

ALL HANDS



FEBRUARY 1974





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

FEBRUARY 1974 Nav-Pers-O NUMBER 685

VICE ADMIRAL DAVID H. BAGLEY, USN
The Chief of Naval Personnel

REAR ADMIRAL WILLIAM R. FLANAGAN, USN
The Deputy Chief of Naval Personnel

CAPTAIN RUSSELL F. HARNEY, USN
Spec. Asst. Liaison & Public Affairs

TABLE OF CONTENTS

Features

People Helping People — Civic Action (Ethiopia, Naples, Monterey, Haiti, Yap, SEAL Team Two, USS Thomas J. Gary)	2
JUMP Gets Personal	20
Naval Investigative Service	24
Tilly — A Hardworking Crane	52
Scrimshaw — Reviving a Bygone Art at Annapolis ...	54

Navy News Briefs

Navy Prep School Now Accepting Applications, Travel and Transportation Allowances for E-4s, Housing Assistance Eligibility Expanded by New Law, Examining Center Moves to Pensacola, Commands Requested to Ensure Sufficient PCS Travel Time, Navy Fuel Conservation, Fire Officials Warn Storing Gas Can Be Dangerous, Cutbacks in Space Available Air Travel, Phase Two of Race Relations Education Program, 'Rights and Benefits' Issue Still Available, PUC for Atlantic Seal Team Two, American Wins Naval Pentathlon, Human Resources Management Center Set for D. C., State Bonus for West Virginia Viet Vets

36

Bulletin Board

Old Navy Ratings	40
Clowning Around for Safety's Sake	42
Navy Resale Systems Office Survey	42
Navy Exchange	44
Junior Miss Joins NROTC	48
Kathy's Here at Adak	50
Navy Barbers Keep up with the Newest Styles	51

Special Report — All Hands Travelog:

London — Worth Going Out of Your Way to See	56
--	----

Departments

On the Scientific Front	32
From the Desk of MCPON	40
Letters to the Editor	60
Navy Humor	63
Taffrail Talk	64

John A. Oudine, Editor

Associate Editors

John Coleman, News
Ann Hanabury, Research
Michael Tuffli, Art
E. L. Fast, Layout
Gerald Wolff, Reserve

FRONT AND BACK COVERS — INTERNATIONAL TEAMWORK — Hovering over the former Sixth Fleet flagship USS Springfield (CLG 7) during NATO exercises is a Royal Navy helicopter. For more on Navy's nation-to-nation and people-to-people operations, including civic action teamwork around the world, see the stories featured in this issue. — Front cover photo by PHC B. M. Anderson. Back Cover photo by PHC John Gorman.

AT LEFT: PULLING TOGETHER — USS Hassayampa (AO 145) crewmen strain to hold the line during a "dry hose" replenishment exercise.

people helping people

CIVIC ACTION



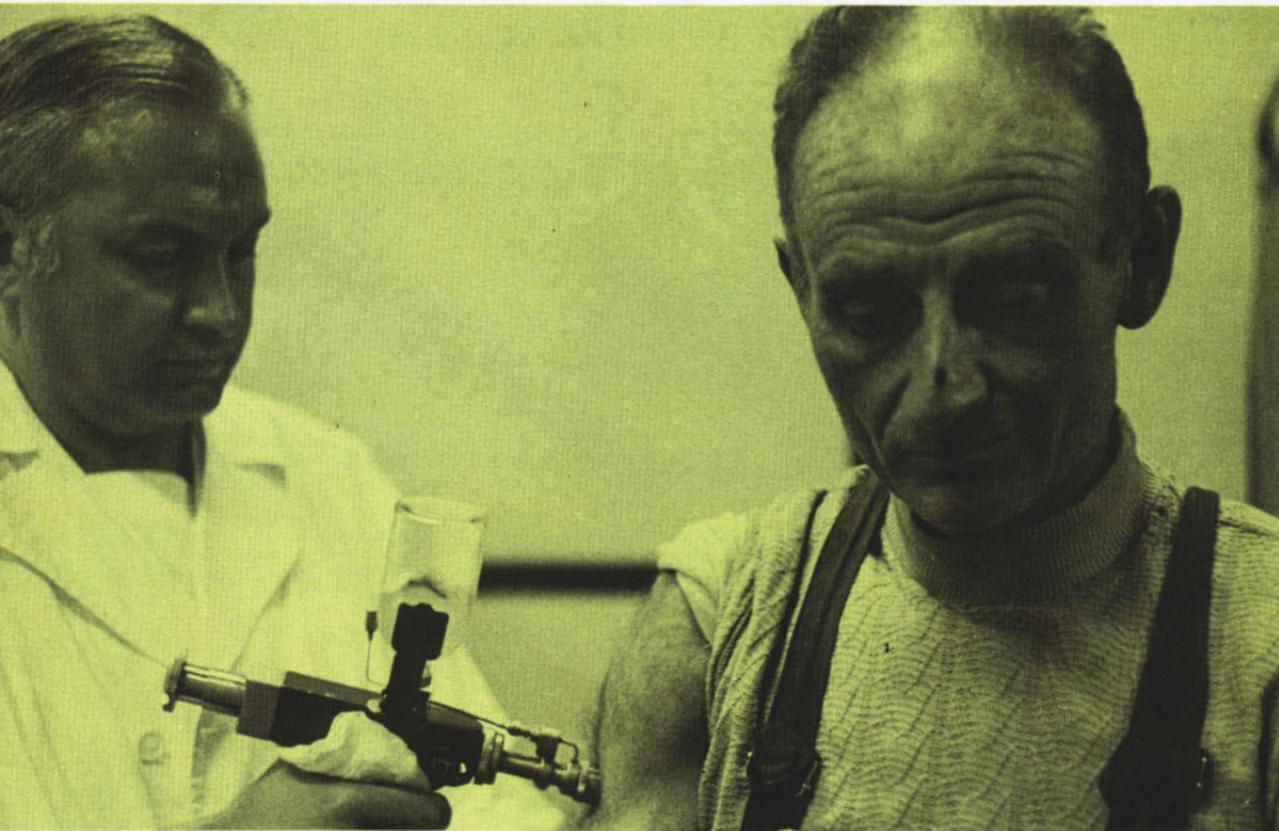
A bulwark of defense, the Navy's reputation centers on its ability to protect the free nations of the world through use of its ships, planes, missiles and even its research. For some people in the far-flung corners of the world, however, that reputation is vastly different. These people — thanks to the Navy's humanitarian programs — see the Navy not as a fighting force but as a bunch of good guys to have around.

To this end the U. S. Navy has developed an Overseas Development Assistance Program for its humanitarian endeavors overseas and a Domestic Action Program for those within the United States. Overseas development assistance was recently made an official function of the Navy Overseas Presence Mission and is collectively referred to as Navy Hand-clasp. Domestic Action has DOD sponsorship and

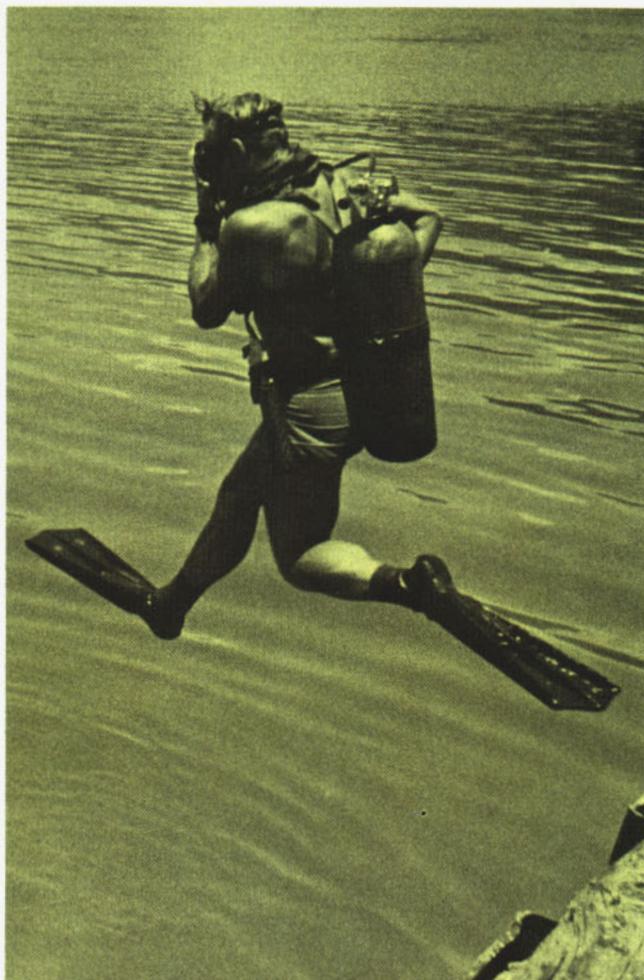
is making rapid progress in all of the services.

As it has many times in the past, the Navy has recently called upon its vast resources to help people conduct the business of their daily lives, to assist them in their needs, and to make life a little more pleasurable. In Ethiopia, no less, Seabees aided the locals in several earth-moving projects; in Italy, medics from the Sixth Fleet conducted mass inoculations to prevent the spread of cholera; in Monterey, Calif., public works employees from the Navy Postgraduate School built a castle-playground for the children of La Mesa village; and in Cap-Haitien, Haiti, men from Underwater Demolition Team 21 cleared a harbor that had been preventing that seaport from reaching its full potential for years.

The following notes detail those stories:



Facing page: A path becomes a road to an isolated village in northeast Ethiopia, courtesy of the Navy's Seabees. Above: Navy medics work side by side with Italian medical authorities during the recent cholera outbreak in Naples. Left: A Navy diver works to help blast away a harbor blockage in Cap-Haitien, Haiti. Below: A "Sand Castle" the men of La Mesa Village, Monterey, Calif., built for their children.



