

A detailed illustration of a red and blue naval ship, possibly a minesweeper or auxiliary vessel, at sea. The ship has a red upper hull and a blue lower hull. A red flag with a white cross is flying from the mast. Several crew members are visible on the deck. The ship is moving through a choppy sea with white-capped waves. The sky is a pale, overcast blue.

THEY KEPT THE
SEA LANES
OPEN

ALL HANDS

MARCH 1977



W. Graham Claytor, Jr., is sworn in as Secretary of the Navy by U. S. District Court Judge Gerhard A. Gesell in the Pentagon. Mrs. Claytor, a former Navy lieutenant commander, holds the family Bible. Right are Secretary of Defense Harold Brown and Vice President Walter Mondale. See biography on page 29. Photo by JOC Dick Montgomery, USN.

ALL HANDS

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A Navy poster from World War I; see page 22.

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Currents

BuMed Recommendation

for Radiation Therapy Patients ● BuMed is alerting military health care beneficiaries to the risk of thyroid disorders in patients who have received radiation therapy to the head, neck and upper chest – an accepted medical practice during the 1940s and 1950s. According to the National Cancer Institute, the percentage of such patients who develop tumors is small, and most of the tumors found in the thyroid gland are benign. Of the tumors found to be malignant, most are slow growing and can be cured by surgery if diagnosed early enough. The risk does not include people who have received routine diagnostic x-rays of the chest, head and teeth. People who received radiation therapy and are eligible for care in a uniformed services medical facility should seek medical evaluation from the facility where they normally receive care.

Navy Command

Receives Coast Guard Commendation ● Coast Guard Commandant Admiral O. W. Siler has presented the Coast Guard Meritorious Unit Commendation to Fleet Training Group, Pearl Harbor. Cited for meritorious service in support of the Pacific Area Coast Guard Training and Readiness effort from May 1, 1974 to Jan. 31, 1976, the Group is a unit of the Training Command, Pacific Fleet. The award was accepted by the Group's commander, Captain Cornelius J. Carmody. Fleet Training Group, Pearl Harbor provides underway refresher and shakedown training, tactical team training and approximately 55 formal courses of instruction to Navy and Coast Guard units operating in the mid-Pacific area.

Program Improvements

Recommended by Navy's Equal Opportunity Experts ● Greater emphasis on Command affirmative action plans and increased efforts to structure attainment of the self-sufficiency goals in equal opportunity training, were two recommendations made recently by the Navy's top Equal Opportunity Assistants. These suggestions were made during a three-day conference in Washington, D.C. The conference, the first of its kind, focused on the effectiveness of current Navy equal opportunity policies and programs. Sponsored by the Deputy Chief of Naval Operations for Manpower, the conference featured a series of work group sessions that addressed the most pressing issues in the equal opportunity program. In addition, briefings were held on the current status of women in the Navy and JAG information on the procedures for redress of wrongs. Other briefings included procedures used by the Board for the Correction of Naval Records and the Navy's efforts in the civilian equal employment opportunity area.

CPO Sea/Shore

Rotation Standardized Under New Plan ● By October, all chief petty officers with 19 years or more service will be guaranteed a minimum three years of shore duty with a maximum three-year sea tour under a new rotation plan announced by the Bureau of Naval Personnel. The program will reduce long sea tours and corresponding family separation for career personnel who have historically seen only token relief in reduction of tour lengths. Initially, eligible members serving

ashore will receive an extension to provide up to a minimum 36-month tour. The new 3/3 rotation begins in June for the following ratings: (E7-E9) BM, BT, EM, EW, GMT (0891), HT, MM, ML; (E8-E9) GM, FT; (E7) FTG, GMG, PM; (E7-E8) IM, QM, OM and PI; the remainder will come under the new policy by October. Because of unique requirements, women and the UDT/SEAL community are not included in the new plan. Also, the CT rating will have a one-for-one rotation for duty in CONUS and overseas. Further details will be carried in a future NavOp and BuPers Notice.

Radio Tape

Service Available for Deployed Ships ● Radio Tape Service (RTS) programs, consisting of 84 hours of weekly radio entertainment and news/information, are available for all deployed Navy ships and submarines. Ships desiring to receive RTS should contact the CinCLantFlt or CinCPacFlt Public Affairs Office by telephone or message to request this service before deployment. FTS is provided by the American Forces Radio and Television Service-Los Angeles (AFRTS-LA).

All-Navy

Sports Schedule is Announced ● The schedule for All-Navy sports and talent championship competition has been announced by the Bureau of Naval Personnel. Dates and locations of tournaments for both men and women are:
bowling, NTC San Diego, Calif., May 16-20;
slow-pitch softball (men), NAS Pensacola, Fla., July 25-29;
slow-pitch softball (women), NAVSTA Charleston, S.C., Aug. 1-5;
golf, NAVSUPACT Long Beach, Calif., Aug. 15-19;
sailing, NTC Great Lakes, Ill., Sept. 7-9;
tennis, NAS Barbers Point, Hawaii, Sept. 19-23;
chess (sea services), Ft. George G. Meade, Md., Oct. 19-26;
and talent, NTC San Diego, Calif., Nov. 14-18.

Admiral Turner

is Now CIA Director ● Admiral Stansfield Turner has been confirmed as the Director of Central Intelligence. Prior to ratification by the Senate, Adm. Turner, 53 served as Commander in Chief, Allied Forces Southern Europe. He is now responsible for overseeing all U.S. intelligence operations outside the United States. A native of Highland Park, Ill., Adm. Turner graduated from the Naval Academy in 1946 (class of 1947). A Rhodes Scholar, he obtained a Master's Degree in philosophy, politics and economics from Oxford University in 1950. Adm. Turner's past assignments include command of three ships and a Sixth Fleet carrier task group, and a tour as President of the Naval War College. He was commander of the Second Fleet and NATO Striking Fleet Atlantic prior to assuming his present command. Three other naval officers have been directors of the CIA: Vice Admiral William Raborn, Jr., and Rear Admirals Sidney Souers and Roscoe Hilenkoetter.

New Submarine

Trainer Put Into Operation ● A new submarine trainer that can be changed to look and perform like any one of 10 classes of submarines has been put into operation at the Naval Submarine School at Groton, Conn. Called the Multi-Class Ship Control Trainer, it can be modified to represent characteristics of different submarines by reprogramming its computer, controlling the instruments, and by moving equipment inside the trainer to represent the interior of a particular submarine. Other sub trainers at the school can represent only up to three different classes of subs.



CNO's Annual Posture Statement

The statement that follows is part of the annual posture statement delivered to the Senate Appropriations and Armed Services Committees by Admiral James L. Holloway III, Chief of Naval Operations. Presented in February, the statement addresses the primary roles and missions collectively assigned to all Navy commands and personnel in support of national defense.

A. Strategic Principles

The principles upon which the United States, national strategy depends are significantly influenced by its geographical insularity on the North American continent. This requires that U. S. national security cannot be assured without the balance of maritime superiority residing in favor of the United States and its allies. The United States Navy is the principal force to achieve and maintain the maritime superiority upon which the nation relies.

B. Mission

The mission of the U. S. Navy, as set forth in Title 10, U. S. Code, is to be prepared to conduct prompt and sustained combat operations at sea in support of our national interests; in effect, to assure continued maritime superiority for the United States. This means that the U. S. Navy must be able to defeat, in the aggregate, the potential

threats to its continued free use of the high seas. In its simplest terms, defeating the maritime threat means destruction of hostile aircraft, surface ships, and submarines which threaten the seaborne forces of the United States and its allies.

C. Functions

Maritime threats can be attacked and destroyed on the high seas or in their base areas. Therefore, the functions the U. S. Navy is required to perform to fulfill its mission, as expressed in DoD Directive 5100.1, may be broadly categorized as sea control and power projection.

1. Sea Control.

Sea control is the fundamental function of the U. S. Navy and connotes control of designated air, surface, and subsurface areas. It does not require simultaneous control

CNO's Annual

over all international waters, but is selective and exercised only where and when needed. Sea control is achieved by the engagement and destruction of hostile aircraft, ships and submarines at sea, or by the deterrence of hostile actions through the threat of destruction.

2. Power Projection.

Power projection is interrelated with sea control and ranges from strategic nuclear response to attacking hostile forces and their facilities ashore through aircraft, missile, or gun bombardment to prevent hostile forces and facilities being used against friendly forces and commerce at sea, or the seizure of base areas and facilities ashore through amphibious operations to deny their use by an enemy.

D. Roles

In the functional exercise of its mission responsibilities within the national military strategy, the U. S. Navy has three main roles: strategic deterrence, overseas deployed forces, and security of the sea lines of communication.

1. Strategic Deterrence.

This is provided by the high level of survivability of the fleet ballistic missile force, a major component of the strategic Triad.

2. Deployed Forces.

Deployed naval forces support forward-positioned U. S. ground and air forces and U. S. allies, and provide the nation the capability to use those naval forces in support of political objectives.

3. Security of the Sea Lines of Communication (SLOCs).

This requires naval forces implementing their sea control function to assure the security of the SLOCs between the U. S. and its overseas-deployed forces, between the U. S. and its allies, and the lines of sea commerce linking the U. S. and its allies with the sources of the world's critical raw materials, particularly energy, upon which the economic survival of the free world depends.

E. Responsibilities

In order to fulfill its mission, functions, and roles, the U. S. Navy has two main responsibilities: current fleet readiness and modernization.

1. Fleet Readiness.

This is the capability of naval forces to carry out their roles in prompt response to the orders of the Commander-in-Chief. Fleet readiness is the product of three factors: personnel readiness, material readiness, and operational training.

a. Personnel readiness depends upon:

- (1) Adequate numbers to man and support the fleet, and
- (2) Proper skills to maintain and operate the ships, aircraft, and support systems.

b. Material readiness depends upon:

- (1) Ship maintenance,
- (2) Aircraft rework, and
- (3) Logistic support.

c. Operational training depends upon adequate:

- (1) Steaming days,
- (2) Flying hours, and
- (3) Exercises.

2. Modernization.

Modernization is the continuing program of phasing new and modern equipment into the fleet as worn-out and obsolete equipment is dropped from the active force inventory. Modernization includes:

- a. Shipbuilding,
- b. Aircraft procurement, and
- c. Weapon system development and acquisition.

F. Shipbuilding

Of these modernization elements, shipbuilding is the most complex and demanding because the long life and high initial unit cost of a ship are generally unique in defense programs. Therefore, the most careful planning is required to ensure that a ship will be a useful investment over its programmed lifetime. For this reason, major ships must be multi-purpose in concept and capabilities in order to adapt to changes in strategies and areas of operation; their design must be flexible enough to permit weapon system modernization needed to counter emergent threats

Posture Statement

and weapon technologies. The factors which must be considered in shipbuilding are:

1. Long Planning Times.

- a. The construction period of a major warship will take four to seven years from Congressional approval to initial operational capability (IOC), depending upon size, complexity, and design.
- b. The useful lifetime of a major combatant is 20 to 30 years. A ship's lifetime can be extended for another 10 to 15 years through extensive material rework and weapon system modernization.

2. High Unit Cost.

The high unit cost of a naval ship is due primarily to its complexity in comparison to a commercial ship. All installed weapon systems must be included in the total cost of a naval ship in the end cost system of budgeting. In addition, because of the requirement for full funding, costs must be escalated over a ship's lengthy construction period to accommodate inflation.

3. Evolutionary Nature of Fleet Modernization.

The long life of a ship and the high cost of replacement result in most major ships remaining in active service for the full span of their material lives. For this reason, the composition of the fleet is relatively slow to change. One can predict with precision the force structure of the fleet out to 10 years because of the five-year shipbuilding plan and the five-year average construction period. Twenty years from now, 70 per cent of the ships in the active force today will still be in the fleet. Forty years in the future, the major units in the fifth year of the five-year plan will just be reaching the end of their useful lifetimes. Because of the evolutionary nature of naval change, new ships must be designed to operate both in the future and in a compatible way with those ships already in the force.

G. Generation of Naval Requirements

Because of the unique investment considerations involved in fleet modernization, new ships must produce a force structure which at all times retains the warfighting balance to cope with coordinated air, surface, and submarine threats in any theater. The Soviet Navy today has capabilities in all naval warfare areas. And the Soviet

Navy continues to grow in capability, especially in its ability to conduct multi-dimensional naval warfare in ocean areas remote from the Soviet Union. U. S. naval forces must be prepared to conduct prompt and sustained combat operations wherever the threat may be. The growth in Soviet maritime capability for distant operations means that today's new ships, over their lifetime, must be able to face the best in weapon systems, in ever-broadening areas of the high seas, and win.

H. Readiness Assessment

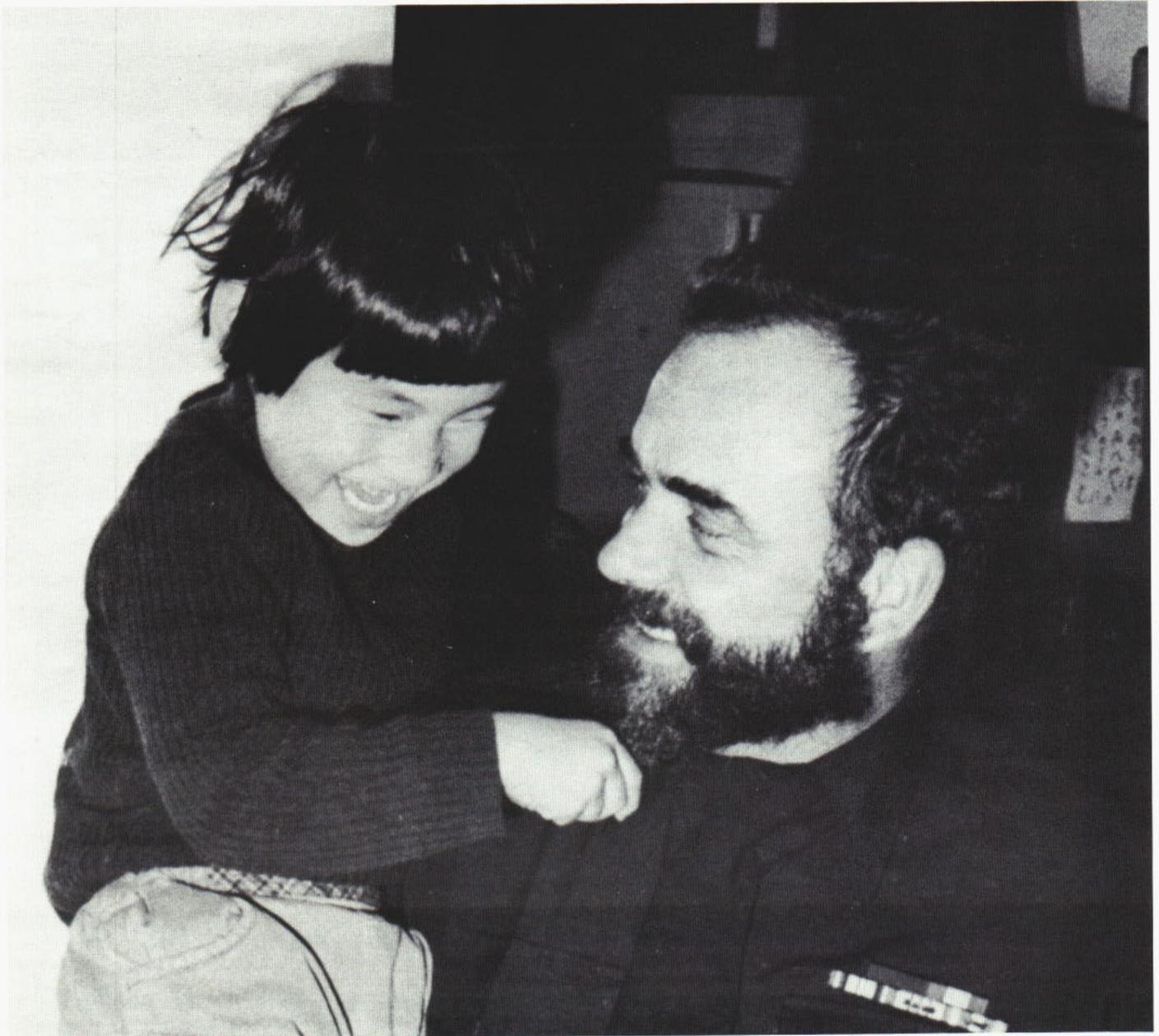
1. Slim Margin of Superiority.

