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

FEBRUARY 1969
Features

Introducing Detachment Charlie: Navy Astronautics Group ........................................... 2
Aboard Intrepid: 100,000th Catapult Launch ................................................................ 4
What's That — A Land Catapult? .................................................................................... 6
NCT Great Lakes: This Is Where It All Begins .................................................................. 8
E Awards: The Sharpest Ships in Both Fleets ................................................................. 10
Fleet Citations: The Brave and the Gallant ..................................................................... 12
They've Seen It: From Elephants in Armor to Firth of Clyde ........................................ 14
Flight Deck Boatswain .................................................................................................... 16
AGs Keep Tabs on the Weather ....................................................................................... 17
Sasebo: A Sample of Navy Family Life Overseas ............................................................. 18
COD Greyhounds .............................................................................................................. 25

Departments

Letters to the Editor .......................................................................................................... 26
Today's Navy ...................................................................................................................... 36
Decorations and Citations ................................................................................................. 62

Feature Centerspread

Changes in Ship Classifications .................................................................................... 31
The U.S. Fleet in Silhouette .............................................................................................. 32

Bulletin Board

Trafalgar Lists Changes in Damage Control, Firefighting Courses .............................. 43
RSFPP: How to Insure Family Security Before You Retire ............................................. 46
Shore Duty Upcoming Via Seavey A-69 ......................................................................... 50
What's the SCORE? Nineteen Ratings Now in Program ............................................... 52
Why Not Add Gold Stripes to Your Navy Blue? .............................................................. 54
For February: It's Tax Check-Up Time ........................................................................... 59
Area of Korean Waters Defined for USAFE Eligibility .................................................. 61

Taffrail Talk ...................................................................................................................... 64

John A. Oudine, Editor
Associate Editors
G. Vern Blasdel, News
Don Addor, Layout & Art
Ann Hanabury, Research
Gerald Wolff, Reserve

- FRONT COVER: DOWN BELOW—Fireman 1st Class Richard L. F. Zmorzinski, USN, operates the main control panel of the forward engine room aboard USS Walnut (DLG 28).—Photo by Photographer's Mate 2nd Class William M. Hopkins, USN.

- AT LEFT: HIGHEST AWARD—Lieutenant Vincent R. Capodanno was awarded, posthumously, the country's highest medal, the Medal of Honor, 7 Jan 1969. He became the second Navy chaplain in history to receive the award, and the fourth Navyman to receive the Medal of Honor for action in Vietnam. Turn to page 37 for a story on Chaplain Capodanno.

- CREDIT: All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.
INTRODUCING DETACHMENT CHARLIE

Navy Astronautics

T hey have their feet on the deck but their heads in the clouds. That’s the Navy crew working in the isolated building above the Naval Communications Station at Wahiawa, Hawaii.

The unit’s official name is Detachment Charlie, Navy Astronautics Group (NAG).

This is a land-bound station for tracking airborne satellites that aid in high seas navigation. And it’s a component of the most accurate navigation system ever devised by man.

Until the advent of navigational satellites, sailors relied on conventional instruments for fixing their positions at sea. Plus-or-minus a mile or two was considered adequate.

The satellite navigation system developed by a university for the Navy is described as highly accurate by Detachment Charlie’s officer in charge, Lieutenant Frank S. Ramos.

Detachment Charlie tracking station is the westernmost unit of a four-station chain extending from Maine to Hawaii. Other stations are at Winter Harbor, Maine; Rosemont, Minn.; and Point Mugu, Calif. All stations work under NAG’s commanding officer, Captain E. L. van Lier Ribbink, at Point Mugu Headquarters.

Crowning the NAG building at Wahiawa is a 10-foot antenna that looks like a modern pop art creation built from two giant corkscrews and a couple of pie plates. Once this antenna locks in on the signals from a satellite, it automatically readjusts its own elevation and swings to follow the “bird” from horizon to horizon.

Heart of the station is a 15-by-20-foot operations room where a sophisticated regiment of seven-foot-tall receivers monitor the satellites.

Elmer R. DuRoss, a Navy 2nd class electronics technician, explained: “The satellite sends out a signal enabling the ground station to lock on. Once we have homed in on it, a direct hookup is made to the typewriters and we wait for the boi to pass over.”

All data is automatically coded on punched tape and instantaneously fed to NAG headquarters during the brief electronic frenzy of a satellite pass. When the transmissions over Hawaii have ended, the tape is passed through a “reader” which electronically retranslates the coded message into typewritten form for the station’s records.

“Right now we’re monitoring four operational satellites and also keep our eye on seven nonoperational birds,” Petty Officer DuRoss said. He added that some signals begin reaching the station while the satellites are still 2300 miles away.

Here’s a rundown on how the satellite navigation system works:

• Four operational satellites are
now orbiting the earth. Every two minutes, each satellite tells its users which satellite it is, what time it is according to its satellite “clock,” and precisely where the satellite is at that exact moment.

- Aboard ships, a completely automatic receiver-computer takes over for the navigator.
- It activates itself as a satellite approaches, receives the data, computes the ship’s navigational fix, and instantly types out the precise longitude, latitude and satellite time for the navigator. About all it doesn’t do is hand the fix to the skipper.

The Wahiawa tracking station has two major functions. First, since the ground station is located at a known position, it can check to see that the satellites passing overhead transmit the correct navigational fix for this location.

Since satellites travel more than 18,000 miles an hour, small errors would be multiplied to a proportion that would make satellite navigation useless. These checks, on every pass, eliminate this potential for error.

THE SECOND function of the station is to provide data for headquarters to compute the future orbits of the satellites. A “hotline” transmits data to Point Mugu five times faster than a teletype.

“You get only what you put into it” is a bromide that applies to the satellite business most aptly. The satellites can broadcast only what has been programmed into their memory banks. Each bird can accept enough data to keep broadcasting for 16 hours.

Because of this time limit, the memory bank gets an “injection” of fresh data every 12 hours. The Minnesota injection station can feed more than a quarter of a million bits of data to a satellite that will enable it to continue chirping its exact location at two-minute intervals for another 16 hours.

So information gathered in Hawaii is used to determine just what the satellite should “say” during each of those messages.

Since orbiting satellites travel at high speeds, precise timekeeping becomes paramount. “We have the most accurate time in the Pacific,” declared Senior Chief Radarman J. R. Averi, assistant officer in charge of Det. C.

A N ATOMIC oscillator at the complex provides the perfect rhythm to operate a huge Naval Observatory clock that is accurate to within two-millionths of a second per day. It stands almost seven feet tall and is nearly as broad. Mr. R. J. Hammann, a retired Marine who lives in Kaneohe, Hawaii, is charged with the maintenance of both the clock and the receivers.

Leading Petty Officer James Delaverson, a radioman 2nd class, and Radarman 1st Class Donald Tumbli-

SUPER TIME—Atomic clock provided by Naval Observatory provides accurate timekeeping system.

son, petty officer in charge of operations, direct the five civilian and three military watchstanders. They work in shifts, keeping round-the-clock surveillance on the incoming satellite transmissions.

Chief Averi explained that average satellite life is about two years. “After that, unstable power supplies usually render them useless and they become space garbage.”

But occasionally, worn-out satellites somehow rejuvenate themselves and begin transmitting garbled messages that interfere with the signals of operational satellites. New equipment being supplied to the Hawaii station will enable it to turn off the maverick satellites, ending their transmissions.

In 1967, the Vice President authorized the use of the Navy navigation satellite system by commercial users on an unclassified basis.

Lt. Ramos and Chief Averi agreed that there are wide commercial applications of the navigational aid. “The only restriction on ships that could use the satellites,” Chief Averi said, “is the amount of space on board. If ships have room for the computers, virtually all of them can use the Navy’s system.”

Researchers are also working on adaptations of the nautical system that will be useful in air transportation, oceanography, cartography and offshore oil explorations. “Possibilities are unlimited,” Chief Averi forecast.

—Story by Bill Honerkamp, Journalist Seaman, USN.
—Photos by Richard Montgomery, Journalist 1st Class, USN.

FEBRUARY 1969
GOOD CONNECTIONS—Catapult team hooks up bridle. Below: Deck edge cat operator receives signal to tension.

ABOARD INTREPID

100,000th Catapult

As the carrier swings into the wind on its course somewhere in the Tonkin Gulf, the catapult team members, dressed in kelly green caps, sweat-shirts and life jackets, prepare to launch aircraft for another mission over North Vietnam.

Soon the whine of warming jet engines drowns out any spoken words between the team members. For some, this means that any communication is made via sound-powered phones. Most, however, must depend on hand signals.

The first aircraft to be launched approaches the catapult and the weight checker holds up his board, upon which the gross weight of the plane is written, for verification by the pilot. This weight is also verified by the deck edge operator, center deck operator and the catapult officer.

Gross weight is an essential factor in determining how much steam pressure must be used to drive the catapult shuttle down the flight deck to launch the plane successfully.

The catapult officer checks the wind across the deck, the type of aircraft with which he has to deal, the gross weight, applies the previously determined temperature to the equation, and then orders the steam pressure necessary to launch that particular plane. The center deck operator sets the steam pressure.

While the bridle hookup crew attaches the bridle to the aircraft and the catapult shuttle, the holdback men secure a cable that prevents movement in the back part of the plane.

After it is properly positioned for the launch, the console operator, located in a compartment beneath the flight deck, builds the steam receivers to the required pressure.

ALL HANDS
With the aircraft on the catapult and the correct steam pressure in the receiver, the deck edge operator then tensions the plane.

The safety petty officer checks the bridle for correct attachment and proper tension. After scooting from beneath the plane, he takes a final check to make sure everyone is clear of the plane and then signals the catapult officer that all is ready for launch.

At this point the pilot is applying full power, the engines are screaming and the plane is straining forward. The pilot salutes the catapult officer as a signal that he and his bird are ready.

The catapult officer takes another check to make sure that the bow is clear of men and gear, checks once again the wind across the deck and steam in the receivers, and visually inspects the plane. The center deck operator does the same.

Launch

Standing in front of, and to the side of the aircraft, the catapult officer lifts his arm over his head, then moves it in a sweeping motion forward to touch the deck.

This is the moment of truth so frequently favored by any photographer on the scene. More important, it is the cue for the deck edge operator. He glances toward the bow of the ship, then aft, and finally pushes the "fire" button on his console.

As it travels down the flight deck, the plane is accelerated from zero to more than 175 miles per hour in just 211 feet.

As part of the catapult team is launching a plane from one of the carrier's catapults, the other portion is going through an identical process in launching another plane from the ship's other catapult on the opposite side of the flight deck.

An average of 10 to 20 aircraft can be launched in a five- to 15-minute launch cycle at the rate of one plane every 30 seconds during daylight launching.

The time requirement for launching at night is extended by about 15 minutes, with the interval between individual launchings being approximately one minute. There are a total of about eight launch cycles, with 10 to 20 planes catapulted each cycle, almost every day or night while a carrier is on the line at Yankee Station.

Before flight operations—whether day or night—all catapult equipment must be checked to be sure that it is in proper condition and will work correctly. Thirty minutes before each launch cycle, it is checked again.

A standout, or non-flying day, occurs about every nine days. However, the catapult team still performs maintenance work on its equipment and cleans catapult spaces on this day. The team works a minimum of 15 hours each day.

The procedure briefly described above has happened thousands upon thousands of times aboard USS Intrepid (CVS 11) as it has aboard other carriers of the U. S. Fleet.

Now slightly more than 25 years old, Intrepid started launching planes with the first U. S.-built steam catapults on 13 Oct 1954. One of the ship's catapults has more than 56,000 launches behind it; the two combined have more than 100,000. Despite her age, Intrepid claims the Seventh Fleet record for the "shortest mixed aircraft launch interval." In setting this record, Intrepid launched 33 aircraft within 27 seconds of each other during a single launch cycle on 18 Nov 1967.

—Story by M. D. McGougan, JO3, USN.
—Photos by John G. Jacob, Airman, USN.
WHAT'S THAT —

A LAND CATAPULT?

In today's aircraft carrier launching operations, communications are a major problem, not only because of noise, but because visibility is often poor. A misinterpreted instruction could result in disaster.

They're doing something about this at the Naval Air Test Facility at Lakehurst, N. J., where technicians are testing a new launching system. If successful, flight deck communications on future aircraft carriers, such as Chester W. Nimitz (CVAN 68), may be the least of a catapult officer's worries.

Called the Integrated Catapult Control Station (ICCS), the system combines into two consoles the functions of the several catapult operating stations now used in launching aircraft.

Each one of the consoles, appearing like glass turrets set into the flight deck, is operated by two men: a catapult officer who controls the aircraft launch cycle and his assistant who monitors the launch.

The 7-by-10-foot console compartment is raised from a flush-deck position to 18 inches above deck. This gives the catapult officer a direct line of vision at the time aircraft are launched. And, since the station is enclosed in a protected environment, the two operators will be free of wind, weather and noise, all the elements associated with a flight deck during operations.

On Chester W. Nimitz plans are to install a forward or center-deck control station between the Number One and Number Two catapults, and locate the other at deck's edge on the port side to control the waist catapults, Three and Four.

At NATF, a simulated forward control station provides the identical geometrical relationship to the Number Two catapult on CVAN 68. In this unit, the catapult officer and monitor sit back-to-back; the catapult officer faces aft so as to have direct line of vision with the battery end of the catapults and the aircraft hook up areas; the monitor sits looking forward so that he can view the bridle arrester runout and the forward water-brake areas. From this vantage point he can determine when there is a clear deck for launchings, and when to retract the arrester and shuttle.

Without the consoles, the two-catapult launch system is controlled by a mixture of hand signals, lights, and voice-powered phones between the catapult officer, deck-edge operator, deck phone operator, and two to four station operators located below decks.

With the ICCS system, launch control for a pair of catapults will
be in the hands of just two men—the catapult officer and his monitor—instead of the 18 men now involved in launching procedures.

At first, the ICCS arrangement on Chester W. Nimitz will require 10 men to operate it. In time, this number should be reduced to six.

The procedure of controlling aircraft launchings has not really been changed radically with the introduction of the ICCS. However, a number of functions have been re-grouped into the ICCS compartment, and the physical location of catapult officer has been changed.

Within the glass compartment, he selects the mode of launch (whether nose-gear or bridle launch); views the battery end of the catapult area; sets the capacity selector valve command signal; signals the pilot to go to military or combat power; tensions the aircraft; and fires the catapult. If necessary, he can suspend the launching at any point in the sequence.

Meanwhile, the monitor views the forward area of the flight deck; checks steam status indicators; checks cylinder elongation; operates retraction engine; and records pertinent data. He, too, can suspend the launch at any point if he feels it to be necessary.

In the event of a failure or damage to the ICCS station, the catapulting function can be controlled from an emergency station at deck edge or from the below-deck charging panel station.

From all indications, the development of the Integrated Catapult Control Station will meet the need to reduce manpower necessary to launch aircraft while increasing the safety and efficiency of the launch cycle.

—F. A. Cittadino.

Busy 18 Days for Lex

When an aircraft carrier takes time out for major repairs in the yards, her work tends to stack up on her.

When uss Lexington (CVS 16) emerged from yard work at Mayport, her crew found that the number of pilots waiting to qualify for carrier landings was a staggering figure.

Lex's crew rolled up their sleeves. Eighteen days later they totted up the score and found they had averaged 321 landings per day.

Operating in the Gulf of Mexico off Pensacola, Fla. (her home port), and Corpus Christi, Texas, Lexington recorded 5775 landings on her deck and made the 75,000th catapult off her starboard catapult. Her crew qualified or refreshed 726 pilots for carrier landings, a new record for Lexington.

The 25-year-old training carrier also recorded her 216,000th through 220,000th landings.

Lexington is presently assigned to the Navy's Air Training Command where she qualifies Navy and Marine Corps basic flight students at Pensacola, and advanced students from air stations in and around the Corpus Christi area.

Her responsibility also includes refresher training of fleet squadron pilots, familiarizing them with day and night carrier operations.

BACK AT WORK—Lexington (CVS 16) returned after yard work and in 18 days qualified or refreshed 726 pilots.
This Is Where It All

LARGEST COMPLEX of its kind in the Navy today is the Great Lakes Naval Training Center. It might be described as the heart of the vast Ninth Naval District—which covers 15 midwestern states.

Many Navymen get their first taste of Navy life at Great Lakes Recruit Training Command. Here they are constantly on the go.

During boot camp training, the new sailor learns the fundamentals of seamanship and begins to evolve into a disciplined member of the Navy team.

Each year over 77,000 recruits graduate from Great Lakes. Some recruit training graduates join the Fleet immediately, but many others remain at Great Lakes in the Service School Command for advanced training in one of 10 technical schools. These schools include Basic Electricity/Electronics, Fire Control Technicians, Weapons Training, Propulsion Engineering and Radar.

Approximately 17,500 sailors finish this schooling each year. This number includes navymen from many na-
tions which are friendly to the U. S. Many return again for even more advanced training.

The Great Lakes complex houses many other commands including the headquarters of the Commandant of the Ninth Naval District, Naval Administrative Command, Naval Examining Center, Public Works, Regional Finance Center, Naval Electronics Supply Office, Fleet Home Town News Center and the Great Lakes Naval Hospital.

Although many of these commands are devoted to running and maintaining the base and facilities throughout the district, the complex's mission affects the Navy around the world.

The Naval Hospital is providing treatment for men of all services who have been wounded in Vietnam. A Hospital Corps School is run by the hospital to train men and women as hospital corpsmen.

The Examining Center develops, distributes, and scores all competitive advancement exams. The Fleet Home Town News Center releases news and feature stories, tape-recorded interviews and motion picture stories about Navymen's accomplishments.

The landmark of the base, a block-long structure with a clock tower in the center, serves as headquarters for the commandant of the district. He directs the operation of nearly 175,000 men and a complex of ships and property valued at more than two billion dollars.

The main function of the district is training and maintaining Reserve personnel preparedness. Outside the Great Lakes complex this is accomplished through 89 training centers located throughout the district. The states included in the Ninth Naval District are: Colorado, Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, Wisconsin and Wyoming.

Many Reservists train aboard one of five ships of the Reserve Training Squadron in Lake Michigan. The ships ported at Great Lakes are: Sheboygan, Wisconsin, Milwaukee, Detroit and Chicago. Three submarines, which do not move, are also used for training. They are located in Chicago, Detroit and Milwaukee. These sailors throughout the Ninth Naval District are always learning new skills or perfecting old ones to provide the Fleet with trained men at any time they are needed.

RESERVE training ship Parle (DE 708) cruises Lake Michigan.
As usual, the competition was fierce and the judging was difficult, but the Fleet's most battle-ready ships were singled out for "E" awards.

Ships judged best by competitive class during fiscal 1968, as determined by type commanders, have had white Es painted on their bridges to symbolize their battle efficiency.

Men who serve on board the sharp ships have sewn the E on their jumpers, and, in many cases, have re-

**CRUISER-DESTROYER FORCE, PACIFIC**
- Chicago (CG 11)
- Dixie (AD 14)
- Bradley (DE 1041)
- Carpenter (DD 825)
- Cochrane (DDG 21)
- Frank Knox (DDR 742)
- Hamner (DD 718)
- Leonard F. Mason (DD 852)
- Porterfield (DD 682)
- Southerland (DD 743)

**NAVAL AIR FORCE, PACIFIC**
- Coral Sea (CVA 43)
- Kearsarge (CVS 33)
- Air Squadrons — VP 1, VP 19, VS 37, HS 4, YAW 114, VF 143, VF 211, VA 113, VAH 4

**SERVICE FORCE, PACIFIC**
- Annapolis (AGMR 1)
- Akajiri (ATF 98)
- Chipola (AO 63)
- Current (ARS 22)
- Kennebec (AO 36)
- Klondike (AR 22)
- Mahopac (ATA 196)
- Mars (AFS 1)
- Matoa (ATF 86)
- Monmouth County (LST 1032)

**CRUISER-DESTROYER FORCE, ATLANTIC**
- Ault (DD 698)
- Blandy (DD 943)
- Boston (CA 69)
- Charles F. Adams (DDG 2)
- Cromwell (DE 1014)
- Davis (DD 937)
- Douglas H. Fox (DD 779)
- DuPont (DD 941)
- Edward McDonnell (DE 1043)

**USS Plymouth Rock (LSD 29)**
SHIPS IN BOTH FLEETS

received extra-favorable consideration for special liberty.

Below is a partial listing of 1968 Battle Efficiency “E” Award winners. The names of winners not shown will be published when received.

It is noted that some of the ships listed under Atlantic Fleet type commands actually served off Vietnam during much or all of the competitive award year. Here are the winners:

**SHIPS IN BOTH FLEETS**

**SUBMARINE FORCE, ATLANTIC**
- Argonaut (SS 475)
- Bang (SS 385)
- Barracuda (SS 473)
- Clematore (SS 343)
- Daedalus (SS 607)
- Fulton (SS 11)
- Grouper (SS 214)
- Haddo (SS 604)
- Harder (SS 568)
- Hardhead (SS 365)
- Petrel (ASR 14)
- Pollock (SS 603)
- Roy (SS 653)
- Sea Owl (SS 405)
- Sirocco (SS 485)
- Tirante (SS 420)
- Triton (SS 421)

**AMPHIBIOUS FORCE, ATLANTIC**
- Ashland (LSD 1)
- Cesa Grande (LSD 13)
- Grant County (LST 1174)
- LCU 1625
- Mountrail (LPA 213)
- Plymouth Rock (LSD 29)
- Raleigh (LPD 1)

**NAVAL AIR FORCE, ATLANTIC**
- America (CVA 66)
- Essex (CVS 9)
- Intrepid (CVS 11)
- Air Squadrons: VF 33, VF 35, VA 36, RVH 9, VS 24, HS 3, VP 5, VP 26, VP 44, VAW 122

**SERVICE FORCE, ATLANTIC**
- Algonquin (AO 87)
- Codmus (AR 14)
- Chewaukan (AOG 50)
- Chukowan (AO 100)
- Demobola (AF 56)
- Georgetown (AGTR 2)

**MINE FORCE, ATLANTIC**
- Aggressivo (MSO 422)
- Exultant (MSO 441)
- Limkin (MSC 195)
- Nokant (AN 83)

**FEBRUARY 1969**
The Brave & Gallant

Here's a summary of those Navy and USNS ships and units which have received the Presidential Unit Citation, Navy Unit Commendation or the Meritorious Unit Commendation within the periods from February 1964 up to the time All Hands went to press.

It does not include those Marine Corps or Coast Guard units cited in SecNav Notice 1650 of 2 Aug 1968, the primary source from which the list of Navy and USNS ships and units was based.

The SecNav Notice goes on to explain that the citations for the Navy units was based.

