

ALL HANDS



OCTOBER 1973



ALL HANDS

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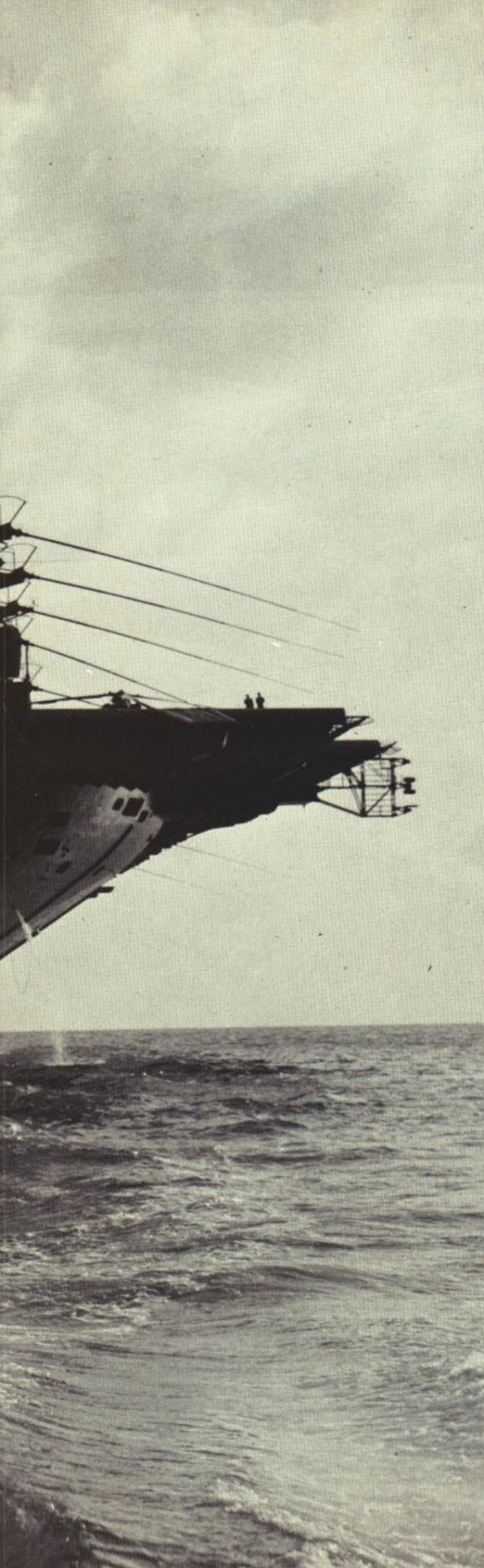
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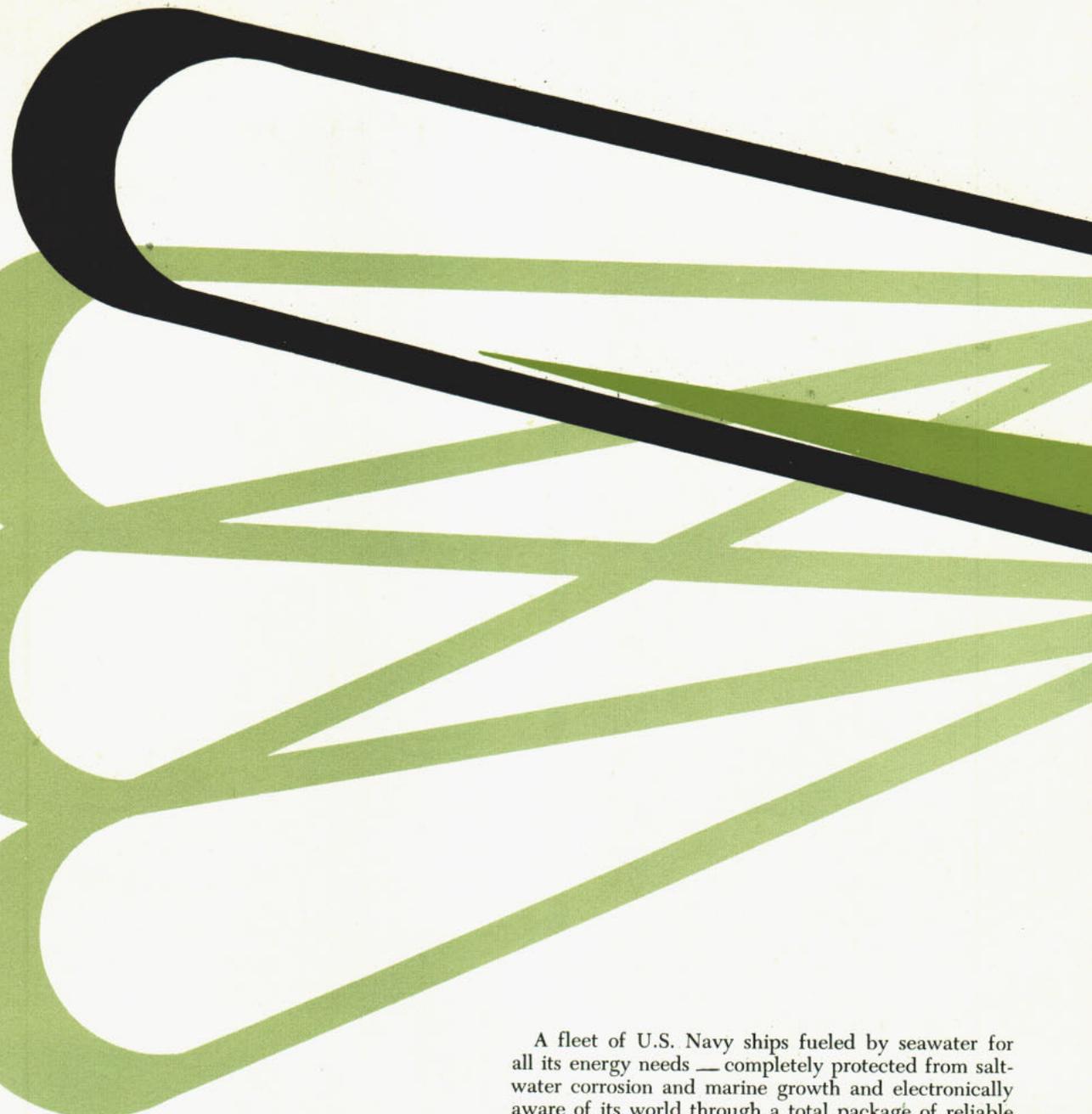
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• FRONT COVER: ANCHOR CHAINS in the Pearl Harbor Naval Shipyard. Photo by PH1 Carl R. Begy, USN.

• AT LEFT: AMERICA, THE BEAUTIFUL—The attack aircraft carrier USS America (CVA 66) cruises the calm waters of the Atlantic. Photo by AN Charles J. Maas.





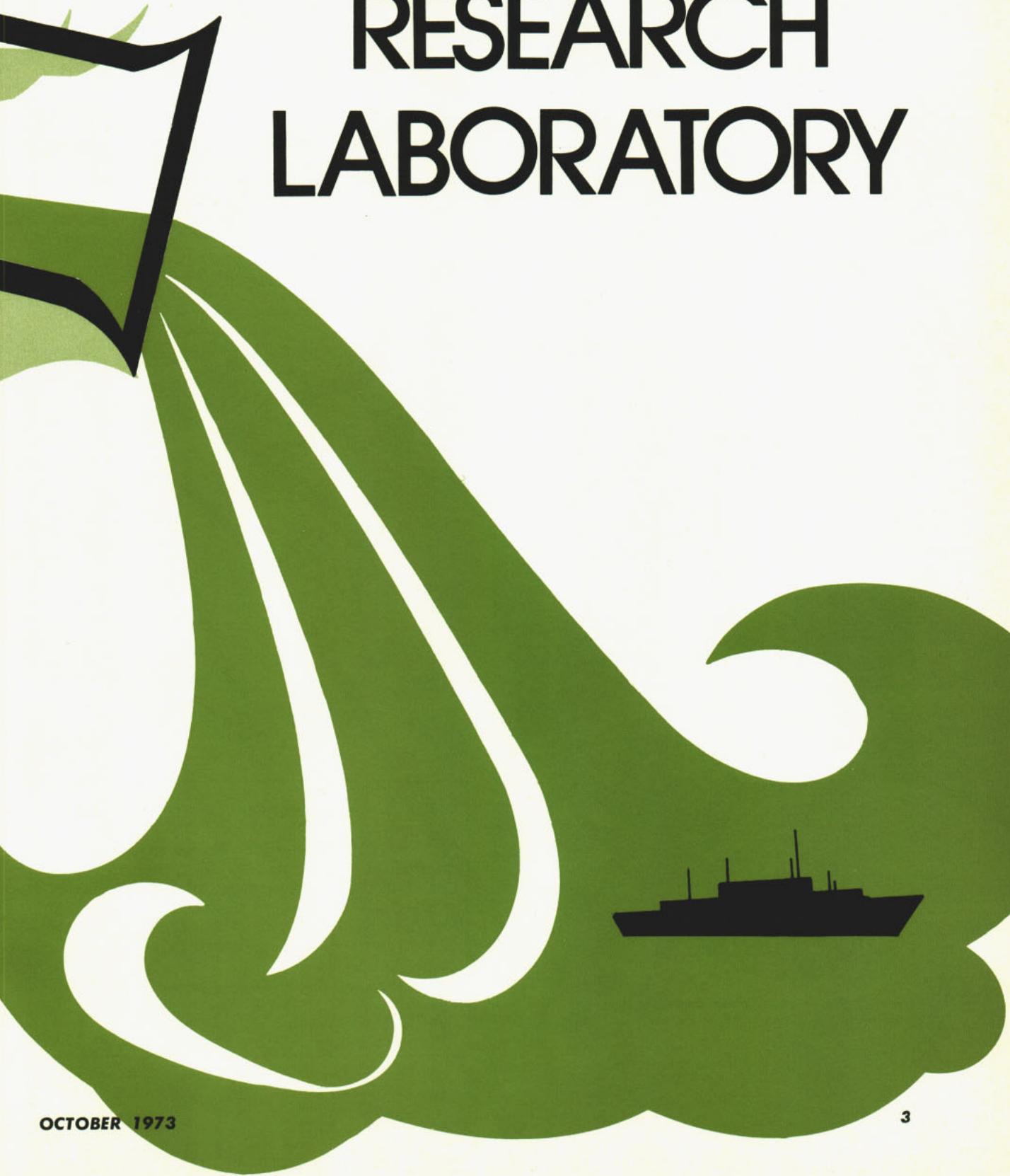
A fleet of U.S. Navy ships fueled by seawater for all its energy needs — completely protected from salt-water corrosion and marine growth and electronically aware of its world through a total package of reliable real time communications, surveillance, navigation! Sound like a tripped-out dream of some funky science fiction writer?

Well, it's not quite as far out as it might sound. Actually, this element of the dream represents a real goal of one or more projects now underway at the Naval Research Laboratory in Washington.

The laboratory is exploring ways to harness the energy of the hydrogen bomb by joining (fusing) the cores of two chemical elements readily available in seawater. Achievement of this process, commonly called controlled fusion, is the aim of nuclear scientists the world over, since it would provide virtually unlimited power not only for ships but for all kinds of urban and industrial needs as well.

NRL chemists have already developed a variety of

NAVAL RESEARCH LABORATORY



chemical coatings that resist marine corrosion and fouling far longer than commercially available materials and they are continuing to advance the state of the art of these special technologies even further.

The Naval Research Laboratory has been called the birthplace of radar in America (it received a \$100,000 appropriation from Congress in 1935 for that specific purpose). It was only natural, therefore, that the laboratory's electronics engineers should continue to pursue the capabilities of their offspring well beyond its recognized applications and into areas that are considered strategically sophisticated even today.

Let's take a brief look at the origins of the Naval Research Laboratory itself. NRL was the brainchild of America's most famous inventor, Thomas A. Edison, who headed the board which planned the lab's mission, staff and facilities and helped convince Congress that funds should be appropriated for the institution's construction and operation. It took eight years, from 1915 to 1923, for Edison's project to become a reality. But on July of that year— just 50 years ago—the Naval Research Laboratory was formally dedicated to the mission its name proclaims.

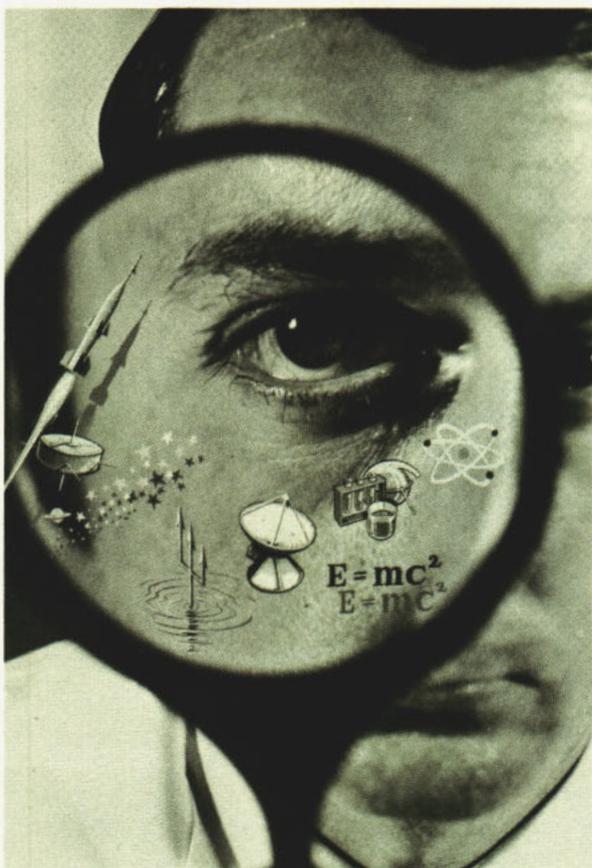
During the first few decades of its existence, NRL earned an enviable record of achievement. It is, for

example, credited not only with the development of radar, but also of countless other beneficial advancements in electronics, chemistry, oceanology, metallurgy, space sciences and related technologies, beneficial not only to the Fleet but to civilians as well.

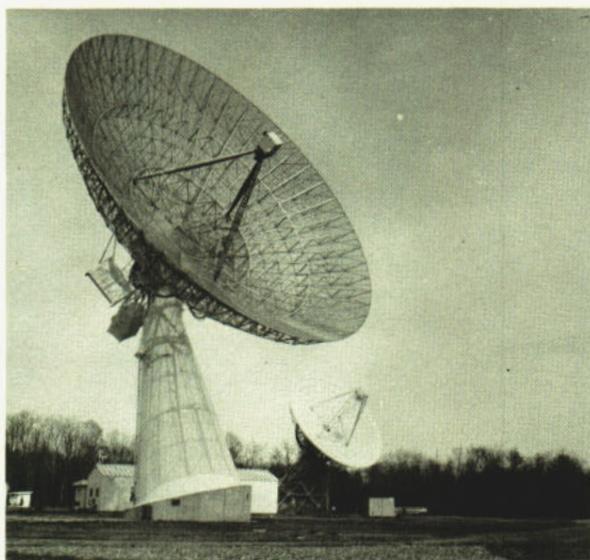
A review of the full tabulation of NRL's achievements in its first 50 years would read like a technological shopping list from the entire gamut of man's physical existence from cryogenics and "light water" firefighting chemicals, to teflon and cosmic ray physics. (For a partial list of NRL achievements see box.)

But, true to the classic mold of its science and scientists, the past at NRL is indeed considered prologue. It is today's needs and tomorrow's answers that most concern the vast team of NRL scientists, engineers and technologists.

While many Navy laboratories concentrate their efforts in specific areas of naval warfare or technology, NRL addresses a broad spectrum of the physical sciences and engineering in its research programs with the aim of fostering the subsequent development of improved techniques, systems and equipment. These enhance the Navy's capabilities from the depths of the oceans to outer space. That's one reason why NRL is often called the Navy's "corporate laboratory."



Above, right: Radio telescopes located at Maryland Point, Md. used by NRL scientists in studies of radio astronomy.



Here is a list of the more salient results of NRL's research:

- It was NRL scientists who discovered the "skip distance effect" of radio waves. This is the very foundation of modern wave propagation theory.
- NRL was the first to demonstrate radio-control flight of a pilotless aircraft and the first to detect flaws in cast and welded steel through gamma-ray radiography.
- The lab's researchers developed the liquid thermal diffusion process for separating uranium isotopes for the first atomic bomb.

In keeping with Edison's original concept of operation, the laboratory is staffed primarily with civilian scientists and engineers under the direction of a senior naval officer and a small cadre of military managers.

The laboratory's broad-based interdisciplinary research and development programs are guided by a senior scientist who serves as overall director of research. To facilitate management of such diverse scientific efforts, four broad research areas have been established: electronics, space science, materials and general sciences, and oceanology.

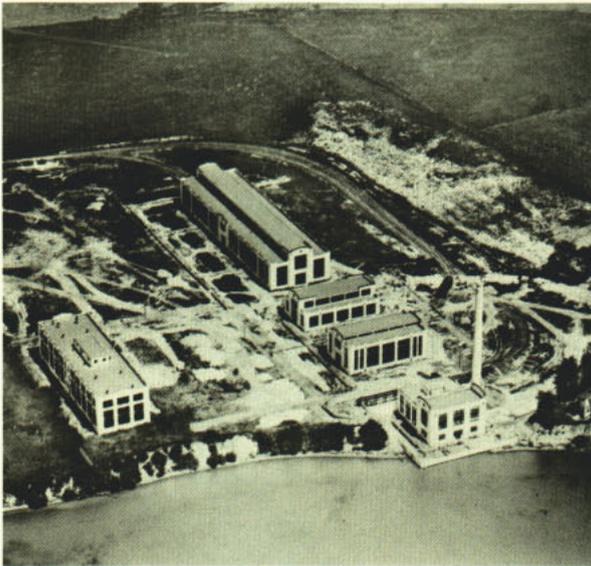
Electronics—NRL's activity in this realm covers the entire electromagnetic spectrum. To improve the Navy's capabilities in radar, electronic warfare, communications and navigation, its researchers probe the fields of electron physics, electromagnetics, microwaves, solid state devices, satellite communications and other signal systems and radar technology.

Space Science and Technology—In their efforts to determine useful applications for the Navy of the above-the-sea environment, scientists in NRL's Space Science and Technology area conduct research in upper air physics, astronomy and astrophysics. As a result of its accomplishments in these areas, NRL has been recognized as the Navy's leading laboratory in

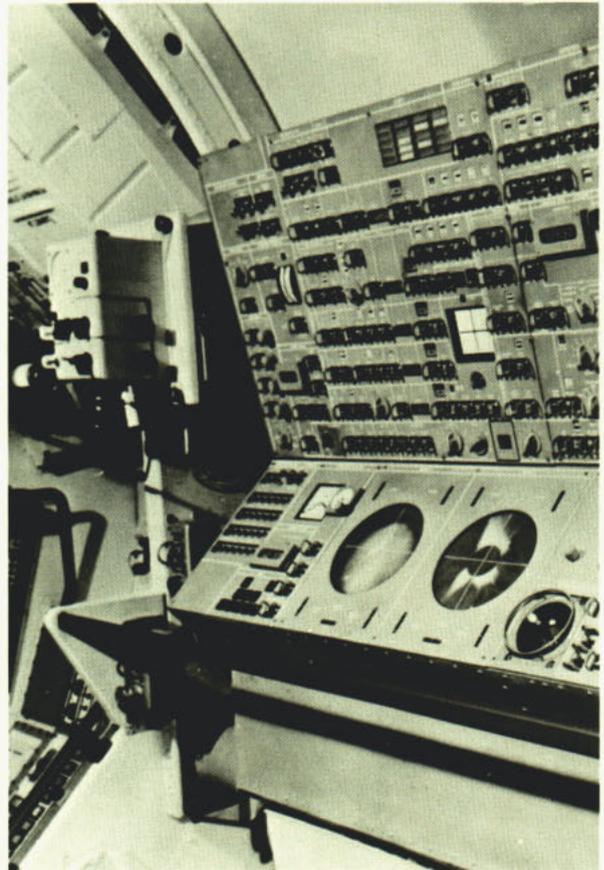
space science technology. This portion of the lab is also involved in theoretical and experimental plasma physics research (including investigating the physics of fusion for controlled thermonuclear reaction for power applications), solar celestial and extragalactic emission studies and various applications of satellites and other space systems for the Navy.

Materials and General Sciences—In its Materials and General Sciences area, the Naval Research Laboratory carries on a broad interdisciplinary program of fundamental and applied research which ranges from the basic structure of matter through phase boundaries of solids, liquids and gases, incorporating expertise in chemical physics as well as physical, organic and inorganic chemistry. Scientists in this area are also deeply involved in programs encompassing quantum and applied optics, military optical systems, laser physics and a wide variety of nuclear sciences.

Oceanology—In this field, NRL's scientists conduct theoretical and experimental research programs into the ocean environment, including acoustics, propagation and scattering, environmental prediction, surveillance system concepts and systems analysis. They study the physics, chemistry, geology and biology of the oceans and develop and apply specialized equip-



- They provided the preliminary engineering designs for the first nuclear submarines.
- NRL was on hand when the United States entered the space age by conducting the first rocket-borne experiments in astrophysics in 1946.
- The lab designed, developed and launched earth's most enduring man-made satellite, *Vanguard I*, which has been in orbit since 1958.
- It was NRL scientists who devised over-the-horizon radar, permitting the detection of moving targets at great distances; and they extensively advanced echanging sonar and other underwater acoustics.



Above, left: NRL in its infancy in 1923 with only six buildings. Above: The control panel for the Apollo Telescope Mount.

ment, instrumentation and techniques for conducting antisubmarine warfare as well as ocean and ocean-floor operations. Practical results lead ultimately to improvement in the design and effectiveness of naval equipment, materials and systems.

In its investigations of broad scientific areas, in considering its findings for potential military applications, and in furnishing to the Navy Department expert consultative services relating to science and military systems, NRL provides a central focus of research and development activity that supports the entire Navy. The laboratory's scientific and technical liaison staff conducts an active program of information interchange with the Fleet through field trips to seek out firsthand the real needs of operational Fleet units. When NRL findings and capabilities have borne fruit in particular areas, the results are made known to and used by not only the Navy, but also the entire Defense Department and other agencies of the government as well.

NRL is also an internationally recognized center for the presentation and exchange of ideas among the most eminent members of the global scientific community. It has earned a unique reputation as a national asset because of its technological contributions to enhancing the national standard of living.

Primarily, however, the thrust of NRL's charter is the search for and discovery of new knowledge, the application of this knowledge in challenging the broad spectrum of Navy problems and the development of capabilities to ensure a superior U. S. Navy in the future.



Below: NRL's Flight Detachment flying a scientific mission. Right: NRL developed this foam concentrate for fighting gasoline and jet fuel fires. Above, right: Dr. Donald M. Packer working on Skylab Study.



NRL's Half Century of Progress

In the accompanying story, ALL HANDS has discussed a number of the accomplishments achieved in its first half-century by the Naval Research Laboratory. They include its early achievements in radar and sonar. For example, NRL scientists first observed the radar phenomenon in the early 1920s, when a ship passing between a transmitter and receiver on a cruise up the Potomac caused a "signal interference." This led to intensive studies of radio detection techniques and, in 1937, to the design of an ultrahigh frequency radar for sea trials. Here are some other firsts achieved by NRL:

- 1923—Conducted the first radio-controlled flight of a pilotless aircraft.
- 1926—Formulated and published the theory of the "skip distance" effect of radio waves, which is the foundation of modern "wave propagation" theory.
- 1933—Developed gamma-ray radiography—this revolutionized the inspection techniques used to detect flaws in cast and welded steels.
- 1939—Developed the liquid thermal diffusion process for separating uranium isotopes and produced some of the material used in early atomic devices.
- 1943—Designed the first "antiprecipitation static devices." These have greatly improved the reliability of aircraft radio communication and navigation under severe weather conditions.
- 1945—Developed nonflammable hydraulic fluids.
- 1946—Drew up a preliminary engineering design and recommendations for adapting nuclear power for submarine propulsion.
- 1946—Conducted the first rocketborne astrophysical experiments, an important step in the era of space exploration.
- 1951—Designed and installed the world's first large (50-foot diameter) precision radio telescope.
- 1952—Developed long-life, high-visibility paints for many uses, including application to aircraft to reduce the chances of collisions and to facilitate searches for downed crews.
- 1955—Began Project *Vanguard*—the United States' initial satellite program and the second U. S. satellite in space. *Vanguard I* is still gliding in space—the longest flight in history of a vehicle created by man.
- 1955—Designed and built the United States' first electron microanalyzer. This is used in *investigating the very basic structures of matter*.
- 1950-1956—Devised methods and instruments for purifying confined atmospheres so that nuclear sub-

marines and manned spacecraft could remain habitable for long periods of time.

- 1946-1960—Developed reliable test and evaluation procedures that led directly to the production of higher strength and lighter weight materials for the construction of ships, submarines, rockets, and space vehicles.
- 1950-1960—Developed the cathodic protection system for ships, allowing our vast mothball fleet to rest in floating storage for years without danger of hull destruction through electrolytic corrosion.
- 1960—Developed the world's first operational space radio circuit, which has provided reliable, long-distance communication via moon relay to ships at sea.
- 1961—Proved, by means of an artificial earth satellite, that very-low-frequency radio waves penetrate the ionosphere.
- 1964—Developed fire-inerting "light water," which seals the surfaces of highly flammable fuels and prevents the ignition of their vapors.
- 1967—Achieved world's lowest temperature, 0.2 microdegree absolute (-459.67 degrees F.), in the nuclei of a bundle of copper wires by means of a two-stage magnetic cooling process.
- 1967—Developed a satellite navigation system that enables a ship or aircraft to obtain continuous, highly accurate fixes of its position anywhere in the world and in any kind of weather.
- 1968—Initiated X-ray fluorescence analysis, which permits the rapid quantitative measurement of all but the four lowest atomic-number elements of any liquid, solid, or gas.
- 1964-1970—Located and photographed the lost nuclear submarines *Thresher* and *Scorpion* and the French submarine *Eurydice*; assisted in locating and recovering the H-bomb lost off the coast of Spain; and located, photographed, and aided in recovering the sunken submersible *Alvin*.
- 1942-1971—Produced a large family of synthetic lubricants and protective coatings that have provided improved performance in a wide range of environments.
- 1948-1971—Devised means for receiving radar signals over the curvature of the earth, permitting the detection of moving targets at great distances.
- 1963-1971—Pioneered the development of rocket and satellite X-ray astronomy and by these techniques provided much new knowledge about the nature of radiation from stellar gases in our galaxy and the universe.