Today the United States fleet has a slim margin of superiority over the Soviets in those scenarios involving the most vital U. S. national interests. In the event of conflict, U. S. forces could retain control of the North Atlantic sea-lanes to Europe, but would suffer serious losses to both the U. S. and allied shipping in the early stages. U. S. ability to operate in the Eastern Mediterranean would be uncertain at best. U. S. fleets in the Pacific could hold open the sea-lanes to Hawaii and Alaska, but by reason of the shortages of sea control and mobile logistic support forces, the U. S. would have difficulty in protecting its sea lines of communication into the Western Pacific.

2. Future Balance.

The foregoing conflict evaluation refers only to the present. At the current rate of improvement of their naval capability, the balance of maritime superiority will tip in favor of the Soviets within the next five to 10 years if the United States simply maintains the status quo of the current force structure. Because it takes an average of five years for a unit authorized for construction to become operational in the fleet, the United States must build the requisite number of ships if the U. S. Navy is not to surrender the capability advantage necessary to accomplish its mission and retain its current marginal superiority at sea. ↓

sailors and kids go together



Although many Navy ships participate in charitable activities when visiting overseas ports, the men of USS *Worden* (CG 18) recently demonstrated what enthusiastic participation is all about.

During *Worden's* overhaul at Yokosuka, where she is also forward-deployed, the 380-man crew adopted Kobo Cottage Orphanage and began an ongoing program to provide clothing, toys, linens and other essentials.

But it soon became apparent that the real needs of the 50 boys and girls were affection and personal attention. This realization set off a series of activities designed to ensure the orphans got just that.

Worden men began making weekend visits to Kobo Cottage, located 40 miles south of Tokyo. For many, traditional liberty weekend activities soon gave way to a few days of playing with the children.

A "special friend" program met with equal success. Participating crewmen took one or two youngsters out for a movie, a sporting event, or other special occasion.

Then the need for *Worden's* "sailor-to-orphan" program increased in importance as the holidays neared. For the Japanese, the holidays are traditionally a time for family get-togethers and celebration. The increased loneliness felt by children with no families during this period was quickly overcome by increased doses of *Worden's* own brand of affection and attention. In fact, eight orphans were taken into some of the crew's own homes for five days.

And after that year's end visit it was difficult to tell who was supposed to be cheering up whom. One crewman reported his children had fun with their visitor because, "Kids don't need a lot of language to understand each other and have fun."

Other crewmen echoed these sentiments: "My children were saddest of all when their friend had to go 'home,'" Chief Master of Arms Lyl Lura said.

When *Worden* completed overhaul and left, the crew took with them a memory of a relationship with the Japanese that many never achieve. ⚓



The Navy and Lawmaking

Your Programs in Congress

BY JOI JERRY ATCHISON



RAdm A. R. Marschall, Commander, Naval Facilities Engineering Command, testifies before Congress.

Laws. Bills. The legislative process.

At the outset of one's Navy career, these terms probably call to mind vague recollections of some forgotten high school civics class. But it soon becomes apparent that laws and the legal process have a much more direct and important meaning to Navy men and women. Your last pay raise was a matter of legislation. So, too, is the ship or naval facility to which you are assigned. The funds that operate and maintain Navy commands, the very fact that they exist at all, are determined in the halls of Congress and the offices in the Nation's capital.

Laws have affected your past, and they will influence your future. Where do they come from? How do they become the law of the land? Does the Navy have any say in the matter? If so, how are the Navy's interests protected? In answering these questions, one must first understand certain basic relationships between the Navy and the Congress of the United States.

Article I, *Section 8*, of the U. S. Constitution spells out Congress' responsibilities for maintaining the Armed Forces:

"The Congress shall have Power to lay and collect Taxes,

Duties, Imposts and Excises, to pay the Debts and provide for the *common Defence and General Welfare of the United States . . .*" In the same section, the Constitution gets even more specific: (The Congress shall have the power) "To provide and maintain a Navy; To make Rules for the Government and Regulation of the land and naval Forces."

Simply stated, Congress, as the elected voice of the people, is therefore the Navy's watchdog.

But the chain of responsibility doesn't stop there. Article II, *Section 2* defines another role, this one, the President's: "The President shall be Commander in Chief of the Army and Navy of the United States, and of the Militia of the several States when called into the actual Service of the United States . . ."

Clearly, Congress has the responsibility of ensuring that the American people have a Navy—as one service arm—that's prepared to meet the nation's needs at any time. Legislation pertaining to the Navy, therefore, is one of the means by which Congress fulfills that responsibility.

Given an understanding of this relationship, it is possible to take a look at the process by which a Navy idea becomes

Career Sea Pay Proposal

Sea pay, a subject dear to the hearts of all sailors, is just one example of the type of legislation the Navy puts before Congress for the benefit of its people and one which informed Navy people will be watching in the coming months. Now undergoing review in the Office of Management and Budget, the new career sea pay proposal will dramatically increase sea pay for some, and eliminate it for others. If approved, the new sea pay could become effective Oct. 1, 1977.

Current sea pay ranges from \$8 to \$22.50 a month—pay scales that were established in 1949. Currently, sea pay is paid to members assigned to all classes of ships and to embarked units and staffs, with the rates based on pay grade only. The new proposal would raise the minimum sea pay to \$25, and raise the maximum to a hefty \$100 a month. Payment would be based on total years at sea, regardless of pay grade. There would be certain qualifications, however, before a sailor was considered eligible for the new pay.

To qualify for the proposed sea pay, an enlisted person would have to have served three cumulative years at sea,

have attained petty officer grade and be assigned to a ship, or embarked unit or staff designated as arduous sea duty by the Service Secretary. Commands whose primary missions are performed while in port—tenders, repair ships, etc.—would be entitled to sea pay only when they are out of home port for more than 30 continuous days.

For those who stand to lose a portion of their paycheck if Congress approves the new plan, effective October 1, the net impact will be cushioned somewhat by an anticipated pay raise also expected on that date.

More important, the \$8 or \$9 monthly loss of sea pay for the ineligible first-term people during their initial three years at sea is more than recouped during the first 18 months of eligibility for career sea pay under the proposal, and over a 20-year career the new proposal offers more than double the amount of sea pay for the same number of years of sea duty.

Because sea duty is widely recognized as a unique and demanding form of duty to which virtually all Navy-men will be repetitively assigned over a career, the Navy has made contin-

uous efforts since 1967 to revise the sea pay entitlement. Although several prior proposals were submitted, each required substantial increases in appropriations; this alone caused each proposal to be rejected.

The current proposal has been approved by the Department of Defense and is presently at the Office of Management and Budget (OMB) for review before going to Capitol Hill.

Proposed Career Sea Pay Program	
Years Sea Duty Cumulative	Sea Pay Monthly
Over 3	\$25
Over 5	\$35
Over 7	\$45
Over 9	\$55
Over 10	\$65
Over 11	\$75
Over 12	\$100

a proposal for Navy legislation which, in turn, could eventually become the law.

One of the keys to Navy participation in the lawmaking process is communication—with Congress; with the Defense Department, and other branches of service; and with any other federal government agency or activity involved. Maintaining such communication is a big job that falls to the Navy Office of Legislative Affairs (OLA); a principal staff office under the Secretary of the Navy.

It is through OLA that all Navy-interest legislation flows. This office is responsible for monitoring the progress of such legislation.

There is a separation of responsibility in that items dealing with appropriations are handled by the Comptroller of

the Navy. Matters dealing with the Joint Committee on Printing of the Congress are handled by the Assistant Secretary of the Navy (Installations and Logistics).

Following a hypothetical piece of legislation through channels will clarify the roles of the Navy and OLA.

Suppose a Navy office decides it wants to reorganize a major part of its operations. The proposal for the change is sent by the preparing Navy agency to OLA. As a first step, OLA sends the proposal out to other interested Navy agencies inviting comments and recommendations. Based on information obtained, OLA will coordinate a Navy position.

The resulting Navy proposed position then goes to the other Armed Forces since they, too, may have people or

Legislative Process

operations affected by the proposed legislation.

The Army and Air Force may make some comments, suggest some changes or merely concur with the proposal. The Navy, as originator, generally will consider the other services' recommendations and incorporate them into the piece of proposed legislation.

Next, the proposal goes to the Office of the Secretary of Defense (OSD) where a coordinated Defense Department proposal is put together. Any disagreement among the services is subject to a resolution of differences by OSD.

When a proposal has been devised that satisfies all the services and OSD, it becomes part of the DOD proposed legislative package.

But there is still more to be done with the proposal before it is presented to Congress. The proposal goes to the Office of Management and Budget (OMB), overseers of the President's programs and the nation's budget. OMB will coordinate comments and recommendations, including those received from any other interested executive department agencies. Only then is the proposal ready for presentation to Congress. The current DOD legislation will be considered by the 95th Congress (1977-78).

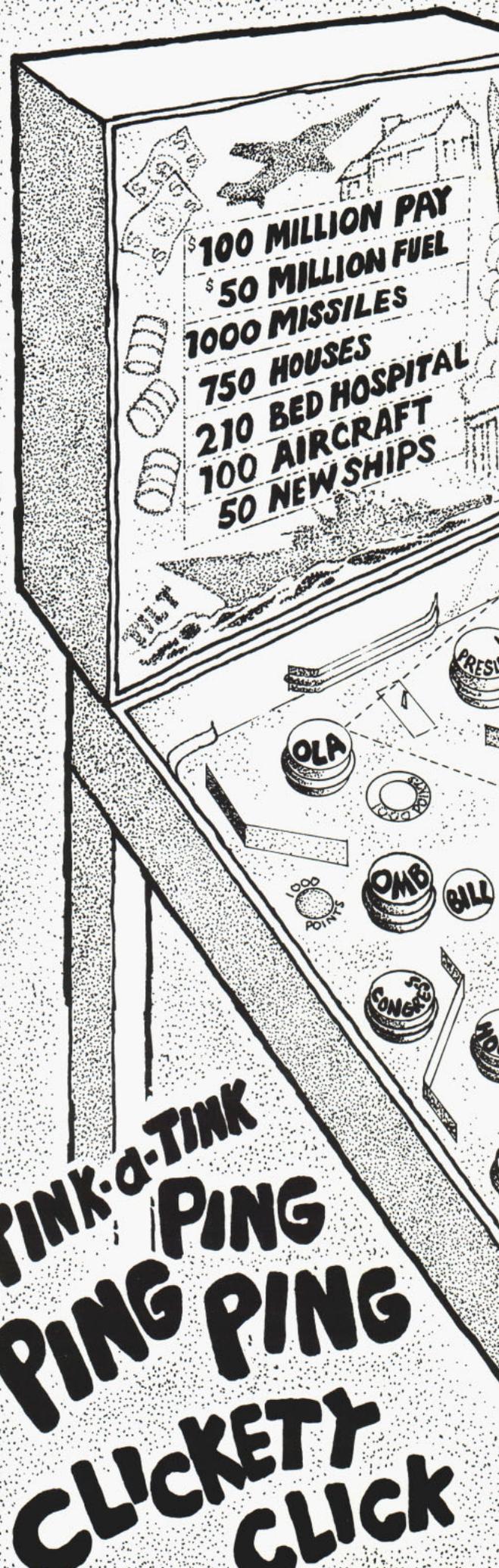
As far as the actual presentation to Congress is concerned, letters to the Speaker of the House and President of the Senate spelling out the coordinated proposed legislation are sent via the Secretary of the Navy by OLA.

The proposed legislation, by virtue of its introduction in Congress, now becomes a bill and is assigned a number. That bill is referred to the appropriate House and Senate committees—such as the House Armed Services Committee—for action. Committees, in turn, parcel the bill out to subcommittees that will be responsible for holding initial hearings on various sections. The hearings usually require that Navy experts be called in to testify on the nature, intent and scope of the bill. Once again, it's OLA's responsibility to round up these Navy witnesses and provide the subcommittees with all other information vital to understanding and acting upon the bill.

After exhaustive hearings the subcommittee makes a report to the full committee containing its recommendations and any changes or proposed amendments made to the bill.

The full committee, with the subject bill in hand, may decide to hold additional hearings, make still more changes or—assuming the bill survives—vote and report the bill out of committee to the House or Senate, as appropriate.

If the bill has been voted out of committee, it's now time for floor action. This is the time of debate, perhaps still more amendments and finally the vote. If the bill is passed it now becomes an act and is referred to the other legisla-





tive body (House or Senate) for similar action.

Once both legislative bodies have passed the act, it's time for the two to get together, compare notes and iron out differences.

If the versions passed by the House and Senate differ, the two bodies appoint a conference committee that meets, reaches agreement and issues a report to their respective bodies.

If both the House and Senate vote to accept the conference version of the act, it is enrolled and sent to the President for his signature.

The President, knowing that a lot has happened to the original proposal since it left the Navy, sends this final version of the act to OMB for coordination in its present form. This includes OMB sending it back to OSD for its recommendations of approval or veto.

Since the Navy originated the proposal, OSD assigns it to obtain, as the action agency, the coordinated DoD position. Within 48 hours, OLA must refer the act out to those Navy agencies that put together the original proposal, as well as the other services and get their approval or veto (with accompanying veto message) and send them, under the Secretary of the Navy's signature, back to OMB via OSD.

Assuming the Navy agrees with the new version, assuming OMB accepts the budgetary requirements and assuming the President agrees with the act, it is finally signed into law.

It is important to understand that at any point in this long-drawn-out procedure, the bill—even at birth as a proposal—can be pigeonholed and languish forever. Should nothing result in one session of Congress, the proposal must be reintroduced at the new session.