ETHIOPIA

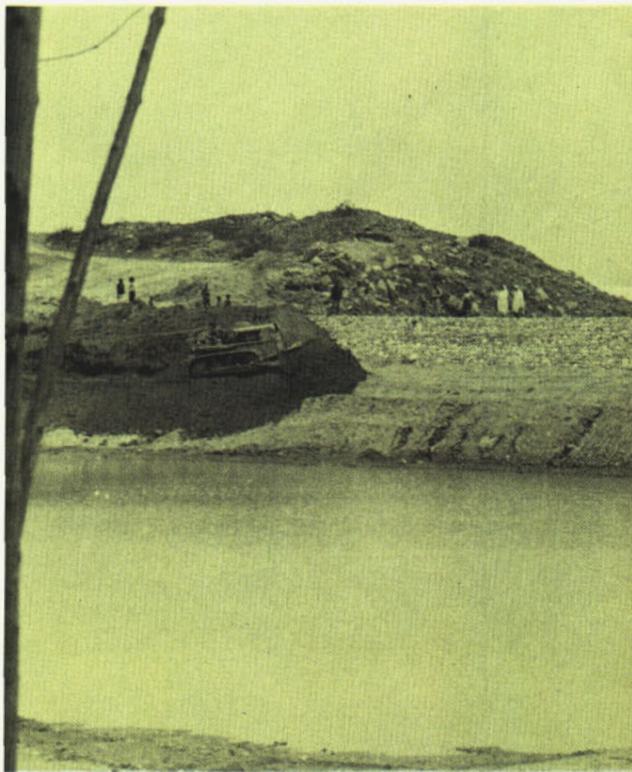
Until recently, the green work uniforms of the Navy's constructionmen were not common sights to villagers in Ethiopia's remote northeast province. Now, however, the Seabees and their civic action project equipment are quickly recognizable. Before last summer, only a few Seabees were assigned to the Navy's tenant activities at the U. S. Army Kagnev Station, Asmara, Ethiopia, but with the transfer of operational control of that base to the Navy, the number of constructionmen increased fourfold, to a total now of almost 50.

The initial project which drew the Seabees out into the Eritrean countryside was the completion of an earthfilled dam begun by Army engineers. Once finished, the 150-foot-long dam created a reservoir capable of retaining 80,000 cubic meters of precious water in a countryside that is dust-dry during 10 months of the year.

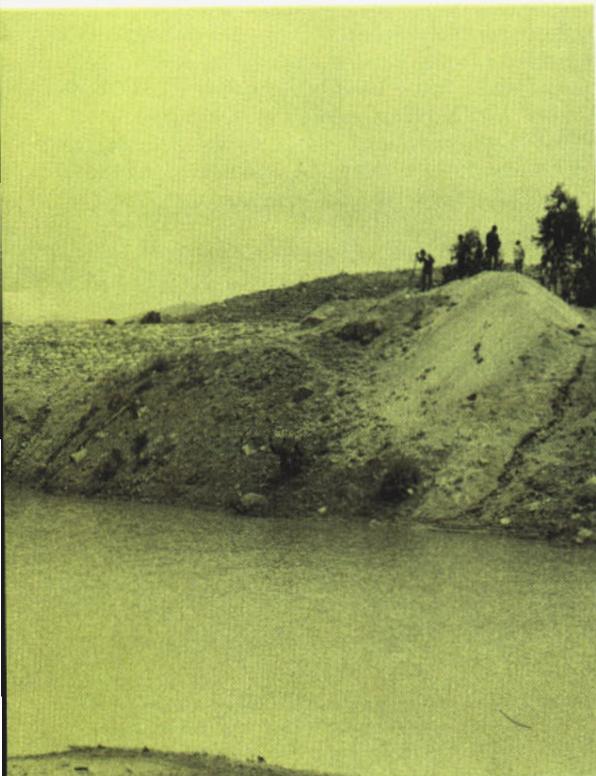
Even before the completion of Hazoga Dam, the Seabees were centering their efforts on a second dam at Adi Tekelezon. By the end of the rainy season in September, a rock-filled dam with 60,000 cubic meters of reservoir was being used by villagers and their parched livestock.

Proving their versatility to the villagers, the constructionmen next scraped out a road to an isolated hilltop hamlet south of Asmara near an outlying U. S. Navy communication tract at Gura. The winding, narrow path was replaced within a matter of a few weeks by a broad, smooth, year-round road serving the townspeople.

Never ones to neglect the younger generation, the Seabees transformed an irregular, rocky field at an Ethiopian school into a level and now heavily used soccer field. A local area vocational school will be a future project for Seabees in this same area. All of this is just a sampling of what the Seabees in Ethiopia have done and are planning, and when their projects are finished, if ever, everyone will benefit.



Right: An Ethiopian villager toils at the site of Adi Tekelezon Dam, built by Navy Seabees. Below: Seabees level the ground for a soccer field. Right: Road construction in the province of Eritrea. Bottom, left: An earthfilled dam begun by U. S. Army engineers and completed as a rockfilled dam by Navy Seabees. Bottom, right: The dam at Adi Tekelezon built by Seabees is the only water collection point within hundreds of square miles.



people helping people



NAPLES

A plague or epidemic in today's world is increasingly rare, but it is no less terrifying than the awful waves of death which struck cities and countrysides years ago. That's why when the fear arose that cholera was spreading through Naples, Italy, last fall, officials acted quickly.

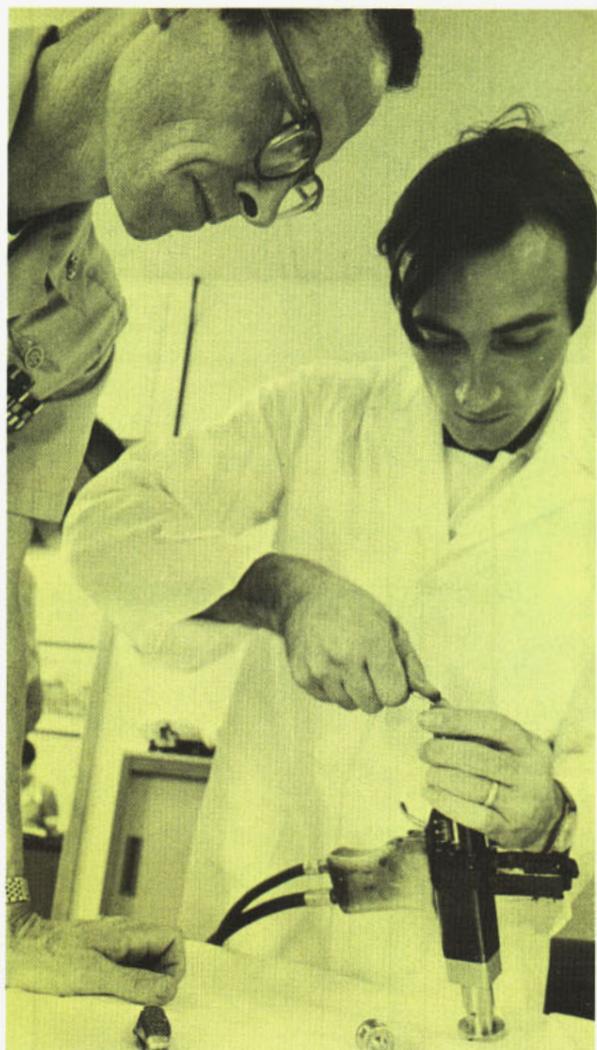
Their actions, unfortunately, were not fast enough. Some 200 people became victims, and there were at least 20 reported deaths. As in the days of the great plagues, panic took hold; some citizens broke into pharmacies looking for a preventative, while others marched and built bonfires in protest of the unknown death overtaking them. Religious festivals, soccer matches, concerts, and all public gatherings were canceled. Street vendors began selling lemonade as an erroneous cure for the disease.

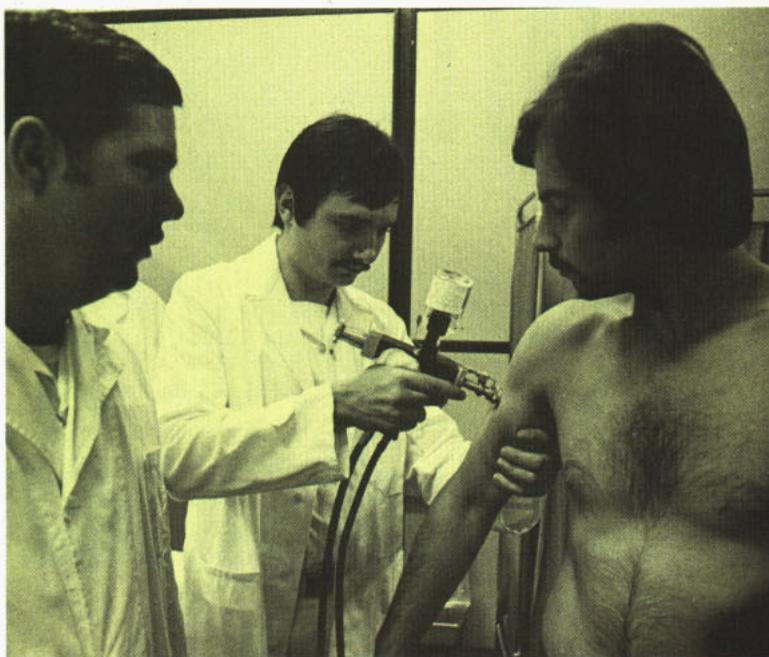
The street vendors may have offered some psychological relief for the 2.5 million citizens, but the real help came from medical officers of the U. S. Sixth Fleet headquartered in Naples. Largely through their efforts, more than 200,000 people were inoculated against the deadly bacteria. Medical aid came from the Environmental Preventative Medicine Unit 7; they worked side by side with Italian medical authorities in the use and maintenance of mass immunizations called "cannons for peace."

Immunization doesn't always cure cholera, as the medical officers well knew. Cholera is caused by a bacteria which thrives in impure water; it infiltrates the intestines of the human body and drains away vital fluids. Unchecked, it can cause death in 24 hours. Immunization stems the flow of these vital fluids and allows the body to begin building them back. Consequently, victims may still have a milder form of cholera, but chances of survival are greatly increased.

While a lot of activity swirled about them, U. S. Navy and Italian health officials methodically went about their mass inoculation until the tide turned. The fear of the people and, consequently, the chances of panic, lessened; chances of survival increased.

Left, above: Immunizing Neapolitans against cholera. Left: Preparations for the mass emergency immunization. Facing page, left: Ready the vaccine "gun." Facing page, right: Navy medics fighting the epidemic.





MONTEREY

In the Middle Ages, castles were strongholds of noblemen; today, they may be a man's home. This is not so in the eyes of children living in La Mesa Village, the housing area for Navy families in the Monterey, Calif., area. To them, a castle is an imaginary thing constructed inside the walls of a newly built play area.

Up until recently, the play areas were known as Tot Lots complete with sand areas. There were problems with sand overflows and a general rundown appearance, so the public works department of the Naval Postgraduate School, interested in "Keeping Monterey Beautiful," began improvements through the Self-Help Program.

Designs were drawn up for castle walls around the play areas. Construction was soon complete and the children immediately advanced on the sites. Because of the sand castle contest each year on Carmel Beach,

the children have nicknamed the play areas the "sand castle;" however, the "castle" itself is just the walls surrounding a play and story-telling area.

The castle wall design was taken from three plans drawn by Warren Langton, a draftsman in the engineering division of NPS public works. He drew the first two plans from his imagination and former training, but these drawings caused him to engage in some special research in the NPS library. There, the encyclopedia provided him with illustrations, drawings and a narrative description of a castle.