It's a family tradition...

HAPPY BIRTHDAY, NAVY!



Photo by PH1 Donald F. Grantham



1775- 1973

Ever since the days of the first "Jones' boys" it has been people and teamwork which have been the makings of the U. S. Navy. And that goes a long way back. In fact, there was a U. S. Navy even before the United States itself was a reality.

John Paul Jones is undoubtedly the most famous of the Jones' boys that have been associated with the Navy since the American Revolution. It's easy to understand why. It was John Paul Jones who, as captain of the *Bonhomme Richard*, when called upon to surrender by the commanding officer of the British warship *Serapis*, replied, "Surrender!?! I have not yet begun to fight!"

This month, on 13 October, the Navy is celebrating its birthday, when it will reach the youthful age of 198 years. The theme of this year's celebration will be "Navy birthday, a Family Tradition."

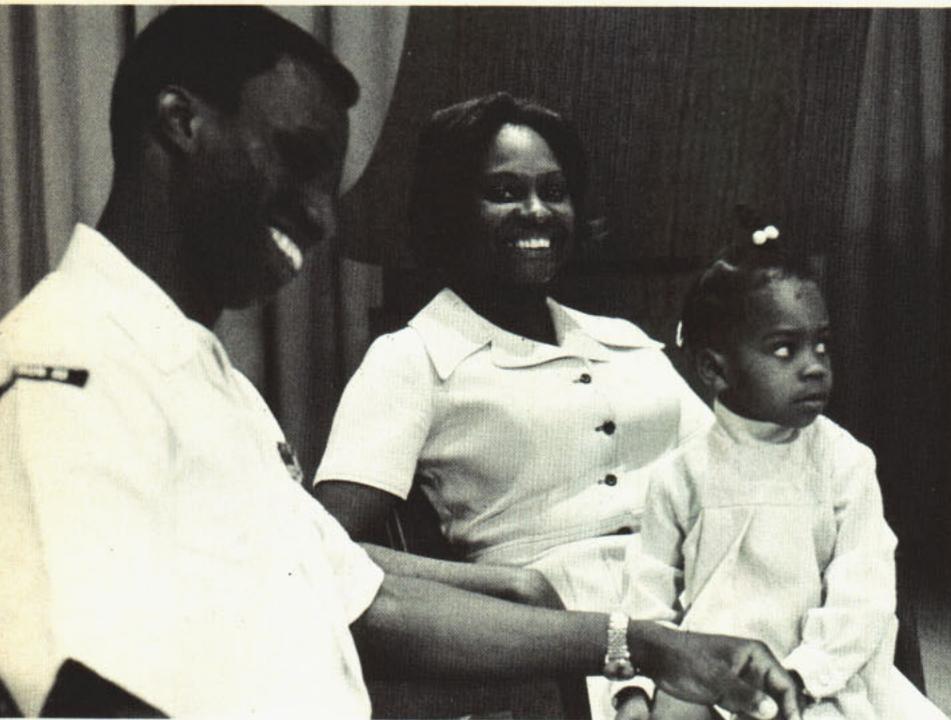
The idea is to render a salute to the whole Navy family, men and women, Regular and Reserves, civil service workers, shipyard employees, retirees, Navy wives and Navy juniors. All of them together carry on a tradition which began during the early days of the American Revolution.

The Navy's birth, like the American Revolution, did not happen overnight. The first naval battle involving the Americans and British, for example, occurred in May 1775, when a Yankee lumberman named O'Brien and some 40 loggers boarded a British sloop and took her over. Then, early in October 1775, British warships attacked the tiny fishing village of Falmouth, Maine. The Continental Congress, reacting to this attack, voted to establish a committee to handle naval affairs—the great-great-grandfather of today's Navy Department—and authorized outfitting two ships. The date was 13 October 1775.

Meanwhile, General George Washington was recruiting his own small fleet of privateers to send out against the Royal Navy.

Since then, naval history has been rife with names such as Porter, Decatur, Wainwright, Perry, Farragut, Dewey, Halsey, Nimitz and others. All these have recognized the value of the seas and seapower to the security of the nation. They also recognized the value of teamwork by the Navy "family."

For more news on individual members of today's Navy family, see the following pages.



SAILORS OF THE YEAR

...the best

Being the best there is has always been a part of the American character and of American actions as a nation. That desire to be Number One has often been the sole incentive for many of this nation's most notable deeds. That's why being selected "Sailor of the Year" is such an honor—it represents the best you can find in today's Navy.

As in years past, the honor was conferred recently on three outstanding young men: Quartermaster 1st Class (now QMC) Talmadge W. Bohannon, Aviation Structural Mechanic 2nd Class (now AMS1) Leon Walls, and Electronic Technician 1st Class (now ETC) Terry Sullivan. They were selected as Pacific Fleet, Shore, and Atlantic Fleet Sailors of the Year, respectively.

With their selection came meritorious advancement to the next higher pay grade for which they could meet the time-in-grade requirement, a trip with their dependents to Washington for ceremonies with the Secretary of the Navy, and five days' rest and relaxation with their families at a location in the conti-

ental United States. These men also have the option of a tour of duty with their respective fleet master chief petty officers or, for the shore sailor, duty with the Master Chief Petty Officer of the Navy.

Just what does it take to be a Sailor of the Year? A closer look at the careers of these three men can give us some idea.

PETTY OFFICER BOHANNON has been in the Navy for 10 years. During that time he has served with *uss George K. Mackenzie* (DD 836), Underwater Demolition Team 12, SEAL Team One, and Underwater Demolition Team 11. Much of that duty was spent in Vietnam where he compiled a long list of awards and citations. He has held jobs ranging from the deck force to the *Apollo 17* Recovery Team.

His last assignment—the one with UDT 11—is a good example of what it's been like to have Bohannon around. According to his commanding officer, Bohannon drew "from his previous diversified ex-



there is

perience" and proved himself a "valuable asset" to the command.

"Having returned from a 10-month deployment with his Western Pacific detachment in Amphibious Ready Group Bravo, QM1 Bohannon was immediately chosen as the leading petty officer for the *Apollo 17* UDT Recovery Team," his recommendation states. "For his assiduous efforts while deployed, he was awarded the Combat Action Ribbon and recommended by his command for the Navy Achievement Medal. After its flawless performance in recovering the *Apollo 17* astronauts, the UDT Recovery Team was recommended for the Navy Unit Commendation by CTF 130."

That's not the first time that has happened. Among his many other awards, Bohannon has two unit commendations to his credit, one Presidential and one Navy. Both of these were received when he was with SEAL Team One in Vietnam. His citation for the Bronze Star reads like something out of a Stephen Crane novel. One particular combat incident oc-

curred in January 1968, when Bohannon's squad attacked an enemy resupply sampan. As a 12-knot current began to sweep the sampan away, Bohannon jumped into the snake-infested waters and recovered the sampan, thus saving certain valuable documents as well as supplies and weapons.

"Petty Officer Bohannon's sense of responsibility, devotion to duty and exceptionally courageous behavior were in keeping with the highest traditions of the United States Naval Service," the citation concludes.

On another occasion when a helicopter gunship was being prevented by heavy enemy ground fire from making a landing to extract a patrol with a Viet Cong prisoner, Bohannon maneuvered his patrol within 50

Sailors of the Year and their families. Left: AM2 Leon Walls with his wife, Rosezena and daughter LaTasha. Center: QM1 Talmadge W. Bohannon and his wife, Anne Marie. Right: ET1 Terry M. Sullivan with his wife Martha Charlene.

yards of the enemy position and took them under fire with rockets. The surprise maneuver permitted the helicopter to land and safely extract the patrol.

For this he earned the Navy Commendation Medal with Combat "V". Other awards include the Combat Action, National Defense Service Medal, Vietnamese Cross of Gallantry, Expert Rifle and Expert Pistol.

Bohannon hasn't spent all of his time in the Navy winning medals. He is a graduate of both Quartermaster and Signalman "A" schools and has taken courses in celestial navigation, Loran navigation, publications and piloting, emergency shiphandling and race relations among others.

In his off-duty hours, Bohannon has obtained his private aircraft pilot's license and his commercial pilot's license. He is attending instrument ground school and typing school in his spare time. Bohannon is also something of an athlete, participating in a wide range of sports such as football, softball, volleyball, basketball and fishing. He is an assistant Little League baseball coach. Bohannon's wife, Anne Marie, is a dental assistant.

L EON WALLS, the shore Sailor of the Year, has turned his talents to a double set of activities, the first as a career Navyman and a second one with a full schedule of self-imposed, off-hour duties in civic affairs. Since he has been stationed with Training Squadron 22 at the Naval Air Station in Kingsville, Tex., he has been collecting kudos from all over the local community. As first vice-president of the Kingsville chapter of the Junior Chamber of Commerce, he was cited by the City Council on two occasions for his work in fund-raising and for recommendations in minority/majority relations. He was a member of the board of directors of "Youth City," a home for underprivileged children, and he was active in the local drug abuse education program.

Walls has also helped raise funds for a city war memorial, participated in helping elderly residents of his neighborhood in acquiring Social Security benefits, raised funds for a civilian youth center in the black community, and is active in the King Star Baptist Church. For all of these activities, he was nominated for the Texas Navy League's "Mark of the Man" award.

Walls enlisted in the Navy in 1961 in his home town of Memphis, Tenn. He went through boot camp at San Diego, Calif., and then was assigned to the Naval Air Station at Cecil Field, Fla. Since then he has served with two squadrons, VA-35 in Oceana, Va., and VT-22, Kingsville, Tex.

Indicative of his equally impressive achievements as a career Navyman, Walls has, since coming to NAS Kingsville, received three Sailor-of-the-Month citations, plus one Plane-Captain-of-the-Month and two Sailor-of-the-Quarter awards. He is the command's race

relations representative and a member of the race relations committee where, according to his command, "His personal diplomacy and expertise in human relationships allow him to express and strongly support his views on controversial subjects during informal and formal sessions without creating antagonism or resentment. His drive, energy, dedication and, above all, his sincerity have made him an enormous asset to this command."

The Navy awards which Walls has piled up include the Navy Achievement Medal, Navy Unit Commendation, Meritorious Unit Commendation, Good Conduct Medal, National Defense Service Medal, Armed Forces Expeditionary Medal, Vietnam Service Medal, Republic of Vietnam Meritorious Unit Citation and Republic of Vietnam Campaign Ribbon. He hasn't received anything less than a 4.0 on his evaluations in the past three years.

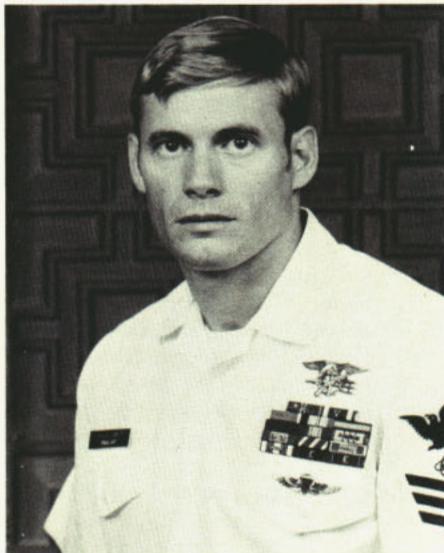
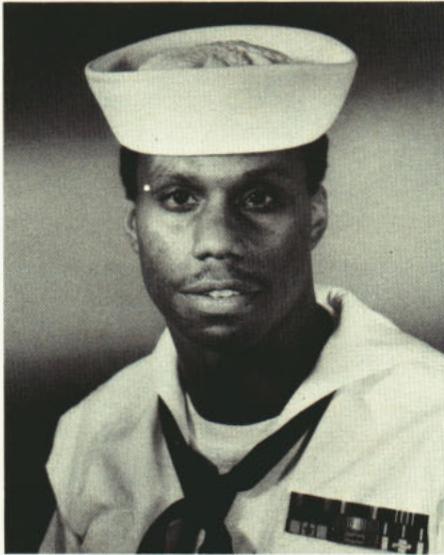
On the job with VT-22, Walls—as his rating demands—maintained and repaired structural components of aircraft. He was assistant shop supervisor of the Airframes Division, but he also spent a lot of his time teaching younger sailors in the squadron about the structural parts of the plane on which they were working.

Walls and his wife Rosezena have one daughter, LaTasha, age 2.

TERRY SULLIVAN is an electronics technician for the Navy, but a quick glance at his record would give you the idea that he is a specialist in many areas. And it's largely due to his preparation for future assignments through training and education—on duty and off—which not only have paid off for the Navy but have developed skills and twice earned him the Bronze Star. His list of awards and achievements is impressive, as well as the background that prepared him.

Since joining the Navy in 1965, he has completed Aviation Fundamentals and Aviation Electronics Technician Class "A" schools, Airborne Radio Code Operators school, Vietnamese Language school, Army Airborne, Combat Medicine school, Escape and Survival school, Naval Gunfire Support, Jungle Operations, and HALO parachuting. Most of the time, he's been up at the front, leading the class—first in his class four times, and second, three times. We'll cover his

From top to bottom: QM1 Talmadge W. Bohannon, AM2 Leon Walls and ET1 Terry M. Sullivan.



off-duty education at a later point.

But Sullivan didn't get to be Sailor of the Year by going to school. After completing his boot camp assignment in Great Lakes, Ill., he served at NATTC Memphis, Patrol Squadron 11, Brunswick, Maine, took UDT training in Little Creek, Va., and then was assigned to UDT 21 in Little Creek. His next assignment was with SEAL Team 2, where he was serving when he was selected Sailor of the Year.

Since 1967 Sullivan has completed two tours in Vietnam, which show, according to his command, "an extensive testament to Sullivan's heroism and self-sacrifice." He holds two Bronze Star Medals with Combat "V". After both tours he was decorated for heroism in the combat zone (which also won him the Purple Heart). During his last tour he served as the Senior Enlisted Advisor to a "LDNN" platoon (Vietnamese SEALs), and displayed uncommon leadership. He has been recommended for further awards, both by the U. S. Navy and the Vietnamese, which are now pending. The other ribbons he currently wears include the Navy Commendation Medal, Presidential Unit Citation, Good Conduct Medal, Vietnamese Cross of Gallantry, Navy Pistol Expert and Navy Rifle Expert.

Sullivan's last tour with SEAL Team 2 was devoted to administration, another field in which he has shown "exceptional ability," according to his command. "While his department officer was deployed for seven months, ET1 Sullivan effectively ran the command's electronics department. On his own he implemented several organizational changes. He developed a more efficient accountability and maintenance system for the command's portable electronics equipment. His general administrative ability is substantiated moreover by the fact that he single-handedly revised his department's allowance list in the absence of the department officer, which included \$500,000 worth of equipment. He was instrumental in drawing up a proposed new budget for the support of that equipment."

Sullivan has also spent a lot of his off-duty time furthering his career by getting educated. He is now completing his junior year with some 70 hours in night courses at George Washington University, and he has taken a number of Navy courses, such as Naval Admiralty Law Practice, Navy Intelligence, Navy Regulations, Uniform Code of Military Justice and Electronics Administration and Supply. To keep pace with the latest developments in his Navy job, he has enrolled in a civilian electronics training program.

Being selected Sailor of the Year is a big thing, but it isn't the biggest thing that has happened to Sullivan this year. Right after the announcement that he had received the award, Sullivan's wife, Martha Charlene, gave birth to a seven pound, 14-ounce boy, Douglas Neal, at the Portsmouth, Va., Naval Hospital.

Now, there's one more person in the worldwide Navy family who thinks that Terry Sullivan is Number One.

—JO2 Jim Stovall

Recruiter of the Year



As they arrived in Washington this past August, they looked bewildered, but the welcoming party from headquarters of the Naval Recruiting Command soon put them at ease. Whisked from the airport to a motel in nearby Rosslyn, Va., the Top 10 Recruiters and their wives, led by Operations Specialist 1st Class Wilber Richardson—the year's Outstanding Navy Recruiter—were beginning their award-winning holiday weekend in the nation's capital.

Once at the motel they were greeted by Master Chief Petty Officer of the Command C.C. Jacobs

and his wife, Dean. Later, Rear Admiral H. Tidd, Commander Navy Recruiting Command and Mrs. Tidd, arrived to congratulate each of the 10 recruiters for his outstanding accomplishments.

These recruiters, selected from each of the eight recruiting areas, along with the Surface and Air Reserve, were on hand to meet top Navy officials in the Washington area besides taking in the sights of the city—all as a reward for their individual efforts during the past year. Their busy weekend included luncheons, tours, an evening at the theater, and a

shopping trip for the ladies.

Besides OS1 Richardson and his wife, Dorothy, the group included: SM1 and Mrs. Allen H. Metzger, Area 5; BM1 and Mrs. William E. Hazelip, Surface Reserve; CTMC and Mrs. James W. Cross, Area 2; IC1(SS) and Mrs. Vernon L. Armstrong, Area 8; MMCS(SS) and Mrs. Raymond B. Hood, Area 3; SHC and Mrs. John Polk, Area 1; HTC and Mrs. Norman R. Bolduc, Area 4; BM1 and Mrs. Stanley R. Harrington, Area 6; and CSC(SS) and Mrs. Joseph Charette, Naval Air Reserve.

Had anyone thought their arrival on a Thursday was hectic, that Friday was unbelievable. The recruiters were picked up at the motel and driven to headquarters where they were greeted by Rear Admiral Lando Zech, deputy commander of the Recruiting Command. A 50-foot banner outside the building proclaimed, "Welcome Outstanding Navy Recruiters." The reception and awards ceremony followed with each. Outstanding Recruiter receiving the Navy Achievement Medal and area plaques from Rear Admiral Tidd. Also presented were plaques by the Navy Enlisted Reserve Association's president Michael Buckley.

Then, it was off to the Pentagon to meet Admiral Elmo R. Zumwalt, Jr., the Chief of Naval Operations. Highlight of the meeting with CNO took place when OS1 Wilbur Richardson, who's the recruiter in charge of the recruiting station in Enid, Okla., was promoted to chief petty officer and presented with a chief's hat. Chief Richardson's remark: "Don't let me wake up and find this is a dream."

Admiral Zumwalt expressed his confidence that the recruiters would continue to enlist only the highest quality men and women into the Navy.

Off again, this time to a luncheon given by the District of Columbia Council of the Navy League. Present were Vice Admiral David H. Bagley, Chief of Naval Personnel, the Navy League's executive director, Captain Vince Thomas, USN (Ret) and other Washington figures. Admiral Bagley added his praise and presented Chief Richardson his plaque officially designating him as the Outstanding Navy Recruiter of the Year. Admiral Tidd then administered the oath of enlistment to the chief—for another six years. The admiral commented, "It must be a good product when our top salesman is buying it."

The remainder of the afternoon was free for sight-seeing and shopping at nearby military exchanges. That evening, the group were guests at the Marine Barracks for the famous Sunset Parade.

The final day's activities included a special tour of the White House, shopping for the ladies, and brunch served at the home of Master Chief and Mrs. Jacobs. Concluding the memorable stay was an evening at Ford's Theater, compliments of the Navy Club of the U. S. A.



Facing page: The top 10 Recruiters of the Year and their wives in Washington, D. C. In the top row are HTC and Mrs. Norman R. Bolduc. From left to right are MCPOC and Mrs. C. C. Jacobs, SM1 and Mrs. Allen H. Metzger, BM1 and Mrs. William E. Hazelip, OS1 and Mrs. Wilbur G. Richardson, CTMC and Mrs. James W. Cross, IC1(SS) and Mrs. Vernon L. Armstrong, MMCS(SS) and Mrs. Raymond B. Hood, SHC and Mrs. John Polk, BM1 and Mrs. Stanley R. Harrington, and CSC(SS) and Mrs. Joseph Charette. Above and below: Mrs. Dorothy Richardson crowns her husband, OS1 Wilbur Richardson "Chief" for being named the Outstanding Recruiter of the Year. Then the proud couple are congratulated by ADM Elmo R. Zumwalt, Jr., CNO.





COMPANY PICNIC

Family Style

Call it a company picnic, but it served a greater purpose than just a day for fun and frolic.

Granted, the gathering at German Park in Indianapolis had all the usual aspects of a good picnic. Navy field recruiters and support people working throughout the state for the Navy Recruiting District Indianapolis brought their families for a day of food, drinks, games and good times. There was, however, an extra.

Navy Recruiting District Indianapolis is a widely scattered organization; its field recruiters operate stations in 22 cities in Indiana from Kendallville in the north to Vincennes in the south. Most of the recruiters live in the cities which they serve.

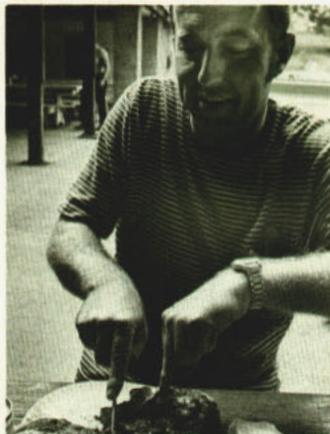
The wide dispersal of people, plus their hectic schedules, means that opportunities for informal get-togethers are more limited than at other Navy commands.

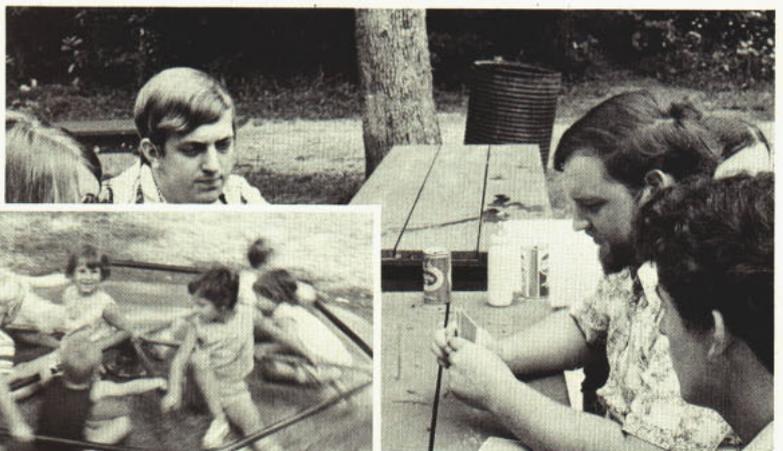
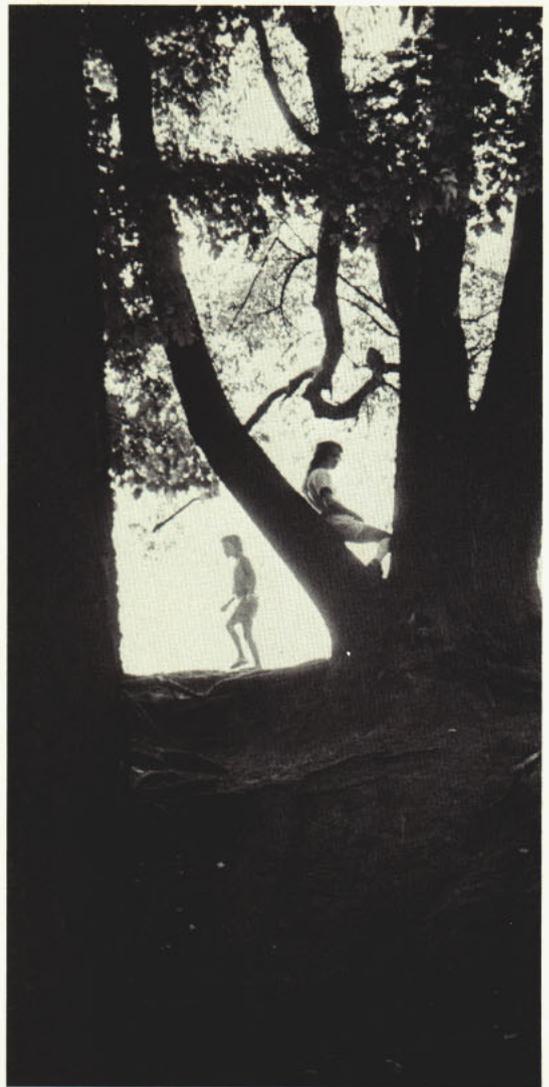
But the need for informal communication remains and the picnic filled that need.

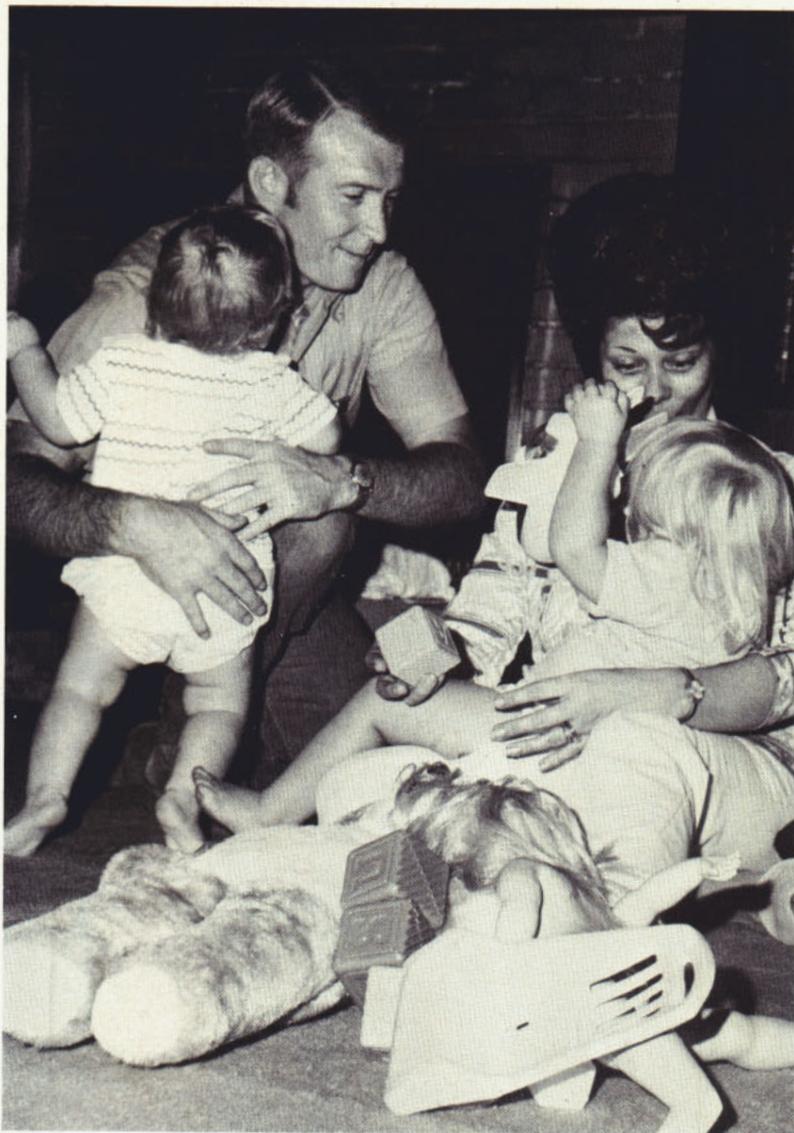
This past summer's event served as a catalyst which enabled recruiters to compare notes, discuss their job, and air matters of mutual interest that never seem to come up during regularly held, but more formal, meetings. The same point was true for their wives. Many had not had the opportunity to meet and talk with other wives of men assigned to the district—even though they share the common bond of being married to Navymen whose mission is vital to a successful Navy. The picnic provided the chance for purposeful communication between all—having a good time besides was just an added benefit.