Here's the list, with a supplementary report of the latest awards:

PRESIDENTIAL UNIT CITATION

<table>
<thead>
<tr>
<th>Unit Name</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Delta River Patrol Group</td>
<td>9 May 64 - 30 Jun 67</td>
</tr>
<tr>
<td>Liberty (ASTR 5)</td>
<td>8 Jun 67</td>
</tr>
<tr>
<td>Mine Squadron 11</td>
<td>June 66 - February 67</td>
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<tr>
<td>Detachment Alpha</td>
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NAVY UNIT COMMENDATION

<table>
<thead>
<tr>
<th>Unit Name</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bon Homme Richard (CVA 31) and Attack Carrier Air Wing 21</td>
<td>26 February - 30 Jul 67</td>
</tr>
<tr>
<td>Bullsyes Task Unit of the Naval Security Group</td>
<td>1 Dec 58 - 15 Apr 65</td>
</tr>
<tr>
<td>Constellation (CVA 64) and Attack Carrier Air Wing 14 (Second award)</td>
<td>18 May - 26 Nov 67</td>
</tr>
<tr>
<td>Coral Sea (CVA 43) and Attack Carrier Air Wing 15 (Third award)</td>
<td>13 Aug 67 - 19 Feb 68</td>
</tr>
<tr>
<td>Endeavour (CVAN 111) and Attack Carrier Air Wing 20</td>
<td>1 Dec 66 - 20 Jun 67</td>
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<tr>
<td>Commander Carrier Division 9</td>
<td>9 Dec 66 - 19 Jan 67</td>
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<tr>
<td>Commander Carrier Division 1</td>
<td>19 January - 20 Jun 67</td>
</tr>
<tr>
<td>Enterprise (CVAN 70) and Attack Carrier Air Wing 9</td>
<td>22 February - 26 Jun 68</td>
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<tr>
<td>Fleet Air Wing 10</td>
<td>16 March - 1 Apr 67</td>
</tr>
<tr>
<td>Goeben (DDG 20)</td>
<td>29 Aug 67 - 17 Feb 68</td>
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<tr>
<td>Haddo (SSN 604)</td>
<td>A period during 1966</td>
</tr>
<tr>
<td>Halsey (DDG 23)</td>
<td>31 July - 6 Sep 66</td>
</tr>
<tr>
<td>Harbor Clearance Unit 1</td>
<td>24 Feb 66 - 15 Mar 67</td>
</tr>
<tr>
<td>Heavy Photographic Squadron 61</td>
<td>1 Jun 64 - 1 Jun 68</td>
</tr>
<tr>
<td>Intrepid (CVA 11) and Attack Carrier Air Wing 10</td>
<td>19 April 66 - 31 May 67</td>
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<tr>
<td>Kitty Hawk (CVA 63) and Attack Carrier Air Wing 11 (Second award)</td>
<td>12 June - 8 Dec 67</td>
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<tr>
<td>Naval Facility, Keflavik</td>
<td>4 Dec 66 - 28 Apr 67</td>
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<tr>
<td>Naval Communications Station, Philippines, and component activities</td>
<td>March 66 - May 67</td>
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<tr>
<td>Naval Support Activity, Da Nang</td>
<td>2 Aug 66 - 1 Sep 67</td>
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<tr>
<td>Naval Support Activity, Saigon</td>
<td>16 Aug 66 - 15 Dec 67</td>
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<tr>
<td>Oriskany (CVA 43) and Attack Carrier Air Wing 16 (Third award)</td>
<td>12 Mar 66 - 1 Jan 68</td>
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<tr>
<td>Petrol Squadron 11</td>
<td>14 Jul 67 - 12 Jan 68</td>
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<tr>
<td>Pollack (SSN 603)</td>
<td>15 Oct 67 - 15 Feb 68</td>
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<td>Ray (SSN 653)</td>
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<td>Repose (AH 16)</td>
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<tr>
<td>Seabee Regiment 30</td>
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<tr>
<td>Stoddard (DD 596)</td>
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<tr>
<td>Task Group 32.1</td>
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<tr>
<td>Ticonderoga (CVA 14) and Attack Carrier Air Wing 19</td>
<td>26 November 67 - 30 Jun 68</td>
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<tr>
<td>Towers (DDG 9)</td>
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<tr>
<td>Tripoli (LPH 10)</td>
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<tr>
<td>Triton (SSN 586)</td>
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<td>Underwater Demolition Team 12</td>
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MILITARY UNIT COMMENDATION

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<tr>
<th>Unit Name</th>
<th>Date</th>
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<tbody>
<tr>
<td>Amphibious Ready Group Bravo (TG 76.5)</td>
<td>22 January - 31 Mar 67</td>
</tr>
<tr>
<td>Anchorage (AGM 1)</td>
<td>A period during 1967</td>
</tr>
<tr>
<td>USS W. Barrows (T-AP 196) (USN Military department)</td>
<td>22 Feb 66 - 8 Feb 67</td>
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<tr>
<td>Beach Group 1, Western Pacific</td>
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<tr>
<td>Beach Jumper Unit 1</td>
<td>1 Sep 66 - 31 Jul 67</td>
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<td>Boat Support Unit 1</td>
<td>18 January - 5 Feb 67</td>
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<td>Canberra (CAG 2)</td>
<td>5-29 Mar 67</td>
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<td>Staff, Commandron 20</td>
<td>31 January - 8 Mar 67</td>
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<td>Chicago (CG 11)</td>
<td>28 Oct 66 - 21 May 67</td>
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<td>Coast Surveillance Centers, and Staff, Coastal Surveillance Force, Task Force 115</td>
<td>1 Oct 66 - 16 May 67</td>
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<td>Current (ARS 22)</td>
<td>29 Aug 66 - 3 Mar 67</td>
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<td>Destroyer Squadron 16</td>
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<td>DuPont (DD 561)</td>
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<td>Duluth (LPD 6)</td>
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<td>Early Warning Squadron 1</td>
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<td>Eads (DD 946)</td>
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<td>Eldorado (AGC 11)</td>
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<td>Officer in Charge of Construction Naval Facilities Engineering Command Contracts, RVN</td>
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<td>Fleet Intelligence Center Pacific Facility</td>
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Here's the list, with a supplementary report of the latest awards:
<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
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<tbody>
<tr>
<td>6 Dec 67 - 2 Mar 68</td>
<td>The wreck, towing it to sea and sinking it well beyond the shores of Puerto Rico.</td>
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<tr>
<td>27 May 67</td>
<td>The 19 Apr 67 date which appeared in SECNAV Note 1650 of 2 Aug 1968 was in error.</td>
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**Brave Men, Bold Ships**

Here's a list of those who have most recently received the Meritorious Unit Commendation:
- **uss Bordelon (DD 881)** for service from 6 Dec 1967 through 12 May 1968 while deployed as a unit of the Seventh Fleet. During this time, she participated in Operation Sea Dragon, naval gunfire support, Yankee Station operations and various other combat assignments.
- **uss Canberra (CA 70)** for service from 17 Oct 1967 to 19 Apr 1968 in connection with the planning and execution of combat missions against enemy supply routes, fortified establishments and troop concentrations along the coastline of North and South Vietnam.
- **uss Cochrane (DDG 21)** for service from 19 February to 13 Aug 1968 as a unit of the Seventh Fleet. During 247 firing missions she provided naval gunfire support to allied forces and interdicted enemy lines of communication.
- **uss Jerome County (LST 848)** for service from 29 Nov 1967 to 1 Jun 1968 while attached to the Seventh Fleet. She transported more than 480,000 gallons of petroleum products and 7200 tons of cargo to the Mekong Delta Riverine Assault Force and the I Corps Tactical Zone.
- **uss Kearsarge (CVS 33)** for service from 11 July to 11 Dec 1966 and 12 Oct 1967 to 28 Mar 1968 while assigned to the Seventh Fleet.
- **uss Preserver (ABS 8)** for service from 11 March to 5 Apr 1968 in removing more than one million gallons of crude oil from the bow section of S/T Ocean Eagle, refloating the wreck, towing it to sea and sinking it well beyond the shores of Puerto Rico.
- **uss Ranger (CVA 61)** for service from 3 Dec 1967 to 9 May 1968 while participating in combat operations in Southeast Asia. As a unit of Task Force 77, Ranger launched numerous strikes against military targets in North Vietnam and inflicted extensive damage.
- **uss Robison (DDG 12)** for service from 26 Aug 1967 to 9 Jan 1968 in connection with operations off the coasts of North and South Vietnam.
- **uss Task Group 116.2** for service on 3, 4, and 5 Aug 1967 while serving with friendly foreign forces against communist insurgent forces in the Rung Sat Special Zone, Republic of Vietnam. While under heavy fire, units of TG 116.2 succeeded in saving the naval base and tank storage area from a major disaster.
They've Seen It All —
From Elephants in Armor to

AFTER FIVE MONTHS in the yard and two months' operational readiness training, the crew of USS Amphion (AR 13) were naturally pleased when their ship moored at Fairlie Jetty on the Firth of the River Clyde in Scotland.

They were within walking distance of one of Scotland’s finest resort areas, Largs. Largs is set in the midst of the beauty of the Firth of Clyde, and nestled at the foot of a range of hills. Also close at hand were such interesting places to visit as Glasgow, Ayr and Kilmarnock. They were also not far from the international air terminals of Prestwick and Glasgow.

Motor tours were conducted daily, at the expense of the ship’s recreation fund, to various places of interest such as Inveraray Castle, Cuzluils Castle, Greenock, Port Glasgow and Edinburgh.

The next port of call for Amphion and her crew was Southampton where she moored at the Eastern Docks. The main events of this visit to England were the daily motor tours to London. In London the Navymen took in such sights as Westminster Abbey, Big Ben, Tower of London, changing of the Guard at

Port of Changing of Guard Ceremony at Buckingham Palace and a Photo for the Folks Back Home.
the Firth of Clyde

Buckingham Palace and many other interesting spots.

As Amphion crew members toured the London area, thousands of local citizens took advantage of the AR's invitation to come aboard. Many of the younger visitors went away with souvenirs and their white hats could be seen throughout the streets of Largs and Southampton. In all, over 5000 guests visited Amphion from surrounding cities and towns.

—Story by Patrick Cook Seaman, USN.
—Photos by John Francavillo Photographer's Mate 2nd Class, USN.

FEBRUARY 1969
It’s tough to be a referee when the playing field is four acres and the players come and go every 30 seconds. But for more than 14 hours a day, this was the job of Chief Warrant Officer Bobby Dean Legg on the flight deck of U.S.S. Ranger (CVA 61) in the Tonkin Gulf.

CWO Legg was the flight deck boatswain, the man responsible for helping flight operations run smoothly. He was responsible for the movement and positioning of aircraft and the general safety and control of more than 120 men.

Day or night, the F D B is on the deck during flight operations. That means being there early enough to position planes for the first launch and late enough to settle down the deck after the last recovery. A 12-hour flying schedule has a way of stretching into many additional hours.

First, the flight deck boatswain goes to flight deck control to be briefed on where each plane will be parked while waiting for launch. The briefing almost looks like a child’s game. With much deliberation grown men move model planes around on a miniature flight deck. It’s actually a practical way of spotting the planes before making any real movements on the deck.

Trial spotting completed, the F D B notes the position of each plane and heads for the flight deck. Through earphones, he receives directions from the flight deck officer and from the air boss in the primary flight control tower. He passes these instructions on to the plane handling detail and crash and salvage crews.

It takes a good referee to keep the players straight. Throughout the launch cycle, he is in motion—directing, consulting, observing.

Chief Boatswain’s Mate Legg had a system for keeping track of the 30 to 40 planes on the deck at one time. Numbers of the aircraft forward were circled; those aft had a square.

When directing the aircraft movements, the F D B must insure that his men are clear of the jet exhausts and of the planes as they take off. If an emergency arises, he is responsible for coordinating the rescue of men and the salvage of equipment on the flight deck.

CWO Legg is now stationed at Aviation Schools Command, Pensacola, after more than two years aboard Ranger.

“I had a lot of responsibility I didn’t have before. It is sobering and a little frightening to know that you are responsible for so many lives and so much equipment. You have to make the right decision every time.”

—Photos by Frank T. Peak, PH2, USN.
WHAT'S UP?—Aerographers aboard amphibious assault carrier USS Tripoli (LPH 10) prepare to launch balloon.

WITH THEIR BEAUTIFUL BALLOON

AGs Keep Tabs on the Weather

Talking about the weather is a primary job for seven aerographer's mates on board USS Tripoli (LPH 10). While underway, the AGs work in shifts to provide continuous weather forecasts for the helicopter assault ship and pilots.

Part of a forecast is based on “surface observation,” which includes a check of clouds, wind, temperature, pressure, humidity and sea swells. Next, “upper air observation” is made with the help of a large balloon known as a radiosonde. The AGs fill the balloon with helium and fit it with sensing devices and radio transmitter, then launch it from an after gun tub. When the radiosonde reaches the upper atmosphere, it sends back information on pressure, temperature and humidity.

The AGs combine the surface and upper air data with information from shore stations and other ships, and then plot weather charts which are passed to the bridge, flight control, squadron ready rooms and other ships in the area.

Such forecasts usually are made twice a day. However, when Tripoli is holding flight operations or preparing for an amphibious operation, the weather conditions may be checked many times each hour.

—Text by Journalist-Seaman Frank W. Kelley
Photos by Photographer’s Mate 3rd Class Bob Ziel

WEATHER OR NOT—Aerographer Chief P. T. Hall sketches weather. Aerographer 3rd Class Melvin Wright records temperature and humidity. Aerographer 3rd Class Glen Hojem monitors signals received from the weather balloon.
A Sample of Navy Family Life

Rickshaws are no more, but raven-haired beauties in kimonos are seen everywhere. Mothers with babies strapped to their backs in the traditional manner shop in modern department stores. A mixture of the old and new Japan is found in Sasebo, located on the southernmost of the three major Japanese islands, Kyushu.

Sasebo is situated in the heart of Saikai National Park around the entrance to the “Ninety-nine Islands” (actually more than 170 islets). The city is built around a large, deep, picturesque harbor starting at water level, with the piers and business section and climbing up the mountains on three sides.

The climate ranges from a hot, humid, August and September to a few days of snow around the New Year. Spring and fall are the most beautiful. Cherry blossom season is followed by a rainy period from the middle of May to mid-July. Typhoons rarely affect Sasebo because of the snug harbor and mountains on three sides.

Over 800 American families, including some 2000 Navy dependents, are interspersed with the city’s population of about 250,000. The actual base area covers 800-odd acres around the harbor area and is known as Fleet Activities, Sasebo.

Housing has always been at a premium in Sasebo with only 185 sets of Government quarters for 2018 dependents. Many families live in approved private rentals all over town, and they vary in size and decor. Average rent for a two- to three-bedroom house is $85.00 a month with the occupant paying the cost of utilities.

What is duty like at an overseas base for the Navy family? Those who have traveled to duty stations will acknowledge that it is a real experience.

Some duty stations are more interesting than others. But the Navy family that gets the most out of its experience recognizes the fact that the satisfaction and fun are largely dependent on participation in the life of the community.

Sasebo is a good example of this rewarding experience.

How do the Americans become a part of the Japanese community in Sasebo? In certain parts of Japan this would be difficult, sometimes impossible; however, the American community in Sasebo lives very closely with the Japanese.

There is a small town friendliness, and an amazing number of the citizens speak English. This can be attributed in part to the number of Americans who now teach and in the past have taught English classes all over town—with the Japan/American Society, in schools, on base, and at home. Many families take Japanese college students for a month in the summer to live and learn in a western-style home. Many more students want this experience than can be accommodated.

The Japanese community in Sasebo offers warmth and friendliness. The town, by Japanese standards, is
small, but there are many signs of a modern and progressive community.

The houses are built up the side of the mountain and close together, sometimes with only a bamboo fence separating neighbors. The homes are typically Japanese—tatami mats (thick straw matting) in all rooms but the kitchen and bathrooms; shoji (rice paper) sliding doors between rooms; and the deep bathtub, called ofuru, where one can enjoy a long, soaking bath. Each house has a small garden.

With the exception of the main downtown streets, the roads are narrow and sometimes hard to navigate in an American car. (The taxi drivers always manage to find the way, however.)

An invitation to visit a Japanese home is not always easy to obtain, as some Japanese still feel somewhat strange around foreigners, but in Sasebo such an invitation is not so rare.

The host and hostess greet their guests with “Welcome, please come in,” and bow low as well as shake hands. (The American in Japan learns early to bow with ease, and the Japanese have added our custom of shaking hands.)

After he removes his shoes and puts on soft slippers, the foreign guest is usually taken to the “western room,” if the family is wealthy enough to have such a room. This is a carpeted room equipped with comfortable sofa and chairs, coffee table, and maybe a piano or small bar.

Small sweet cakes, usually prepared with rice or beans, accompanied by the ever favorite ocha (green tea), are served by the host. The tea is served hot in the winter and cold in the summer. If the host wants particularly to impress his foreign visitor he might serve coffee, usually extremely strong, with lots of sugar and thick cream.

If the American visitor is fortunate enough to be invited for dinner, he will be ushered to a large tatami room with a low table in the center of the room. On entering the room the visitor will notice an alcove (tokonoma) containing a lovely scroll and a vase or arrangement of flowers. The guest is always seated with his back to the tokonoma—a place of honor. Everyone sits on cushions around the table and food is served. A typical meal might be a course of raw fish (sushi) served with a delicious sauce, fried fish and vegetables (tempura), and then maybe a steak followed by custard and fruit. A delicious rice wine (saki) served warm completes the meal.

Following dinner it is customary at larger gatherings to play “parlor” games. The host or hostess might very well perform an old folk dance, and the guests are encouraged to join in. A game which involves transferring

**Overseas**

DINING OUT—Navy couples enjoy sukiyaki dinner at Hita, a few hours distance from Sasebo, Japan.

SHOPPING—This exchange specializes in foreign items.

PICTURE TIME—Members of Special Services tour have photo taken by temple while sightseeing in Japan.
small beans from one plate to another with chopsticks sometimes proves very difficult for the American guest. After a few more toasts—"kompi"—of warm sake the guests take their leave, thanking their Japanese host for a delightful evening, "Gochiso de goz umashita" (You have given me quite a treat).

The American children lucky enough to be assigned to Sasebo attend a fully accredited dependents' school with grades one through 12. An average student-teacher ratio is 25:1. There are over 28 faculty members. The full American curriculum is offered plus additional courses in foreign languages (French, Spanish and Japanese), fine arts and practical arts such as home economics and shop.

Extracurricular activities for the students include sports, band, chorus, Junior Red Cross, National Honor Society, Girls' Drill Team, Cheerleading, Student Council, and a number of organized clubs in drama, chess, science, library, and Hi-Y Japanese. Educational field trips are encouraged in conjunction with the curriculum for the fullest appreciation of the environs.

For the very young among the Navy Juniors there is a pre-school association which organizes and runs a base kindergarten. Many pre-schoolers attend the Cherry Blossom School located within the town of Sasebo which is operated by Australian nuns.

One of the newest developments to aid education was the creation of a Teachers' Aid Program (TAP) in 1967. The program is run by volunteers who assist the teachers in the classrooms or help by making visual aids, conducting typing tests, or giving special instruction in art or languages. Although many of the volunteers are mothers who have had no formal training in teaching, they are able, by working closely with the teachers, to assist in many areas of the school program. The teacher aids devote from a few hours a week to several hours a day.

Summertime, when school is out, could be a boring or a difficult time for the children in a strange country. The problem is beautifully solved in Sasebo by the "summer fun" program sponsored by the command's Special Services Department.

The Navy dependents enjoy a variety of activities and healthy recreation provided especially for them. Classes for teens are held in baton twirling, drama, hair styling, pattern-making, sewing, ceramics, flower arranging, and Japanese folk dancing. Playschool is conducted for the little tots (four to seven years) including music, games, art, story-telling, swimming classes and special outings.

In the sports area there is instruction in tennis, golf, sailing and motor boating, swimming and lifesaving, skeet-shooting, bowling and other activities. Even the adults join in some classes such as photography, guitar and piano instruction, oil and watercolor painting, and Japanese needlework. English classes are held for non-English speaking dependents as well as classes in Japanese conversation and the reading of "kanji."

The wives' clubs in Sasebo have many activities to provide fellowship, fun and a feeling of doing something for others.

The Tanoshi (that means Happy) CPO Wives' Club supports a Japanese orphan through high school by various types of games, occasional raffles and bake sales.

Tours are planned once a month as well as demonstrations of Japanese art and culture. The CPO wives also help as volunteers in Red Cross, Hospital Work, Navy Relief Carnival, PTA Carnival, and the base Thrift Shop. Many try their hand for the first time in oil painting and sumi (Japanese brush painting). Although they insist they cannot draw a straight line, they surprise even themselves with their accomplishments. Pattern drafting, dressmaking, and machine knitting are only a few of the activities available to members.

Many of the Wives Club functions are geared toward learning about Japan and the Japanese people. A semi-annual Japanese/American Friendship Tea sponsored by the OWC gives an opportunity for the American wives to meet prominent Japanese ladies in the Sasebo community.

The Navy Wives Club meets for luncheons and, apart from a variety of other excellent programs, sponsors classes in flower arranging, golf, ceramics, bridge, Japanese culture, sumi and oil painting, bowling, Japanese language classes and tours. Their charity and welfare work includes Japanese scholarships, a donation each year for mentally retarded children, Navy Relief, Navy-Marine-Coast Guard Residence Fund, Overseas Combined Campaign, Base School Senior Award for Academic Excellence, General Welfare Fund, and American Red Cross hospital parties.

Language and cooking classes, both Japanese and Western, reach many people and many other people-to-people programs prevail. Open houses on the base are held on Armed Forces Day and Navy Day with social events and sports, from baseball to karate. In all Fleet
Activities community events, Japanese are invited to participate with the Americans. American families entertain Japanese orphans as parents-for-a-day, and many visiting Fleet units support orphanages with working parties to paint and do repair work as well as Christmas and Thanksgiving parties. Handclasp material is presented to the needy orphanages, retarded children’s homes, and senior citizens’ homes. Ships also provide entertainment for these institutions with band concerts. The Navy Day Beauty Pageant each year selects the loveliest Japanese employee on the base and crowns her Miss Navy Day. Tours of the base are always available for government officials, dignitaries, the press, school groups and other interested parties.

THE JAPANESE PEOPLE in Sasebo are—like Japanese everywhere—industrious and hardworking. The father of the family usually works six days a week, with Sunday off to spend with the family. That day may be spent shopping with the family or visiting the amusement centers. Sometimes they drive or go by train or bus for the day to some interesting spot in the area.

The Japanese mother shops almost every day because the refrigerators are small. She may attend community classes in flower arranging and sewing. Ladies who can afford the time take lessons in English conversation, western cooking, tea ceremony, koto (Japanese harp) and classical dancing.

Japanese schoolchildren have a fairly full curriculum, attending school six days a week almost all year round. They have a 20-day spring, a 40-day summer, and a 10-day winter vacation each year. A child begins his schooling at six years of age and spends six years in primary school and three years in junior high school. About 70 per cent of the students continue to senior high school after passing an entrance examination. Sports are emphasized in all levels of the curriculum. Most schools require the students to wear uniforms.

In most cases the boys wear black, closed-collar suits and the girls sailor-type uniforms. Students desiring higher education may attend a two-year college or a four-year university. The entrance exams are extremely difficult. The schools have a strong hand in the disciplining of students, even to the point of enforcing a curfew. The school uniform must be worn at all times, so students are easily recognized on the public streets. It is not uncommon for an American to be approached by a group of uniformed students eager to practice the English phrases they have learned in school.

JAPANESE FESTIVALS in Sasebo are always fun for everyone. During festival time the women can be seen in their lovely kimonos. The colors of the obi (wide waist-band with back bow) vary according to age of the lady. Young girls are seen with bright green and red ones. Women wear more subtle shades of lavender, pink and beige.

The Japanese man has gone almost completely western in public, but occasionally one will venture out in his traditional kimono, wooden getas (platformed sandals), and black silk tie (obi) around the waist.

In April everyone begins to look for the cherry blossoms and cherry blossom viewing parties find everyone picnicking under the trees, sipping saki, and hoping a petal will drop into the cup to bring good luck. The spring season also brings Boys’ Day, featuring gay paper or cloth fish flying in the breeze on top of bamboo poles—one fish for each boy in the family.

The O-Bon Festival in August is a religious festival lasting three days. During this time, the souls of the departed are said to visit their earthly homes and there is much merriment. On the last day, beautiful boats covered with flowers and lanterns are prepared and filled with food and fruit. These boats are carried to the water’s edge, to provide the means by which the departed souls may return to the other world.

The Okahashi Festival in September celebrates harvest time and features a giant parade with floats and marching bands. The Command usually participates by entering a float in the parade.