"The wall designs are based on actual structure layouts of typical castles popular throughout Europe, especially those in Normandy," he said.

The "sand castle" is 35 feet in diameter and made of slup stone, a concrete block that looks like stone. It features a pentagon-shaped side with defense turrets at each corner, an elevated main entrance gate with defense platform, a realistic chain-lifted drawbridge over the moat, and even a "postern" or exit gate. In the feudal days when Europe was almost constantly in a state of war, the postern gates were used as an escape route when all else failed.

With beautification in mind, NPS personnel built the castle on undeveloped fill land at La Mesa, situated behind the existing shrubbery on the roadside. The main entrance faces existing open property while a natural back screen is formed by untouched dense virgin forest. The first castle was completed in about 10 working days.

HAITI

A small nation in the West Indies, little known, and sometimes forgotten — although it was the second republic to be established in the Western Hemisphere — has been the focal point for a massive project designed to improve the living conditions and economical structure of its proud and independent people.

In Cap-Haitien, Haiti, 17 men from Underwater Demolition Team 21, stationed in Little Creek, Va., undertook a Navy Handclasp civic action project of enormous proportions. Under the direction of Lieutenant Thomas Steffens, these hand-picked volunteers removed a massive clump of coral in the middle of Cap-Haitien harbor that has threatened visiting ships for centuries. In addition — and even more important to the immediate financial status of the people of Cap-Haitien — the frogmen deepened the harbor adjacent to the city's only pier.

The people of Haiti rely almost exclusively on the tourist trade for their financial existence. Of the two cruise ships that make weekly stops there, one was threatening to eliminate the Cap-Haitien stop because of the necessity of anchoring out and inconveniencing passengers. Elimination of the stop would mean the reduction of about half of the city's tourist income.

The two-month project to clear the harbor was a joint U. S.-Haiti effort. Improvements made could mean a big economic and social change for the people. It could bring many buyers of the beautiful wood carvings and primitive paintings; visitors to the Citadelle refer to it as the "eighth wonder of the world."

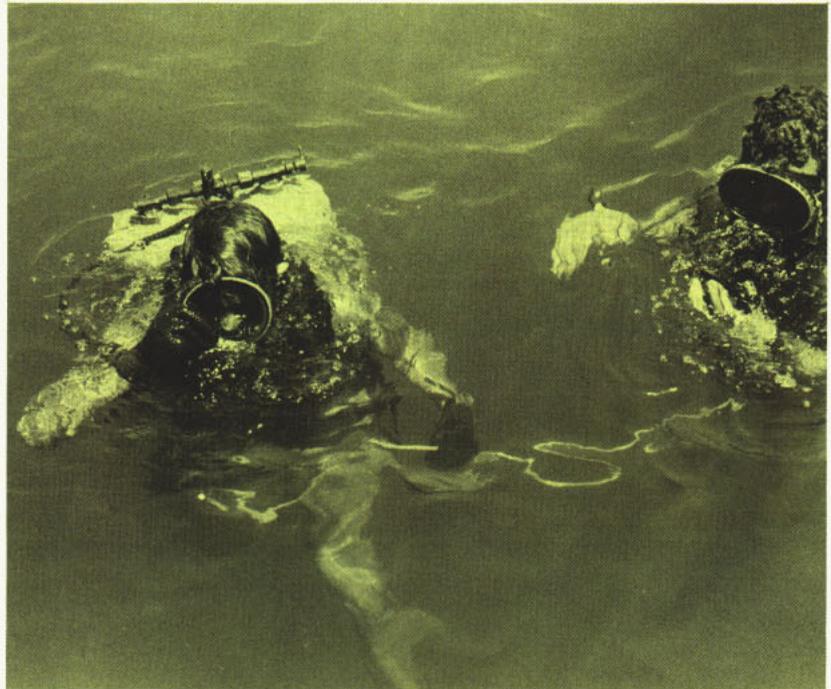
It could also mark the beginning of a new vacation and recreation area where thousands of people could enjoy the benefits of an unspoiled tropical island. Skin divers could discover the wreckages of ships never before located or charted, and explore, too, the underwater life in the crystal-clear water.

A deeper harbor might mean a greater export business for the coffee, sugar and tropical fruits that are so abundant throughout Haiti. All of this potential was in the hands of 17 men whose reward was the knowledge that they were extending the grasp of the "Navy Handclasp."

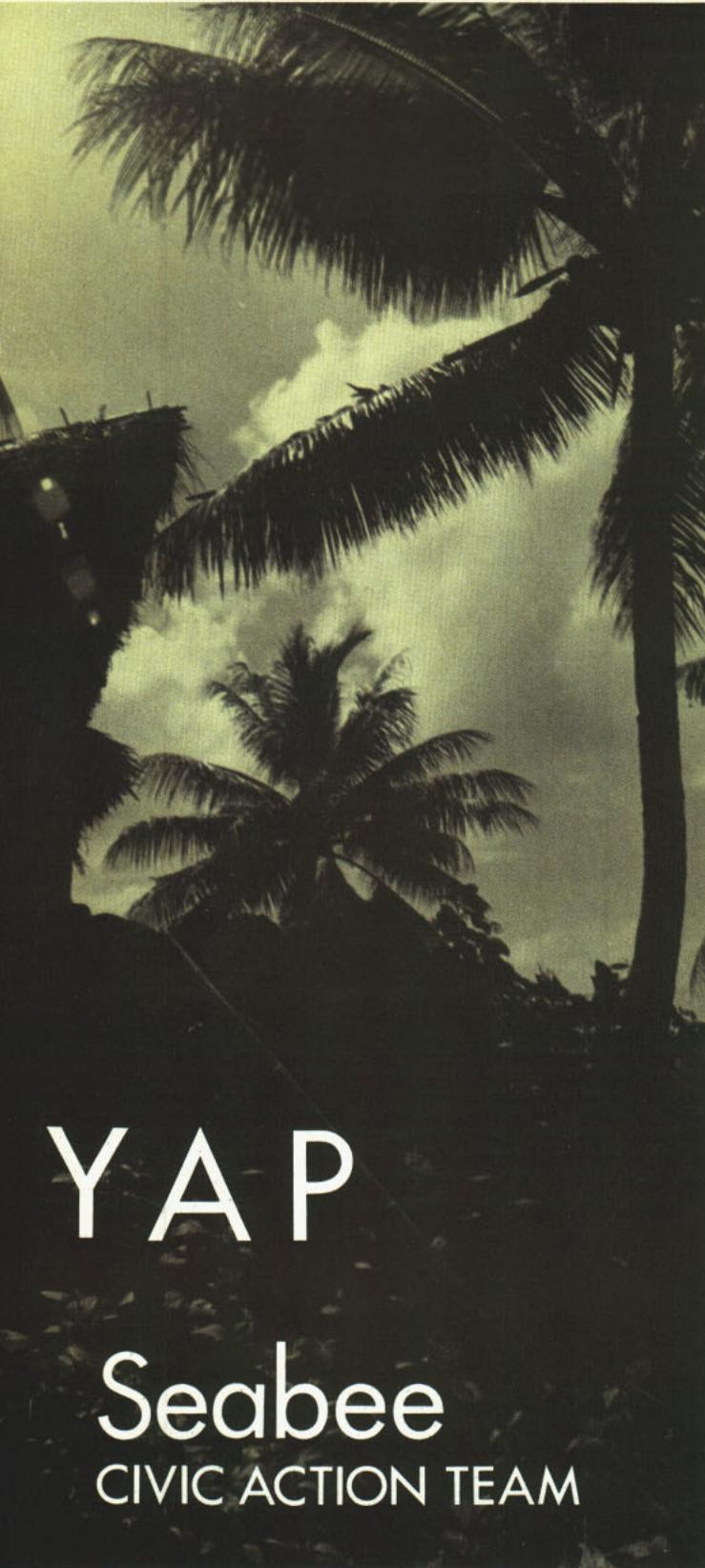
(The information and photos for these stories, from page 2 through page 9, were provided to ALL HANDS by JOC Bill Locklar, PH2 Gerald T. Leidy and PH2 Ed Hawkins, and PHC Wade Davis.)

Below, left: Briefing UDT 21 prior to blasting the harbor blockage. Below: A Haitian assists UDT 21 in the project. Right: UDT 21 at work on the project to clear a clump of coral from the bottom of the harbor at Cap-Haitien, Haiti. The tank landing ship USS Spartanburg County brought the team to Haiti.





people helping people



YAP

Seabee
CIVIC ACTION TEAM

"It's a big job, and hard work, but it's important to the people here," said the lanky, well-tanned lieutenant as he prepared to squeeze his long frame into a well worn jeep filled with tools and other equipment. His green utilities are faded, dusty and also show signs of wear.

The big job Lieutenant (jg) Jim Morrow referred to is the rehabilitation of the 4800-foot runway on the tiny island of Yap, in the Yap District of the Trust Territory of the Pacific Islands (TTPI). Nearly all of the energies of the 13-man U. S. Navy Seabee team which LTJG Morrow, a Civil Engineer Corps officer, heads, have been devoted toward completion of the runway project.

While most other Civic Action Teams in the Trust Territory (three Navy, one Air Force and one Army team) have been busy with the vital people-to-people projects that affect the people directly, Yap's Seabee Team 7413 has largely been concentrating on a single project. Indirectly, however, the benefits are immeasurable to the thousands of residents of the district and hundreds of tourists who visit the island each year.

It is this knowledge, combined with the Seabee's "Can Do" attitude which has pushed the men of 7413 to get the job done before their eight-month deployment ended. The team, on deployment from Naval Mobile Construction Battalion 74, Gulfport, Miss., left the island on 3 December.

The work involved a process known as "soil cementing;" a percentage of commercial cement is mixed with the soil. In this case, tons of coral dredged up from a site on the southern end of the island were packed down by rollers. Add to this some rainfall and you have a hard surface for aircraft takeoffs and landings.

In addition to working on the runway, which was originally built by the Japanese in 1938-39 by forced labor, the Seabees also soil-cemented two 150x200-foot turnarounds at either end of the field. One of the biggest tasks, certainly the dirtiest, involved "breaking" bags of cement. Before the cement can be mixed with the soil, the bags must be loaded into carriers which spread the precise percentage upon the graded coral bed.

Cement dust rises in huge, billowing clouds from the staging area near the runway where teams of men are busy breaking bags of cement. "The dust is, or I should say, can be, deadly," said the lieutenant. Workers sometimes develop an allergy. Those who do, cannot come in contact with the dust floating in the air, coating everything. The men all wear goggles and face masks, but it is still a grimy job.

Sometimes three or four showers in the evening are necessary to rid the workers of the cement after working on the job.

