Naples.

ALTHOUGH YOU CAN STILL wander through the castle's Hall of Barons and the small church of Santa Barbara, much of the antiquity has been replaced by modern offices and conveniences.

An example of modern conveniences replacing the past is illustrated in the large piazza facing the castle. Two hundred years ago this Piazza Municipio was the fashionable district of royalty. Today it is crowded with speeding cars, clanging trolleys, and a never-ending mass of people.

All this congestion seems to be under the watchful eye of a large bronze monument of King Victor Emmanuel II, in the center of the piazza. He is flanked by 18th century palaces, four churches and, of course, a pizza parlor.

Don't miss the chance to visit some of these landmarks. The Church of the Incoronata, for example, contains a complete set of 500-year-old frescoes. You

can also visit an antique music conservatory at the nearby Church of Pieta dei Turchini.

Continue to the far end of the square and follow the narrow streets to Via Roma. Famed for its elegant shops and boutiques, this avenue will lead you downhill into another famous square—Piazza Plebiscito.

Shortly before you reach the piazza you will see an 18th century mall on your right. This city-block-long Gallery Umberto is a favorite gathering place for Neapolitans and offers many different shops and cafes.

DURING HIS TOUR, Navyman Bob Maier was amazed at the thousands of separate pieces of glass used as a skylight roof. "It must have taken years to put them together," he said, "and I wonder who gets stuck with the cleaning bill?"

It did take years, however, to build the San Carlo Opera House across the way. First class musical performances are given each winter, spring and autumn. The wine-red upholstery and gilded architecture of the theater are definitely worth the 100-lire ($.16) visiting fee.

Have another 100 lire ready, because the gray stone building which follows is the Royal Palace. You may roam through the apartments of kings and queens—built some 400 years ago—rooms easily suggesting a time in history which will never be recaptured.

The Palace halls also contain priceless art treasures from the ex-kingdom of the Two Sicilies. On the first floor you can see where the last king of Italy, Vittorio Emanuale III, lived until his exile to Egypt in 1946.

Also during the early 1940s, recalls an Italian official, the numerous air bombings caused serious harm to the Palace. One bomb fell directly into the court theater, causing damage which took years to restore.

Having escaped destruction in World War II, the eight stone statues of Italian sovereigns outside the Palace continue to face the 125-year-old Church of San Francesco di Paola in the piazza.

Bearing a resemblance to St. Peter's Basilica in Rome, the lengthy pillars today offer refuge mostly to pigeons and parked cars. Listen carefully and you may be lucky enough to hear the faint footsteps of kings and plumed soldiers roaming the square as they did centuries ago.

THE STATUE of Charles III in front of the church points to Mt. Vesuvius across the bay. Follow the winding road until you reach the small inlet which is usually scattered with fishing boats.

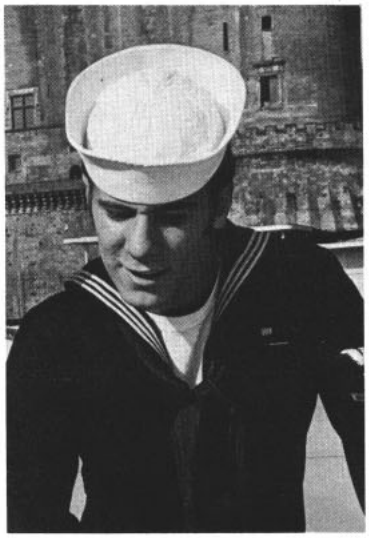
These boats hint that you have reached the end of the day's tour. The Port of Santa Lucia is a must for anyone who enjoys seafood at popular prices. Try the "zuppa di pesce" (fish soup), a specialty at any of the six surrounding restaurants.

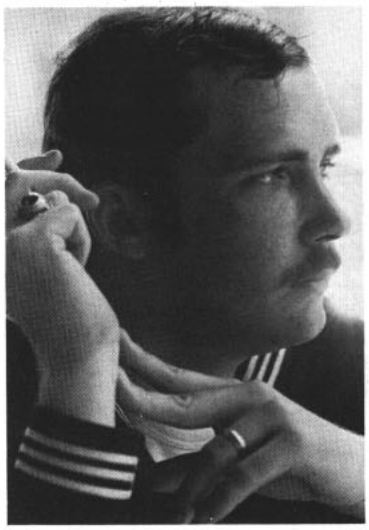
In the summer months the port will host many white-sailed schooners and teak-decked yachts. Boat ensigns will color the area with their different nationalities from all over the world.

By sampling delicious food here and walking most of the day, PN3 Bob Maier and RM3 Jim Wagner introduced themselves to Naples. Other new visitors can find their own way by trolley, bus, car or any of the various tours sponsored by the USO, American Express, or the Naval Support Activity's Special Services.

Whatever your choice, don't miss seeing a civilization which once ruled the world—a civilization which can easily be seen just minutes from Fleet Landing.

—Story and photos by PH1 John Francavillo, USN.





Petty Officers Maier and Wagner found the city of Naples an interesting place to spend a day of liberty.

Agipgas
SERVIZIO
PEGNI

DUTY in NAPLES

YEOMAN 2ND CLASS Joe Cammarata is stationed in Naples and now gears his new life style to being very "Italiano."

"Living in Italy," says the 21-year-old sailor, "is completely different—compared to my way of life back in Pennsylvania."

He states as one example of this difference that Italians have a more relaxed concept of time. They love life and can't understand why everyone else is in a hurry.

Cammarata learned to speak Italian from his immigrant grandparents while living near Pittsburgh, Pa. It was this advantage which got him an ideal position when he was transferred to this southern Italian city.

The Port Services Office, which handles all the ship berthing in the Naples harbor, was in need of a liaison who spoke Italian and English. Petty Officer Cammarata's bilingual talent was noted and he was quickly given the assignment.

"I enjoy all this responsibility," claims the brown-haired Cammarata. "Working with and trying to understand not only a different language but different customs is both interesting and challenging."

The challenging aspect entails a certain amount of patience. He recalls one instance when a Navy ship with VIPs aboard was waiting outside the harbor for tug service. He did everything possible but the local tug crews were "out to lunch" and nothing could be done; the ship just had to wait.

THE PROCEDURE for a vessel to obtain tug service, linehandlers, pilots, water and fuel is relatively simple under normal circumstances: Lieutenant Commander D. Dimmick, the Port Services Officer, receives a message informing him of the ship's arrival date and services required. Port Services arranges a berthing area and Cammarata consults the Italian authorities for final permission. "This can be another challenging job," says the YN2, "if a lot of commercial ships are also due."

All these services, of course, aren't free; a tug costs about $65 and linehandlers receive $20 per man. At times a ship will need a crane and the rental fee is $1000 for three hours' service.

It's here that being a diplomat is beneficial. If the Italian Navy Yard isn't using its private crane, with luck, he can have them bring it to the American ship, thus saving the Navy a thousand dollars.

There is a human element Cammarata enjoys which also comes with his job. He takes great pride in helping the wives and families of sailors serving with the Sixth Fleet. Port Services tries to provide them with hotel reservations and a general idea of how to reach their loved ones. "This really isn't our job," he says. "You lend a helping hand according to how much you think of yourself as a human being."

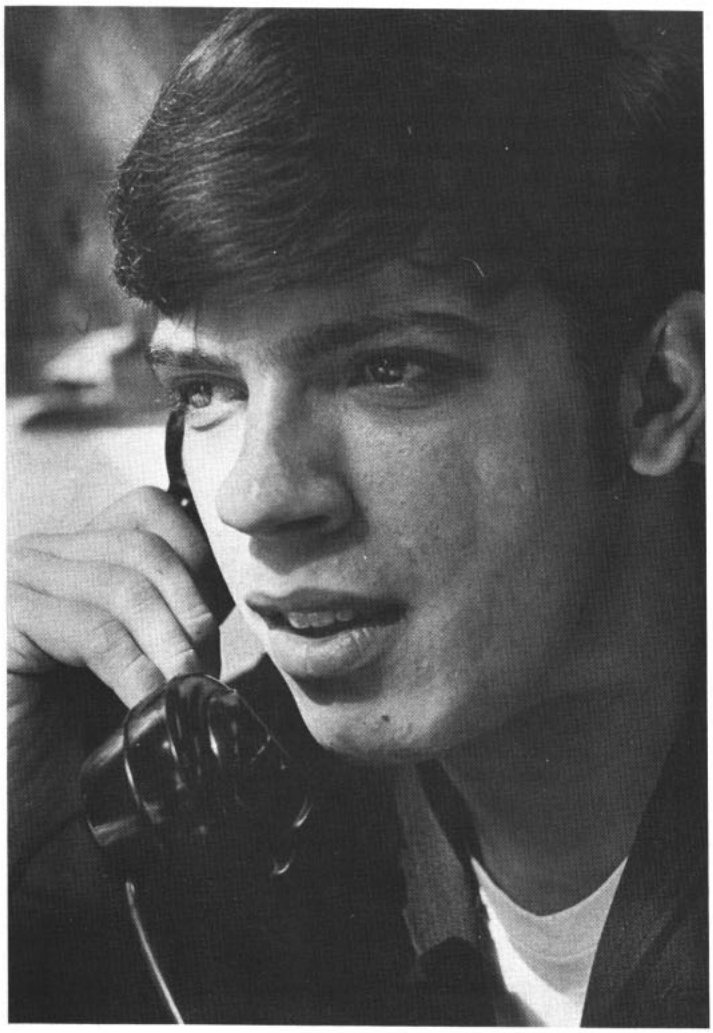
AFTER A DAY of helping strangers, berthing ships, typing letters and making phone calls, Cammarata looks forward to a lazy evening at his apartment. He lives in a one-bedroom furnished flat in Pozzuoli, a picturesque town near Naples, overlooking the blue bay. "On clear nights," he boasts, "you can almost see the lights on Capri blinking at you."

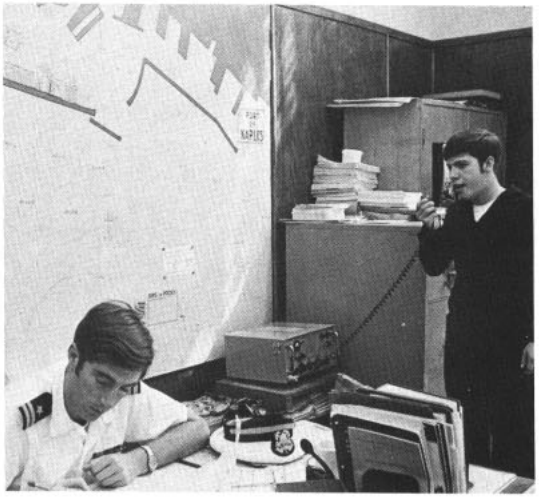
He not only gazes at these popular tourist spots but visits them on duty-free weekends. He's been to the Island of Capri, Rome, Florence, and Venice, and has thoroughly investigated the many sites of this volcanic city and its surroundings with his sportscar.

"Having a sportscar and renting an apartment with a view is all a dream," says Cammarata, "which probably will end when I return to the States next year."

Petty Officer Cammarata has found living fairly inexpensive in Italy. But so far each duty station has something different to offer. When he goes back home he will start gearing himself to a new life style again —this time being very "Americano."

—Story and photos by PH1 John Francavillo

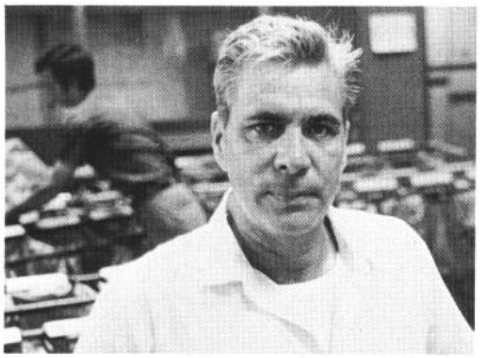




Top left: Making arrangements with Italian authorities to have U S. Navy ships enter the harbor is YN2 Joe Cammarata's primary responsibility. Left: Cammarata enjoys the view of the bay with some Italian neighbors from his balcony in Pozzuoli. Top: Operating the harbor radio, Cammarata keeps a close voice contact with ships in the Naples harbor. Above: The Navyman takes some time out to catch up on reading American newspapers.

MAIL FOR THE FLEET

Above: A civilian postal clerk waits for a plane to offload registered mail. Left: At FMC's Rome detachment PC3 Keith S. Carlson, left, stacks space available mail that will ultimately reach the Sixth Fleet. Below: PC1 Robert G. Thomas is the petty officer in charge of FMC's Rome detachment. Bottom: Mail from New York is put in its proper place. Facing page: Once mail has been sorted it goes to the street where an FMC truck will carry it to FMC Naples for transfer to Sixth Fleet ships.



THE WIFE OF A SIXTH FLEET SAILOR took the last look at the address on the letter she had written to her husband, dropped it in the mailbox at the corner of Colonial Avenue and Marshall Street in Plymouth Meeting, Pa., and walked away—knowing that within a few days her husband, Bob, (aboard USS *Francis Marion* (LPA 249)) would be reading the news from home.

The old reliable system of "drop it in here and it comes out there" would once again do its job.

It is appreciated that Mrs. Carol Maier and so many thousands of others like her have such faith in the postal service that they can deposit their most intimate written thoughts in a metal box and casually walk away. However, one wonders if there would be this same casualness if the circuitous route and the many conditions on which the delivery of letters depended were actually known.

After Mrs. Maier's letter is collected from the corner box, it is processed by the local post office, which, using the last line of the address, routes it to New York. There it becomes one of approximately 110,000 letters received daily at the Postal Concentration Center in New York, addressed to ships and stations with a Fleet Post Office, New York, address.

These ships and stations are located at about 250 different geographical locations throughout the Atlantic, Mediterranean, and Middle East areas.

MRS. MAIER'S LETTER must now be sorted to the command shown in the second line of the address, "USS FRANCIS MARION," consolidated with other letters addressed to the same ship, and dispatched by the best means to the proper destination.

Where is USS *Francis Marion???* From a review of Fleet employment schedules by Commander Service Force, Atlantic Fleet (COMSERVLANT), the Atlantic Fleet Mail Routing Authority, and from information received from the skipper of *Marion*, it is determined that she is deployed with the Sixth Fleet, operating (at the time in question) in the Med. Based on this information, COMSERVLANT has advised the officer in charge of the Fleet Post Office, New York, that mail for *Marion* can be delivered through the Fleet Mail Center located at Naples, Italy, and its detachment in Rome, Italy. It can be delivered up until the 15th of November, or five days after Mrs. Maier mailed her letter in Plymouth Meeting.

The Navy section at the Fleet Post Office in New York, using airline schedules and all other information, directs the dispatch of airworthy mail on hand for USS *Francis Marion* to Rome. On the evening of 11 November, Mrs. Maier's letter is aboard a flight scheduled to arrive in Rome at approximately 0700, 12 November.

While Mrs. Maier's letter was crossing the Atlantic, and on its way through Europe and on to the Medi-

"DROP IT IN HERE, AND IT COMES OUT THERE"

terranean, a letter from her husband was reversing the course. All mail going to FPO New York and on to the folks at home must be shipped via Naples, Rome, and New York.

IT IS POSSIBLE FOR A SHIP TO SEND MAIL directly to New York from a few ports in the Mediterranean. However, if the mail is not shipped directly from a port which a ship may be visiting, it is delivered to Naples, then Rome, from where it is flown directly to the United States for distribution.

Since the arrival of USS *Francis Marion* in the Mediterranean a few months before, the mail routers at the Fleet Mail Center in Naples have kept track of her every move and have advised the Rome detachment on the evening of the 11th of how to send the mail the following day to all Sixth Fleet ships. They advised that the mail for USS *Francis Marion* should be sent to Naples.

Mail is shipped daily to Naples by a Fleet Mail Center Naples truck and is processed and made ready for further dispatch in order that delivery to *Marion* may be completed.

Senior Chief Postal Clerk Otis R. Miles, the chief in charge at the Naples center states, "Our men work long hours to ensure that the mail is delivered, even to the most isolated ships and stations. Twenty-four hours a day, seven days a week, our people are keeping track of schedules for each unit of the Sixth Fleet and making arrangements for fast delivery of mail.

"Everyone who utilizes the postal system could make the job a lot easier if he would ensure that his letters and packages were properly addressed with the current zip code. Many letters and packages each year are delayed owing to incorrect addresses, insufficient postage, and by the sender's not complying with customs regulations."

One can easily see what a complicated chore it is to send mail to the right place at the right time for a ship entering port, or to deliver mail to an aircraft carrier underway in the Mediterranean.

"EVERYONE IS ALERT TO RAPID CHANGES in Fleet movements here at the Navy post office, Rome," says Postal Clerk Keith Francis. "I'm a sailor and realize what mail means to any sailor on deployment. To tell the truth, I feel bad when we're unable to dispatch mail to a ship in port or underway because of unforeseen problems."

According to Chief Postal Clerk A. M. Quinones, mail coordinator at Naples, "Trying to keep up with our mobile Fleet unit is a very difficult task and one in which we are always striving to improve."

Because USS *Francis Marion* is operating with a task force in the Western Med, her mail, passengers and all supplies must be flown from Naples to an aircraft carrier operating as a part of the same task force.