In January the Japanese bring in the New Year with many days of parties and celebration. Ceremonies are

CULTURAL EXCHANGE—Students in Japanese Culture Class learn the art of performing the Tea Ceremony.
TIME FOR R & R—Sailing in the scenic harbor at Sasebo is popular about nine months out of the year.

held at shrines and temples, and doorways are decorated with traditional pine, bamboo and tangerines. Everywhere ladies in their best kimonos can be seen.

The American and Japanese children soon understand each other, despite the language barrier. Navy juniors usually learn to speak Japanese faster than the adults. At school the students participate in frequent programs with Japanese students. The World Brotherhood Program, held annually, offers a joint program by American and Japanese students allowing an exchange of culture as well as an opportunity to establish lasting friendships. Japan/U.S. Junior Red Cross participates in joint community projects, and special clubs within the school learn the arts of Japanese flower arranging and the tea ceremony.

Shopping in Sasebo and the surrounding areas is not only fun, but an experience. Armed with a few choice phrases and the ability to count in Japanese, one may find inexpensive treasures. Several large department stores in the main part of town offer all the modern wares as well as the small shops along the covered arcade. The arcade covers four or five city blocks and contains little shops specializing in a particular ware—jewelry, material, household furnishings, cameras, etc.

The most popular items for foreigners are the beautiful pearls, many of which come from the Takashima Pearl Farm (second only to Mikimoto) only a few miles from Sasebo.

Arita, a small town about 15 miles from Sasebo, is the center for porcelain china in Japan. The annual china sale in May is eagerly looked forward to by all. Two miles of small china shops line the road and offer out-of-this-world bargains. An opal mine nearby has home-grown opals as well as jade from Nagasaki and Australia and a variety of semiprecious stones from Brazil. For the antique or curio lover, shops can be found everywhere filled with old Japanese artifacts and furniture. The tansu and the hibachi are particularly popular among the Americans.

IN EVERY FACET of living the American in Sasebo comes face to face with his Japanese neighbor. He has the opportunity to learn about Japan, to see its beauty and to meet and know its people. No one leaves Sasebo without a touch of the Orient in his veins.

The earliest record of Sasebo in international affairs began in 1570, when the port was opened to Portuguese merchants. The first military history was made in 1714, when guard posts were established at the harbor entrance to watch for marauding Chinese ships.

In 1882, Admiral Hichachi Togo visited Sasebo and was impressed by the seclusion, depth, and spaciousness of its harbor. As a result of Togo’s recommendations to the Emperor, millions of yen were expended on Sasebo in its development as a naval base. On 25 Apr 1890, Emperor Meiji formally dedicated it as a station of the Imperial Japanese Navy.

The Sasebo naval base became an extensive naval complex both before and during WW II in building, repair and logistic support of fleet vessels. In 1904, the Imperial Navy had swept the Russian Imperial Navy from the seas at Tsushima Straits, establishing Japan’s reputation as the leading naval power of Asia.

In September 1945, the U.S. Navy arrived and established Fleet Activities, Sasebo.

With the outbreak of the Korean conflict in 1950, Sasebo again became an important naval base. By 1953, Fleet Activities was a complex with 143 officers, 1700 enlisted and 5800 Japanese employees all involved in the support of the massive operations in Korea.

Sasebo Harbor has retained all its natural advantages as an extensive deep-water, sheltered harbor. Geographically it is admirably situated for close support of naval operations in the western Pacific. The Fleet Activities base remains active, accommodating an average of 14 vessels per day with necessary logistic support.

From Sasebo, the U.S. Fleet is furnished with fresh produce and stores, repair work; fuel oil comes from the U.S. Army-operated petroleum depot and ammunition from the Naval Ordnance Facility. Other area commands receiving administrative support from the com-
mand are Marine Barracks, Sasebo, U. S. Commissary Store, and MSTS.

The U. S. Navy is the primary economic support of the city of Sasebo, contributing over $30,000,000 per year to the area for goods, services and payroll of various Japanese employees. A heavy industries company, together with several shipbuilding firms, provides the secondary means of support for the city.

The Navy Exchange runs two newly renovated and enlarged, air-conditioned stores (one for domestic goods and one for foreign merchandise). Other Navy Exchange facilities include five snack bars, an enlisted men's club (Fiddler's Green), a laundry and dry-cleaning, tailor shop, coin-operated laundromat, cobbler shop, bakery, nine barber shops and a well-run beauty shop. There are also overseas telephone service, a personal services center, and an auto garage and service station.

The commissary officer is always eager to hear of new stateside items, but it is hard to see why anyone would need more than is already stocked on the shelves of the recently enlarged supermarket. Very few needs of the homemaker are missing from over 2000 items to choose from, including canned, dried, frozen and fresh foodstuffs. Also included are diet foods, a full line of bakery products and even stateside ice cream.

Two chapels with a Roman Catholic and a Protestant chaplain permanently attached provide religious services and counseling. Religious instruction for children and adults is available on a regular basis and special services for other denominations are held. There are also Christian churches in the town including Catholic, Baptist, and Episcopalian.

The base is fully equipped with servicemen's clubs for all. The EM club, Fiddler's Green, has its own band with a vocalist nightly and a "special of the day" for the budget-minded. The Sukiyaki Room, traditionally Japanese in decor, has the best in food and service. Movies are shown twice a week, and the club building on a nearby hill has a superb view of the harbor.

The P. O. Club (1st and 2nd class) offers a full calendar of events. Apart from the specials in good food, an organist plays daily in the cocktail lounge. Bands range from rock-and-roll to country and western, with talent appearing in the Saturday night floor shows. Shows range from top Japanese performers to stateside groups.

The Mariner CPO club, newly renovated, has a congenial atmosphere with specials in food and a daily happy hour. The attractive ballroom features floor shows, dance bands, western night, movies, and bingo.

The officers' Town Club has an attractive pool and patio with snack bar and regular cookouts during the summer. This club has been almost entirely redecorated and carpeted during the past year. The food and nightly dance band are excellent and most popular are Sunday brunch and family night buffet. The Chochin cocktail lounge features a piano bar and the Kokai Room is available for private parties. A small Sukiyaki Japanese room accommodates 20 to 25 people for special dinner parties.

Thanks to Special Services, Sasebo is endowed with many facilities for exercise, or just simply relaxing. Two gymnasiums provide, among other things, rental bicycles, free use of athletic clothing and equipment, camping and fishing gear, judo and karate classes for men, women and children, steam room and showers. The base gym and fleet gyms are equipped with badminton and volleyball courts, table tennis tables, two handball courts (one of which doubles as a squash court), weightlifting equipment, and locker spaces.

The Paradise Point nine-hole golf course, which faces the harbor entrance, has a beautiful setting. The fees are low and golf lessons are available. A Japanese course is also available on nearby Ishimori Lake Mountain. This course is operated by the Sasebo Country Club at reduced greens fees for military personnel.

Nearby is the skeet range where shotguns and ammo are provided for a small fee. The range is fully automatic. The active yacht club group holds inter-club regattas with the local Japanese clubs (from April to November). The recently renovated clubhouse acts as a social as well as a recreational club. Sailboats and motor boats are available for rent. Boat handling classes are taught and participants enjoy cookouts every weekend in the warm months.

The hobby shop with its carpenter shop, photo lab, pottery kiln and tape-recording room is popular, and the adjacent library contains in excess of 10,000 books.

Nimitz Park has a wide variety of playing fields. There are tennis courts, and softball and football fields, in addition to the excellent bowling center, swimming pool, youth center teen club and picnic area.

The Showboat Theater features movies twice daily.
as well as special entertainment and USO shows.

The Ham Radio Shack (KA7DM) and MARS station located on the main base are great morale boosters for everyone.

The Sasebo Wet Set teaches and supervises scuba diving, and for car enthusiasts the Jumping Jidoshia (car in Japanese) Club holds sports car rallies regularly.

A "tourist bureau" conducts and arranges recreation tours, both local and distant. The beautiful channels, coves and inlets of the 99 Islands and the Saikai Bridge, the longest steel span in the Far East and third largest in the world, can be seen by ferry. The farmers' market, the fish market, quaint shopping arcade, and numerous shrines and temples, to name only a few, can be viewed entirely on a "shoe leather" tour. Many nearby mountains can be reached by car or bus and offer a picturesque panorama from the lookout on the top.

Day trips can be taken to the center of tea- and rice-growing areas, the hot spring baths, panoramic waterfalls, recreation centers, lovely beaches, aquariums and zoos. The Sasebo Botanical Gardens as well as other areas offer many flowers of breathtaking beauty.

Sasebo has always held the reputation of being one of the best R & R ports in the Pacific for the Fleet. This is equally true for the personnel shore-based in the area. No place else can one enjoy all the comforts of home plus the wonderful friendship and hospitality of Japan and its people.

For the lucky Navy family, Sasebo can be the experience of a lifetime.

(The foregoing report, an outstanding example of overseas living, was prepared for ALL HANDS readers by the Public Affairs Staff of FLEACTS, Sasebo.)

FAITH CHAPEL is one of two chapels serving military personnel and families at Fleet Activities.

MEMENTOS—Typical souvenirs of Japan all made in Sasebo area include saki servers and vases.

A BIT OF HOME—Modern Sasebo Fleet Activities commissary stocks a welcome supply of American foods.

PLACE TO RELAX—The Petty Officer Club is a busy, modern building with all the up-to-date conveniences.
Some of the busiest Far East naval air activity is flown behind the lines by Fleet Tactical Support Squadron 50.

Almost daily a fleet of the squadron's 15 turbo-prop C-2A COD (carrier onboard delivery) planes—called Greyhounds—sets course from their base at NAS Cubi Point, Philippines, to flattops steaming with the U. S. Seventh Fleet in the South China Sea and Tonkin Gulf, a distance of about 950 miles or three hours' flight time.

Cargo carried inside the C-2As' holds ranges from fighter jet engines to bulging bundles of mail. On occasion, the cargo space is altered to carry up to 28 passengers.

VRC 50 has been flying off carriers operating near Vietnam since August 1964. Then, its pilots flew the C-1 Trader cargo lifters, but shifted two years ago to the larger and faster Greyhounds, which are capable of delivering 10,000-pound loads.

—Story and photos by Kenneth B. Dalecki, Journalist 3rd Class, USN
LETTERS TO THE EDITOR

Terms of Enlistment

Sm: When I joined the Navy in 1947, the lengths of initial enlistments were minority, four or six years, as I recall. What's the history on this to date?—L. J. W., YNC, USN.

- First, for the benefit of readers unfamiliar with the minority enlistment, let's define the word "minority" as used here.

Sometimes called the kiddie cruise, the minority enlistment was drawn up for the enlistee who had not yet reached his 18th birthday. It was written to expire on the day before his 21st birthday.

We say "was" because, although the minority enlistment is still authorized by law, the Navy discontinued its use on 27 Sep 1966. Since then, everyone who enlists must be at least 18.

The same law that provides for minority enlistments allows for two-, three-, four-, or six-year initial enlistments. Right now four- and six-year enlistments are authorized. Exceptions are made for special programs, such as direct enlistment of Selective Service officers, and for other reasons.

Looking back a few years, before 13 Jun 1947 terms of initial enlistments were for minority, four or six years. On that date, a three-year contract was authorized but it was discontinued 1 Sep 1949 when the terms of initial enlistments were again changed to minority, four and six years. However, from January 1962 through February 1966, three-year enlistments once more became effective.—Ed.

Family Separation Allowance

Sm: As the personnel man for an air squadron that frequently deploys, I'm constantly faced with the problem of whether or not certain individuals should be credited with the $30 Family Separation Allowance (Type II) when we are away from our home base for more than 30 days.

I believe it all boils down to the interpretation of whether or not the individual is considered the head of the household.

According to the Military Pay and Allowances Entitlements Manual—specifically paragraph 303002–the definition of "household" applies to a collection of persons living under one roof having one head or manager who controls and supervises the affairs of the family.

I do not believe a man can be considered the actual head of a household when, during one of our lengthy deployments, his dependents take up residence with his parents.

I maintain that although he may continue to contribute a monthly allotment and pay rent to his parents, he no longer can be considered the actual head or manager of the household since he is not physically there to control and supervise the affairs of the family.

Consequently, he would not be eligible for the extra $30.

Right? or wrong?—R. O. H., PN2, USN.

- The Comptroller General answers your question thus:

Unless your man maintains a residence or household for his dependents, subject to his management and control, which he will likely share with them as a common household when his duty assignment permits, he is NOT entitled to family separation allowance.

Therefore, you are right. Chalk one up.

It is not sufficient for family separation allowance purposes for the dependent to merely live in a household of relatives or friends while the man is separated from the family.

To help clarify who was eligible for the allowance, all FSA-II credit was ended on 30 Nov 1968, and only those individuals who qualified in accordance with the stated residence requirements were allowed to have their credit reinstated.

Henceforth, members of deploying units, such as those in your squadron, should be informed of the residence requirements and have the opportunity to submit a signed certification of their actual "household management and control" so that they might receive the separation pay.

The FSA-II residence requirements are fully discussed in ALNAV 291440Z/59 Oct 68 (SECNAV Notice 7220).—Ed.

Leadership Evaluation

Sm: I've observed over the years that senior petty officers, particularly those in technical ratings, often are assigned to NEC code billets or other duties which amount to oneman jobs. I know of at least one case in which the senior petty officer served an entire career without once drawing duties which included a capacity for on-the-job leadership or supervision.

Possibly it's because our ratings and duties have become so specialized that opportunities for leadership do not present themselves as much as they did years ago.

Whatever, without dwelling on the subject, I have one question. My command insists that each petty officer be marked on his leadership and supervisory ability when enlisted evaluations are worked up. Command policy does

INDIAN NAMESAKE—USS Oglala, shown here in 1929 (as CM 4), was named after the Dakota Sioux Indians. She served the Navy almost 30 years.
not permit a check in the “not observed” section of the report.

Therefore, the petty officer who works alone and has no one to lead or supervise receives an arbitrary mark which may not reflect his true leadership ability.

Isn’t there a better way?—T. E. G., Warrant Officer, USN.

• A discussion of performance evaluations in the BuPers Manual (article C-7821) says leadership involves more than supervision of subordinates. To quote paragraph 5 of the article: “The mark... should not only reflect observed performance in this area, but also take into consideration the reporting superior’s estimation of the petty officer’s potential for further development.”

Further, “In considering the mark to be assigned, consideration shall be given to observed effectiveness in the utilization of men, money, and materials, and the implementation of improvement techniques and procedures. Significant contributions to greater economy and efficiency in observed performance shall be commented on...”

This means that leadership, for evaluation purposes, also involves the effectiveness of the petty officer in putting the Navy’s money and material to its best use. In view of this, it’s conceivable that any petty officer, even the one who does not have direct supervision over lower ranked men, could appropriately be marked on leadership.

You should find it interesting to note that the present enlisted evaluation system is being reviewed. However, until and unless the system changes, we suggest you follow your command’s policy. If necessary, use the money/material angle as rationale.—Ed.

Arriving in Japan

Sir: In your article about duty in Yokosuka, Japan (p. 53, November 1968) you give the following advice to personnel ordered to Yokosuka who arrive by air at Tachikawa:

“If you arrive in the evening, stay overnight near your point of arrival and travel to Yokosuka the next day. A bus ride will be more pleasant after a night’s sleep.”

I served at Yokosuka for over a year, and I must take exception to this advice. If one is lucky enough to arrive at night, he should leave for Yokosuka then, not the next day.

Between 2000 and 0600 the ride from Tachikawa to Yokosuka takes about 90 minutes. During the daylight hours, when the traffic and narrow Japanese roads restrict road travel to a crawl, the same trip takes about three hours.

In addition, evening travel is infinitely more comfortable in the summer months, which represent a combination of heat and humidity.

READY RENSHAW—Twenty-six-year veteran of World War II and Korean conflict USS Renshaw (DD 499) is still in there serving on station in Vietnam.

CAT ON THE WATER—Seabees of Naval Mobile Construction Battalion 121 work near Hue City, Vietnam, to fill section of road washed away by rains.

One more recommendation: Japanese taxis are fast and efficient. What’s more, many serving Tachikawa are air-conditioned. No matter what time of day the trip to Yokosuka is made, it will be much more comfortable in a taxi than in one of the buses that were operating when I left Japan. The taxi ride (per carload) to Yokosuka is about $15.00. It is easily worth it.—C. D., LT (jg.), USNR.

• At first glance, your recommendation sounds like an excellent one. After all, a 90-minute ride beats a three-hour ride anytime. By about half.

However, one opinion does not a consensus make. We checked with some of our well-traveled staffers to see if any of them had taken the bus from Tachikawa to Yokosuka. No less than three among our staff replied with an assortment of groans, invectives, and a few unprintables. Seems the bus ride in question has found its way into more than one traveler’s personal-experience file.

There followed a fascinating collection of tales of dastardly drivers, hairpin turns, and scattering bicycles. We were impressed.

However, the consensus among these seasoned travelers is that you would be better off to stay overnight at Tachikawa, and take that bus ride the next day. Under certain circumstances, at least.

Suppose, for example, that your family is travelling along with you. You land at Tachikawa after a 12-to-14-hour plane ride from the States. Your wife is tired. The kids are tired and cranky. Even you, hero, are tired.

You’ve been wearing the same clothes for some time. You’re searching frantically through the terminal for Junior’s, while little Mary is tugging at your jacket, with her own urgent demands.

In this condition, you want to take a long bus ride?

Do yourself a favor. Bed down at Tachikawa. They need you and your nerve endings at Yokosuka.

Things will be much better in the morning. You’ll be rested. Clean. You’ll see some of the Japanese countryside. Your sponsor will be happy to see you at 1100; he might not have been at 0300.

Anyway, that’s the way we see it, sir. Maybe some of our readers will have different ideas about it. We’d like to hear them.—Ed.
Warrant Status

Sir: There are a number of points I would like to discuss, and at least one question I would like to ask, regarding the status of Navy warrant officers and chief warrant officers.

First, the discussion.

I have friends who were Navy 1st class petty officers before they accepted appointments as warrant officers in the Army, an interservice program I believe still exists. These individuals are now chief warrant officers (CWO-2) after having served only one year in pay grade W-1.

The Coast Guard offers direct appointments to CWO-2 to its enlisted personnel, while two years in grade are required of naval WO-1s.

I should think the Navy would implement such accelerated promotion programs to equalize either of these situations in the other services' warrant categories.

As a starter, consideration should be given these former chief petty officers who accept appointments to warrant officer after serving three or more years in pay grade E-7. Perhaps these men could be promoted directly to CWO-2, or be required to serve only one year as a WO-1.

I’ve noted that many of our newcomers to the Navy are not yet aware of the difference between the terms “warrant officer” and “chief warrant officer.” A reminder that warrant officer (WO) refers to a W-1 only, and that CWO refers to the W-2, -3, and -4 pay grades of chief warrant officer, might help. Remember, however, when W-1 through W-4 are placed in the same category, then the term “warrants” should be used.

It seems this is a matter of semantics, but when you are trying to research the retirement laws of “warrants,” the interpretation is difficult since WOs and CWOs fall into two distinct categories.

This brings me to the topic of my question: Can a CWO-2 receive W-2 retainer pay, based on a total of 20 years’ active service, or must he have 10 years’ commissioned service?—C. E. C., SUPCLK (WO-1), USN.

• Normally, in answer to your question, an individual must have at least two years’ active duty service in his current grade, computed from the date of rank of such grade, to be eligible for voluntary retirement. No period of “commissioned service” is required for such retirement.

To be more specific, any member who holds a warrant grade may be transferred to the Retired List with entitlement to retired pay based on the warrant grade in which he retires.

The guidelines for the time-in-grade requirements — other than the two-year minimum — may be found in SecNav Inst 1811.3G.

Your reference on the need to familiarize newcomers with the difference between warrant officer and chief warrant officer was well received. We should like to add this information on the subject:

Chief warrant officers are commissioned officers, whereas warrant officers are warrant officers. The difference is technical and merely reflects by whom the appointment was authorized.

For example, Navy chief warrant officer commissions are appointments made by the President with the advice and consent of the Senate. Warrant officer—that is, W-1—appointments are warrants made by the Secretary of the Navy.

Regardless of the nature of the appointment, all “warrants” are officers of the United States under the Constitution in the same sense as are any higher ranking naval or military officers.—Ed.
Early Release for College-Bound

Sir: I understand the Navy will release a man from duty before his enlistment is scheduled to end provided he wishes to enroll in a college.

Please explain the procedures which must be followed to obtain an early release and give the earliest date on which a separation can be obtained.

A. R. C., AZAN, USN.

You are right; the Navy will permit early release from the service to Navymen who wish to attend college. The applicant, however, must establish his eligibility for an early out by:

1. Requesting separation within three months of the date his active obligated service would normally end. This, however, must be no earlier than 10 days before his college registration date.

2. Being willing and able to pay the required entrance fee and showing that the school term for which he seeks release is the most advantageous for beginning or resuming his education; that delay of enrollment until after the normal separation date would handicap him in the pursuit of his education.

3. Obtaining a statement from the educational institution which establishes his enrollment on a full-time basis in a course leading to an associate, baccalaureate, or higher degree. The statement must also show the convening date of the class, the registration date and that the institution is accredited or approved by a regional accrediting association and is listed in Part III of the "Health, Education and Welfare Department Directory." The applicant's performance of duty must be such that he is deserving of consideration for early separation and the applicant must fulfill the requirements for an honorable discharge. The prospective student must also have a replacement on board if his absence from duty will reduce his command's operational readiness to an unacceptable degree.

If you are interested in looking up the official word on early release to attend college, try Article C-10306(4) of the "BuPers Manual."—Ed.

E-8/E-9 Establishment

Sir: Just a simple question. When were the E-8 and E-9 rates established?—J. M., Jr., STC.

Congress authorized the establishment of the two senior enlisted pay grades for all U.S. military services in 1958. On 16 November that year, the Navy created 932 senior chief petty officers (E-8) and 149 master chief petty officers (E-9). Those numbers have now increased to more than 8000 for SCPOs and 3000 for MCPOs.—Ed.

Reserve Musician

Sir: I've completed my six-year military obligation, but would like to join the Naval Reserve after I'm released from active duty. However, I've heard the Reserve does not accept musicians. Is this true?—G. H. B., MU2, USN.

Not entirely. Reserve program allowances do not provide for the MU rating, and MU pay billets, as such, are not found in Reserve units.

However, this does not mean you can't join the Reserve and be assigned to a drill pay status. For example, if you can be used in a training and support function, or an "in-training" status for change of rating within a unit's allowance, not only can you join the Reserve, it's probable you will be encouraged to do so.

We suggest that after you are released from active duty, you check with the commanding officer of the Reserve training activity nearest your home for information on what's available.—Ed.

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FEBRUARY 1969

29
Uss Essex (CVS 9) recently celebrated her 26th anniversary. The first of a then-new carrier class, Essex joined the Fleet in ceremonies at Norfolk on 31 Dec 1942.

Compiling an impressive World War II record, Essex earned 12 battle stars, and a Presidential Unit Citation while fighting her way to fame. Her batteries shot down 33 attacking aircraft, while her air groups accounted for 1531 enemy aircraft, sank 25 ships, and damaged 86 others.

However, Essex did not go unscathed. On 25 Nov 1944, a kamikaze slipped through a barrage of antiaircraft fire to crash on the port edge of the flight deck, killing 15 and injuring 44 others. The flight deck was restored to fighting shape within 30 minutes.

The Essex story continued after a brief period of inaction after the war. She had two action-packed tours in Korean waters, and later was on hand for the crises at Lebanon, Formosa, Berlin, and Cuba.

Recently, the eyes of the nation focused on Essex when she recovered the Apollo 7 spacecraft and its crew from the Atlantic following its 11-day orbit.