It is a complex system. But the fact is that the system can work incredibly fast or quite slowly. It is also a graphic example of how the American governmental system of checks and balances can and does work.

When a Navy proposal goes through the "bill-act-public law" phase, it is with the understanding that the consideration of what is best for the Navy and for the American public has been minutely scrutinized.

Right now, as you read this, hundreds of these proposals—either originated by the Navy or by other agencies that would affect the operation of the Navy—are in various stages in the pipeline. None will become law until all voices are heard and all comments recorded.

Any one person with one idea who says "There ought to be a law . . ." can particularly appreciate the chain of events he set in motion. ↓

Grains of Salt

The Yangtze Was Their Home

BY LT TOM DAVIS, SC, USN

In the beginning, duty on China's Yangtze River had been uneventful yet it wasn't "bonus" duty by any standard.

U. S. Navy presence in China began in 1854 when the steam sloop *Susquehanna* chugged out of Shanghai with orders to protect the booming American business interests from bandits and warlords operating along the banks of the 3500-mile-long river. There was more to it than that, however. Dysentery and similar afflictions sometimes struck so many men that ships were unable to get underway for lack of crew.

Heat, especially below decks, made life on the river so unbearable that heat exhaustion was commonplace. In one instance, as the steam sloop *Wachusett* went upriver in 1866, her commanding officer died of a heat stroke.

Boredom was thrown in for good measure.

U. S. commerce had begun dwindling in the area after the American Civil War; by the turn of the century, there was little left to protect and many naval vessels rarely left port.

Predictable monotony gave way to unpredictable chaos in 1911, however, when the Manchu dynasty was overthrown. Thus began a period of confusion and conflict which was to last for 30 years—until the very end of the Yangtze Patrol. In fact, it was during this period that the patrol was officially named and Captain T. S. Kearney became the first ComYangPat in 1920.

Throughout World War I and into the 1920s, the patrol's gunboats earned their keep by protecting American businesses and citizens. It was an era of growing nationalism and antforeign sentiment in China. Petty warlords and bandits sought booty while the political Chinese Nationalist movement spread to the Yangtze, sometimes producing mob violence.

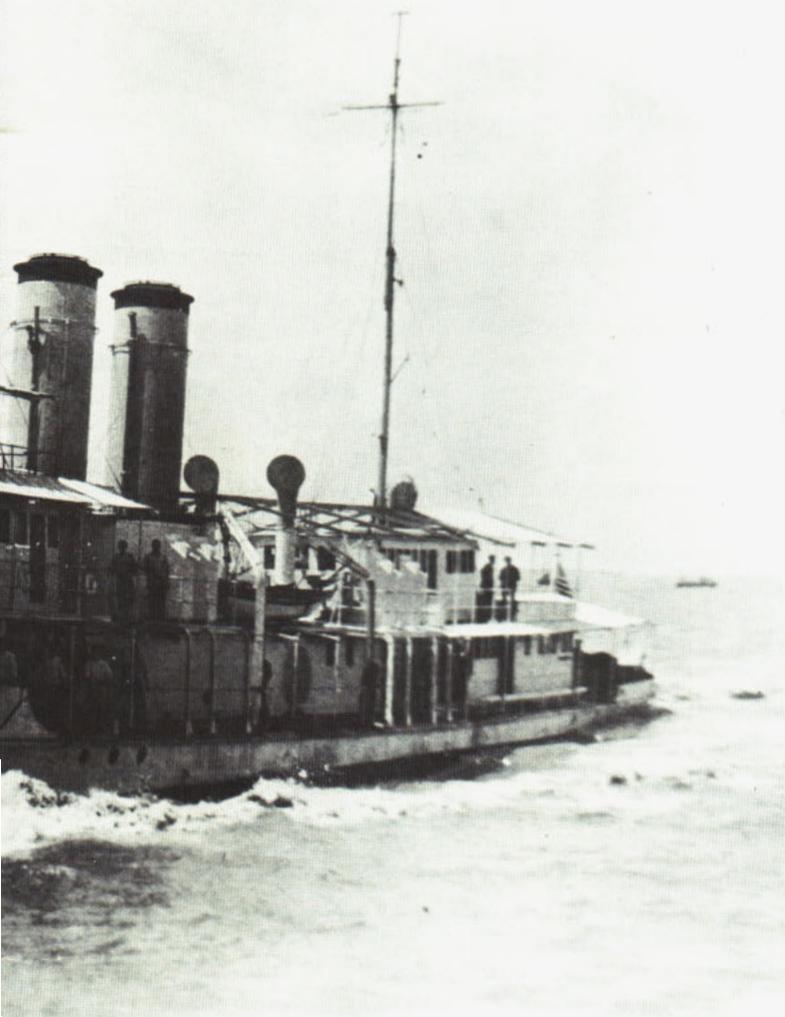
Nanking fell to the Nationalists in 1927 and all foreigners along the Yangtze River were advised to evacuate. Besieged British and American outposts were in such danger at the onset that they signaled their destroyers and gunboats, "We are being attacked. Open fire. SOS SOS SOS."

Lieutenant Commander Roy C. Smith in USS *Noa*, acting on his own initiative, told his gunnery officer, "Well, I'll either get a court-martial or a medal out of this. Let her go, Bennie!" A barrage was laid down and the civilians were rescued.

Things settled down until 1931 when Japan invaded



Manchuria and established a puppet republic called Manchuko. Open war between Japan and China finally broke out in the summer of 1937. By November, every important city in northeast China, including Shanghai at the Yangtze's mouth, had fallen to the Japanese.



Once again, U. S. Navy vessels were required to evacuate Americans. When Nanking was attacked by the Japanese on Dec. 5, 1937, the U. S. Embassy urged the few Americans remaining in the city to embark aboard USS *Panay*. The gunboat weighed anchor on December 11

and moved upstream accompanied by three civilian tankers. She carried 15 evacuees including eight newsmen. Before long they were engulfed in a greater scoop than the fall of Nanking.

By 11:00 AM *Panay* and the tankers anchored in what seemed to be a relatively safe spot 27 miles upstream. Two hours later, *Panay's* bridge lookout spotted planes overhead and notified the commanding officer, Lieutenant Commander James J. Hughes. He came to the bridge and saw six planes in a line heading upriver, yet he wasn't immediately concerned—plane sightings were common and besides, *Panay* was readily identifiable by her large ensign and two American flags painted on her fore and aft deck awnings.

As they watched, three lead planes began to descend in the direction of the ship and suddenly went into a steep power dive. At the same time, a chief petty officer shouted, "They're letting go bombs!" Two hit *Panay*, wiping out the radio room and antenna and opening cracks in her hull. Crewmen manned their World War I-vintage machine guns and returned fire against the attackers, now easily identifiable by their Japanese insignia.

Panay was abandoned and by four o'clock she slowly rolled to starboard and sank by the bow as her crew watched from the riverbank. After bombing and strafing the three tankers, the low-flying planes began machine-gunning the lifeboats, wounding several aboard. Survivors struggled for three days through swamps and over unfamiliar terrain to bring their dead and wounded to safety.

When news of the losses became public, the American people demanded retribution. Official Japanese apologies were profuse. The rear admiral commanding the Japanese naval air units in China was relieved of command, and Japan paid a settlement of more than \$2.2 million to the United States.

During the next few years, U. S. Navy gunboats did double duty to protect Americans and their property and were frequently fired upon and hit by small arms and artillery. The monotonous and boring earlier days soon became lively.

On Nov. 18, 1941 all U. S. naval forces on the Yangtze River were ordered out of China. On December 5, the two-star flag of Rear Admiral W. A. Glassford was hauled down and a brief message transmitted—"YANGPAT DIS-SOLVED." The U. S. Navy's sometimes boring, usually uncomfortable, and often embattled 87-year presence along the Yangtze had ended. ⚓

Visions of Ali

Jumping rope is hard work

...but I feel great!

(Editor's Note: It's that time of year again when we can no longer use "the weather" as an excuse to avoid physical exercise. But fitness is not a seasonal condition, nor is it strictly an outdoor activity. Here is the story of one Navyman who is overcoming a problem common to most of us.)

BY JOI JOHN YONEMURA

Ever felt the Monday morning blues? That was how I felt ALL the time: sluggish, mentally and physically.

A couple of months ago I passed my reenlistment physical with no particular problem. My weight was all right. My heart and blood pressure were satisfactory . . . just satisfactory. The doctor, a jock from the word go, told me about an "aerobics physical fitness program." He explained all this rigamarole about putting stress on the heart, lungs and blood vessels for gradually longer periods of time to build endurance so that a person can better cope with physical and mental stresses.



"... it took me 20 minutes just to jump that stupid rope 10 times without missing."

Well, that made me think. I did tire easily, and minor problems and petty hassles did have a tendency to get me down. Maybe, just maybe, my physical condition was the cause.

He introduced me to OpNav Instruction 6110.1, CNO's guidelines for physical fitness in the Navy. In it I learned that just keeping my weight down didn't mean that I was in shape. Speed, power, strength, agility and endurance are all factors of total physical fitness.

To be honest, I hadn't thought about any of those things since I played sports in high school.

Anyway, he showed me the list of different sports and exercises and explained how I could earn points for doing so many repetitions of an exercise or for playing a sport for certain lengths of time. Not being your most athletically inclined person, I knew I couldn't pursue some of them listed: football, basketball, handball, etc., etc.

But there had to be something I could do. Just the thought of jogging mile after mile or swimming lap after lap bored me. I'm an indoor person.

The day after my physical, I was picking up my daughter's jump rope in the living room with the immediate thought of scolding her for leaving it lying around. Then, an idea struck: no one was around so I tried to jump rope, visions of Muhammad Ali skipping so rapidly that the rope is a blur.



The doctor, a jock from the word go, told me about an "aerobics physical fitness program."

It hurts my ego to admit it (especially since my daughter does it so easily) but it took me 20 minutes just to jump that stupid rope 10 times without missing. And I was exhausted! I was puffing and wheezing and my heart was pumping like crazy. The doctor had warned me to start slow and build up, but I had certainly thought I could do better than that!

After that incident, I did my jumping in the basement. The kids giggled at first. My wife just smiled. She didn't believe I would stick to it. Well, it's getting to the point now where I'm considering doing it out on the sidewalk so everyone can see how well I'm doing.

I can jump for two minutes straight now. Oh, I admit I still miss here and there. I rest until my heartbeat is back to normal, then jump again. I'm trying to do this five repetitions, mixed with calisthenics.

After two months I figure I'm up to about 25 points per week; 30 points a week is considered the minimum for proper physical condition and, of course, you should do more than that to reduce your weight or to strengthen your body. Though not the minimum, 25 is certainly better than zero.

Hey, I feel great! I mean I really feel like I'm a changed person. In fact, I think I'm functioning more efficiently and with a lot more enthusiasm both at work and at home. I no longer feel the need to eat so much. I've cut down my smoking. I just don't feel the desire to smoke as much.

Physically, I feel more coordinated than before, even light on my feet. I can wrestle and play with the kids without tiring as rapidly as before. They really like that. I'm fun to them again (at least I think so) and that in itself makes it all worthwhile.

I'm due for sea duty my next rotation. I can remember using "being at sea" as an excuse for being physically inactive.

"Not enough room," I rationalized. You know, there are many athletic programs that require minimal space and with a little ingenuity can be adapted for shipboard use. I have to admit that a few years ago I was one of the first to laugh at my leading chief, who jogged the passageways and ladders in his attempt to keep his cardiovascular system in shape. I'm sure not laughing anymore, though I expect to be laughed AT in the future. At least I learned.

If they haven't already got a physical fitness program aboard, I'm going to help start one. "You only get out as much as you put in," the old saw goes, and I'm determined to put a lot into it.

If they don't have the money to provide equipment for some sports and exercises, or if they rationalize the way I used to—well, I'll have my jump rope.

How about you? Go ahead and laugh, but I feel great!



"Go ahead and laugh, but I feel great!"

Rights & Benefits

New Entitlements for Vets

Navy people with more than 181 days' service and a desire to continue their formal education while on active duty are now eligible to receive up to \$292 a month in tuition grants under provisions of an updated GI Bill signed into law October 15. Also, the basic entitlement governing the number of months of paid-for schooling has been increased from 36 to 45 months.

The increases under the new Veterans Education and Employment Assistance Act of 1976 (as the new bill is called) also boosted veterans' entitlements. One major change increased potential monthly benefits of those enrolled full time in a qualified educational program: the single individual rate was increased from \$270 to \$292 monthly; one-dependent rate, \$321 to \$347; two-dependent rate, \$366 to \$396; and entitlements for those with more than two dependents increased from \$22 a month for each additional to \$24.

The grant-type GI Bill educational program currently in effect will end December 31, and a voluntary contributory educational assistance program will take its place and cover all people entering the armed services beginning in 1977. Those now on active duty who entered the service before January 1, however, will not lose their GI Bill educational benefits. They will have 10 years from time of discharge to use their entitlements or until Dec. 31, 1989, whichever comes first. However, they will not be eligible to participate in the contributory program.

The contributory program—jointly operated by the Veterans Administration and Department of Defense for a five-year trial period will require a \$50 to \$75 monthly contribution into an educational fund by each Navy person desiring to participate. Participants will have to make at least 12 consecutive monthly contributions to be eligible, but can contribute no more than \$2,700. In turn, the VA will match their contributions \$2 for each \$1, and the law allows DoD to make additional contributions into individual accounts of participants working in critical ratings.

Unlike the provisions of the Vietnam War GI Bill currently in effect, the new law will not allow participants to use educational benefits until after they have completed their obligated service. Once their initial obligation is completed, members will have 10 years from the date of their last discharge to complete their entitlement.

Benefits will be paid monthly for a period equal to the number of months the veteran contributed to the fund with a maximum of 36 months—or the equivalent in part-

time payments. The amount of the benefits will depend on the member's contribution. For example, a participant who contributed \$75 each month for 24 months will be entitled to \$225 each month in educational benefits for 24 months, while a member who contributed \$50 each month for 15 months would receive \$150 a month for 15 months. Unless the law is altered by Congress, members may not receive benefits in excess of three times their contributions.

Other features of the new law will:

- Discontinue the policy of providing prepayments before classes begin, except in cases of extreme hardship.
- Increase the maximum amount of money the VA can lend veterans for school costs from \$600 to \$1500 annually.
- Eliminate the five-point preference in federal employment for people entering military service, after Oct. 15, 1976.
- Remove completion date requirements for seriously disabled veterans enrolled in rehabilitation training.
- Establish the position of Assistant Secretary of Labor for Veterans Affairs.

Under the contributory program, participants who decide not to pursue additional education will be able to get a rebate of the amount they contributed.