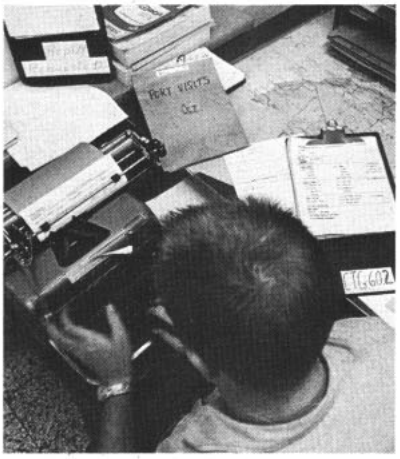
There is a Carrier-On-Deck delivery (COD) flight scheduled to depart early the following morning, 13 November. Mrs. Maier's letter was on that flight.

When the COD flight landed on the carrier, the mail was once again sorted and plans for delivery to all the ships in company were formulated. Delivery to *Francis Marion* could be effected either by highline transfer or by helicopter. *Marion* was operating some 25 miles away, so a helicopter delivery was scheduled for the same afternoon.

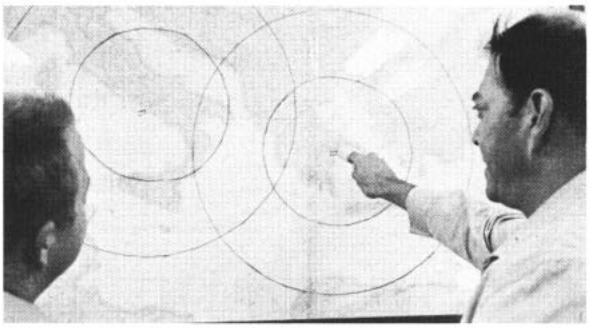
The delivery to *Marion* was effected on schedule and the Navy postal clerk on board completed the final sorting. Within an hour after the helo flight's arrival, the familiar word "Mail call, mail call" was passed and Mrs. Maier's letter—in slightly over 72 hours—was delivered to Bob.

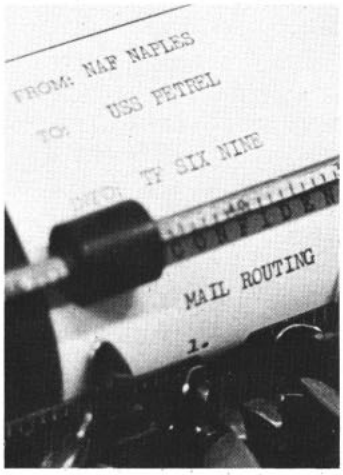
—Story and Photos by PH1 R. Pendergist

All Air Parcel Post is channeled through the Rome detachment, then Naples, before it reaches its destination. All fourth class parcel post is delivered directly to Naples Fleet Mail Center by surface ship.



Counterclockwise from above left: Two Navymen prepare manifest for mail going to a carrier in the Med. (2) PC1 prepares a message to a Sixth Fleet ship. This message will inform the ship of the route the mail will take. (3, 4). These men spend a lot of time tracking Sixth Fleet ships in order to provide them with rapid mail service. (5) All ships are informed by message as to when and where their mail will be delivered. (6) In 1969, 7.1 million pounds of mail was handled by the men in Fleet Mail Center. (7) At FMC Naples, Navymen ensure that bundles are headed for the correct ships in the Mediterranean.





• NEW REGS ON HAIR AND UNIFORMS

As a result of field trips, personal contacts and correspondence with Navymen, the Chief of Naval Operations has issued further clarifying changes to official Navy policy in two areas--hair grooming and uniforms. Both were discussed in the now famous Z-Gram on "demeaning regulations." (See All Hands, Dec 70, p. 14.)

"The Navy does not prescribe nor distinguish among styles of haircuts," CNO says in NavOp Z-70 (21 Jan 71). "A wide variety of hair styles, if maintained in a neat manner, is acceptable. The determination of hair styles, within the criteria detailed below, is an individual decision."

Appropriate changes to Navy Uniform Regulations, announced in BuPers Notice 1020 (28 Jan 71), are as follows:

"Hair will be neat, clean, trimmed and present a groomed appearance. Hair will not touch the collar except for the closely cut hair at the back of the neck and that will present a tapered appearance. Hair in front will be groomed so that it does not fall below the eyebrows when a person is uncovered and it will not bush out below the band of properly worn headgear. In no case shall the bulk or length of hair interfere with the proper wearing of any military headgear; the exact maximum length of the hair is no longer specified.

"If an individual chooses to wear sideburns, they will be neatly trimmed. Sideburns will not extend below the bottom of the ear lobe, will be of even width (not flared), and will end with a clean-shaven horizontal line.

"If a beard or moustache is worn, it shall be well groomed and neatly trimmed in order not to contribute to a ragged appearance. This policy authorizes and includes van dykes and goatees."

NavOp Z-70 also authorizes the wearing of blue working jackets, raincoats or peacoats with the dungaree working uniform, but rules out foul weather or flight jackets. Wherever appropriate, however, flight jackets may be worn with flight suits. CNO emphasizes that dungarees are not a liberty uniform. They should be worn off-base only for travel between work and local residences, and for "very brief stops for personal necessities."

• CHECK OUT ON LEAVE BY TELEPHONE

Now you don't have to drive to the ship just to pick up or turn in your leave papers. BuPers Notice 1050 (18 Jan 71) authorizes commanding officers to permit Navymen to check in and out on leave by telephone Here's how it works. You may:

- Pick up your leave papers on the last working day before your leave begins.
- Telephone your ship or station to check in and out.
- Enter the time and date when you begin (or end) your leave in the

appropriate space on your leave papers, and sign the entry immediately after making the call.

• Turn your leave papers back in on the first working day after you've ended your leave.

This new procedure has been set up as a personal convenience for Navymen; it is not intended as a means of using liberty to extend leave periods, which is prohibited by regulations. Accordingly, you must place your phone call from the immediate vicinity of your duty station, i.e., the local residence from which you commute daily to and from work. See your personnel officer for more information.

• MERITORIOUS ADVANCEMENT SELECTIONS

One hundred and seventy-seven enlisted men were approved for meritorious advancement by the Meritorious Advancement in Rate Board which ended deliberation in the Bureau of Naval Personnel February 12. After examining approximately 2000 records of First and Second class petty officers, the Board advanced 82 to First Class Petty Officer and 95 to Chief Petty Officer.

Nominated were enlisted men who had taken the advancement exam in their rating five times, but had never been promoted. They had also been recommended by their commanding officer for "sustained superior performance." The thirty members of the board met for four weeks. The Board was composed of 14 Master and Senior Chief Petty Officers and 15 commissioned officers. Captain Delbert D. Grantham was the president of the board. Advancement authorization will be made by the Naval Examining Center, Great Lakes, effective May 1.

• POW PETITIONS: GUIDELINES FOR NAVYMEN

Numerous organizations, including service, fraternal and next-of-kin groups, are actively soliciting signatures on petitions and encouraging the American public to write letters to other governments on behalf of our men captured and missing in Southeast Asia. Many Navymen who would otherwise eagerly participate in these programs have hesitated, feeling that it would in some way be improper or even illegal to do so.

NAVOP 14 (27 Jan 71), using quotes from a DOD policy statement issued 8 Jan, clarifies the Navy position as follows:

"The Department of Defense fully supports legitimate private initiatives that advocate humane treatment and release of U. S. PW/MIA personnel and enemy compliance with the Geneva Conventions of 1949. Commanders are authorized to assist such efforts, including those of PW/MIA family groups, provided the assistance is within the bounds of existing directives. Petitions on the PW/MIA issue may be circulated on military installations if deemed appropriate by the installation commander. It should be considered inappropriate to combine with a

petition for the humane treatment and release of prisoners other comments or petitions regarding United States policy, foreign or domestic.

"A military person may express his opinion to a foreign government on the PW/MIA issue, even using his military rank or title. Military individuals should restrict the content of their letters to the humane treatment and release of PWs by the enemy, and compliance with other provisions of the Geneva Conventions of 1949, and avoid political comment."

Navymen are also cautioned, however, against signing petitions in any language other than English. CNO encourages participation by naval personnel in legitimate, private efforts to express personal concern for Americans who are prisoners of war or missing in action.

• CNO AWARDS GO TO NSC LONG BEACH AND NAS MERIDIAN

Naval Supply Center Long Beach and Naval Air Station Meridian are the winners of the first annual CNO Personal Property Awards.

• ADVANCEMENT INCENTIVE FOR ENLISTED ADVISORS

As an incentive for volunteers, enlisted Navymen E-6 and below who are assigned advisory duty in the Vietnam theater, will be guaranteed field promotion to the next higher pay grade, assuming they meet minimum requirements for satisfactory performance. No examination will be required for advancement as high as 1st class petty officer under these conditions; advancement to CPO requires only having passed a previous E-7 exam.

Here are the other details as outlined in Z-gram 73. Advancement to any grade from E-4 to E-7 requires: Minimum time in grade; agreement to extend enlistment to meet minimum obligated service requirements; completion of required training courses; and CO's recommendation.

Personnel meeting these requirements will be advanced in the first increment of each advancement cycle.

The new Enlisted Advisors Program involves a two- or three-year tour and extensive language training, and permits advancement with a shortened time in grade requirement of six months from E-4 to E-5, one year from E-5 to E-6, and two years for advancement from E-6 to E-7, with minimum length of service for advancement from E-6 to E-7 waived. See your personnel officer.

• LOOKING FOR A SWAP? HERE'S HOW

New rules have been issued covering the centralized, automated exchange of duty program for enlisted Navymen first announced last fall in Z-gram 16. All requests will now go to one officer in BuPers (Pers-B232), who will maintain a central file of computerized requests. Matching cards from the file will be forwarded to the appropriate detailer, who

will arrange the swap when feasible. Your request should be forwarded via your CO; if it's approved, you'll bear all moving expenses yourself, at no cost to the government.

To be eligible for a duty exchange, you must have served at least nine months at your present duty station and have at least one year of active duty obligation remaining when transferred. Swaps will be made in the same rating and pay grade (and special NEC, if applicable), and within the same type duty, i.e., shore to shore, sea to sea, neutral to neutral.

Navymen are not eligible if they are in receipt of orders, recorded on current Seavey lists, serving on overseas duty or serving on duty where military transportation would be involved in the transfer. In addition, requests from deploying units must be received in BuPers at least two months before deployment date.

Requests must be prepared carefully and in accordance with BuPers Notice 1306 (4 Feb 71), since information will be computerized. If you indicate a broad duty preference, i.e., "anywhere 1st Naval District" or "any port Pacific Fleet," you're more likely to find a swap. You may also arrange your own swap; see BuPers Notice 1306 for specific procedures.

• ORDERS OR RETIREMENT--A NEW OPTION

If you're eligible for retirement or transfer to the Fleet Reserve and have received--or have been notified that you will receive--PCS orders, you may apply for retirement or transfer to the Fleet Reserve instead of accepting the orders.

This new option, as outlined in BuPers Notice 1800 (11 Jan 71), applies to career officer and enlisted personnel. If you wish to leave active duty, you must submit your request to the Chief of Naval Personnel by message within 10 days after orders have been received. At the same time, you must forward a request for retirement or transfer to the Fleet Reserve for an effective date within three months after notification or receipt of orders.

Whenever possible, requests for transfer to the Fleet Reserve will be approved, and CHNAVPERS will recommend that the Secretary of the Navy approve requests for retirement.

• MORE ON DRILL FOR RESERVISTS

There has been an important amplification of the rules on drill for 2 X 6 Reservists. (See ALL HANDS, Feb 71, p. 38.) Reserve Navymen who live beyond reasonable commuting distance of the nearest Naval Reserve training activity (defined as 50 miles or one and one-half hours of driving time) may be exempted from participation in drills under Training Category A, which requires at least 48 drills and 14 days of active duty for training per year, but they will be assigned to Training

Category E, which requires up to 30 days of active duty for training per year.

Present policy, announced in CHNAVPERS message 182057Z Jan 71, states that 2 X 6 Reservists"... must participate satisfactorily in the Naval Reserve training program until they qualify for the Standby Reserve or complete their statutory military obligation of six years." Transfer to the Standby Reserve requires a total of five years of active duty and satisfactory participation in the Naval Reserve, including time in Training Categories A, E or I (awaiting orders to drill status, active duty, etc.).

In the past, a 2 X 6 Reservist ordinarily spent one year with a drilling Reserve unit before coming on active duty. Under the new 2 X 6 program, however, he will be enlisted in a non-pay, non-drill status until his departure for recruit training, which must be within 120 days of enlistment. After this active duty for training period of approximately 84 days, he'll return to his Reserve unit in a drill pay status until he is scheduled to commence Class "A" School and/or active duty.

• ELIGIBILITY FOR GALLANTRY CROSS

Members of Navy, Marine Corps and Coast Guard units attached to or serving with III Marine Amphibious Force during the period 8 Mar 1965 to 20 Sep 1969 are now eligible to wear the Vietnam Armed Forces Meritorious Citation (Gallantry Cross).

Servicemen attached to units and squadrons embarked in the carriers listed in SecNav Instruction 1650.33 (18 Nov 1970) qualify for the award. When available records do not establish eligibility, an affidavit may be obtained from the member concerned and eligibility may be determined at command level. Only questionable cases are to be forwarded to the Chief of Naval Personnel (Attn: Pers-P53).

• TOP NAVY ESSAY WINNER

Lieutenant (jg) Jon L. Anderson of the destroyer tender USS Piedmont (AD 17) has been named top Navy winner of the Freedoms Foundation's Valley Forge Patriots Award in the armed forces essay category. He'll receive a George Washington Honor Medal and $100 for his essay, "Freedom--Privilege or Obligation." Anderson is communications officer aboard Piedmont.

• DRUG ABUSE SCHOOL OPENS IN SAN DIEGO

A training program to educate a select group of petty officers as specialists in combatting drug abuse has been set up at Naval Training Center, San Diego. Those selected will receive at least ten weeks of training--including instructor school, leadership school, intensive study of the problems of drug abuse, and a week with the narcotics squad in

San Diego, Los Angeles or San Francisco--before being assigned as instructors at major naval commands.

To qualify, an applicant should be a 2nd class petty officer or above, at least 21 years old, and suitable for independent duty demanding constructive thought and a great deal of off-duty time.

Other requirements are spelled out in NavOp 19 (8 Feb 71) and the Enlisted Transfer Manual, Chapter 5. Apply via your CO to BuPers (Pers-B2021).

• SEA TOURS REDUCED FOR BR AND BT

If you're a chief boilerman or chief boilermaker, and have been at sea for the last 60 months, you're probably being considered for shore duty in the near future. There's also good news for chief machinist's mates: their sea tours have been reduced to 72 months. Navymen affected should submit revised Duty History and Preference Cards as soon as possible. You may also reach your detailer by calling Autovon 224-2257 or Autovon 224-2346. Ask for BTC Michael Boyd, BRC Homer Frost, or MMC Fred Holmes, each of whom details his own rate.

• MORE THAN 72,000 ADVANCED IN AUGUST EXAMS

If you're sweating results of the February advancement exams, you'll be happy to know that petty officers are much in demand these days, at least judging by statistics from the last exam series. More than 52,000 Navymen took the E-4 exams last August; 87 per cent passed the exams, and 94 per cent of those who passed were advanced. Of the more than 36,000 Navymen who went up for E-5, 70 per cent passed the exam and 96 per cent of those who passed were advanced.

Very few Navymen were "quotaed" in the two lower petty officer pay grades. In fact, all those who passed exams for E-4 and E-5 were advanced, except in the following rates: ADR3, AE3, SD3, ADR2, EO2 and SD2.

Naturally, it's tougher to make 1st class and chief petty officer, as it should be. Nonetheless, there are more than 3300 new E-6s and over 2000 new chiefs as a result of the exams. Forty-three per cent passed the exam for E-6; of those who passed, 33 per cent were advanced. For E-7, 35 per cent passed the test; 19 per cent of those who passed were advanced. The above figures are for active duty personnel, exclusive of TARs.

• YEOMAN TO PERSONNELMAN

To help improve standards of service, yeomen in pay grades E-4, E-5 and E-6, particularly those with experience in enlisted personnel administration, are being encouraged to change rating to personnelman. Requests must be submitted to BuPers before 30 April. See BuPers Notice 1440 (10 Feb 71) for more details.

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

"In Conclusion . . ."

GMCM D. D. BLACK

SINCE I RETIRE at the end of this month, the next issue of ALL HANDS will contain the last article I will write as the Master Chief Petty Officer of the Navy.

I think it would be beneficial at this time, to reflect back on 30 years' naval service and four years in this office and look over what we have done and how far we have come. By "we," of course, I mean the Navy's enlisted force and this office which is its representative.

I WAS APPOINTED to the position of Master Chief Petty Officer of the Navy on Friday the 13th day of February 1967. About two weeks later, on 1 March, the office was officially opened. At first, the idea of the Navy having a senior enlisted advisor and representative was hard for some people to swallow. And for such a representative to be able to consult with and advise the higher levels of the policy-making branches here in Washington, was even more alien to the traditional standards of a number of people. As a result, relations were sometimes strained in the beginning, if not totally impossible to establish, not only here in the Bureau of Naval Personnel, but also at commands throughout the Navy.