In her antisubmarine warfare capacity, Essex again has distinguished herself, winning the Battle Efficiency "E" in 1966 and 1968, and also the Antisubmarine Warfare "A" award in 1968.
SHIP CLASSIFICATIONS

CHANGE A to L and attack to amphibious.

For example, make it amphibious cargo ship (LKA) instead of attack cargo ship (AKA).

This is one of the major changes to Navy ship classifications contained in SecNav Inst. 5030.1 series. It means that all ships of the Amphibious Force now have three-letter designators which begin with L, and are classified with descriptive titles which make it clear they indeed belong to the Amphibious Force.

The new ship classifications directive also notes that:

- When “N” is used as the last letter of a ship classification symbol, it means the ship is nuclear powered.
- When “N” is used as the last letter of a service craft classification, it means the craft is a non-self-propelled version of a similar self-propelled craft.
- The letter “T” as a prefix indicates the ship is assigned to the Military Sea Transportation Service.
- Parentheses should not be used to separate any letters in classification symbols. For example, it’s SSBN, not SSB (N).

The ship and service craft classifications contained in the latest SecNav Inst. 5030.1 series are illustrated in the centerspread appearing on pages 32 through 35. A large group of ships have been reclassified as of 1 January by OpNav Notice 5030 of 25 Sept 1968.

For your information, here are the major classifications added to the list since the previous instruction, which was issued in 1967.

Also listed are those former classifications which have now been removed from the Navy list.

NEW CLASSIFICATIONS ADDED TO THE NAVY LIST

CVT—Training Aircraft Carrier
ANL—Net Laying Ship (formerly AN)
LCC—Amphibious Command Ship (formerly AGC)
LFR—Inshore Fire Support Ship (formerly IFS and LSMR)
LFS—Amphibious Fire Support Ship (new construction)
LKA—Amphibious Cargo Ship (formerly AKA)
LPA—Amphibious Transport (formerly APA)
LPR—Amphibious Transport (Small) (formerly APD)
LPSS—Amphibious Transport Submarine (formerly APSS)
AKR—Vehicle Cargo Ship (formerly LSV)
NR—Submersible Research Vehicle (Nuclear propulsion)
MMD—Minelayer, Fast (formerly DM)

FORMER CLASSIFICATIONS REMOVED FROM THE NAVY LIST

CAG—Guided Missile Heavy Cruiser (Ships in this category have been reclassified as CA—Heavy Cruiser)
CLAA—Anti-Aircraft Light Cruiser
DDR—Radar Picket Destroyer (Ships in this category have been reclassified as DD—Destroyer)
DM—Minelayer, Destroyer (Ships in this category have been reclassified as MMD—Minelayer, Fast)
PC—Submarine Chaser (173)
PCF—Patrol Craft Coastal (Fast)
PF—Patrol Escort
SC—Submarine Chaser (110)
AGB—Icebreaker (Icebreakers have been transferred to Coast Guard)
AGC—Amphibious force Flagship (Ships in this category have been reclassified as LCC—Amphibious Command Ship)
AGSC—Coastal Surveying Ship
AGSL—Satellite Launching Ship
AKA—Attack Cargo Ship (Ships in this category have been reclassified as LKA—Amphibious Cargo Ship)
AKN—Net Cargo Ship
AN—Net Laying Ship (Ships in this category have been reclassified as ANL—Net Laying Ship)
APA—Attack Transport (Ships in this category have been reclassified as LPA—Amphibious Transport)
APD—High Speed Transport (Ships in this category have been reclassified as LPR—Amphibious Transport (Small))
APSS—Transport Submarine (Ships in this category have been reclassified as LPSS—Amphibious Transport Submarines)
ARY—Aircraft Repair Ship
AVP—Small Seaplane Tender
YRBML—Repair, Berthing and Messing Barge (Large) (Ships in this category have been reclassified as YRBM—Repair, Berthing and Messing Barge (Non-self-propelled))
IFS—Inshore Fire Support Ship (Ships in this category are reclassified as LFR—Inshore Fire Support Ship)
LSM—Medium Landing Ship (Ships in this category have been reclassified as AG—Miscellaneous)
LSMR—Medium Landing Ship (Rocket) (Ships in this category have been reclassified as LFR—Inshore Fire Support Ship)
LSV—Vehicle Cargo Ship (Ships in this category have been reclassified as AKR—Vehicle Cargo Ship)
MMA—Minelayer, Auxiliary
THE U.S. FLEET COMBATANTS

AIRCRAFT CARRIERS

WARSHIPS

BATTLESHIP

COMMAND SHIPS

DESTRUCTION

CLG—Guided Missile Light Cruiser

CC—Command Ship

CGN—Guided Missile Cruiser (Nuclear)

CLG—Guided Missile Frigate

CLG—Guided Missile Frigate (Nuclear)

OCEAN ESCORTS

DE—Escort Ship

PG—Patrol Gunboat

DEG—Guided Missile Escort Ship

DER—Radar Picket Escort Ship

PCF—Patrol Craft, Inshore

PBR—River Patrol Boat

PATROL SHIPS

RIVERINE WARFARE

AMPHIBIOUS WARFARE SHIPS

LCC—Amphibious Command Ship

LKA—Amphibious Cargo Ship

LFR—Inshore Fire Support Ship

LHA—Amphibious Assault Ship (general purpose)*

LPD—Amphibious Transport Dock

* Accurate silhouette not shown.

In construction or planned.
IN SILHOUETTE

Silhouettes shown are near approximations and details are not accurate in all cases.

For security reasons no attempt has been made to establish an accurate relative scale of ship sizes.

CRUISERS

CVAN—Attack Aircraft Carrier (Nuclear)
CA—Heavy Cruiser
CG—Guided Missile Cruiser
DD—Destroyer
DD—Destroyer (FRAM)
DDG—Guided Missile Destroyer
DL—Frigate
SS—Submarine
SSN—Submarine (Nuclear)
SSBN—Fleet Ballistic Missile Submarine (Nuclear)

PATROL CRAFT

PTF—Fast Patrol Craft
PGH—Patrol Gunboat (Hydrofoil)

MINE WARFARE SHIPS

MCS—Mine Countermeasures Ship
MSS—Special Mine Sweeper (device)
MSC—Coastal Mine Sweeper (Nonmagnetic)
MSO—Ocean Mine Sweeper (Nonmagnetic)
MSF—Fleet Mine Sweeper (Steel-hulled)

LPA—Amphibious Transport
LPR—Amphibious Transport (small)
LPH—Amphibious Assault Ship
LSD—Dock Landing Ship
LST—Tank Landing Ship

New Classification: LFS—Amphibious Fire Support Ship
AUXILIARY
SHIPS:

AD—Destroyer Tender
AG—De Gaulle Ship
AE—Ammunition Ship
AGH—Hydrofoil
Research Ship
AGMR—Major Communications
Relay Ship
AGOR—Oceanographic
Research Ship
AGS—Surveying Ship
AKS—Stores Issue Ship
ANL—Net Laying Ship
AO—Oiler
AOE—Fast Combat Support Ship
ARG—Internal Combustion
Engine Repair Ship
ARL—Landing Craft
Repair Ship
ARS—Salvage Ship
AS—Submarine Tender
ATS—Salvage Tug
AVB—Advance Aviation Base Ship
AVM—Guided Missile Ship

MINE COUNTERMEASURES CRAFT
Minehunter, Auxiliary
Minesweeper, Auxiliary
Minesweeper, Drone
Minesweeper, Inshore
Minesweeping Launch
Minesweeper, River (Converted LCM-6)
Minesweeper, Patrol
MHA
MSA
MSD
MSI
MSK
MSR

LANDING CRAFT
Landing Craft, Assault
Landing Craft, Mechanized
Landing Craft, Personnel, Large
Landing Craft, Personnel, Ramped
Landing Craft, Utility
Landing Craft, Vehicle, Personnel
Amphibious Warping Tug
LCA
LCM
LCPL
LCPR
LCU
LCVP
LWT

U.S. NAVY SERVICE CRAFT AND DESIGNATIONS
Small Auxiliary Floating Drydock
Medium Auxiliary Floating Drydock
Barrocks Craft
Auxiliary Repair Drydock
Medium Auxiliary Repair Drydock
Target and Training Submarine
Submersible Craft
Miscellaneous Auxiliary
Open Lighter
Car Float
Aircraft Transportation Lighter
Floating Crane
Diving Tender
Covered Lighter
Ferryboat or Launch
Covered Lighter
Large Covered Lighter
Drydock Companion Craft
Floating Power Barge
Refrigerated Covered Lighter
Refrigerated Covered Lighter
Covered Lighter (range-tender)
Harbor Utility Craft
Garbage Lighter
Garbage Lighter
Salvage Lift Craft, Heavy
AFDL
AFDM
APL
ARD
ARM
ST
X
YAG
YC
YCF
YCV
YD
YDT
YF
YFB
YFN
YFND
YP
YFR
YFRN
YFRT
YFU
YG
YGN
YHL

• Salvage Lift Craft, Light
• Dredge
• Salvage Lift Craft, Medium
• Gate Craft
• Fuel Oil Barge
• Gasoline Barge
• Gasoline Barge
• Fuel Oil Barge
• Oil Storage Barge
• Patrol Craft
• Floating Pile Driver
• Floating Workshop
• Repair and Berthing Barge
• Repair, Berthing and Massing Barge
• Repair, Berthing and Massing Barge (large)
• Floating Drydock Workshop (hull)
• Floating Drydock Workshop (machine)
• Radiological Repair Barge
• Seaplane Wrecking Derrick
• Sledge Removal Barge
• Large Harbor Tug
• Small Harbor Tug
• Medium Harbor Tug
• Drone Aircraft Catapult Control Craft
• Water Barge
• Water Barge

* Indicates self-propelled. All others are non-self-propelled.
### ADDITIONAL SHIPS

*INCLUDING RESERVE TRAINING SHIPS*

(The following types are not now part of the active operating Fleet, but could be reactivated if necessary in the event of mobilization. Also in the Reserve Fleet are many of the types listed in the centerspread.)

<table>
<thead>
<tr>
<th>COMBATANT</th>
<th>AUXILIARY SHIPS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light Cruiser</td>
<td>Environmental Research Ship</td>
</tr>
<tr>
<td>Mine layer, Coastal</td>
<td>Miscellaneous Command Ship</td>
</tr>
<tr>
<td>Mine layer, Fleet</td>
<td>Radar Picket Ship</td>
</tr>
<tr>
<td>Mine Sweeper, Fleet</td>
<td>Technical Research Ship</td>
</tr>
<tr>
<td>Minesweeping Boat</td>
<td>Vehicle Cargo Ship</td>
</tr>
<tr>
<td>Coastal Minesweeper (old)</td>
<td>Cargo Ship and Aircraft Ferry</td>
</tr>
<tr>
<td>Inshore Minesweeper</td>
<td>Self-propelled Barracks Ship</td>
</tr>
<tr>
<td>Patrol Escort</td>
<td>Battle Damage Repair Ship</td>
</tr>
<tr>
<td>Patrol Craft, Submarine</td>
<td>Salvage Lifting Ship</td>
</tr>
<tr>
<td>Guided Missile Submarine</td>
<td>Salvage Craft Tender</td>
</tr>
<tr>
<td><strong>SERVICE CRAFT</strong></td>
<td>Aircraft Repair Ship (aircraft)</td>
</tr>
<tr>
<td>Large Auxiliary Floating Drydock</td>
<td>Aircraft Repair Ship (engine)</td>
</tr>
<tr>
<td>Lighter (special purpose)</td>
<td>Scaplane Tender</td>
</tr>
<tr>
<td>Refrigerated Covered Lighter</td>
<td>Auxiliary Aircraft Transport</td>
</tr>
<tr>
<td>Floating Drydock Workshop (hull)</td>
<td>Distilling Ship</td>
</tr>
<tr>
<td>Floating Drydock Workshop (machine)</td>
<td><strong>TYPES ASSIGNED ELSEWHERE</strong></td>
</tr>
<tr>
<td>Salvage Craft Tender</td>
<td>(MSTS, MILITARY ASSISTANCE, LOAN OR LEASE, ETC.)</td>
</tr>
<tr>
<td><strong>NEW CONSTRUCTION</strong></td>
<td>Petrol Escort</td>
</tr>
<tr>
<td>New Construction Destroyer Program</td>
<td>Missile Range Instrumentation Ship</td>
</tr>
<tr>
<td>Submersible Research Vehicle (nuclear propulsion)</td>
<td>Cargo Ship, Dock</td>
</tr>
<tr>
<td><strong>NR</strong></td>
<td>Transport</td>
</tr>
<tr>
<td><strong>EX/DXG</strong></td>
<td>Small Coastal Transport</td>
</tr>
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<td><strong>NR</strong></td>
<td>Aircraft Repair Ship (helicopter)</td>
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<td>Yard Floating Drydock</td>
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Prepared by ALL HANDS Magazine
Towhee, Frontier Scout

The surveying ship USNS Towhee (AGS 28) seems to be a Navy version of the old frontier scout.

Operating from Pearl Harbor, Hawaii, Towhee serves as an advance party to compile data which helps ensure smooth sailing for Navymen and other mariners.

Under technical control of the Oceanographer of the Navy, Towhee operates with Service Squadron 5, primarily to chart shipping lanes. She also conducts oceanographic research.

For example, she has special winches for making vertical hydrocasts to bring water samples up from various depths. These are studied for temperature, salinity and chemical concentration.

Cores of bottom mud samples are taken for study by geologists and archeologists. The ship also can be fitted with special trawling gear to bring up animal and plant microorganisms which give information on the ocean's nutrient and population resources.

Towhee was built as a Fleet mine-sweeper during World War II. She was fitted with surveying gear such as electronic navigators and a depth recorder and was reclassified in April 1964. She measures 221 feet long and 32 feet at the beam.

Towhee carries 100 officers and enlisted men; all are involved in hydrographic chart production and the evaluation of reported hazards to navigation. Two electronic navigators which coordinate radio-like signals from the beach give Towhee accurate readings of geographic positions. Her special recorder comes up with precise measurements of shipping lane depths.

Towhee logs plenty of miles and spends little time in port. During a 13-month period ending last November she steamed 41,324 miles while conducting more than 15,000 miles of controlled ocean survey. She made two deployments to Vietnam to chart coastal waters in the combat zone, and most recently was conducting a major survey off the coast of California.

Adamsmen Advance

Those well-known shipboard record-claimers have been joined by USNS Charles F. Adams (DDG 2).

Of the 88 men recommended to take the August exams, 73 of them passed the examination. This is 83 per cent. Seventy of the 73 were advanced. That's not bad either.

Outdoing everyone was the ship's operations department. Sixteen of 18 men were advanced, which is 89 per cent.

Congratulations, Adamsmen.

Stoddard's Silver Anniversary

The Seventh Fleet destroyer USS Stoddard (DD 566) is celebrating her silver anniversary as a U. S. man-of-war. Commissioned in late 1943 in Tacoma, Wash., Stoddard earned campaign medals for participation in operations in the North Pacific, in Okinawa, and for occupation duty off Honshu, Japan, in late 1945.

Since 1958 Stoddard had made annual deployments to the Western Pacific, and has participated in many of the significant events in WestPac waters.

Among her varied duties the ship has seen tours on the “Taiwan patrol,” served with the Nuclear Testing Group in the mid-Pacific, was standing by in the Gulf of Siam during the Laos Crisis, and finally, has served three tours as a gunfire support ship for U. S. and South Vietnamese troops in Vietnam.

During her second combat tour, Stoddard was awarded the Navy Unit Commendation for action off North Vietnam. While attempting to rescue a downed U. S. pilot, the ship was hit by enemy shore batteries. No personnel casualties were involved, and the ship remained on station until the pilot was rescued.

Subic Storytellers

The wives of 70 Navymen stationed at Subic Bay in the Philippines spend their Wednesday afternoons in local elementary schools giving Filipino students a for example of how the English language is spoken in the United States.

Known as the Subic Storytellers, the wives assist local fourth-grade teachers during the one-hour English lessons held each week in 16 area schools.

The Storytellers was founded two years ago when six of the Navy housewives figured their conversational English might be put to some good use outside the kitchen.

The idea caught on, and the Storytellers now have their own library and teaching aids such as puppets and felt display boards.
Hickox Rides Again, with ROKN

In November, the Korean flag was run up the jackstaff of the one-time *uss Hickox* (DD 673) as the veteran of war in the Pacific was transferred under the Mutual Assistance Program to the Republic of Korea.

During World War II, the destroyer was present at many of the actions now prominent in the history of the Pacific war. Although Hickox moved from one Pacific action to another, her life seemed to be charmed, for damage was minor throughout the war.

One example of her luck can be seen in the onslaught of nature which at least equaled any attack mounted by the Japanese. During the December 1944 typhoon, Hickox survived. Only her after steering engine room was flooded and she made it to Ulithi steering by hand.

She showed her mettle during March 1945 after a Japanese plane dropped two bombs on the flight deck of *uss Franklin* (CV 13). Despite danger to herself, Hickox came under the blazing flight deck to rescue 18 survivors who were cut off from escape and pulled three others out of the water.

Hickox also provided antiaircraft fire during two air attacks which took place during rescue operations and the 21 men who were initially picked up by Hickox were not the only beneficiaries of the destroyer's daring. Before she completed her job, Hickox had taken 91 of Franklin's survivors from the water. Hickox will find herself no stranger to Korean waters. She operated off Korea for two months during the United Nations operations there.

Now the destroyer which earned nine engagement stars on the Asiatic-Pacific Area Service Ribbon and a Navy Unit Commendation returns to Korean waters renamed *ROKS Pusan*.

Navy Chaplain Awarded the Medal of Honor

Lieutenant Vincent Robert Capodanno has become the third chaplain in our country's history to receive the Medal of Honor, and the second Navy chaplain to be so honored.

From the time he accepted his appointment in the Chaplain Corps in December 1965, until his death, he repeatedly distinguished himself. The Purple Heart and the Vietnamese Gallantry Cross with Silver Star, among other awards he received, attest to this. The act that Chaplain Capodanno performed, earning him the Medal of Honor, was consistent with the exemplary life he led.

Learning that the Second Platoon of the M Company, 5th Marine Regiment, was engaged in savage fighting and might be overrun, he ran to join them. The unit was pinned down by enemy fire. Despite this, he proceeded to minister to the wounded and dying.

Although seriously wounded in the ensuing action, he refused medical aid so that others could be treated, and continued ministering to his men. Seeing a wounded corpsman whose position was in the direct line of enemy fire, he dashed to his side. In so doing he made the ultimate sacrifice.

His actions were an inspiration to the Marines who saw him. His words of faith strengthened morale and provided encouragement to those who heard him. Photograph of Chaplain Capodanno appears on the inside front cover of this issue.

MEN OF MERIT—Hydrographic survey ship *USS Serrano* (AGS 24) won Meritorious Unit Commendation for survey operations conducted in the Pacific.

A Whale of a Recording

A group of oceanographers recently went to sea to listen to the squeals, creaks, and clicks which make up whale talk.

The scientists, representing the U. S. Naval Oceanographic Office and the University of Rhode Island, successfully recorded on tape the sounds of seven different species of whales and dolphins inhabiting the North Atlantic.

The tapes, kept for the Navy in the Library of Underwater Sounds of Biological Origin at the university, are now being studied to compare the mammals' "talk" with similar sounds heard by Navy sonarmen tracking submarines.

In addition to recording the whales' conversations, the scientists bounced sonar signals off the bodies of the mammals to determine the strength of the resulting echoes. Such echoes have been known to create problems for the Navy's anti-submarine forces.

Sailing aboard *Trident*, a 180-foot research vessel operated by the university, the scientific party recorded sightings of several hundred whales and dolphins of seven species.

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CHOPPER CHALLENGE—Air operations officer CDR H. L. Cassani cuts cake celebrating 83,000 helo landings aboard USS Boxer (LPH 4). Boxer crew claims this is more helicopter landings than any other LPH in the Fleet.

**Ingersoll Hall**

Ingersoll Hall at the Naval Postgraduate School, Monterey, Calif., honors three generations of naval officers.

Admiral Royal E. Ingersoll, USN (Ret), a World War II commander of the Atlantic Fleet, participated in dedication ceremonies when the new building was opened for studies last October.

Admiral Ingersoll’s father was ADM Royal R. Ingersoll, an 1868 graduate of the Naval Academy who distinguished himself in the Civil War, Spanish American War and World War I.

Third in line of Ingersolls was Lieutenant Royal R. Ingersoll, II, who was killed on board the carrier USS Hornet during the Battle of Midway.

Ingersoll Hall is the first major building constructed at the Postgraduate School since 1954. It contains a lecture hall, TV studio with control and equipment room, computer room with seven programming rooms, a study room, 37 classrooms, 92 offices, four conference rooms, and 20 rooms for mail, storage and miscellaneous use.

In addition to Ingersoll Hall, the San Diego-based destroyer USS Ingersoll (DD 652) helps to perpetuate a longtime Navy name.

**Fortress in the Sky**

Nong Son Special Forces Outpost is a mountaintop bastion 30 miles southeast of Da Nang. The Army’s Green Berets who are stationed there needed help, and they called on the Seabees.

It was late afternoon on the 12th day of August when the professionals from MCB 3 arrived, a team of 14 builders and five equipment operators under the command of Chief Petty Officer L. R. Renwick, USN.

By the time all their equipment,

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**Independent Duty: The Doc Is “In”**

Another day of medical duties aboard the destructor USN Robert L. Wilson (DD 847) has began for Hospital Corpsman 1st Class James Taylor. It will be a full day. His job is to keep the destroyer’s 250 crewmen healthy.

Petty Officer Taylor explained some of the jobs that independent duty includes:

“My major responsibility is the health of the crew. Some of my specific jobs are administering first aid, dispensing medicines, sterilizing our instruments, and giving first aid lectures to the crew.

“Sanitation inspections also take up a lot of my time, and there is always a mountain of paperwork. I also have to act as my own supply department, taking regular inventory and ordering what I need.

“On a destroyer like this, sick bay is designed to handle emergency treatment, and not long-term medical care,” he said.

“If we have a case of something like acute appendicitis, for instance, we get the patient to bed, administer antibiotics and immediately radio for help. Then I’ll take care of him until we can get him to a hospital.

“Almost all of the visits to sick bay involve easily transmitted ailments. Colds and sore throats are prevalent, mainly because of the close living conditions on a ship.”

Hospital Corpsman Taylor dispenses mostly prepared medicines in the ship, but he does occasionally have to serve as a pharmacist.

“I hold regular sick call from 0830 to 0900 every morning and from 1300 to 1330 each afternoon, but actually it lasts from 0800 until 0800 the next morning. The door is always open for emergencies.”

Not all of the corpsman’s duties are in sick bay, however. He spends a lot of time on daily sanitation inspection of the ship’s galley, mess decks and berthing compartments, and he makes regular checks on the chlorine content of the ship’s fresh water.

“On inspections, I look for things like accumulated grease or poor sanitary practices. My reports go directly to the executive officer to insure that action will be taken to remedy any unsanitary conditions.”

Taylor also delivers routine lectures to small groups on first aid.

During each General Quarters drill, his first job is to set up the two battle dressing stations, one in sick bay, and another in the officers’ wardroom. After that, he’ll be found in one of the passageways giving demonstrations on emergency medical equipment and first aid for a standby repair party.

Petty Officer Taylor reported to Wilson after 18 months as an X-ray technician at the Memphis Naval Hospital.

“It’s a big change going from X-ray tech at a well staffed hospital to independent corpsman duty on a destroyer. It’s quite a challenge.”—Story by Bill Honerkamp, Journalist-Seaman, USN.

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bulldozers, trucks and road graders, had been airlifted in, night had fallen. The next morning the Seabees crawled out of their tents to begin the task ahead.

Since early summer the Special Forces "A" Team assigned to Nong Son, had lived in primitive underground bunkers and had to travel a steep and bumpy road, barely a footpath, daily for supplies. With the monsoon underway the road became practically impassable; their crude underground bunkers, pools of mud and water.