It wasn't so much a matter of talking shop, and the picnic wasn't arranged for that purpose. It just seemed to be the right time for exchanging ideas and thoughts with people involved in the specialized and demanding task of recruiting—a job involving everyone at the picnic 365 days a year. High morale and camaraderie were in evidence throughout.

—Story and photos by JOC John D. Burlage, USN







LARGEST NAVY FAMILY

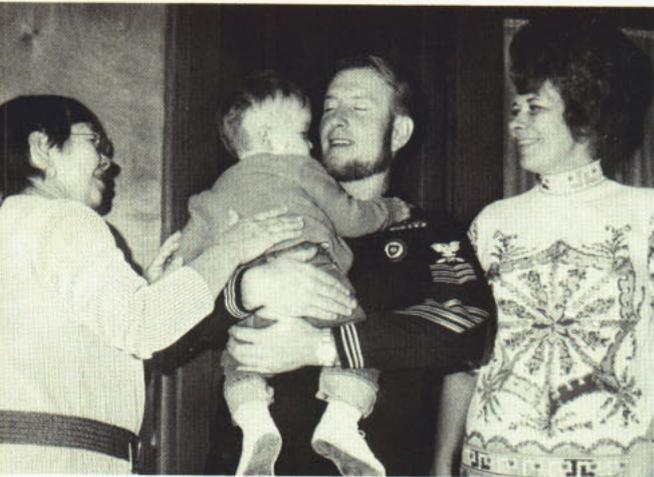
Petty Officer 1st Class George Bell and his wife Maureen can boast of having the largest, continually growing family in the entire Navy.

Since reporting for duty in Visalia, Calif., in 1970 (he's recruiter in charge of the Navy branch there), the Bells have increased their family of three to 546 children—probably more by now! Their home is a re-

ceiving home for Tulare county's foster home program.

Shortly after arriving here, the Bells, who have three children (Linda, 19; Phyllis, 13; and Tony, 12) read an article in a local newspaper on foster homes. They decided that Mrs. Bell should answer the call.

Following an in-depth study of the Bell family and



Facing page: PO1 George Bell and his wife Maureen attempt to amuse two toddlers they care for. Top: Mrs. Virginia Gordon, a California social worker, puts another child into the safe and comforting arms of Navyman Bell. Middle: Bell leads his Explorer Scout Troop in a discussion about ecology. Above: Daughter Phyllis and son Tony help their mother prepare a baby formula.

their background, they were designated by the county as a back-up receiving home for foster children.

"We've had to set aside much of our social life to give some security and love to these youngsters, but it's worth all of that and more when one sees results," stated Mrs. Bell.

In addition to taking care of the children that are brought to their home at any hour of the day—and sometimes at night—by the social workers, Petty Officer Bell and his wife have learned to be jacks-of-all-trades. They give insulin shots to diabetic children, conquer the fears of a lonely child, use sign language, facial expressions and play a game of charades with children who do not speak English. Mrs. Bell must also be a close observer in all areas for reports on each child to the social worker.

Considered as professional parents by the Tulare County Welfare Department, the Bells feel, "It's a challenge to get to know these youngsters, each with a different personality and problem. Each must be handled differently, with love and understanding."

They began their career as foster parents while Bell was stationed in Washington State and Mrs. Bell continued it while her husband was stationed in Vietnam.

The whole family pitches in and helps when the house gets a full load of children. Tony helps feed and amuse the youngsters; Phyllis bathes, feeds and puts them down for naps; Linda can be an all-round mother. George plays Daddy to the hilt and loves every minute of it.

Bell, in addition to his duties as a Navy recruiter and assisting with his ever-growing family, still finds time to be leader of an Explorer Scout troop. Both he and his wife have experienced life in parentless homes, so their empathy with the children is more profound than the average person's could be.

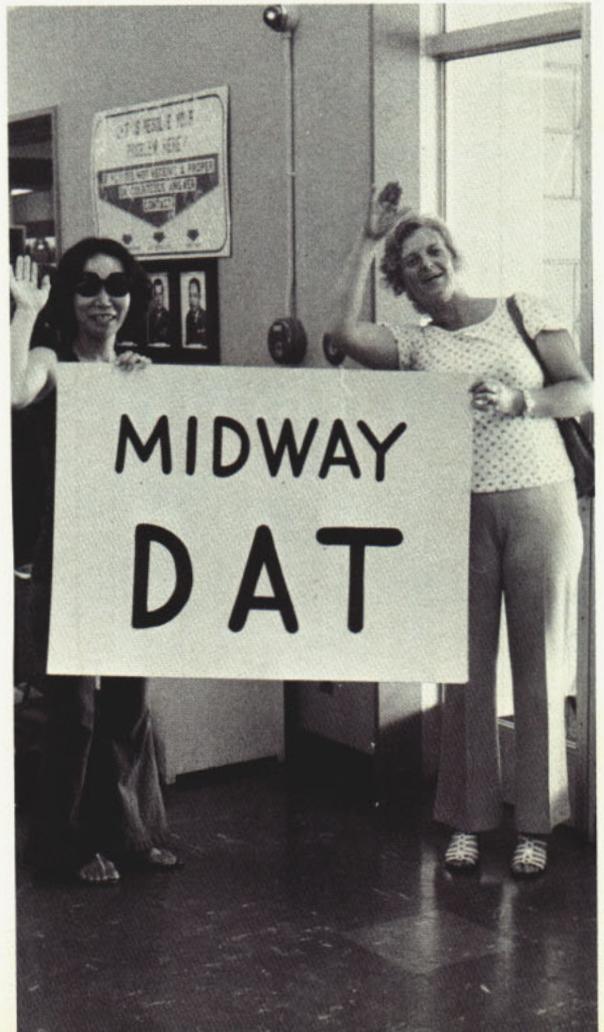
Bell says "I feel that what we, the public, have to do is provide a normal situation for all children in this country. When the legal parents are unable to provide this, it is up to society as a whole to do it and it is starting now. One step is the receiving and foster homes."

"Having these children in our home," says Mrs. Bell, "has also done a lot for our own three. It has taught them more understanding of others and a greater appreciation of their own family."

Bell, a 17-year Navy veteran, emphasizes the value and need of Navy people to become foster parents. "Most Navy people are stationed for a year or two in one area and feel that such a program is not for them. But most Navy families could provide what these children need—love first off, then a sense of security and attention to their needs, both physical and emotional. There is a great need for their services."

Dependents Assistance
Team in Japan

Helping with ORIENTation



"I've never been so glad to see a Navy uniform in my life!"

That's the way Liz Smith of Whidbey Island, Wash., expressed her feelings upon being greeted at Tokyo's bustling international airport by members of the Dependents Assistance Team (DAT) from *uss Midway* (CV 41) and Carrier Air Wing Five.

Liz, wife of Aviation Ordnanceman 2nd Class Raymond Smith of Attack Squadron 115, was met by DAT members as she and her children, two-year-old Billy and six-year-old Angela, arrived in Tokyo last month. They are among the early arrivals in the *Midway's* Overseas Family Residency Program. (OFRP) which is now underway in Yokosuka and Yokohama.

"Without the DAT and the wonderful assistance of other Navy people and wives, we could have been in a real pickle," Liz said. "They not only met us at the airport but also took us down to Yokohama and got us situated in the Navy Exchange Hotel. Shortly after that we were looking over Navy housing and really beginning to feel as though we had things under control.

"I must admit, I was a little apprehensive about moving to a distant land—with a language I knew nothing about—without Ray," she continued, "but with the help of DAT and the cooperative attitude of the commands based here, the children and I are doing quite well."

Working round the clock to keep life from becoming "a pickle" for newly arrived *Midway*/CVW-5 wives and children, the *Midway* DAT is composed of 10 *Midway*/CVW-5 personnel and their wives, assisted by local volunteer Navy groups and shore-based commands in the Yokosuka/Yokohama area.

The DAT is headed by Lieutenant Jerry Herbster, an assistant catapult officer on *Midway*, and includes four officers and six petty officers.

Lending a welcome hand to DAT efforts are members of the Yokohama branch of the Navy Wives Club of America (NWCA), the Yokohama Chief Petty Officers Wives Club, Yokohama Officers Wives Club and the Yokohama Chapel Guild (a volunteer church-sponsored group of Navy people). Under the direction of Mrs. Charles E. Nichols, the Yokohama NWCA coordinates volunteer sponsor assignments with ladies from other organizations.

"We have a great group of people in DAT," LT Herbster said, "but we couldn't have made it so far without the help of the volunteer groups and local commands.

"Moving to Japan presents the usual problems of moving anywhere—along with a few unusual ones," explains LT Herbster, "transportation, housing, furniture, mail, school registration and," he added, "ORIENTation . . . getting used to a new country, its language and its people.

"Japan is a modern, thriving country with a high standard and high cost of living," he said. "Although the Japanese have adopted many Western ways and clothes, they retain their own culture, their own way of doing things and, of course, a language that is quite a challenge to most Americans."

One of the important functions of DAT is to help newcomers through the initial transition period of taking up residence in a country where many ways of life differ markedly from what most Americans are used to.

"We as Americans, are fortunate that so many Japanese speak some English," said LT Herbster. "Besides that, there seem to be the basic goodwill and cordial nature of the Japanese we have come in contact with in Yokosuka and Yokohama. They are not only polite, but also they're very friendly.

After only a few weeks in Japan, a number of the *Midway* wives are already picking up several words in Japanese and some have decided to study it when they get settled, according to reports from DAT and volunteer groups.

"It's going to be a very exciting tour," said Sally Prior, wife of Lieutenant (jg) Melville E. Prior, of Fighter Squadron 161. "I've discovered that by using three or four words of Japanese and some sign language I can carry on a conversation of sorts. I've already been shopping in a Japanese market. I want to try the trains next."

Mrs. Prior and her four children, ranging in age from seven to 13, are settled in government quarters in Yokohama.

Some of the *Midway*/CVW-5 wives and volunteer sponsors are themselves Japanese and have provided valuable advice and information to other wives who are experiencing Japan for the first time.

Tomoko Rader, wife of Chief Electronics Technician Bryan Rader who is stationed aboard *Midway*, helps other wives who come to her with language problems. She also gives them information concerning where to buy things in Japanese stores and acts as counselor to those who have trouble understanding the culture.

"I help anyone who asks," Mrs. Rader said. "People helped me when I went to the U. S. and now I can help others here."

As a result of early planning by the commands involved in carrying out the Overseas Family Residency Program, DAT arrived in Japan in mid-June 1973 and was quickly settled and geared up for its extensive assignment of caring for *Midway*/CVW-5 families who were to follow.

(→)

Far left: Navy wife Jeannette Pristley arrives at Yokota AB, Japan. Left: DAT wives Yoko Cooper and Martha Fadness greet arriving families at Yokota.

...ORIENTation

Working with a special *Midway* housing group made up of representatives from Commander U. S. Naval Forces Japan, Commander Fleet Activities Yokosuka, and the Public Works Center and Naval Supply Depot Yokosuka, DAT set up a detailed plan for scheduling transportation, coordinating housing assignments, receiving advance notice of arrivals, and making arrangements to assimilate *Midway*/CVW-5 families into the Navy community in Japan.

Following their arrival at Yokota Air Base or Tokyo International Airport, the dependents are taken to the Yokohama Navy Exchange Hotel or, if they desire, to a Japanese hotel where they generally spend several days before moving into government quarters in Yokohama or private housing in Yokosuka.

Hotel and meal costs are the responsibility of the families. Room charges in the Navy Exchange Hotel vary from \$5.50 to \$14.00 per day while Japanese hotels charge from \$18.00 to \$38.00 per day.

"Most of these charges are reimbursable, in the form of a temporary living allowance, which is paid to the sponsor (husband) only," LT Herbster said. Therefore, to cover local expenses, the DAT recommends that families coming to Japan bring enough ready cash.

A newsletter, prepared by DAT and sent to *Midway*/CVW-5 families before they depart the U. S., contains information gleaned from DAT's experiences, the team's leader said. The newsletter recommends that families planning to seek housing in the Japanese community near Yokosuka "bring an adventurous spirit—and anywhere from \$250 to \$700."

Financial assistance is available from the Navy Relief Society or the American Red Cross, but both require written permission from the sponsor to secure funds.

"The DAT expects to place a total of about 200 families in government housing in Yokohama," LT Herbster said, "then we will pull up stakes and move our office to Yokosuka (15 miles from Yokohama) to begin the job of finding private rental houses for the rest of the families in the Japanese community."

Rental costs on the Japanese economy are expensive, according to LT Herbster. "But the newly enacted housing allowance for Navy personnel living in private housing in Japan will help ease the strain," he said.

Area coordination responsibility for housing Navy personnel in Japan rests with Commander U. S. Naval Forces Japan (CNFJ).

"The *Midway*/CVW-5 Overseas Family Residency

Program has been and will continue to be a top priority project for my staff and other commands in the Yokosuka/Yokohama area," said Rear Admiral W. Haley Rogers, commander U. S. Naval Forces Japan. "We recognize the success of the program is measurable by the scope and nature of support provided to the families involved and by their fullest participation in the many aspects of overseas residency.

"We are dedicated to do everything within our power to provide the kind of support which will make the program successful and which will maintain high morale among *Midway*/CVW-5 personnel and their families."

One DAT member, Lieutenant (jg) Jim Bartimus, and his wife, Cheryl, moved into a Japanese house shortly after their arrival. From the beginning, they said, they never considered living in Navy housing.

"We wanted to experience another culture," Bartimus, a *Midway* air intercept controller, said. "We even bought smaller size furniture in the States."

"And," his wife added, "we're sleeping on a *futon*—that's the typical Japanese bed."

One of DAT's jobs is to arrange transportation for newcomers. Since most of the families have sold or shipped their cars shortly before departing the U. S., DAT arranges "wheels" for them for the first few days from the Public Works Center (PWC) or with a volunteer sponsor from the Yokohama wives clubs or the Yokohama Chapel Guild. PWC or the sponsor takes the families to the housing office, post office, exchange or commissary until they get the "feel" of their new community, LT Herbster said.

The volunteer sponsor, who has already gone through the "checking-in" process, also helps the family complete paperwork necessary to secure government quarters, a telephone and a post office box.

"A Navy bus runs from the housing areas to the Navy Exchange, commissary and dispensary every day except Sundays and holidays. We provide a schedule, and, of course, there are commercial taxis."

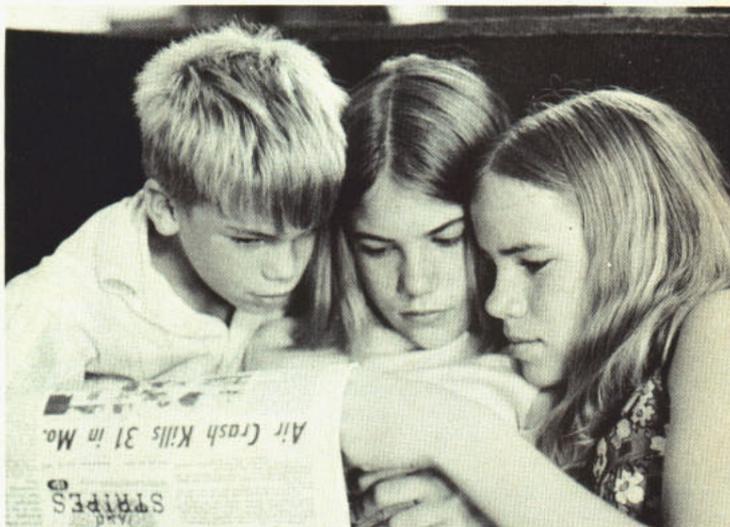
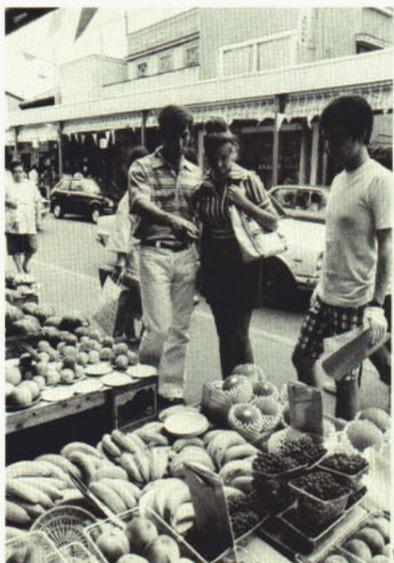
Express shipments of household goods take 30 days or longer to arrive. DAT provides "crash kits" of pots, pans, dishes, diapers and bedclothes until the shipment arrives.

Connie Keller, whose husband is an Electronics Technician 3rd Class in *Midway's* Operations and Electronics Division, is satisfied with the "crash kits" issued to her. "Of course, I prefer my own things, but the items the DAT gave me are adequate," she said.

The kits are assembled by the assistance team, the Yokohama Navy Wives Club of America and the Yokohama Chapel Guild from items donated by individual Navy and Marine families in Yokohama and Yokosuka and from items on loan from the U. S. Air Force. The Air Force provided the DAT with a large quantity of dishes, sheets, high chairs, irons and other items that they had in storage due to Air Force base reduction in Japan.

As DAT's mission of placing families in Navy housing in Yokohama draws to a close, the assistance team is girding itself to serve those soon to come who will be seeking housing in the Japanese community.

—JO2 Bob Skinner



Top: LTJG Jim Bartimus and his wife Cheryl enjoy a Japanese meal in their home. Above: The Bartimus couple shop for melons at a Yokosuka fruit stand. Top right: Young Miki Long looks fatigued after the long plane trip to Japan. Right: The children of LTJG Melville E. Prior catch up on stateside news in STARS AND STRIPES. Below: A family checks into the Navy Exchange Hotel in Yokohama. Below right: DAT leader LT Jerry Herbster lists a new arrival on his status board.



THE



LCDR Coker at one of the many homecoming functions held in honor of the North Vietnam returnees.

LONGEST CHAPTER

George Coker's Story of His Capture, a Short-lived Escape and Final Freedom after Six and a Half Years as a POW...

"...You lived on a faith that some day it was going to end, that you were going to win, but you tried not to put dates on it..."

By bits and pieces, the story of the American POWs who were imprisoned in North Vietnam is now becoming known. One such story is that of Lieutenant Commander George T. Coker, a POW for six and one-half years and one of the few actually to escape the tightly guarded prison compound in a desperate break for freedom. The break itself was successful, but the freedom was short-lived.

Shot down on 27 Aug 66, LCDR Coker (then a lieutenant (jg)) made his break for freedom 14 months later, and had nearly 12 hours of freedom until he was recaptured—almost accidentally—by some villagers along with his partner in the escape. In a recent interview with ALL HANDS, LCDR Coker tells of those long years in captivity, and those brief hours of freedom, before the final release of POWs earlier this year.

Q. *Could you give us a brief description of the mission you were on when your plane was shot down?*

A. It was a normal, daytime assignment to knock out a bridge about 10 miles northwest of Vinh. I think this was about 100 miles south of Hanoi.

Q. *What was it like when your plane was hit?*

A. It was one of the most violent ejections going. I felt this fantastic snapping back and forth, as though someone had hauled off and hit me with a sledgehammer. I was just being thrown back and forth in the cockpit. The nose of the plane went straight down, and that's when we ejected; it seemed like several seconds, but it was probably only two or three because we weren't that high up to begin with. I was only in the chute maybe 20 seconds. When I landed I was still in the chute—although I wasn't unconscious, I was in pretty bad shape. I had torn my knee open and hurt my left arm. I'm not sure how that happened.

Q. *When you came down, what happened?*

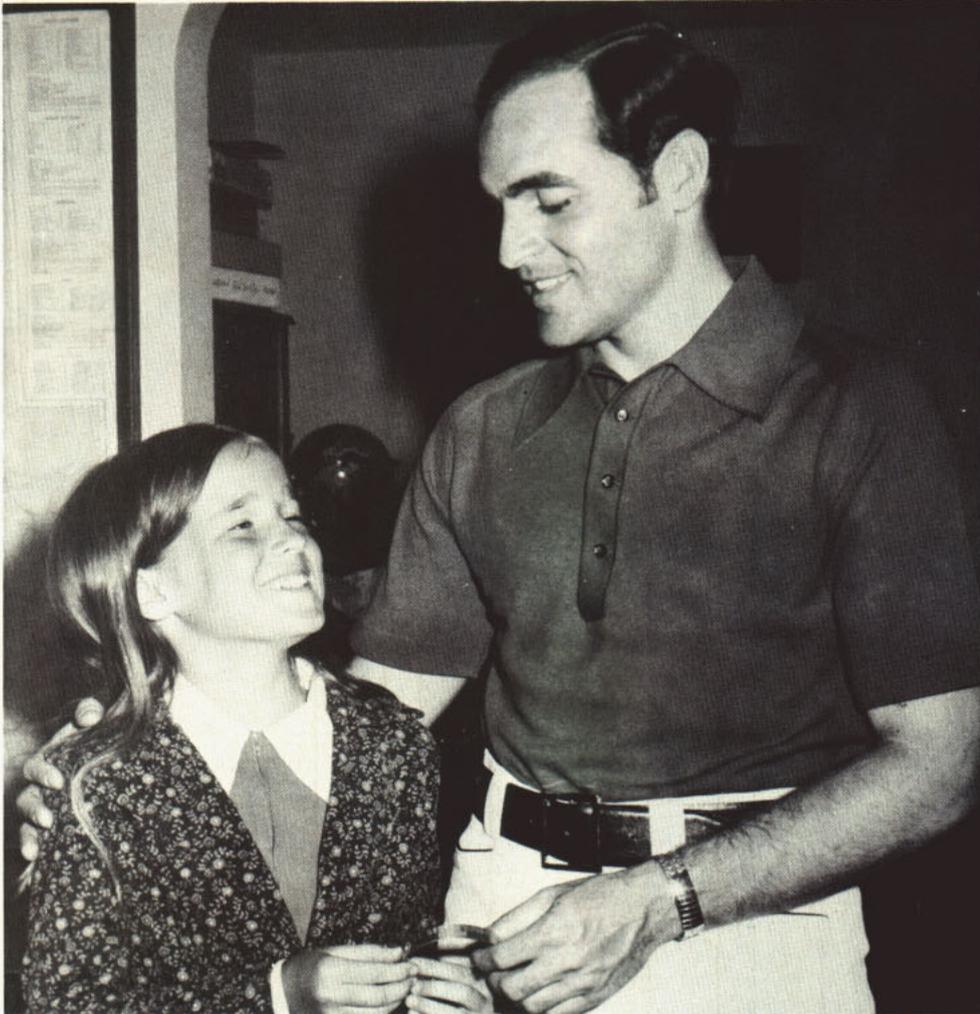
A. It was pretty soft. I actually landed in about six inches of water, in a rice paddy. The local people were waiting for me. Maybe I'm not being too objective about it because I was in a state of shock. They cut everything off me and moved me a short distance right away since the rescue planes were in the area. Then they tied me to a bush and put a shirt over my head, and there was a guy guarding me. I

guess it was about an hour before all the rescue planes left. After that they marched me to a small hamlet where I spent the afternoon. They gave me some temporary medical aid for my knee. Then that night I walked to some other area—I felt like I walked the whole night. I was in bad shape and I had lost a lot of blood. I ended up at this other place where they kept me for a couple of days. From there I was trucked to another spot still down at the same area—

in Hanoi, we didn't see each other again for over four and a half years.

Q. *When did you first have communications with the North Vietnamese officials?*

A. About two days after I was shot down, I had minor interrogation by what appeared to be civilian types. Nothing too big happened there. They asked me a lot of questions and I didn't answer any of



LCDR Coker discusses his name bracelet with a young admirer.

not more than 15 or 20 miles away—where I spent about seven or eight days. Then I spent three nights being trucked up—at night—to Hanoi, so I got to Hanoi about two weeks after I was shot down.

Q. *What had happened to the pilot of the plane?*

A. The first two days I didn't see him. But when we reached the stopover point where we stayed for about seven days, he was in the same area but I could not see him, couldn't talk to him. We talked on a couple of occasions illegally, but very, very briefly. We were basically separated, although we knew we were in the same area for seven days. When we trucked up together, we were in the same truck—again, we could not talk to each other. Once I arrived

them. The next night, a representative probably from the regular army showed up, and that's when they banged me the first time. They worked me over pretty well just to get some answers to some really basic questions. This guy, of course, is speaking English. The next real encounter came when I got up to Hanoi.

Q. *When you got to Hanoi, what happened?*

A. It depends on how you look at it. In a way, I kind of lucked out. I moved back and forth, had quite a few interrogations, a lot of threats, not much in the way of medical care. My leg had gotten very badly infected during the week or two I was down south. I hadn't received any attention after that first treat-

ment. They were pretty busy with some senior officers at the time. They toyed with me a little bit and finally moved me out to another camp—"The Zoo." Again I got off lightly for about a month. Finally they took me to the hospital for one night to operate on my knee because it had become so bad I was about to lose my leg if not my life. Finally, I started getting a little bit of medical attention about six months later, on my leg as well. As far as being worked over, the first slow torture started in October—and went on for two months.

Q. *What did that consist of?*

A. That, at that time, was what we called "holding up the wall"—I had to stand face up against the wall with my hands over my head from five o'clock in the morning until nine o'clock at night. I did that every day for two months.

Q. *How were you interrogated?*

A. I had several interrogations prior to this time. You would be brought into their quiz room and they'd start talking to you, trying to give you some kind of propaganda, or ask you questions or want you to do something. You could have any one of these or often combinations of them, and if you refused to do what they wanted, that's when they would start working on you. They would supposedly assign you punishment until you go ahead and do what they want.