For some reason, people feared that the establishment of the office of the Master Chief Petty Officer of the Navy as the Senior Enlisted Advisor was a step in the wrong direction, and a means of bypassing the official chain of command. But, fortunately, only a short time elapsed before first opinions were reversed and minds were changed, and the office was seen for what it really was: not a threat to the chain of command, but a new chain in itself, which has become the unofficial link of communications between enlisted men and the decision-makers here in Washington. It was then that we could start to try to help people.

SOON THE MAIL began to flow in to BuPers addressed to "Pers-003" or "Pers-Od" from all over the world. Some of the letters contained people's gripes about the way things were run at their commands; others contained complaints about having a request turned down in BuPers. "Why wasn't I selected for E-8?", another writer wanted to know. And "How can I get stationed in Italy?", someone else asked. And for all these, there was very little we could do.

Fortunately, letters of this type, labeled "Dear Abbey" letters, are in the minority. The great majority of letters this office receives, contain legitimate problems that people could not solve at the command level. The writers are people who are not well enough informed to know where to go to get their problems corrected. So they write to us.

WE ALSO RECEIVE a lot of mail containing information we aren't aware of, as well as suggestions and recommendations for improvement of policies and programs, (all these we pass on to the appropriate office here in the Bureau that could possibly do something about them), and solutions to problems experienced at all commands by many Navymen. Also, there are simple questions about policies and regulations which someone forgot to answer at the command level. To all those who took time to write and let us know their ideas, suggestions and opinions, we say "Thank you" and we send our congratulations. Many of the recommendations for changes made four years ago are today's policies or products.

Along with the letters, which are all personally answered, there are phone calls from Navymen and Navywomen, commanding officers and Senior Enlisted Advisors, wives, fathers, mothers and girlfriends. It's impossible to estimate how many phone calls we've received.

The office of the MCPON is at a point now, and it has been for some time, where cooperation with various branches and offices here in the Bureau is at its best. I want to express my sincerest appreciation to all the people with whom my office

staff and I have come in contact for their continued help, advice and support. Without their hard work, very little could have been accomplished.

In fact, what has been accomplished is a good example of the importance of teamwork and working through people for people. I cannot take credit for any single accomplishment which has come about since the establishment of this office. One thing I realize after 30 years, in addition to the importance of teamwork, is the coordination of all the parts within the whole if the whole is to function properly.

AT THIS POINT, I feel I must mention a few organizations which have also given the office their complete support and friendship. To them and their members, we are eternally grateful.

One such organization is the Fleet Reserve Association, which has always been willing to help in any way. The FRA has been the source of many good ideas, and their national conventions have become most informative forums. I congratulate the FRA for its continued interest in the welfare of the enlisted man. With outstanding leadership in the front office, I'm sure there will be continued success for the FRA. I want to give special thanks to the National Executive Secretary, Mr. Robert Nolan, for his assistance in the past four years.

Another group of dedicated individuals which has done so much is the Navy League. The League members' interest in programs to help provide the Navy with top-quality personnel has resulted in the best Navy ever.

I extend a special "Thank you" to the Navy Wives Club of America, and to the Navy Wifeline, for all they have done in providing assistance, time after time to Navymen and their families when they needed it most.

There are many more groups which have a deep interest in the Navy and its future. An outstanding example of what can be done to promote the Navy in the community is demonstrated year after year by the Independent Businessmen's Association of Long Beach, Calif. This group sponsors the annual White Hats Award Program which I have been privileged to attend for the past four years.

SO WHERE HAVE WE COME from and where are we going? As I see it, we have come full cycle from the time several years ago when the complete emphasis was on technology and machines and the material Navy. The pendulum has swung back to an interest in and an emphasis on people. I think it will continue to swing in this direction. It is the age of "Pers P" and "Z-Grams," with an eye toward more "Fun, Zest and Adventure" in the Navy. The age of the steam torpedo is gone!

And I can assure you, that by putting the emphasis on people, the Navy's technology will also improve. It is just a matter of taking care of the man who's operating the machine – first. When this attitude toward personal interest becomes wider spread throughout the Navy, I'm sure it will be a better place to be.

And if I had to name one project as being our most important undertaking, I would have to say it is the establishment of the Senior Enlisted Advisor Program. Here again, the concern is for the people at the command level.

This program provides another link in the chain of communications from our office to the man at the command and, more importantly, from the man to his commanding officer. The program is flourishing, but it would not be if it were not for an immeasurable number of people here in BuPers and at all commands having SEAs.

I LEAVE THE NAVY and my job as MCPON with mixed emotions. Certainly a lot has been accomplished, but there still remains much to be done. I am sure my successor, Master Chief Whittet, will carry on programs now underway and will be instrumental in originating new ones.

Above: A visit with the admiral. Right: Talking with the men in the Fleet. Top center: Four years as MCPON. Below center: Liaison with senior petty officers. Top right: Answering questions. Below right: With his wife Ima and son Donny.

OPPORTUNITY

of a Life Time

HAVE YOU EVER WANTED TO BE AN ADMIRAL? If you have, the place to start may be at Annapolis. As an enlisted Navyman or Marine, you may be eligible for one of the 170 appointments to the Naval Academy (85 for Regulars; 85 for Reservists) that the Secretary of the Navy may make each year. In recent years, neither the Regulars nor the Reserve quotas have been filled.

For both Regular and Reserve Navymen and Marines, there are now two paths to Annapolis. You may apply to attend the Naval Academy Preparatory School at Bainbridge, Md., or you may apply for a direct nomination to the Academy itself. If you have an excellent school record, believe you are capable of college work and are fully qualified, you may wish to apply for direct nomination. On the other hand, attendance at Preparatory School will greatly increase your chances of winning an Academy nomination, and will help prepare you for the academic, military and physical rigors of a midshipman's life.

Naval Academy Preparatory School

THE NAVAL ACADEMY PREPARATORY SCHOOL is located on a high bluff overlooking the Susquehanna River, on the grounds of the Naval Training Center in Bainbridge, about 40 miles northeast of Baltimore. It's the third oldest school in the Navy; only the Naval Academy itself and the Naval War College were founded before 1915, when Preparatory School convened its first class of 13 Navymen.

This year, 30 May is the deadline for applications from Regulars for the academic year that runs from 23 Aug 1971 through May 1972 for candidates seeking admission to the Naval Academy in June 1972. Reservists should submit applications to their COs for forwarding a little earlier, by 15 May. In addition, recruits, Navymen at service schools and Reservists, who enlist between 1 May and 30 Jun 1971, have until 15 July to submit their applications.

Preparatory School instruction emphasizes academic course work in English, mathematics and science which is usually encountered during the last two years of high school and the first year of college. Classes at the high school level are taught at an accelerated pace, and students are assigned to classes in each subject according to their individual backgrounds and abilities. Students are also expected to participate in an extensive varsity and intramural sports program, and in other extracurricular activities offered by the school.

DURING A TYPICAL DAY IN BAINBRIDGE, you'll be in the classroom from 0750 to 1550, with an hour off for noon formation and lunch. From 1615 to 1750 you'll be involved in sports and other extracurricular activities of your choice. In the evenings you'll be studying; because of the stringent academic demands, liberty is curtailed during the week. However, liberty is normally granted on weekends.

- To be eligible for Preparatory School you must be:
- A male U. S. citizen.
- Enlisted before 1 Jul 1971.
- Between 17 and 20, as of 1 Jul 1971.
- The holder of a combined GCT/ARI score of 120 or higher. (No waivers are granted.)
- In excellent physical condition.
- Single and never have been married.
- Of good moral character and strongly motivated toward a naval career.

Visiting Navymen Act as Ambassadors

NAVYMEN VISITING FOREIGN PORTS are often reminded that they are perhaps the most important ambassadors for America; and ever so often, the Navy receives an evaluation — usually from casual observers — of how well the men carry out their roles. The following letter, forwarded to the Navy's Chief of Information, Rear Admiral L. R. Geis, by Vice Admiral I. C. Kidd, Jr., Commander Sixth Fleet, is an example of such an observation:

"Dear Sir:

My wife and I were visiting Palma, Mallorca, when the Saratoga *and several ships of the Sixth Fleet were also visiting the port. I'm sure a person in your position always wonders how his men impress the local people, and I wanted to let you know how they impressed my wife and me. Frankly, we couldn't have been more proud to be Americans when among your men. If the majority of our young people resemble these men, we have a lot going for us.*

Sincerely,
Pat and Jerry Bradley"

Admiral Kidd forwarded the letter with his own comment that "It's great to be reminded that our bluejackets are still our best public relations ambassadors."

Admiral Geis told Admiral Kidd, "We know that Navymen are appreciated by many people, but it is nice to get some concrete evidence from the 'silent majority'."

Regulars must be on active duty, but Reservists may be either active or inactive.

Leadership ability and motivation are as important as academic background, but you should have completed 15 or more acceptable units of college preparatory work in high school, including at least three years of English, two years of math, and one year of chemistry or physics. (An "acceptable unit" is a year's study with grade "C" or better.) However, up to four of these 15 units may be earned at Preparatory School itself, so you might well be accepted with as few as 11 units of "A"s and "B"s.

Candidates selected for Preparatory School must have at least 24 months of remaining obligated active service as of 1 Jul 1971.

More information is in a pamphlet, *Naval Academy Preparatory School—Gateway to Annapolis,* which your career counselor should have. For complete application procedures, see BuPers Notice 1531 (1 Dec 70).

Naval Academy

THE NA CLASS OF 1975, which convenes this June, is already full, but now is a good time to start thinking about the class of 1976. Reservists have until 1 Nov 1971 to submit requests to their COs; Regulars on active duty may apply to BuPers (Pers-B66) via COs up until 31 Jan 1972. Reservists must be on active duty, or members of drill units.

To qualify for direct nomination to the Academy, you must meet all eligibility requirements outlined above for Preparatory School, with the following modifications. You must be:

- At least 17 and less than 22, as of 1 Jul 1972.
- A high school graduate, or equivalent, by 1 Jul 1972.

You must have completed at least 15 acceptable units of college preparatory subjects in high school, with grades indicating college capability. Standing in the top 40 per cent of your class is normally required. While the Academy does not have rigid entrance requirements, it strongly urges prospective candidates to include four years of mathematics, four years of English, two years of a modern foreign language, one year of physics and one year of chemistry in their high school programs. In addition, all candidates are required to take the College Entrance Examination Board tests.

Complete information on requirements and application procedures is in BuPers Notice (18 Nov 70) and NavOp 02 (5 Jan 71). But the first thing to read is the latest *Naval Academy Catalog;* it will help you decide if you're really interested.

WHAT'S IT LIKE AT ANNAPOLIS, anyway?

You probably already know that tradition is important there. The Academy was founded as the Naval School in 1845, with a faculty of four officers and three civilians who taught gunnery, tactics, engineering, chemistry, mathematics, astronomy, French and English. Its first class numbered 60 midshipmen. Six years later, the Naval School was reorganized as the U. S. Naval Academy. The course of study was spread over four years and summer cruises were set up to provide students with seagoing experience.

Today, the Academy still provides four years of college study and annual summer training for all midshipmen. But in other essential respects, the curriculum has changed tremendously, for the day is long past when every line officer could be given the same all-inclusive educational package. The needs of the modern Navy are enormously varied and today the Naval Academy seeks to produce in every graduating class a group of individual line officers—all

Change and Challenge

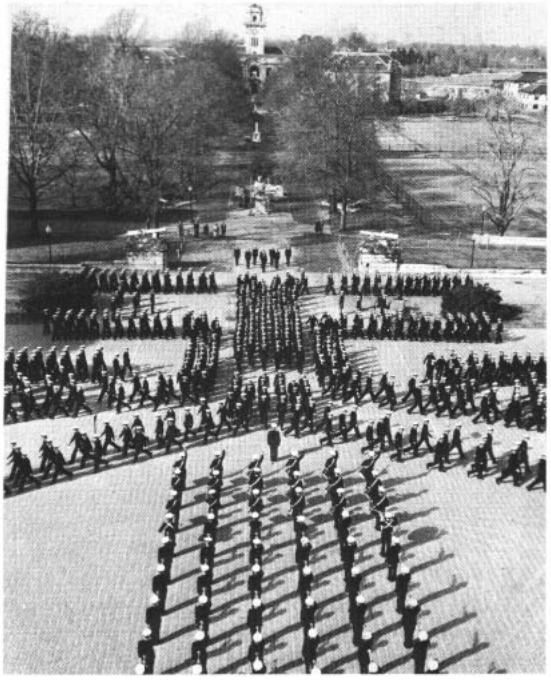
HERE IS AN EXAMPLE of how one major command is implementing the directives of the Chief of Naval Operations. It comes from Rear Admiral Lawrence Heyworth, Jr., Commander Fleet Air Jacksonville, and is addressed: Personal for Commanders, Commanding Officers and Officers in Charge of the FAirJax Complex. The message speaks for itself.

"Change and challenge must be our theme as we advance toward a higher quality Navy. We must recognize the necessity to deal with the 'facts of life' and implement changes where improvements are needed. Our success can only be in the acceptance that change is constant and to learn from the challenges that are associated with it.

"The CNO's Z-grams have been a shot in the arm for boosting morale, improving the welfare of the military individual and dependents, plus challenging all levels of command to question areas which need revitalizing. Changes can only come about as a result of a flow of fresh ideas to the source which can evaluate the suggestion and take appropriate action. It does no good to keep improvement ideas or complaints to yourself.

"I am designating ComFAirJax Staff Code 015 as my special assistant for individuals. His office is staffed with a group of dedicated men who are well versed in service benefits and programs. The 015 office personnel are available to discuss individual problems/recommendations and to communicate with higher authority as appropriate. Staff Code 015 is located in Bldg. 168 at NAS JAX, telephone 772-351/2532/2533.

"I urge FAirJax commands to become involved at all levels in seeking new ways to accomplish the Navy mission and to improve services provided to our personnel. As a suggestion, utilize your enlisted advisor or career counselor as a communication link to initiate your own personal Navy improvement program. Warm regards." (signed) Lawrence Heyworth, Jr., Rear Admiral, USN.



well trained in basic professional subjects—who *collectively* possess a wide range of general and specialized knowledge.

Every midshipman has the opportunity to choose a specialty from among the 25 major programs offered at Annapolis, which range from oceanography to literature. Whatever his choice, he must also satisfy board requirements in the social sciences and humanities, mathematics and science.

THE NAVY HAS AN EVER-INCREASING NEED for engineers and scientists, and thus offers extensive opportunities to its officers for graduate work and career specialties in engineering and scientific programs. For midshipmen interested in the social sciences and humanities, there are interdisciplinary programs in European, Latin American, Soviet and Far Eastern studies. These majors combine political and historical investigation of an important geographic area with study of the related languages, literatures and cultures.

Study requirements for the first, or plebe, year are broad enough to give undecided midshipmen a good basis for choosing a major. The normal academic load for a midshipman fourth class, or plebe, consists of five courses each semester, of which three are in required subjects: calculus, composition and literature, and naval science. To fill out his schedule, each midshipman chooses additional courses in the fields of computer science, modern foreign languages, science, or humanities and social sciences.

YOUR ACADEMIC SCHEDULE AT ANNAPOLIS will be tough: every weekday is divided into six 50-minute classroom periods. There are four periods scheduled on Saturdays. Study periods of two and one-half hours are set aside every weekday evening, at which time no other activities are scheduled.

Important as academics are at Annapolis, the Naval Academy's mission is to produce Navy and Marine Corps officers, not scholars. To accomplish the military aspects of the Academy's mission, the student body is organized into the Brigade of Midshipmen. From your first day at Annapolis, you'll undergo a rigorous program of military indoctrination, including drills, watchstanding and inspections.

Plebe year, in particular, is a deliberate period of testing, requiring you, as a new midshipman, to exercise self-discipline, effectively organize your time and perform efficiently under pressure, think and react quickly and with good judgment, and develop an exemplary military bearing and appearance. After plebe year, you'll have a chance to develop leadership abilities through exercising command and staff responsibilities within the Brigade.

DURING YOUR FOUR YEARS at the Academy, you'll receive more than 2000 hours of training in seamanship, navigation and other professional skills, much of it at sea during annual summer cruises aboard operating units of the Fleet. During the academic year, you'll learn to handle an 88-foot schooner and an 80-foot yard patrol boat, learn the Rules of the Road, and practice signaling with flashing lights and signal flags. You'll in effect complete the practical factors of a dozen different Navy ratings.

Then there's the physical education and athletics programs, which are aimed at developing skill, teamwork and a competitive spirit, as well as providing an enjoyable relief from the academic routine. Athletics are big at Annapolis—intercollegiate and intramural sports of every nature, from boxing to squash racquets, are offered year-round. The entire Brigade of Midshipmen attends home football games and the annual clash with Army.

We could go on, but perhaps you're getting an idea of what it's like at the Naval Academy. When it's all over—your class graduates in June 1976—you'll have taken probably the biggest step upward in your Navy career. You'll have a Bachelor of Science degree and a commission in the United States Navy or Marine Corps. It will have been a tough four years (or five years, if you attended Preparatory School), and you've still a long way to go, but nobody ever said it would be easy to make admiral.