But all this changed under the skillful hands of the Seabees from MCB 3. The crude bunkers gave way to large heavy timber and concrete underground facilities designed for sleeping and storage of supplies. The footpath road was turned into a solid roadbed capable of handling heavy vehicles.

Nong Son Special Forces Outpost sits atop a mountain barely 300 feet long at its longest point and almost 50 feet wide. At over 1000 feet above sea level, the camp has, on occasions, become totally obscured by clouds, making airlift impossible.

Twenty-five miles away, a staging area near An Hoa was set up to receive materials convoyed from MCB 3's main camp in Da Nang. This, too, had its problems, the most difficult being the narrow, muddy Vietnamese roads with the ever-present danger of Viet Cong attack. Despite the loss of one truckload of materials blown up by a VC landmine, the Seabees brought their supplies through.

The completion of the facility, according to reports from Vietnam, provides the Special Forces with "acceptable living conditions combined with optimum protection."

New Housing at Quonset

A 200-unit "town house" housing complex for enlisted men at Quonset Point Naval Air Station and the Davisville Construction Battalion Center was scheduled for completion in January. The first increment of 20 units was accepted and occupied last fall.

There are 24 four-bedroom units, 90 three-bedroom units and 74 two-bedroom units built in the town house style. The complex also contains 16 two-bedroom, single-level units.

Each town house is designed with facilities for various services such as automobile parking, litter pickup and storage. A 32-square-foot utility shed is located at the rear, to house such items as bicycles, trash cans, garden hoses and lawn chairs.

In the front of the living room side of each complex is a lawn and patio area designed to provide privacy for each family.

Flying Antique

When Lieutenant Thomas D. Watson first saw it in 1963, the Vultee "vibrator" was a derelict. It lay behind a hangar at a dusty little airstrip in San Jose, Calif., its tires rotting from disuse, its canopy caved in, most of its flight instruments gone, its engine a mess. LT Watson bought it.

Then began the cannibalization of other Vultees. It wasn't too difficult to find them. The Vultee was used as a trainer during World War II by the Navy and the Army Air Corps. After the war, large numbers of this aircraft were sold as surplus.

LT Watson replaced his plane's wing tips. He found a new cowling. Innumerable odds and ends. Finally, he came upon an engine. Today, he owns a sparkling, fully operable, fully licensed, 130-mph antique.

FLYING AGAIN—World War II vintage Vultee training plane readies for takeoff. It was restored from a derelict purchased by LT T. D. Watson, USN.

Sonarmen Serve as Destroyers’ Ears

Ships operating near the DMZ have little trouble sighting incoming rounds fired from enemy shore batteries. During the day, that is.

At night, or in bad weather, it's another matter. Visibility is often reduced to a few hundred yards. And, what's more, enemy gun flashes often become mixed with shell bursts and gun flashes from friendly ships and aircraft hammering the coast, making them almost impossible to pinpoint.

Under such conditions, a ship might be under attack and not realize it until she's rocked by an exploding projectile neatly zeroed in from an undisclosed enemy position.

Because of this situation, evasive action, at the earliest possible moment, is essential to the ship's survival. It must be as fast as sound. And, it is, for the most part, since the initial action taken usually stems from the ship's sonar equipment.

As an example, Sonarman 2nd Class James Magoon, on night watch aboard the destroyer USS Hull (DD 945), heard the telltale boom of shells being fired from ashore.

Quickly, he checked their bearing on his sonarscope and relayed the rate of their approach to the bridge. Before the first enemy round hit the water, the destroyer had changed course, evading the projectile's path.

Hull carries out many strikes, both day and night, against targets within range of North Vietnamese artillery at Cap Lay, so relies heavily on the keen ears of her sonarmen.
If necessity is the mother of invention, it might be suggested that technology is the midwife. At least that seems to apply to the advent of vertical replenishment in the Navy.

The conflict in Vietnam has emphasized the need for ships to remain on station for long periods and the development of powerful helicopters has greatly increased their ability to do so.

In the early sixties, such ships as USS Camden (AOE 2), Mars (AFS 1), Niagara Falls (AFS 3) and White Plains (AFS 4), made their appearance in the Navy, using new replenishment concepts including the use of helicopters. But the earlier helicopters weren’t sufficiently powerful to replenish ships of a widespread task force and could not compete with conventional highline transfers in quantity and speed.

Vietnam, however, provided a powerful incentive for improvement and, although today’s helicopters still can’t compete in speed and quantity with shipside replenishment, vertical replenishment has compensating advantages.

For example, by using helicopters, one support or store ship can replenish two vessels alongside while a third or fourth can be serviced by airlift. Helicopters also can replenish a ship at times when highline replenishment would be hazardous or impossible.

These advantages are especially apparent in the Seventh Fleet Attack Carrier Striking Force which uses the UH-46A Sea Knight to replenish Task Force 77. The Sea Knight can carry loads up to 5000 pounds at a speed of 130 knots and it is not hindered by rough seas or darkness.

After the Sea Knight came into use, the replenishment capabilities of the striking force improved noticeably. Ships located 50 to 75 miles from the helicopter’s mother ship could receive emergency supplies within minutes and support ships no longer had to come alongside to transfer their stores.

Although the Sea Knight used by the newer combat support and supply ships is probably not the ultimate, it has speeded task force supply in the Pacific and has proved itself to be a significant factor in the development of seagoing logistics.

—Ray Mahon, Chief Journalist, USN.

Randolph’s Last Voyage

The scene was all too familiar when USS Randolph (CVS 15) left Norfolk recently on her final voyage.

There was the aging carrier resting serenely at her familiar berth alongside Pier 12, sporting Iwo Jima and Okinawa battle stars. There were the whitehats standing at the rails, grinning and waving, just as their predecessors had done so many times before at so many other departures. There were the veteran chiefs reminiscing with their friends and families, and the junior officers telling salty sea stories to wide-eyed young ladies.

With a few alterations, the time could have been June 1944 when Randolph left Norfolk for the Pacific, heading for combat without a shake-down or fitting-out cruise. It could have been July 1953, when she was recommissioned and sent to the Sixth Fleet. Or it could have been September 1960, departing for antisubmarine warfare operations in the North Atlantic, the winner of a fourth consecutive Battle “E.”

But it was October 1968, and Randolph was about to end her 24-

NAVY’S PHOTO ALBUM

USS Black Hawk might have been out of place on the rivers of South Vietnam, but she was a powerful force during another conflict fought on rivers by the U. S. Navy. The side-wheeler plied the Mississippi River during the Civil War serving as flagship for Rear Admirals D. D. Porter and S. P. Lee, successive commanders of the Mississippi Squadron. Black Hawk was built in 1848 at New Albany, Ind., and purchased by the Navy at Cairo, Ill., in 1862. The riverboat was 260 feet long with a depth of hold of eight feet. She was armed with four 32-pounders, two 30-pounders and two 12-pounders. During her river career, she participated in operations around Vicksburg, Miss., and eventually patrolled the river during the siege of Vicksburg in 1863. Black Hawk was instrumental in the capture of Fort Hindman, Ark., and the attack on Haines Bluff, Miss., also occurring in 1863. In 1864 she participated in the Red River Expedition and finished her career patrolling the Mississippi and its tributaries. Black Hawk accidentally burned and sank in 1865, but was later raised and sold at St Louis in April 1867.
how do you write this up in the log?

In Vietnam last September, a typhoon which swept a coastal region in the area of Hue dumped 14 inches of rain and caused water levels to rise as much as 11 feet above normal.

One casualty of the storm, a harbor utility craft (YFU), was torn from its mooring, carried over a causeway, and deposited in a rice paddy.

When the storm subsided, the YFU crew navigated the craft back to the causeway but could not get across because water on their side, the wrong side, had receded.

Two tugs and two LCMs were dispatched from a nearby Naval Support Activity but, of course, were unable to help because they were on the right side of the causeway.

Next, Seabees of MCB Eight were airlifted to the scene and set to work with a crane, clam bucket and bulldozers. The idea was to carve out a passage for the 120-foot-long, 38-foot-wide YFU.

After some hours of digging, the Seabees had opened a gap five feet deep and 40 feet wide. However, the water was receding faster than the Seabees could chop through the concrete and stone.

The YFU crew, figuring it was now-or-never, cranked up the engines, backed off, aimed for the hole and picked up speed. The craft nosed into the causeway, made it about one-third of the way through, and then 'thump' . . . got stuck.

Next, the YFU was lifted and pushed by a crane and tugs respectively, back into the water on the wrong side of the causeway. The Seabees went back to work and continued chopping and scooping through the night.

By daylight, it was clear that even the Seabees could not complete the rescue alone. The water already was near a non-navigable level.

An Explosive Ordnance Disposal team was called in to assist. Charges were set and detonated, the Seabees scooped away the debris, and the YFU nosed in for another attempt.

Two-thirds of the way through . . . cheers all around . . . thump.

After additional planning and considerable strain, bulldozers, a crane, LCMs, tugs, and another YFU, pushed, pulled and lifted the stranded craft the rest of the way through the very sturdy causeway.

—Story and photos by Rick D. Clark, Lieutenant (jg), USN.

VIETNAM RESCUE—Harbor utility craft was rescued from a rice paddy by Seabees, tugs and LCMs after being swept over a causeway by a typhoon. A hole was blasted in causeway to free the utility craft.
NAVY FIREFIGHTER—Airman 2nd Class Colton O'Neill, Jr., flips the starting switch as he operates the foam turret on a firefighting vehicle.
—Photo by John Breiting, JO3.

His Idea Pays Off

Every time a Navyman receives cash for a beneficial suggestion, his shipmates wonder why they didn’t get there first. James Kinzel’s coworkers at NAS Norfolk are probably no exceptions.

Aviation Machinist’s Mate 1st Class James A. Kinzel, USN, recently received $705 for suggesting that a foam-type industrial de-greaser be used to clean aircraft surfaces rather than another compound used at Norfolk in an aircraft washing machine.

The foam unit, Petty Officer Kinzel suggested, was lighter to handle and the product made the crew’s scrubbing job easier. He also showed that the cleaning equipment would cost less to purchase and maintain.

The Norfolk Naval Air Station’s Operations Department estimated the change would save $17,000 the first year alone and would increase the safety factor, too.

A relatively simple suggestion? Of course it was. Almost anyone who maintains aircraft might think of it and perhaps did. But Petty Officer Kinzel got the money because he put his idea on paper and dropped it in the suggestion box.

Safety Award to VF 213

If you could fly an airplane constantly for two and one-half years and not have an accident, you’d come close to a record established by Fighter Squadron 213 based at NAS Miramar, Calif.

You also might receive a Chief of Naval Operations Aviation Safety Award. VF 213 has three of them.

Last year, for the third consecutive year, VF 213 was the most accident-free fighter squadron assigned to the Pacific Fleet. She received her latest CNO safety award after 5044 safe-flying hours during fiscal 1968.

Since 1964, VF 213 pilots have flown more than 22,000 hours without a major accident. This includes thousands of night carrier landings and three combat deployments.

Gunpowder Goes Cool

A new cool-burning gunpowder that can double the life of a rapid-fire gun has been developed by Navy ordnance experts.

The propellant, known as Naco (for Navy Cool), burns at temperatures 300 degrees cooler than standard gunpowder, and the reduced heat helps lessen gun barrel wear by better than 50 per cent.

Since barrel liners must be replaced periodically because of the erosion caused largely by heat, the development of Naco means that combatant ships are enabled to remain on the firing line for longer periods.

Another important characteristic of Naco is that the powder eliminates most of the muzzle blast and smoke usually associated with gunfire. This feature greatly diminishes the damaging effects of gunfire on delicate shipboard equipment, especially electronic components.

The virtual absence of flash and smoke means that ships can now use one propellant for round-the-clock operations. In the past, two kinds of gunpowder had to be used to prevent detection: a smokeless type for daytime missions, and a flashless type for nighttime use. Naco will serve both purposes.

At present, Naco propellant is in use by 5-inch/54-caliber shipboard guns. In progress is the development and production of Naco powder for the Navy’s other weapons, including the 16-inchers of the battleship USS New Jersey (BB 62).

Naco was developed by the Naval Ordnance Station at Indian Head, Md., after years of extensive research and testing by its scientific team.

Puget Sound Crew Goes Ashore to Fight a Fire

The crew of the new destroyer tender USS Puget Sound (AD 38) had some of its shakedown training under fire. The citizens of Montego Bay, Jamaica, couldn’t be happier.

Taking a break from shakedown training at Guantanamo Bay, Cuba, Puget Sound was in Jamaica when fire broke out in a large resort area building. Several shops and a restaurant were immediately engulfed in flame and within 30 minutes it became clear to local firemen that the blaze had gotten out of hand. The police chief called Puget Sound for help.

Volunteers from the ship — they had received fire rescue and assistance training only days before—speeded to the fleet landing in boats and rushed downtown. Joining the local firemen, they brought the blaze under control within two and one-half hours.

A local newscaster observed that “The whole town might have burned had it not been for the Puget Sound firefighters.”

Puget Sound returned to Gitmo to finish her shakedown, and then moved on to her new home port, Newport, R. I.
DAMAGE CONTROL, FIREFIGHTING COURSES

THE December issue of ALL HANDS Magazine carried a report on damage control and firefighting courses available throughout the Navy. Subsequent to preparation of the report's Atlantic Fleet section, COMTRANT Inst 1540.1R was published, listing new courses available at Atlantic Fleet shore-based training activities.

Here are the courses now being offered in damage control by the Commander, Training Command, Atlantic Fleet:

- **Damage Control, Division Petty Officer Induction.** This one-day course is offered at four locations—J-780-4001 at the U. S. Fleet Training Center, Newport; J-780-4002 at the U. S. Fleet Training Center, Norfolk; J-780-4003 at the U. S. Fleet Training Center, Charleston and J-780-4004 at the U. S. Fleet Training Center, Mayport.

  The purpose of the course is to train shipboard division damage control petty officers, duty division damage control petty officers or prospective division damage control petty officers in their duties, responsibilities and authority in maintaining watertight integrity.

  Instruction is also given in performing required tests and inspection of damage control equipment and training division personnel in damage control procedures.

  These courses are designed for enlisted men in pay grade E-4 and above who are assigned the duties of Division Damage Control Petty Officer, Duty Damage Control Petty Officer, Duty Division Damage Control Petty Officer or prospective Division Damage Control Petty Officers.

  Lectures, films and classroom demonstrations are used to teach duties and responsibilities, required tests and inspections, preparation of damage control reports, maintenance of compartment checkoff lists, damage control markings and labeling and the proper posting of safety precautions and operating instructions, setting and maintaining specified material conditions of readiness and organizational relationship in the chain of command. Convening dates vary with location. Consult your personnel officer.

- **Damage Control Individual Repair Party Team Training.** This course is offered at four locations—J-780-4011 at the U. S. Fleet Training Center, Newport; J-780-4012 at the U. S. Fleet Training Center, Norfolk; J-780-4013 at the U. S. Fleet Training Center, Charleston; and J-780-4014 at the U. S. Fleet Training Center, Mayport. The course at all locations lasts one day.

  The purpose of the course is to provide team training for personnel who are members of the same organized repair party and to provide that repair party with experience as a team.

  Lectures, films and practical exercises are used to teach repair party organization, maintenance of watertight integrity, electrical casualty control, dewatering, investigation and reporting of fires and hull damage.

  About half of the training consists of practical exercises which emphasize team work and include rigging and unrigging casualty power cables, dewatering, investigation and reporting of fires and hull damage and the control of flooding by effecting temporary repairs to imposed hull damage in a water environment trainer.

  Students are officers and enlisted personnel assigned to the same repair party team. The repair party officer or team leader shall attend. A minimum of 12 students and a maximum of 24 will be accepted. For smaller ships, two repair parties may fill this requirement.

- **Damage Control Induction for Basic Sea School, Marines, J-780-4022.** This two-day course is given at the U. S. Fleet Training Center, Norfolk, and provides instruction to Sea School/Sea Pool Marine Detachment personnel in the necessity and importance of damage control aboard naval ships. It also instructs in damage control organization, nomenclature, communications, equipment and the basic procedures used in the prevention and repair of shipboard battle damage.

  Lectures, films, demonstrations and practical exercises are used to teach the importance of damage control, shipboard nomenclature and numbering systems, sound-powered telephone procedures, compartment check-off lists, damage control markings, temporary repairs, watertight integrity, shipboard traffic regulations, conditions of readiness, standard damage control equipment and damage control organizations. Practical exercises are conducted in the proper procedures for handling sound-powered phones, sending and receiving telephone messages, and the makeup and stowage of sound-powered phones.

  The course is open to officers and enlisted personnel of Sea School Marines.

- **Damage Control, Shipboard.** This one-week course is given at four locations—J-780-4031 at the U. S. Fleet Training Center, Newport; J-780-4032 at the U. S. Fleet Training Center, Norfolk; J-780-4033 at the U. S. Fleet Training Center, Charleston; and J-780-4034 at the U. S. Fleet Training Center at Mayport.

  Inexperienced Navymen are instructed in damage control organization, nomenclature, communications, equipment and the minimization and correction of operational and battle damage to personnel and to units of the Fleet.

  Lectures, films, demonstrations and practical exercises are used for instruction in such subjects as basic instruc-
tion in damage control organization, necessity for and importance of damage control, interior battle communications, procedures for the prevention, minimization and correction of damage to material and personnel, damage control markings and conditions, strip ship procedures, watertight integrity, basic firefighting techniques, basic NBC warfare defense, first self aid and principal standard damage control equipment.

Practical exercises are conducted in the use of NDMK-V protective mask, sound-powered telephones and training in a water environment trainer. Instructor demonstrations include the operation of the flame safety lamp, explosive meter, OBA and the portable emergency fire pumps.

The course is open to all officers and enlisted men. The courses at Norfolk and Newport usually convene every Monday. Classes at Charleston also convene every Monday, while those at Mayport usually convene on the first, second and third Mondays of the month.

**Plastic Patching Procedures.** This two-day course is offered at four locations—J-780-4041 at the U. S. Fleet Training Center, Newport; J-780-4042 at the U. S. Fleet Training Center, Norfolk; J-780-4043 at the U. S. Fleet Training Center, Charleston and J-780-4044 at the U. S. Fleet Training Center, Mayport.

The course trains Navymen to apply effectively plastic repair materials to ruptured or cracked metallic piping systems, decks, bulkheads and various shapes and surfaces.

Lectures, films and practical exercises are used to instruct in the procedures for computing the required amount of patching material to be used, procedure for surface preparation and patch application.

The information obtained in this class also applies to plastic boat repair; a total of three-fourths of the course is practical work. The instruction does not encompass repair or replacement of plastic pipe.

The course is open to enlisted men in pay grades E-4 through E-9. Officers may attend if they wish. Six students are required to convene a course.

Classes at Newport convene weekly except the last two weeks in December. Those at Norfolk usually convene every Monday while those at Charleston convene every Monday except the last two weeks in December. Mayport classes convene the fourth Monday of every month except December.

**P-250 Pumps, Overhaul and Operation.** This three-day course is offered at three locations—J-780-4062 at the U. S. Fleet Training Center, Norfolk; J-780-4063 at the U. S. Fleet Training Center, Charleston; and J-780-4064 at the U. S. Fleet Training Center, Mayport.

The course teaches shipboard personnel to operate and maintain the P-250 portable emergency fire pump.

Subjects covered are routine maintenance and overhaul of the P-250 portable emergency fire pump. Lectures and demonstrations are used as well as practical applications by the student in minor repair, major overhaul and operation procedures.

The course is almost equally divided between classroom work and practical application.

**P-500 Pumps, Overhaul and Operation.** This three-day course is offered at three locations—J-780-4062 at the U. S. Fleet Training Center, Norfolk; J-780-4063 at the U. S. Fleet Training Center, Charleston; and J-780-4064 at the U. S. Fleet Training Center, Mayport.

Students are taught the operation and maintenance of the P-500 portable emergency fire pump.

Instruction consists of routine maintenance and overhaul of the P-500 portable emergency fire pump through lectures and demonstration as well as through practical application by students in minor repairs, major overhaul and operation procedures. Class work and practical application are divided about equally.

Students must be enlisted men of the engineering department although officers may attend if they desire to do so. All classes convene upon request.

**Fire Fighting, Basic.** This one-week course is offered at four locations—J-780-4101 at the U. S. Fleet Training Center, Newport; J-780-4102 at the U. S. Fleet Training Center, Norfolk; J-780-4103 at the U. S. Fleet Training Center at Charleston; and J-780-4104 at the Fleet Training Center, Mayport. Officers and enlisted men are all trained in the phases of basic shipboard firefighting techniques and the use, nomenclature and maintenance of shipboard firefighting equipment.

Subject matter includes chemistry and nature of fire, use and maintenance of hoses and associated equipment, use of extinguishing agents, special hazard fires and fire involving explosives and nuclear weapons.

It also includes instruction on the use of the OBA, operation of portable pumps and the analysis of fire situations with emphasis on use of proper equipment.

Material is presented through lectures, films, demonstrations and practical evolutions by the student under controlled conditions on the field. Field evolutions include the use of water as an extinguishing agent for open tank, engine room, fire room, forecastle and hangar deck fires; the use of foam to extinguish hangar deck fires; the use of carbon dioxide as a smothering agent; the operation of portable pumps and the OBA; and special firefighting procedures when nuclear and conventional explosives are involved.

**Fire Fighting on Board Submarines.** J-780-4113.—This one-day course is offered at the Fleet Training Center, Charleston. Submariners are trained in the proper technique of firefighting on board submarines. They also learn the nature of fire, the characteristics and use of carbon dioxide and dry chemical fire extinguishers, maintenance and wearing of OBA, OBA canister disposal and safety precautions of firefighting equipment.

The one-day course in which firefighting conditions and procedures peculiar to submarines are taught is in-
tensive. Various types of portable extinguishing equipment installed in submarines are demonstrated with practical application of the equipment in training structures by students in Class A, B and C type fires. Lectures, demonstrations and field evolutions are used.

Students must be submarine personnel. Classes convene every Friday although December may be an exception.

**Fire Fighting, Refresher.** This two-day course is offered at four locations—J-780-4121 at the U. S. Fleet Training Center, Newport; the J-780-4122 at the U. S. Fleet Training Center, Norfolk; J-780-4123 at the U. S. Fleet Training Center, Charleston; J-780-4124 at the U. S. Fleet Training Center, Mayport.

This course is for officers and enlisted personnel who have had previous firefighting experience in all phases of basic shipboard firefighting techniques and in the use of shipboard firefighting equipment.

Refresher training is given in shipboard firefighting, providing the student with a general classroom review of shipboard firefighting and practical experience in fighting various types of shipboard fires. Classroom instruction includes use and maintenance of hoses and associated equipment; selection and use of proper extinguishing agents for special hazard fires and fires involving high explosives and nuclear weapons; operation and use of OBA; and operation of portable pumps.

Classes at Newport convene every Monday except during the last two weeks of December. At Norfolk, classes convene every Tuesday and Thursday unless they conflict with Independence Day, Thanksgiving, Christmas or New Year’s holidays.

Charleston classes convene the first and third Monday of each month as do Mayport classes.

**Fire Fighting, Shipboard Aircraft.** This three-day course is given at two locations—J-780-4132 at the U. S. Fleet Training Center, Norfolk; and J-780-4134 at U. S. Fleet Training Center, Mayport.

The course trains shipboard personnel in the proper procedures for combating shipboard aircraft fires, rescuing a pilot from a burning aircraft, and operating and performing operational maintenance on a high capacity fog foam station.

Instruction in the chemistry and nature of fires is given. Hose handling procedures for extinguishing aircraft fires are studied and those involving nuclear weapons, pilot rescue, operation of small equipment used in fighting aircraft fires and operation and preventive maintenance of high capacity fog foam systems and hangar deck sprinkler systems.