Left: The thatched roof of one of Yap's traditional men's houses. Right, above: A Seabee helps surface the island's new runway. Far right: Navy civic action team surveying for the runway.



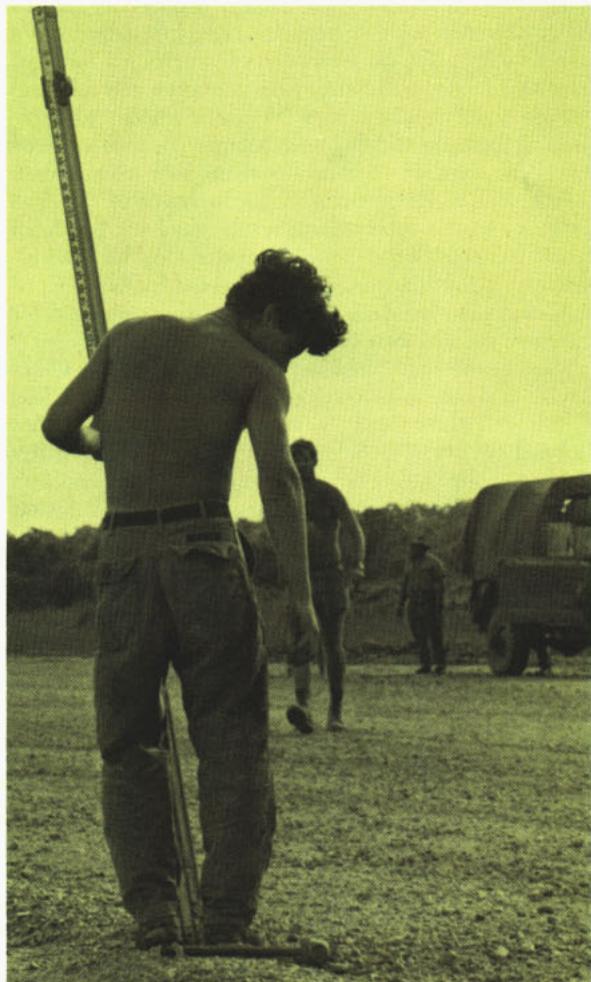
In the hot, afternoon sun the men of Seabee Team-7413, joined by a 14-man augmentation unit from Guam's MCB-62, work at a frantic pace to get the runway project completed. Off to the sides and on several surrounding roads, destroyed World War II Japanese *Zeros* sit silent and rusting.

The men work from 0600 to 1900, about 78 hours a week. When work began in July, the team received an extra eight-man group from MCB-1, then the ready battalion on Guam. Later, after MCB-62 took over on Guam, eight other men from 62 replaced the first group, then six more joined the work force.

The team's assistant officer in charge, Chief Equipment Operator Donald Crawford wheels a military jeep to a halt beside us at the edge of the airfield. Sweat runs down his face, and his hat lists precariously on his matted hair. A piece of machinery has broken down again and is giving the mechanics fits, he tells the OIC. Not unusual, it's a tough job to keep the equipment in an up status, especially when everything's being pushed to the limit.

There are other problems: erratic communications, delays caused by lack of repair parts, and some mighty unstable climatic conditions. During September and October there was a total of 28 inches of rain. Downpours carried away much of the rolled-out cement.

The Yap airfield normally handles three commercial flights a week, plus three military resupply flights



a month. The easiest way to do the work would have been to close the runway completely. But the runway is this Pacific island's only link with the outside world, so the project was undertaken while the airport remained operational. Only one flight in the middle of the week was temporarily dropped, giving the workers a longer period to work.

While seven-eighths of the team's civic action efforts have been devoted exclusively to the airfield project, they have been involved in a number of other CAT-sponsored projects which have since been completed. The Konifay Road, a narrow, winding, two-and-a-half-mile roadway that stretches through the dense, green jungles on the southern end of the island, was completed. So was a leaching field for the team's camp, near the district center of Colonia.

Although the enormity of the runway project basically stopped all other construction work, Seabee Team 7413 managed to complete a communications center on the island of Iflaik, 450 miles east of Yap. Because of the pressing deadline on the airport project and some logistics problems, the two 3-man crews that worked the job were unable to complete two other structures at the Iflaik site. They did get 70 per cent of the work done on an eight-room school and 10 per cent of the work completed on a water catchment tank.

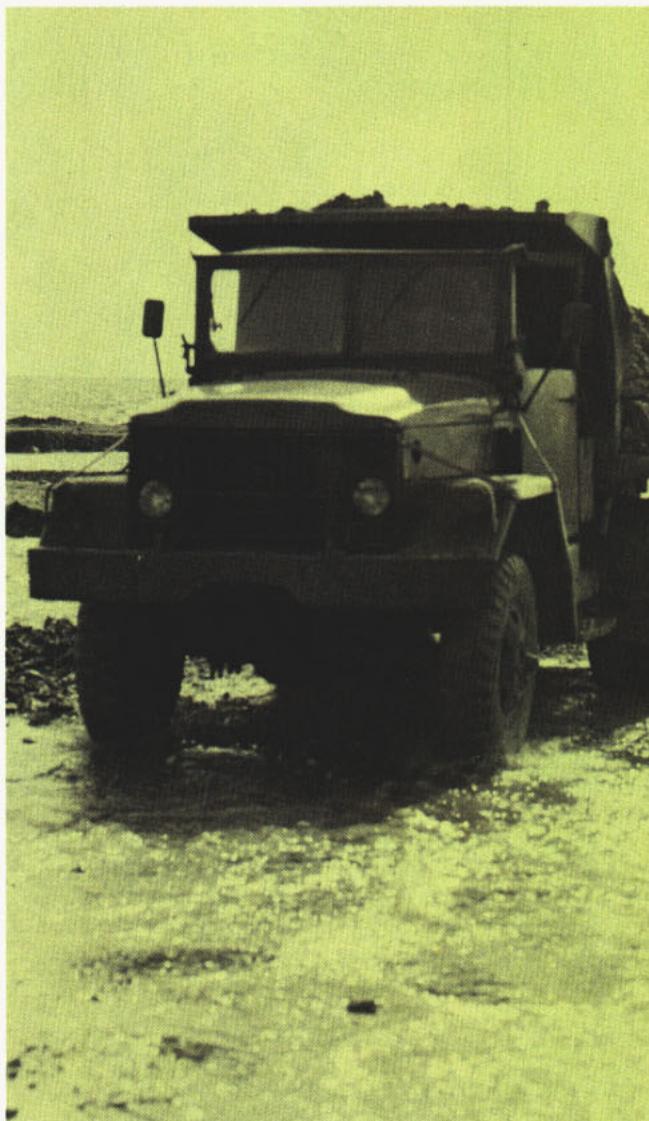
The first group of men, composed of Builder 1st Class Robert Prokopowicz, Construction Electrician 1st Class William Wilson and Steelworker 3rd Class Julius Norman, departed Yap aboard a field trip ship early last year. It was necessary to take the team's 16-foot *Boston* whaler because the ship didn't have a small boat. Because large reefs surround most of the outer islands, the ship had to anchor out and the Seabee team pitched in with their whaler to ferry people, luggage and supplies ashore. In some places it took as long as 45 minutes to make a round trip.

Twenty-five days into the deployment of the first team, a cement mixer completely gave up the fight and 90 per cent of the cement required for the 38x140-foot school foundation had to be mixed by hand. Concrete was also hand-mixed for both the comm center and tank system jobs.

The second team, headed up by Builder 2nd Class David Markos, consisted of Utilitiesman 3rd Class Wendell Turner and Engineering Aid 3rd Class Richard Ricker. They continued the work begun by the first group and returned to the main camp on Yap by November, to join in the runway completion efforts.

A current Seabee civic action project is the completion of a hangar to house a soon-to-be-acquired airplane of Rev. Edmund Kalau of the Liebenzell, an interdenominational mission. CE1 Wilson and SW3 Norman are working on the hangar which, according to LTJG Morrow, will also be completed before the team leaves Yap.

Rev. Kalau, who came to the island in 1948, began the first Protestant church on the island. A redesigned



Above: Transporting coral for the runway. Right, above: A view of native housing. Right: Seabees on the headwalls of the runway. Far right: A road completed as one of the civic action team's earlier projects.

military hangar transported from Guam will shelter the parson's nine-passenger, twin-engine aircraft. The plane will be used to meet the medical needs of outer islanders in the district.

Other members of Seabee Team-7413 include: EO1 James Perkins, EO1 Charles Grainger, CM2 Robert Minckler, CM3 Ralph Lynn and HM1 Phillip Armstrong. Petty Officer Armstrong, who was called away from the team on emergency leave, spent much of his time teaching a first aid course to outer island health aides and assisting the medical staff on Yap.

The MCB-62 contingent, headed up by EO1 Gerald



Marks, also includes EO3 Doug Evans, EOCNs Steve Hansen, Douglass Smith, Daniel Hervieuz and Leonard Deweese, BUCN Craig Jordan, BUCAs Walter Ellis, Timothy Coghlan and Kenneth Sims, CMCN Ross Bibber, EACN Glen Wondergem, and CAS Michael Fosselman and Dale Breisbach.

For the men of Seabee Team 7413 the job is over and home is now a little bit closer. There has been nothing but praise for the hard work and traditional Seabee spirit displayed by the men of the team and the augmenting unit.

—Story and photos by JOC Bill Wedertz, USN

people helping people

INTERSERVICE TRAINING

The Army and Navy have been doing a little trading lately in the area of training, and the reciprocal program has been paying off in big dividends.

During the winter, the Navy's SEAL Team Two receives instruction, for example, in downhill skiing from the Army Special Forces; the courses are part of the SEALs' winter warfare training. In turn, SEAL Two has returned the favor by conducting a class for the Green Berets in their Navy specialty — underwater swimming.

The training on both sides is personal, extensive, and given in minute detail. It must be that way, for it could mean the saving of life.

In both cases, the working environment is water, either liquid or frozen. Underwater, if your oxygen supply is cut off, if your swim buddy develops cramps, you must react automatically; you must be conditioned. Conversely, if you or a buddy are immobilized in a cold environment, you won't have much time before freezing sets in and the power to save yourself will be lost.

None of these situations is peculiar to either the Army or the Navy. Consequently, each has asked the other for help. For this operation, the Navy has provided one of the most expert units in underwater swimming, the SEAL Team. In turn, the Army has come up with the highest degree of expertise in land warfare operations — the U. S. Army Special Forces.

"There's a great feeling of admiration for the Green Berets among our men," says Chief Boiler Technician S. W. Hulse, a member of the SEAL Team based in Little Creek, Va.