A Year Off for Research—On Full Pay

Officers who want to take a year off to finish a thesis, examine the inner workings of another government agency, or observe the up-to-date techniques of private industry may get the chance to do just that, if they're chosen for a new professional development program set up by CNO. The program will allow 30 selected officers to spend up to one year in independent research, at full pay and allowances, in areas mutually beneficial to themselves and the Navy.

Regular officers in grades captain and below who

hold baccalaureate degrees and have more than three years' active service are eligible to compete for the research assignments. They must make their own arrangements with other government agencies, private corporations, foundations or universities, and may not accept any compensation or stipend from cooperating organizations. (Arrangements must comply with guidelines set down in DOD Directive 5500.7 series.) They will incur additional obligated service on a one-for-one basis.

Applications must be received by BuPers (Pers-B165) before 1 Mar 71; a narrative describing proposed research and its benefit to the naval officer should be included. More specific details on application procedures will be announced in a forthcoming BuPers Notice.

A Visit to Prairie View

Rear Admiral A. A. Bergner, Assistant Chief of Naval Personnel for Education and Training, visited Prairie View A & M College just before the new year to observe the Annual Review of the Naval Reserve Officer Training Corps (NROTC) Midshipman Company.

As guest of honor, Admiral Bergner inspected and reviewed the 65-member Midshipman Company and presented Honor Roll Medals for outstanding academic achievement to two of the unit's senior students, Midshipman 1/C Ossie Combs and Midshipman 1/C Julius King.

The review was followed by a reception with college faculty members and administration officials.

Established in 1968, the NROTC unit at Prairie View, Texas, is the Navy's newest, and the only Naval ROTC unit in operation at a predominantly black college. The company graduated its first class in the spring of 1970, commissioning 10 Naval officers and three Marine Corps officers.

During his visit to the campus in Prairie View, Tex., Admiral Bergner met with Captain W. H. Lowans, Commanding Officer and Professor of Naval Science, and the unit's staff officers and student midshipmen to discuss various aspects of the training program. He also discussed the role of Naval ROTC in the academic environment with the college's president, Dr. A. I. Thomas.

Rear Admiral A. A. Bergner, Assistant Chief of Naval Personnel for Education and Training, meets with NROTC students during his visit to Prairie View A & M College.

If You Need Credit To Qualify For A High School Diploma

Do you still need a few credits to qualify for a high school diploma? Or maybe you need a few remedial or refresher courses before you can get into college or a training program?

If you've been on active duty six months or more, PREP is for you.

Under the new Predischarge Education Program (PREP), the Veterans Administration will pay your tuition and fees for high school or refresher courses—regular in-class courses at local schools, not correspondence courses. If circumstances permit, your CO may give you time off from duty to attend the classes.

And the beauty of PREP is that courses you take under the program are not deducted from your regular GI Bill benefits. After you get your high school diploma or finish required remedial courses through PREP, you'll still be entitled to the whole bag of VA educational assistance—36 months' worth (four years of college, for instance) if you've served two years or more on active duty.

Your local Educational Services Officer (ESO) can give you more details on PREP and help you apply to the VA.

If you now are taking high school courses financed by the Tuition Aid program, you will be allowed to finish them. Any further secondary-level courses you take will be under the PREP system.

And if circumstances prevent you from taking advantage of PREP (if you're at sea, for example), you can still finish up your high school work by taking correspondence courses and working toward a GED equivalency certificate.

Then, no matter how you get your high school sheepskin, you can go on to Navy and VA college-level programs: college GED, USAFI courses, GI Bill, Tuition Aid, and PACE (for forces afloat).

How much education do you want? Come and get it.

ORBITING SKYLAB

Scheduled for 1972, It's Expected to Predict Sea Conditions

Seeing the world as astronauts see it will help scientists at the U. S. Naval Oceanographic office develop methods of predicting sea states and mass water movements.

Oceanographers expect this to come about late in 1972 when an earth-orbiting laboratory is scheduled to be launched. The laboratory will contain, among other things, four oceanographic sensors geared to detect surface phenomena which contribute to making waves and moving water from one place on earth to another. This knowledge is expected to make ship routing both safer and more efficient.

The use of four sensors in the anticipated orbiting laboratory will be only the beginning of a program which is expected to save the ocean charting and research agency time and money.

Satellite deployment of functional sensors will, in fact, virtually eliminate the random hit-or-miss procedures now employed in ship and aircraft investigations.

This is not to say that the deployment of satellite sensors will render ship and aircraft surveys obsolete. The sensors, however, will pinpoint the location and area of surface conditions associated with complex sea states and water movements. They will not, however, probe the depths.

The sensors in the orbiting lab will observe surface phenomena through portions of the electromagnetic spectrum.

For example, a microwave system will observe surface roughness by using a radiometer, a scatterometer and an altimeter. Roughness of the sea can be measured by actively transmitting microwave energy to the sea surface and by monitoring microwave emissions and reflections emanating naturally.

Six high-precision 70-mm cameras with matched distortion and focal lengths will detect surface breadth of variously colored waters as well as the sizes of objects (icebergs, for instance). Each camera will be geared to a certain color in the visible light and infrared portions of

New Navy Pay Table (showing 7.9% pay raise)

PAY GRADE	UNDER 2	2	3	4	6	8	10	12	14	16	18	20	22	26
0-10	2111.40	2185.80	2185.80	2185.80	2185.80	2269.50	2269.50	2443.50	2443.50	2618.40	2618.40	2793.30	2793.30	2967.60
0-9	1871.40	1920.60	1961.70	1961.70	1961.70	2011.20	2011.20	2094.60	2094.60	2269.50	2269.50	2443.50	2433.50	2618.40
0-8	1695.00	1745.70	1787.40	1787.40	1787.40	1920.60	1920.60	2011.20	2011.20	2094.60	2185.80	2269.50	2361.00	2361.00
0-7	1408.20	1504.20	1504.20	1504.20	1571.10	1571.10	1662.60	1662.60	1745.70	1920.60	2052.60	2052.60	2052.60	2052.60
0-6	1043.70	1147.20	1221.90	1221.90	1221.90	1221.90	1221.90	1221.90	1263.30	1463.10	1537.80	1571.10	1662.60	1803.30
0-5	834.60	980.70	1047.90	1047.90	1047.90	1047.90	1080.30	1137.90	1213.80	1304.70	1379.70	1421.10	1471.20	1471.20
0-4	704.10	856.50	914.40	914.40	930.60	972.30	1038.30	1097.10	1147.20	1197.00	1230.30	1230.30	1230.30	1230.30
0-3	654.30	731.10	781.20	864.90	906.00	938.70	989.10	1038.30	1063.80	1063.80	1063.80	1063.80	1063.80	1063.80
0-2	524.40	622.80	748.20	773.10	789.30	789.30	789.30	789.30	789.30	789.30	789.30	789.30	789.30	789.30
0-1	450.60	499.20	622.80	622.80	622.80	622.80	622.80	622.80	622.80	622.80	622.80	622.80	622.80	622.80
COMMISSIONED OFFICERS WITH OVER 4 YEARS ACTIVE SERVICE AS AN ENLISTED MEMBER														
0-3	0	0	0	864.90	906.00	938.70	989.10	1038.30	1080.30	1080.30	1080.30	1080.30	1080.30	1080.30
0-2	0	0	0	773.10	789.30	814.20	856.50	889.80	914.40	914.40	914.40	914.40	914.40	914.40
0-1	0	0	0	622.80	665.10	690.00	714.60	739.80	773.10	773.10	773.10	773.10	773.10	773.10
WARRANT OFFICERS														
W-4	666.30	714.60	714.60	731.10	764.40	798.00	831.00	889.80	930.60	963.90	989.10	1022.10	1056.00	1137.90
W-3	605.70	657.00	657.00	665.10	673.20	722.40	764.40	789.30	814.20	838.80	864.90	897.90	930.60	963.90
W-2	530.40	573.60	573.60	590.40	622.80	657.00	681.90	706.50	731.10	756.60	781.20	806.10	838.80	838.80
W-1	441.90	507.00	507.00	549.00	573.60	598.50	622.80	648.30	673.20	698.10	722.40	748.20	748.20	748.20
ENLISTED MEMBERS														
E-9	0	0	0	0	0	0	756.90	774.30	792.00	809.70	827.70	843.90	888.60	975.00
E-8	0	0	0	0	0	635.10	652.80	670.20	687.90	705.30	722.10	740.10	783.60	870.90
E-7	399.00	478.50	496.20	513.60	531.30	548.10	565.50	583.50	609.60	626.70	644.10	652.80	696.60	783.60
E-6	344.10	417.90	435.00	453.00	470.40	487.50	505.20	531.30	548.10	565.50	574.50	574.50	574.50	574.50
E-5	297.30	366.00	383.70	400.50	426.60	444.00	461.70	478.50	487.50	487.50	487.50	487.50	487.50	487.50
E-4	249.90	312.90	330.90	356.70	374.40	374.40	374.40	374.40	374.40	374.40	374.40	374.40	374.40	374.40
E-3	180.90	252.30	269.70	287.40	287.40	287.40	287.40	287.40	287.40	287.40	287.40	287.40	287.40	287.40
E-2	149.10	208.80	208.80	208.80	208.80	208.80	208.80	208.80	208.80	208.80	208.80	208.80	208.80	208.80
E-1	143.70	191.10	191.10	191.10	191.10	191.10	191.10	191.10	191.10	191.10	191.10	191.10	191.10	191.10
E-1*	134.40	0	0	0	0	0	0	0	0	0	0	0	0	0

*Less than 4 months

the spectrum and will be used to chart the movements of surface currents and eddies.

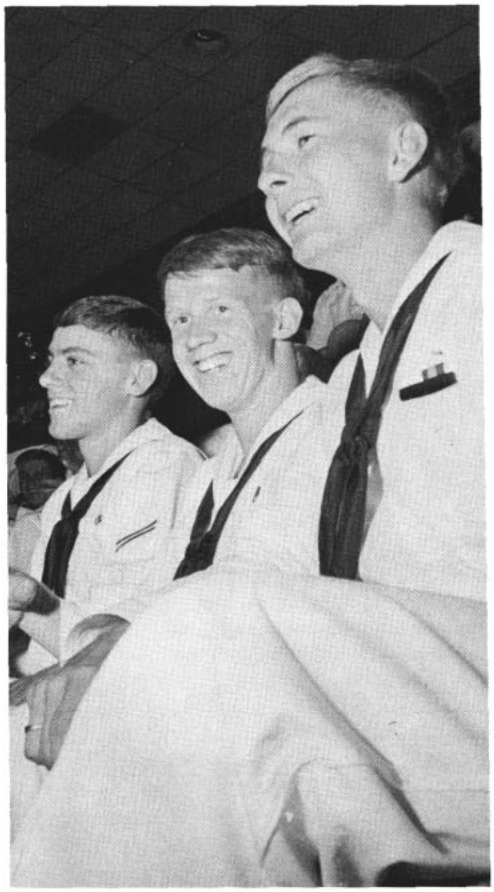
A filter wedge spectrometer and a 10-band multispectral scanner will identify objects floating on the surface along with agents coloring waters.

These signatures will be pinpointed by the scanners through the visible light and infrared portions of the spectrum. Imagery produced by the scanners, which basically differ in their fields of view, will also aid in the charting of mass water movements.

In addition to helping oceanographers chart mass water movements, the photographs and imagery will alert environmentalists to signs of ocean pollution by depicting the colors and signatures of the contaminants. The data will also help fishermen find profitable fishing grounds.

Agriculturists, mineralogists and meteorologists will be able to use the camera facility's photographs and imagery produced by the spectometer and scanner to pinpoint phenomena on land and in the atmosphere.

Space deployment of the sensors, as a result, could be a major turning point in man's effort to control, utilize and protect his environment.



Correspondence Courses

The following new and revised enlisted correspondence courses are now available from the Correspondence Course Center, Scotia, N.Y. 12302: AN (NavPers 91600-E); AC 3&2 (91676-1C); ABE 3&2 (91678-C); AX 3&2 (91577-C); AE 3&2 (91610-1F); AMH 3&2 (91365-1A); DS 3&2 (91233); ET 1&C (91376-E); PN 1&C (91422-2B); MN 1&C (91337-2B); and MN 3&2 (91335-2C).

Two officer courses have also been revised: International Law (NavPers 10717-B2); and Shipboard Electrical Systems (10991-B). Finally, a newly revised self-study course, Introduction to Naval Electronics (10444-A), is available for both officers and enlisted men.

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).

Sabata (WS) (C): Western; Lee Van Cleef, William Berger.

Murder for Sale (C): Drama; Curt Jurgens, Margaret Lee.

The Boatniks (C): Comedy; Robert Morse, Stephanie Powers.

Shark (C): Drama; Burt Reynolds, Arthur Kennedy.

The Executioner (WS) (C): Spy Drama; George Peppard, Joan Collins.

Hornet's Nest (C): War Drama; Rock Hudson, Sylva Koscina.

Brotherly Love (C): Drama; Peter O'Toole, Susannah York.

The Best House in London (C): Comedy; David Hemmings, Joanna Pettet.

Tarzan's Deadly Silence (C): Drama; Ron Ely.

Bloody Mama (C): Drama; Pat Hingle, Don Stroud.

Thin Air (C): Science Fiction; Maurice Evans, George Sanders.

Tarzan's Jungle Rebellion (C): Drama; Ron Ely, Sam Jaffe.

El Condor (C): Western; Jim Brown, Lee Van Cleef.

The Grasshopper (C): Drama; Jacqueline Bisset, Jim Brown.

Watermelon Man (C): Comedy; Godfrey Cambridge, Estelle Parsons.

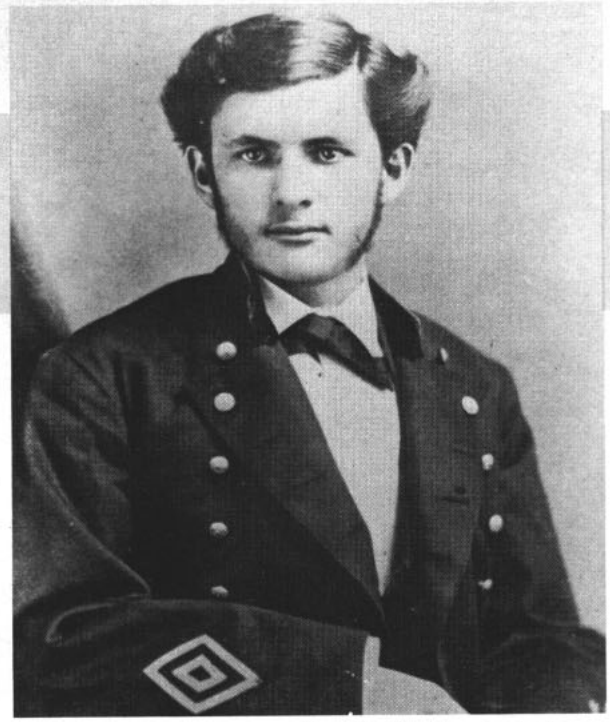
Darker Than Amber (C): Drama; Rod Taylor.

W. U. S. A. (WS) (C): Drama; Paul Newman, Joanne Woodward.

Flap (WS) (C): Comedy; Anthony Quinn.

The Angel Levine (C): Fantasy; Zero Mostel, Harry Belafonte.

The Landlord (C): Drama; Beau Bridges, Pearl Bailey.



ALBERT A. MICHELSON:

ALBERT A. MICHELSON, the U. S. Naval Academy graduate who first accurately measured the speed of light, has been admitted to membership in the Hall of Fame.

About 90 years ago, as a 26-year-old naval officer and Naval Academy Faculty member, Michelson began the experiments which provided the basis for many dramatic advances of the 20th century and, in 1909, made him the first American scientist to be awarded the Nobel Peace Prize.

In a sense, Albert Michelson was a personification of the American dream. He was born on 19 Dec 1852 in Strelmo, Germany, which was then a small town near the Polish frontier.

Unlike many 19th century immigrants to the United States, however, the elder Michelsons were not of the "huddled masses" for which the Statue of Liberty raised her torch beside the golden door.

Albert's parents were, in fact, relatively prosperous before they emigrated to America. Rather than settling on the east coast as so many others did, the Michelsons arrived in this country via Panama and settled in California. Later the family moved to Virginia City, Nev., where Albert's father opened a store.

IN ACCORDANCE WITH HIS FATHER'S WISHES, Albert took the examination for a Congressional appointment to the Naval Academy and was appointed. The circumstances under which he received his appointment, however, suggest that fate was in his corner.

When Albert took the examination for a Congressional appointment, he tied with another applicant who received the nomination. Michelson's Congressman, however, petitioned President Grant to make Albert one of the 10 Presidential appointees at large.

Unfortunately, these appointments already had been made but a White House naval aide suggested that Albert travel to Annapolis in the event that someone who had not already been examined might fail, thereby providing a vacancy.

After waiting for three days in Annapolis, Albert was about to leave town when a messenger from the Academy's Commandant brought the news that Albert had received a Presidential appointment at large.

Inasmuch as Albert's was the 11th such appointment when only 10 were authorized, Michelson always maintained that his career started with an illegal act.

Destiny had apparently intervened to launch Albert Michelson on his career and it would continue to push away extraneous formalities which stood as impediments to his work.

In 1869, when Albert entered the Academy, there were 86 midshipmen in his class but only 29 survived the rigors of their courses and graduated.