The material is presented through a series of lectures, films, demonstrations and by practical work by students under controlled conditions on the field. About one-fourth of the course is concerned with classroom work while the remainder is spent in field evolutions.

The course is open to both officers and enlisted men. There must be a minimum of 35 students to convene the course. Otherwise personnel will be returned to their parent command.

Classes convene at Norfolk on 10 and 24 February; 10 and 24 March; 14 and 28 April; 12 and 26 May and 9 and 23 June. At Mayport, classes convene the second and fourth Wednesday of each month except December.

**Nuclear, Biological and Chemical Warfare Defense, Shipboard.** This two-week course is given at four locations—J-780-4201 at the U. S. Fleet Training Center, Newport; J-780-4202 at the U. S. Fleet Training Center, Norfolk; J-780-4203 at the U. S. Fleet Training Center, Charleston; and J-780-4204 at the U. S. Fleet Training Center, Mayport.

The course trains officers and key petty officers in the practical aspects of NBC warfare defense in order that they may assist commands in organizing and training personnel in the field.

Lectures, films, demonstrations and practical exercises are used. Nuclear subject matter includes types of nuclear bursts and their effects; types of nuclear radiation and their detection and measurement; monitoring procedures; procedures for shipboard material and personnel decontamination; protective clothing and first/self aid.

Biological and chemical subject matter includes types of agents and their effects, agent sampling, monitoring and decontamination equipment and procedures for shipboard personnel and material, protective clothing and first/self aid.

All officers and petty officers who are repair party or damage control central personnel are eligible.

Classes at Newport convene every second and fourth Monday of each month except the fourth Monday in December. Norfolk classes begin every Monday.

At Charleston, classes begin every first and third Monday. Mayport classes convene the first Monday of each month.

**Radiac Operation and Monitoring Team Training.** This one-day course is offered at two locations—J-780-4212 at the U. S. Fleet Training Center, Norfolk; J-780-4213 at the U. S. Fleet Training Center, Charleston.

This course provides instruction to shipboard personnel in the proper care, operation and use of high and low range radiation intensity meters, dose rate devices and proper shipboard monitoring procedures.

Films, demonstrations and practical exercises are used. Subject matter includes background information on types of radiation, radiation measuring devices, proper care of instruments, and proper donning and undressing of protective clothing and masks. Practical exercises are conducted on the use and operation and radiac instrument and proper monitoring procedures.

All enlisted personnel are eligible.

Classes at Norfolk convene every Tuesday except holidays and the last two weeks in December. Charleston classes convene every Friday.
RSFPP: How to Insure Family Security Before You Retire

As you approach retirement or transfer to the Fleet Reserve, you will be advised to take a close look at the benefits available to you under the Retired Serviceman's Family Protection Plan (RSFPP).

In essence, you may agree to draw a little less retired or retainer pay in order to provide a monthly income for your wife and children after your death.

First known as the Uniformed Services Contingency Option Act of 1953, RSFPP has been expanded over the years and today is one of the soundest such insurance plans ever devised.

Although RSFPP is intended primarily to supplement commercial or other government life insurance, it has enhanced the welfare of many Navy families. If you do not have other insurance, it's possible that any dependents you leave behind will have only their RSFPP survivor annuities to count on as regular income.

Changes to RSFPP signed into law last August expand many of the benefits and now give you more latitude in selecting options.

Enrollment

You may enroll in the plan any time before you complete 19 years of service. Or, you may sign up after 19 years of service provided you serve at least two years after enrollment. This satisfies a primary requirement for advance elections and helps to maintain cost rates which apply to all.

If you made an election, revocation or change before 13 Aug 1968, you may, before 1 Sep 1969, request that it become effective only if three full years elapse from the date you submitted it to the date you retire.

If you are unable to sign up before completing 19 years of service because you're stationed in an isolated area or for some other reason over which you have no control, you have a one-year grace period to complete the paperwork.

Or, if you are granted retroactive retired pay, you may make an election within 90 days after notification that the retroactive pay has been granted.

Most likely, your personnel office will notify you of your RSFPP options well before your 19th service anniversary, and will explain the deadline for filing your elections. You will be provided with a copy of NavPers Form 591 (or a new DOD form which is scheduled to replace the NavPers version). You either sign up for the plan, stating the options you desire, or hand the form back and say you do not wish to participate.

If you decide to enroll in the program, the form must be dated, signed, witnessed and delivered to your commanding officer (if you're on active duty) or postmarked (if you're inactive) not later than midnight on the day you complete 19 years of service.

If you later do not change or revoke your RSFPP elections, the plan automatically goes into effect when you retire.

Options

Under the RSFPP elections, you have the choice of one or a combination of three basic options, and you specify whether your eligible survivors will receive a percentage or dollar amount of your retired pay. The maximum you may specify is one-half of your retired pay. The minimum is one-eighth of your retired pay, or $25, whichever is greater.

Until 13 Aug 1968, there was a fourth option which had to be included if you wanted your full retired pay to be restored if you no longer had eligible beneficiaries. Under the old law, you selected an annuity of one-half, one-quarter, or one-eighth of your reduced retired pay—your pay reduced by the cost of RSFPP participation. Now, when you retire after 13 Aug 1968, you have the protection of option four without specifically requesting it.

Before you decide on an option or combination of options, you should consider all pertinent details, such as cost, family needs while you are retired, and projected family needs in the event of your death.

- Option 1 provides an annuity to your widow as long as she lives or until she remarries.
- Option 2 provides payments in equal shares to or for your dependent children.
- Option 3 pays a monthly annuity to your widow until her remarriage or death. The payments then are divided equally among your eligible children. (Here you should note that you may allocate a part of the annuity to any of your children, even if they are not the children of your beneficiary wife. You may specify this allocation either before or after you become eligible for retired pay. However, if you take the action after you retire, your wife still must be eligible for an annuity. If she remarries or dies, the annuity then is divided equally among all your eligible children.)

As mentioned above, option 4 of RSFPP, which actually was a rider, not a survivor benefit option, has been phased out of the plan. It provided that no further deductions would be made from your retired
pay when and if your family became ineligible for annuity payments under options 1, 2 and 3.

Under recent changes to the law, effective 13 Aug 1968, full retired pay is automatically restored to RSFPP members when they no longer have eligible beneficiaries. Those who retired before 13 Aug 1968 and did not select the old option 4 coverage have until 1 Sep 1969 to purchase it.

**Multiple Options**

The plan is flexible in that you may select multiple options. You may combine options 1 and 2, but the combined annuity may not exceed one-half of your reduced retired pay. You may not combine option 1 with option 3, or option 2 with option 3. However, effective 13 Aug 1968, you may change option 3 coverage to option 1 if on the date you retire you have no children under 18 or otherwise eligible for annuities.

Further, effective 1 Nov 1968, if you elect option 3 and then your wife dies or you are divorced after retirement, you will have full coverage for eligible children with no further deductions from your retired pay.

Also effective 1 Nov 1968, if you have selected option 2 or option 3, your children between ages 18 and 23 will be eligible for annuities if in full time attendance at an educational institution. However, if you designate that children over age 18 not be eligible, deductions from your retired pay will stop if you have no other eligible children.

**Changes, Revocations**

Effective 1 Nov 1968, the most recent elections, changes or revocations you make before completing 19 years of service are effective when you retire. Changes or revocations you make after completing 19 years of service become effective on retirement only if two years or more have lapsed between the date you retire and the date you made the changes or revocation.

Under the old law, this waiting period was three years. The new law permits those who submitted elections, changes or revocations before 13 Aug 1968 to operate under the three-year rule instead of the two-year rule, provided they submit a request for this before 1 Sep 1969.

Another provision of the 1968 amendments applies to you if you have major changes in dependency because of death, divorce, remarriage or acquisition of children during the two-year period before you retire. Here, you may change your RSFPP elections to reflect the needs of your altered family status, and the changes become valid when you retire.

If your election is found to be void for any reason except fraud or willful intent, you have 90 days to make a corrected election. The Secretary of the Navy has the authority to make changes he considers necessary to correct administrative errors.

Under the old law, withdrawal from RSFPP after retirement could be approved only if you experienced a severe financial hardship either caused or magnified by your participation in the plan. However, now you may request a reduction in your RSFPP coverage, or even complete withdrawal from the plan. Your reduction in coverage or withdrawal from the plan would become effective on the first day of the seventh month following the month of your request. However, no portion of what you paid in to RSFPP will be refunded. Such requests should be sent directly to the Navy Finance Center, Cleveland, Ohio 44199.

**Cost**

By law, RSFP must be self-supporting on an “actuarial equivalent” basis. This means that the amounts contributed toward the plan by its participants must be sufficient to defray annuity payments.

However, all the administrative and overhead costs are paid by the government, which means that all member contributions are returned to service families in the form of annuities.

A board of actuaries monitors the plan and increases or decreases cost rates as necessary to maintain a sound financial footing.

What it actually costs you as a participant depends on your age at retirement, the amount of your retired pay, the options you select, the annuity you select, and the ages of your beneficiaries. Once the deductions are established for you, the cost of RSFP does not change.

You should note that retired pay deductions are based on rates in effect at the time you retire. These may not be the same as the rates in effect when you sign up for the plan. For example, a Navyman who signed up in 1963 and then retired in
1966 had a reduction in retired pay based on the slightly-lower 1966 rates. However, both the monthly reduction and the amount of the annuity remain the same as they are on the first day you receive retired pay. This holds true even if your retired pay later is increased.

Of course, you do not pay into the plan until retirement, and your contribution is automatically withheld from your retired pay.

The RSFPP reductions are not subject to Federal income tax; you are taxed only on the retired pay you actually receive. (However, some states do not follow a 1966 federal ruling in this regard. Therefore, at tax time, you should check with your state or local authorities on whether your total retired pay, including your contributions to RSFPP, should be reported.)

Some participants make deposits instead of receiving reduced retired pay. This would be the case if you waive retired pay in order to draw disability compensation from the Veterans Administration, or if you are recalled and draw active duty pay instead of retired pay.

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The Finance Center determines the amount of the reduction in your retired pay, based upon tables which scale the dollar costs for appropriate amounts under the options and ages concerned. Cost tables are contained in NavPers 15945 series. You should check with your insurance officer for the specific dollar costs that would apply to your situation.

Here are some definitions relevant to the Retired Serviceman's Family Protection Plan:

- **RSFPP** — Retired Serviceman's Family Protection Plan. Formerly known as the Uniformed Services Contingency Option Act.

- **Widow** — Can mean widow or widower, depending, of course, on whether you are a Navy man or woman. Used here, widow means your lawful spouse on the date you retire with pay.

- **Children** — For RSFPP eligibility, the word children (or child) means your children who meet the following requirements or the date of your retirement with pay: Legitimate children under 18 years of age and unmar- ried; stepchildren under 18 years of age who are unmarried and dependent on you for more than one-half their support (stepchild relationship terminates upon the stepparent's divorce from the parent spouse, but not upon death of the stepparent); legally adopted children under age 18 and unmar- ried; and unmarried children over 18 who are incapable of self-support because of physical or mental illness that had existed before the age of 18.

- **Children in School** — Children between ages 18 and 23 who are attending a full-time course of educa- tion may be considered as eligible beneficiaries of those who retire after 1 Nov 1968 with options 2 or 3 in effect.

- **Years of Service** — The number of years creditable when computing your basic pay.

- **Retired Pay** — This includes retired, retirement, equivalent and retainer (Fleet Reserve) pay.

- **Retirement** — Your retirement with eligibility to receive retired pay.

- **Reduced Retired Pay** — The retired pay remaining after the cost of participating in the plan has been sub- tracted.

**Annuities**

When the Finance Center receives official notification of your death after retirement, it will forward to your survivors the forms and information they'll need to apply for RSFPP annuity payments.

Survivor annuities are subject to income tax. However, if you retire because of service-connected disability and die before reaching normal retirement age, your survivors may exclude up to $5000 in annuities when figuring gross income for federal tax purposes. (The Internal Re- venue Service has established "normal retirement age" as the age at which you would have had the right to retire had you continued on active duty.)

It's possible for your survivors to receive RSFPP annuities along with Dependency and Indemnity Compen- sation paid by the Veterans Administra- tion. Entitlement to both depends on type and date of retire- ment, cause of disability, if any, and other considerations peculiar to a given situation. Your insurance officer has the details.

If you're a Reservist, effective 13 Aug 1968, the date of your eligibility...
to Reserve retired pay is your 60th birthday instead of the first day of the month following your 60th birthday. This means that you begin to draw Reserve retired pay on the same date you become eligible for RSFPP, provided, of course, all other requirements have been met.

Full details on the Retired Serviceman's Family Protection Plan are contained in BuPers Inst. 1750.1 series and NavPers 15926 and 15945 series. Latest changes to the program are contained in AlNav 51, dated 1 Oct 1968.

Remember to check into the program before you complete 19 years of service, and if you have any questions, see your insurance officer.

Amendment to Naturalization Laws Affects Foreign Nationals in Armed Forces

Foreign nationals who have served in the armed forces of the United States after February 28, 1961, and who wish to become citizens of the United States will benefit from a recent amendment to the Immigration and Nationality Act.

Under this amendment naturalization will be expedited for foreign nationals who have served satisfactorily during any period designated by Executive Order of the President as a period of armed conflict with a hostile foreign force. The date February 28, 1961 is established as the initial date of hostilities in Vietnam for the purposes of the amendment with the terminal date in the future to be designated by Executive Order.

The amendment waives requirements of the Immigration and Nationality Act concerning age, residence, physical presence in the United States, court jurisdiction, the 30-day waiting period after petitioning, and the payment of a naturalization fee.

The requirement that an alien serviceman be admitted to the United States for permanent residence is also waived, provided he has enlisted, reenlisted or was inducted into the United States Armed Forces in any of the United States, the Canal Zone, American Samoa or on Swains Island.

Foreign nationals serving in the United States Armed Forces who desire United States citizenship should consult a local office of the Immigration and Naturalization Service or their legal assistance officer for information and aid.

Look Before You Move to Tight New London Housing

Do not ship your household effects to New London, Conn., unless you are sure you have a place to stow them.

This is the word from the Naval Supply Systems Command for Navy men and families headed for duty in this housing-shy area.

Adequate quarters are literally few and far between, with most housing available on a "for sale only" basis.

One out of four Navy families in the area is forced by circumstances to occupy quarters which are substandard, cost too much, or are farther than ideal from the Navyman's base.

This situation has meant serious problems for newcomers with no place to put their household goods. Many are forced to rent temporary quarters — which already may be furnished — and then later must pay for a household goods move when suitable quarters are found.

Unfortunately, regulations do not permit you to have your goods placed in storage at government expense for more than six months at your new duty station. Further, the government usually will not pay for the reshipment of your goods to an area other than that of your new station, once the goods have been shipped to your new duty station.

Thus, you are advised to find satisfactory housing before you have your goods shipped to New London. As usual, only E-4s (over four years of service) and above may have household effects shipped at government expense.

Your nearest shipping activity can give you information on placing your goods in storage at your old command, if necessary, until you find a place for them.

WHAT'S IN A NAME

The Gulf Stream

The Gulf Stream, which is one of the best known ocean currents in the world, is also a stream of a different color. Its surface is bluer than the surrounding water and yellow Sargassum weed floats leisurely northward on its surface.

Benjamin Franklin was one of the first to mention the stream in scientific writings, observing that "Whales are found generally near the edges of the Gulf Stream." Since Franklin's time, the current has interested navigators and oceanographers.

The Gulf Stream, which was once important to ships sailing eastward across the Atlantic, is caused by unequal water densities and the friction of the northeast trade winds and prevailing westerlies.

The current's direction also seems affected by the earth's rotation, which deflects the moving mass of water to the right in the northern hemisphere.

The stream's name indicates the current is composed principally of water from the Gulf of Mexico, but it is not. The current is made up of contributions from the South Atlantic brought in by the northern Equatorial Current and from the Sargasso Sea and Yucatan Channel.

Although the mighty oceanic river is of decreased importance to propeller-driven ships, it is still of definite interest to the Navy as a weather maker as it flows in a general direction from Florida to the Grand Banks of Newfoundland.

For this reason, and others, which include the Gulf Stream's food potential, the current will remain a subject of great importance to Navy men and landlubbers alike and will continue to be a source of study to the Navy's oceanographers.
Shore Duty Orders Upcoming Via Seavey A-69

If you are a chief or first class petty officer in one of 17 general ratings and can qualify for duty as recruiter-cruiser or recruit company commander, it is possible for you to be transferred ashore as much as one year ahead of the time you normally would move under Seavey.

This special procedure, announced in BuPers Notice 1306 of 22 Nov 1968, is designed to help fill some of the recruiter and recruit company commander billets which have been unmanned because not enough men volunteered for the duty under regular Seavey procedures.

Otherwise, the Seavey picture has changed very little, although shipboard tours for men in some ratings continue to be lengthened because of an increase in sea billets.

Cutoff dates for eligible ratings in Seavey segment A-69 were reported in BuPers Notice 1306 of 22 Nov 1968. BuPers Notice dated 5 Sep 1968 displays the format speedletters should take in case of late Seavey submissions.

Following the usual procedures, transfers under the new segment will occur during June through September of this year for those who have been on sea duty since the cutoff date set for their rates and ratings.

Here are the highlights of BuPers Notice 1306 of 22 Nov 1968, the current Seavey transfer directive:

Recruiters/Company Commanders

If your sea duty commenced up to one year before the cutoff date for your rate and rating, you may request transfer ashore to a recruiter-cruiser or recruit company commander billet if you have one of these rates and ratings: BMC, BM1; QMC, QM1; SMC, SM1; GMG, GMG1; MMC, MM1; ENC, EN1; BTG, BT1; EMC, EM1; SFC, SF1; ABFC, ABF1; ABHC, ABH1.

You may request the recruiter-cruiser duty, but not a recruit company commander billet, if you have one of the following: CEC, CS1; AMSC, AMS1; A mec, AME1; AKC, AK1.

Conversely, you may request duty as a recruiter company commander, but not as a recruiter-cruiser, if you are an ICC or IC1.

You must be qualified for the duty and recommended by your commanding officer. (Chapters 4 and 5 of the Transfer Manual list qualifications.) Also, you must have served at least two years of continuous sea duty as of 30 Sep 1969.

Assuming you are not eligible for a normal Seavey transfer, your Enlisted Transfer and Special Duty Request (NavPers 1306-7) should be sent to BuPers (Attn: Pers B-2121) via your CO and the appropriate Enlisted Personnel Distribution Office. If you are selected, you will receive orders for transfer sometime during the period June through September 1969.

Of course, if you can make a regular Seavey cutoff date, you are encouraged to request recruiter or recruit company commander duty when you fill out your rotation data card if eligible in accordance with chapters 4 and 5 of the Transfer Manual.

Seavey A-69 Eligibility

In addition to having a sea duty commencement date which is in or before the month and year specified for your rate and rating, you must meet certain other requirements before you will be transferred under the A-69 segment.

You must have been “on board for sea duty” on 1 Nov 1968, the effective date of the Seavey. “Sea duty” is duty types 2 (arduous sea duty), 3 (overseas shore duty) and 4 (toured sea duty). If you are on toured sea duty, your tour completion date must be in one of the A-69 transfer months (June through September 1969).

Also, you must be obligated to serve on active duty until May 1971 or later. (Of course, if you do not have the obligation, you may extend your enlistment. However, agreements to extend for Seavey A-69 should have been entered into the personnel accounting system by 20 Dec 1968.)

Data Cards

By the time you read this, rotation data cards for Seavey A-69 will have been worked up by your command and returned to the personnel accounting machine installations. If you made the Seavey, the PAM will have forwarded your name and duty preferences to BuPers on 18 Jan 1969. Your orders will be issued February to May 1969 for transfer June to September 1969.

Once you have orders to shore duty, you needn’t worry about them being cancelled except in the “most unusual circumstances.” For example, if your unit is deployed or scheduled to deploy, your CO can delay your transfer if a relief has not been ordered for you and your transfer would affect the accomplishment of mission.

Following are the A-69 sea duty commencement cutoff dates. Note that if you are advanced in rate after the effective date of the Seavey (1 Nov 1968), your cutoff date is the one for the rate you held on 1 Nov 1968. However, if you are reduced in rate after 1 Nov 1968, your SDCD cutoff date is based on your reduced rate. Also, if you are converting to another rating and have a primary job code ending in “99,” your cutoff date is based on your new rating.

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<tr>
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<td>FTCG</td>
<td>FTG1</td>
<td>GMT4</td>
<td>Feb 67</td>
</tr>
</tbody>
</table>
"Would you believe Adak?"
What’s the Score? Nineteen Ratings Are Now in Program

A revised directive on the Selective Conversion and Reenlistment Program (SCORE) shows that seven general and service ratings have been added to the list of those considered critical for reenlistment.

This means there are now 19 SCORE ratings to which qualified Navymen in overmanned ratings are encouraged to convert.

Another change included in the latest BuPers Inst. 1440.27 series makes the "R" in score stand for "Reenlistment" instead of "Retention." The reason for this is to emphasize the personal nature of a career choice. As explained by program coordinators in BuPers, the word "retention" is essentially a management term that fails to convey to the individual the fact that his decision to reenlist is a personal one based on a desire for continuation of a navy career.

In general, SCORE offers you help and encouragement to convert to one of the 19 "to which" critical ratings—and makes it mighty attractive to do so—provided you are in one of the 16 overmanned "from which" ratings (see page 53).

There is no arm twisting. In fact, you must be a "high caliber" striker or junior petty officer who can meet strict requirements and be positively recommended for conversion and additional service by your CO.

If you make it into the program you obligate yourself for six years of service. In return, you receive benefits which may include:

- Reenlistment bonus.
- Proficiency pay (upon conversion; see below).
- Variable reenlistment bonus. (At present, proficiency pay and variable reenlistment bonus apply to a number of the scores "to which" ratings. There is no assurance from year to year that any given rating, score or otherwise, will continue on pay or VRB listings.)
- Guaranteed assignment to class "A" school.
- Immediate change of rating or rating designator after completion of the "A" school.
- Automatic advancement to pay grade E-4 or E-5.
- Guaranteed assignment to an appropriate "B", "C" or equivalent "B" (EB) school after on-the-job training in your new rating.

Here’s a roundup of the latest SCORE directive, BuPers Inst. 1440.27C:

**Eligibility**

Before you can cash in on score, you must be a designated striker in pay grade E-3, or a petty officer second or third class. You must be in one of the less critical "from which" ratings or with additional qualifications one of the "neutral" ratings (see page 53).

Also, you must have what the Navy considers potential for conversion. In the words of the BuPers instruction, you should be "carefully screened to determine that the training and expense involved would not be wasted," and that you have the aptitude and motivation to complete successfully conversion to the desired rating.

If you already have benefited from the STAR program you may not participate in SCORE. You may be either Regular Navy or a Reservist, but you must have at least 21 months of active service and less than 10 years' total service at the time you apply.

Also, you must:

- Be recommended by your commanding officer.
- Obligate yourself for at least six years of service by extending reenlisting or (in the case of a Reservist) enlisting under an active duty contract.
- Have the approval of the Chief of Naval Personnel.

**SCORE Requests**

Your request, following the format prescribed in the BuPers directive, must be submitted to the Chief of Naval Personnel (Pers-B2211) with a special report of enlisted performance evaluation.

You must specify an alternate rating conversion choice in your SCORE request. Of course, every effort will be made to approve your conversion to the "to which" rating you say is your first choice, but you must keep in mind that there are occasions when alternate ratings are considered.

If you’re a Reservist on a two-year active duty tour, you should begin the SCORE processing at least 90 days before your active duty is to expire.