Q. *How many other prisoners were around that you had contact with?*

A. I really didn't have contact with any prisoners until December, about four months later, when I had contact with Jerry Denton, now Admiral Denton. I had tapping contact with him. I'm in solitary all this time. I really didn't have much contact with prisoners until I moved back to "Little Vegas" camp, part of the "Hanoi Hilton" area. Then, through tapping I got contact with the officer who was to be my first roommate after five months. Up until that time it was very, very limited except for the contact I picked up with Jerry Denton.

Q. *When did you start making plans for an escape?*

A. Well, Jerry Denton and I had a plan to escape from "The Zoo," and we were going to go in late January or early February. We were working actively on it at that time, which just means your mind is functioning in that direction, and then we ended up moving from "The Zoo." He also moved from "The Zoo" the same night I did on 26 January. So that particular idea was completely off. For me, you would think about it, but there wasn't really very much you could do about it. Then the opportunity came in October at a different camp. When it came I jumped at it.

Q. *Could you describe this?*

A. I was at "Little Vegas" 26 February to 14 September. That was in 1967. Most of that time I was with a roommate. I was taken to the "Dirty Bird Annex," which is a camp next to the power plant. I was

out there about two or three weeks before I made contact with George McKnight, the man who escaped with me. We had contact, talked it over, saw a golden opportunity and decided to make use of it. The doors were similar to the ones Jerry Denton and I had had before so I knew how to get out. George had information about the surrounding area which helped us. It didn't take too much planning between us. We worked on it for a week to 10 days. It was in a way like an escape of opportunity, but not exactly that either—opportunity in a sense that suddenly all these things were there, a way to get out undetected, and a knowledge of where you are in your room in relation to the river, and via the river out to the Seventh Fleet. So the night of 12 October we slipped out of our rooms, left dummies in the bed, unsecured the door and left it so that it appeared undisturbed from the outside and got out of camp and made it to the river. We swam about 15 miles downriver; got up the next morning. We were way outside the search perimeters. People had no idea where we had gone or even in what direction we had gone in. We had a halfway decent hiding place that had one small weakness—along about 9 or 10 a.m. an old lady and a middle-aged guy stood up—they were fishing with cane poles—and looked into the one area in the hiding place we could be seen from. They just happened to find us by accident. They called a bunch of villagers and militia, so the great escape was over. That happened to be Friday the 13th.

We were taken back to the "Hanoi Hilton" and tortured.

Q. *How long were you gone in all?*

A. About 12 hours.

Q. *What happened after you got back?*

A. We used a desperation plea on the escape, which was semi-valid. I had been worked over badly, and McKnight had had it real bad in August. We had been totally isolated from everybody else, and I think they might have bought this a little. It was a reasonable, at least plausible excuse. They're rather like children—if it's halfway possible, they might buy it. We told them that we didn't give a damn if we died trying to escape. That would be a blessing for us, and it was indeed. I mean, a month earlier, both of us were prepared to die in the torture session, so it was something of a desperation attempt, and I believe they bought that story. They didn't rough us up too much. I don't think they hit George at all. We were treated roughly, with irons on our feet, arms tied behind our backs, blindfolded, that type of stuff. There was only one little tiny area that our preplanned cover stories disagreed, so they slapped me around a little bit. I guess they were trying to make me verify everything George had said. But that was the only real physical violence, and it was very, very minor compared to what they can do. After that they took us to "Alcatraz," a rotten apples camp for 11 people, and we continued our solo (solitary confinement) for over two years. Altogether, for example, I had three years of solitary, and McKnight had four years of solitary.

Q. *Did you go immediately to "Alcatraz?"*

A. We had about a 10-day or two-week delay. We spent about five days in the area, then we went back to "Heartbreak Hotel" for three or four days, and finally we went to a special section of "Little Vegas" for a couple of days, then on the night of 25 October, 11 of us were moved together out to this new camp. We stayed there until 9 Dec 1969.

Q. *Did you set up any kind of a communications system?*

A. Oh, yes. We tapped. We spent most of the time during the day when we were out of irons tapping on the wall. The tap code was what we lived on for about four years. The people there were probably some of the most proficient tappers going because we used it so much. Other people had other means of communicating, but we could not use anything but tap codes. As I said, we lived on the tap code; we would tap five or six hours a day.

Q. *Were all 11 of you in this special isolation camp for the same reason?*

A. It was initially going to be a senior officer, bad apple camp. They thought by taking away the heads (from other camps), they would destroy the organization, which doesn't work in the military. But they attempted to, hoping they would break down everything. There were five Navy commanders at the time, which was about the most senior ranking officer. There were some senior O-4s, and there were the special troublemakers. That's how McKnight and I got in there. I was 10 years younger and two ranks junior to anybody else. We were all treated the same while we were out there, which was 14 or 15 hours a day in irons, from early evening till morning.

Q. *What kinds of things went through your mind all this time?*

A. Everything, absolutely everything. Everything you ever learned—you go back and try to pull it back out. I remembered a lot of high school Latin. I could work for hours trying to remember one little tiny fact. All of my final conversations with all of the people I know really well, I know them almost verbatim. You just remembered everything that happens to you. Then you start playing games, trying to do things academically. I developed eight weeks' worth of different meals that I could rattle off verbatim after a while. Some guys designed houses, and so did I. There are all kinds of ways to utilize the mind, and then you share it with the guy next to you by tapping on the wall, and I know everything about those guys just by tapping. I know everything that happened to them. You get as personal as if you actually lived with the person.

Q. *Was there much anxiety, much worry about the future?*

A. Yes. But after the first couple of years, you no longer looked much to the future. You lived on a faith that someday it was going to end, that you were going to win, but you tried not to put dates on it, because it

was such a crushing blow when it didn't come off. You kind of live day to day. Usually, you just looked forward to the next holiday, anything that would alter the routine slightly. They would usually give you a little bit better meal then, play a little bit of music on the propaganda radio. It was nothing too elaborate, but when you're eating nothing but bread and soup all the time, it tasted pretty good.

Q. *Did they bring you all out of solitary at the same time?*

A. Not exactly. Probably less than five per cent of the people were in solitary for more than two years. The big change in treatment came in the fall of 1969. During 1970, all the solos broke; mine broke 23 Dec 69. We didn't know why this happened at that time, but since we've been back, we think it was the POW issue. The massive torture stopped and they started giving us a third meal, a little breakfast. We didn't have that much news from the outside—we only got bad news from the propaganda radio. When they were badmouthing politics, that meant you could pick up a little bit of news. You always get the information late, and it was very limited.

Q. *Did any of the news surprise you?*

A. Yes, a little, but we didn't have too many surprises because we just had no information. On the one hand we were surprised, but then on the other, we just didn't know what the hell was going on. The biggest surprise was Johnson not running. We couldn't understand why at that time. We knew negotiations were going on, but we just got the propaganda versions, and they were always badmouthing our side. The way they were badmouthing—that was almost worse than not having anything. Most of our good information came later from shootdowns.

Q. *How much contact with civilians did you have?*

A. The first day or so after being shot down, it really wasn't a great deal. There was no lengthy contact, and they never could talk to us. They weren't overly hostile. Anyone shot down in the panhandle could expect to be harshly handled because that was a bad area for bombing, but they treated me pretty damn good. It was certainly much better than I would have expected considering the situation. Most guys had a lot worse time than I did. When I was first recaptured from my escape, there was almost no hostility at all from the local citizens.

Q. *When did you find out that you were going to be released?*

A. We heard about the "almost" October agreements, and we felt at that time the war was over. They came out with a new set of proposals, which we knew were completely different from the ones before. We then knew the war was over, that they were beaten. It (the news of the release) came as no big surprise; it came through in January. We were notified by mimeograph form within five days of the agreement, as the agreements specify. They were following the book pretty closely then.

Q. What was your reaction to the news that you were going home?

A. Nothing. Emotion had pretty well been beaten out of you in early years. It's a luxury you can't afford. You could go into some really depressed periods, and you start going downhill. That's a dangerous situation, because you don't have any will to resist. Unfortunately, you can't afford to get real optimistic

of it. Apparently there was a time when this country was greatly divided over the war, and now we seem to be coming back together. I guess we have something to do with that. You people have seen a lot of change, but we really haven't seen that much.

Q. What about the changing role of women?

A. It was something that was coming for a long



Right: LCDR Coker tries on a squadron ballcap presented to him by the personnel of VA-42 at his new duty station in Pensacola, Fla.

either, because if you go up, you have to come down. So when the day finally came that they told you you were going home, my attitude was that it was no big deal. You didn't get excited because you couldn't afford to go down.

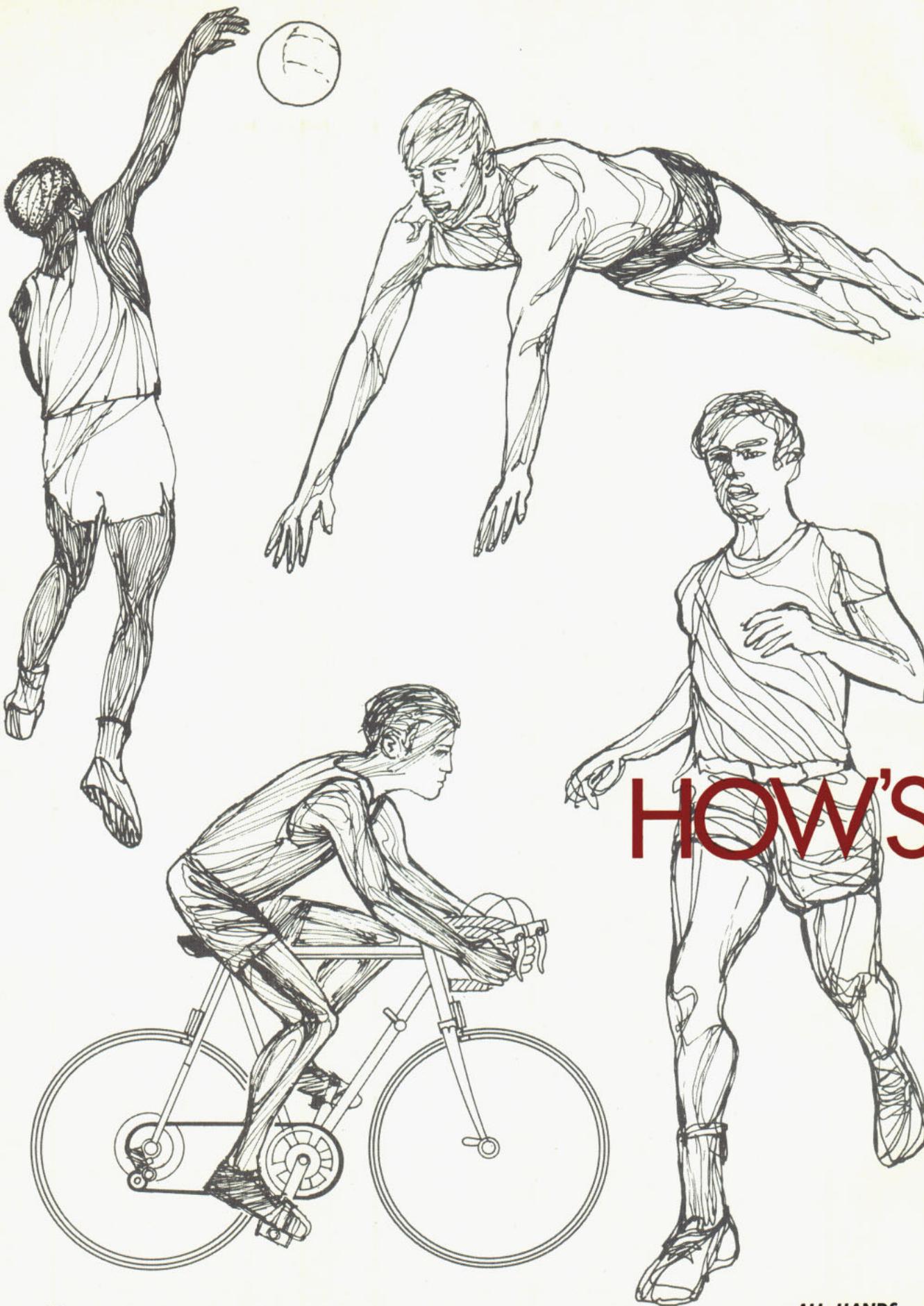
Q. Have you had any surprises about American lifestyles since you've been back?

A. No, not much at all. The B-52 crews came in and had given us an awful lot of information, which told us just enough so that we knew things were going to be different. Most of the changes, as far as I am concerned, are strictly surface changes. People are still basically the same. Some of us think that America has gone through a cycle and is just now coming out

time. Is it any more violent today than it was when they got voting rights in the 20's? They're making a lot of noise about it, but a lot of minority groups are making the same continual gains. Now, maybe you see more of them than you did before, but they're not something that was made just in the last five years. It's something that's been going on for years and years, and it's just that we missed five years of it.

Q. What are your career plans now?

A. I'm still assigned to St. Albans (hospital) until my convalescent leave is over. Then I go to VA-42 at NAS Pensacola. I'm looking forward to a complete career—which I was before I was shot down. I'll be back in the mainstream as soon as I can.



HOW'S



Aerobics... YOUR AIR CONDITIONING?

Almost everybody will agree that exercise is necessary if the human body is to function properly. Unfortunately, however, many tend to put off until tomorrow the exercise they should do today. There's a factor of motivation involved. If you read the following pages we'll guarantee that you'll find a great many factors—plus some interesting facts—that provide considerable motivation for everybody concerned.

Good health is more than a matter of individual self-interest or self-concern. The Navy has always had a genuine and vital interest in your health. This interest is demonstrated again in the recently published

OpNavInst 1500.22B, a sizable portion of which is devoted to health and fitness.

What's this program all about?

If you start with Aerobics, the program scientifically developed by Dr. Kenneth H. Cooper and designed to improve overall health (particularly the heart, lungs and blood vessels), add a dash of motivation here and there, along with the ingredients of short- and long-range objectives, then stir in equal parts of recognition and reward, you'll come up with the Navy's health/fitness program.

This program was developed to assist you in upgrading your level of health (as well as to assist com-

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manding officers in discharging their obligation of maintaining a satisfactory state of health and physical fitness in the personnel under their command).

When Dr. Cooper called his program Aerobics, he defined it as a variety of exercises that "stimulate heart and lung activity for a time sufficiently long to produce beneficial changes in the body." As part of that program, he developed a measuring technique through a point system as a way of chalking up "effort expended" in relation to the beneficial changes in the body.

Based on research, Dr. Cooper has determined that 30 points worth of exercise weekly is the minimum that will maintain the body in a condition most consistent with essential health, whether an individual is 19 or 90. He further adds: "The 90-year-old should earn at least 30 points weekly, and the 19-year-old should earn considerably more."

For health purposes, the Navy policy is that each individual will exercise to earn 30 or more Aerobic points weekly and maintain weight within normal limits with body measurements proportionate. The rewards earned could well be a deciding factor when an individual—that's you—is being considered for promotion.

The Bureau of Medicine and Surgery supports the Aerobics Program and adds an observation. Aerobics, coupled with proper dietary and body care habits, can significantly benefit participants' health and physical fitness.

But maximum physical fitness isn't a sometime thing. It requires continued effort, a sense of personal responsibility and often external motivational factors. BuMed emphasizes the fact that fitness can't be maintained by mandatory tests conducted once a quarter nor can it be maintained by decree. What's needed is an active program that stimulates interest and motivates voluntary participation at all levels. That, the Navy hopes, describes Aerobics.

For a little background on why sustained physical exercise is necessary to good health, OpNavInst 1500-22B quotes medical opinion:

- One of the keys to robust health is to have organs and cells—heart and lungs, in particular—which have the strength to function at full capacity. Not subjecting them to circumstances which call for their functioning at top level induces deterioration.

- When activity calls for their high-level function on a regular basis, the organs and cells are strengthened. The heart begins to pump more blood with each stroke; the lungs deliver more oxygen to the blood with each breath. This makes it possible for the cells to deliver more energy, with less strain, on the heart and the lungs.

- Exercise promotes a state of physical fitness, along with a sense of well-being. A great deal of this is brought about by the delivery of an increased amount of oxygen to the cells.

- When the body is not conditioned, the full potential of the lungs has not been developed. A program of exercise which challenges the endurance of the body on a daily basis, for at least a brief period,



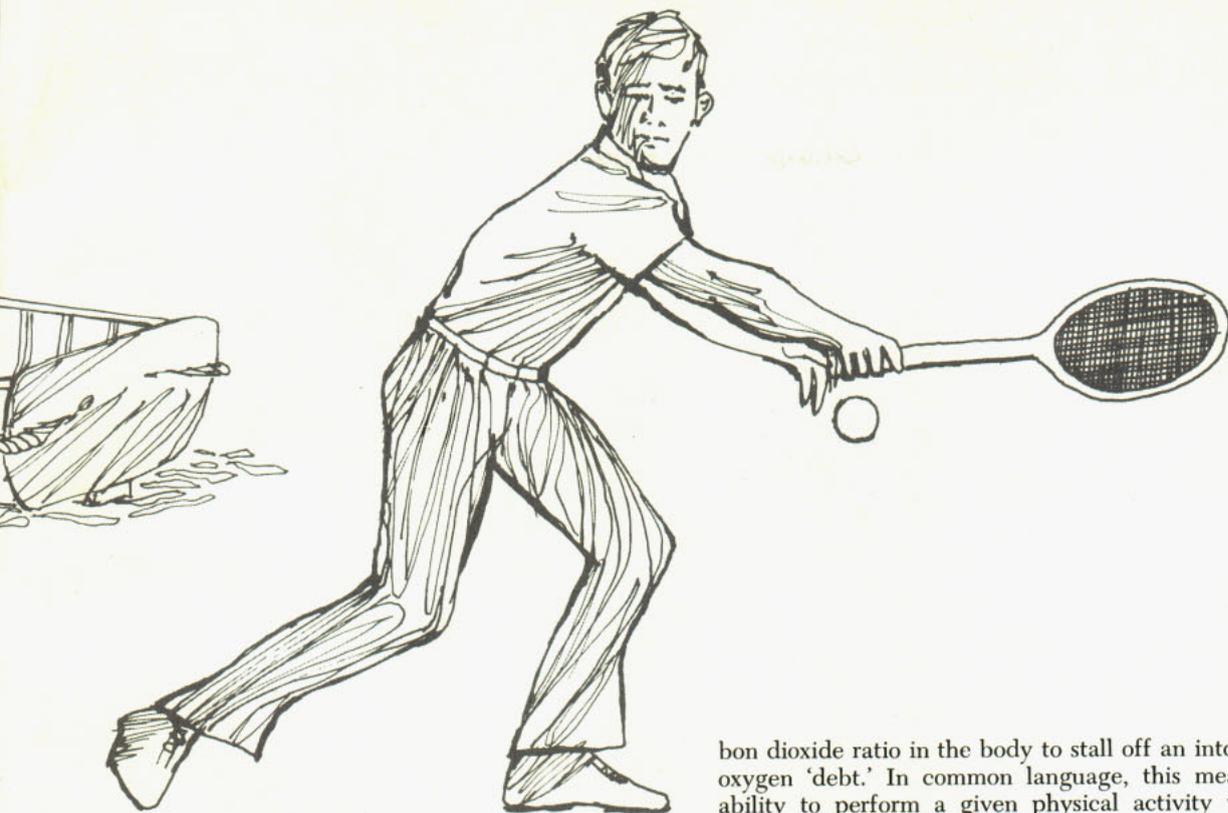
induces nature to increase the amount of oxygen the lungs are able to deliver to the blood.

- At the same time, the exercises condition the muscles of the heart so that it pumps the required amount of blood with fewer strokes. Not only is the blood volume increased, but the walls of the blood vessels become more firm, and the number and sizes of the vessels are enlarged in some tissue areas.

- These are benefits which can be realized from a program of proper exercises—they are not speculation but are established scientific fact.

We listened to a doctor discuss the subject.

"What is endurance, and can it be measured?" he asked. "A man's blood contains hemoglobin and, physiologically speaking, endurance is nothing more than the ability of the hemoglobin of a man's blood to absorb the amount of oxygen needed to perform a given activity and to keep sufficient oxygen and car-



bon dioxide ratio in the body to stall off an intolerable oxygen 'debt.' In common language, this means the ability to perform a given physical activity without getting tired or 'pooped.'

If you want to be technical about it, the endurance level required of a Navy SEAL, or a paratrooper, or a Marine, calls for the "ability to gainfully use 60 milliliters of oxygen per minute." Let's translate that into understandable language: it means he should be able to run a mile in combat boots in seven minutes. These are the same measurements expressed in different ways. At this point, when we speak of endurance and the capacity of the heart and the lungs to supply the required amount of oxygen, we have to consider such factors as overeating, the use of tobacco and alcohol, insufficient rest and relaxation—they all have a negative effect on the ability of the human machine to use oxygen.

"Endurance training is simple," he finished off saying, "except building endurance just doesn't come from reading about it. You get out of it exactly what you put into it and, unfortunately, you don't get much out of it unless it 'hurts' a little bit."

Now that you have qualified medical opinion, you might consider how the aerobics point system of measuring physical activity works. OpNavInst 1500.22B suggests that you not underrate your ability and settle for the minimum 30 points a week. Your motivation and perseverance might surprise you. It goes on to suggest that you test yourself and become a member of a select group at the same time. For example, you can qualify for one of the following clubs:

- The 500-Point Aerobic Club, the 750-Point Aerobic Club or the 1000-Point Aerobic Club. You make these clubs by performing aerobic-type exercises (see below) such as running, jogging, cycling, swimming, handball, tennis, etc., over a period of one calendar month. During this 30-day period, you must earn

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either 500-749 points, 750-999 points, 1000 or more points, depending upon which club you aim for. (The box on page 00 explains how you count the points.)

Other exclusive clubs are:

- **100-Mile Club**—Membership requires that you run 100 miles within a 90-day period in increments of not less than three miles at one time (which qualifies you for Category A), two miles at a time (for Category B) and one mile at a time (for Category C).

- **50-Mile Swim Club**—This calls for you to swim 50 miles (in 440-yard stints) within a period of 52 weeks. If you swim the "440" a total of 200 times in a period of a year, you're a member of this group.



- **The 1000-Mile/1000-Point Cycling Club**—To join this group all you have to do is 1000 miles and earn 1000 aerobic points within a period of 90 days. Bicycling is an "in" sport these days.

- **The Super "5" Club**—If you qualify five times for either the 500-, 750- or 1000-Point Aerobic Club, and also qualify five times for either the 100-Mile Club/50-Mile Swim Club or the 1000-Mile/1000-Point Cycling Club, you're a Super 5. If you do it soon, you may be the Navy's first original charter member.

For your efforts, in addition to improved health, you receive a certificate presented on behalf of the President's Council on Physical Fitness and Sports and the Chief of Naval Operations. (For some examples of activities which rate the Presidential Sports Award,

see box on page 35). Further details can be found in OpNavInst 1500.22B. Other point scoring samples can be found in the box on page 36. Complete scoring information is in the OpNav Instruction.

To be a totally fit man or woman, you must achieve a certain standard in *speed, power, agility* and *endurance*. Most physicians, physiologists and physical educators agree that, of these qualifications, endurance is the most important. And the aerobics program adopted by the Navy not only demonstrates how endurance can be built up, it also enables you to measure your endurance.

- Endurance training is one of the best direct methods of achieving overall fitness requirements, and among the best available exercises to achieve endur-





ance are activities such as running, swimming, cycling, walking, stationary running, handball, basketball, tennis or squash, probably in about that order.

• Isometrics, weightlifting and calisthenics are good, as far as they go but, say the experts, they don't even make the first team despite the fact that most exercise books are based on these three activities—especially calisthenics.

• Sports like golf, volleyball, etc. (if played often and long enough), fall somewhere in between—not as good as the first group but definitely better than the second as far as heart and lung endurance is concerned.

The Aerobics Program is aimed to build up incentive for improving your endurance. The goals are not endless, but something that can be measured—a matter of gauging body-usable oxygen to a definite number of points gained per week—something that you can count and understand.

Additional motivation is gained when you can see the results in your personal health—weight comes off, you feel better, you find you can jog for a mile without having to stop, you can play five hard games of handball singles without getting sick to your stomach. All these tell you without even counting points that you are getting someplace and that your body isn't deteriorating because it isn't being used.

And finally, motivation also comes from recognition.

As stated before, this may be in the form of a certificate supplied by CNO on behalf of the Presidential Council on Physical Fitness and Sports, or in some other form at the discretion of your command.

Don't get discouraged if you have to work up to your average of about 30 points per week. With a little effort and perseverance, you will be able to do it. The Aerobics Program isn't something which the physically gifted can do in a minimum of time and get it over with. It's like brushing your teeth. You benefit by doing it every day—not brushing for four hours at the end of the month.

BENEFITS FOR AEROBICS

Here are some health benefits you can expect if you participate in the Aerobics Program:

- Strengthening of body organs and cells, enabling them to function at full capacity.
- Extended capacity of the lungs and cardiovascular system.
- Strengthened heart muscles, with a decreasing number of heartbeats (that's good), better blood vessel tone, and lowered cholesterol blood levels.
- A significant side contribution is the prevention of obesity and all the benefits that are associated with an avoidance of that condition.
- Another significant factor, in many instances, is the lowering or avoidance of tension and hypertension.
- Finally, and perhaps most important to you, a feeling of general well-being.

The health benefits which can be derived from a regular program of adequate exercise—by everyone whose daily routine doesn't involve a substantial amount of physical activity—are truly great. The benefits are of such a degree of importance to the welfare of the human body that exercise, in some form or other, is a mandatory step in every effort designed to preserve the health of the body.

Before undertaking any physical activity program, you should have a thorough medical examination. This is especially important for persons over 40, or for anyone who has not been physically active on a regular basis.

Good heart, low cholesterol, release from tension, improved appearance, a sense of well-being—is it worth it to you?

PRESIDENTIAL SPORTS AWARD

Listed below are some samples of qualifying standards for Presidential Sports Awards. A complete list may be found in OpNavInst 1500.22B.

If you're a back-pack climbing enthusiast, or a skating buff or a pentathlon expert, you can also measure your endurance, aerobically speaking. However, in the listing below we have covered only those which are

AEROBICS

particularly pertinent in the environment of personnel in the sea service.

The basic principle governing qualification for a Sports Award is as follows:

- 50 hours of participation
- Spread over at least 50 activity sessions (see below)
- Within a period of four months.

Variations from the 50-session periods have been established in certain sports where seasons may be short or access to facilities limited.

HANDBALL

1. Play a minimum of 150 games.
2. No more than four games in any one day may be credited to the total.

ROWING

1. Row a rowboat a minimum of 50 miles or row a wherry a minimum of 100 miles or row a shell a minimum of 120 miles.
2. No more than one and one-half miles in any one day may be credited to total (rowboat); no more than three miles in any one day may be credited to total (wherry); no more than three and one-half miles in any one day may be credited to total (shell).