DURING ALBERT'S STUDENT DAYS, he became proficient at playing the violin and was good at fencing.

He also became the school's lightweight boxing champion and knocked out a future rear admiral who thought Michelson unjustly criticized him and challenged him to fight.

Insofar as Albert's academic standing was concerned it was clear that young Michelson was first a physicist and second a sailor. Although he stood ninth in his class, he stood fourth from the bottom in seamanship.

His high class standing was due to his ranking second in mathematics, third in chemistry, second in dynamics, third in statistics and second in heat and climatology.

Although he was near the top in technical grammar, he was also near the bottom when it came to history and composition.

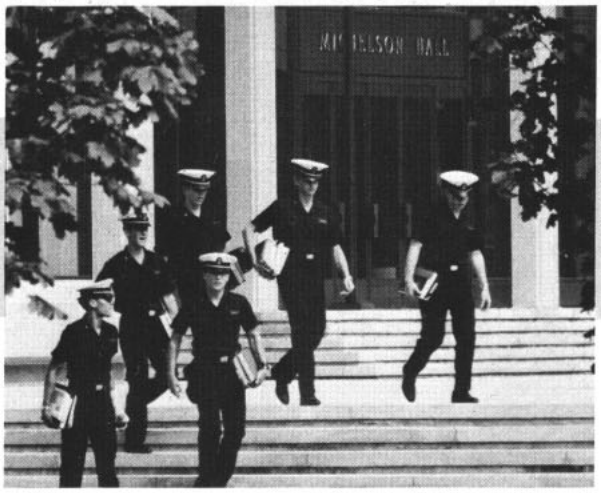
Despite his predeliction for things scientific at the expense of things nautical, Albert Michelson was made an ensign in 1874; became an Academy physics instructor in 1875; and was promoted to master in 1879.

While he was still an instructor at the Naval Academy, he was preparing a lecture in optics when he thought of a way to modify the method of measuring light then used by the eminent French scientist Foucault.

Later, probably on the basis of this work, he was transferred to Washington where he collaborated with Simon Newcomb, whose final report on the velocity of light he seems to have influenced considerably.

Fate seems to have played a large role in Albert Michelson's later career in that everyone apparently overlooked the fact that he never "earned" a college degree. The Naval Academy wasn't authorized to grant a bachelor of science degree until shortly after his death.

THE MAN WHO TAUGHT A WORLD TO MEASURE



DESPITE THE LACK OF AN "EARNED" college degree, Albert Michelson was the recipient of 11 honorary degrees – probably none of which he would have received had his academic credentials been checked. He also held three academic positions in which he served with distinction but which he technically should not have held without having received an "earned" college degree.

Such honors, of course, were not undeserved. The fact that the Naval Academy did not grant degrees apparently was eclipsed by Michelson's other studies, his contributions to science and his efficacy as a teacher.

In 1880 Master Michelson took a leave of absence from the Navy (a relatively common practice in those days) and went to Europe for advanced study.

Between 1880 and 1882, he studied at Berlin, Heidelberg, the College de France and the Ecole Polytechnique in Paris.

He resigned from the Navy in 1881 (but returned later to serve his country in World War I). In 1883, he was appointed professor of physics at the Case School of Applied Science in Cleveland, Ohio, and later held a similar position at Clark University, Worcester, Mass.

In 1892, he was appointed professor and the first head of the physics department at the newly organized University of Chicago.

Although Michelson probably will be chiefly remembered for his experiments which measured the speed of light, his invention of the interferometer certainly ranks high among his achievements.

Michelson used it to discover the effect of the earth's motion on the observed velocity of light and, together with Edward W. Morley, he presented evidence that light travels at a constant speed in all inertial systems of reference.

Michelson also used the interferometer to measure distance with great accuracy. He standardized the meter for the Paris International Bureau of Weights and Measures by using the wave length of cadmium light.

This became the international prototype meter which could be reproduced at any time by reference to certain known quantities which were both constant and easily reproducible.

It is small wonder that Michelson is honored by the Navy, which he returned to serve during World War I. The science wing of the Naval Academy's new science and mathematics complex is named for him.

THE NAVAL WEAPONS CENTER LABORATORY at China Lake, Calif., also bears his name and has a Michelson Museum. It was, in fact, the museum's curator who prepared a brochure to support Michelson's candidacy for the Hall of Fame entitled "Albert Abraham Michelson: The Man Who Taught the World to Measure."

Probably some of the highest praise Michelson received during his lifetime came from Albert Einstein, who also summed up the effects of Michelson's experiments on his own and other scientists' work.

Einstein once told Michelson that, ". . . Through your marvelous experimental work (you) paved the way for the development of the theory of relativity. Without your work this theory would be scarcely more than an interesting speculation."

Hall of Fame Greats Include 5 Navymen

The Hall of Fame for Great Americans is a national shrine which stands at the summit of the University Heights campus of the New York University. It overlooks the junction of the Hudson and Harlem Rivers, adjacent to the New Jersey Palisades.

It is a symbol of our nation's heritage of greatness as exemplified by the achievements of the distinguished men and women honored there.

Members of the Hall of Fame are selected by a group of 120 outstanding Americans appointed by the Hall's director. The electors represent every state in the union and many fields of endeavor.

Six former electors, in fact, have, themselves, been elected to the Hall. They are Grover Cleveland, Theodore Roosevelt, Woodrow Wilson, Alice Freeman Palmer (the educator), Alexander Graham Bell and Simon Newcomb.

Persons elected to the Hall of Fame must secure a majority of the votes of the electors. No more than seven names are chosen at the time of balloting, which is held every three years.

Other Navymen honored in the Hall of Fame are: John Paul Jones, David Glasgow Farragut, Matthew Fontaine Maury, the father of oceanography, and George Bancroft, who founded the U. S. Naval Academy.

He counts his age by friends, not years . . . An interview with the nation's oldest living admiral—104-year-old Admiral Richard H. Jackson.

A Century

BEFORE INTERVIEWING Admiral Jackson it was decided to consult an almanac because it's difficult to comprehend the span of more than a century of living through what is now history. To bring those years into perspective:

- The admiral was born the year following Abraham Lincoln's assassination.
- He was 10 years old when General Custer erred in judgment at the Little Big Horn.
- He was 20 years old when "Wild Bill" Hickok was killed. The same year, Geronimo surrendered.

Twenty presidents have served the nation during his lifetime.

And now, at age 104, the admiral is the oldest living officer in the United States Armed Forces.

When visiting him at his home in Coronado, Calif., the writer was met by Mr. and Mrs. Charles Bucey, companions of the admiral since WW II. Mr. Bucey, a retired chief aviation ordnanceman, was a 2nd class petty officer when he met the admiral shortly after the Japanese attack on Pearl Harbor.

During that attack, Admiral Jackson was living in Pearl City and witnessed the devastation from the front porch of his home. At that time, he had been retired for 10 years.

TO MANY OF US, "Remember Pearl Harbor" is an almost-historic warcry, dimmed by the 29 years that have passed since the beginning of World War II. To most of us, the cry, "Remember the Maine," is a slogan we learned in a high school history class.

But Admiral Jackson does remember *Maine*—he was the 32-year-old commanding officer of the coal-burning torpedo boat USS *Gwin*, when *Maine* was sunk, signaling the start of the Spanish-American War in 1898.

During the following two years, *Gwin* engaged in numerous minor skirmishes and did, in fact, receive "prize money" for her participation in the capture of two Spanish warships. During that period, all U. S. ships within hailing distance of a captured enemy vessel divided prize money awarded by the Treasury Department.

"We got $560.23 for helping capture the Spanish ship *Guido*," the admiral said, "and 21 cents for the *Mascotta* — it was a pretty small ship. Whatever prize money a ship received was divided among the officers and crewmen.

"Being a small torpedo boat, we didn't have too many opportunities to capture an enemy ship on our own, so we used to follow the bigger ships around, wait for them to engage an enemy, then we'd slip in and help out. Sometimes the crews on the big ships would get a little upset about it, having to share the prize money." He paused a moment and grinned, "Can't blame 'em, I guess."

BEING THE OLDEST LIVING ADMIRAL is only one of many of Admiral Jackson's distinctions. For example, he is the only officer ever to be commissioned by special act of Congress. Here's how this came about:

In 1883, at age 17, he entered the U. S. Naval Academy. Completing the four-year course in 1887, he served the then-required two years as a passed midshipman in USS *Boston* and USS *Trenton*.

During a hurricane off the coast of Samoa in March 1889, the full-rigged sailing ship *Trenton* was wrecked and foundered at sea. Midshipman Jackson distinguished himself by leading crewmen in manning the yards to form a human sail that allowed the ship to be beached, preventing a great loss of lives.

New Library for Midshipmen

Construction of the Chester W. Nimitz Library is underway at the Naval Academy in Annapolis, Md. The new building is adjacent to Maury Hall near Dorsey Creek. It is scheduled for completion in the fall of 1972 and will have a capacity of 750,000 volumes.

The four-story, gray granite building will be in the same modified French Renaissance style as nearby Michelson and Chauvenet Halls

The library will have 225,000 square feet of floor space and will house the Naval Academy Archives, the Educational Resources Center, an academic department and other support facilities in addition to the Academy's library collection which is expected to exceed 300,000 volumes by mid-1972.

The Nimitz Library, of course, honors the memory of Fleet Admiral Chester W. Nimitz, famed as Commander in Chief of the Pacific Fleet during World War II. Admiral Nimitz was a member of the Academy's class of 1905.

# of Friends

Three months later, he was discharged from the Navy, not selected for commissioning. He immediately entered the University of Virginia Medical College, graduating the following year with an MD degree. (Yes, he's also a doctor!)

In the meantime, in recognition of his gallantry during the Samoan hurricane, Congress passed special legislation to commission him an ensign in the Navy, to date from 1 Jul 1890. Faced with the choice of two careers, he chose the Navy, thus becoming the only officer commissioned through special act of Congress.

"I picked the Navy because I wanted to be my own boss," he said. "I've never regretted that decision."

RECEIVING PROGRESS PROMOTIONS, he attained the rank of admiral (4 stars) in 1926, at which time he was appointed Commander in Chief, Battle Fleet, Pacific. Subsequently, he served as a member of the general board in the Navy Department, until his retirement in 1930.

Sitting in the admiral's home, the writer couldn't help feeling he'd stumbled into the archives of naval history. The walls are hung with timeworn letters, certificates, and pictures. There are personally autographed photographs of Teddy Roosevelt, General Pershing and admirals from Dewey to Zumwalt. There is also a framed certificate appointing Admiral Jackson an honorary member of the International Girlwatchers' Society.

Surrounded by these mementos of the past and present, the obvious question arose, "What do you think of Admiral Zumwalt's 'new' Navy?"

"It's always been a 'new' Navy," Admiral Jackson remarked. "For instance, beards and longer hair were popular when I was a young officer, and now they're popular again.

"Things change, but it's a kind of cycle. I can't compare the 'old' and the 'new' Navy. I think we fitted in our time, and the Navy fits in theirs today. And I guess that's the way it should be."

Approaching his 105th birthday in May, Admiral Jackson seldom leaves his home. Occasionally, however, he will attend a social function. In January, he was an honored guest at the presentation of the Navy Distinguished Public Service Award to Bob Hope by Navy Secretary John Chafee at North Island.

Although he doesn't do much "galivanting" any more, and the cocktail parties were put aside a few years ago, the admiral confided that he still has a bit of eggnog and brandy daily, "just to keep in shape."

THE INEVITABLE QUESTION: "What's the secret of your longevity?"

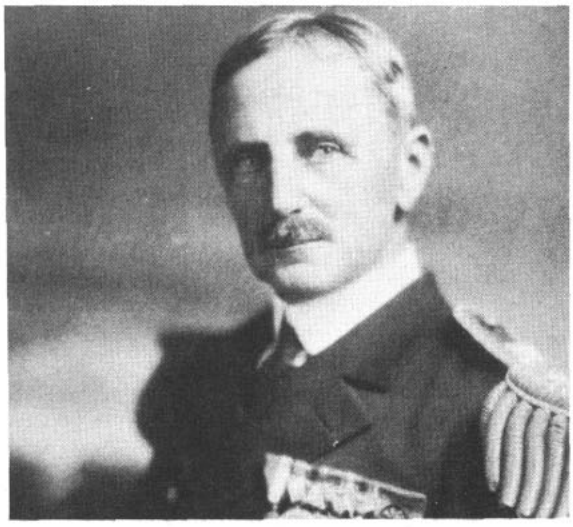
"Using slow burning power," he laughed. "But seriously, I think it's living one day at a time. You can't change the past, and there's no point in worrying about tomorrow. Some time ago, I wrote a line that said to count your age by friends, not years. I still believe that."

Many of those friends will undoubtedly be joining Admiral Jackson for his upcoming birthday. He said it will probably be a small celebration—a few friends and a birthday cake. But in all likelihood, the friends will number more than a few. On the admiral's last birthday, more than 200 shipmates, friends and dignitaries helped him celebrate the occasion at his home. The crowd was so large that it was necessary to blockade the street where the admiral's home is located.

When the venerable admiral counts his friends, they far outnumber his years.

In either case, they're quite a few.

—By John Foland



Library for Graduate School

A 400,000-volume technical library is under construction at the Naval Postgraduate School, Monterey, Calif.

The structure, scheduled to open late this year for the school's more than 1200 graduate students, will occupy a three-acre triangle adjacent to the campus.

The exterior walls, of natural concrete, are designed to eliminate noise from a nearby airfield. According to the architect, the walls will be virtually soundproof.

Four primary stack and study areas will be housed in the library's 50,200 square feet. Readers' alcoves, private study rooms and carrels will be some of the features. Study rooms will be equipped with audiovisual circuits; carrels will be wired for audio.

Space for future expansion is included in the plans.

Monterey is the focal point for further education of Navy officers who already possess baccalaureates, offering courses ranging from electronics to operations analysis.

NEW SHIPS for the NOW NAVY

The ocean escort USS Francis Hammond (DE 1067).

THE SHIPYARD in Portsmouth, N. H., has been building ships since the 17th century, believe it or not. In 1690, *Falkland* (reputedly the first warship to be built in North America) was constructed there. During the Revolutionary period the shipyard turned out several ships for the Continental Navy, including Captain John Paul Jones' famous *Ranger*.

It wasn't until 1800, however, that the installation joined the Department of the Navy and became (officially) the Portsmouth Naval Shipyard. That made 1970 the naval shipyard's 170th birthday.

Since World War I, the Portsmouth yard has specialized in submarine development and construction. It built and commissioned its first submarine, SS 48, in 1917. This early version carried two officers and 26 enlisted men and was designed to operate at a depth of 200 feet and a submerged speed of 10.5 knots.

Forty-one years later the shipyard finished its first nuclear submarine, USS *Swordfish* (SSN 579), a ship that dives deeper, stays submerged longer and fires more formidable weapons than most people in 1917 would have thought possible.

Two submarines built in Portsmouth have played (and are playing) a big role in submarine development—USS *Albacore* (AGSS 569) and USS *Dolphin* (AGSS 555).

Commissioned in 1953, *Albacore* was of radical design for her day, with a whale-shaped hull that made her faster and more maneuverable than other submarines. She was the first sub the Navy built solely for experimental research.

Commissioned in 1968, *Dolphin* is fitted for deep-diving sonar and oceanographic research. Her constant diameter pressure hull and improved rudder design provide hovering capability and maneuvering control at greater operating depths than combatant subs can attain. In fact, on her second sea trial, *Dolphin* descended to a depth greater than that recorded by any other operational sub.

THE DESIGN of the submarines of today was strongly influenced by research aboard *Albacore*. What is learned from *Dolphin* is expected to determine in large measure the design of submarines in the 1980s.

At Portsmouth and other shipyards around the country, work is always underway on ships that will incorporate the latest technological advances and keep the Navy up to date. During the early summer months of 1970, these new ships joined the Fleet:

• USS *Kansas City* (AOR 3) was placed in commission on 6 June at Boston Naval Shipyard. She is the third of a new class of multipurpose supply ships designed to provide operating forces at sea with everything from aviation fuel to ammunition and provisions.

The replenishment fleet oiler is 659 feet long and displaces 37,360 tons when fully loaded. She is fitted

for modern transfer-at-sea techniques, including vertical replenishment by helicopter.

She joined her sister ships, USS Wichita (AOR 1) and USS *Milwaukee* (AOR 2), both of which had previously been delivered to the Navy. A fourth *Wichita* class oiler was launched last spring, USS *Savannah* (AOR 4). She was commissioned in a ceremony held on 5 Dec 1970.

THE NEW AORs are floating shopping centers and will provide one-stop service to destroyers and smaller ships. They are fast enough to replenish combatant ships steaming at speeds up to 20 knots and could resupply a large task force in a few hours.

Kansas City has joined Service Group One of the Pacific Fleet, homeported in Long Beach.

• A new ammunition ship, USS *Santa Barbara* (AE 28), was commissioned 11 July at the Norfolk Naval Shipyard.

Santa Barbara measures 564 feet, with an 81-foot beam. She is equipped with a new ship-to-ship delivery system known as STREAM (Standard Tension Replenishment Alongside Method). Large counterweights are mounted inside each of the ship's six huge kingposts. In choppy seas, the up-and-down movement of these weights keeps the transfer lines taut by compensating for the roll of both ships.