Hulse, an athletic man, says training the Army in the art of scuba diving was a challenge to his instructors. "It's doubtful that the Green Berets could qualify for our UDT or SEAL training because of their limited backgrounds in swimming. But they were in great shape, and their military training for Special Forces has conditioned each man both physically and





mentally to complete successfully the type of training we can provide.”

Preparing for their first underwater excursion, the Green Berets — all nine of them — were somewhat nervously asking questions. Their instruction had included an intensive classroom program followed



Left: Green Berets and SEALs provide interservice training in their special skills. Note that some Navy-men like the one shown here wore berets, too.

by training pool sessions using underwater equipment.

The extensive background developed was designed to impress upon each man the importance he had to place on his partner while performing tasks beneath the surface and of the dangers which exist with equipment and foreign objects. Hospitalman 1st Class M. N. Perez, a SEAL Two instructor, indoctrinated the students on the most common diving diseases, those primarily caused by faulty equipment, rapid ascents, etc. It became apparent that the trainees had begun to feel some of the pressure they would endure during the training period.

"But," Chief Hulse says, "these men are good, they're willing to learn and they have good attitudes. Of course, they were slightly apprehensive, at first, but our job was to change that hesitation into confidence in a few days."

Indeed, after the first week of training, it appeared that the Army men had improved steadily. Their progress had been rapid, and a check with the boat coxswain who ferried them out into Chesapeake Bay for their first dives proved enlightening.

"I thought they were in the Navy," Seaman Apprentice Roy Frejo of Coastal River Squadron Two said when he saw the Green Berets. "They looked like just another group from one of the UDT or SEAL teams. I was really surprised. I didn't know they were Green Berets until later. They hit the marks on the

beach perfectly and there didn't seem to be anything different about them from any other group of underwater swimmers."

In a single week, the trainees had progressed to a competent level as scuba divers. By the course's conclusion two weeks later, each man had covered eight nautical miles underwater. Personalized attention to each student was of paramount importance. There was at least one instructor for each student during the majority of the diving operations.

At a group meeting, the men noted that the special attention each received was the primary reason they had been able to adapt so readily. During a "harassment" exercise in the Little Creek training pool, the students swam about while their instructors made "attacks" on them, cutting off air supplies, fouling masks and the like. During this period, there were 10 instructors for the nine trainees.

"This personalized approach is extremely important," Hulse says. "By having someone close to help each man, it shows each student that someone really cares about how he is progressing."

Hulse admits that the trainees are nervous and a little bewildered, but, he says, "We try to use as much patience as possible to make sure the men understand their total involvement with the operation. After all, if something goes wrong beneath the surface, you have to stay calm and diagnose the problem."





The special group of nine Green Berets, all stationed at Fort Devens, Mass., returned to their base following the instruction. The senior man, Captain Stephen Wood, is an expert swimmer and commands a special scout swimming team. "But the difference between swimming on top of the water and below the surface is great," he says.

The training went from four days of classroom and pool training to the Chesapeake Bay for underwater swims, most ranging from 500 to 1000 yards. On the last day of training, a 500-yard swim was used as a final test. No one appeared concerned about it, however, and graduation was slated for that afternoon.

"By that time," Hulse says, "500 yards came easy. We knew they could do it, but we wanted to keep them in the water as much as possible. The more underwater swimming they can do, the better they'll become. As in many cases, experience means an awful lot to becoming proficient."

As for the Green Berets themselves, there are few means to judge just how much training they did receive during the three-week stay at Little Creek. Continued underwater evolutions will determine that. But they left with the self-confidence that Hulse promised the Navy would produce.

—Story by SN Nelson Brown
—Photos by PH2 Joseph C. Leo



Left: With their SEAL instructors looking on, the Army's elite ready themselves for their first long-distance encounter. Top: A SEAL instructor prepares the nine trainees prior to their first saltwater compass swim. Above: On-the-spot critiques contributed to the rapid progress made by the trainees. Right: Instructors keep track of each student by his indentifying pennant.

people helping people

Thomas J. Gary Joins the Tunisian Fleet



Right: USS Thomas J. Gary (DER 326), recently given to the Tunisian Navy and rechristened *President Bourguiba* (E 7).

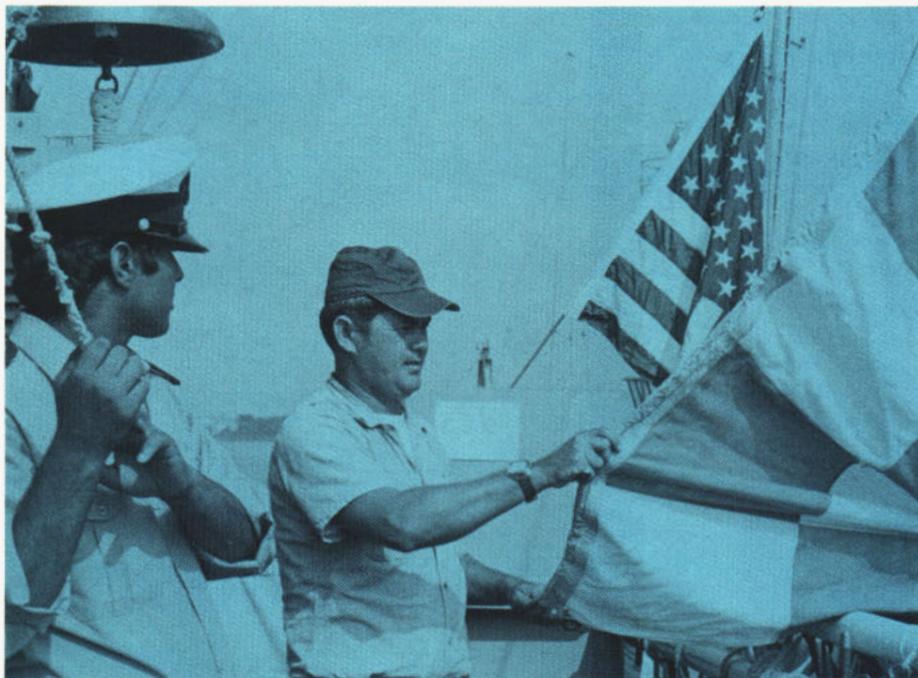
On 22 October a chapter of U. S. Navy history ended while a whole new volume was begun for the Navy of the Government of Tunisia. At the Quay d' Honneur, Bizerte Naval Base, Tunisia, late in the afternoon, USS *Thomas J. Gary* (DER 326) was decommissioned, transferred to the Tunisian Navy, and commissioned as *President Bourguiba* (E 7), flagship of the Tunisian fleet.

The high endurance *Edsall*-class destroyer escort radar picket ships, of which *Gary* was the last to see active service, were a small class of escorts originally commissioned for convoy duty during World War II. Because of their long range and extended endurance, several received thorough structural, mechanical and electronic configuration changes in the mid-1950s. After being recommissioned as DERs, they served in both Atlantic and Pacific fleets performing tasks

which made use of their unique capabilities. Employed in the North American Air Defense Command, Antarctic operations, Market Time, and other special tasks, on missions averaging 30 days' duration without refueling or replenishment, the DERs time and again revealed their extraordinary capabilities and efficiency.

A standard-bearer by any comparison, *Gary* served as flagship for a number of operations, including Operation Thresher in the search for the lost SSN, and for Commander Destroyer Division 601 and Commander Destroyer Squadron 18. As *President Bourguiba* (E 7), *ex-Thomas J. Gary*, continues this cherished tradition as the Tunisian Navy's flagship, under the command of the Chief of Tunisian Naval Operations, Captain Bechir Jedidi.

In preparation for *Gary's* transfer, her crew was



Left: A Gary crewmember helps a Tunisian sailor to become accustomed to his new ship.

augmented by 31 petty officers of the future Tunisian crew, and the new executive and engineering officers LT Chadli Cherif and LT (jg) Azzidine El Hammini.

Joining the ship during a month's tender availability in Charleston, S. C., the Tunisian crewmembers spent days learning their new ship, her characteristics and her equipment. Leisure time was used touring and sightseeing in Charleston and its historic environs. For most, it was their first visit to America, but all displayed a very complete knowledge of the United States and her history.

In the final days before *Gary's* departure, crewmembers of both navies were honored to receive the Tunisian Ambassador to the United States, Salahadinne El Goulli. After touring the ship and meeting individual sailors, both Tunisian and American, Ambassador El Goulli remarked that such combined efforts as *Gary's* transfer, which involve not only nations' governments and navies, but also personal contact among individuals of separate countries, foster the type of understanding and friendship which help to unite the free nations of the world.

Gary's last commanding officer, LCDR Charles E. Ryan, expressed regret at the loss "not only of a capable ship from the forces of the U. S. Atlantic Fleet, but also seeing the last of an entire class of ship and its special capabilities."

But satisfaction and confidence were expressed that for the ship, still in excellent condition, "many more years of useful service lie ahead."

It was with the mixed feelings of forlornness over

departure from their ship and their friends, and pride in having, once again, proven *Gary's* matchless ability to perform any assignment, that ex-*Gary* crewmembers boarded a commercial Tunisian flight for the first leg of their homeward trip.

—Photos by PH1 M. Putnam, PH2 G. Weeks and PHAN K. Catlett



Right: U. S. Navy men instruct the Tunisians on operational procedures aboard the *Gary* before turning her over to their fleet.

MEMBER'S COPY
LEAVE AND EARNINGS STATEMENT

1. NAME (Last - First - MI) JONES JOHN P										2. SSAN 123-45-6702					3. SERVICE NO. USN			5. UNIT ID NO. 61580			
9. GRADE E4		7. YRS 0370		8. PERD 0421		9. OPED		10. ETD DATE 740420		11. FR. PA		12. DSSN 68720		13. PRD COVERED 0101-0131		14. DATE PREP 740125		15. RMS CODE		16. AMOUNT BF	
17. BP 438		18. BAG 60		19. BAS		20.		21.		22.		23.		24.		25. TOTAL ENT		26.		27.	
28.		29.		30.		31.		32.		33.		34.		35.		36. TOTAL ALGTS 6100		37.		38.	
39.		40.		41.		42.		43. TOTAL DEBS		44. TYPE		AMOUNT		DATE		DSSN		PR/VOUCHER NO.		45. TOTAL PMTS	
46. TYPE		AMOUNT		DATE		DSSN		PR/VOUCHER NO.		47. TYPE		AMOUNT		DATE		DSSN		PR/VOUCHER NO.		48. TOTAL PMTS	
49. TYPE		AMOUNT		DATE		DSSN		PR/VOUCHER NO.		50. INC. THIS PERIOD		51. INC. YTD		52. EXEM		53. TAX YTD		54. FICA WAGE THIS PERIOD		55. FICA WAGE YTD	
56. FICA TAX YTD		57. FORECASTS OF AMOUNTS DUE AS INDICATED BELOW		58. AMT DUE/CF		59. BF		EARN		USED		BAL		LOST		EXC		D E B T		60. BAL OWED	
61. AMOUNT		DATE		AMOUNT		DATE		AMOUNT		DATE		AMOUNT		DATE		AMOUNT		DATE		AMOUNT	

62. RNL DUE 740421 - USE BP WITH RNL FACTOR 1 X YRS

JOINT UNIFORM MILITARY PAY SYSTEM JUMPS GETS PERSONAL

FIELD USE SECTION	63. ENTITLEMENTS		DATE	AMOUNT	64. DEDUCTIONS		DATE	AMOUNT
	65. PAYMENTS				65. PAYMENTS			
	PR. NO.	DO SYMBOL	DATE	AMOUNT				
66. NOTATION OF AMOUNT DUE								

DD FORM 1624 NAVY (7220)

(See Legend on reverse)

FORM APPROVED BY COMPTROLLER GENERAL, U. S. (TEST) October 27, 1987

The Personalized System

What does JUMPS really mean to the individual? What's more important — what will it do for you?