SWIMMING

1. Swim a minimum of 25 miles (44,000 yards). That's an average of approximately 880 yards per session, on the basis of 50 sessions.
2. No more than three-fourths of a mile in any one day may be credited to total.

VOLLEYBALL

1. Play volleyball or practice volleyball skills a minimum of 50 hours. One hour every other day would be qualifying, with hours to spare.

2. At least 20 of the 50 hours must be in organized league or tournament games.

3. Not more than one hour in any one day may be credited to total.

JOGGING

1. Jog a minimum of 125 miles (approximately a mile a day).
2. No more than two and one-half miles in any one day may be credited to total.

JUDO

1. Practice judo skills a minimum of 50 hours.
2. At least 30 of the 50 hours must be under the supervision of a qualified teacher.
3. No more than one hour in any one day may be credited to the total.

KARATE

1. Practice karate skills a minimum of 50 hours.
2. At least 30 of the 50 hours must be under the supervision of a qualified instructor.
3. No more than one hour in any one day may be credited to the total.

BOWLING

1. Bowl a minimum of 150 games.
2. No more than five games in any one day may be credited to total.
3. The total of 150 games must be bowled on not less than 34 different days.

BICYCLING

1. Bicycle a minimum of 1000 miles (more than five gears); or bicycle a minimum of 650 miles (five or fewer gears).
2. No more than 20 miles in any one day may be credited to total (more than five gears); no more than 13 miles in any one day may be credited to total (five or fewer gears).

AEROBICS SCORING

Here is a sample of how to score aerobics points for common activities. A more detailed chart can be found in OpNavInst 1500.22B.

Point Values for WALKING and RUNNING

1 Mile	Points
14:30-19:59 min	1

12:00-14:29 min	2
10:00-11:59 min	3
08:00-09:59 min	4
06:30-07:59 min	5
Under 06:30 min	6

Point Values for CYCLING

2 Miles	
08:00-11:59 min	1
06:00-07:59 min	2
less than 6 min	3
3 Miles	
12:00-17:59 min	1½
09:00-11:59 min	3
less than 9 min	4½

Point Values for Swimming (Overhand Crawl)

200 Yards	
05:00-06:39 min	1
03:20-04:59 min	1½
less than 03:20 min	2½

300 Yards	
10 min or longer	1
07:30-09:59 min	1½
05:00-07:29 min	2½
less than 5 min	3½

400 Yards	
13:20 min or longer	1
10:00-13:19 min	2½
06:40-09:59 min	3½
less than 06:40 min	5

500 Yards	
16:40 min or longer	1
12:30-16:39 min	3
08:20-12:29 min	4
less than 08:20 min	6

Point Values for HANDBALL, BASKETBALL, SQUASH, PADDLE BALL

Duration (min)	Points
10	1½
15	2¼

- ADM MOORER: A SALUTE FOR A JOB WELL DONE

The following statement has been released to all military commands by Admiral Thomas H. Moorer, Chairman of the Joint Chiefs of Staff:

"Upon the termination of the longest and in many respects the most difficult period of combat in our nation's history, I give you my personal salute for a job well done. The tremendous sacrifices and, in particular, the supreme effort by our comrades who were lost during the war have not been in vain. We were called upon by our nation's leaders, as we have been in the past, to carry out orders in furtherance of national policy and objectives. Few can argue against the command will and determination shown by our armed forces while attaining these objectives. You have performed superbly; your spirit and elan have remained steadfast throughout. The human qualities and greatness handed down from past military generations have remained undiminished.

"Now the long conflict has come to a close, but our tasks remain. In coming months we must make every effort to account for those still missing in action, while we prepare ourselves for the future. As we move ahead, I have every confidence that when your accomplishments are chronicled in the pages of history, it will be written that you performed second to none, in the longest, most difficult and, in many cases, the most frustrating and complex war in the history of our nation."

- NEW BLUE UNIFORM NOW IN STOCK AT MOST SMALL STORES

The new enlisted service dress blue uniforms are now available in a wide range of sizes at most clothing and small stores throughout the Navy. A full range of accessories is also available. The new uniform is now optional for all E-6s and below. After 1 Jul 1975 it will be mandatory for all except those with less than one year left to serve in the Navy. The small stores price for the new blues is approximately \$37 for either the lightweight worsted wool blend or the heavier wool serge material.

- ENLISTED SHORE DUTY BILLETS OUTLINED IN CURRENT NOTICE

All shore billets -- in the U. S. and overseas -- for all ratings are listed in the current BuPers Notice 1306, so if you're looking for a suitable shore billet, you can use this as a shopping guide. The notice has been expanded since its last publication by showing occupational categories for each rating. These categories include MAAG, instructor, recruiter, aircrewman, independent and general duty.

This listing indicates existing billets, not vacancies. Some of these billets will become vacant in the near future while others won't be available for two or more years. A new listing is published every six months, updating shore duty opportunities.

- MERITORIOUS ADVANCEMENT APPLICATIONS DUE 15 NOVEMBER

Commanding officers submitting meritorious advancement recommendations for enlisted personnel should do so by 15 Nov 73, in time for the selection board which meets next February. To be recommended, a candidate must: be a petty officer 2nd or 1st class on active duty; meet eligibility requirements

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for such advancement; have participated in at least five valid examinations - and at least three of the last five -- without being advanced; and have demonstrated sustained exceptional performance in assigned duties. BuPers Note 1430 of 13 Aug 1973 set the deadline and contains detailed information.

Before submitting letters of recommendation, commanding officers should personally interview the person being recommended and make comments on the individual's capacity to serve in the next higher pay grade. Letters, an original and one copy, should be sent to the Chief of Naval Personnel (Pers 5232).

- KOREA NO LONGER ON HOSTILE FIRE PAY LIST

Military men and women serving in Korea are no longer entitled to hostile fire pay. This change went into effect on 1 Sep 73, and it cancels provisions of paragraph 11002A (2) of the Department of Defense Pay Manual.

- 1974 WHITE HOUSE FELLOWS' APPLICATIONS DUE 15 NOVEMBER

Applications for a White House Fellowship -- a highly competitive and career-enhancing program of working with top government officials for a year - must be postmarked to the Commission on White House Fellows' Program by 15 Nov. This program is for highly motivated and dedicated individuals, ages 29 to not older than 36 by 1 Sep 74, who show exceptional promise for future development and who are committed to a career in the Navy. It provides an opportunity for those selected to serve as special assistants to cabinet officers and White House staff members and to view closely the workings of government. Application forms and additional information can be obtained from the BuPers White House Fellows Program Manager (Pers-402e), telephone (202) OX4-4833 or autovon 224-4833.

- DOD SENDS NEW FLIGHT PAY PROPOSAL TO CONGRESS

The Department of Defense has sent to Congress proposed legislation which would restructure the flight pay system for officers. The change, proposed to take effect on 1 Jan 1974 if passed, is intended to help retain aviation officer personnel completing their first obligated tours of duty.

To accomplish this, the new plan would offer the highest rate of flight pay when an officer aviation crewmember passes the six-year point for time in aviation duty. Flight pay would be based on the amount of time served in the aviation field; it would be unrelated to rank or total time in service. Aviation duty time would begin with the effective date of the initial order to perform flying duty (flight training).

- NEW CHAMPUS RULES TO ELIMINATE SOME SPECIAL EDUCATION PAYMENTS

The Department of Defense has issued new guidelines on the CHAMPUS program which will eliminate payments for dependents' special education costs if the educational services are not directly related to the medical treatment of the dependent. Also under the new guidelines, CHAMPUS will stop covering the costs of educational rather than medical services. CHAMPUS payments for education services provided for the handicapped or retarded -- and those

related to Christian Science practitioners -- are not affected.

The new guidelines stopped nonresidential educational services on 31 August, and payments for residential educational programs not already approved will be stopped no later than 31 Dec 1973. The tightened procedures have come after a study of the legislative intent of the laws which established CHAMPUS.

- ORISKANY OFFICER RECEIVES AWARD FOR BENEFICIAL SUGGESTION

Commander John Pratt, safety officer aboard USS Oriskany (CVA 34), has received a check for a tidy sum for a beneficial suggestion which will net the Navy more than \$50,000 annually. CDR Pratt, while stationed at the Service Test Center at NAS, Patuxent River, Md., suggested changing the location of flameout engine work from across the country at Edwards AFB or China Lake's Naval Air Facility in California to the nearby Marine Corps Air Station, Cherry Point, N. C. Sounds simple, doesn't it? This change will save the Navy \$50,000 in per diem and travel costs each year.

- THREE UNITS NAMED AS OUTSTANDING SQUADRONS FOR FY 73

Three aviation units, Pacific Fleet's VF 161, Atlantic Fleet's VA 75, and Helicopter Squadron 11, have been selected as the outstanding squadrons in the Navy for Fiscal Year 1973. VF 161 is the winner of the Admiral Joseph Clifton Award; VA 75, the Admiral C. Wade McClusky Award; and HS 11, the Admiral "Jimmy" Thach Award. These three squadrons were honored for their outstanding achievements in weapon systems readiness, combat readiness, combat and/or combat exercises, contribution to weapons systems and tactics development, and overall contribution to Naval Aviation within their aircraft type. Squadrons are nominated by fleet commanders and selected by the Chief of Naval Operations.

- RETIREMENT QUESTIONS? CALL THE NAVY'S NEW HOTLINE NUMBER

Navy people with questions about the proposed Non-Disability Retirement System may now take their question to a Navy action line service. Auto-voicemail number to call is 224-1511. The heavy volume of calls to the original Department of Defense action line service created the need for each branch of service to operate its own center.

- RESERVE EXCHANGE PRIVILEGES POLICY REVISED

Only members of the Reserve who are in a pay status will be authorized unlimited exchange privileges, and those only on drill days. This policy is a revision of the recently granted unlimited drill-day exchange privilege granted by the Department of Defense. Members in a non-pay status will continue to have only limited privileges. Neither group may shop at commissaries.

When drilling Reservists shop at an exchange, they must show both their red identification card and a statement from their unit commanding officer indicating which day or weekend they are drilling.

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- PUC GIVEN TO USS CONSTELLATION, ATTACK CARRIER AIR WING 9

President Richard M. Nixon has awarded the nation's highest unit award, the Presidential Unit Citation, to USS Constellation (CVA 64) and Attack Carrier Air Wing Nine. The award was given for "extraordinary heroism and outstanding performance of duty against an armed enemy in South-east Asia from October 22, 1971 to June 13, 1972." It is only the second time that a carrier/air wing team has been given the award since World War II. Air Wing Nine consisted of Fighter Squadrons 92 and 96, Reconnaissance Attack Squadron 11, and detachments of Tactical Electronic Warfare Squadron 130 and Helicopter Support Squadron One.

- NAVY TO HOST THIS YEAR'S INTERSERVICE PHOTO CONTEST

The Navy will serve as host to this year's Interservice Photo Contest. Deadline for entry is 1 November. Details can be found in BuPersNote 1700 of 18 Apr 1973 or BuPers Inst 1700.15A. Entries should be sent to the Chief of Naval Personnel (Attn: Pers-721).

- TRANSPORTATION MANAGEMENT COURSE APPLICATIONS DUE 14 DEC

Applications for the 5 1/2-month Transportation Management Course open to Navy Supply Corps officers should be received by the Chief of Naval Personnel (Pers-4412) by 14 Dec 1973. The course, conducted at the Naval School, Transportation Management, Naval Supply Center, Oakland, Calif., is designed to train officers of all services for assignment to operating, staff and management billets in transportation and related material distribution areas. Supply Corps officers in paygrades O-2, O-3, and O-4 and chief warrant officers (supply clerks) are eligible to apply for the July '74 and January '75 sessions.

- ETHNIC BUYING GUIDE PUBLISHED BY RESALE SYSTEM OFFICE

An ethnic buying guide -- listing products of special interest to ethnic group members -- has been published by the Navy Resale System Office and is now being distributed to fleet activities around the world. The guide lists housewares and appliances, stationery and periodicals, toys, toiletries and men's and women's accessories now available and the most popular items in each of these categories. There is also a list of toiletries which exchanges keep in stock at all times.

- NEW FLU VIRUS MAY REQUIRE MORE SHOTS

The Bureau of Medicine and Surgery has announced that a newly discovered strain of influenza virus will require many active duty Navy people to receive two separate flu immunizations this year instead of the usual one. BuMed Notice 6220 of 26 August says that the new flu bug has caused outbreaks of influenza recently in several countries and the vaccine currently in use is not protective. A vaccine for the new strain has been produced and will be available before the winter months, and immunization with this vaccine will be mandatory for active duty personnel.

FILMS IN THE FLEET



The following are synopses of a few films recently made available to the Fleet by the Navy Motion Picture Service:

THE EMIGRANTS

Director Jan Troell gives a European viewpoint of the massive immigration to America in the 1840s. His portrayal focuses on the Swedish emigration from a country stricken with famine and restrictive society. The visual presentation of the misery of their lives is effective. Likewise, the voyage to America is movingly dramatized as the camera vividly portrays the grueling hardships that had to be endured. Liv Ullman and Max Von Sydow play the central characters in this epic that ends when the family finds its way into what is now Minnesota. How they settle is the subject of a sequel entitled "The New Land."

LOLLY MADONNA

Tennessee hill families—the Feathers and the Gutshalls—involve themselves in a tragic feud which has bloody consequences. Rod Steiger heads the Feather family, which harbors seething resentments against the Gutshalls, relative newcomers to the area. Director Richard Sarafian and photographer Philip Lathrop give audiences some beautiful on-location shots of the hills and meadows of northern Tennessee.

THE THIEF WHO CAME TO DINNER

Ryan O'Neal is a computer technician who chucks it all for a supposedly more remunerative life of crime. He turns to burglary and picks up Jacqueline Bisset for an assistant. Known as the chess burglar, he is the cleverest thief on the current scene. The film takes on an added dimension through the portrayal of a dedicated insurance agent—a straight man not unlike the man O'Neal was before he started stealing—who is in constant pursuit of the chessman. The movie makes good entertainment.

THE VALACHI PAPERS

A violent chronicle of the American Mafia from the

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

'Putting In Your Papers'



MCPON JOHN D. WHITTET

Navy men and Navywomen with at least 19 years and six months of active service are normally eligible to "put in their papers" and transfer to the Fleet Reserve in accordance with BuPersMan 3855180.

There are several factors which should be taken into consideration by Navy personnel when applying

for transfer to the Fleet Reserve. Hopefully, this article will help explain the process to you and help make your transition as smooth as possible.

Perhaps your main concern is the establishment of the date. While it may be convenient and economically advantageous for you, it is not always possible for the Chief of Naval Personnel to match an appropriate relief for you on the exact date that you've selected for transfer to the Fleet Reserve. In cases where relief problems do occur, unless your commanding officer agrees to "gap" (release you without an on-board relief) your billet, the date that you have requested will have to be delayed

1920s to the early 1960s, as told by gangster Joe Valachi (Charles Bronson). Valachi gained notoriety when he made startling confessions before a Congressional committee in 1962, and the film is composed of flashbacks. Director Terence Young attempts to be as truthful as possible in portraying actual personalities and events.

SCORPIO

A complex spy adventure in which Burt Lancaster stars as a veteran in the field of espionage who becomes a double agent and gets caught in the middle. While on the run from a cold and calculating intel-

until your relief reports on board.

Proper submission of your request will go a long way in helping you receive approval for the date you want. Ideally, the date you select should coincide with your projected rotation date (PRD). However, at the time you first become eligible for transfer to the Fleet Reserve (19 years, six months' service including constructive time), consideration may be given by the Chief of Naval Personnel for an effective Fleet Reserve transfer date up to six months beyond your PRD. If you are past the point of initial eligibility, an over tour of no more than three months will be authorized. If the date that you request is more than six months over your PRD, you must serve a minimum of one year on board your new duty station before your transfer to the Fleet Reserve can be authorized. In this event, your application will be returned to you for resubmission through your new commanding officer.

You can also save yourself a hassle by submitting your papers at the proper time. Keeping in mind that it normally takes from eight to 10 weeks to process your papers here in BuPers, *it is best to submit your request from six to 12 months in advance of the date you want so that there will be enough time to find a relief for you if one is required.* If your application is made more than 12 months prior to the requested Fleet Reserve date, your papers will probably be returned for submission at a later date. If no contact relief (relief on board before you depart) is required, you may be authorized transfer on the date selected even though it was submitted less than six months beforehand.

Sometimes Navy members do not fully understand that they do not "rate" or have a legal entitlement to *retirement* until the completion of 30 years of active service. It is the policy of the Navy department to release its personnel to the Fleet Reserve upon completion of 19 years and six months or more of active service and this should not be confused with the actual entitlement to retire.

In most cases, if you're on sea duty you may request a date any time beyond your PRD if you agree to stay on sea duty until the date you have requested.

Remember, too, that if you are on an overseas

assignment, you will be required to complete the full tour prior to transferring to the Fleet Reserve. Exceptions to this policy are rare, but a waiver of up to three months may be considered if you have children in school (overseas) and your requested date is between school semesters. Any other waivers to this policy are strictly limited to thoroughly documented hardships.

In the past, individuals in certain "critical" rates were required to complete 20 years of service, instead of the normal 19 and six, before they would be authorized transfer to the Fleet Reserve. Now, however, with centralized detailing, this is no longer necessary. Every application is considered on its own merit.

Of course, your service for transfer to the Fleet Reserve is officially computed here in BuPers, but for your own planning purposes don't forget to figure in your constructive time and minority enlistment if you have one. Constructive time refers to the length of any early reenlistments (within three months of EAOS) you may have had or will have during your career, and it must be added to your day-for-day service in calculating the 19 years and six months' service for transfer required. Also, completed minority enlistments (served to within three months of the expiration of enlistment) are counted as four years of active service.

And don't forget to check and see if you can increase your multiple by extending or postponing your Fleet Reserve date for a few months.

Just one more thing, when you get ready to transfer to the Fleet Reserve and you want to move your household goods, be advised that mere Fleet Reserve authorization is not sufficient to move your household goods. You must take your Fleet Reserve authorization to the personnel office and have a set of orders typed for you. With orders in hand, you can proceed to have your household goods moved up to six months before your set Fleet Reserve transfer date.

With a little planning and preparation, putting in your papers can be relatively trouble-free. Anticipate your Fleet Reserve transfer with preparation and pride and we here in BuPers will do all we can to help you get the date you want with the Fleet Reserve.

ligence official (John Calicos), he encounters a variety of bewildering characters. The plot twists and turns throughout the film. Filmed in Paris, Vienna, and Washington, D. C., by Englishman Michael Winner.

SLEUTH

A famous mystery writer driven mad by unsolvable crimes. An egotist, an intellectual, and a sportsman of the games people play, he attempts to stage a murder situation in which he plays the controlling role, pulling all the strings. But the unraveling of a mystery over which the novelist has such complete control in his novels becomes too strenuous a game in real life.

Lawrence Olivier and Michael Caine are excellent.

Other films that have been made available are listed below. All movies are in color unless designated by (B&W). Those in wide screen are designated by (WS).

Tom Sawyer (WS): Musical; Johnny Whitaker, Celeste Holm.

Roma: Documentary; Federico Fellini, Peter Gonzales.

Jory: Western; John Marley, B. J. Thomas.

A Warm December: Melodrama; Sidney Poitier, Esther Anderson.

Q&A

AN INTERVIEW

W H R. RICHA

INCREASING YOUR OPPORTUNITY FOR A HIGHER EDUCATION

The following report is on the Worldwide DOD Conference on Education for members of the armed forces – and when we say worldwide, we really mean it. The people participating were stationed at such varied locations as Frankfurt, Germany; the Panama Canal Zone; Anchorage, Alaska; Vicenza, Italy; Manila, Republic of the Philippines; and Tokyo, Japan. Dr. Richard Rose, Deputy Assistant Secretary of Defense for Education, headed the conference and, although he was in the Pentagon, the participants were linked together through the various networks of the Armed Forces Radio and Television Service (AFRTS).

In addition to those taking part from outside the United States, there were participants from the local Washington area, including a staff reporter from ALL HANDS Magazine. Here are Dr. Rose's opening statements and his answers on the subject of educational opportunities which will be of interest to Navymen.

The years spent in the Armed Forces can be years of learning and growth. Virtually everyone that is in the Armed Forces is going to receive, or has received, some type of specialized training. All or a part of this training can be applied to civilian life.

Now, we have numerous off-duty educational opportunities. I believe the most productive program for any individual is one that will complement the skill training the man has already received and, thereby, totally utilize his learning efforts.

The goal is to offer the serviceman or servicewoman opportunities to learn that will result in better jobs upon return to civilian life, or advancement in the Armed Forces. We are a "credentially oriented" society so it is important that our voluntary education program offer appropriate certificates, licenses or degrees. But, again, let me stress the fact that this is pragmatically oriented—that is, a practical program. Our stress is not the baccalaureate degree, as it perhaps once was. Rather, it stresses programs and educational efforts that will result in a better lifestyle, basically better jobs, for the service men and women who participate.

The major shortcoming that I see in our educational programs to date is really under-utilization. Every enlisted person has the tuition aid or tuition remission available to him right now. That is to say that 75 per cent of the tuition cost will be paid by his service.

Every enlisted person has, after six months of active duty, the VA educational benefits which will often pay the entire cost of educational programs. So the opportunities exist. It is, however, analagous to the adage of leading a horse to water but not being able to make him drink.

We have programs and each service is eager to support its voluntary education effort. If the individual serviceman can't find a program that interests him, he should ask to see the Educational Services Officer and I guarantee him that the officer will do everything in his power to provide a meaningful education program to that individual.

Q. *Does the Department of Defense contemplate any additional actions toward ensuring that non-high school graduates entering the service obtain a high school diploma or equivalency certificate while they are in the service?*

A. We contemplate no additional programs and feel that the current PREP program and the current GED program are really adequate to meet most of the needs of enlisted people who don't have a high school diploma. I think that this is where good counseling really will play a major role. It's important that the educational aspirations the individual entertains are realistic. If he isn't a high school graduate, I think his first goal should be to earn a high school diploma or state equivalency.

Q. *I understand that there is a Serviceman's Opportunity College program in which a number of colleges throughout the country take part. There is also a New York Regents External Degree Program. Could you give us a few words on just what these programs do for petty officers and those who haven't yet reached petty officer status?*

A. These programs are two principal vehicles for granting degrees and certificates to Armed Forces members as well as the numerous resident programs.

The Serviceman's Opportunity College is really a consortium or cooperating partnership of community and junior colleges (about 120 in number now) throughout the country and throughout the world, that offer to servicemen opportunities to earn associate degrees. The reason for the consortium is basically that we have four criteria for membership in this consortium:

First, and most important, is the fact that there's free transfer of credit between the cooperating consortium members. The major impediment most servicemen faced in the past has been their inability to transfer credits from one institution to another when their duty station has been changed. The members among this association of colleges freely accept transfer and they accept the mobile life that is attendant to being in the Armed Forces.

Second, they have liberalized entrance requirements and will accept the GED High School Equivalency Certificate. They also accept the fact that they are dealing with an adult who has numerous non-traditional learning experiences which all accumulate into a more educated person.

Third, they will offer education by contract or degree by contract. If, for example, you were to enroll in Northern Virginia Community College in a program of police science and then you should be transferred to a location where a consortium member didn't have a police science program, then Northern Virginia Community College would counsel you by mail, suggest courses for you to take, apply these courses against their credit bank and you could earn your associate degree back at Northern Virginia Community College in the program that you originally enrolled upon.

The *fourth* aspect is the fact that the residency requirements are held to an absolute minimum or are in some cases nonexistent in this program. Also residency requirements need not be satisfied during the final portion of the program, rather they may be satisfied at any time in the program.

We feel this cooperative arrangement by the participating colleges will accommodate the serviceman and accommodate his needs in a superior fashion rather than trying to have the individual cope with

each single institution as he is transferred about the country.

Now, the second part of your question concerning New York State Regents External Degree Program. This is a more nontraditional approach toward earning a degree. It is a situation where the New York State Regents will examine all evidence of formal learning such as correspondence courses, achievement tests, CLEP Examination Series, transcripts from numerous institutions and evidence of work experience. They then evaluate all these forms of accomplishment and apply the evaluations to a credential.

To date, about 600 people have received associate degrees in this program. More than half of these people are service personnel and many have never set foot in New York as far as their educational program is concerned. Instead, they submitted their credentials for review and earned an associate degree.

Now this really speaks more to the needs of the career service person who is on his first enlistment. A good many senior NCOs have accumulated numerous credits throughout the country. This is a chance for them to cash them in at one location and receive a reasonably prestigious educational degree.

Q. *You mentioned that, under the New York State Regents Program, work experience will be evaluated as well as school work. Does this include work experience within the military framework and military schools?*

A. Yes, it includes both.

Q. *Are there plans for locating serviceman's opportunity colleges overseas?*

A. There are plans to have member institutions in a serviceman's opportunity college offer programs overseas. Currently, I think there are 13 or 14 members of the consortia in the Serviceman's Opportunity College Program offering programs in Europe. As the need becomes evident, I think this practice will increase. The plan is to offer as much resident instruction as possible.

Q. *The serviceman's opportunity college is primarily a two-year or junior college—what about four-*

year colleges? What is the Department of Defense doing to decrease residency requirements?

A. We are, at present, negotiating with an education association, the Association of State Colleges, to form a four-year serviceman's opportunity college. Again, the criteria will be essentially the same (as for the two-year college). We would try to reduce the residency requirements, try to get a more liberalized transfer of credit. We would also like to ensure that the person who earns an associate degree has upward mobility and would elect to pursue a baccalaureate degree by receiving recognition of his previous learning experience.

Q. *In the past, ALL HANDS Magazine has received letters to the editor in which the correspondent complained that his equivalency certificate was not recognized by organizations outside the Navy. Have you any suggestions concerning what a man can do when he finds himself in such a situation?*

A. Yes. I think the Chief, Naval Training Command, would like to know about these things as I would. I feel we have an obligation to the sailor who has completed a high school equivalency and wants to use it. We can't guarantee that every civilian institution will accept it but I think we have an obligation to find out why that institution fails to recognize it. Second, I think we can work through the various state departments of education, as we have been, to achieve a broader recognition of the GED certificate.

If an individual finds he's being handicapped through lack of recognition of this certificate, I would first make it known within the Navy. If he doesn't receive satisfaction there, I would like to know about it.