The important points to remember are: the GI Bill educational benefits for people on active duty Dec. 31, 1976, or currently entitled to those benefits have not been eliminated, in fact they have been increased; and those who will be able to participate in the contributory program will have an opportunity to accumulate an educational fund (or savings account) while serving on active duty. ⚓



BENEFIT	TIME LIMIT (after separation)	WHERE TO APPLY
<p>GI EDUCATION—The VA will pay you while you complete high school, go to college, learn a trade either on the job or in an apprenticeship program. Maximum is 45 months for those on active duty before Jan. 1, 1977. Time limit has not yet been set for personnel beginning tours after Jan. 1, 1977.</p>	<p>10 years from date of separation or Dec. 31, 1989 whichever is sooner for personnel on active duty before Jan. 1, 1977. Personnel separated before Dec. 31, 1966 are no longer eligible. Time limit not yet set for those entering after Jan. 1, 1977.</p>	<p>Any VA office</p>
<p>GI LOANS—The VA will guarantee your loan for the purchase of a home, mobile home or condominium.</p>	<p>No time limit</p>	<p>Any VA office</p>
<p>DISABILITY COMPENSATION—The VA pays compensation for disabilities incurred in or aggravated by military service. Payments are made from date of separation if claim filed within one year.</p>	<p>No time limit</p>	<p>Any VA office</p>
<p>MEDICAL CARE—The VA provides hospital care covering full range of medical services. Outpatient treatment is available for all service-connected conditions. Drug treatment is available for veterans in need of help for drug dependency.</p>	<p>No time limit</p>	<p>Any VA office or VA hospital</p>
<p>DENTAL TREATMENT—The VA provides dental care. The time limit does not apply for veterans with dental disabilities resulting from combat wounds or service injuries.</p>	<p>One year</p>	<p>Any VA office or VA hospital</p>
<p>GI INSURANCE—Low cost life insurance (up to \$20,000) is available for veterans with service-connected disabilities. Veterans who are totally disabled may apply for a waiver of premiums on these policies.</p>	<p>One year from date of notice of VA disability rating</p>	<p>Any VA office</p>
<p>SGLI—Servicemen's Group Life Insurance may be continued with Veterans Group Life Insurance (VGLI); program became effective on Aug. 1, 1974.</p>	<p>120 days or up to one year if totally disabled</p>	<p>Information at any VA office</p>
<p>VGLI—Veterans Group Life Insurance may be converted to an individual policy with any participating company. Contact any VA office for list of companies.</p>	<p>Five years</p>	<p>Any participating company</p>
<p>EMPLOYMENT—Assistance is available in finding employment in private industry, in federal service and in local government.</p>	<p>No time limit</p>	<p>Local or state employment service, U. S. Civil Service Commission, any VA office</p>
<p>UNEMPLOYMENT COMPENSATION—The amount of benefits and payment varies among states. Apply immediately after separation.</p>	<p>Dependent on state or territory</p>	<p>Local or state employment service</p>
<p>REEMPLOYMENT—Apply to your former employer for employment. Usually limited to people who serve one tour only on active duty.</p>	<p>90 days</p>	<p>Employer</p>

Dan Gallery Is Gone



But His Wit Lives On

"Daniel V. Gallery is a writer of humor and adventure who somehow got diverted into becoming an admiral of the line in the United States Navy."

—Herman Wouk in the introduction to Now, Hear This!

Retired Rear Admiral Daniel V. Gallery, the man who had millions around the world chuckling as they read his salt-encrusted sea stories, died January 16. He was 75.

During his lifetime, RAdm Gallery wrote eight books and numerous articles that combined his insight as a seasoned Navy veteran with a penchant for humor.

But the admiral's skill as an author was only one facet of his long and varied life. He wrote not only the funny tales of life at sea but also serious essays and commentary on various aspects of the need for a strong Navy.

He distinguished himself during World War II when, as commanding officer of the jeep aircraft carrier USS *Guadalcanal*, he pulled off the first boarding and capture at sea of an enemy naval vessel by the United States since 1815. Capture of the German submarine U-505 off the coast of Cape Blanco, French West Africa, provided the United States with intelligence information that allowed it to monitor and break coded German submarine transmissions during the remainder of the war.

As a humanitarian, Gallery organized the first little league on Puerto Rico while he was Commandant, 10th ND. Today, that little league organization includes 120 leagues around the island that have more than 11,000 youngsters playing the sport.

His interests ran to the musical as well. He founded the Navy's steel band after hearing oil drum beaters in Trinidad during carnival time.

RAdm Gallery first came to public attention in 1945 when his story describing the capture of the U-505 appeared in *The Saturday Evening Post*. He had to wait until the war ended before writing of the experience because it was necessary the Germans think their sub had been scuttled and had not fallen into our hands.

That article started his literary career; he contributed regularly to leading magazines afterwards.

Born July 10, 1901 in Chicago, Ill. (his father was a lawyer), he was appointed to the U. S. Naval Academy and was graduated in 1920, a member of the war-shortened class of 1921. While a midshipman, he was a member of the U. S. Olympic wrestling team and participated in the Olympic Games of 1920 held in Antwerp, Belgium.

Following graduation he spent seven years assigned to various afloat commands. In 1927, he won his wings.



Little League in Puerto Rico.



U. S. Navy Steel Band.

At the start of World War II, RAdm Gallery was commanding officer of the Fleet Air Base in Iceland. He later commanded USS *Guadalcanal* and USS *Hancock* (in 1945). With the coming of peace, he became Assistant Chief of Naval Operations (guided missiles) from 1946 to 1949. He also served as commander of the Naval Air Reserve Training Command at NAS Glenview, Ill.

Besides his eight books and many articles, the admiral wrote the preface to *John Paul Jones* by Samuel Eliot Morison.

He used humor to tell the Navy story and his books, among them, *Clear the Decks, Now, Hear This!* and *Eight Bells*, were printed not only in the U. S. but also in several foreign countries. In magazines, the byline "Dan Gallery" automatically meant an evening's good reading.

Two of his brothers, William and Philip (deceased), were also rear admirals and another brother, Rev. J. J. Gallery, served as a Navy chaplain. ⚓

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They warned against loose lips, told how you could make history—not just read about it—and even made Mom's apple pie something worth fighting for. They became to the eye what a shouted command was to the ear—they were the posters of the war years.

The Navy needed men, and women, ships and funds to operate during the peak of past war years so they advertised. Posters were cheap, easily distributed and could reach a large audience with dramatic and visually effective messages.

During World War I, Americans had to be convinced of the urgency and moral righteousness of the war. Emotional impact was registered by stereotyped heroes and villains shouting their messages in a forceful manner. There were blatant appeals to duty; God was invoked by both sides. Posters graphically espoused the ideals for which our boys "over there" were fighting the war to end all wars.

World War II was a different story. This time the reason for the fight was clear—Pearl Harbor.

Like their WWI counterparts, posters were still used to sell the needs of the country, but they attained an even more important purpose—that of visually interpreting the key events in Europe and the Pacific and not letting the country forget why the war was being fought.

With the end of WWII, the era of the "great war poster" died. The poster of the postwar years has since become a recruiting tool. The appeal to glory in battle has given way to emphasis on a career, a skill, travel and adventure. But, if the message has changed, the medium of the poster has remained a unique and attractive instrument of communication. ↴

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OPPORTUNITY FOR
PROMOTION LIBERAL PAY TO
THOSE WHO PROVE EFFICIENT

**THE NAVY
NEEDS YOU!
DON'T READ
AMERICAN HISTORY -
MAKE IT!**



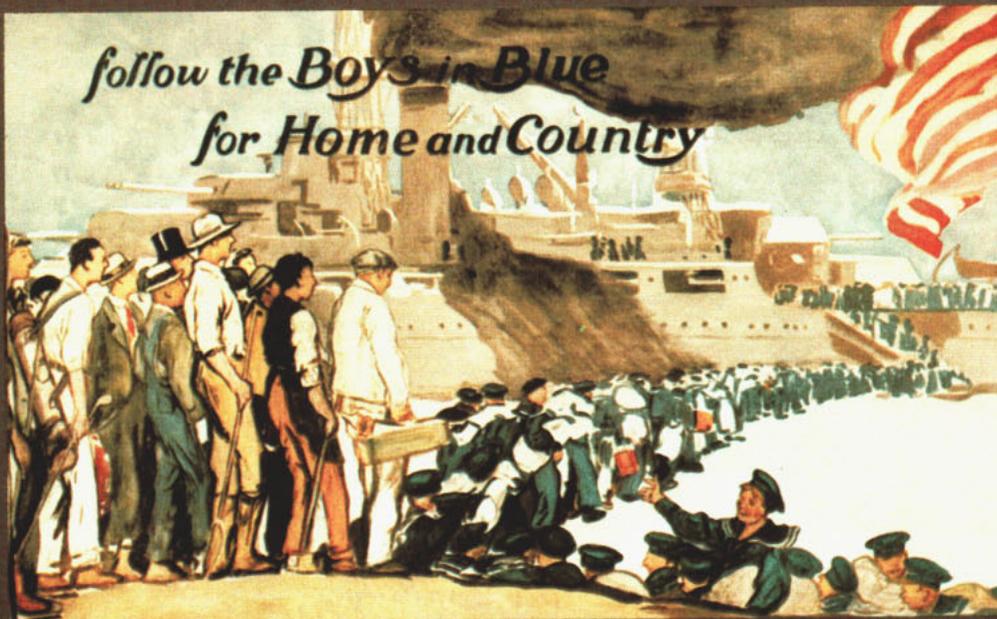


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*Follow the Boys in Blue
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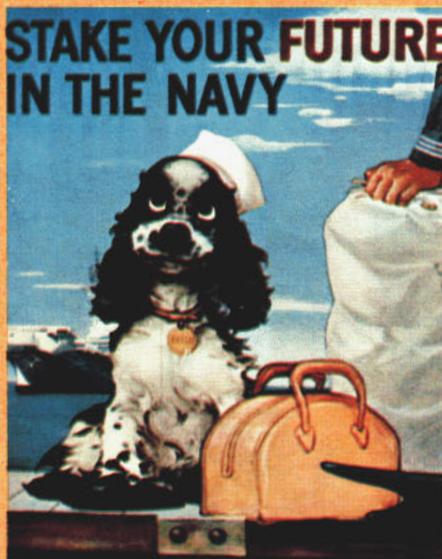
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Secretary of the Navy W. Graham Claytor, Jr.

The new Secretary of the Navy, W. Graham Claytor, Jr. was born in Roanoke, Va., March 14, 1912, the son of Graham and Gertrude Harris (Boatwright) Claytor.

Mr. Claytor received his Bachelor of Arts degree from the University of Virginia and is a graduate of the Harvard Law School, where he was president of the Harvard Law Review from 1935 to 1936.

After serving successively as Law Clerk to the late U. S. Court of Appeals Judge Learned Hand and to the late U. S. Supreme Court Justice Louis D. Brandeis, Mr. Claytor was admitted to the New York and District of Columbia bars. From 1938 to 1967 he was an associate and partner of the firm Covington and Burling in Washington, D. C., with leave of absence for naval service in World War II.

Entering the Navy as an ensign in 1941, he was promoted to lieutenant commander before release from active duty in 1946. During this period, he served as commanding officer of the submarine chaser USS *SC 516* (1942-1943), *Lee Fox* (DE 65) (1943-1944), and *Cecil J. Doyle* (DE 368) (1944-1945).

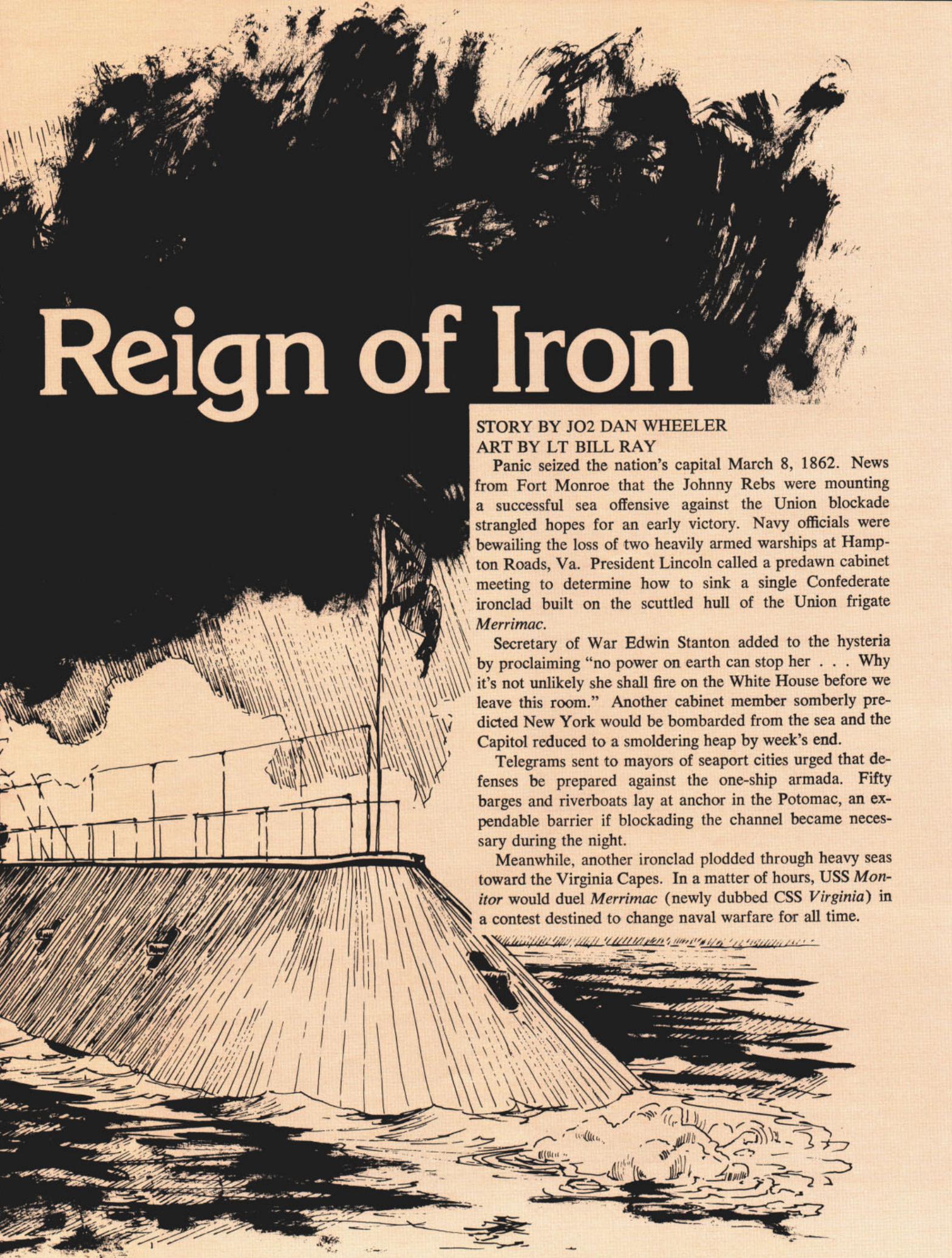
Secretary Claytor joined the Southern Railway System on Sept. 1, 1963, as vice president-law. He was elected president of the company Oct. 1, 1967, and chairman of the board last March 1.