The answer to both questions is that JUMPS is a very personal thing to every member of the Navy. It affects the pay of each man and woman in the Navy.

There are few things more important than *pay* — which is what JUMPS is all about. JUMPS is being developed to compute centrally and maintain the pay and leave accounts of every Navy man and woman and to provide monthly notification of leave and pay due.

“Monthly notification” means just that — each

month and to each member! Let's take a look at this "notification" — the Leave and Earnings Statement (LES) — and find out what it tells us, as well as what it can do for us.

The Leave and Earning Statement

Every enlisted man in the Navy should have received his first LES sometime in January 1974. It came from the Navy Finance Center, Cleveland (NAVFINCEN), and you should now be receiving a new one every month. If you did not receive an LES, contact your local disbursing officer and find out why not.

This first LES did not contain all the information that it is intended to provide, since JUMPS is not scheduled to be fully operational until early 1975. But, the LES you are now receiving does contain certain valuable information for you.

First of all, the LES contains all the details necessary to personalize it for each Navy member — your name and social security number, as illustrated. Here's a box-by-box description of what follows:

- Block 9 will not be used until "full JUMPS."
- Block 10 is the "Expiration of Term of Service" better known as the "EAOS" date.
- Block 11 is not being used.
- Block 12 is the one-of-a-kind Disbursing Station Symbol Number (DSSN) assigned to your disbursing officer—one of your "main men" in this system.
- Block 13 itemizes the period (in this case, 1 Jan 1974 to 31 Jan 1974) for which your LES was prepared on 25 Jan 1974 (block 14). Complete identification service data and periods covered are thus wrapped up in two lines. There is no way your personalized LES can be mistaken for another.
- The men with a Mark 1 eyeball can immediately spot the next important aspect of the LES, and that's your entitlements (blocks 17 through 25). Prior to "full JUMPS," only certain of these pay items will be shown. Block 17 — your *basic pay* — should be filled in on your current LES. Sometime soon, block 18 (*Basic Allowance for Quarters*) will be completed. However, the entire line will not be filled up with Special Pay, Incentive Pay, and all the other pay and allowances to which you are entitled until

MEMBER'S COPY																					
LEAVE AND EARNINGS STATEMENT																					
1. NAME (Last - First - MI) JONES JOHN P											2. SSAN 123-45-6702			3. SERVICE NO.		4. SERV. USN		5. UNIT ID NO. 61580			
I D	6. GRADE E4	7. YRS. 03	8. PEBD 700421	9. OPED	10. ETS DATE 740420	11. FR. PA	12. DSSN 68720	13. PRD COVERED 0101-0131	14. DATE PREP 740125	15. RMS CODE	16. AMOUNT BF	17. BP	18. BAQ	19. BAS	20.	21.	22.	23.	24.	25. TOTAL ENT	
S V C	E	T	A	L	L	E	T	S	T	S	T	S	T	S	T	S	T	S	T	S	T

• Blocks 1, 2 and 4 should contain no surprises, but block 5 may be something new to you — the Unit Identification Code (UIC) of your *present* activity. This five-digit number is more important than it looks, because it's the key to Navywide distribu-

"full JUMPS" is in operation a year from now.

• Under the old axiom of "what comes in must go out," or something like that, the discerning individual of good taste will immediately recognize the next LES line for what it is, *Allotments*. On your cur-

E N T	17. BP 438	18. BAQ 60	19. BAS	20.	21.	22.	23.	24.	25. TOTAL ENT
A	26.	27.	28.	29.	30.	31.	32.	33. TOTAL ALOTS	

tion for all LESs. NAVFINCEN prepares the LESs on a monthly basis and forwards them to the local disbursing officers in accordance with the UICs they service.

• LES blocks 6 through 8 should not be new to you but you should verify that this information is correct. If it is not, check with your personnel officer; he can get it corrected for you.

rent LES, blocks 26 through 32 will show your allotments in effect as of the last day of the month covered by the LES.

A one-letter code indicating the type of allotment will precede the monthly allotment amount, for example, "D" for dependency, "S" for savings, "I" for insurance, etc. Allotments which will be stopped or will normally terminate on the last day of the LES

A L L O T T	26. I	27. 1100S	28. 5000	29.	30.	31.	32.	33. TOTAL ALOTS 6100		
D	34. SGLI	35. INC. TAX	36. FICA	37. SR	38.	39.	40.	41.	42.	43. TOTAL DEBS

JUMPS GETS PERSONAL

month will be shown, together with appropriate remarks, in block 62 (Remarks).

If a member has more than seven allotments, the seventh and additional allotments will be grouped in block 32 and individually identified in block 62 (remarks).

- The next four lines on your LES will not be filled in until "full pay" JUMPS is implemented. When filled in, the deduction line ("DED") will show deductions from your pay for Servicemen's Group Life Insurance (SGLI), income tax and social security tax (FICA). The payments line ("PMTS") will show actual amounts paid to you on specific paydays. Finally, the tax line will give you monthly notification of how much income tax and social security tax was withheld for the month and the cumulative amount withheld since the beginning of the year.

- The next line, the leave ("LV") line should be filled in on the LES you are receiving at this time.

X	SS. BF	EARN	USED	BAL	LOST	EXC	DED
L	0300	0500	0000	0350	0000	0000	0000
V							

Each Navy member knows he normally earns two and one-half days' leave each month, but how does he keep track of it and plan ahead for those special occasions we all enjoy going to, participating in, and recovering from. Now the answer is the LES, block 59.

Each month, your individualized LES itemizes your leave brought forward (BF), the cumulative leave you have earned (EARN), and the cumulative days of leave used (USED) since 30 Nov 1973, the date of conversion to the automated leave accounting system or your date of entry in the Navy if you entered since 30 Nov 1973. Your LES also shows your leave balance at the end of the period covered by your LES.

An adjustment for lost leave (LOST) will norm-

ally appear on your LES covering the month of July and is used only when a leave balance is reduced to 60 days on 30 June, the end of the leave year (90 days for hostile fire saved leave). Excess leave (XCS) is used only when a member's pay is checked for excess leave and is cumulative for your enlistment or tour of active duty.

- Now look at blocks 57 and 58. These blocks will not be used until "full pay" JUMPS next year; however, these will be the most important blocks to you. Block 58 is the sum total of the "total" blocks above it and will show the amount of pay due you on the last payday of the month. Block 57 will forecast how much you should receive on the next two paydays. This block will show how much you will receive if you have a longevity pay increase due, the effect of allotment starts and stops, tax withholding changes, etc. In short, when JUMPS is fully implemented it will provide you with a handy tool for planning your personal finances.

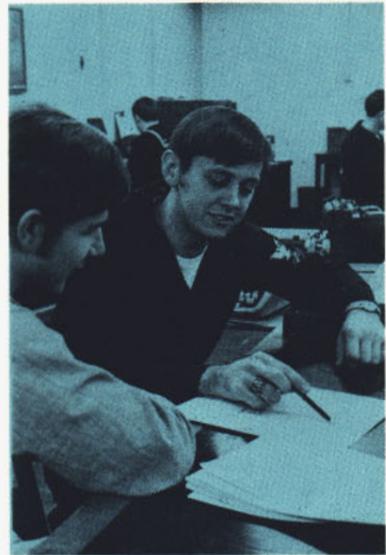
- Last, but certainly of primary import, is block 62 — REMARKS. Within this sacred area will be those notations mentioned above, plus many more. The important thing to remember here is that each remark pertains to you only — not some other guy or gal or the Navy in general and deserves your undivided attention.

In our illustrative case of Petty Officer Jones, he is being told that his first shipover will be possible on 21 Apr 1974, and a three-year reenlistment will earn him a bonus of \$1315.80 (\$438.60 X 1 X 3 yrs, = \$1315.80).

And there you have it. The beginning of a personal financial statement for every Navy member, complete with leave balances. Admittedly, it's only the beginning, but present plans call for all the blanks being filled very soon. And this means that your LES will take on new dimensions each time another "behind the scenes" step is taken. The best way for you to track this action is to retain your personal LES, not only for personal financial and leave management on your part, but also for comparative purposes over the long haul. This LES accumulation will provide you with a handy tool to manage your personal affairs.

The LES, which is so important to you personally, comes in two copies. One copy goes to your local disbursing officer which he will use after "full JUMPS," as a precomputed pay record. The other copy, of

62.		RNL DUE 740421 - USE BP WITH RNL FACTOR 1 X YRS	
R			
E			
M			
A			
R			
K			
S			



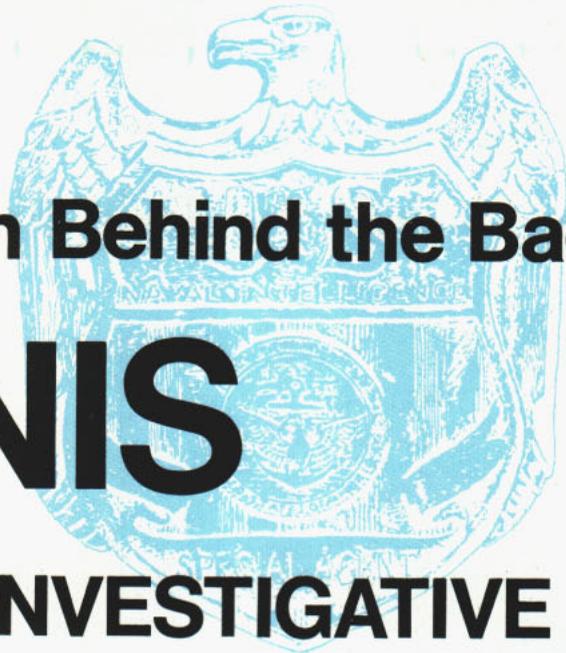
course, is your copy. The local disbursing officer will use his copy of the LES to determine the pay due and make local payment as before.