Q. *Much has been said and printed concerning the quality of managers and executives in the federal government and the need for specialized training to assure that competent, well-trained individuals are available for future replacement. Does the Department of Defense consider this a problem? If so, what is being done about it?*

A. In-service training for competent managers is a problem within DOD as it is with all large organiza-

tions. We do have two management training institutions within DOD and, more importantly, we hope to expand the opportunity for management-oriented educational programs. This would really speak to the needs of career officers more than any other segment of the service population.

We are exploring the possibility of forming a consortium of business schools and colleges, perhaps 10 or 12, that would recognize, first, the management content in the senior service schools—the War Colleges and the Command and Staff Colleges, and award to the career officer appropriate recognition or appropriate credit for this learning experience.

Second, we would like to try to work towards the end of removing some of the credit restrictions, or transfer restrictions, that normally are placed on graduate programs. Currently, the person can only transfer, on the average, six credit hours. This is a major impediment to the average person pursuing a master's degree in business administration on a part-time basis. We would like to see if we can't get that liberalized or even removed.

Third, we'd like to get a recognition of some non-traditional means such as examinations, or independent study. We feel this three-pronged approach would allow a great many more people to pursue management training. We also feel that any individual who is so inclined and has the academic talent could pursue formal management training.

We think that to rely upon our formal management training institutions denies access to this education program to a great many people. We would like to open it up so that anyone who is interested could pursue management training.

Q. *I'm sure that you're aware in your travels around the various military bases that a number of our education center facilities are inadequate, or marginal, in some respect or another. Yet, we haven't had much success in getting construction of education facilities simply because they don't seem to stand up in the competition with all the other requirements for military construction. Does the Department of Defense have plans for supporting a long-range centralized facilities improvement program for the construction of perma-*

nent education centers through military construction funds?

A. Yes. The plan is to place far greater emphasis upon the educational effort and each service is preparing a comprehensive plan on its permanent installations that will focus to a far greater extent in the future on the education service facilities.

Right now, construction dollars are tight and, of course, there are priorities. Many times, priorities fall out in such a fashion that the education service center that we would like to see constructed isn't built. On the other hand, it doesn't indicate that there isn't a high level of interest on the part of each service. There are plans to place greater emphasis on the educational facilities on each major installation.

Q. *Under the all-volunteer service concept, will more emphasis be put on dependent education by DOD than has been the case prior to the volunteer concept? If so, what will this increased emphasis mean to the parent and the student in the school?*

A. Yes, there's going to be a great emphasis in the future—whether it will be greater than we have placed in the past, I don't know. I think we have placed a pretty high order of emphasis on that to date. At least in the year that I have been here.

It is critically important to the career service person that his children have the best possible education that we can provide. The measure in the past has been that the education overseas has been comparable to that received in the States and I think that that's no longer really a viable measurement.

I think that, in many cases, we should be providing, and can provide, a superior educational experience *because* the child is overseas and we can capitalize on that fact.

Now, we are instituting several new programs that we are going to try in a modeling situation. One is a revised calendar, one is vertical curricular structure and the third is a master teacher concept. We have asked each of the three principal areas to build a model and try it for a year. Collectively we'll observe the results of this effort and then we will make a judgment as to whether it is practical to attempt to implement these new programs on a worldwide basis.

Chronology of the Sea Service 1913-1941

The Emerging Era of the Modern Navy

Presented here is the third part of the Chronology of the Sea Service; the first was carried in January and the second was included in the July issue. This section covers the years immediately before World War I (1913) and continues through to November 1941, just before America's entry into World War II.

The Chronology highlights the Navy's struggle to create its naval air force, and the period covers the birth of the service's lighter-than-air fleet as well. Almost within a decade following the end of the World War, the Navy—and all the services for that matter—feels the full impact of the Great Depression, and the war drums again begin to sound in Europe. The Sea Service finds itself preparing for another

war looming over the horizon of time.

Here then are listed the development of new weapons and new ways of maintaining the freedom of the seas, from the submarine and aircraft to the first steps leading to refining amphibious warfare tactics. In these years of steady and determined progress, the Navy entered the age of the specialist—aviator, submariner, radioman, radar operator, landing signal officer, to name but a few. Nothing continues the same for long in any field of endeavor. Change is brought about by men who dare, and change, too, is forced upon all by circumstances such as in war. This section of the Chronology could well be called the Emerging Era of the Modern Navy.

1913 (continued)

13 Jun—Navy sets American altitude record for seaplanes—6200 feet.

20 Jun—ENS W. D. Billingsley is first naval aviator to be killed in flying accident.

30 Aug—The General Board recommends immediate organization of an efficient naval air service.

7 Oct—SecNav appoints the Aeronautic Board. Board recommends establishment of aeronautic center at Pensacola; assignment of one aircraft to each major combatant ship; and expenditure of \$1,297,700 on the program.

1914

20 Jan—First school for naval air training located at Pensacola, Fla.

28 Jan—U. S. Marines land at Port au Prince, Haiti.

16 Feb—U. S. Marines land at Port de Paix, Haiti, to protect American interests.

6 Apr—uss *Dolphin's* boat crew seized and marched through streets of Tampico, Mexico.

14 Apr—Atlantic Fleet warships ordered to Mexico.

18 Apr—U. S. demands that Mexico salute U. S. flag before 1800 on 19 Apr.

19 Apr—Mexico renders apology and salute in Tampico affair.

21 Apr—Victoriano Huerta had deposed legal government of Mexico. President Wilson orders coast of Mexico blockaded and seizure of customs house at Vera Cruz.

22 Apr—Vera Cruz is occupied by a mixed force of Marines and Bluejackets.

25 Apr—LTJG P. N. L. Bellinger pilots the AB-3 flying boat to observe city of Vera Cruz and for pre-

liminary search for mines in harbor—Navy's first use of aircraft in combat situation.

6 May—First combat damage received by a Navy plane at Vera Cruz, Mexico.

28 Jun—Archduke Ferdinand of Austria is assassinated at Sarajevo, Bosnia. (This act leads eventually to World War I.)

1 Jul—Prohibition proclaimed for Navy. Office of Naval Aeronautics established.

28 Jul—Landing party from *uss Rainbow* and *Albany* lands at Shanghai, China, to protect American interests.

15 Aug—Marines arrive at Port au Prince, Haiti, aboard *uss Hancock* to protect American interests during a revolution.

12 Oct—First Navy ship, collier *Jupiter*, completes transit of Panama Canal.

24 Oct—Battleship *Kansas* ordered to Port au Prince, Haiti, to protect American interests.

23 Nov—The title of Director of Naval Aeronautics is established for officer in charge of naval aviation.

1 Dec—First Navy flying school opens, at Pensacola, Fla.

1915

3 Mar—Office of Chief of Naval Operations established. National Advisory Committee for Aeronautics established.

8 Mar—uss *Baltimore*, first U. S. minelayer, placed in service.

25 Mar—Submarine *F-4* sinks off Honolulu, Hawaii; 21 lost; first submarine sinking in Navy history.

16 Apr—AB-2 flying boat is successfully catapulted from a barge. This led to installation of catapult aboard ship.

23 Apr—LT P. N. L. Bellinger sets American altitude record for seaplanes, reaching 10,000 feet in one hour, 19 minutes.

26 Apr—U. S. interns German raider *Kronprinz Wilhelm* at Newport News, Va.

1 May—ss *Gulfight* torpedoed by German submarine. First American merchantman sunk by sub in WW I.

7 May—British steamer *Lusitania* torpedoed by German submarine and sunk without warning, with loss of 1198 passengers, including many Americans.

1 Jun—First Navy contract for lighter-than-air craft awarded.

17 Jun—Battleship *Colorado* sails for Tabari Bay, Mexico, to assist distressed Americans.

9 Jul—Beginning of series of U. S. actions to maintain peace after a revolution in Haiti.

16 Jul—First Navy battleships, *Ohio*, *Missouri* and *Wisconsin* transit Panama Canal.

1916

3 Mar—CAPT Mark L. Bristol ordered to command of uss *North Carolina* and given broad aviation development responsibilities.

2 Apr—LT R. C. Saufley sets altitude record for Navy aircraft, 16,072 feet, in Curtiss pusher type hydroplane at Pensacola, Fla.

18 Apr—U. S. sends ultimatum to Germany to modify sub operations.

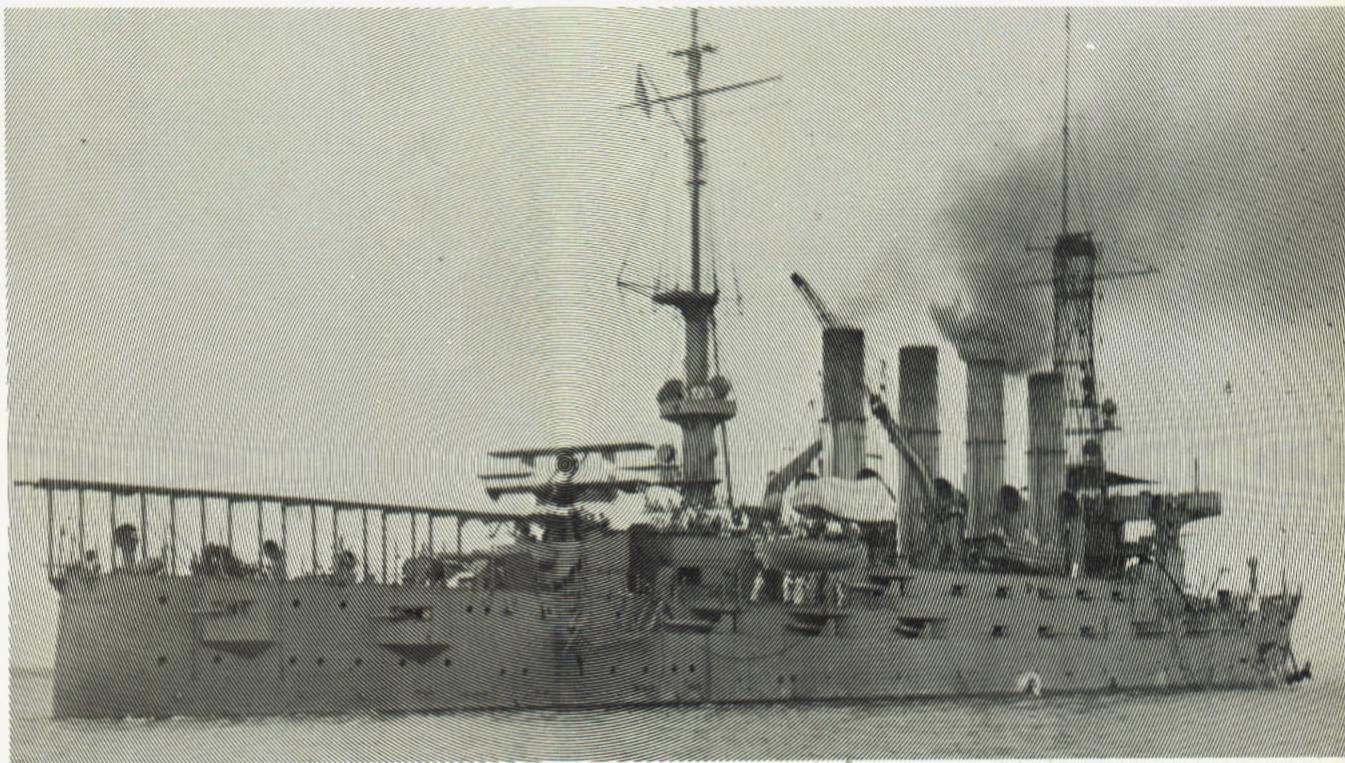
6 May—First ship-to-shore radiotelephone conversation, battleship *New Hampshire* to Washington, D. C.

16 May—Forces under ADM Capterton land and occupy Santo Domingo.

31 May—The Battle of Jutland fought.

19 Aug—Naval Reserve Force established.

29 Aug—Navy establishes "Yeoman (F)," better known as Yeomanettes to perform clerical work during the emergency. As a result, 11,275 Yeomen (F)



USS North Carolina

5 Aug—First air spotting for shore batteries performed at Fortress Monroe, Virginia.

6 Oct—First meeting, Naval Advisory Board of Inventions.

8 Oct—Light cruiser *Chester* transports British, French and Russian refugees to Alexandria from Jaffa.

21 Oct—Navy radio station, Arlington, Va., begins transoceanic transmission to Paris and Honolulu.

5 Nov—First launching of an aircraft from a ship by catapult.

3 Dec—U. S. requests recall of German diplomats.

8 Dec—U. S. demands satisfaction for violation of American rights as result of sinking of merchant ship SS *Ancona*.

were in the service at the time armistice was signed.

29 Aug—uss *Memphis* driven aground at Santo Domingo by high seas and wrecked; 33 men lost.

11 Oct—Acting Secretary of War recommends Joint Army-Navy study and development of lighter-than-air service.

21 Oct—Destroyer *McDougal* rescues victims of German sub. Navy Department orders 49 seaplanes.

24 Oct—Battle between U. S. Marines and Santo Domingo rebels at Grosse Roche.

25 Oct—Keel of *California* laid at Mare Island, Calif.

29 Nov—CAPT Harry S. Knapp appointed military governor of Santo Domingo.

1917

6 Jan—Board of Army and Navy officers recommends design and development of *Zeppelin*-type airship.

9 Jan—Germany declares policy of unrestricted submarine warfare.

13 Jan—uss *Milwaukee* runs aground off Eureka, Calif.; is total wreck.

22 Jan—The President addresses Congress on freedom of the seas.

25 Jan—RADM James H. Oliver takes over as first governor of Virgin Islands as U. S. takes possession.

1 Feb—Germany's unrestricted submarine warfare placed in effect.

3 Feb—U. S. severs diplomatic relations with Germany.

17 Feb—SecNav directs purchase of 14 Class B nonrigid airships.

24 Mar—First "Yale Unit" enlisted in Naval Reserve Flying Force.

26 Mar—Joint Army-Navy Airship Board established.

1 Apr—U. S. naval forces mobilized. U. S. merchant ship *Aztec* torpedoed; sunk.

6 Apr—U. S. declares war against Germany. Navy strength at 4376 officers and 69,680 enlisted. U. S. seizes and interns German ships in American ports.

7 Apr—Navy takes control of all wireless stations in U. S. First U. S. shot in World War I is fired in Apra Harbor, Guam, at cutter from interned German cruiser *Cormorant*.

8 Apr—U. S. severs diplomatic relations with Austria-Hungary.

23 Apr—First battleship driven by electrical power, *uss New Mexico*, is launched.

24 Apr—First squadron of destroyers sails from Boston for overseas service in WWI.

28 Apr—First officer casualty of WWI, LT C. C. Thomas.

4 May—First Navy ships to commence operations in European waters in WWI reach Queenstown, Ireland.

21 May—uss *Ericsson* fires first U. S. torpedo in WWI.

22 May—President signs bill increasing strength of Navy to 150,000, Marine Corps to 30,000.

24 May—First Atlantic convoy of WWI sails from Hampton Roads, Va.

30 May—Navy's first successful dirigible lands in Ohio.

7 Jun—First naval aviation unit arrives in France.

9 Jun—Six converted yachts sail from New York to form nucleus of U. S. patrol squadron in European waters.

13 Jun—USCG *McCulloch* sunk in collision with *ss Governor*, Point Conception, Calif., no casualties.

14 Jun—First contingent of American Expeditionary Force sails from New York under Navy convoy.

17 Jun—First enlisted man buried in France in WWI, Seaman Louis Reinhardt, drowned on 12 Jun.

7 Jul—uss *Saxis*, patrol craft, grounded and lost, West Point, Va., no casualties.

27 Jul—Construction ordered on Naval Aircraft Factory, Philadelphia, Pa.

25 Aug—uss *Elfrida*, converted yacht, damaged by explosion while undergoing repairs at Norfolk; 1 killed.

1 Oct—uss *Mohawk* sunk while on patrol off Ambrose Lightship; no casualties.

4 Oct—uss *Rehoboth*, patrol craft sinks, no casualties. It began to leak while underway at sea.

16 Oct—First enlisted casualty of WWI, Osmond K. Ingram, died. He was blown overboard when *uss Cassin DD* was torpedoed.

30 Oct—First Jewish chaplain, LTJG David Goldberg, appointed.

4 Nov—uss *Empress*, scout patrol craft tender, lost when seams opened while under tow from Brooklyn to Newport. No casualties.



5 Nov—uss *Alcedo*, converted yacht, sunk by submarine, first ship loss due to enemy action in WWI. On convoy duty off the coast of France when sunk with 21 lives lost.

17 Nov—Destroyers *Fanning* and *Nicholson* sink U-58, and capture her crew; first enemy submarine destroyed by U. S. Navy.

18 Nov—First U. S. aerial coastal patrols in European waters begin.

19 Nov—uss *Chauncey*, destroyer, sunk in collision with *ss Rose*, off England, 21 lost.

6 Dec—Destroyer *Jacob Jones* sunk by submarine off English coast, 64 lost.

7 Dec—U. S. battleships join British fleet at Scapa Flow. Fighter-type aircraft development is initiated.

9 Dec—uss *Washington* (PC) sinks in Ambrose Channel; no casualties.

17 Dec—uss *F-1*, submarine, rammed and sunk by *uss F-3* off San Pedro, Calif., 19 lost.

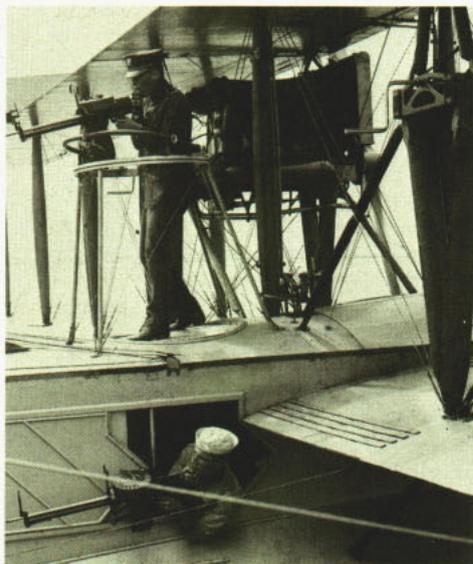
22 Dec—U. S. subchaser No. 117 burns off Fort Monroe, Virginia. No casualties.

1918

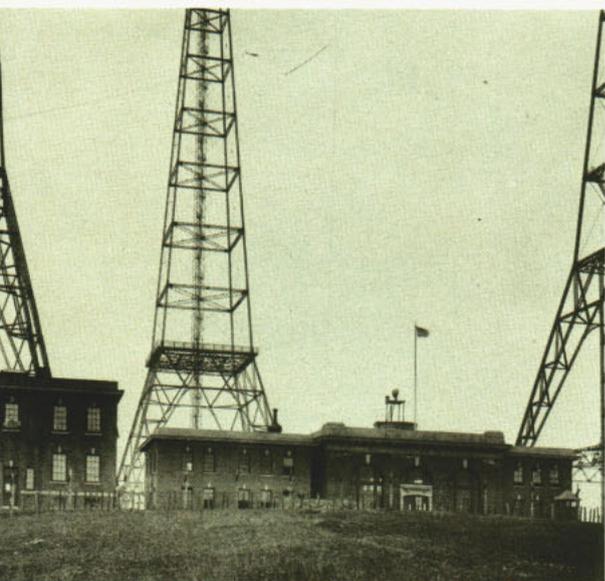
12 Jan—uss *P. K. Bauman* (SPC) strikes rock while on patrol off French coast, sinking with no casualties.

25 Jan—uss *Guinevere*, another scout patrol craft, strikes rock and sinks near Lorient, France, no casualties.

26 Feb—Two scout patrol craft—uss *Mariner* and *uss Cherokee*, founder. Twenty-two lose their lives in



Facing page: LT Richard C. Saufley in a hydroaeroplane. Far left: Destroyers arrive in Ireland. Left: WWI aerial gunnery. Below, left: Radio station, Arlington, Va.



Cherokee incident. Separate victims of gale off east coast.

Feb—North Sea Mine Barrage is organized.

4 Mar—Collier *Cyclops* sails from Barbadoes, West Indies, with 280 men on board, never seen again.

7 Mar—Office of Director of Naval Aviation is established.

16 Mar—Navy Department prohibits sale of liquor within five miles of naval bases and stations.

19 Mar—uss *Manley* (DD) collides with HMS *Montague* off Ireland; 34 lives lost.

19 Mar—First enemy plane shot down in World War I by a U. S. Navy aviator, ENS Stephen Potter, who downed a German plane off the German coast.

20 Mar—U. S. requisitions all Dutch vessels in U. S. ports.

11 Apr—uss *Mary B. Garner*, scout patrol craft, grounded and wrecked on Delaware coast, one person lost. uss *Lakemoor* (AK) torpedoed by German sub UB-73 off Cornwall Point Light; 46 lives lost.

12 May—First U. S. subchasers reach Portsmouth, England, for duty in European waters.

20 May—Battleship *New Mexico* commissioned. uss *Annie E. Gallup*, scout patrol craft, wrecked, no casualties, when grounded off Delaware.

22 May—uss *Wakiva II*, converted yacht, sinks in collision with *Wabash* in Bay of Biscay; two lives lost.

24 May—First landing of U. S. naval forces in Russia during WWI from uss *Olympia* at Murmansk. First American flying boats, six HS-1s, arrive in France.

25 May—Three small schooners damaged by German submarine U-151, off Cape Charles, Va., Germany's first attack on shipping in American waters.

31 May—uss *President Lincoln* (AP) torpedoed and sunk by German sub U-90; 26 men lost.

5 Jun—U. S. subchaser No. 132 sinks in collision with uss *Tacoma* off Barnegat Light, no casualties.

8 Jun—Laying of mines of the North Sea Barrage begins.

19 Jun—NAS Pensacola begins taking atmospheric weather soundings to obtain data on wind velocity and direction.

21 Jun—uss *Schurz*, gunboat, sinks in collision with ss *Florida* off Cape Lookout; one life lost.

22 Jun—uss *California* (AK) is sunk by mine in bay of Biscay; no casualties.

28 Jun—Detachment of Marines from uss *Brooklyn* lands at Vladivostok, Russia, to protect U. S. consulate during early stages of the Russian Revolution.

1 Jul—uss *Covington*, troop transport, sunk by submarine off Brest, France; six lives lost.

10 Jul—uss *Oosterdijk* (AK) sinks in collision with ss *San Jacinto* in Atlantic; no casualties. Motor Launch No. 3429 sunk by German shore battery off Belgium; one man lost.

11 Jul—*Westover*, cargo vessel, sunk by German sub U-92 off French coast; 11 lives lost.

14 Jul—uss *America* (AP) collides with British steamer *Instructor* in Atlantic. *Instructor* sinks.

19 Jul—uss *San Diego*, cruiser, sunk after explosion off Fire Island, N. Y.; six lives lost. (Whether mined

or torpedoed was never definitely established.)

21 Jul—Surfaced German sub, firing on a tugboat and three barges off Nauset Beach, Cape Cod, is attacked by two seaplanes from NAS Chatham. Sub escapes.

25 Jul—Navy is made responsible for development of rigid airships.

4 Aug—U. S. subchaser No. 187 sinks in collision with ss *Capto* off Virginia coast; no casualties.

13 Aug—SecNav authorizes enrollment of women in Marine Corps Reserve for clerical assignments.

21 Aug—uss *Montauk*, scout patrol craft, sinks in gale off Cumberland Island, Ga.; nine lost.

27 Aug—U. S. subchaser No. 209 mistaken for enemy and sunk by gunfire from ss *Felix Taussig* off Long Island, N. Y.; 18 lives lost.

6 Sep—First use of major caliber naval guns in land-based offensive. A naval railway battery bombarded German forces near Soissons, France.

15 Sep—uss *Mount Vernon* (AP) damaged by German sub in Atlantic; 36 lives lost.

16 Sep—uss *Buena Ventura* (AK) is torpedoed and sunk by *U-46* off coast of Spain; 19 lives lost.

24 Sep—LTJG David S. Ingalls becomes Navy's first flying ace. (The term "ace" is not an official Navy title; five enemy planes downed is the criterion.)

29 Sep—uss *Minnesota*, battleship, damaged by mine.

1 Oct—U. S. subchaser No. 60 sinks in collision off Ambrose Lightship; two lives lost. Collided with the tanker *F. M. Weller*.

2 Oct—Squadron of 11 U. S. subchasers destroys mines and drives off Austrian sub during bombardment of Durazzo.

4 Oct—German government submits proposal for armistice.

7 Oct—American cargo ship *West Gate* sinks in collision off Nova Scotia with *uss American* (AK); seven lives lost.

9 Oct—uss *Shaw* (DD) rammed by *HMS Aquitania*; 12 lost. Subchaser 219 explodes and sinks; four lives lost. This took place off Portland, England.

15 Oct—uss *America*, transport, sinks at dock in Hoboken, N. J.; six men lost.

17 Oct—Last U. S. ship is lost to enemy action in WWI; *uss Lucia* torpedoed.

21 Oct—American cargo ship *Lake Borgne* strikes rock and sinks near Mathueu Point, France; no casualties.

28 Oct—uss *Tarantula* (SPC) sinks in collision with merchantman ss *Frisia* off Fire Island Lightships; no casualties.

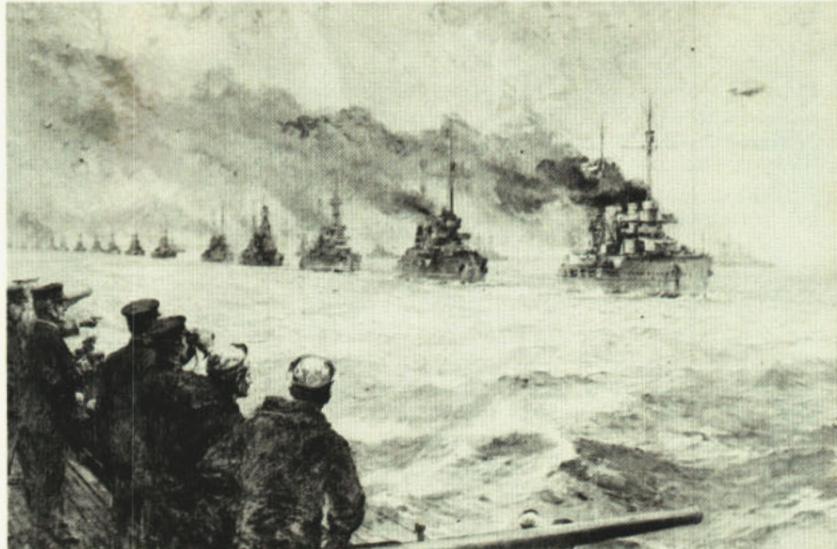
6 Nov—American cargo ship *Lake Damita* grounds and sinks, Brest, France; no casualties.