The secretary also is a director of the Association of American Railroads, Florida East Coast Railway Company, Richmond, Fredericksburg and Potomac Railroad Company, Richmond-Washington Company, J. P. Morgan and Co., Morgan Guaranty Trust Co. of New York, and Penn Virginia Corp. of Philadelphia, Pa.

He is married to the former Frances Hammond. They have two children: a daughter, Murray and a son, Graham, III.

Mrs. Claytor was commissioned a Naval Reserve ensign in 1942 and served throughout World War II at the Eastern Sea Frontier Headquarters in New York. She was promoted to the rank of lieutenant commander before release from active duty in 1946. ⚓





Reign of Iron

STORY BY JO2 DAN WHEELER

ART BY LT BILL RAY

Panic seized the nation's capital March 8, 1862. News from Fort Monroe that the Johnny Rebs were mounting a successful sea offensive against the Union blockade strangled hopes for an early victory. Navy officials were bewailing the loss of two heavily armed warships at Hampton Roads, Va. President Lincoln called a predawn cabinet meeting to determine how to sink a single Confederate ironclad built on the scuttled hull of the Union frigate *Merrimac*.

Secretary of War Edwin Stanton added to the hysteria by proclaiming "no power on earth can stop her . . . Why it's not unlikely she shall fire on the White House before we leave this room." Another cabinet member somberly predicted New York would be bombarded from the sea and the Capitol reduced to a smoldering heap by week's end.

Telegrams sent to mayors of seaport cities urged that defenses be prepared against the one-ship armada. Fifty barges and riverboats lay at anchor in the Potomac, an expendable barrier if blockading the channel became necessary during the night.

Meanwhile, another ironclad plodded through heavy seas toward the Virginia Capes. In a matter of hours, USS *Monitor* would duel *Merrimac* (newly dubbed CSS *Virginia*) in a contest destined to change naval warfare for all time.

The story actually begins in early April 1861. Civil war was inevitable. Virginia, however, was uncertain whether to align with the Union or stand by her Southern sisters. As she wavered, Union officials feared that reinforcing the Norfolk Navy Yard's defenses or evacuating Union ships from its harbor would alienate the state. Yet, if Virginia seceded and nothing had been done, the port would definitely fall into Confederate hands. Clearly in a dilemma, they delayed until it was too late to save their stronghold.

Virginia seceded April 17 as a hostile mob was building outside Norfolk Navy Yard. The yard's commandant held out for three days. Then, fearing that Confederate troops were on the march, he hastily scuttled nine Union ships—including *Merrimac*—and abandoned the base. In the retreat, armament had been simply dumped into the sea or overlooked and ships only partially destroyed. When the rebels took the yard, they gained nearly 3000 pieces of ordnance and several repairable ships.

Early in the war, the Confederate Navy realized it would be unable to defend 3,549 miles of Southern coast if the Union Navy decided to attack or blockade Confederate ports. Although the war's victor wouldn't be determined by naval strength, the South needed sea control to import raw materials and munitions from Europe. Without the development of a superior class of ship, the Confederacy's newly conceived navy would be stillborn.

The Union Navy had problems too. The Confederacy simply couldn't be allowed freedom of the seas. The answer, of course, was a blockade. The question in Secretary

When will they be ready for war?

of the Navy Gideon Welles' mind was, "How?"

Blockading a coastline stretching from Hampton Roads, Va., to Brownsville, Tex., would be the most monumental naval task ever undertaken. When news of Welles' "folly" leaked out, English naval officers laughed aloud. Not even the mighty Royal Navy would undertake such a "naval impossibility." The South, equally incredulous, called the plan "Lincoln's Soapbox Navy."

Welles, with only four Union ships at his disposal—the remainder strung out around the globe—began buying and arming everything from merchant clippers to tugboats. Ben Isherwood, a prominent engineer, was instructed to put engines "on anything that floats." And John Ericsson, a Swedish inventor, was given an open pocketbook to develop a fleet of superwarships.

In spite of obstacles, a blockade was soon effected. In response, the South (as well as the North) embarked on a scheme untried in the naval world—they each planned to build a fleet of ironclad warships.

The ironclad was not a new idea in naval weaponry. France had used several successfully during the Crimean War to attack fortresses from the sea. Ironclads had not been used, however, in ship-to-ship combat. A desperate South, ready to capitalize on any idea, began rebuilding the scuttled *Merrimac* and plating her sides with iron.

Original documentation of her conversion has been lost, but various accounts indicate that at 275 feet long, *Merrimac* was more than 100 feet longer than *Monitor*, and, at 23 feet, had more than twice *Monitor's* draft. Both had between four and five inches of iron plates surrounding their main decks, but *Merrimac* had 10 guns to *Monitor's* two. *Merrimac* had an iron sheet casement that sloped into the water at a 35-degree angle and was equipped with an iron ram. *Monitor*, equipped with the world's first revolving gun turret, was described by one Confederate as "looking like a cheesebox on a raft."

Neither side was able to keep its plan secret; the only question on the mind of each side was "When will they be ready for war?" A Union sympathizer working on *Merrimac* described Confederate progress in a letter to Welles and, as he later disclosed, this upset Union plans. "We, of course, felt great solicitude (about the Confederate success). When the contract for *Monitor* was drawn up, the Navy Department intended that she proceed to Norfolk and destroy both the dock and *Merrimac*. This was our secret . . . but weeks passed on and *Monitor* was not ready."

And then it was too late.

Merrimac steamed out of the navy yard early on March 8, 1862 for what spectators believed was a trial run. What else could it be? Her engines would only produce five knots, workmen were still putting on the finishing touches, and her crew was wholly untrained for the vessel. Yet despite all this, *Merrimac's* Captain Franklin Buchanan and two gunboats were steering a course for Hampton Roads where two Union ships lay at anchor. His intention was to destroy those ships, *Congress* and *Cumberland*, engage three others nearby (*Roanoke*, *St. Lawrence* and *Minnesota*) and break the blockade.

One Southern newspaper reported, "Buchanan has confidence in *Merrimac* and says he is either going to glory or a grave in her. Lieutenant Catesby Jones, second in command, is less confident, but he says she is as good a place to die in as a man could have."

Two days earlier, *Monitor* had left the yards in New York en route for Virginia.

The blockade had been effective for nearly a year without serious Confederate intervention. Onboard *Cumberland*, crewmembers were hanging out their wash in the rigging when Lieutenant G. U. Morris, acting captain, first noticed a "huge, half-submerged crocodile" accompanied by two gunboats heading upriver.

General quarters sounded and *Cumberland* fired when *Merrimac* was three-quarters of a mile distant. "Still she came on," recalled *Cumberland's* pilot, "our balls bouncing off her mailed sides like India rubber. We had probably fired six or eight broadsides when a shot was received from one of her guns which killed five of our Marines. It was impossible for our vessel to get out of her way or stop



LT S. Dana Greene, executive officer of USS Monitor, took command of Monitor when her captain was temporarily blinded by enemy fire. Under Greene's command, Monitor was able to prevent a Southern break in the Union blockade, but he was later criticized for not chasing Merrimac into the yards at battle's end.

her, and *Merrimac* soon crushed her iron horn into *Cumberland* knocking a great hole in the side."

Even as she sank, *Cumberland* continued to fire on *Merrimac*. A correspondent reported, "*Cumberland's* crew worked desperately amid the din and horror of the conflict, and gave cheers for their flag though the decks were slippery with blood, and arms, legs and chunks of flesh strewed about."

Merrimac then turned her guns on *Congress*. Each Confederate volley destroyed another Union gun, set yet another fire, or killed another gun crew.

"Seeing that our men were being killed without prospect of any relief from *Minnesota* (which had run aground)," reported *Congress's* executive officer, "and not being able to bring a single gun to bear on the enemy, we deemed it proper to haul down our colors without further loss of life."

Buchanan ordered his gunboats alongside *Congress* to receive her surrender. As they approached to board, a barrage from Union shore batteries forced them back. Sure that the fire had come from *Congress*, Buchanan climbed out of *Merrimac's* casement in rage and was immediately

shot in the thigh.

A correspondent at the shore battery reported that one Northern soldier at the attacking battery had asked his commanding general, "Sir, since the *Congress* has surrendered, has not the enemy the right to take possession?" The general snapped back, "I know the damned ship has surrendered, but we haven't!"

Unable to board *Congress*, *Merrimac* sprayed her with red hot shot. (She burned until around midnight, then exploded and sank). *Merrimac* then fired several volleys at *Minnesota* and retreated for the night, planning to return at first light to finish off the remaining Union vessels.

The South had won decisively. Their combined guns totaled 27 against 300 of the enemy's, 100 of which could be brought into action at every moment and on every point. *Merrimac's* armor was barely dented. All told, *Cumberland* lost 121 men; *Congress*, 136; and the Confederate force only 20.

The Baltimore American reported, "The day closed dimly for our side and with the most gloomy apprehension of what would occur the next day . . . There appeared no reason why the iron monster might not clear the Roads of

our fleet.” *Minnesota* was still hard aground and badly damaged, and, because of their deep drafts, *Roanoke* and *St. Lawrence* couldn’t get within range.

During the night, however, *Monitor* arrived and anchored near *Minnesota*. Her crewmen were weary from two days of hard travel in heavy seas and from fighting to keep the Union ironclad afloat due to serious defects hampering her seaworthiness. Throughout the night, while *Merrimac*’s crew relaxed and rejoiced, *Monitor*’s crew prepared for combat.

Merrimac returned the next morning, Sunday, March 9. According to one Navy doctor who watched from shore, “David goes out to meet Goliath. Every man who can walk to the beach sits down there—spectators of the first ironclad battle in history.”

Merrimac fired on *Minnesota* as soon as she was in range. Immediately, *Monitor* emerged from the shadows. One *Merrimac* sailor remarked, “*Minnesota*’s crew is leaving her on a raft.” Soon, however, all realized that the “raft” was Ericsson’s ship—“an immense shingle floating in the water, with a gigantic cheesebox rising from its center.”

Sizing each other up, the ironclads passed on opposite courses; turned and passed again. According to one account, Lieutenant John Worden, *Monitor*’s captain, “steered directly for the enemy’s vessel in order to meet and engage her as far as possible from *Minnesota*. *Merrimac* had already begun firing and when Worden came within short range, he gave the order, ‘Commence firing.’”

With *Monitor*’s first shot from guns concealed within the turret, one of the rebels shouted, “Damn it, the thing is full of guns!” *Merrimac* then launched broadsides at *Monitor*. S. Dana Greene, *Monitor*’s executive officer, related, “The fight continued as fast as the guns could be served and at very short range . . . Our shots ripped into the iron of *Merrimac* while reverberations of her shot against our turret caused anything but a pleasant sensation.”

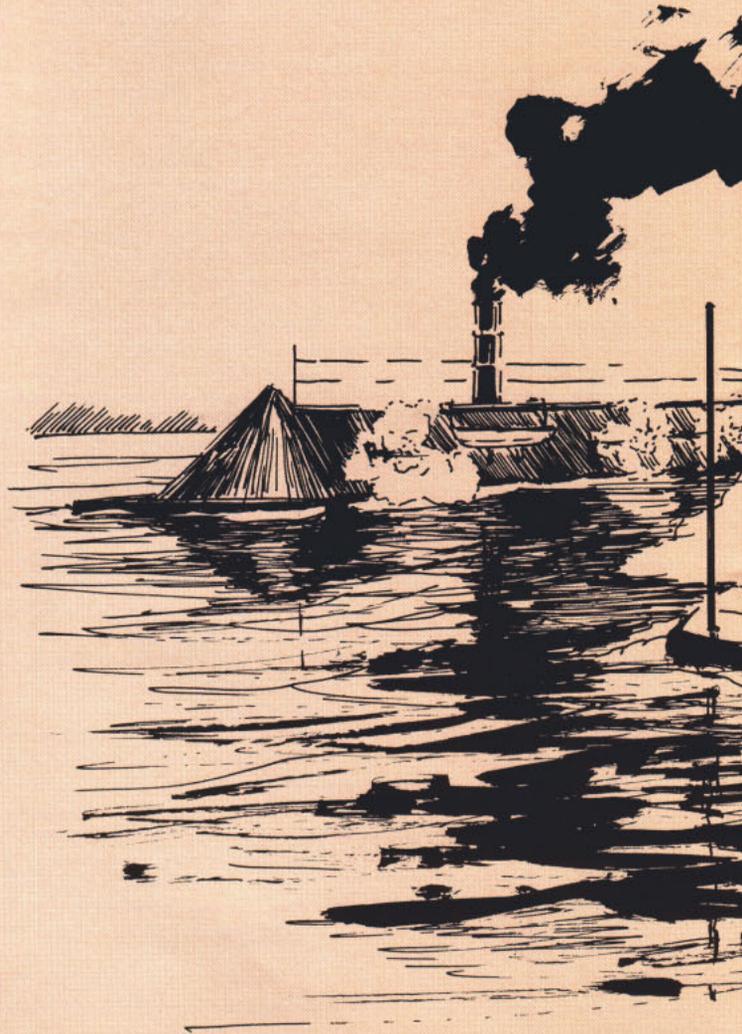
The ironclads continued to square off and exchange volleys for the better part of the morning without noticeable effect on either. According to one of *Merrimac*’s crew, “More than two hours had passed and we had made no impression on the enemy as far as we could discover . . . Several times *Monitor* ceased firing and we were in hopes she was disabled, but heavy blows from her guns soon undeceived us . . .”

At one point, *Merrimac* ceased firing herself and her captain inquired of his chief gunner as to the trouble. “No trouble sir,” he replied. “After two hours of incessant firing, I find that I can do her about as much damage by snapping my thumb every two minutes as firing at her!”

Around 10 a.m., *Monitor* retreated to shallow water to reload her turret. *Merrimac* immediately directed her fire on *Minnesota*. *Minnesota*’s captain wrote in a later report, “*Merrimac*, finding she could do nothing to *Monitor*, turned her attention to me. I opened upon her with all my broadside guns—a broadside which could have blown out of the water any timber-built ship in the world—and at least 50 shot hit her without producing any apparent effect.”

Monitor soon returned and the battle continued. They

They fought like two gladiators swinging broadswords.



fought like two ironclad gladiators standing toe to toe in an arena swinging broadswords. About noon, *Monitor* again ventured into shallow water to reload. With the tide ebbing and *Monitor* out of reach, *Merrimac* withdrew from the battle and returned to the yards.

It was over. Both sides claimed victory. (Historians generally agree it was actually a draw, yet armchair strategists continue to fight the battle to this day.)

The battle had proven conclusively that wooden ships were obsolete in naval warfare by virtue of the fact that they were helpless when confronting a ship of iron. This pronouncement was felt worldwide in naval circles. Shortly afterwards, the conservative *London Times* reported,



“Whereas we (England) had available for immediate purposes 149 first class warships, we now have two . . . There is not now a ship in the Royal Navy, apart from these two (English) ironclads, that could be entrusted to an engagement with that little *Monitor*.