Now that you know what JUMPS and the LES mean to you, how about what it will do for the Navy? JUMPS, as an automated pay system, will provide more timely, more accurate, and more detailed information on how much and in what manner money has been spent for pay and allowances. It will reduce peak workloads locally in that the six-month renewal of pay records will no longer be required and W-2 tax statements will be produced by the computer at Navy Finance Center, Cleveland. JUMPS will be more accurate and consistent in pay computation, thereby reducing over- and underpayments which are costly to the Navy as well as a burden on the individual.

Present plans call for the final implementation of

full JUMPS for all officer personnel in October 1974. All enlisted members will start under the "full pay" JUMPS mode in early 1975. This means some dedicated footwork and a lot of hard work for disbursing and personnel officers as well as the Navy Finance Center, Cleveland. Some extremely capable people, however, are doing their best on behalf of the system. Meanwhile, we can all boost things along by staying abreast of what's happening. Each of us can contribute by ensuring that our pay-related matters are reported promptly and accurately — timeliness is next to cleanliness with JUMPS. And, finally, each of us will benefit immeasurably by the improved accountability of our resources.

Further JUMPS information can be obtained by contacting your local disbursing office.



The Men Behind the Badge

NIS

NAVAL INVESTIGATIVE SERVICE:

The Counterintelligence and Investigative Arm of the Navy

The building is deserted for the weekend – the plans office empty except for one man who has lingered. Confident he is alone, he slips four documents from a Top Secret safe and quickly copies them. The duty watch sees nothing amiss as the individual – a Navyman in uniform – leaves the building and rapidly crosses the near-empty parking lot to his car. A rendezvous is scheduled with a foreign intelligence agent in another city; timing is critical.

Once on the freeway, he speeds up, then stops unexpectedly along the shoulder to make sure no one is following him. There's no room in this game for carelessness, and the cash payoff will be big – more than enough to get his creditors off his back.

The payoff is not long in coming – life in prison for a series of acts of conspiracy to commit espionage. At the trial he learns that his movements on that day, and many previous days, had been carefully observed by federal agents, aware for months of his spying activities.

Mission Impossible stuff? Or is there really an army of James Bond types keeping all such Navy men under surveillance?

The answer is neither. Although the facts in the case are true, the Navy has no shadow legion behind every stanchion. But it does have the Naval Investigative Service (NIS) whose agents, in conjunction with the FBI, were responsible for the many carefully planned investigative steps that led to successful prosecution.

What Is NIS?

Brushing aside the mystique, NIS is simply a corps of hardworking professionals who quietly go about the daily business of criminal and counterintelligence investigations for the Navy.

“Our mission is a straightforward one,” says NIS Director Captain Barney Martin. “We operate a worldwide organization with a team of highly skilled officers, enlisted and civilian specialists whose job is to respond to the Navy’s needs in these areas. We are a service organization, purely and simply.”

Right: NIS special agents afloat support all elements of the task force to which they are assigned, sometimes highlining from ship to ship.



NIS was established as a field activity of the Naval Intelligence Command in 1966, with headquarters in the Washington, D. C., area. It is divided into 11 Naval Investigative Service Offices (NISOs), or regional headquarters. These range from London, across the U. S., to Japan. NISOs are further divided into Naval Investigative Service Resident Agencies (NISRAs). NISOs and NISRAs are maintained in areas of high Navy and Marine Corps concentration such as Norfolk and San Diego.

The Special Agent Afloat program also sends NIS agents to sea for six-month tours in aircraft carriers. Working closely with command, they provide the ship with full-time professional service.

"The program isn't new," CAPT Martin stressed. "It has evolved since 1966, and we now have an agent supporting each of our Navy's carriers. They have the full backup of the organization for evidence processing, lead coverage, and as much help as they need. This is true for every one of our men behind the badge."

What They Do—and Don't

The Assistant Director for NIS Operations, Mr. Earl S. Richey, said about policy:

"Our work involves only matters directly related to the Navy and Marine Corps and most of the cases involve matters of felony gravity — that is, serious offenses punishable under the Uniform Code of Military Justice.

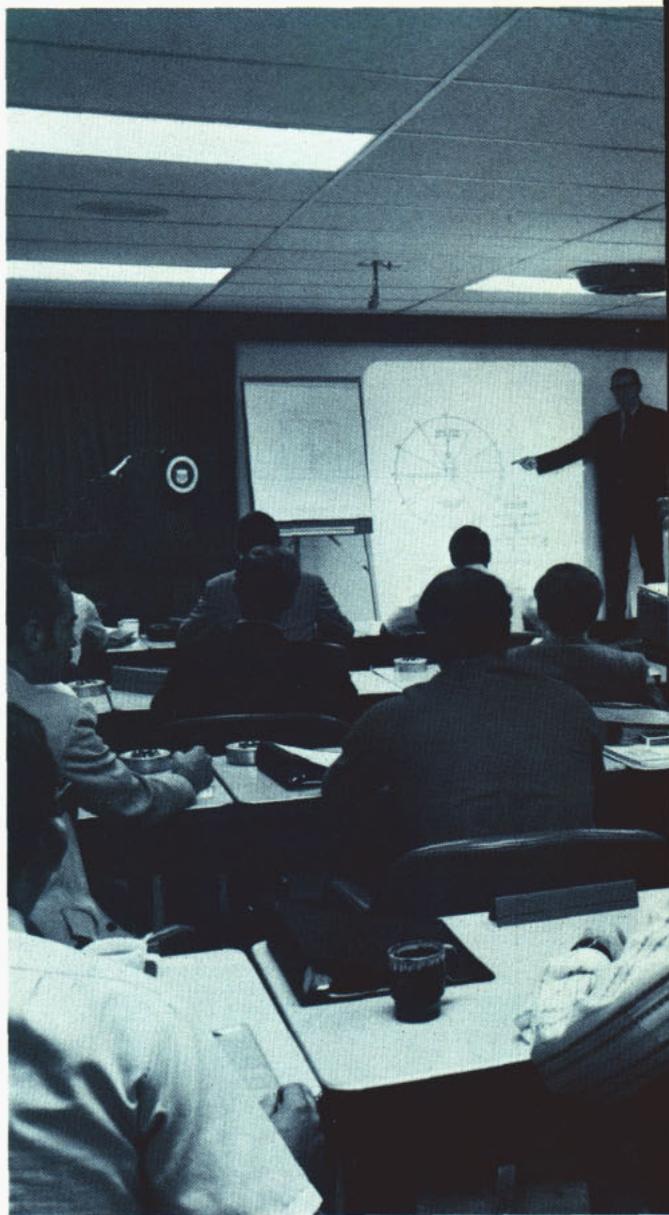
"NIS jurisdiction and responsibilities are very carefully defined by higher authority," he explained. "We don't, for example, investigate civilians unless they have a DOD connection. Neither do we initiate investigations on our own. We respond to command requests, and the reports go back to that command for whatever action they consider appropriate."

Personnel security investigations were transferred from the three services to the Defense Investigative Service in 1972, leaving the NIS free to concentrate solely on solving complex criminal and security matters. These run the gamut from arson, murder and assault to compromise of classified information. Occasionally incidents may be investigated that, by themselves, are not major, but when added together can have serious impact on morale — such as a large number of locker thefts aboard ship, or a series of threatening telephone calls to the wife of a sailor at sea."

What, then, is a typical case?

"There's really no such thing," the Assistant Director for Operations explained. "Every situation is different. We do have a standard approach, in that we're a fact-finding agency, and we try to resolve the basic questions: who? what? why? where? and how? When we find the answers to these, we usually find the answer to the problem."

There is no time limit to finding these answers. In 1969, an armed robbery took place at the American Express Bank at the Sangley Point, R. P., naval



station. The gang took \$57,000 and easily lost themselves among the 7000 islands of the Malay Archipelago. There was little information with which to track their movements. The NIS books remained open for nearly four years until Philippine law enforcement authorities, working closely with NIS agents, rounded up the last gang member.

Seeking out answers can also lead down unlikely paths. A case that began with the smuggling of automatic weapons into the United States ultimately led to the breakup of a major Asia-based narcotics ring.

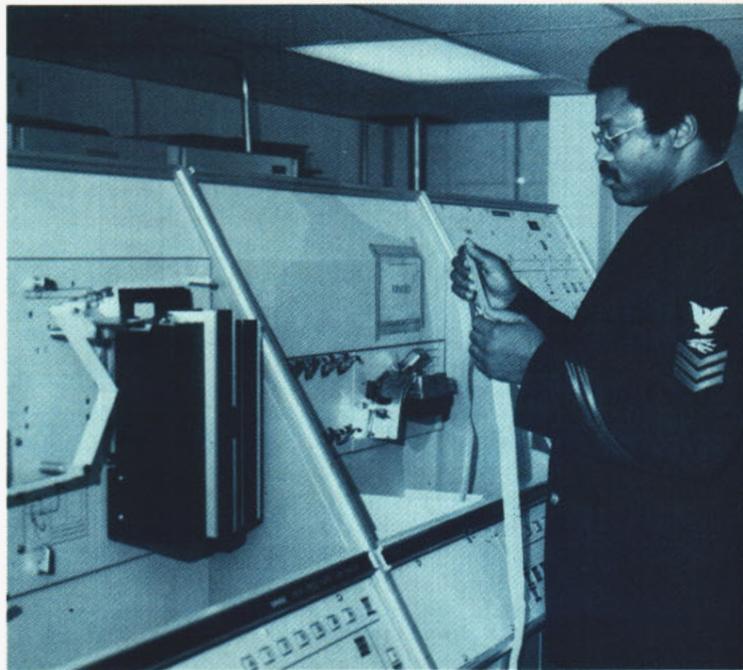
Acting on a command request, NIS agents learned that a group of Navymen in the Republic of Vietnam had concealed two pounds of narcotics in a set of



Incident to one of the apprehensions in this case, a .38 revolver was taken from a suspect at Saigon's Tan Son Nhut airport. The serial number had been filed off, but the sequence was restored by laboratory techniques and run through the data banks of the FBI's National Crime Information Center. The report revealed the gun had been stolen two years earlier in the robbery of a Montana sporting goods store. This information was turned over to Montana authorities for follow-up.

Narcotics investigations account for a large part of the NIS caseload. They led to seizures by the NIS of nearly \$700,000 worth of illicit drugs in 1973, and there are indications the figure may well be exceeded this year.