11 Nov—World War I ends.

15 Nov—uss *Elizabeth*, scout patrol craft, wrecked in Brazos River, Tex.; two lives lost.

21 Nov—German fleet surrenders to combined British and U. S. fleets.

26 Nov—Scout patrol craft *Bonita* hit and sunk by American schooner *Russell* while moored in Boston harbor; no casualties.



Above: The sinking of the *Covington*. Right: Surrender of the German fleet. Above, right: WWI minesweeper. Facing page: Commissioning of USS *R-14* (SS 91).

1 Dec—Helium first used for lighter-than-air craft.
4 Dec—President Wilson sails from New York in *uss George Washington* for Paris peace conference.

9 Dec—Six men are killed and 30 injured in a coal dust explosion on board *uss Brooklyn*.

11 Dec—American cargo ship *Lake Bloomington* grounds and sinks, Gironde River, France; no casualties.

28 Dec—*uss Tenadores*, troop transport, grounded and lost, Brest, France; no casualties.

30 Dec—*uss Katherine W. Cullen*, scout patrol craft, sinks off Boston; no casualties. The SPC was under tow by *uss Heron* when lost.

1919

29 Jan—*uss Piave* grounds and sinks in Dover Strait; no casualties.

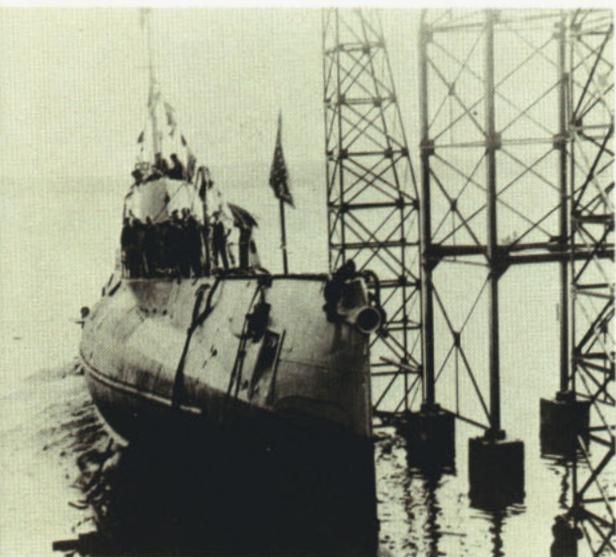
3 Feb—Air Detachment, Atlantic Fleet, commences active operations at Guantanamo Bay, Cuba.

28 Feb—Destroyer *Osmond Ingram*, first Navy ship named for an enlisted man, launched.

13 Mar—CNO issues program for postwar naval airplane development.

28 Apr—*uss W. T. James*, scout patrol craft, sinks off Armen Light, France; no casualties. *Gypsum Queen*, scout patrol craft, also sinks; 18 casualties.

2 May—U. S. subchaser No. 58 burns, Charleston, S. C.; no casualties.



5 May—U. S. subchaser No. 343 sunk by fire and explosion in Bermuda; one life lost.

8 May—First trans-Atlantic flight commenced by NC-4.

14 May—Marine detachment from *uss Arizona* guards U. S. consulate at Constantinople during Greek occupation of the city.

31 May—NC-4 completes first successful trans-Atlantic flight.

21 Jun—German fleet is scuttled by German personnel at Scapa Flow.

28 Jun—Peace treaty ending World War I is signed at Versailles.

11 Jul—Pay Corps renamed Supply Corps.

17 Jul—First units of newly reorganized Pacific fleet sail from Hampton Roads for Panama Canal.

17 Jul—*uss May* (YP) runs aground and sinks off Santo Domingo.

30 Jul—Marine detachment from *New Orleans* lands near Vladivostok, Russia, to protect American interests. *uss G-2*, submarine, accidentally sinks near New London, Conn.; three lost.

31 Jul—Navy releases all Yeomen (F), Yeomanettes, from active duty.

9 Aug—Construction of airship *uss Shenandoah* is authorized.

3 Sep—Naval Supply Depot, San Diego, Calif., established.

10 Sep—*uss Mary Pope*, scout patrol craft, wrecked; no casualties. *uss Katherine K.* is wrecked near Key West; no casualties.

1 Nov—U. S. subchaser No. 256 sinks in mid-Atlantic after gasoline explosion with no casualties.

20 Nov—Battleship *uss California* is launched.

1920

9 Mar—U. S. subchaser No. 282 sinks in Pacific; no casualties.

22 Mar—Navy free balloon takes off from Pensacola, Fla., with five-man crew; never seen again.

24 Mar—*uss H-1*, submarine, sinks during salvage operations off Margurita Island, Mexico; four lives lost.

10 Apr—U. S. Marines reach Guatemala City, Guatemala, to protect American legation during revolution.

19 Apr—First German submarine brought to U. S. after WW I, *U-111*, arrives at New York.

21 Apr—First aircraft carrier, *uss Langley*, formerly *uss Jupiter*, named.

16 May—First large group of Navy and Marine Corps dead returned from France aboard *uss Nereus*.

6 Jul—First radio compass used in naval aircraft.

18 Jul—Naval aircraft sinks ex-German cruiser *Frankfurt* in target practice.

29 Jul—*uss St. Louis* and six destroyers are ordered to Turkish waters to protect American nationals and citizens.

20 Aug—Marine guard established at American mission in Tunchow, China.

21 Aug—First radio message heard around the world is transmitted from Navy's Lafayette Station near Bordeaux, France.

1 Sep—Submarine *uss S-5* accidentally sinks; no casualties. *S-5* went down off the mouth of Delaware Bay.

1921

26 Feb—*uss Woolsey* (DD) sinks in collision with *ss Steel Inventor* off Panama; 16 lives lost.

23 Mar—*uss Conestoga* (ATF) with crew of 43 sails from San Francisco en route to Samoa and is never seen again.

22 Apr—World's longest unguarded overwater flight completed by two Navy DH-4Bs, on a 4842-mile trip from Washington, D. C., to Santo Domingo and return.

12 Jul—Act of Congress creates Bureau of Aeronautics.

5 Aug—Yangtze River Patrol Force established.

10 Aug—Bureau of Aeronautics is organized to cover aeronautic planning, operations and administration for the Navy and Marine Corps.

26 Sep—uss *R-6* (SS) sinks off San Pedro, Calif.; two lives lost.

3 Oct—uss *Olympia* sails from Newport, R. I., to bring the body of the Unknown Soldier back from France.

26 Oct—First turntable catapult tested at Philadelphia Navy Yard.

8 Nov—U. S. Marines begin guarding U. S. mails following two train robberies.

7 Dec—uss *S-48* sinks off Bridgeport, Conn., during practice dive; no casualties.

16 Dec—First ship constructed as a lighter-than-aircraft tender, uss *Wright*, commissioned.

16 Dec—uss *Graham* (DD) is in collision with ss *Panama* off the New Jersey coast.

1922

6 Feb—U. S., Great Britain, France, Italy and Japan sign treaty for limitation of naval armament.

20 Mar—First aircraft carrier, uss *Langley*, commissioned.

28 Apr—A detachment of Marines lands at Peking, China, from uss *Albany* to reinforce legation during period of civil strife.

5 May—Marine battalion lands in Tientsin, China, to protect American interests.

5 May—Marine detachment lands at Taku, China, from uss *Huron* to protect American interests.

22 May—uss *Eagle 17* is wrecked between Amagansett and Easthampton off Long Island, N. Y.

1 Jul—Congress authorizes conversion of *Lexington* and *Saratoga* to aircraft carriers.

16 Sep—Commanding officer of uss *Edsall* becomes senior naval officer directing return of 250,000 Greek refugees to their homeland from Turkey.

17 Oct—First carrier takeoff made from uss *Langley*.

26 Oct—First carrier landing with ship underway, aboard uss *Langley*.

28 Nov—First catapult launching from an aircraft carrier made on uss *Langley*.

1923

14 Feb—Small detachment of Marines lands on Matsu Island, China, from uss *Asheville* to protect Americans from Chinese bandits.

17 Apr—Navy sets world altitude record from Class C airplane, 11,609 feet.

5 Jun—uss *Cardinal* is wrecked off Chirikof, Alaska.

2 Jul—Naval Research Laboratory is commissioned.

21 Aug—uss *Gopher*, tender, is sunk.

11 Aug—Recruit Depot, San Diego, established.

4 Sep—uss *Shenandoah* makes its first flight at NAS Lakehurst.

5 Sep—U. S. Asiatic fleet arrives at Yokohama, Japan, to assist after Konto Plain earthquake.

8 Sep—Seven destroyers, *Delphy*, *S. P. Lee*, *Fuller*, *Chauncey*, *Woodbury*, *Nicholas* and *Young* run aground through faulty navigation at Point Honda, Calif.; 22 lives lost. The seven destroyers were completely wrecked.

28 Sep—Navy planes take first and second places in Schneider Cup Race with top speed of 177.38 mph. at Cowes, England.

6 Oct—Navy sets world's aircraft speed record for 100 to 200 kilometers, 243.812 and 243.673 mph. respectively.

6 Oct—US submarine chaser 340 is destroyed by fire.

10 Oct—First American-built dirigible, uss *Shenandoah*, christened.

2 Nov—Navy sets world aircraft speed record for three-kilometer course, 259.47 mph.

4 Nov—Navy sets world's speed record, 266.59 mph.

15 Nov—Small detachment of Marines lands at Tungshan, China, to protect 50 American missionaries after defeat of Sun Yat-sen.

6 Dec—Asiatic fleet destroyers sent to Canton, China, to protect foreign interests in cooperation with other navies.

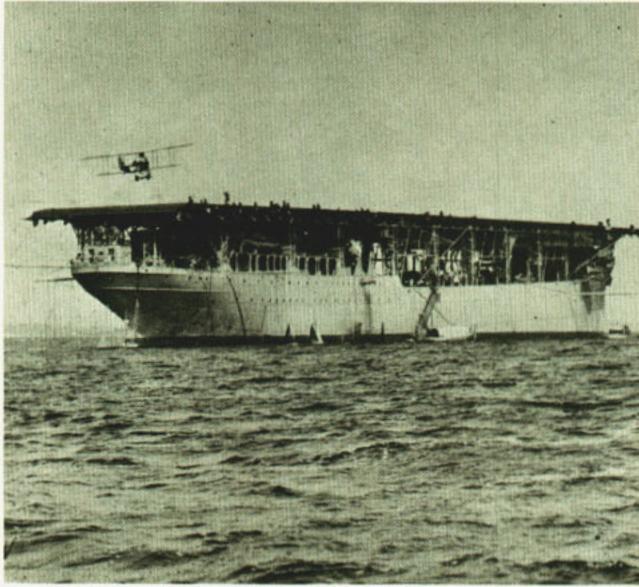
16 Dec—Destroyer *Bainbridge* rescues 482 persons from burning French transport *Vinh-Long* in the Sea of Marmora.

1924

16 Jan—uss *Tacoma* (CL) is wrecked on a reef off Tampico, Mexico; four lives lost.

16 Apr—Navy begins relief operations in Mississippi Valley; flood relief operations last until 16 Jun.

8 Aug—First dirigible mooring, uss *Shenandoah* to a ship underway, oiler *Patoka*, in Narragansett Bay.



25 Sep—uss *S-51*, submarine, sinks after collision off Block Island with ss *City of Rome*; 37 lost.

7 Oct—First transcontinental dirigible flight begins.

11 Oct—First transcontinental dirigible flight ends at San Diego, Calif., with landing of uss *Shenandoah*.

11 Nov—First successful night catapult launch, from uss *California* at San Diego.

25 Nov—Dirigible uss *Los Angeles* christened at Anacostia Naval Air Station.

1925

17 Feb—Navy scrapping program following World War and treaty for limitation of naval armament is completed.

4 Mar—Congress authorizes restoration of *uss Constitution*.

8 Apr—First carrier night landing made on *uss Langley* at sea off San Diego.

7 Apr—First radio broadcast of a ship launching, *uss Saratoga* at New York.

1 May—Navy sets world's endurance record for Class C-2 seaplanes, May 1 and 2, 28 hours, 35 minutes without refueling.

8 Jun—First Naval Academy course in flight instruction begins.

1 Jul—The Marine Corps Reserve is organized.

1 Sep—First San Francisco-Hawaii flight begins. CDR John Rodgers in PN-9 with crew of four.

3 Sep—*uss Shenandoah*, dirigible, wrecked over Ohio in a severe storm.

10 Sep—Crew of PN-9 rescued by submarine *R-4*, 10 miles from Kauai, Hawaii, after plane had been lost for 10 days. Plane sets world record for seaplanes, flying 1841 miles before running out of fuel.

5 Oct—First naval air utility squadron formed.

15 Dec—*uss Curlew* is wrecked when she runs aground off Panama.

1926

6 May—A detachment of Marines lands at Bluefields, Nicaragua, from *uss Cleveland* after revolution breaks out.

9 May—First flight over North Pole.

6 Jun—First use of aerial photography in Alaska as aid to mapping during an expedition beginning this date and lasting until 24 September.

22 Oct—First fleet demonstration of dive-bombing is carried out.

1927

1 Jan—Feasibility of using enlisted pilots in fleet squadrons is tested.

9 Feb—A Marine expeditionary battalion lands at Shanghai, China, from *uss Pecos* to assist in guarding the International Settlement during the civil war.

24 Mar—U. S. and British naval forces lay down protective artillery barrage around hill at Nanking, China, to protect American citizens there.

14 Apr—Navy sets world's altitude record for Class C-2 airplanes. LT G. R. Henderson in Vought *Corsair* 0-2U reaches 22,178 feet, Washington, D. C.

11 Jun—Light cruiser *Memphis* arrives at Washington, D. C., after record run from France with Charles A. Lindbergh and his plane, *Spirit of St. Louis*.

4 Jul—World altitude record for seaplanes set by LT C. C. Champion in 425-hp Wright *Apache*, 37,995 feet over Anacostia.

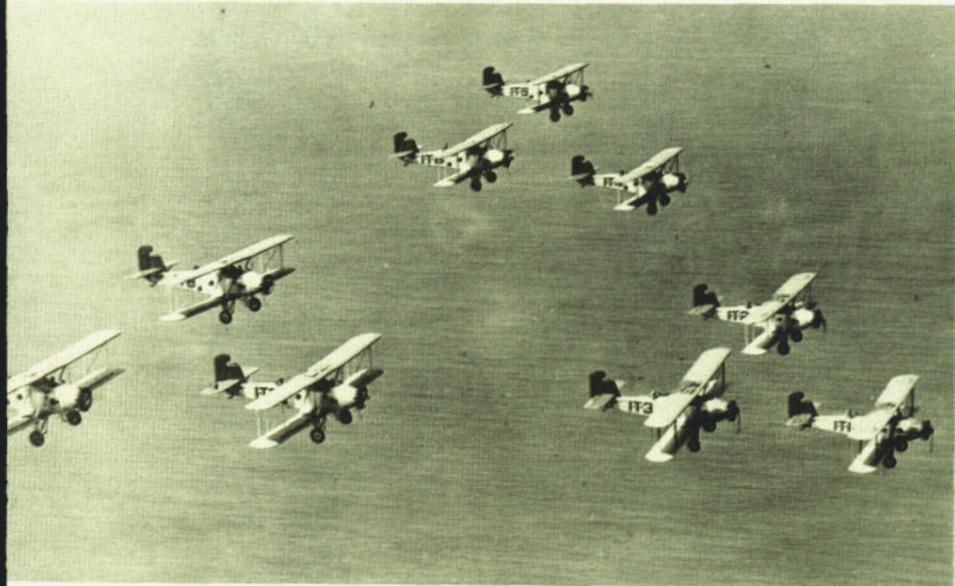
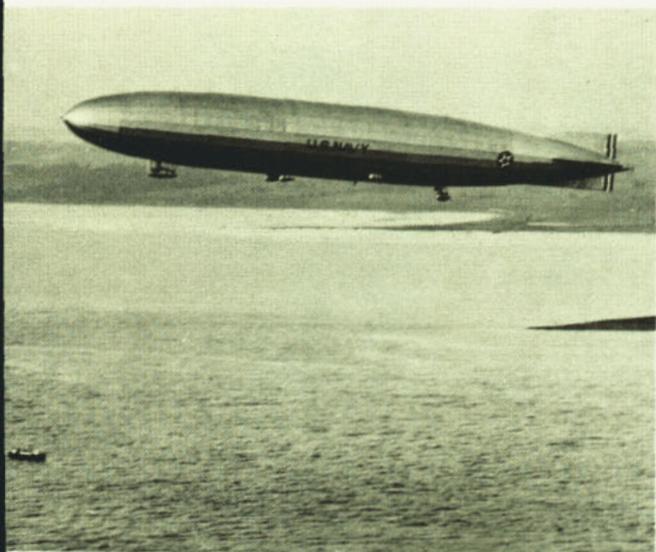
25 Jul—Seaplane altitude record pushed to 38,418 feet by LT C. C. Champion.

2 Aug—Keel of submarine *Narwhal* laid.

16 Nov—Carrier *Saratoga* commissioned.

14 Dec—Carrier *Lexington* commissioned.

17 Dec—Submarine *uss S-4* sinks in collision with Coast Guard destroyer *Paulding*, Provincetown, Mass.; 39 lives lost.



Facing page: First landing on *USS Langley*. Above, left: *Shenandoah* mooring to *USS Patoka*. Left: VT-1B flying in formation during review.

1928

11 Jan—First takeoff and landing aboard *uss Saratoga*.

27 Jan—First dirigible landing on ship, *Los Angeles* lands aboard *Saratoga*.

27 Feb—CDR T. G. Ellyson, Navy's first aviator, killed in air crash.

9 Jun—Carrier *Lexington* makes record speed run from San Pedro to Honolulu, 9-12 Jun.

1929

13 Feb—Construction of *uss Ranger* is authorized. First U. S. Navy ship to be built from the keel up as aircraft carrier.

14 Mar—Navy planes from NAS Pensacola make 113 flights in flood rescue and relief in southern Alabama and western Florida.

22 Mar—U. S. warships protect American lives and property along western coast of Mexico during revolution, 22 Mar to 3 May.

6 May—Navy sets world balloon record, 952 miles in 43 hours and 20 minutes.

8 May—World altitude record set by LT Apollo Soucek in Wright *Apache*, 39,140 feet, over Anacostia.

9 May—First aerial observation of a solar eclipse.

10 May—First submarine escape lung tested by LT C. B. Momsen and Chief Gunner C. L. Tibbals at depths up to 206 feet.

19 Aug—First all-metal dirigible, ZMC-2, flown at Grosse Ile.

29 Aug—First dirigible-to-airplane transfer of a human made.

28 Nov—First flight over South Pole by LCDR Richard E. Byrd who became the first to fly over both Poles.

9 Dec—Armored cruiser *Pittsburgh* and 11 destroyers sent to Shanghai.

17 Dec—U. S. ships ordered from Manila to Shanghai.

18 Dec—First use of a ship to furnish electrical power for a major city takes place by *uss Lexington*, at Tacoma, Wash., when that city suffers a power failure.

1930

31 Jan—First operation of a "parasite" aircraft from a dirigible—LT R. S. Barnaby makes successful drop in a glider from *Los Angeles*, at altitude of 3000 feet.

15 Mar—Frigate *Constitution* refloated in Boston, Mass. Necessary repairs were financed by public subscription.

20 Mar—First Navy dive bomber designed to deliver 1000-lb. bomb meets strength and performance tests.

22 Apr—Treaty signed, providing for proportionate reduction of navies of U. S., Britain, Italy, France and Japan.

15 May—*uss Narwhal* commissioned, first "streamlined" submarine.

20 May—First airplane catapulted from a dirigible, *Los Angeles*, lands aboard *Saratoga*.

4 Jun—LT Apollo Soucek sets world's aircraft altitude record at 43,166 feet.

15 Aug—First submarine escape training tank placed in operation at New London.

6 Sep—*uss Grebe* arrives at Santo Domingo with supplies and medicine for victims of a hurricane.

28 Nov—CNO establishes naval aviation as integral part of the fleet under the Commander in Chief, U. S. Fleet.

1931

31 Mar—Navy and Marines render assistance to victims of earthquake and fire which destroyed Managua, Nicaragua.

31 Aug—Yangtze Patrol Force and other Navy ships render relief after disastrous flood in central China.

23 Sep—First autogyro landing on aircraft carrier; LT A. M. Pride lands XOP-1 on *Langley*.



3 Nov—Dirigible *Akron* sets record for largest number of passengers, 207, carried aloft.

1 Dec—Carrier *Langley* conducts cold weather aircraft tests off New England.

1932

3 Feb—*uss Houston* puts its Marine detachment ashore at Shanghai to protect American interests.

27 Sep—Navy wins international Gordon-Bennett Balloon race.

1933

16 Feb—Distinguished Flying Cross posthumously awarded Eugene Ely.

25 Feb—*uss Ranger* is commissioned.

10 Mar—Navy renders assistance following earthquake at Long Beach, Calif.

4 Apr—*uss Akron* (dirigible) is lost at sea in a storm; 73 men lost.

23 Jun—*uss Macon* last Navy dirigible, commissioned.

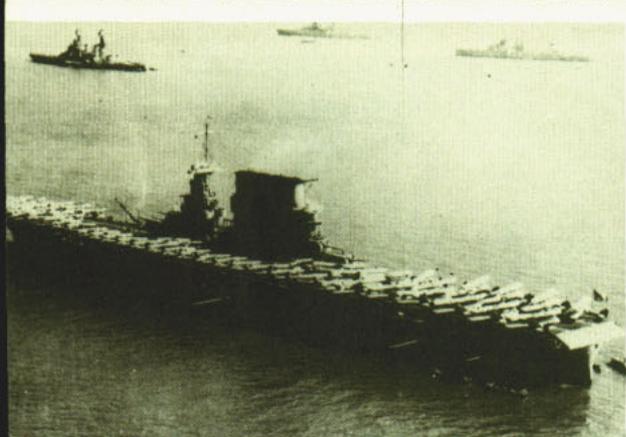
1 Jul—Navy Clothing Depot, Brooklyn, N. Y., established.

31 Jul—Frigate *Constitution* begins tour of principal U. S. seaports.

8 Sep—Six Consolidated P2Y-1 flying boats make record formation distance flight, 2059 miles from Norfolk, Va., to Coco Solo, C. Z., 25 hours, 10 minutes.



Facing page: USS Salmon launching. Left: USS West Virginia. Left, below: USS Saratoga, the second carrier in the fleet.



20 Nov—LCDR T. G. W. Settle and MAJ. C. L. Fordney set world's altitude record for balloons, 61,236 feet.

8 Dec—The Fleet Marine Force is established, integrating a ready-to-deploy Marine fighting force, with aircraft support, into the fleet organization.

1934

1 Apr—First shipboard Divine Service conducted by a commander in chief.

23 Apr—First fleet movement of Navy ships through Panama Canal, as 100 Pacific Fleet ships transit en route New York city.

7 May—Frigate *Constitution* completes tour of principal U. S. seaports.

4 Jun—uss *Ranger* commissioned, first carrier designed as such.

10 Jul—First visit of a U. S. President to South America as Franklin D. Roosevelt in heavy cruiser *Houston* arrives at Cartagena, Colombia.

1935

12 Feb—Dirigible *Macon* crashes off Point Sur, Calif.; two lives lost.

14 Oct—XP3Y sets world distance record for sea-planes, 3281 miles, from Canal Zone to San Francisco; flight ends 15 Oct.

1936

6 May—Congress authorizes construction of David Taylor Model Basin, Carderock, Md.

19 Sep—Special U. S. Squadron 40-T is dispatched to Spanish waters to evacuate American nationals from war area, following start of Spanish Civil War on 18 July.

1937

22 Jun—Twelve PBY-1 planes fly nonstop from San Diego to Coco Solo, C. Z., 3292 miles, in 27 hours, 58 minutes.

26 Jun—uss *Sanderling* sinks accidentally. Minesweeper in "mothballs" at Pearl Harbor.

2 Jul—Aviatrix Amelia Earhart disappears in Pacific; extensive search begun by Navy unsuccessful.

7 Jul—Japan attacks China.

30 Sep—Carrier *Yorktown* commissioned.

1 Oct—First "Type Command" status for Naval Aviation, VP-15.

13 Dec—Gunboat *Panay* bombed and sunk by Japanese aircraft in Yangtze River, China; two killed, 43 injured.

1938

12 May—Aircraft carrier *Enterprise* commissioned.

17 May—Navy Expansion Act authorizes an increase in total tonnage of underage naval vessels.

1 Dec—Hepburn Board reports on naval aviation shore establishment.

1939

20 Mar—The Navy, through its Naval Research Laboratory, begins an organized research program in atomic power.

23 May—Submarine *Squalus* sinks off Portsmouth, N. H., in 240 feet of water; 59 crewmembers are

rescued by diving bell in its first use in an operational environment. 26 lives lost. Ship later refloated, re-named *Sailfish*, and served through WW II.

13 Jun—uss *Saratoga* (CV) and uss *Kanawha* demonstrate feasibility of refueling carriers at sea.

4 Aug—uss *Yorktown* and *Enterprise* make successful launchings of aircraft from flight and hangar deck catapults, first demonstrations of catapulting from hangar deck.

1 Sep—World War II begins as German troops invade Poland.

3 Sep—Great Britain, France, Australia, and New Zealand declare war on Germany.

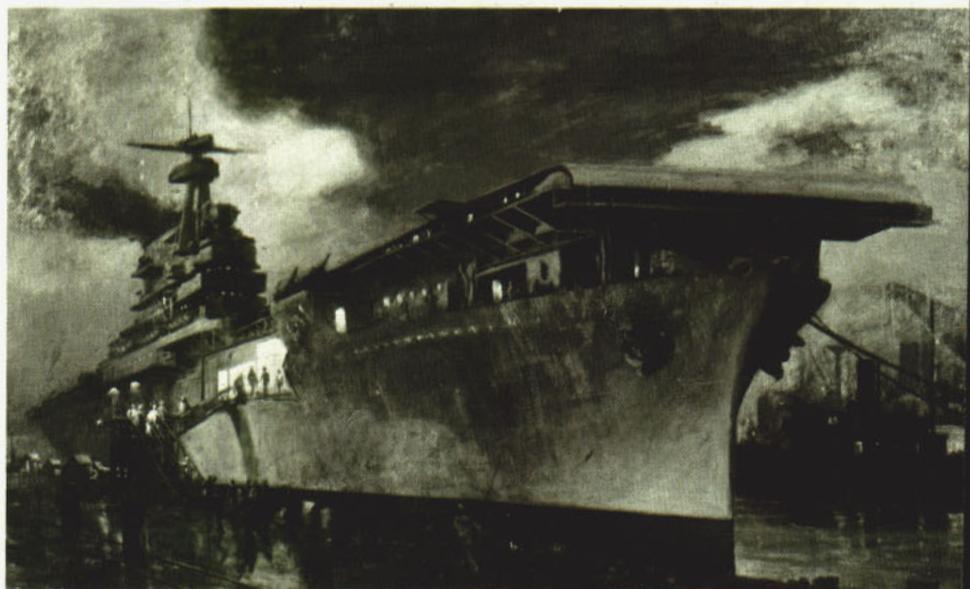
5 Sep—The President proclaims neutrality of the United States.