After your request is approved by the Chief of Naval Personnel, you must likely be discharged "for the convenience of the government" and then immediately reenlisted for six years. In some instances you might be permitted to extend your present enlistment to avoid recoupment of a previous reenlistment bonus, or as an "administrative expedient," provided you get the six-year obligation. (Later, if you complete the conversion process before your extension goes into effect and you otherwise are eligible for a first reenlistment bonus, you might reenlist in your new rating and also receive a variable reenlistment bonus. VRBs are based on the rating you hold at the time of reenlistment.)

**All-Navy Cartoon Contest**

Sam E. McCrum, JOC, USN

"Look, Chief! Scrambled eggs!"
If your "to which" rating requires a security clearance you do not already have, a request for the clearance must start moving as soon as your score request is approved.

Next, you are identified with an NEC code ending in "99," which means "conversion trainee." For example, if you are converting to Radarman, you might be identified with the primary NEC code RD-8399.

It probably will be a while before you receive orders your school, so it is recommended that your CO place you in an on-the-job routine appropriate to your new rating.

Automatic Advancement

If you are an identified striker who obligates for score, you are automatically advanced to PO3 under terms described in BuPers Inst. 1430.14 series. If you make PO3 on your own under normal Navywide exam procedures, you are automatically advanced to PO2 upon graduation from "B" or "EB" school. However, in no instance will you be assigned to independent-type duty after completing score conversion.

Your CO sets the date your advancement goes into effect, and you must pass the military-leadership exams under normal procedures.

School Assignment

You submit your request for class "A" or "P" school when you reenlist, and can expect to receive orders within 12 months. Note that two publications list class "A" schools to which score students are assigned; the Formal Schools Catalog, NavPers 91769 series, and Navy Formal Schools Catalog, Naval Air Training Command. Your Career Counselor or Educational Services Officer should have copies for your reference.

Where you go after "A" school depends on your individual circumstances. Generally, however, you would serve from one to two years of the job training in your "to which" rating. If your performance is satisfactory, you then request class "B," "C" or "EB" school, and can expect a school assignment within 12 months. Your request must be submitted four months before the class convening date.

If there is no "B" or "EB" school available for your "to which" rating, you may be guaranteed an appropriate "C" school, if available. However, you may not receive an automatic advancement to PO2 after "C" school.

Change in Rating

You receive your new "to which" rating as soon as you complete "A" school. However, if at that point you are a PO2 and have been authorized for advancement to PO1, you do one of two things. You may either:
- Change your rating at the second-class level and waive advancement to PO1, or
- Be identified for further on-the-job training, be advanced to PO1 on the date authorized, and later take an exam for lateral change of rating when qualified and recommended.

Also, if you already are a PO1, your rating would not be changed immediately following "A" school. You would be assigned a rating identification symbol for further on-the-job training, and later when you are qualified, you request an exam for lateral change of rating and assignment to your guaranteed "B," "C" or "EB" school.

Center Worth Waiting For

Almost anything would have improved upon the quonset hut library and the outdoor theater at the Naval Communication Station at San Miguel, R. P.

Even so, everyone agreed that the new community center was worth waiting for. Not only does it include a 365-seat, air-conditioned auditorium and library, it also has music rooms, a snack bar and a lobby area.

The center's two library wings, which flank a covered patio and rock garden entrance, house reading and browsing rooms and a combination technical library-multipurpose room.

The auditorium has a second-story projection room, offices and outside space for machinery. There is a stage complete with lighting facilities for live theater productions. There are also dressing rooms and a workshop.

The building itself has some unusual architectural features. The walls are constructed of sculptured, eight-ton panels having the pebbly finish of exposed aggregate. Pre-stressed concrete beams support the roof slabs which are poured-in-place over both the auditorium and the library wings.

Included in the well-landscaped grounds are tennis courts and sidewalk shuffleboards—almost everything, in fact, to occupy the spare time of the 2000 residents stationed at NAVCOMSTA, Philippines.
Why Not Add Gold Stripes to Your Navy Blue?

Enlisted men and women—either Regular Navy or Naval Reserve on active duty—have several programs open to them if they wish to apply for a commission in either the Regular Navy or the Naval Reserve.

The programs, 13 in all, are varied and cover a wide range of interests, everything from a four-year college education at the U. S. Naval Academy, to special duty as a cryptology officer within the Naval Security Group.

The most recent springboard to rankdom is BuPers Inst 1120.35C which lists the eligibility requirements needed to apply for a commission. Specific qualifications for seven of the programs offering primarily Regular Navy commissions may be found in the series of instructions and notices following the program titles shown here:

U. S. Naval Academy (BuPers Notice 1531) – Each year, the Secretary of the Navy may appoint 85 enlisted men of the Regular Navy and Marine Corps to the Naval Academy. Candidates must be under 21 years of age on 1 July of the year they enter the Academy.

Active duty Navy applicants compete for the available appointments and are sent to a Naval Preparatory School where their academic abilities are sharpened. Selections are made each spring therefore prospective students should apply through their commanding officer early in the year. Because of the 21-year limit on age, recruits are especially encouraged to apply for entrance to the Academy. (Navy juniors, sons of Naval and Marine Corps members, are also encouraged to apply for admittance to the Academy through various procedures such as Presidential or Congressional appointments.)

Warrant and Limited Duty Officer Programs (BuPers Inst 1120.19 series) – The Warrant and Limited Duty Officer programs, together with the Medical Service Corps programs, represent the Navy’s active duty enlisted-to-officer programs which do not require applicants to have a college education.

The warrant program is open to enlisted members (E-6 through E-9) of the Regular Navy, the Naval Reserve on active duty, and TAR members interested in attaining W-1 appointments in technical fields related to their rating in either the Line, Supply Corps or Civil Engineer Corps officer categories.

Temporary appointments to ensign (USN) under the LDO program may be sought by W-2 and W-3 warrant officers of the Regular Navy. Candidates selected for W-1 appointments attend an officer indoctrination school related to their technical field, such as in Newport, R. I., for Line and Civil Engineer Corps candidates (CEC applicants also train at Port Hueneme, Calif.); Pensacola, for individuals in aviation categories; and Athens, Ga., for the Supply Corps selectees.

Limited Duty Officer selectees are commissioned at their duty stations and are not required to attend any training incident to their appointments.

Naval Enlisted Dietetic Education Program (BuPers Inst 1120.38 series) – The Navy’s Enlisted Dietetic Education program, open to enlisted members of the Regular Navy Naval Reservists on active duty and TAR members, is a one-to-three-year college program which leads to a baccalaureate degree in Medical Dietetics, and to an appointment to ensign, MSC (USNR).

Individuals selected for NEDEP must have a minimum of 32 semester credits or 48 quarter credits of college work in English, chemistry, mathematics, and biology, with a grade average of at least C-plus.

Candidates are assigned to a university to study medical dietetics for a period of up to three years, or less, or whichever is necessary for them to receive a baccalaureate degree. NEDEP graduates who fully qualify for a commission are appointed to the grade of ensign in the Medical Service Corps, USNR.

Naval Enlisted Nursing Education Program (BuPers Inst. 1120.37 series) – XENEP is a college plan for outstanding petty officers of the Hospital Corps (either Group X or Group XI) on active duty, which leads to an appointment as a Nurse Corps officer in the Naval Reserve.

The course, extending from three to four years of instruction in a college or university designated by the Bureau of Medicine and Surgery, offers a baccalaureate degree in nursing.

After candidates receive their degree, they are commissioned ensigns (designator 2905). At this time they take a state board examination for licensing as a registered nurse and then undergo a period of officer indoctrination before being assigned to a naval hospital for duty.

Commissioned graduates of the XENEP program serve on active duty for four years from the day they commence their travel to the indoctrination course at Newport.

Navy Enlisted Scientific Education Program (BuPers Inst. 1510.69 series) – This program offers a four-year college education to candidates selected from among petty officers who have at least three years of high school and above average scores on their military CED tests and their basic battery tests. Candidates who have a record of constructive learning through correspondence courses and other after-hours educational activity stand the better chance of being selected to at-
tend one of the 22 colleges and universities participating in the NESEP program.

Provisional selectees for the NESEP must have, or extend their enlistment to have, sufficient obligated active service to complete preparatory school plus one additional year. Provisional selectees become selectees upon successful completion of preparatory school and acceptance by one of the 22 NESEP colleges or universities. Selectees must serve on active duty nine months for each six months (or fraction thereof) of training received under this program.

During the summer between the junior and senior years of college, NESEP students attend a 10-week training session at Officer Candidate School, Newport, R. I. After returning to college and receiving their baccalaureate degrees, they are commissioned in the unrestricted line of the Regular Navy.

Medical Service Corps, USN (BuPers Inst 1120.15 series)—The Medical Service Corps offers an inservice, Regular Navy procurement program which annually provides a path of advancement to the commissioned ranks for senior hospital corpsmen and dental technicians, or for other eligible individuals who possess the necessary qualifications for a specific field of interest.

Commissions may be obtained in the areas of supply and administration, optometry, pharmacy, sciences allied to the medical profession; and specialist areas, such as dietetics, occupational therapy and physical therapy.

Here are the remaining six programs, all of which offer commissions in the Naval Reserve:

- Officer Candidate School
- Officer Candidate (Women)
- Aviation Officer Candidate
- Naval Aviation Officer Candidate
- Naval Aviation Officer Candidate, Air Intelligence
- Judge Advocate General Corps

Sketches of these six programs and the requirements that must be met by applicants follow:

Officer Candidate School Program.

-The OCS program offers 18 weeks of officer indoctrination training at Newport, R. I. Applicants for this program in pay grade E-4 and below are designated as officer candidates and advanced to pay grade E-5 upon reporting to the school.

Individuals already in pay grade E-5 or above are designated OCS candidates in their present pay grade.

Staff Corps appointees receive additional specialized training after they’ve been commissioned. All appointees must serve on active duty for a minimum of three years in commissioned grade and agree to retain their Naval Reserve commissions for six years.

Officer designators, or specialties, under which an applicant may be commissioned through OCS are: 1105 (Line); 1405 (Restricted Line—Engineer); 1535 (Restricted Line—Aeronautical Engineer, Meteorology); 1615 (Restricted Line—Cryptology); 3105 (Staff Supply Corps); 5105 (Staff Civil Engineer Corps).

Officer Candidate (Women) Program.

-Open to enlisted Waves, the OC (W) program offers 16 weeks of training, also at Newport. Those selected are designated officer candidates in their present pay grades, but never lower than E-2. After the first eight weeks of training, candidates are commissioned as ensigns in either the Unrestricted Line or Supply Corps, and complete the remaining eight weeks of training as officers.

After the training at Newport, Supply Corps officers receive additional training in their specialty before they are assigned to appropriate duty stations.

Appointees serve on active duty for two years from the date they receive their appointment. However, this span of time may be reduced by the Chief of Naval Personnel as needs of the service require, but it is never less than 15 months.

Aviation Officer Candidate Program.

-Since the Naval Aviation Cadet (NAVCAD) program no longer exists, pilot training is offered through the AOC program. Selected enlisted applicants are designated Aviation Officer Candidates and are temporarily

HOW DID IT START

Treasure Island

In a decade which found many Navy organizations celebrating their quarter-century mark, the U. S. Naval Station at Treasure Island (which includes Yerba Buena Island) celebrated its 70th.

It was November 1898 when civil engineer F. O. Prindle, USN, set foot in Yerba Buena, then known as Goat Island. His orders were to supervise the preliminary construction of a naval training station.

On 25 Mar 1899, 62 apprentice seamen were landed from the training ship USS Pensacola and began training at the new station. By June, the new installation was educating 392 apprentices to be Navymen. These were rather modest beginnings for a training station which, since then, has instructed hundreds of thousands of Navymen in the skills they need both in ships and ashore.

Today, for example, about 10,000 military and civilian personnel serve the 30 different naval activities at Treasure Island which include the headquarters of the Commander, Western Sea Frontier; Commander, Twelfth Naval District and the Naval Schools Command.

Treasure Island itself was built in 1938 as a location for the Golden Gate Exposition of 1939-40. The Navy acquired the island in 1941 for a combined naval receiving and training station.

Since World War II, the Navy population of Treasure Island has risen and subsided, reflecting the intensity of international crises. Its character has gradually changed, too. By 1980, the Navy expects all the buildings which date from World War II days will be demolished and replaced by permanent structures.

FEBRUARY 1969
advanced to pay grade E-5 while undergoing indoctrination training.

After completing 16 weeks’ schooling, including primary flight training at Pensacola, candidates are commissioned ensigns in the Naval Reserve. Then, some time between 13 and 15 months after commissioning, those who complete their flight training are designated Naval Aviators (1315). They serve on active duty for three and one-half years from the day they receive their wings of gold.

Naval Aviation Officer Candidate Program.—Training under the NAOC program leads to designation as a Naval Flight Officer (1325). Applicants are designated officer candidates (1375) and are temporarily advanced to pay grade E-5 while undergoing indoctrination training.

After completing about 16 weeks of training at Pensacola, they are commissioned ensigns in the Naval Reserve, then continue their training which leads to an assignment as a naval flight officer in multi-engine jet aircraft.

Naval Aviation Officer Candidate Program (Air Intelligence).—For those individuals who prefer a non-flying billet and have a special interest in performing the duties of an air intelligence officer, the NAOC-AI Air Intelligence program (1355 AI) is recommended. Appointees serve on active duty for three and one-half years after completing their training in the Naval Air Training Command.

Navy JAG Corps Program. — The JAG Corps program offers direct appointment in the grade of lieutenant (jg), JAG Corps (2505), followed by 15 weeks of training at Newport. The training period consists of eight weeks of officer indoctrination and seven weeks of instruction at the U. S. Naval Justice School. JAG officers commissioned through this program will serve on active duty for four years from the date they complete their training, and will retain their Naval Reserve commissions for a total of six years.

Applicants for any of these programs may be married or single, but must be enlisted members serving on active duty and must be entitled to an honorable discharge; in other words, no dishonorable disciplinary action may be pending.

Certain other qualifications, such as background, age and physical well-being, must also be met by the applicant.

To begin with, applicants must be United States citizens by birth, with no questionable foreign connections by marriage, family or otherwise.

Age minimums and maximums, ranging from 19 to 33 1/2, vary with the programs as shown here:

<table>
<thead>
<tr>
<th>Program</th>
<th>Minimum Age</th>
<th>Maximum Age</th>
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<tr>
<td>OCS</td>
<td>19</td>
<td>27 1/2</td>
</tr>
<tr>
<td>OC(W)</td>
<td>20</td>
<td>27 1/2</td>
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<tr>
<td>AOC</td>
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<td>26</td>
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<tr>
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<td>19</td>
<td>27 1/2</td>
</tr>
<tr>
<td>NAOC-AI</td>
<td>19</td>
<td>27 1/2</td>
</tr>
<tr>
<td>JAG</td>
<td>21</td>
<td>33 1/2</td>
</tr>
</tbody>
</table>

The maximum ages shown may be adjusted on a month-for-month basis, but no more than 36 months for each month of active military service may be credited. No adjustments are allowed AOC applicants; they must be between 19 and 26 at the time they submit their applications. All others must be between the minimum and maximum age range of the particular program for which they are applying at the time of their commissioning.

The educational background requirements of enlisted applicants for OCS (including Medical Service Corps applicants), OC(W), AOC, and NAOC programs include a baccalaureate degree from a regionally accredited college or university.

For those who plan to work toward a specialty, additional requirements may be called for in the area of engineering (1405), for instance, the applicant must possess a degree in mechanical, electrical, electronics, metallurgical or industrial engineering; mathematics; or a degree in naval architecture or marine engineering. The degree must have been received from a college recognized in the specific field.

Another area in which specialized education is required is in the field of meteorology (1535), a specialty of the Aeronautical Duty Officer. Here, the applicant must hold a degree in meteorology, oceanography, or atmospheric sciences; or in chemistry, physics, mathematics; or any field of engineering, with a minor in meteorology.

Although not required, previous employment in a meteorological or computer programming job is desirable. College graduate applicants who do not meet the meteorology program's educational requirements, but who have civilian or military experience in the field, will be considered on an individual basis.

Applicants for the Cryptology (1615) field should have an education in (or at least professional experience in) mathematics, history, economic geography, electronics, computer programming, physics, foreign languages, or political science. Any experience with the Naval Security Group is highly regarded.

Supply Corps (3105) applicants must hold a baccalaureate or higher degree from an accredited college or university. Broad, liberal educational backgrounds are well suited to the needs of the Supply Corps.

In the field of the Civil Engineer Corps (5105), applicants must have a baccalaureate degree in civil, mechanical, electrical, mining, petroleum, nuclear, electronics, chemical, construction, architecture or archi-

All-Navy Cartoon Contest
James A. Gray, EM2, USN

"Captain says he doesn't like the coffee."

THE BULLETIN BOARD

56 ALL HANDS
At the time of appointment to the JAG Corps (2505) program, an applicant must be a graduate of a law school accredited by the American Bar Association and be a member of the bar of the highest court of a state, territory of the U. S. or the District of Columbia. If he has not yet been admitted to the bar, he may still be selected for the program contingent upon his presenting evidence of admittance before being appointed.

Applicants processed at naval training centers for OCS, OC (W) and JAG Corps programs, will be administered the Officer Qualification Test (OQT); WOQT for women.

AOC and NAOC applicants, who are not required to take the OQT, must have, or attain, a GCT score of 63 in order to be eligible for a specific program. In addition, special aviation or flight aptitude tests must be taken by individuals applying for designators in the field of flight.

However, anyone who does not meet the test requirements may still be processed if, in the opinion of his commanding officer, he is outstanding in all respects.

While physical standards must be met by all applicants, AOC candidates – naval flight officers in particular – must be specifically qualified and aerodynamically adapted for actual control of aircraft. Minor physical defects may be waived by CNP upon the recommendation of the Bureau of Medicine and Surgery.

Applicants for unrestricted line designators (1105 and all aviation programs) must have normal color perception, whereas restricted line applicants may have waivers for defective color perception, depending on the specialty for which they are applying. No color perception requirements are stipulated for Staff Corps applicants, but the test, nevertheless, must be administered for record purposes.

All applicants for the foregoing programs, with the exception of the JAG Corps, must have at least six months of obligated service remaining on their current enlistment when they receive orders to school. Those having less than six months may extend their enlistments voluntarily for one year. Orders will not be issued to those individuals without sufficient obligated time remaining.

Applications for all programs may be submitted at any time. However, those submitted for the OC (W) program must reach BuPers before 10 May for the summer course, which convenes in June, or by 10 September for the fall course, which begins in October each year. Late applications will automatically be considered for the next OC (W) class. Applications for the JAG Corps Program will be considered only twice a year by boards normally convening in spring (April) and fall (November) of each year.

The How-To Process

The process by which the applicants are considered and selected goes something like this:

An enlisted member of the Navy or Naval Reserve on active duty who wishes to be considered for appointment submits a written request to his commanding officer, briefly outlining his eligibility for the program for which he is applying.

The commanding officer reviews these qualifications and, if the individual appears to be eligible, he will direct the applicant to be examined physically. If the individual does not meet the requirements of the program or is not physically qualified, he will be so informed in writing by the CO. All other applications will be forwarded to CNP for review and final action, whether or not approval is recommended. CNP will consider the CO's recommendation carefully in arriving at a final determination.

Meanwhile, those applicants whose applications have been sent to CNP will be closely observed by their commanding officer. If it should become necessary to transfer a person in the interim period, an endorsement, giving the date of the transfer, will be forwarded to the man's new commanding officer with appropriate comment and recommendations. An entry will also be made in the man's service record to the effect that he is an applicant for appointment under the provisions of BuPers Inst 1120-35C and all associated documents will accompany the record.

Each applicant will be personally interviewed by a local command board of officers. This board, appointed by the commanding officer or the senior officer in the chain of command, will consist of three commissioned officers. Ideally, the senior
member of the board should not be below the grade of lieutenant commander, nor should any member be below the grade of lieutenant.

If, for some reason, it is impracticable to convene a board comprised of the recommended grades, the commanding officer will perform the functions of the board. In either case, the board will assess the personal qualifications of the applicant, recording opinions on separate Interviewer's Appraisal Sheet (NavPers 958) (Rev. 8-64) which will accompany the application.

The completed application file will then be reviewed for accuracy, and the commanding officer's endorsement, containing the individual's battery scores and OQT or WOQT scores (as required), together with brief, specific remarks summarizing his opinion of the applicant's qualifications for the appointment, will be forwarded to the Chief of Naval Personnel (Pers-B628).

Notification as to selection or non-selection will be made by CNP to the applicant, via his commanding officer.

Applicants not selected for an officer program may request a re-evaluation of their application by submitting a written request to BuPers. If the original request was submitted more than six months before, then an entirely new application is required. If less than six months has passed, then only the request for re-evaluation with information supporting the reason is required.

Candidates disenrolled may reapply for an officer program one year from the date of disenrollment. Their letter, to the Chief of Naval Personnel (Pers-B628), must be endorsed by their commanding officer who will generally evaluate the applicant's performance and abilities and give an opinion as to whether or not the applicant's experience in the past year would better enable him to complete the course than on his first attempt.

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**You'll Find VLAP Where the Action Is**

Sprinkled among the thousands of Navy men in Vietnam are a handful of U. S Civil Service employees who volunteer for a tour of duty to assist the military forces with their technical problems.

Engineers or scientists, they are there to see in person what the problems are, to solve them on the spot if possible, or to work with the home laboratories to develop solutions.

They are Navy Laboratory Representatives, essential components of the Vietnam Laboratory Assistance Program. Since VLAP was established by the Navy Department in April 1967, its mission has been to help a man on the scene in Vietnam who can provide technical advice, define the exact problem and make a quick fix if possible.

VLAP lists 42 volunteers from Navy labs across the country who have qualified as Lab Reps and are based at such locations as the Navy Research and Development Unit, the III Marine Amphibious Force, the Commander Naval Forces, and the Military Assistance Command, all located in Vietnam. Basically, their work is the same wherever they are located—to lend skilled technical assistance to the forces in the field.

To apply, fully the talents and resources within the Navy laboratories, one lab was selected to coordinate the work of the East Coast labs, and one for the West Coast. The Naval Ordnance Laboratory, White Oak, Silver Spring, Md., heads the East Coast labs; the Naval Weapons Center, China Lake, Calif., the West Coast labs.

While some of the jobs require development, others may be completed by a simple order.

For example, the crews on the coastal patrol boats suffered considerable fatigue from the terrific pounding the boats take from the waves. The boats are shallow-bottomed, with not much in the way of a buffer between the crew and the heavy seas which characterize the coast of Vietnam much of the time.

Seeing a need for a cushion that would stand the wear and tear and climatic conditions, NOL Lab Rep Berger M. Shepard came up with the idea of using wrestling mats. The mats were shipped from the States in short order, and he reports they have worked out nicely.

Not all problems are as easily solved.

Shepard went on a mission with the crew of an armored troop carrier to study various problems of the Mobile Riverine Forces. The ATC boat he was on is used to carry troops into combat zones inaccessible by land, or to work with the wounded during the battle.

But getting the wounded back to the boat was slow and perilous.

During the mission, Shepard overheard a wish for a way to "land a medevac copter on the boat itself." He surmised the boat could be rigged with a small helo pad, and rounded up enough pipe and steel mat upon return from the mission to build a trial pad.

Two weeks later, on another mission, the helo pad was put to use. Wounded were ferried from the battle zone to the boat which rushed them to the base hospital. The trial pad was a success, and Shepard's specifications were prepared for production models.

Each project has its problems. With the helo pad it was that of landing the copter without swamping the boat or without overshooting. To remedy this, Shepard drew up a suggested plan for landing, including instructions to the boat coxswain on how to hold the boat steady in the wind created by the copter's whirling blades. He then supervised several of the practice landings to help perfect both day- and night-time techniques.