Merrimac made two more appearances in the Roads, but never again fought a Union ship. She did, however, continue to be a deterrent against any Union attempt to transport troops inland by way of Virginia’s waterways.

On May 10, 1862 the Confederates abandoned Norfolk under fire and, unable to take *Merrimac* into shallow rivers, put the torch to their ironclad. Six months later, *Monitor* sank while in tow off Cape Hatteras.

Although *Monitor* and *Merrimac* both were destroyed after brief service, their contribution to naval warfare cannot be overestimated. Their one encounter with each other in Hampton Roads had begun what Rear Admiral John A. Dahlgren labeled “The reign of iron . . .” ⚓

Bearings

'Mini' Leaves, Finally

It seems no matter how hard you try there are some people you just can't do a favor—and that seems to go for sharks, too.

Take the case of Mini the two-ton whale shark trapped in the lagoon at Canton Island, an atoll 1900 miles southwest of Hawaii. The 36 U. S. Air Force-employed civilians, working as caretakers of the atoll's facilities, feared for her well-being.

Sure, Mini was friendly enough as sharks go, allowing the residents to hitch rides on her huge dorsal or pectoral fins. She particularly seemed to enjoy being petted.

But people on the island thought perhaps she wasn't getting enough to eat. There was also concern that she may have been depleting the lagoon's fauna. What to do?

After a year of unsuccessful attempts to lead the huge fish out of the lagoon, the people on Canton Island decided it was time for a little outside help. The help, which included members of Navy Explosive Ordnance Demolition Team One, a Navy marine

trainer from the Naval Underwater Center, and a civilian aquarium director, arrived in Canton and began plotting the rescue of the docile fish, ensuring, too, the safety of the reef's ecology.

The joint team discovered a dead coral reef—75 feet across—could be blasted out and not pose a danger to either Mini or other lagoon inhabitants. The charges were set and an escape route blown through the lagoon. But, Mini, who had come to enjoy her lagoon home, didn't want to leave.

All manner of enticements were dangled in front of her. No dice. They tried to tow her with a line around her fin. She didn't like that at all. One diver tried guiding her by covering first one eye, then another. Mini enjoyed these "games"—as long as she stayed in the lagoon.

The decision was made that since she now had an avenue of escape she would leave when she was ready.

Mini took an awfully long time deciding if she was ready. But one day, more than a month after the channel had been blasted, Mini hesitantly stuck her nose into the open ocean,

obviously liked what she saw, and languidly swam out of the lagoon and away from Canton Island.

Mission complete . . . finally.

Women in Sports

One of the pleasant discoveries to come out of the first class of women to attend the Naval Academy is their prowess at sports.

Already this year the girls have:

- Put together a volleyball team that went undefeated in season play,



then went on to win the B Division of the Maryland State College Volleyball Championship.

- Come up with a woman member of the plebe dinghy sailing team that won the Mid-Atlantic Association of Women Sailors Intercollegiate Championship against seven other varsity teams.

- Established a Navy women's fencing team that won its first match against the tough William & Mary team. The Navywomen—who had been fencing for only five months—beat a team that had two or three years' fencing experience.

Those are only fall sports. There's no telling what spring competition will have to offer. Or, for that matter, several years from now when there will be women in every class at the Academy.



Oil Spill Anatomy

Navy divers recently completed what may have been the first underwater photography of an open ocean oil spill.

At the request of scientists from the National Oceanic and Atmospheric Administration (NOAA), four U. S. Navy underwater photographers were sent to the scene of the *Argo Merchant* oil spill 27 miles northeast of Nan-

tucket off the coast of Massachusetts.

Working in conjunction with NOAA scientists, the Coast Guard and the Bureau of Land Management, the Navy team sought to get photographic evidence of what many scientists had only previously theorized about traits of oil dumped in the sea.

Specifically, scientists wanted to know what the underside of the large, thick pancake of oil looked like. Did it have long stalactite-like streamers

hanging from it, thereby increasing its drag as it moved across the water surface? Did it clump into globs?

The 7.6 million gallons of industrial oil dumped from the Liberian-flag tanker *Argo Merchant* in mid-December gave the underwater photographers an opportunity to answer some of those questions.

When the sea conditions were right, two team members made a shallow dive under the two-inch thick oil, and a deeper, 140-foot dive to the ocean bottom, within a half-mile of the wreckage of the tanker.

The two divers, working in 40-degree water saw that the underside of the slick looked like the surface side; that it did not have a "keel" or streamers hanging from it. The divers also saw that although there was no sign of oil on the bottom, there were also no fish in the area.

An abrupt change in sea conditions forced the divers to surface through the oil. With the black gunk dripping from their hair and beards, the divers came aboard the Coast Guard cutter *Vigilant*. They tried hand cleansers and strong detergents to clean off the oil—with no luck. Then, one of the attending Coast Guardsmen suggested using a green shaving gel.

It did the trick, cutting through the oil and cleaning hair and beards. This led some to speculate that it might work with equal results on many of the sea gulls and other fowl trapped in the slick.

The oil removed, the Navy photographers handed in their motion pictures and photographs. NOAA officials processed and viewed the film and declared it "excellent" for their scientific studies. Just another first of sorts for Navy divers and photographers who do it all in a day's work.



Bearings

'Purely for Enjoyment'

Whether it was sewing ripped sails or mending torn trousers, splicing ankle-thick lines or executing intricate knot work, the evolution of the boatswain's mate has traditionally been tied to some form of needle and thread.

For those who thought boatswain's mates had already done just about everything one can do with rope, line

or thread, meet Boatswain's Mate 2nd Class Lonnie McKenzie.

Lonnie, you see, does embroidery for a hobby.

"I'll do any kind of pattern—initials, animals, horoscope signs, sunrise, insects, leaves, anything. Just put it down on paper and I'll do it," the USS *Vancouver* (LPD 2) crewman said.

Why does a burly boatswain's mate take up what is customarily considered

a woman's task?

"For enjoyment, purely for enjoyment," he said. "It's like reading a good book; it helps me to relax."

Lonnie picked up his hobby about a year ago from, appropriately perhaps, his hometown sweetheart.

"Every time I went to her place, she was embroidering something. One day she asked me if I would like to try. I nearly fell flat on my face. But I'll try anything once. So I did and

Quick Credit for Drills

Beginning in the spring of 1977, drilling Naval Reservists recording their drill credit will be able to say "charge it" . . . well, sort of.

Actually, a new "credit" card for Reservists, called RESFIRST (Reserve Field Reporting System), will replace the often tattered card currently used for recording drill credits.

The Reservist will present his plastic card at each meeting where it will be stamped onto a prepared form. One copy will go to the member for his records and another forwarded to

the Naval Reserve Personnel Center in New Orleans, La.

The big advantage of RESFIRST is that Reservists will receive their pay checks at least a month earlier than under the old system. Additionally, the new system will provide statistical information necessary for more effective management of Reserve drill pay funds.

Think of it—money instead of a bill simply by using a credit card. Now if only the gas companies and the banks could be persuaded to use the Navy's RESFIRST credit card program. . . .



after a week, I finished a pattern; I liked it," he said.

Nowadays, when Lonnie goes to sea, he passes the time with needle and thread and his latest pattern.

His shipmates admire his skill and frequently come forward with requests. "When I wear my embroidered shirts ashore, I get all sorts of good comments too," Lonnie said.

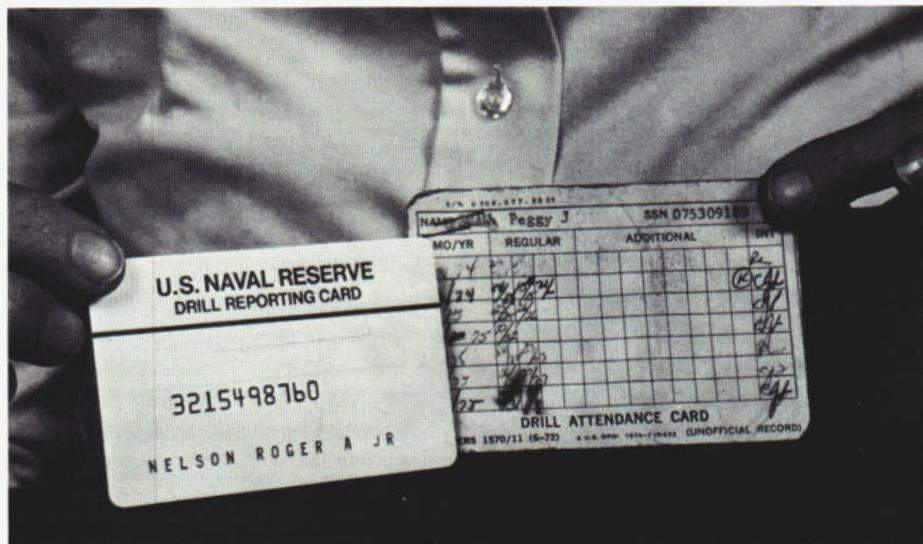
"If a woman can whittle wood, why can't a man embroider?" Lonnie asked.

Sara's Autographs

It all started when a father decided to visit his son.

Penn State Assistant Head Football Coach Jim O'Hora was in Jacksonville, Fla., with his Nittany Lions team to meet (and be defeated by) the Fighting Irish of Notre Dame in the annual Gator Bowl classic.

Coach O'Hora brought the team to USS *Saratoga* (CV 60) where his son,



Lieutenant Jim O'Hora is assigned as the landing signal officer.

After Head Coach Joe Paterno presented *Saratoga's* commanding officer an autographed football, athletes and coaches watched Navy A-7s from nearby Cecil Field perform simulated landings using the ship's mirror landing system. The Penn State marching band, 200-strong, paid a subsequent visit, and joined the crew for dinner on the mess decks.

But wait, the story isn't over yet.

Not long after the Penn State crowd departed, who should show up at the *Saratoga's* quarterdeck but another team. You guessed it, the Fighting Irish had come to call.

After a tour of the ship the Notre Dame team and coaching staff settled down to watch videotaped replays of carrier catapult launches and arrested landings on closed circuit television. Notre Dame's Assistant Head Coach Ed "Moose" Krause presented another autographed football for *Saratoga's* growing collection.

It obviously was an eye-opener for many of the visitors. As one Penn State majorette said, "Before this, I thought the Air Force did all your flying."

Forget that 29-9 Gator Bowl score—instead, score one for the Gipper, one for the Lions, one for the Navy and zero for the Air Force.



Busy Mount Baker

USS *Mount Baker* (AE 34), recently conducted what can best be described as "other than normal" at-sea operations.

First, as an exercise to demonstrate the flexibility of mobile logistic support forces, the ammunition ship successfully executed the rarely practiced method of astern refueling. For a method that's rarely practiced, *Mount Baker* didn't do badly at all, as the receiving ship signaled "not a drop spilled."

But the break in routine didn't stop there. On another occasion, *Mount*

Baker found herself in the unaccustomed role of medical treatment center and ambulance.

It happened like this. While steaming 375 miles east of her Charleston, S.C., home port, the ship picked up the signal of an Italian tanker that had rescued an injured mariner from a 40-foot yacht during heavy weather.

Mount Baker, having medical personnel assigned, quickly volunteered to bring the injured man aboard. He was subsequently evacuated ashore by a Coast Guard helicopter.

Whether delivering ordnance, oil or casualties, *Mount Baker* apparently likes to abide by her motto: "We deliver with class—any time."



Information Exchange

Q. *A group of officers and chief petty officers in red coveralls came aboard my ship a week ago conducting a safety survey. What is a safety survey?*

A. The Naval Safety Center, located in Norfolk, has a team of officers and CPOs which visits ships to conduct safety surveys. The purpose of the survey is to carefully examine your ship to discover potentially dangerous areas or practices. Identifying these hazards before an accident occurs enables a ship to take corrective action to prevent an accident or personal injury. Safety surveys are made only upon request. Reports on follow-up action are not required.

Q. *I was not selected for PNC by last year's CPO Selection Board while another PN1 at my command was selected even though his final multiple score was seven points lower than mine. How can that happen?*

A. It should be emphasized that the final multiple score (FMS) is only a means for determining selection board eligibility. Although standard scores achieved on advancement examinations are provided to the selection board, FMS totals are not. Therefore, based on a thorough review of all candidates' records within a rating, a member with a lower FMS, but with an extremely strong performance record, may be selected.

Q. *Where does the Navy Motion Picture Service get its movies and how many does it procure per year?*

A. The Navy Motion Picture Service (NMPS) screens and selects motion pictures from all sources, including all major motion picture companies and many independent companies. NMPS' aim is to procure the latest and best entertainment possible. The procurement goal is four new films per week in order to provide shipment of 208 new films per year. It is not always possible to attain this goal due to the scarcity at times of good quality films. Procurement includes sports, classic films and kiddie shows.

Q. *Does the military still have R & R facilities in Hawaii?*

A. Yes. R & R facilities include the Kilauea Military Camp on the big island of Hawaii and the Bellows Beach Recreation area on Oahu. The Armed Forces Recreation Center, the Hale Koa Hotel, was opened in October 1975. The 15-story, 416-room facility is located in the center of the Waikiki tourist area at Fort DeRussy. Navy personnel, both active and retired, may make reservations and can receive further information by addressing your inquiry to: Hale Koa Hotel, 2055 Kalia Road, Honolulu, Hawaii 96815.

Q. *My son and I are both veterans receiving GI Bill benefits. Since my son is under 23 and living at home, can I claim him as a dependent, thereby increasing the amount of my benefits?*

A. Yes. The dependent's own service does not constitute a bar to payment to veterans of increased educational assistance payments.

Q. *My first home was purchased with a GI loan. I am now selling. May a purchaser assume my GI loan?*

A. Yes. However, if a purchaser assumes your loan, you should obtain a release of liability from the VA in order to avoid any financial liability in case the buyer defaults on mortgage payments. You should remember that if a purchaser assumes your GI loan your entitlement is not restorable unless he is an eligible veteran willing to substitute his entitlement for yours. Of course, your entitlement can also be restored if your GI loan is paid in full.