The new AE is also fitted with helicopter facilities aft and the Fast Automatic Shuttle Transfer system (FAST), which turns over most of the work of transferring missiles to automatic machinery.

Santa Barbara is operating out of Davisville, R. I., as a unit of the Atlantic Fleet Service Force.

• Three new *Knox* class ocean escorts joined the Fleet during these months. USS *Rathburne* (DE 1057) was commissioned 16 May at Puget Sound Naval Shipyard, USS *Blakely* (DE 1072) entered active service 18 July at her new home port of Charleston, S.C., and USS *Francis Hammond* (DE 1067) raised her commissioning pennant 25 July at Long Beach Naval Shipyard.

Above: USS Rathburne (DE 1057) was commissioned last May at Puget Sound Naval Shipyard. Right: Launching of USS Albacore (AGSS 569) at Portsmouth in 1953. Conceived and designed at Portsmouth as a full-scale experimental submarine, she provided the data essential to the development of the modern nuclear powered undersea fleet.

THE NEW DEs are 438 feet long, with a full-load displacement of 4100 tons. They are designed primarily for antisubmarine warfare, with armament including ASW homing torpedoes and a single 5-inch, 54-caliber gun. The torpedoes can be launched from conventional tubes or delivered against a target miles away by antisubmarine rockets *(Asroc)*.

In the near future, variable depth sonar, manned helicopter facilities and a missile system to provide close-in defense against aircraft are expected to be installed.

The ships will also be fitted with Test Evaluation And Monitoring Systems (TEAMS) which continuously check shipboard radar and sonar systems. Up to 5000 test points in 10 systems can be monitored during a 15-minute cycle. TEAMS can even test itself for malfunction.

After fitting out and postcommissioning trials, *Rathburne* joined Destroyer Squadron 25, homeported in Pearl Harbor; *Francis Hammond* became a unit of Destroyer Squadron 29, operating out of Long Beach.

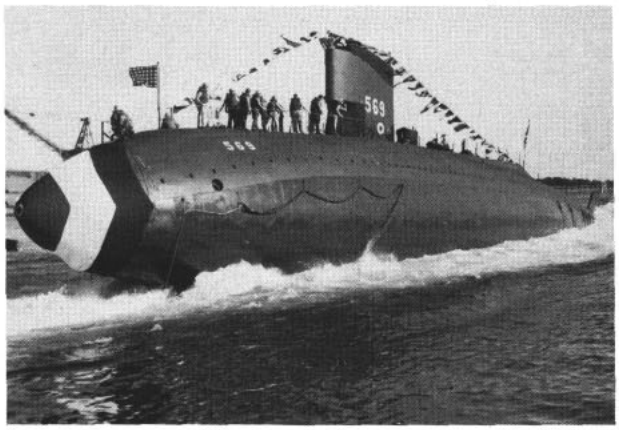
• A new high-speed tank landing ship, USS *Schenectady* (LST 1185), which also hoisted her commissioning pennant at Long Beach Naval Shipyard during the summer, has been assigned to Amphibious Squadron Nine of the Pacific Fleet.

THE NEWPORT CLASS LSTs, of which *Schenectady* is the seventh, are of an entirely new design, larger and faster than previous classes. This new breed of amphibious ship is 522 feet long, displaces more than 8000 tons and is capable of speeds up to 20 knots.

A newly designed bow ramp replaces the gate-type bow doors which have been characteristic of the LST since its development during World War II. The new ramp design allows the ship to have a destroyer-type hull which can be propelled through the water efficiently at more than twice the speed attainable with the older square bow. (The January 1970 issue of ALL HANDS has the details.)

Schenectady can also launch and retrieve waterborne craft through her stern gate and handle manned helicopters. She can carry 29 tanks (or 32 tracked troop transports) into combat.

This versatile new class of LSTs is expected to



improve markedly the efficiency of the Navy's amphibious forces.

SHIPYARD WORKERS around the country are hard at work on many other new construction projects, including a nuclear attack submarine, a sub tender and a dock landing ship:

• Construction proceeded on *Cavalla* (SSN 684) at Groton. The keel had been laid on 6 June.

The new submarine will be named after a World War II Fleet-type sub built in Groton in 1943. The first USS *Cavalla* (SS 244) earned the Presidential Unit Citation on her maiden patrol in the Pacific when she made contact with a large Japanese task force, tracked it for several hours and relayed information which contributed heavily to an overwhelming U. S. victory in the Battle of the Philippine Sea—the famous "Marianas Turkey Shoot."

During this engagement, *Cavalla* herself caught the aircraft carrier *Shokaku* landing airplanes and quickly fired a spread of six torpedoes. The three hits were enough to send the carrier to the bottom.

• At a shipyard in Quincy, Mass., a new submarine tender, USS *Dixon* (AS 37), was christened on 20 June.

Following the ceremony, *Dixon* was towed to a nearby outfitting pier for testing and completion of her interior. She is scheduled to join the Fleet late this year.

Dixon is the sister ship of USS *L. Y. Spear* (AS 36), commissioned earlier last year, the first in a new class of tenders designed specifically to service nuclear attack submarines. The new tenders can perform any maintenance or repair work not requiring a drydock, and deliver torpedoes and other supplies as well.

• In the second christening at Quincy in less than a month, *Pensacola* (LSD 38) was launched on 11 July. She is scheduled for commissioning early this month.

Pensacola's primary mission will be to transport combat troops and vehicles to assault areas and discharge them ashore. She belongs to a new class of improved LSDs, slightly larger and faster than previous versions and capable of steaming with high-speed amphibious assault task forces.

The new LSD has a well deck, similar to a drydock, which can be flooded to allow landing craft to sail into and from her interior. This will allow *Pensacola* to provide maintenance and repair services for boats up to the size of harbor tugs.

TWO OLDER destroyer-type ships finished up extensive modernizations and rejoined the Fleet, both at Philadelphia Naval Shipyard:

• Following a 15-month conversion of her antisubmarine warfare equipment, USS *Blandy* (DD 943) was recommissioned on 2 May 1970.

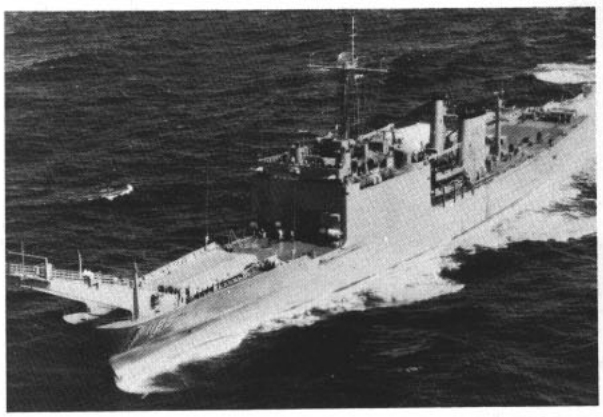
The destroyer is homeported in Norfolk.

• The guided missile frigate USS *Preble* (DLG 15) returned to active service on 23 May. During antiair warfare modernization, her missile systems were modified, new radar and electronic systems were added and the Naval Tactical Data System (NTDS) was installed.

NTDS gives *Preble* a computerized command and control system for collecting and evaluating data on tactical situations. Priorities are assigned to enemy threats and the computer analyzes and presents alternative courses of action to the commanding officer. The system is intended primarily to deal quickly with the threat of attack by high-performance aircraft.

FINALLY, among ships that retired during last spring was the inshore fire support ship USS *St. Francis River* (LFR 525). She was decommissioned at U. S. Fleet Activities, Yokosuka, on 17 April.

First commissioned in 1945 and mothballed after World War II, *St. Francis River* returned to the active Fleet in 1965, when she was recommissioned for gunfire support duties in the Republic of Vietnam. She earned two consecutive Navy Unit Commendations for her performance there between 1966 and 1968.



Left: The 562-foot USS Portland (LSD 37) is the second of four in the Navy's dock landing ship class. Above: New high-speed tank landing ship USS Schenectady (LST 1185) cuts a fine wake.

A New Look In Cargo Ships

Modernization is making working hours safer and less hectic for the Fleet's engineers and deck seamen. On newer support ships like USS *Durham* (LKA 114), commissioned in 1969, modern cargo-handling equipment and fully automated engine rooms have taken over a lot of the manual labor.

Durham is one of five new *Charleston* class amphibious attack cargo ships designed to move Marines and equipment quickly and efficiently. Boatswain's mates and deck seamen make up about half of her 400-man crew . . . and the equipment aboard that helps them load and unload cargo makes life easier for every one of them.

On older ships of her type, it used to take 25 men almost an hour to remove the cover from one cargo hold. The 15 to 20 200-pound sections of the cover had to be moved by hand.

On *Durham*, one man can open any of the ship's four huge cargo holds simply by pressing a button. A hydraulic motor uncovers the hold in 10 minutes.

The booms, rigging and winches also save the deck force many hours on working parties. The 12 cargo booms have lifting capacities of from 15 to 70 tons apiece. The two 70-ton booms are more than twice as large as those found on any other type of Navy cargo ship.

Durham's cargo holds carry more than 120,000 cubic feet of equipment and are reached by six elevators. Fully loaded, the ship displaces 20,700 tons.

At sea, the cargo holds are put to good use even when they are empty. En route to the Republic of the Philippines last May, Hold One was the site of intramural volleyball competition. In Hold Two, nightly karate classes helped fill the crew's off-duty hours.

On her deck, *Durham* carries 11 assault boats. Four of them are LCM 8 landing craft, the heaviest boats ever handled by a ship of this type. Each is capable of transporting 75 Marines and their combat equipment swiftly to a hostile shore (or a 100-man liberty party to a friendly beach).

LCM 6 landing craft, smaller and slower than the LCM 8s, make up an additional liberty or assault wave of five boats.

Below decks, the ship's propulsion plant can be operated by four men, if necessary. Three of them stand watch over an automated control console on which lights, knobs and buttons reveal and control the status of the entire engineering system. The control room is air-conditioned, a pleasant surprise for men accustomed to working in 130-degree heat.

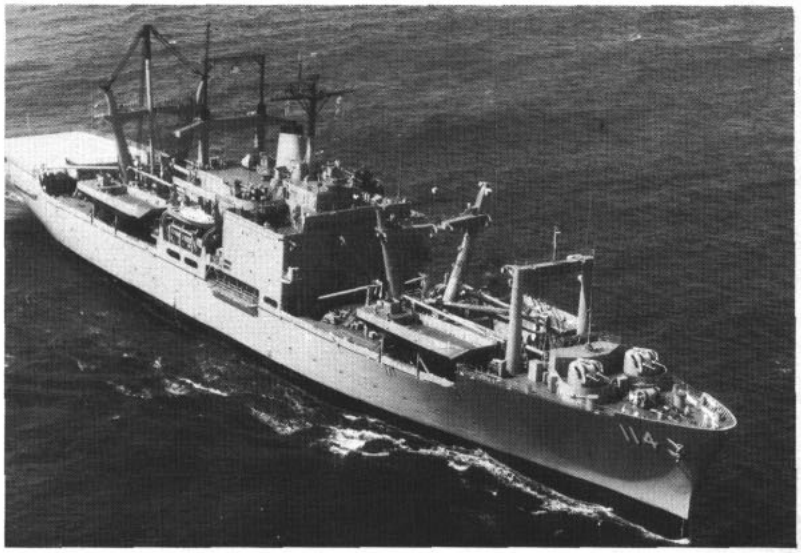
The fourth man roves through the engineroom machinery, trouble-shooting any problems that cannot be corrected by twisting a knob or pushing a button in the control center.

Durham proved herself in 1969 when she helped return Marines to the states from the Republic of Vietnam as part of the troop withdrawal program. She took on more than 200 Marines and their gear, 180 vehicles and 400 tons of bridging.

Eighteen days later the Marines and their equipment (ranging from jeeps to 52-ton tanks) were unloaded in Long Beach. Unloading took less than 12 hours.

—Story by JO3 James I. Lore IV

• Among ships launched during late 1970 was the first twin-hulled ship ever developed for Navy oceanographic research, USNS *Hayes* (T-AGOR 16). She is expected to enter service with the Naval Research Laboratory this fall; she will be operated by the Military Sealift Command. *Hayes* is designed to permit better handling of research equipment and to provide greater maneuverability and increased laboratory space. Scientific gear can be towed and recovered through the center well between the two



Fleet oiler USS Kansas City (AOR 3) underway during sea trials off the coast of Massachusetts. Right: New Charleston class USS Durham (LKA 114).

hulls; this protected well also enables *Hayes* to serve as mother ship for small, deep submersible craft. The wide separation of the two propellors that results from the double hull design should give the ship excellent maneuverability and eliminate the need for bow-thruster propellors used in earlier vessels.

• A new nuclear attack submarine, USS *Trepang* (SSN 674), was commissioned at Naval Submarine Base New London on 14 August. Guest speaker at the ceremony was Secretary of Defense Melvin R. Laird. A member of the *Sturgeon* class, *Trepang* is designed to seek out and destroy enemy submarines. She has joined the Atlantic Fleet as a unit of Submarine Development Group Two.

• Two new *Knox*-class destroyer escorts joined the Fleet in late 1970, USS *Trippe* (DE 1075) on 19 September in Charleston and USS *Badger* (DE 1071) on 1 December in Long Beach. Considerably larger than World War II destroyers, the new DEs are 438 feet long and displace almost 4100 tons when fully loaded. They are designed primarily for antisubmarine warfare and will carry ASW ordnance.

Badger is named after a distinguished family, four consecutive generations of which served the Navy in high positions – one as Secretary of the Navy, the others as flag officers. The other new escort is the fourth ship of the Fleet to be named after Lieutenant John Trippe, who was voted the thanks of Congress and presented a sword of honor for heroism while leading a boarding party during the war with Tripoli. The first ship to bear the name saw action against the British on Lake Erie during the War of 1812.

• Another new ship with distinguished naval predecessors is USS *Portland* (LSD 37), commissioned on 3 October at Boston Naval Shipyard. The first *Portland*, a heavy cruiser commissioned in 1933, was at sea on 7 December 1941 and thus escaped the Japanese attack on Pearl Harbor. She went on to win 16 battle stars and the Navy Unit Commendation for outstanding achievement at the Battle of Guadalcanal. The Japanese surrender of Truk and the Caroline Islands took place on board *Portland*.

The latest *Portland* is a dock landing ship designed

Tucumcari Rides Above The Water

The 40-knot hydrofoil patrol gunboat *Tucumcari* (PGH 2) has completed trials and is now homeported at the Little Creek Naval Amphibious Base as part of the Atlantic Fleet Amphibious Force. *Tucumcari* arrived in Norfolk aboard the amphibious transport dock USS *Coronado* (LPD 11), another new member of the Atlantic Fleet Amphibious Force. The gunboat is one of two in the Navy, and is the only one assigned to the Atlantic Fleet.

Tucumcari was designed as a high speed, highly maneuverable, stable platform in rough seas. The aluminum hydrofoil does not have a conventional propeller. Her water jet propulsion system, consist-

to carry heavy landing craft, combat vehicles and troops during amphibious assaults. She has a floodable well deck, similar to a drydock, which will allow small craft to enter her interior for cargo handling and repairs.

• On the West Coast, the Navy's newest combat stores ship, USS *San Jose* (AFS 7), entered service on 23 October at Long Beach. She will operate out of San Francisco and serve the Pacific Fleet as a "floating supermarket." Like her sister ships in the *Mars* class, *San Jose* is designed to deliver large quantities of frozen, chilled or dry food products, as well as repair parts and general use consumables, to fast task forces at sea. Her cargo space totals 596,000 cubic feet; she has elevators, fork trucks, pallet and package conveyors, and a line tensioning system for safer, more efficient cargo transfers in all types of weather and sea conditions. She also boasts an automated propulsion system which enables the officer at the conn to control the engines directly from the bridge.

• The first of a new class of amphibious command ships, USS *Blue Ridge* (LCC 19), was placed in commission on 14 November at the Philadelphia Naval Shipyard. The new class is designed to serve as command headquarters for amphibious task forces, landing forces and air control groups. *Blue Ridge* is a complete data processing and communications center built on a steel hull 620 feet long and 108 feet wide. She has accommodations for her own crew plus an embarked staff of up to 217 officers and 471 enlisted men. After training and readiness tests, she will join the Pacific Fleet and operate out of San Diego.

• The fourth in a new class of fleet replenishment oilers, USS *Savannah* (AOR 4), was commissioned on 5 December at Boston Naval Shipyard. Equipped with advanced transfer-at-sea equipment, the huge ships will replenish combatant ships underway with everything from missiles to fuel. Fully loaded, she displaces 37,360 tons. After outfitting and underway training in the Caribbean, *Savannah* will be homeported at Norfolk as a unit of Service Squadron Four.

—JO2 Jim Shields

ing of a gas turbine-driven pump, sucks water in through hollow foil struts and spews it out under the boat's stern at the rate of 100 tons per minute.

At a certain speed, the hull rises out of the water, and the craft rides on foils, or wing-like planes, that are attached to legs beneath the craft and act much like giant water skis. Their action lifts the hull above the water and practically eliminates drag.