There have been countless other such innovations created in Vietnam by Lab Rep men like Shepard. Sometimes their methods may seem a bit unorthodox, but, based on sound engineering principles, they get the job done.
February Check List: Cherry Pie, Lincoln Logs & Taxes

February is a month for Valentine’s, Lincoln logs and hot cherry pie. Unfortunately, it is also a good time to consider your U. S. income tax return.

But Navymen have it better than many at this time of year. There are a number of provisions in the tax laws which enable them to delay filing, if they choose, to defer payment under certain conditions, and even to exempt much or all of their service pay from taxation entirely.

Navymen have available an excellent source of tax information in the form of Federal Income Tax Information for Armed Forces Personnel, published by the Government Printing Office, Washington, D. C., which is available at a cost of ten cents through the Superintendent of Documents.

Many Navymen are serving elsewhere than in the United States, but this fact alone does not excuse them from filing their income tax returns by 15 April, unless they want to pay interest on the unpaid balance or are in the combat zone, including hospitalization outside the U. S. for combat zone illness. The law provides that citizens residing or traveling outside the 50 states and Puerto Rico can automatically extend the filing date until 15 June—but they must pay one-half of one per cent interest per month on the unpaid tax computed as of 15 April. They may also apply for a further extension if they can justify the delay.

Additionally, servicemen who are serving in the combat zone or continuously hospitalized outside the 50 states and the District of Columbia because of injuries incurred in a combat zone are entitled to delay filing a return (without any penalty or interest) until 180 days after their combat zone duty or hospitalization ends.

This combat zone postponement also applies to wives who are filing joint returns with their servicemen husbands. If the wife files a separate return, however, she has no special privileges—she must have her return in on time. But, she can file a joint return within three years after her husband’s “combat zone” postponed due date if she had filed separately.

To put Navymen on the inside track concerning tax laws which benefit them ALL HANDS has prepared the following roundup based on information presented in Federal Income Tax Information for Armed Forces Personnel.

Special Items

There are a number of special items in the tax laws which apply to you as a Navymen such as:

- Combat Zone Income Tax Returns
  - Navymen serving in a combat zone are entitled to a tax exclusion of a portion or all of their service income. This will be discussed later in the section entitled “Exclusions from Gross Income.” Right now, the point to be made is that the income on which you don’t have to pay taxes is not shown on your Form W-2. You shouldn’t, therefore, figure out how much you have earned while in a combat zone and deduct that from whatever amount is shown on your Form W-2.

- Mess Bills Afloat—The Internal Revenue Service figures you live either in a ship or on a station so you can’t deduct expenses for meals or lodging incurred while at your permanent duty station.

- Reserve Forces Adjustment Payments—The readjustment payment a Reservist receives when involuntarily released from active duty must be reported on his income tax return, but it can be averaged over a period of years as specified in Schedule G on Form 1040. Since the lump sum is spread over a long period of time, the Reservist’s taxes can be less than if he paid tax on the amount received in one year.

Exclusions from Gross Income

People are taxed on the income which remains after they have deducted personal exemptions and the standard deduction or items such as charitable contributions, taxes, and interest which they have paid during the year. There are many items which do not constitute gross income and are referred to as “exclusions.”

Several of these exclusions are available to Navymen by virtue of their status as members of the armed forces. These are:

- Combat Zone Exclusions:
  - Commissioned warrant officers, warrant officers and enlisted men do not pay taxes on any of the military compensation they receive for service in a combat zone.

- The combat zone exclusion also applies during periods while absent from duty in the combat zone because of sickness, wounds, leave, interment by the enemy, prisoner of war or missing in action.

- Navymen on authorized leave in aircraft and ships which pass through or make intermediate stops in a combat zone may also take advantage of this exclusion.

Retired Serviceman’s Family Protection Plan (RSFPP)—A retired man or Fleet Reservist need not pay taxes
on the reduction in his retired or retiree pay for RSFPP coverage. Formerly, prior to 1966, he had to pay income taxes on it if any of his retired pay was taxable.

**Sick Pay**—Up to a point, you may exclude active duty pay from your gross income if it was paid for the period while you were absent from duty in excess of 30 days because of sickness or injury. The limit of the exclusion works out to $14.29 a day on the basis of a seven-day week. There is no sick pay exclusion during the first 30 days of sickness for active duty personnel. Officers (O-1 and above) who are hospitalized as a result of wounds, disease or injury incurred in the combat zone may claim the sick pay exclusion in addition to the $500 monthly already excluded by paymasters. Enlisted and warrant officer personnel don't need the sick pay exclusion when all of their pay is already excluded by reason of combat zone duty or hospitalization.

**New Items**

- **Tax Surchage**—If you have been reading the newspapers, you already have heard of the new surcharge. For most taxpayers, this means their federal taxes are being increased by seven and one-half per cent for 1968 and five per cent in 1969.

Most people had an automatic withholding increase of 10 per cent about the time the surcharge became effective. You are expected to compute the amount of surcharge you should pay when you make your return and add it to the total amount of tax due.

- **Cashing Income Tax Refund Checks**—Navy wives whose husbands are at sea, prisoners of war, or missing in action may have difficulty cashing tax refund checks made out jointly to them. If they present the refund check at any Internal Revenue Service Office with proof of their husband's status, a new check can be issued in the wife's name in about two weeks.

- **Combat Zone Form W-2**—If you served in a combat zone during 1968 or if you were hospitalized because of wounds, disease or injury incurred in a combat zone, your Form W-2, which shows wages and withholdings, may show less income from which taxes were withheld than income from which FICA (Social Security) deductions were made.

To keep from getting a bill from the Internal Revenue Service for income taxes due (which IRS might erroneously compute on the basis of the FICA wages), be sure to indicate your combat zone service by writing "COMBAT ZONE" at the top of your Form 1040 or 1040A.

- **Combat Zone Income Tax Returns**—This subject was touched upon under the sections entitled "Special Items" and "Exclusions" and Navy wives were warned not to deduct separately the amount they earned in a combat zone because such earnings are not included in the amount of wages shown in the income tax part of their Form W-2.

There is, of course, a chance that error was made. If your combat zone earnings were not deducted from pay reported on Form W-2, have your disbursing officer figure out the amount which should be excluded from your pay because of combat zone duty and give you a certificate that the amount was not omitted from your Form W-2. You should then deduct the amount from pay reported and attach the certificate to your income tax return.

If you are entitled to a delay in filing your tax return because of combat zone service or hospitalization outside the 50 states due to combat zone service, be sure to write at the top of your return "Served in combat zone as a member of the armed forces from (date) to (date)." A similar statement can be made for hospitalization.

- **Commissioned Warrant Officers**—"Disability Retirement Age" for "Sick Pay" purposes: A retired Navy commissioned warrant officer is classified as a warrant officer rather than a commissioned officer when computing his retirement age under a sick pay exclusion of disability retired pay similar to that discussed earlier. Special rules apply to the first 30 days of disability retirement.

- **New Federal Tax Form 1040X**—If you make an error in your tax return, you can amend it to claim a refund or pay more tax by using the new 1040X.

- **Sale of Homes**—If you sell your principal residence at a gain and plan to replace it within the up-to-four-year statutory period for military (civilians have one or one and one-half years), report the sale on Schedule D for the year, then attach a statement to your return showing

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**NEW NAVY ISSUE** spray is now available for Fleet use. Better pass that copy of ALL HANDS along to nine others.
List of New Motion Pictures Available to Ships and Overseas Bases

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

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


**The One and Only Genuine Original Family Band** (WS) (C): Musical; Walter Brennan, Buddy Ebsen, The Syndicate (C): Drama; William Sylvester, June Ritchie.

**With Six You Get Eggroll** (WS) (C): Comedy; Doris Day, Brian Keith.

**The Party** (WS) (C): Comedy; Peter Sellers, Claudine Longet.

**Salt and Pepper** (C): Comedy; Sammy Davis Jr., Peter Lawford.

**Eye** (C): Adventure Drama; Robert Walker, Fred Clark.

**How Sweet It Is** (WS) (C): Comedy; James Garner, Debbie Reynolds.

**Villa Rides** (WS) (C): Western; Yul Brynner, Robert Mitchum.

**Instructor Cleopatra** (WS) (C): Comedy; Alan Arkin, Frank Finlay.

**The Thomas Crown Affair** (C): Drama; Steve McQueen, Faye Dunaway.

**The Hell With Heroes** (WS) (C): Adventure Drama; Bud Taylor, Claudia Cardinale.

**Hang 'Em High** (WS) (C): Western; Clint Eastwood, Inger Stevens.

**The Private Navy of Srg. O'Farrell** (C): Comedy; Bob Hope, Phyllis Diller.

**The Bible** (WS) (C): Biblical Drama; Michael Parks, Richard Harris.

Lower Tuition for Navymen Offered at U of Missouri

The University of Missouri is offering a $500 reduction in expenses to the husband, wife or minor child of service personnel stationed either in Missouri or outside the United States.

Five hundred dollars represents about 36 per cent of an unmarried student's annual living costs at the university, including room, board, fees, books, supplies, athletic tickets and other incidental expenses.

The University of Missouri also waives its $500 tuition fee for active duty and retired men and women of the armed forces who are accepted for graduate study.

Complete information on the tuition cost reduction may be obtained from the Admissions Office, 130 Jesse Hall, Columbia, Mo. 65201.

Engineering students who wish specific information on the engineering curriculum should write directly to the Office of the Dean, College of Engineering, University of Missouri, Columbia, Mo. 65201.

Areas of Korean Waters Defined for Eligibility To Earn USAFE Medal

Heretofore, Korea and its contiguous waters and air space were not included in the Navy and Marine Corps Awards Manual as areas of operations in which Navymen could earn the Armed Forces Expeditionary Medal.

This was changed, however, when SecNavNotice 1650 of 4 Nov 1968 defined the following geographical coordinates as being Korea's contiguous waters and air space:

- 32 degrees north by 126 degrees east
- 38 degrees north by 134 degrees east
- 36 degrees north by 134 degrees east
- 33 degrees and 40 minutes north by 129 degrees and 20 minutes east
- 32 degrees north by 129 degrees and 20 minutes east

The Armed Forces Expeditionary Medal will be awarded for service in these areas between 1 Oct 1966 and a date to be announced. Lists of eligible ships and units will be published from time to time.

The Expeditionary Medal is also authorized for Navymen who took part in operations in the following areas during the times specified:

**U. S. MILITARY OPERATIONS**

<table>
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<tr>
<th>OPERATION</th>
<th>DATES</th>
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<tbody>
<tr>
<td>Berlin</td>
<td>14 Aug 61 to 1 Jun 63</td>
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<tr>
<td>Lebanon</td>
<td>1 Jul 58 to 1 Nov 58</td>
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<tr>
<td>Quemoy and Matsu Islands</td>
<td>23 Aug 58 to 1 Jun 63</td>
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<tr>
<td>Taiwan Strait</td>
<td>23 Aug 58 to 1 Jun 63</td>
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<tr>
<td>Cuba</td>
<td>24 Oct 62 to 1 Jun 63</td>
</tr>
<tr>
<td>Congo</td>
<td>23 to 37 Nov 64</td>
</tr>
<tr>
<td>Dominican Republic</td>
<td>28 Apr 65 to 21 Sep 66</td>
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**U. S. OPERATIONS IN DIRECT SUPPORT OF THE UNITED NATIONS**

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**U. S. OPERATIONS OF ASSISTANCE FOR FRIENDLY FOREIGN NATIONS**

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<tr>
<td>Laos</td>
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<td>Vietnam</td>
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PROBLEM SOLVED—Helicopter lands on armored troop carrier patrolling Vietnamese river by using pad designed by Navy Laboratory Representative.

**LENS OF MERIT**

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States ..."

★ BENNETT, Keith, Captain, Supply Corps, USN, for exceptionally meritorious service from 6 Jul 1965 to 30 Jun 1968 as Controller, Headquarters Pacific Command.

★ CAMPBELL, Donald C., Captain, USN, for exceptionally meritorious service from July 1963 to September 1968 as Commanding Officer, Naval Radiological Defense Laboratory, San Francisco.

★ COLBERT, Richard G., Rear Admiral, USN, for exceptionally meritorious service from June 1966 to September 1968 as Deputy Chief of Staff and Assistant Chief of Staff for Policy, Plans and Operations, Staff, Supreme Allied Commander Atlantic.

★ CORLEY, Frank W., Jr., Captain, USN, for service from 13 Aug 1965 to 11 Jul 1966 as a member of the Computer Games Branch, Cold War Division, Joint War Games Agency, and from 12 Jul 1966 to 10 Aug 1968 as Deputy Special Assistant for Joint Matters to the Director, Joint Staff, Organization of the Joint Chiefs of Staff.

Gold star in lieu of second award

★ Cramer, Shannon D., Jr., Rear Admiral, USN, for service from August 1967 to July 1968 as Deputy Director for Operations, National Military Command Center, Operations Directorate, Organization of the Joint Chiefs of Staff.

★ DOBIE, Ernest W., Jr., Rear Admiral, USN, for service from April 1964 through August 1965 as the Director of the Technical Appraisal and Requirements Division, Office of Director, Antisubmarine Warfare Programs; from August 1965 through October 1967 as Director, Undersea Strategic Warfare Development Division, Office of the Deputy Chief of Naval Operations; and from October 1967 to October 1968 as Deputy Director, ASW Programs.

★ HILDRETH, James B., Captain, USN, for service from April 1967 to June 1968 while serving as Assistant Chief of Staff for Operations to the Commander in Chief Atlantic, the Commander in Chief U.S. Atlantic Fleet, and the Commander in Chief Western Atlantic Area.

★ KATZ, Saul, Captain, Judge Advocate General's Corps, USN, for service from July 1965 to August 1968 as the Fleet Legal Officer, United States Pacific Fleet.

★ LONG, Robert L., Jr., Captain, USN, for exceptionally meritorious conduct in the performance of outstanding services as Executive Assistant and Naval Aide to the Under Secretary of the Navy from August 1966 to August 1968.

★ MANN, Stephen S., Jr., Captain, USN, for service from July 1966 to June 1968 while assigned to the faculty, Resident School, Industrial College of the Armed Forces.

★ MANSFIELD, Jack E., Captain, USN, for service from August 1966 to June 1968 while assigned to the faculty, Resident School, Industrial College of the Armed Forces.

★ MERRITT, Robert G., Captain, USN, for service in the Organization of the Joint Chiefs of Staff as a member of the Command Functions and Organization Branch of the Strategic Plans and Policy Directorate from February 1965 to August 1966, and as Executive to the Director, Joint Staff, from September 1966 to October 1968.

Gold star in lieu of second award

★ MILLER, Gerald E., Rear Admiral, USN, for service from July 1966 to September 1968 as the Director, Aviation Plans and Requirements Division, Office of the Deputy Chief of Naval Operations (Air).

★ MILLER, Richards T., Captain, USN, for service from August 1966 to October 1968 as Head, Ship Systems Engineering and Design Department, Naval Ship Engineering Center.

★ NORTON, Mohle C., Jr., Captain, USN, for service from September 1964 through June 1968 as Deputy Chief of Staff, Headquarters, United States Southern Command.

★ PETERS, Irvin G., Captain, USN, for service from 15 Apr 1966 to 1 Sep 1968 as Assistant Director, Programs Administration and Appraisal Division, Office of Programs Appraisal, Navy Department.

★ REAVES, George A., III, Captain, USN, for service from March 1966 to August 1968 in positions of significant responsibility as the Deputy Chief, European Division, Plans and Policy Directorate, Organization of the Joint Chiefs of Staff, and as the principal staff officer in the South European Branch of that division.

★ STERN, Theodore S., Captain, Supply Corps, USN, for service from September 1965 to August 1968 as Commanding Officer, Naval Supply Center, Charleston, and District Supply Officer, 6th Naval District.

Gold star in lieu of second award

★ WEYMOUTH, Ralph, Rear Admiral, USN, for service from 23 Jan 1968 to 25 Jun 1968 as Commander Antisubmarine Warfare Group One.

**DISTINGUISHED FLYING CROSS**

"For heroism or extraordinary achievement in aerial flight ..."

Gold star in lieu of second award

★ BARRETT, Thomas D., Commander, USN, for heroism on 5 Aug 1967 while serving as
officer in charge of Light Photographic Squadron 63, embarked in USS INTREPID (CVS 11).

Gold star in lieu of third award
★ BARRETT, Thomas D., Commander, USN, for heroism on 3 Oct 1967 while serving as officer in charge of Light Photographic Squadron 63, embarked in USS INTREPID (CVS 11).

★ COKER, David J., Lieutenant, USN, posthumously, for heroism on 22 Dec 1965 as a radar intercept officer in Fighter Squadron 114, embarked in USS KITTY HAWK (CVA 62).

★ DENAULT, Donald R., Lieutenant, USN, for heroism as bombardier and navigator of a jet aircraft, attached to and serving with the Naval Air Test Center, during a routine test flight on the morning of 9 Jul 1968.

★ GRIFFITH, John G., Lieutenant Commander, USN, posthumously, for heroism on 14 Feb 1967 as a flight officer in Attack Squadron 35, embarked in USS ENTERPRISE (CVAN 65).

Gold star in lieu of second award
★ GRIFFITH, John G., Lieutenant Commander, USN, posthumously, for heroism on 6 May 1967 as a flight officer in Attack Squadron 35, embarked in USS ENTERPRISE (CVAN 65).

Gold star in lieu of third award
★ GRIFFITH, John G., Lieutenant Commander, USN, posthumously, for heroism on 2 Mar 1967 as a flight officer in Attack Squadron 35, embarked in USS ENTERPRISE (CVAN 65).

Gold star in lieu of fourth award
★ GRIFFITH, John G., Lieutenant Commander, USN, posthumously, for heroism on 7 Apr 1967 as a flight officer in Attack Squadron 35, embarked in USS ENTERPRISE (CVAN 65).

Gold star in lieu of fifth award
★ GRIFFITH, John G., Lieutenant Commander, USN, posthumously, for heroism on 7 Mar 1968 as a flight officer in Attack Squadron 35, embarked in USS ENTERPRISE (CVAN 65).

SILVER AWARD—Engineman 2nd Class Arthur L. Mann is presented Silver Star Medal by Captain R. F. Regan in ceremonies at Corpus Christi. Mann received award for action while serving on Assault Patrol Boat in Vietnam.

★ HOM, Charles D., Lieutenant (jg), USNR, posthumously, for heroism on 20 Jun 1967 as a flight officer in Reconnaissance Attack Squadron 12, embarked in USS CONSTELLATION (CVA 64).

★ SEARFUS, William H., Commander, USN, posthumously, for heroism on 16 Sep 1966 as a pilot in Attack Squadron 155, embarked in USS CORAL SEA (CVA 43).

Gold star in lieu of fifth award
★ SEARFUS, William H., Commander, USN, posthumously, for heroism on 16 Oct 1967 as commanding officer of Attack Squadron 155, embarked in USS CORAL SEA (CVA 43).

Gold star in lieu of sixth award
★ SEARFUS, William H., Commander, USN, posthumously, for heroism on 24 Oct 1967 as a flight officer in Attack Squadron 155, embarked in USS CORAL SEA (CVA 43).

Gold star in lieu of seventh award
★ SEARFUS, William H., Commander, USN, posthumously, for heroism on 27 Oct 1967 as commanding officer of Attack Squadron 155, embarked in USS CORAL SEA (CVA 43).

Gold star in lieu of eighth award
★ SEARFUS, William H., Commander, USN, posthumously, for heroism on 17 Nov 1967 as commanding officer of Attack Squadron 155, embarked in USS CORAL SEA (CVA 43).

Gold star in lieu of fourth award
★ SEARFUS, William H., Commander, USN, posthumously, for heroism on 28 Sep 1967 as commanding officer of Attack Squadron 155, embarked in USS CORAL SEA (CVA 43).

Gold star in lieu of sixth award
★ SEARFUS, William H., Commander, USN, posthumously, for heroism on 27 Oct 1967 as commanding officer of Attack Squadron 155, embarked in USS CORAL SEA (CVA 43).

Gold star in lieu of seventh award
★ SEARFUS, William H., Commander, USN, posthumously, for heroism on 17 Nov 1967 as commanding officer of Attack Squadron 155, embarked in USS CORAL SEA (CVA 43).

Gold star in lieu of eighth award
★ SEARFUS, William H., Commander, USN, posthumously, for heroism on 17 Nov 1967 as commanding officer of Attack Squadron 155, embarked in USS CORAL SEA (CVA 43).

VIETNAM SUPPORT—Fast combat support ship USS Camden (AOE 2) loads up at Subic Bay Naval Base, Philippines.
JUDGING FROM the number of requests for the special issue of All Hands Magazine on “Managing Your Finances” (August 1968), it apparently hit a responsive chord with the men in the Fleet. This area is an increasingly important one to us all because each of us is faced with the necessity of making ends meet, that is, keeping the scales of income and outgo on an even keel— to mix a metaphor.

Since this issue went to press, additional tips and pointers have been received. The following is one pointer that appears to be a valuable suggestion to pass on to the Fleet right now.

MOST PEOPLE who finance purchases through credit have, at one time or another, been required to insure their lives in the amount of the loan.

This is a practice which protects the lender against default if the borrower dies and also protects the borrower’s family from being saddled with debts on an inherited estate.

Usually the person insured as a part of a credit deal is covered in full or in part by insurance which pays off if he dies or if he is disabled before he pays back his loan.

In most cases, the consumer pays the cost of this insurance and rightfully so. The question is— how much?

Many lenders charge one dollar per year for every $100 of the original debt although some have been known to charge as much as two dollars per year for each $100 of the original obligation.

According to the National Association of Insurance Commissioners, 50 cents per $100 per year is a fair charge.

To protect yourself from unreasonable premium costs on credit life insurance, you should first ascertain whether or not the insurance is a part of the credit package. If it is, learn who pays the premium. If the premium payment comes out of your pocket, determine whether or not it is unreasonable and, if it is, shop for your loan elsewhere.

***

Scientists from the Tropical Biological Laboratory last year dropped about 4000 empty beer bottles over the side from a research ship into the Florida Straits, the Caribbean, and in the Atlantic, off Africa.

Purpose, of course, was to study ocean currents. Each bottle contained a prepaid postcard asking the finder, in various languages, to fill in the details of the discovery and return it to sender.

The Lab’s custom has been to thank the finder and send him a small chart showing the track his bottle might have followed, and a cookbook of fish recipes.

Of the 4377 bottles released, 582 were recovered and the enclosed card returned.

The United States Navy
Guardian of our Country
The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve American interests or of instant offensive action to win in war.

It is upon the maintenance of this control that our country’s glorious future depends. The United States Navy exists to make it so.

We Serve with Honor
 Tradition, valor and victory are the Navy’s heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities are sober; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy
The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the seas, under the sea, and in the air.

Now and in the future, control of the seas gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the mainstays of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

All Hands 64
The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and others. All material received is carefully considered for publication.

There’s a good story in every job that’s being performed, whether it’s on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what’s going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject matter a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during work hours, and humorous and interesting feature subjects are all of interest. Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. All Hands prefers well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

All Hands does not use poems (except New Year’s day logs), songs, stories on change of command, or “decorated” type articles. The writer’s name and rate or rank should be included on an article. Material timed for a certain date or event should be received preferably eight weeks before the first day of the month preceding the date for which it is intended.

Address material to Editor, ALL HANDS, Personnel Career Publication, Navy Department, Washington, D.C. 20370.

* * *

All Hands

At Right: Anchor Watch—Navymen aboard USS Springfield (CLG 7) perform maintenance on the ship’s anchor during an in-port period at Norfolk. The guided missile cruiser is currently the Second Fleet flagship. —Photo by Commander Karl Gebhard, USNR.
LOOK AHEAD...

KEEP YOUR NAVY CAREER IN FOCUS