6 Sep—The Neutrality Patrol is established to prevent action in U. S. waters by World War II belligerents.

8 Sep—The President proclaims limited national emergency.

21 Sep—President Roosevelt asks Congress to repeal the arms embargo provision of the Neutrality Act.

9 Oct—German armored cruiser *Deutschland* seizes



Right: USS *Enterprise* (CV 6).
Above, right: USS *Washington* (BB 56). Facing page: USS *Tutuila* (PG 44) on the Yangtze River Patrol.

American freighter *City of Flint* as contraband carrier in North Atlantic.

4 Nov—Neutrality Act of 1939 becomes law. Repeals the arms embargo and substitutes a policy of "cash and carry."

19 Dec—German passenger liner *Columbus* is scuttled about 450 miles east of Cape May, N. J., when intercepted by British destroyer.

1940

1 Jan—10th Naval District established at San Juan, P. R.

10 Apr—President extends maritime danger zone for U. S. ships, following the German invasion of Denmark and Norway the previous day.

25 Apr—Aircraft carrier *Wasp* commissioned.

16 May—President Roosevelt asks Congress for \$1,182,000,000 in national defense funds.

17 May—President announces plans to recommission 35 destroyers.

1 Jun—Battleship *Washington* launched, the first since 1921.

10 Jun—Italy declares war on France and Great Britain.

14 Jun—President signs Naval Expansion Act.

17 Jun—CNO asks Congress for \$4 billion to construct a true, two-ocean navy.

20 Jun—Bureau of Ships and Office of Undersecretary of the Navy established.

25 Jun—Naval Construction Corps abolished.

5 Jul—President invokes the Export Control Act against Japan.

1 Aug—Alaskan sector is established as a military command under the Commandant, Thirteenth Naval District.

3 Sep—"Destroyers-for-Bases" agreement signed between U. S. and Great Britain.

16 Sep—President signs the Selective Training and Service Act.

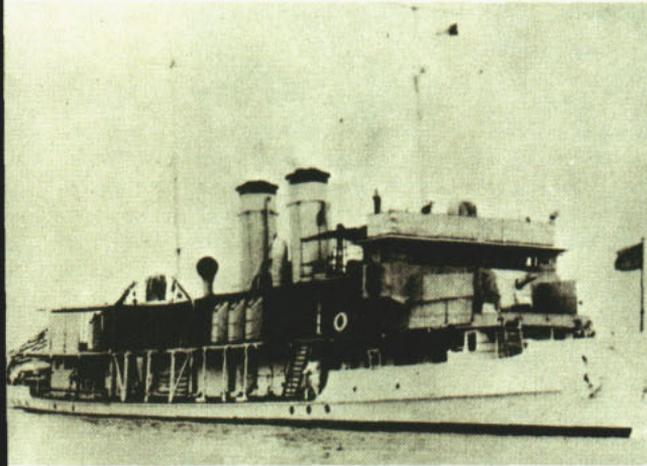
27 Sep—Germany, Italy, and Japan sign Tripartite Pact at Berlin.

5 Oct—Organized Naval Reserve is placed on short notice for call to active duty.

15 Oct—U. S. Marine Corps Reserve units are ordered to mobilize.

16 Oct—Registration under the Selective Training Act begins. Sixteen million register.

22 Oct—Naval Squadron 40-T, operating in western Mediterranean, is disbanded.



3 Nov—Guam's naval government renders assistance and gives economic aid to Guamanians for damage caused by typhoon.

8 Nov—First U. S. merchant ship, *City of Rayville*, sunk in WW II by mine off coast of Australia. Mine was laid by a German commerce raider.

15 Nov—Navy begins air operations from Bermuda.

16 Nov—U. S. Marine Corps Reserve aviation squadrons are ordered to mobilize.

1941

16 Jan—President asks Congress for \$350 million for 200 new merchant ships.

1 Feb—Navy Department announces reorganization of U. S. Fleet.

19 Feb—U. S. Coast Guard Reserve is established.

1 Mar—Support Force, Atlantic Fleet, is established for protection of convoys in North Atlantic.

11 Mar—The Lend-Lease Act becomes effective.

30 Mar—U. S. takes possession of German, Italian and Danish ships in U. S.

9 Apr—Battleship *uss North Carolina* is commissioned. U. S. and Denmark sign agreement for defense of Greenland.

10 Apr—*uss Niblack* (DD), while rescuing survivors

of a torpedoed Netherlands freighter, depth-charges German sub off Iceland. First action between U. S. Navy and Germany in WW II.

1 May—Office of Public Relations established; later renamed Office of Information.

15 May—*uss Washington* (BB) commissioned at Philadelphia.

21 May—American freighter *Robin Moor*, en route to South Africa, is sunk by German sub in South Atlantic.

27 May—President declares state of unlimited national emergency; he also extends range of Neutrality Patrol.

2 Jun—*uss Long Island*, first escort carrier, is commissioned.

12 Jun—U. S. Naval Reserve is ordered to mobilize.

16 Jun—*uss O-9*, submarine, sinks in test dive off Portsmouth, N. H.; 33 lost. German consulates in U. S. are ordered closed.

1 Jul—Naval Coastal Frontiers established.

2 Jul—Japan recalls her merchant shipping from Atlantic.

7 Jul—Marines land at Reykjavik, Iceland, from a naval task force.

30 Jul—First U. S. Navy ship, gunboat *Tutuila*, damaged by Axis in World War II when bombed by Japanese planes at Chungking, China.

14 Aug—Atlantic Charter signed by President Franklin D. Roosevelt and Prime Minister Winston Churchill.

1 Sep—Navy assumes responsibility for trans-Atlantic convoys from Argentia to meridian of Iceland.

4 Sep—Destroyer *Greer* attacked by German submarine while on patrol south of Iceland. No damage or casualties.

7 Sep—U. S. merchantman *Steel Seafarer* is sunk in Gulf of Suez by German aircraft.

9 Sep—Naval Coastal Frontier Forces formed.

11 Sep—"Shoot on sight" order issued to Navy.

26 Sep—The Navy orders protection of all merchant shipping in U. S. defensive waters.

17 Oct—Destroyer *Kearny* torpedoed; all U. S. merchant ships in Asiatic waters ordered into friendly ports.

31 Oct—*uss Reuben Jones* is torpedoed and sunk by German submarine off Iceland; about 100 killed. This is first U. S. naval vessel to be lost by enemy action in World War II.

1 Nov—Coast Guard is placed under jurisdiction of Department of the Navy for duration of national emergency.

6 Nov—Light cruiser *Omaha* and destroyer *Somers* capture German blockade runner *Odenwald*.

8 Nov—First ship-type launching of a patrol bomber; President approves withdrawal of Marines from Cuba.

10 Nov—First U. S.-escorted troop convoy of World War II sails from Halifax for Far East, transporting more than 20,000 British troops.

27 Nov—"War warning" message by CNO, Admiral Harold R. Stark, sent to commanders of Pacific and Asiatic Fleets.

(This chronology to be continued in future issues.)

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

Birds of a Feather!

SIR: The helicopter pictured on your front cover and identified on the credits page as a CH-53A *Sea Stallion* helicopter is in reality an SH-3 *Sea King*. I do not wish to seem "nit-picking" but as the commanding officer of a naval air station which is presently the home port of two squadrons of *Sea Kings* (HC-2 and HS-15), I could not help but notice the error.—W.G.N., CAPT, USN

•Thank you for calling our attention to the fact that it was an SH-3 *Sea King*—not a CH-53A *Sea Stallion*—on the front cover photo of our June 1973 issue.—ED.

Wearing of Gold Stripes

SIR: Does a person who has fulfilled the requirements for Gold Rating Badge/Gold Service Stripes, as outlined in article 1115.1d, U. S. Navy Uniform Regulations, retain his right to continue wearing gold if he is subsequently released from active duty and affiliates with a drilling unit of the Naval Reserve?—W. P. M. •

•Gold earned while on active duty is authorized to be worn by a Reservist. However, in order to preserve the value of active duty gold service stripes, if a Reservist desires to add service stripes earned as a Reserve, he may do so only by reverting completely to red. The requirement for Reservists to add stripes after each four years has been deleted.—ED.

VRB on Reup?

SIR: I reenlisted in February 1971 for four years as a CYN3 and got a reenlistment bonus but no VRB. I am now a RM2 and my EAOS is February 1975, so I'll have seven years and three months of active service.

Am I still eligible for VRB?—E.J.J., RM2.

•BuPers Instruction 1133.18E, para 7.b., is very specific on the point of issue questioned in your letter. A serviceman is eligible for VRB only when he is eligible for his first regular reenlistment bonus in the Navy, not the first reenlistment in a rating.—ED.

Uniform Information

SIR: What type of white trousers will be worn with the tropical white shirt? I understand that E-6 and below will have the option of either the CPO type or the old style. NavOp 41 of 24 Feb 73 states in part that the combination cap will be worn with the winter working blue uniform. What is the winter working blue uniform?—A.A.D., RM1.

•Type "A" (side crease), Type "B" (flared fore and aft crease), or Officer/CPO style straight leg, fore-and-aft creased, white trousers may be worn with the tropical white long uniform if a silver belt buckle and combination cap are worn. Either Type "A" or Type "B" may be worn with the gold belt buckle and white hat.

The winter working blue uniform consists of the Officer/CPO blue flannel or polyester shirt with dress blue rating badge, (no gold, however) blue service dress trousers, black shoes, combination cap with white cap cover and silver belt buckle. Service stripes are not worn.—ED.

Philly Naval Station

SIR: How old is the Philadelphia Naval Station and is it still active?

•The Naval Station at Philadelphia is 150 years old and still going strong. In fact, the station celebrated its sesqui centennial just last year.

The station began life in the Navy in 1822—about 20,000 men and women are received and processed annually there. It carries out more than 40 functions in fleet support from ship repair and overhaul, to taking care of transient personnel.

First skipper was the famous Captain William Bainbridge—there's a Bainbridge street today in South Philadelphia. First ships to use the facility were—would you believe—private ones. In those days the Navy actually rented some of its vessels.

Active before and after the Civil War, the station was home of the first receiving ship, USS *Sea Gull*. Dismantled and housed-over frigates later were used as receiving ships there. By 1915, however, the Navy did away with receiving ships at Philly and barracks ashore were used to receive men.—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 164), Bureau of Naval Personnel, Washington, D. C. 20370, four months in advance.

• *USS Dobbin (AD 3)*—a reunion of World War II crewmembers is being planned, but no date or place has been set yet. Contact Harley M. Yake, Rt. 2, Box 35, Usk, Washington 99180.

• *Noroton Hts. Radio School, USNTS, Spring 1941*—a reunion is being planned for late 1973 or early 1974. Contact William B. Soble, 9357 Hoff St., Philadelphia, Pa. 19115 or Stanley Rosenberg, 8 Eisenhower Ave., Beverly, Mass. 01915.

• *USS Smith-Thompson*—a reunion for crewmembers who served in 1920-21 while stationed in Constantinople, Turkey, is planned for some time in Jan 74. Contact B. A. Berthelsen, 150 Cumberland Ave., Ormond Beach, Fla. 32074.

• *USS Woodworth (DD 460)*—former shipmates interested in a reunion should contact David Macaulv, P.O. Box 1194, Sacramento, Calif. 95806.

• *Great White Fleet*—28th annual reunion of survivors of crewmembers of the Great White Fleet, 1907-9, will be held on 15 Dec in San Diego, Calif. Contact Harry S. Morris, 2880 51st St., San Diego, Calif. 92105.

• *Section Base, Morehead City, N. C.*—all station members and crewmen of ships attached there are invited to a reunion 26-28 Oct. Contact H. C. Morris, P.O. Box 1942, Morehead City, N. C. 28557.

• *1946 Co. 254, San Diego Training Center*—a reunion will be held for the 33 Iowa members of this company. Contact A. J. Schmidt, 1802 Willis Ave., Perry, Iowa 50220.

• *Naval Reserve Aviation Base, Robertson, Mo.*—all crewmembers stationed there before Pearl Harbor Day and interested in a reunion should contact Ed Franke, 9409 Aetna St., St. Louis, Mo. 63137.

All Hands PHOTO CONTEST

As first announced in our August 1973 issue, ALL HANDS Magazine offers all Navy men and women—those on active duty or retired—and their dependents, a chance to cash in on their photographic expertise. The awards for the three top winners: First prize will receive a three-year subscription to ALL HANDS; Second Prize will receive a two-year subscription; and Third Prize will receive a one-year subscription.

Three categories have been set up, although the top three prizes will cover any or all categories:

• **A Navy theme:** Navy men and women on the job, Navy scenes, or ships and units in action.

• **Navy life:** recreation—liberty—travel.

• **The Navy family.**

Entries can either be a single photo or slide, a series, or they can take the form of a pictorial story. All entries must be current work—that is, photos which have been executed during the 1973 calendar year.

Each contestant may submit as many entries as desired.

Submitted photo work can be either black and white photo prints, color slides or transparencies, or Type C color prints. Black and white photos should be at least 8" x 10" in size, and printed on glossy paper.

All entries must be accompanied by an identifying sheet (at-

tached to the edge of each photo or slide by tape) listing the contestant's name, rank/rate, Social Security number, present duty station and complete mailing address—plus an identifying caption of the photo or picture story. In cases of dependent children submitting work for consideration, their name, age, and name and location of the school attended should also be listed.

All photographs should be mailed flat and protected by heavy cardboard or other stiffener; the same applies to slides and transparencies. Do not write on the backs of photographs—put all pertinent information, along with any titles, on the attached identification sheet.

Winners will be announced as soon as practicable after the contest closes, and winning photographs will appear in ALL HANDS. Other photos—though they may not win a prize—will receive honorable mention and also will appear in ALL HANDS from time to time.

All entries become the property of ALL HANDS and will not be returned to the contestants. Send your entries to:

ALL HANDS Photo Contest
ALL HANDS Magazine
Bureau of Naval Personnel
(Pers-164)
Navy Department
Washington, D. C. 20370

**Deadline: Entries must be
mailed prior to 31 Dec 1973.**

GOONEY BIRD MONUMENT

If you've never seen a one-ton albatross, you've obviously never been to Midway Island. There, you can find one, claimed by many Navymen to be the "biggest damn gooney bird" in the world, standing 11 feet tall with neck outstretched, head tilted back and beak pointed skyward.

In truth, the gooney is a wood sculpture of a Laysan Albatross carved from a 30-foot mahogany log by a Navy dentist, Lieutenant Commander Robert C. Cook.

Why an 11-foot gooney bird?

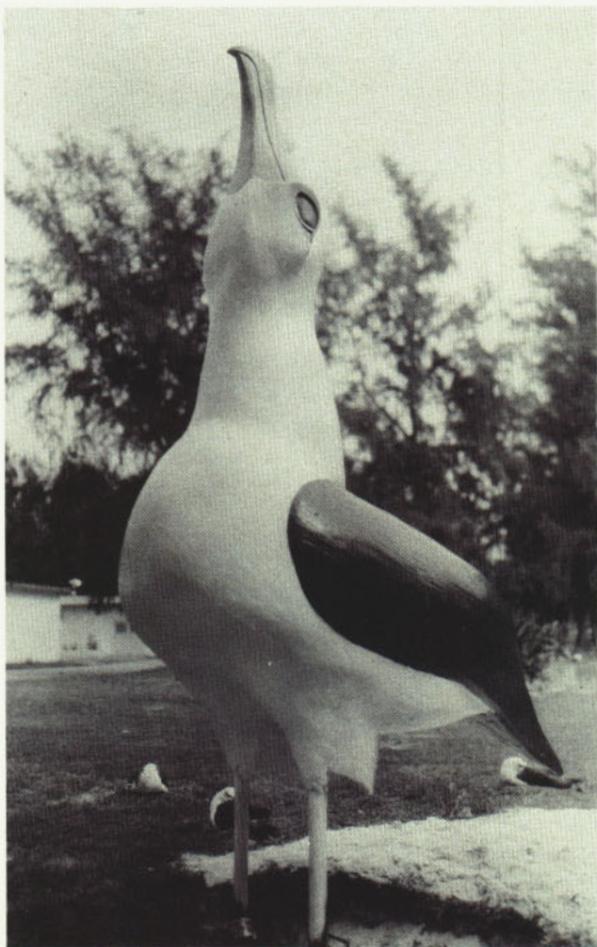
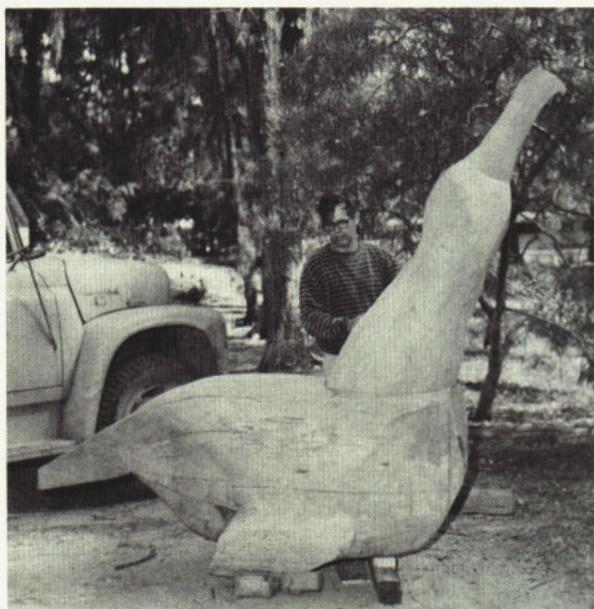
It seemed a good subject for his log, explained the doctor, especially in view of how people on the island become so infatuated with the bird, almost to the point that their lives evolve around it as they observe its mixture of graceful flights and antics on landing during eight to nine months of the year when the gooney inhabits Midway.

That, plus the fact that the senior dental officer mentioned nothing about having a fireplace in his quarters.

The finished product stands as a central attraction of a new historical center. It was erected recently to commemorate the Battle of Midway fought in June 1942; the project began in the doctor's backyard and was carved from a single 30-foot log.

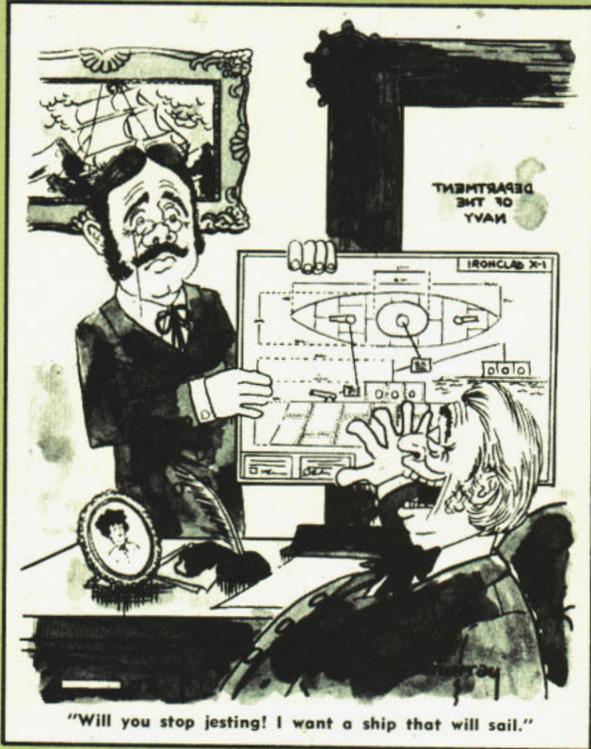
The log was cut in half-sections, one section becoming the body, the other the head and neck. After being shaped, the two sections were attached with two steel pins, four feet long. Then, upon painting, the carving took on the luster of life, so real, in fact, that many gooneys appear quite content nesting in the shade of their newly acquired "big brother" who relentlessly stands in his "sky moo" position, looking very proud and very gooney.

—JO3 James Alan Bromley, USN

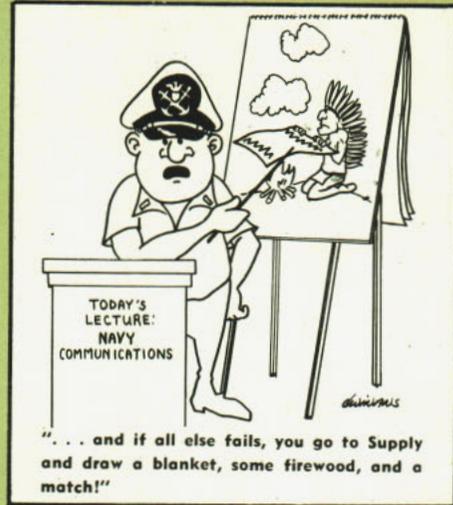


Above: Dr. Cook with his rough carving of the gooney bird head and neck assembly. Right: The live gooney birds are dwarfed by their completed wooden imitation, now a familiar landmark on Midway Island.

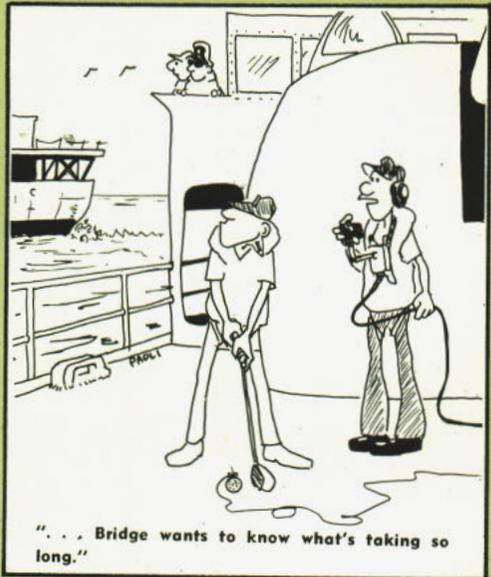
LCDR Melville C. Murray



CTA1 Donald L. Winans



IC1 Jeremiah H. Paoli

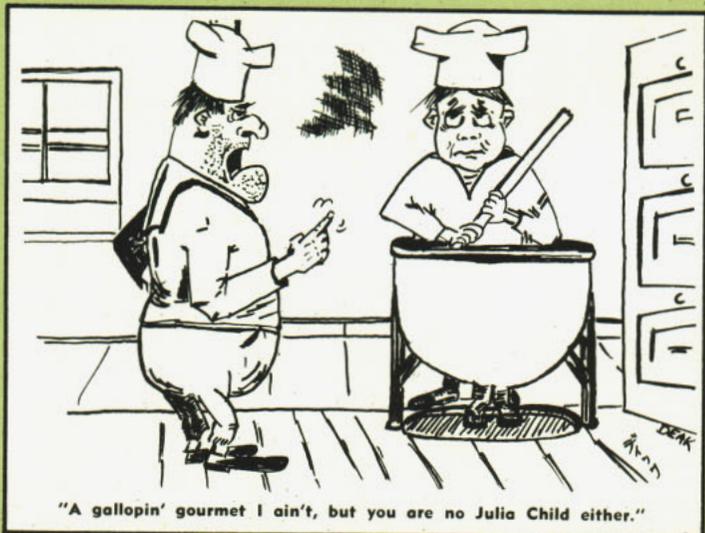


on the
serious side

QM1 Thomas J. Blessing



CTR1 George D. Paul



TAFFRIL TALK

Close readers of ALL HANDS magazine will note this month and during the next few months that the news staff—the guys who sit at the typewriters and pound out the stories each month—has lost one member and gained another. We just thought we would clear up any doubts you had.

Leaving is Journalist 3rd Class Alan Shethar, a Reservist who has completed his active duty tour. JO3 Shethar is from New Hampshire where he was an all-state basketballer. He went on to Lake Forest College in Chicago, and after graduating came into the Navy. His immediate plans are to stay in the Washington, D. C., area and pursue his second love—photography. (His first love, a Venezuelan girl named . . . oh, well.)

Journalist 1st Class Tom Jansing is the latest ALL HANDS staffer. Tom comes from Cincinnati, Ohio, where he graduated from the Ohio College of Applied Science. He continued his education at the University of Cincinnati before joining the Navy. Starting off first as a signalman, he got interested in a different kind of communications, and crossed over to journalism. (He graduated first in his class at the DINFOS journalism school at Fort Benjamin Harrison.) His last assignment was with the career counseling and retention aids branch of the Bureau of Naval Personnel. He and his wife are the proud parents of a 21-month-old son.

Good luck, Al—and welcome aboard, Tom.

★ ★ ★

Crewmembers in *uss Robert K. Huntington* (DD 781) have given us what has to be one of the best examples in the Navy of the real meaning of domestic action. In a three-month period this summer they logged more than 1200 manhours of fixing, painting, repairing, and providing in general a lot of needed aid for the people of Hudson County, N. J., and a lot of goodwill for the Navy.

With more than half the crew participating, the men managed to:

- Repaint and hang a sign, as well as doing electrical repairs for the Salvation Army of Bayonne, N. J.
- Scrape and repaint two fire escapes for the Bayonne YMCA.
- Construct a wall and door and cement and paint an all-purpose room for the Office of Economic Opportunity in Bayonne.
- Paint a kindergarten room for the First Presbyterian Church in Hoboken, N. J.
- Tar the roof of the Police Athletic League in Bayonne.
- Help flood victims of North Plainfield, N. J., with emergency cleanup.
- Paint eight rooms in a school for the mentally retarded in Jersey City, N. J.

Whoever was running the public affairs department in *Huntington* had a pretty busy summer too. Practically every time the crew went out to do a good deed, there was a photographer and often a reporter from the local paper waiting to record the event for history.

The All Hands Staff

ALL HANDS

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The Bureau invites requests for additional copies as necessary to comply with the basic directives. Note that distribution is based on the authorized number of members attached.

The Bureau should be kept informed of changes in the number of copies required and if the full number is not received regularly.

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

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AT RIGHT: GO NAVY!—Two Catalina 22 sailboats fly spinnaker sails with "GO NAVY" and "SAIL NAVY" printed across them. Photo by PH1 R. W. Milton.





OPPORTUNITY

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