"We take the waves out of the seas," said Lieutenant R. E. Stedd, officer in charge of the craft, which is assigned to Boat Support Unit Two.

She has a forward foil assembly which provides steering by means of rotating the strut about its vertical axis. "The craft drives like a sports car and has the added advantage over other Navy ships and craft of greater mobility, stability and speed, and exceptionally tight maneuvering ability," said LT Stedd.

The craft has an automatic wave-height sensing system fed by computer to maintain the hull clear of the sea, and she can stay above the waves rather than get down and wallow in them the way a conventional craft does.

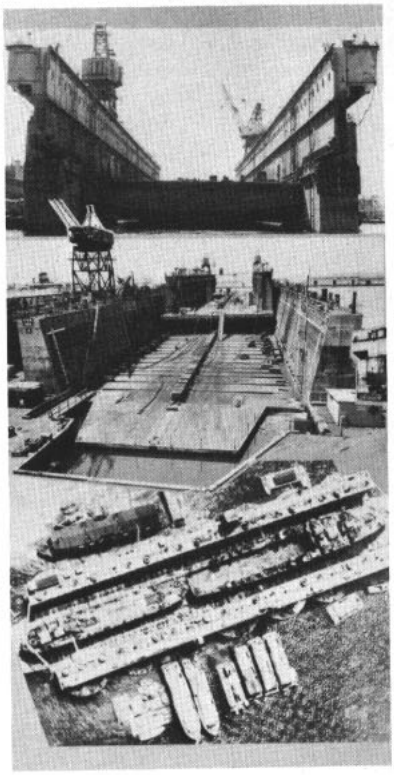
Every man on the craft is a qualified driver. When driving, he sits in a cockpit much like that of an aircraft, and takes orders from the officer in charge, who sits in a seat beside him.

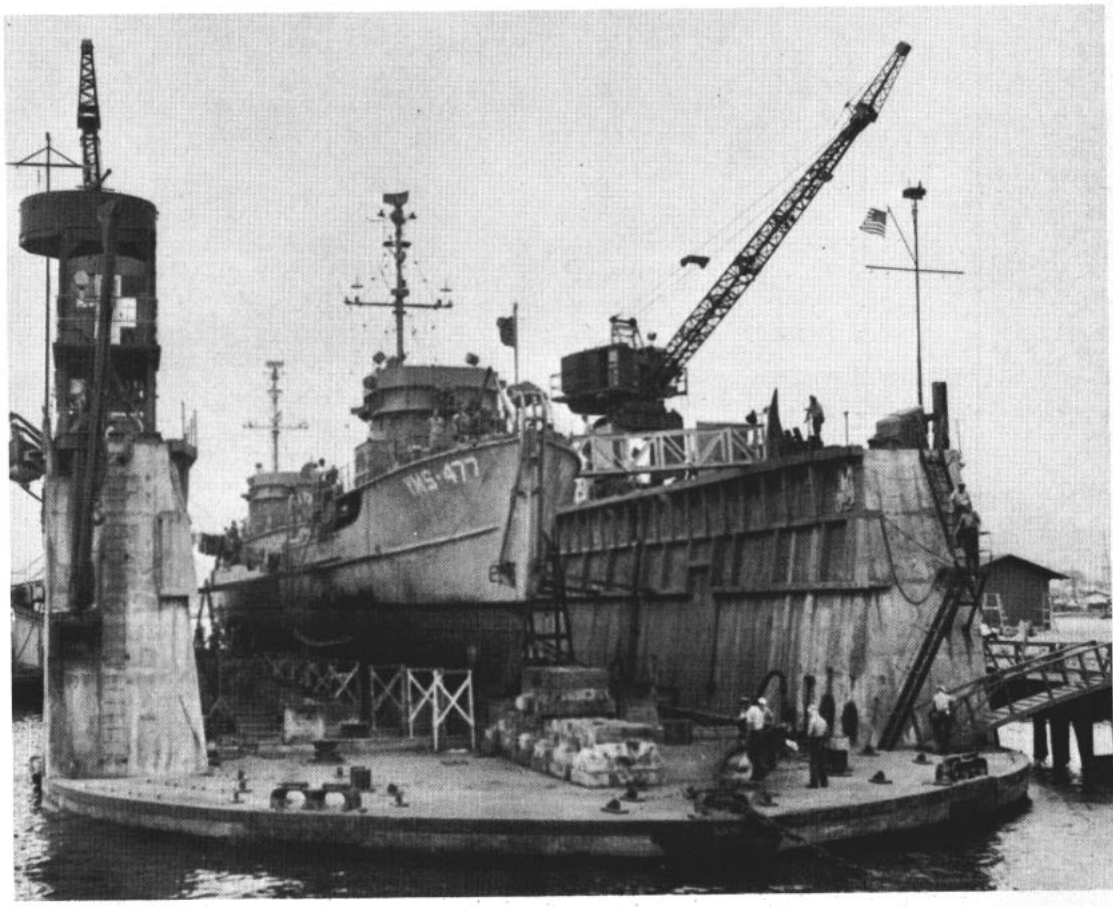
The purpose of the craft is to operate at high speeds, even in rough seas, and when not needed for speed or mobility, the foils are fully retractable for hull-borne operations.

Tucumcari is operated by one officer and 12 enlisted men. She displaces 58 tons and is something to see as she sails over the water, as demonstrated in the photos on these pages.

—Photos by PH2 M. D. Carey, USN.

CONCRETE SAILS THE SEAS





SMALL BOATS IN VIETNAM have written a new chapter in naval history and they continue to do so, especially from a construction standpoint.

Not surprisingly, almost all the small boats used in Vietnam came from the United States – that is, until December 1969 when the Republic of Vietnam began building patrol craft from cement. Earlier in the year, a cement junk had been built.

If the idea of a cement boat seems funny, don't laugh because the joke will be on you. The fact is, a cement boat built in 1848 is still alive and well and living in a French museum.

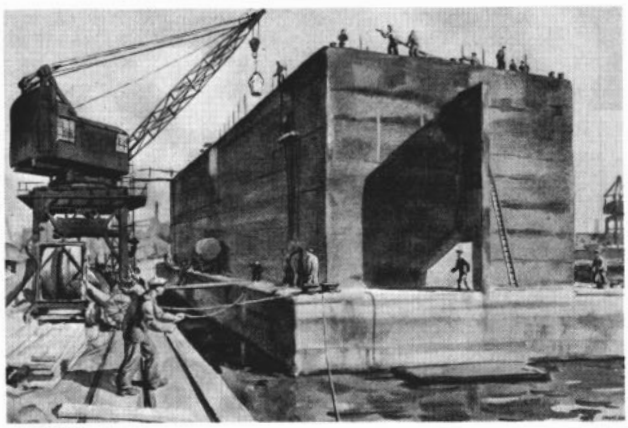
Other old timers have been known to remain in water for 80 years without appreciable damage.

It is surprising that, although 1970 is separated from 1848 by more than a century, cement boats are still so unusual they are considered to have just made the scene.

It is also somewhat unusual that a shipyard in Saigon should become the first to produce combat boats using the ferro-cement process. Aside from the junk which was produced earlier in 1969, the first boats turned out for combat use were a PCF (for fast patrol craft) which was followed by the construction of a patrol boat called the "viper." Both were to be used for river and coastal patrol.

Opposite page, above: Navy drydocks include a number constructed of concrete. Below: One of the concrete drydocks, with lifting capacity of 2800 tons. Of the 11 concrete drydocks, all but three are loaned to foreign governments or leased to commercial enterprises. Hull numbers are AFDL 35, 37-45, and 48. All have 2800-ton capacity except AFDL 48, which lifts 4000 tons. AFDLs 42 and 48 are in use at Long Beach Naval Shipyard. AFDL 35 is in inactive status at Inactive Ship Maintenance Facility, San Diego.

CAISSONS GO FLOATING ALONG—During World War II, the Allies built concrete caissons called Phoenixes, which were sunk off French coast to form artificial harbor.



A CONVENTIONAL metal swift boat costs about $180,000 but a ferro-cement swift can be launched for half that price.

There are, of course, some differences between the steel and the ferro-cement models. A cement swift boat will weigh from five to 10 per cent more than a conventional PCF but its 430-horsepower twin diesel engines can still propel the boat about 20 knots.

The Vietnamese cement swift is 50 feet long and has a 13-and-a-half-foot beam. It carries the same armament as its metal counterpart—twin 50-cal. machine guns amidships and an 81-mm mortar and 50-caliber machine gun aft.

The viper, which was also turned out by the Saigon shipyard, is an experimental design and was conceived principally for river attack and interdiction missions. It will accompany and provide fire coverage support for PBRs (river patrol boats).

The viper measures 28 feet and displaces 12,000 lbs. Its top speed is 20 knots and it is armed with one

Below: Vietnamese workmen trim hull of new cement boat.

CONCRETE SAILS THE SEAS

Mk 20 automatic grenade launcher and two M-60 machine guns. It is manned by a crew of four.

A ferro-cement boat is built with a steel framework covered inside and out with eight layers of interwoven mesh of chicken wire filled with a mixture of portland cement, sand and a substance known as pozzuolan.

Both surfaces are smoothed and the hull is damp-cured by periodic submersion in water. Even after the cement has cured, the hull continues to gain in strength over a period of many years.

THE CURED HULL is finally worked with abrasives and chemicals, then sealed with epoxy resins to insure watertightness. Work on interior and exterior fittings and equipment is begun as the hull nears completion.

The construction of the viper requires the use of a wooden mold in conjunction with the steel and chicken wire framework.

Once built, the ferro-cement hulls have proved to be exceptionally strong and durable as well as being almost puncture-proof. To add to their attractiveness, the teredo worms which find wooden hulls so attractive are not interested in the ferro-cement hulls. Metal fittings aren't subject to electrolysis damage and, when damaged, the ferro-cement hulls can be easily and inexpensively repaired.

For Vietnam, the possibility of continued construction of ferro-cement boats seems particularly appropriate inasmuch as skilled workmen and the necessary materials are available within the country. For a while, the U. S. Navy is willing to furnish technical advice.

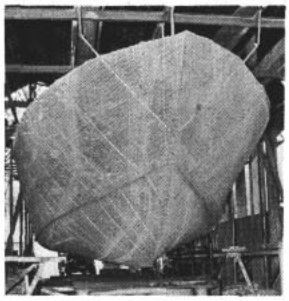
As for the rest of the world, the use of the ferro-cement technique has become increasingly popular in Canada, Australia, New Zealand and other countries. In the United States, ferro-cement is used increasingly for the construction of pleasure boats.

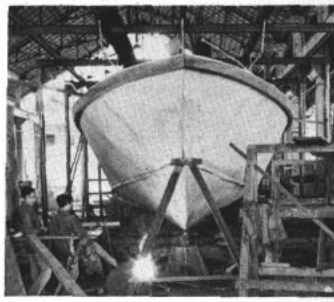
DURING THE WORLD WAR II invasion of Europe, the Allies also made good use of floating concrete to create artificial harbors which could be towed from England and emplaced off the coast of France.

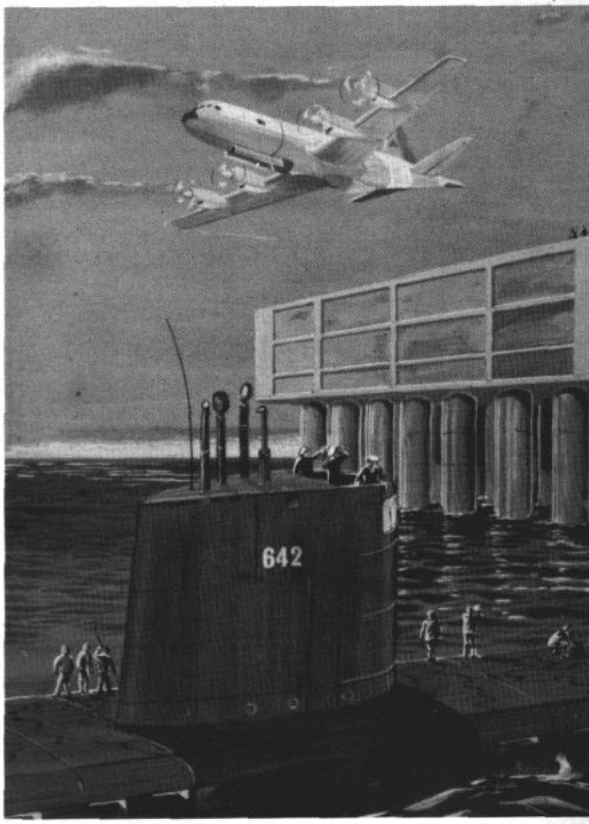
The complete harbor consisted of floating steel structures which broke up wave action. After that, there was a 2200-yard breakwater made up of 31 concrete caissons called phoenixes. The phoenixes, each of which equaled the height of a five-story building, when sunk, formed a seawall on two sides of an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

Inside each harbor, there were runways mounted on pontoons and anchored on their seaward ends to pierheads which rose and fell with the tide. This enabled LSTs to unload regardless of the status of the

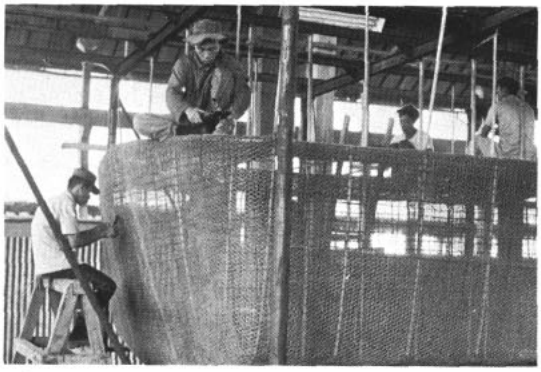
Above: Cement PCF, with its aluminum superstructure finished, goes on "sea trials" in the Saigon River. Below left: Hanging by its steel frame, the PCF awaits the application of cement to give body to its ghostlike appearance. Below right: With the cement hull completed, a strongback is built under the boat to support the weight of other necessary work.







THE IDEA of some type of mobile ocean basing system to *augment overseas U. S. advanced bases*, or to replace those leased or negotiated in foreign territory is not new. What is new is the scope of engineering imagination trained on the problem, and the thoroughness of various civilian and



Shipyard workers apply the finishing touches to the chicken wire and reinforcing rod framework.

tide and provided a road upon which wheeled vehicles could roll ashore.

To provide sheltered waters for craft landing on the beach, a line of ships was sunk parallel to the shore in three fathoms of water.

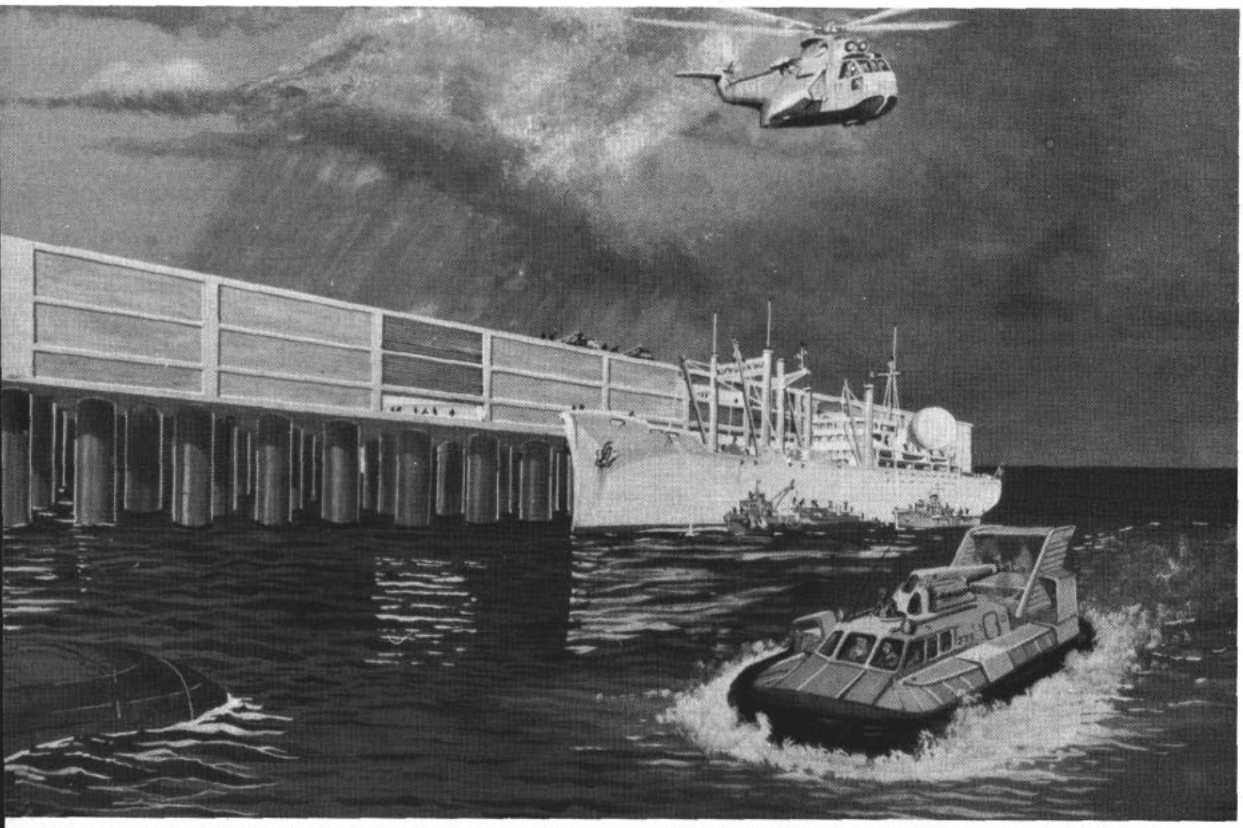
THE ARTIFICIAL HARBOR was essential to successful landing because there was considerable doubt as to whether the harbor at Cherbourg could be captured and put to immediate use supplying forces ashore.