Q. *I heard that retired military personnel and active duty members on leave could take cruises on Military Sealift Command (MSC) ships. I'd like more information on this.*

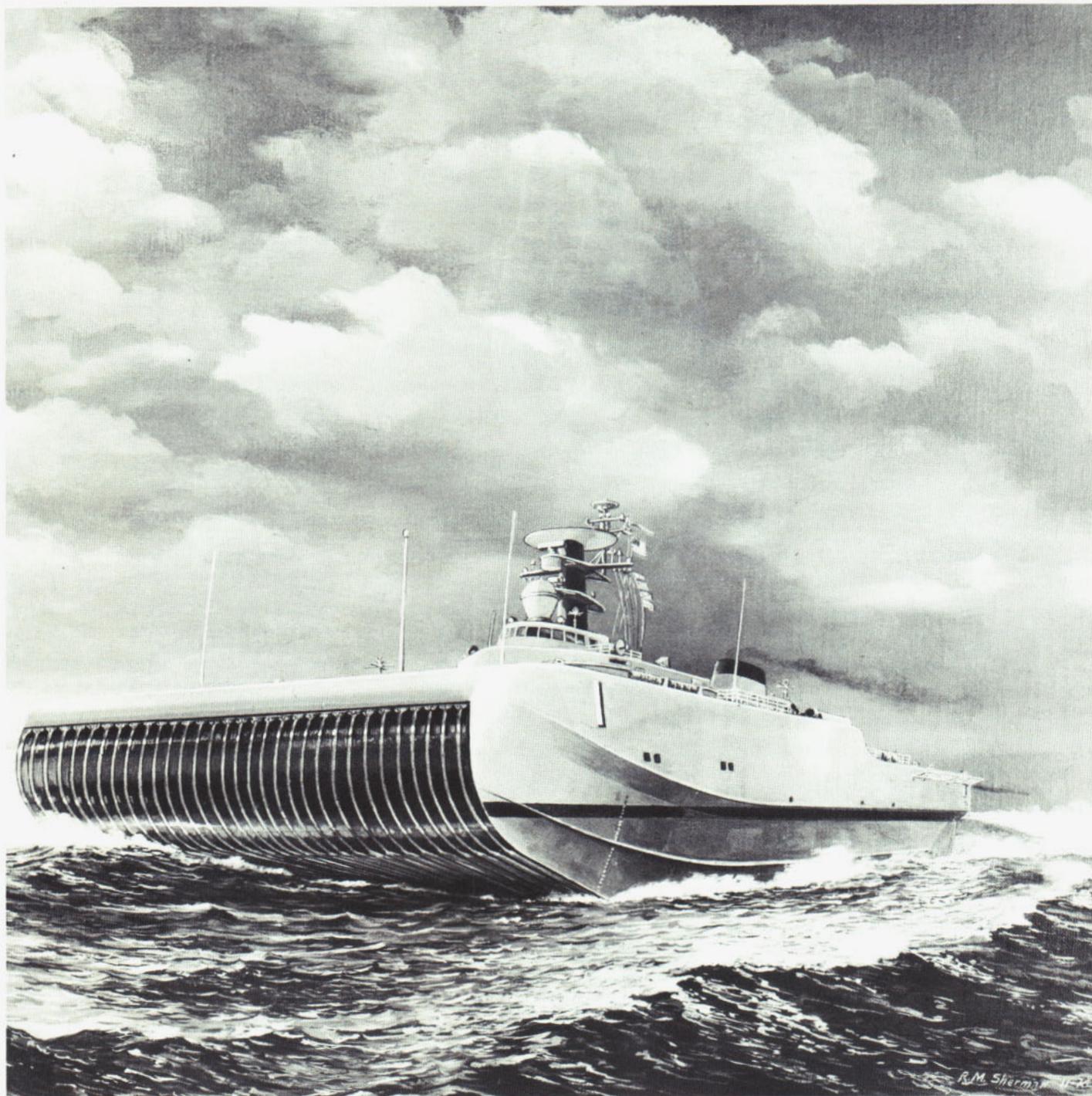
A. Military Sealift Command no longer offers this service. MSC once operated 60 troopships but all have been disposed of or are in the reserve or mothball fleet. Cargo ships, tankers and other vessels MSC operates do not have facilities for passengers and they do not operate on scheduled routes.

Q. *It seems that the Navy Campus for Achievement (NCFA) is concerned only with college degrees and programs. What about Navy people who have a personal interest in off-duty vocational and technical development?*

A. The Navy Campus for Achievement offers much more than college-degree programs. The NCFA gives higher priority to tuition assistance for vocational and technical courses than it does for college degrees as such. Tuition assistance will be approved for vocational and technical courses taken at public institutions and at accredited private institutions.

The NCFA looks with particular favor upon off-duty vocational and technical courses which are rating related. It should also be noted that most of the NCFA colleges offer a variety of vocational and technical certificates which can be completed in less than two years. In other words, a Navy person can sign an NCFA letter of agreement with one of these colleges for a vocational or technical certificate instead of a college degree. ↓

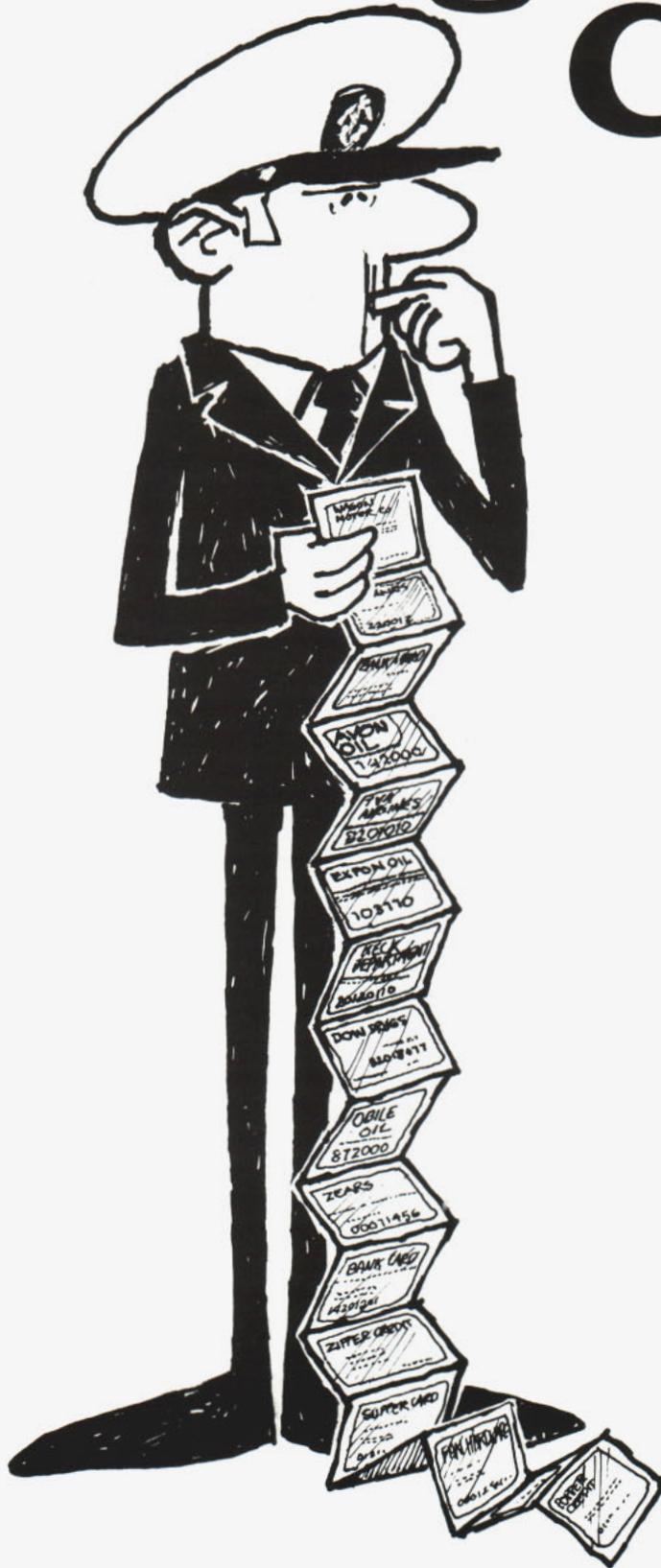
Ship of the Future



Artist's version of the U. S. Navy's 3000-ton surface effect ship (3KSES), for which a contract has been let. This SES will be 270 feet long and 105 feet wide. It will be powered by gas turbine engines capable of maintaining speeds three times faster than conventional ships. The ship can attain such speeds be-

cause it rides on a cushion of air that keeps most of its bulk out of the water. Potential missions include antisubmarine, antiair and antisurface warfare, tactical and air support, and amphibious assault.

The High Cost of



JO1 JERRY ATCHISON

The first users of credit in America—the Pilgrims—took out a seven-year loan to finance their trip to the new world. They set an unfortunate precedent, however, that some Navy men and women have copied:

It took the pilgrims 25 years to pay off that seven-year loan.

Every year, Navy people who can't or won't pay their just debts find they face possible disciplinary action that could include discharge from the service. Some are frankly ignoring their debts. The majority though, find themselves in real money trouble because they didn't understand what they were getting into.

Some think when they buy something on credit they are simply paying little by little for the early use of the merchandise. True in a way. But it is also true that in every case they will pay some amount over the cost of the merchandise just for the privilege of using another person's money.

The cost of using this money is what some people fail to plan for and, therefore, end up not being able to afford. Whatever that cost is called—be it interest, carrying charges, service or finance charges—it can be a major expense that one should know and plan for before contracting for credit.

This is especially true when you realize that the unique circumstances of military men and women can distinctly influence their credit situation. For instance since military families have steady incomes, they may be special targets for some types of credit business.

Debt and Credit

Also, businessmen know that commanders can, under certain circumstances, take actions affecting the career of a Navy person who encounters credit problems.

And finally, credit businesses know that military families are often seeking credit because frequent transfers also mean establishing or maintaining good credit in each new community.

How does all this affect the military family seeking credit? What is the opinion of credit managers regarding the credit worthiness of these people? Is it easier or harder for people in the service to get credit?

These and other questions prompted All Hands to conduct an informal poll of credit-granting establishments in the Washington, D. C. area—an area with a major concentration of military. Here are excerpts from those conversations:

A credit manager from a furniture store across the street from a large base: "Sometimes it takes a bit longer to process and approve credit applications from military people because many of their credit references are from out of town.

"... The younger enlisted people in the lower pay grades often don't understand the conditions of the contract they are contemplating signing. We take the time to explain the contract and also tell them that, in any event, they should go over the contract with their base legal officer. . . .

"We comply with the Department of Defense Standards of Fairness and therefore keep on hand Certificates of Compliance required by those stand-

ards. But when we tell military people that, you'd be surprised at the number who either don't know what we're talking about or care that they've got the right to have it filled out before a contract is signed."

A loan officer at a metropolitan bank: "We get some military people in here who are very knowledgeable about credit. One told me that his command had credit and debt workshops where one could learn about



The High Cost of Debt and

such things as the Truth in Lending Act, the Fair Credit Reporting Act and others. I think that's a pretty good idea.

"Everyone knows that when they move across country, their household effects go with them. What some don't know is that their credit rating—good or bad—goes right along also. Occasionally we'll get a military credit applicant who looks fine on paper. But when we get a history of his previous duty stations and run credit checks in those areas we sometimes find some surprising things. It is almost always a situation where the member got into credit trouble when he was young. And even though his credit habits had changed over the years, he felt it safe just to ignore

a debt he'd contracted years before and a continent away. The system doesn't work that way."

A department store credit manager: "We had a young married couple come in here one time. He was an Air Force E-3; she had a low-paying clerical job. They did not qualify for an account with the store. Their income was too low. They had lived in the area only a short time and had no established credit references.

"But I granted them a limited line of credit on the basis of their attitude. They questioned almost every line of the credit contract and did not go on until they were sure they understood what they'd read. They discussed how, because of their limited income, the account could only be

used for necessities that would be paid off by payday. They recognized that while they might be able to afford paying for the purchases, there was no room in their tight budget for finance charges each month. Finally, before they signed the contract they took a copy to their base legal officer and, as they told me upon their return, went through the same thing with him.

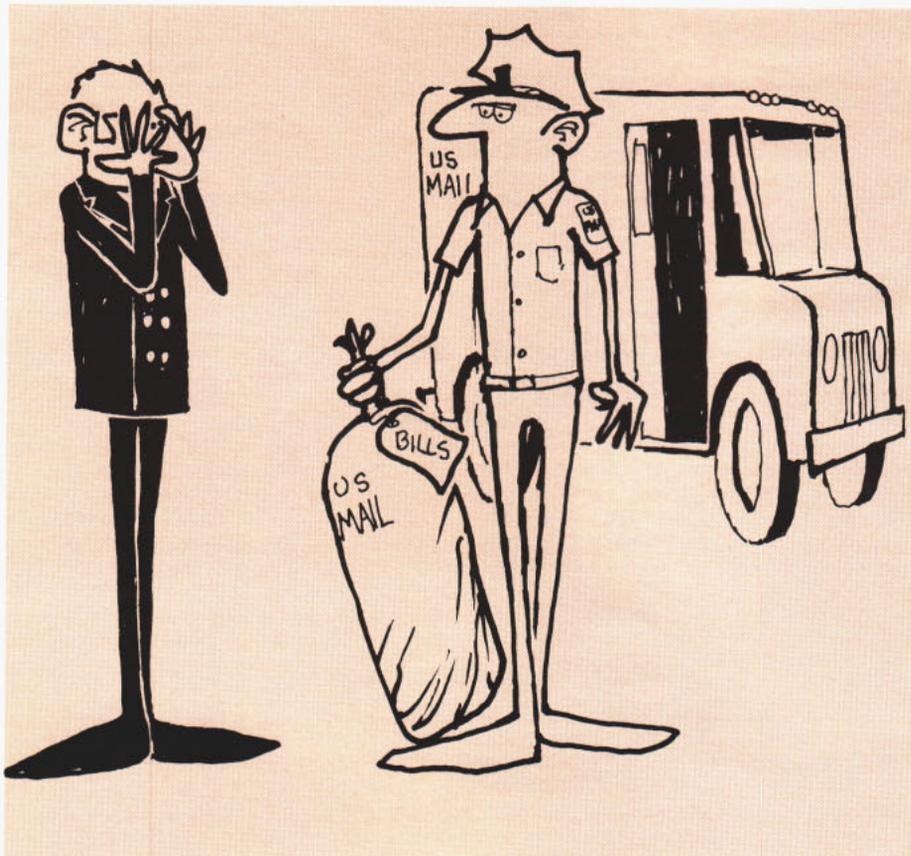
"That young couple entered into a credit agreement with their eyes wide open. If all our customers were like that, my job would be much easier."

A loan officer with a savings and loan association: "Discriminate against military? Listen, around here the only people we discriminate against are the ones who wouldn't pay back the money we would lend them. And we discriminate against them by not lending them the money.

"As a matter of fact we recently got in a report of the percentage of customers we have who default on loans. The report is broken down by occupation and types of loans. Our military loan defaults are less than half the civilian default average.

"... Sure it's a problem contracting a long-term loan when you know the customer will be moving from the area in a few years. But that's predictable and we know we can always find and contact the potentially delinquent military man or woman through the service locators. And many of our longtime military customers know the value of maintaining good credit references no matter where they go.

"Take the case of the Navy officer stationed in Japan. We recently got a letter from a Japanese mortgage firm seeking a credit reference on the guy. I toyed with the idea of having our



Credit

reference translated into Japanese but gave it up after I found out how much it would cost the firm. But the point is that that Navy officer gets a good reference from us, no matter what the language."

The credit people contacted by All Hands agreed on a number of points. First, they said they try to grant credit only to those who understand what they're getting into. Second, all agreed military people enjoy a distinct advantage over their civilian counterparts by having free legal advice available for the asking from their base legal officer.