To complicate matters, weather statistics showed what almost everyone knows—that the weather in the channel is unreliable. A storm could be expected every month in the year, and what fair weather there was rarely lasted more than a few days. Naturally a landing as large as that to be undertaken by the allies couldn't succeed without sheltered water.

The Army insisted that a port be available and that Cherbourg was too well defended to count upon. The idea of a portable port got underway when someone at the conference remarked that, if a port couldn't be captured, one must be brought along.

The entire project cost about 25 million British pounds sterling as well as 70 ships, 25 of which were American merchantmen. More than 100 tugboats, about three-fourths of which were contributed by the U. S. Army and Navy, were used to tow the entire floating port across the channel.

—Story by Robert Neil



governmental agencies that have dealt with it. The Naval Civil Engineering Laboratory, Port Hueneme, Calif., for example, envisions a modular floating platform concept. Sections would be fabricated ashore, launched, towed or self-propelled to a site and joined together to form a self-contained offshore base facility. As a result of the Laboratory's years of investigation into all types of construction materials, NCEL sees concrete as the primary building material.

Pictured above is a Navy artist conception.

letters to the editor

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-P31, Bureau of Naval Personnel, Navy Dept., Washington, D. C. 20370.

Rights and Benefits

SIR: In May of 1964 an issue of ALL HANDS was published with the title, "Rights and Benefits of Navymen and Their Dependents—Information for the Career Navyman—NavPers 15885-B." Much of that information is, of course, obsolete today, but the subject is still as important. Do you plan to publish a similar—but updated—issue in the future?—Mrs. W. J. D.

There are so many pending changes and new plans under consideration that an updated issue of "Rights and Benefits of Navymen and Their Dependents" (NavPers 15885-B) is not feasible. We have tried to keep up with the changes month by month in ALL HANDS, *but as soon as conditions become a bit more stabilized we hope to be able to assemble all the information and publish it in a new R & B issue. In the meantime you, as a Navy wife, may want to follow the news through* ALL HANDS, *which is available to Navy families on an annual subscription basis through the Superintendent of Documents, U. S. Government Printing Office, at $4.50 a year. For information on how to subscribe, check the column next to Taffrail Talk on page 64 of each issue.*

Your local Family Services Center should also be able to provide you with current information on the various topics covered in the "Rights and Benefits" issue.—ED.

MUC for USS Weiss

SIR: I would like to know if USS *Weiss* (LPR [APD] 135) received a meritorious unit commendation for the period which includes September, October and November 1968.

I served on board *Weiss* during that period on TAD and, if the ship's eligibility period includes those months, I may be able to establish my own eligibility for the MUC.—WO B. F. D., USN.

You're out of luck so far as Weiss *is concerned. She received a Meritorious Unit Commendation for her part in U. S. Seventh Fleet Assault and Support Forces (Operation Bold Mariner) but eligibility period was from 24 Jan 1969 to 9 Feb 1969.*

At any rate, merely being there on TAD wouldn't necessarily have made you eligible for the MUC. The commanding officer would have to certify that you (and others aboard in a TAD status) made a significant contribution toward winning the award.—ED.

Naming of Ships Explained

SIR: I have been interested in the Navy's ships since I was in the fifth grade, and recently heard about a new frigate which I believe our Navy has incorrectly named USS *California*. I believe that only battleships should be named after states, and that it is wrong to justify this action by claiming that the formidable, majestic battleship will never be used again. No conventional weapon could ever replace the 16-inch gun of our battleships with its pinpoint accuracy, range, penetrating power and damaging effect.

In states whose names have been borne by these huge battleships are many concerned citizens who, I believe, would be disappointed in the Navy if new frigates were named after these states also. This would be especially true in the cases where the battleship is presently a monument to the many servicemen who died during World War II. In addition, the sailors who served on these battleships would feel a personal disgrace at having some new, smaller warship bearing the same name as their battle-scarred vessel.

Our Navy can surely think of better names for their new ships than those reserved for battleships. I speak in defense of the prestige, power, and spirit of the battleship namesake in asking you if there is any possibility of preventing further misuse of a state's name affixed to any naval vessel when it is not a battleship.—RMSN R.M.A.

The United States has been assigning names to its warships since 1775. For 43 years after we declared our independence we had no naming system at all. It was only in 1819 that an Act of Congress set up ship name categories. Ships of the "first class" were to be named for states; those of the "second class" for rivers; and those of the "third class" for the "principal cities and towns." This was in the days of sail, when ship cate-

gories included ships of the line, frigates, sloops, and schooners.

Name categories changed over the years just as ships changed. The Civil War and the introduction of steam gave us a Navy made up of ships of all kinds, shapes, and sizes. There were just too many ships on the Navy List to fit the old categories—but an Act of 1858 kept state names for "first class" warships. "Second class" ships were now to be named for rivers and for towns or cities, while the "third class" were simply to be named "by the Secretary of the Navy as the President shall direct." During the Civil War we ended up with such names as National Guard, Midnight, Stepping Stones, *and* Two Sisters *on the Navy List.*

In the years after 1861-65, ship naming was done in a more orderly fashion. There was still a considerable amount of change—ships continued to evolve, old types vanished, new ones appeared.

In the same way, ships' names changed as well. River names, for instance, which were once used for sloops-of-war (an old equivalent of the modern frigate or small cruiser) eventually came to be used for Fleet oilers (AO). In all the years since 1819, the only name category that has really remained consistent is that of state names.

These have been used through the last century and a half for the Navy's most powerful gun-armed warships, from the old sailing ships-of-the-line through the powerful steam frigates that succeeded them, and down to the armored battleships of our own century. When the aircraft carrier appeared after World War I, it was given its own name category. State names remained with our biggest "gun ships."

Today, of course, there are only four battleships remaining on the Navy List. No more battleships or cruisers are scheduled for construction. The category of state names is one of the oldest and proudest we have, both for the connection with the great States of our Union and for the sake of the memories of the fighting ships that have borne their names over the years.

The Navy hardly wanted to let these fine names disappear. So, to what more appropriate type of ship could they be assigned than to the most powerful new "gun ship" of our own time—the nuclear-powered guided missile frigate?

As the times change, so do fleets. Instead of the old battle line of the 1930s, we have fast carrier task forces and Polaris *submarines, missile-firing surface ships and other types never dreamed of by men who first set up our original name categories. The new* California *(DLGN 36) is much closer to a cruiser or battleship than destroyers—she is larger and heavier than some World War II cruisers, and her antiaircraft guided missiles have a longer range than a battleship's heavy guns.*

As old ships evolve into new, the Navy is, as always, trying to blend the pride and the spirit of the past with the technical advances of the present and future. This combination has always spelled success and victory in the past, and we feel it will do the same in the years to come.—ED.

COMING HOME—The crew of USS Forrestal (CVA 59) at quarters on the flight deck for welcoming home remarks by VADM Townsend, COMNAVAIRLANT. The carrier was returning from a tour with the Sixth Fleet in the Med.

Hats Off, Please

SIR: At the naval air station where I'm serving, the dental clinic has posted "Hats Off, Please" signs at all entrances. What's the tradition behind this sign? Is it mandatory for everyone to uncover?—LT A. P. S., USN.

• *The sign is probably a direct result of the historic tradition of re-*

moving one's hat when entering a sick bay. Broadly interpreted, a dental clinic is a sort of sick bay, since it provides treatment for sick or injured personnel (to be precise, those suffering from some dental disorder).

The tradition of removing one's hat in sick bay originated in the old Navy, some think as a variant of the age-old custom of showing respect for the dead and dying. In "Naval Customs, Traditions and Usage," Vice Admiral Leland P. Lovette points out, "Men were about ready for 'slipping the cable' when they were admitted to sick bays in the days of sail."

In addition, it has long been customary for gentlemen to remove their hats when entering an office. Uniform Regs specifies that hats are normally removed indoors unless the individual is in a duty status with side arms or pistol belt.

So it is entirely appropriate to remove one's hat when one enters a dental clinic.—ED.

Awards for New Jersey

SIR: I served in USS *New Jersey* (BB 62) between April 1968 and December 1969. I would like to know which awards I should have received for service during that period.—GmG1, D. S. L.

• *Between 1 Apr 1968 and the end of 1969, those serving aboard* USS New Jersey *became eligible for the Navy Unit Commendation, the Vietnam Service Medal with three bronze stars and the National Defense Service Medal.*—ED.

Driver Is Liable for Damages

SIR: I have heard that an officer who is driving a government-owned vehicle is liable for damages he may inflict upon the person or property of another.

Does this include any kind of vehicle or does it just apply to automobiles? If the officer is liable, I would like to know what official notice governs the situation.—S. J. B.

• *If the officer was on official business, he wouldn't be sued but the United States would. Here's how it works:*

Any serviceman (officer or enlisted) who is sued for damages resulting from his official use of a government-owned vehicle would not go to court as the defendant.

The United States Attorney would remove the case to a Federal Court and substitute the United States as defendant instead of the serviceman.

Of course, any serviceman who clobbers anyone while driving an official car, truck, bus or what have you, had darned well better be on official business when the accident happens. If he isn't, he's on his own.

If you want to look up the official word on the subject, try 28 U. S. Code 2679, known as "Drivers Act." Or, if you prefer, the provisions of the act are set forth in JAG Instruction 5822.2.—*Ed.*

Retirement Ends Hikes

SIR: I was promoted to Chief Warrant Officer W-4 in February 1969, and I will retire on 1 Jan 1972 after completion of 29 years, seven months of active duty.

I will receive the retirement pay for a CWO-4, but will retire as temporary CWO-4 with a permanent rank of CWO-3, because I will not have the required time in grade to be a permanent CWO-4.

I would like to know if I will receive my permanent appointment certificate for CWO-4 when I have the required time in grade, which will be in February 1973, or will I get permanent appointment to CWO-4 upon retirement?—CWO-4 V. A. M., USN.

• *You will not receive a permanent commission certificate for CWO, W-4. There is no authority to issue such commission until you have the required time in the grade of CWO, W-3, which, you indicate, will not be until after your retirement.*

However, since the issuance of a commission as CWO, W-4, would be for the purpose of permanent promotion from CWO, W-3, it cannot be issued because of a statutory prohibition against promotions on the retired list.

Nevertheless, upon retirement your status is fixed in a permanent manner as CWO, W-4.—ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Pers-P31, Arlington Annex, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• USS *Northampton* (CA 26)—The fourth annual reunion for crewmembers of the period 1930 to 1942 will be held at Long Beach 22-24 July. For details, contact S. T. Kinard, 1537 Chowkeebin Nene, Tallahassee, Fla. 32301.

• USS *Miller* (DD 535)—A 10th anniversary reunion for crewmembers who served during the Berlin recall will be held in Boston next October. ETC Paul I. Cleveland, USNR (Ret), 8 Pleasant Garden Rd., Canton, Mass. 02021, has the details.

• USS *California* (BB 44)—A reunion of former crewmembers will be held in Sarasota, Fla., 7-9 July. For information, contact Harold Bean, 220 East Pearl St., Staunton, Ill. 62088.

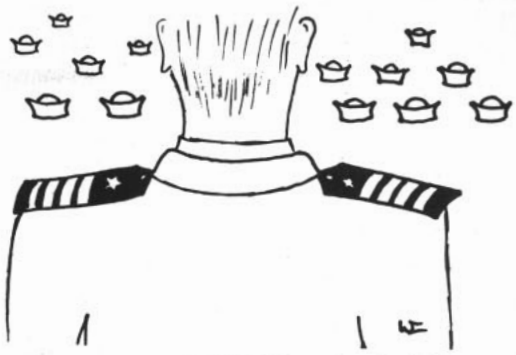
• USS *Reid* (DD 369) — San Diego will be the site for a reunion 16-18 July. BMC Robert T. Sneed, USN (Ret), 1537 No. 59th St., Milwaukee, Wisc. 53208, has full information.

Naval Air Station Ellyson Field—is celebrating its 30th anniversary in May 1971. The week-long affair starts May 25th and ends the 29th. All original commissioning personnel as well as past Ellysonites are urged to attend. Reservations can be made by writing: Ellyson Field Reunion, P.O. Box 3222, Pensacola, Fla. 32506, or by calling Mr. Lou Leitenberger, Telephone: 904-456-5681.

IC1 Jeremiah H. Paoli

"Bos'n, I told ya before! Don't bother me 'til th' ol' man wakes up!"

LCDR William C. Chalmers



"I think I might state, without fear of contradiction . . ."

page 63

Jeremiah H. Paoli

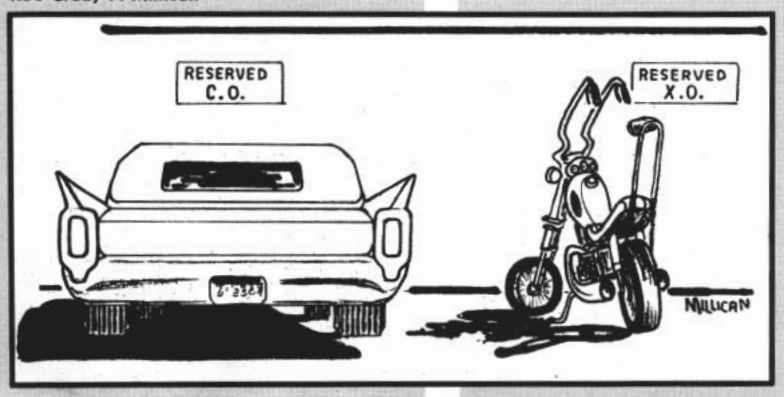
"Now, stand by for heavy rolls while the ship is coming about!"

SN Gary W. Sams

SFM3 Joe E. Richmond

"Realistic for an O.R.I., isn't it?"

RD3 Grady P. Millican



TAFFRAIL TALK

WITH THE SHRILL WHISTLE OF A BOATSWAIN'S PIPE signaling the end of the morning's inspection and the beginning of chow aboard USS *Amphion* (AR 13), the four men– Captain E. S. Jackson, the inspecting officer; Captain A. D. Thomson, Commanding Officer; LT E. V. Kennedy, Engineering Officer; and BTCM E. H. Fryman, the Main Propulsion Assistant–retired to the engineroom for a hot lunch.

Lunch in the engineroom? Yes.

The unusual meal was the engineering gang's answer to a challenge which had originated nine months earlier when– during a similar Admin Inspection– COMSERVRON 4 remarked that *Amphion* had a long way to go before she could approach the appearance of some other ships in the squadron in which one could "eat breakfast off the deckplates."

Despite shortages of engineering personnel and the continuous steaming of the 25-year-old plant in port and at sea, the *Amphion* engineers put forth a concerted effort to convert the muddle into a mess. The success of that effort was indicated by Commodore Jackson's post-meal comment that he enjoyed the ham steaks–but had been fully prepared to eat crow.

★ ★ ★

This winter ALL HANDS lost JO2 Frank Silvey, who during his two-year tour was responsible for a number of articles on subjects ranging from telephone talkers to the rhymed introduction to New Year's logs (January 1971, p. 58). The qualities Frank brought to his work were perhaps best indicated by the fact that he was unchallenged champion in office contests to determine who knew the most facts (What President had the most children? To what four sensations are the taste buds sensitive? •), and that he was never satisfied until he had checked ALL the facts for an ALL HANDS story. He's now at UCLA, studying a variety of subjects, including philosophy and, we guess, making straight "A"s. We fully expect him to become the next John Dewey in his field.

• Rutherford B. Hayes; sweet, sour, salt, bitter.

★ ★ ★

THE FORD BROTHERS liked automobiles, the Wright boys took to flying and the McQuaigs decided to serve their country– four joined the Navy and the last joined the Air Force. Their total service exceeds the 100-year mark and they're going strong. At the Naval Air Technical Training Center, Jacksonville, Fla., Lieutenant Commander Clarence M. McQuaig enlisted his son, Michael, in the Naval Reserve and then reenlisted his younger brother (the commander's), AE1 William R. McQuaig. But, whoa! On hand for the event was retired Master Chief Aviation Boatswain's Mate Harold E. McQuaig. It could have been a real bang-up ceremony if they rounded up the other two brothers–both retired on 20: Navy Lieutenant Mac A. McQuaig and Air Force Captain Irving G. McQuaig. But then, they might have brought along other McQuaigs to be enlisted and we'd only end up getting one McQuaig before the other, but good.

The All Hands Staff

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•. AT RIGHT: SCUBA DIVER—Clearing away underwater obstructions is just one of the many tasks assigned Navy divers around the world. The scuba diver works in shallow depths while the hard hat diver, dressed in the deep-sea diving suit, takes over on jobs at greater depths.

THE NOW NAVY WHERE IT'S AT