Finally, while all admitted they had

no legal recourse to the garnishment of an individual's wages while in the service for a past due debt, that didn't affect their credit granting attitudes towards the military. The reason for this was summed up by a credit card application processor: "Our company knows that when it comes to a military person having to be prompted to pay their debts, we've got a friend in that person's commanding officer."

As a matter of fact, Navy people who don't overextend themselves financially also have a friend in their commanding officer. On the other hand, when an individual's debts pile up to the point where his work suffers

and the commanding officer is asked to help convince that individual of his financial responsibilities, things can get decidedly unfriendly.

But it's a logical progression: the skipper is tasked with fulfilling the command's mission; the individual is tasked with making his contribution towards fulfilling that command's mission. Getting the job done means ordering one's personal affairs. And a big part of everyone's personal affairs is money—its use and abuse.

The base legal officer is always ready to help. Common sense, however, in one's financial matters results in never needing that help. ⚓

Questions About Indebtedness

Q. *What is the role of the commanding officer in matters relating to indebtedness?*

A. The commanding officer is without authority to adjudicate claims or to arbitrate controversies concerning asserted default in fulfillment of private obligations of naval members, or to act as an agent or collector for the creditor, claimant or complainant involved.

Q. *Is the member ever released from paying debts because he/she is in the Navy?*

A. No. Navy personnel are not, by virtue of military status, released from any continuing obligation to obey pertinent civil laws or to comply with civil court orders decrees, or judgments.

Q. *What is expected of Navy personnel under such circumstances?*

A. They are expected to handle

their financial obligations in a timely manner so as not to reflect discredit upon the naval service.

Q. *When entering into a credit arrangement what specific rules should be observed?*

A. Evaluate financial capabilities and establish a budget which will preclude the burden of ever-increasing debts.

Consult with a Legal Assistance Officer when contemplating large purchases on credit in order to avoid commitments which may be difficult or impossible to carry out.

Be wary of the "high pressure" salesperson. Think carefully and seek advice before signing an agreement or contract.

Never sign a blank contract and always multiply the number of payments by the amount to determine the total payment. Note particularly the penalty clauses.

Set funds aside to provide for cash purchases through civilian or military stores. A savings may be realized through use of this procedure.

Take advantage of the saving, counseling and lending services provided by credit unions organized by and for Department of the Navy civilian and military personnel.

Q. *What are some of the consequences which may result from failure to honor financial obligations?*

A. Basically, failure to pay just debts or repeatedly incurring debts beyond one's ability to pay may jeopardize:

Security clearance status.

Advancement status.

Duty assignment.

Qualification for reenlistment or extension of enlistment.

In aggravated circumstances, become grounds for disciplinary action or administrative discharge. ⚓

Mail Buoy

Detroit's First C.O.

SIR: As the first commanding officer of USS *Detroit* (AOE 4), I got a special kick out of your articles about her overhaul in Bath, Maine (see Nov. '76, All Hands). After six years of punishing operations, *Detroit* has indeed earned an overhaul. Thank you for letting all of us who have served in her follow her progress.—RADM R. B. McClinton, USN

Stern Shots

SIR: I noticed that the insignia for Engineering Aid in the November 1976 issue was printed upside down or backwards in your "Stern Shots" department. I can hardly blame you for this as the diagram in the United States Navy Uniform Regulations, 1975, is also wrong.—CUCM M. Coster

• *You're right. We've been told this error will be corrected in the 1977 edition of Uniform Regulations.*—Ed.

SIR: It appears that an appropriate journal of Soviet naval vessel characteristics was not consulted in your January 1977 issue. "Stern Shots," page 48, is in error in that Kashin is letter E vice G and Kynda is letter G vice E. Undoubtedly, it was a slip of the "answer man's" pen.—LT J. E. O'Neil, Jr.

• *Our "answer man" goofed on this one.*—Ed.

How Did He Manage It?

SIR: I read with interest your article in the October 1976 All Hands about the MS1 who sailed his boat to Puerto Rico in 54 days. I would like to know how MS1 Tarpley managed to get 54 days' leave on PCS orders. Did he get mileage for the trip, as do other POV transits on PCS orders? If so, under what instruction?—LCDR F. Naubhold.

• *According to BuPers, leave was granted to MS1 Tarpley to the extent of earned leave plus up to 45 days' advance leave, not to exceed 60 days at one time. If PCS orders state a*

report-no-later-than date or a specified maximum amount of leave that is authorized an order modification would be necessary. When government transportation is authorized as distinguished from directed in PCS orders, a member could be entitled to reimbursement for the cost of transoceanic travel utilized, but not to exceed the cost of available government transportation. Further information on this subject can be found in BuPers Manual articles 3020320 and 3020240 and Joint Travel Regulations M4159-4 and M7002-2.—Ed.

A Weighty Matter

SIR: The definitions of tonnage provided by your research department and BM2 J.P.L. in the Nov. 1976 All Hands are both inaccurate. It appears that BM2 J.P.L. is referring to deadweight, a weight measurement in long tons, which expresses a ship's carrying capacity. Displacement is also weight measurement expressed in long tons. But it represents the total weight of the ship, including its contents.—LCDR K. W. Lerner

• *It appears that you have caught us off balance with your clarification of the terms "displacement" and "deadweight."*—Ed.

Coping With the Problem

SIR: In response to MCPON Walker's article on husband-and-wife duty in the Aug. 1976 issue, I see only a well-meant but poorly made attempt to cope with human problems with inhuman numbers and regulations. MCPON Walker's figures are very informative and probably correct. But when you try to use numbers to justify a bad situation, that can only be called a copout. Instead of really trying to sit down and solve these problems, I feel that MCPON Walker has tried to shame us into quiet submission.

But the real slap in the face came when Master Chief Walker referred to fairness in regard to husband-and-wife assignments. What is less fair than being forced to waste some of

the best years of a marriage?

Navy couples realize that some separation is inevitable, and when our turn at sea duty comes we'll take the good with the bad, just like everyone else. But when that ship pulls back into port, why should I and others like me be the only ones whose wives are conspicuous by their absence?—RM3 R. A. and SM3 S. M. Sanders

• *Initially, I would like to say that I wrote the All Hands, Husband and Wife Duty article so that the enlisted community would have all the facts on which to base decisions about their personal lives. I fully realize the highly emotional nature of separation from loved ones due to assignment to duty and sympathize with those who must experience this type of hardship. The enlisted community can be assured that the human element is a significant factor considered during the assignment process. However, it has not been possible in the past, and may not be possible in the future, to assign all military married couples to duty together. Although no satisfactory solution to this situation exists at this time, the Navy is constantly reviewing its assignment policies and strives to find new methods to detail our married military couples to duty together.*—MCPON Walker.

Everything's on the Up

SIR: In reference to LCDR J. A. H.'s letter in the Nov. 1976 All Hands, I can not cite an authority but have always understood that the line officer's star pointed down for the simple reason that when the sword arm is raised, the star is pointing up.—CAPT A. W. Whitney

Good as New

SIR: Unless there is a great coincidence, the event that happened 10 years ago described by LCDR Coshaw in your December '76 Mail Buoy is exactly what happened while I was First Lieutenant and Gunnery Officer aboard USS *Shakori* (AFT 162) from Nov. 6, 1974 until April 6, 1976.

A training gear had malfunctioned in our 3"-50 mount and a replacement part would not be available for some time. We were making final preps for an extended period at sea which would include using our main battery.

I noticed the exact same gun at the Little Creek Amphibious Museum where we were homeported, tried the handwheel—and it worked. I received permission to use that part, which we did, and left port with our 3"-50 mount in commission.—LT R. B. Hoffman.

Constitution's Guns

SIR: It was disconcerting to read in your August 1976 issue about the machining-off of the cascabels on the

forward long guns of *Constitution* to install blank-firing apparatus.

Whoever authorized this permanent damage to these historical relics should be keelhauled. It would have been just as easy to cast replicas to accommodate modern saluting ammo.—LTJG J.A.L. USNR(Ret)

Wearing Ball Caps

SIR: During two years' active service, I've noticed enlisted and officer personnel wearing various colored baseball caps with uniforms. It is my understanding of Uniform Regulations that specific articles of clothing are to be worn with specific uniforms. What is the Navy's policy on these caps?—EO3 W. Turner

• *Current regulations permit wear-*

ing of command (organizational) ball caps with all officer and enlisted working uniforms subject to local command restrictions. These unit ball caps can be worn only within an individual's command or squadron area.

A recommendation to standardize ball caps Navywide is being considered by the Navy Uniform Board. It has been proposed that only navy blue ball caps be permitted and they would be authorized for wear anywhere working uniforms are permitted.—ED.

Flying U. S. Flag

SIR: I would like to know if the U. S. flag may be flown at night if lit by floodlights. Can an all-weather flag by flown in inclement weather?—R. L. G.

• *Legislation governing the use of the American flag was recently revised for the first time in 34 years. The amended code permits around-the-clock display by civilians of any all-weather U. S. flag. The new legislation concerns only civilian display of the flag; there has been no change regarding display of the flag by the military—Ed.*

Reunions

• *USS Harding (DD625/DMS28) —Reunion planned for May 28-30 in Nashville, Tenn.; contact G. Taylor Watson, Box 13A, McDaniel, Md. 21647, for information.*

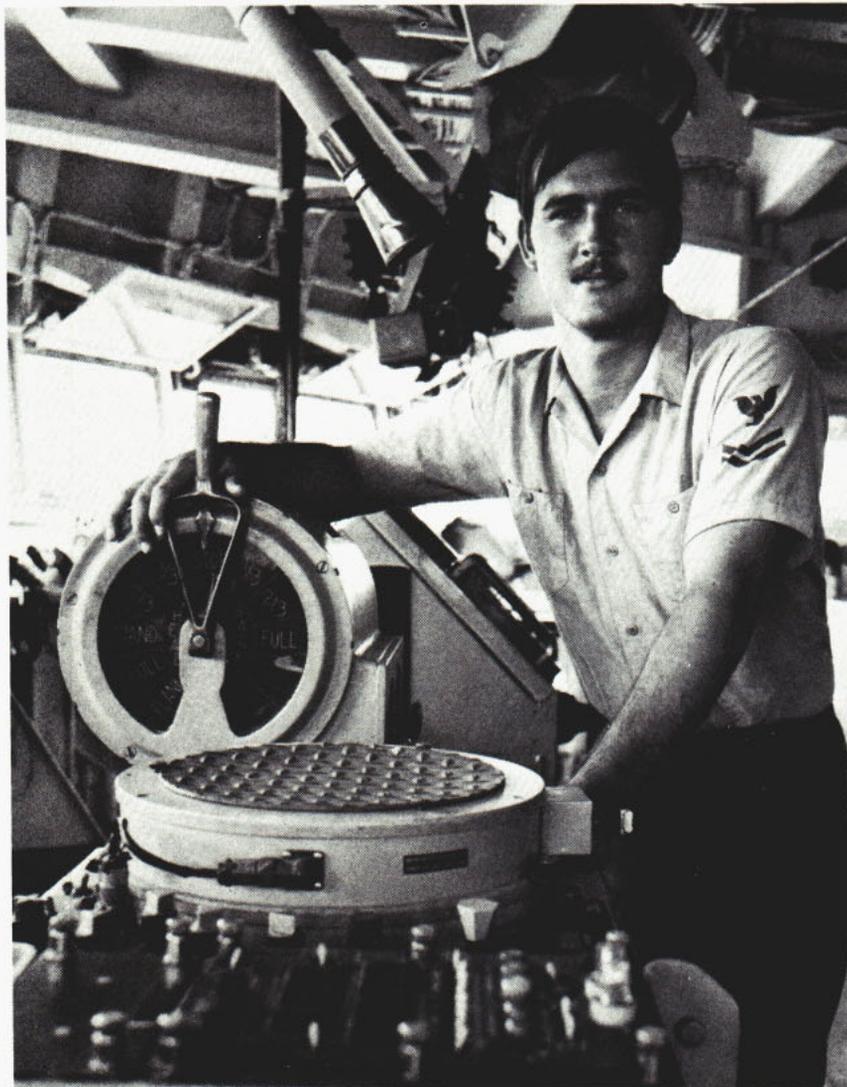
• *USS Lexington (CV-2) — 24th reunion May 11-14, 1977, at Long Beach, Calif., for crew, squadrons and Marines who served aboard anytime between 1927-May 1942. Contact Walter D. Reed, 5410 Broadway—#105, Oakland, Calif. 94618.*

• *USS Seal (SS 183)—Former crewmembers interested in a reunion please contact Irvin L. Hill, 449 Prospect St., Plantsville, Conn. 06479, or Richard Manyak, 54 Case St., Farmington, Conn. 06032.*

• *USS J. D. Blackwood (DE 219) — Former crewmembers interested in a reunion contact Roy P. Wiesen, 1209 Schweitzer Rd., Greenock, McKeesport, Pa. 15135.*



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Sure, the grass always looks greener on the other side of the fence. But if you've got what it takes, you can make it greener right here.

NAVY

IF YOU'RE GOOD, IT PAYS TO STAY IN.

Stern Shots

Scrape the barnacles from your brain and match these famous naval sayings with their appropriate hero in history. (Our source is "Reef Points.")

- _____ 1 "He who will not risk cannot win."
- _____ 2 "We have met the enemy and they are ours."
- _____ 3 "Good discipline is considered by all who know anything of service as the vital part of a ship of war."
- _____ 4 "You may fire when ready, Gridley."
- _____ 5 "Damn the torpedoes; four bells, Captain Drayton. Go ahead, Jouett."
- _____ 6 "Hit hard, hit fast, hit often."
- _____ 7 "A ship is always referred to as 'she' because it costs so much to keep one in paint and powder."
- _____ 8 "Underway on nuclear power."
- _____ 9 "The advantage of sea power used offensively is that when a fleet sails no one can be sure where it is going to strike."
- _____ 10 "Pick out the biggest and commence firing."
- _____ 11 "If that fellow wants a fight we won't disappoint him."
- _____ 12 "Take her down."

- A Farragut at Mobile Bay.
- B Commander Howard Gilmore, USS *Growler*, ordering his crew to leave him on deck, wounded as he was, and submerge to save the ship (see photo below).
- C Fleet Admiral William Halsey's battle cry.
- D Dewey at Manila Bay, 1898.
- E Fleet Admiral Chester Nimitz.
- F Commander Eugene P. Wilkinson, USS *Nautilus*.
- G Sir Winston Churchill.
- H John Paul Jones.
- I Commodore Oliver Hazard Perry at Lake Erie, 1813.
- J Captain Thomas Truxtun.
- K Captain Mike Moran, USS *Boise*, at Cape Esperance.
- L Captain Isaac Hull, USS *Constitution*, 1811.
- M Admiral Alfred Thayer Mahan.



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Answers: 1(H), 2(I), 3(J), 4(D), 5(A), 6(C), 7(E), 8(F), 9(G), 10(K), 11(L), 12(B).