Glamorous as it may sound, the job of gathering



Above: Prospective agents receive intensive training at the NIS Academy in Washington, D.C. Right: Data Systems Terminal Equipment at NIS Headquarters is manned 'round the clock.

scuba tanks for shipment to the States. An attempted sale went awry when the material was contaminated by metal filings from the tanks. The group shifted to sealed plastic bags hidden in a night vision device. One member flew to California using false travel orders to set up another sale. NIS worked in coordination with other law enforcement agencies around the clock monitoring the group's movements and running down, literally, hundreds of leads. Evidence was carefully built up, and the case culminated with apprehension and simultaneous arrests on both sides of the Pacific during an attempted sale to a civilian buyer in San Diego. In all, eight members were convicted of conspiring to import a controlled substance (heroin) and sent to federal prison.

evidence is in reality a painstaking process, often involving hundreds of hours of legwork and study in the collection of facts — from interviews, recorded interviews, stakeouts and the like.

Sometimes the job doesn't end after the facts are gathered. "Just getting rid of things after the judicial process can be a problem," said one special agent. "One time we had 800 pounds of opium in an evidence locker, ready for destruction. When we went to get it we found the air-conditioning had broken down and the opium had melted all over the deck. We spent three hours with paint scrapers collecting it all over again."

Besides solving cases, the NIS also helps prevent them. Headquarters gathers and analyzes data from

agents' reports, the Department of Defense, police departments and other sources. Information gleaned from this data can show potential trouble spots. Commands and others concerned can be warned, hopefully, in time to head off trouble.

The NIS serves the Navy on many fronts. As part of the investigatory process, it serves as the liaison point between the Navy and all federal law enforcement agencies, as well as state and local police departments and foreign agencies. NIS agents are also kept busy giving ships' crews anti-drug presentations and port security briefs on what to expect from foreign intelligence activities overseas and how to avoid giving out sensitive information.

The NIS Team

People — Navy and civilian, men and women — with varied backgrounds and different talents make up NIS. But, no matter what their background, the common bond each shares is a sense of teamwork — the recognition that each is dependent on the other and each is equally necessary to getting the job done.

Military command and support personnel are largely drawn from the ranks of intelligence specialists. Officers with an intelligence designator usually serve at least one tour with NIS as a normal part of their career pattern.

Enlisted specialists perform a variety of jobs — working with the NIS reporting and communications system, running local agency checks, giving special briefings, or synopsising investigative data. As an NIS team member, he may find himself photographing a crime scene for evidence one day and manning a mobile radio base station the next — frequently, he must do all these jobs (and more) at isolated foreign duty posts.

"We go where the action is," CAPT Martin explained, "wherever the operating forces need our help. But sometimes getting there isn't that easy."

What do you do when a call comes in to apprehend a murder suspect on an ice floe inside the Arctic Circle? What the NIS team did was set the wheels in motion that had two Special Agents en route within hours, in a scenario complete with airborne helo refueling — the first of its kind ever attempted in the Arctic.

On the other side of the world, the NIS office in Pearl Harbor received a request from Marine Corps authorities to locate and interview a former officer on an important investigative matter. The support team responded at once and a Special Agent was on his way. Ten days and 21,000 miles later the agent found his man — at a remote mining camp in Western Australia's Great Victoria Desert.

The Special Agent

Problems like these are not an everyday occurrence, but there are few surprises for the men who make





Top: Special agents are trained in all phases of scientific investigation. Left: Dusting for fingerprints is only one part of a careful crime scene examination. Above: Firearms qualification is a regular part of NIS Special Agent training.

up the front lines of the NIS — the Special Agents.

Lawyers, engineers, law enforcement specialists — they come from a wide variety of backgrounds and are carefully screened to meet exacting standards. The NIS associate director, Mr. John Lynch, said of the qualities looked for in a Special Agent. "There are some basics that all our people must meet, — age, education, physical stamina. Beyond that we look for more elusive qualities: alertness, an even temperament, good deductive reasoning powers — common sense, if you like. But no two agents seem to come from the same mold."

Sometimes the differences in background pay off in unexpected ways. A case involving a threatening letter, for example, was broken by a Special Agent with an expert knowledge of philately (stamp collecting). He was able to match a single corner perforation on a stamp with another in a suspect's possession.

Becoming an NIS agent is no simple matter. Prospective agents must be U. S. citizens between ages 21 and 40, have a college degree, unquestionable background and be in excellent physical condition. Career motivation is another element weighed by

interview boards as part of the intensive screening process of the thousands of applications received.

Nor is it the easiest way to earn a living. The average civilian Special Agent can expect seven or more transfers during a 20-year period. At least one tour will be spent at sea with the Special Agent Afloat program. Several foreign tours may be in the offing since 30 per cent of the agent force is stationed overseas at any given time. Overseas tours last three years or more and the agent normally lives on the local economy.

Agent Training

Once an individual is hired he receives the best of training. It is rigorous and continuous. The new man usually begins with six months of on-the-job training in the field. Working alongside a seasoned journeyman, he learns the NIS methods and procedures.

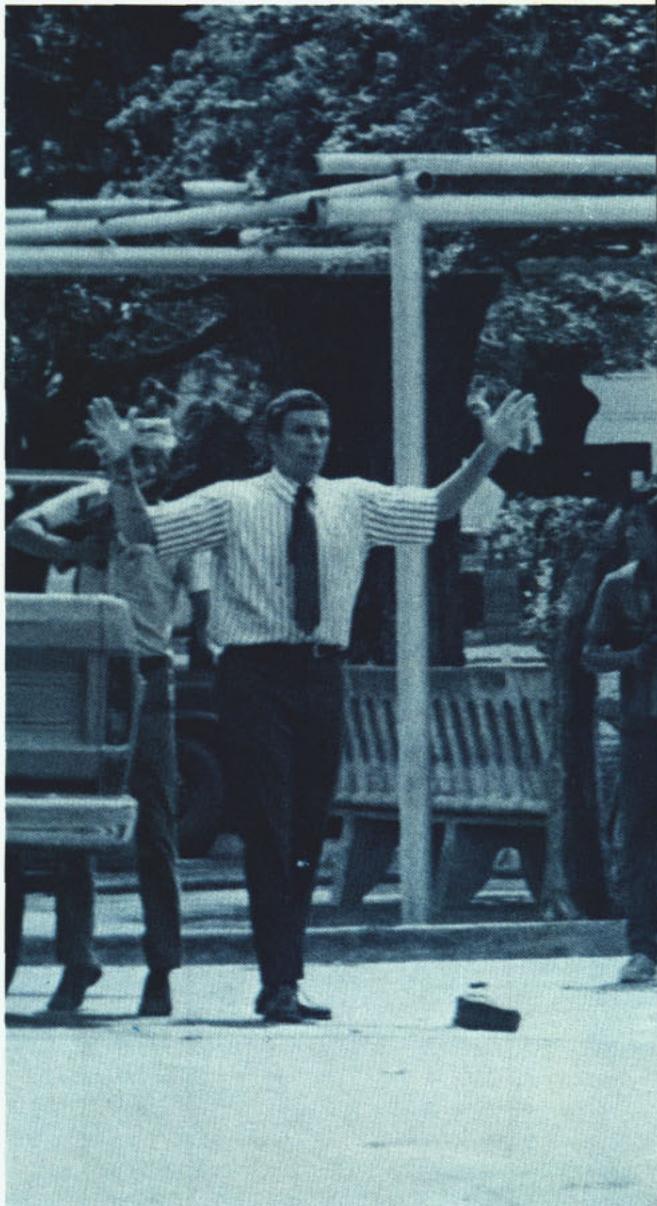
Then he goes into a rugged five-week basic training course taught by experienced NIS agents at Washington headquarters. Through classroom and laboratory work he learns such diverse things as constitutional guarantees to the individual, self-defense, criminal law, firearms proficiency (a must, with requalification required every three months), apprehension techniques, basic photography, fingerprinting, protective services, investigative theory, and more before returning to the field.

A heavy dose of street experience follows in all types of complex investigations. In time he may serve as part of a fraud squad, with a narcotics intelligence team, or as a counterespionage specialist. He may receive specialized training in polygraph operation, in voice print identification, or in any of a number of technical specialties necessary to the business of professional investigation. He will be called upon many times to testify in courts of law. Eventually, he becomes qualified to handle investigations on his own — but only when his superiors are absolutely sure he is ready.

HQ Backup

From Washington headquarters the pulsebeat of worldwide investigative activity is monitored around the clock. Exercising technical control over some 2000 ongoing investigations at any given time, the HQ staff provides the back-up of computerized file data, worldwide communications, research and analysis, lab facilities, agent-related equipment, and liaison with other Washington agencies.

NIS relies heavily on its computerized communications network to tie its web of operations together. Last year, NIS headquarters handled over 327,000 message communications. These included requests for investigations, special assistance requests, investigative progress reports, liaison, and information relayed to those having an interest in a particular case.



Above: Actual photo of hostages being taken during a bank robbery. Identification from this and other photos led to the apprehension of all the robbers. Right: The Director of NIS presents the Meritorious Civilian Service Award to a special agent.

Technical assistance to Special Agents in the field comes in the form of specialized research and development, supplying equipment and providing lab support. Research and development may range from simple kits for onsite drug analysis to sophisticated agent protective devices.

The NIS lab is one of the few in the country capable of processing voice prints. The Voiceprint Spectrograph is an instrument which, through analysis of tape recordings, provides a graphic chart of the sounds. The most common use is as an investigative tool to



establish or eliminate suspects involved in bomb threats, extortion, hijackings and the like; but the technique is by no means limited to voices. Car horns, engine noises, gunshots and breathing have all yielded voiceprint clues in criminal investigations.

At first glance it might seem that a great deal of effort is being spent on the maintenance of a fast reaction investigative force. And it might fairly be asked how much law enforcement is really necessary.

NIS statistics show that only a small fraction of those in today's Navy try to live outside the rules and subvert the rights of others, but that percentage can be costly in terms of operational readiness. Last year foreign objects placed in a reduction gear knocked one carrier out of action for three months; arson aboard another cost over \$7 million in damages. Wrongful destruction incidents must be promptly and thoroughly investigated to safeguard the operational capability of the Navy. Good order and discipline are, of course, the responsibility of command, and investigative back-up is only one of the many tools available to ensure that the lives and safety of all are not jeopardized by a few.

To meet its increasing responsibilities and better assist commands, the NIS is placing more emphasis on crime prevention as well as after-the-fact investigation. The uses of special criminal intelligence teams and antinarcotics units are some of the techniques being studied. There have been substantial breakthroughs, but the battle is far from over.

"Until the percentage of crime in the Navy is down to zero," CAPT Martin said, "I see no lessening in the need for a professional investigative corps."

The Naval Investigative Service is fully capable of meeting that need.

—JO1 Tom Jansing.



Interested in a Career in NIS?

If you are:

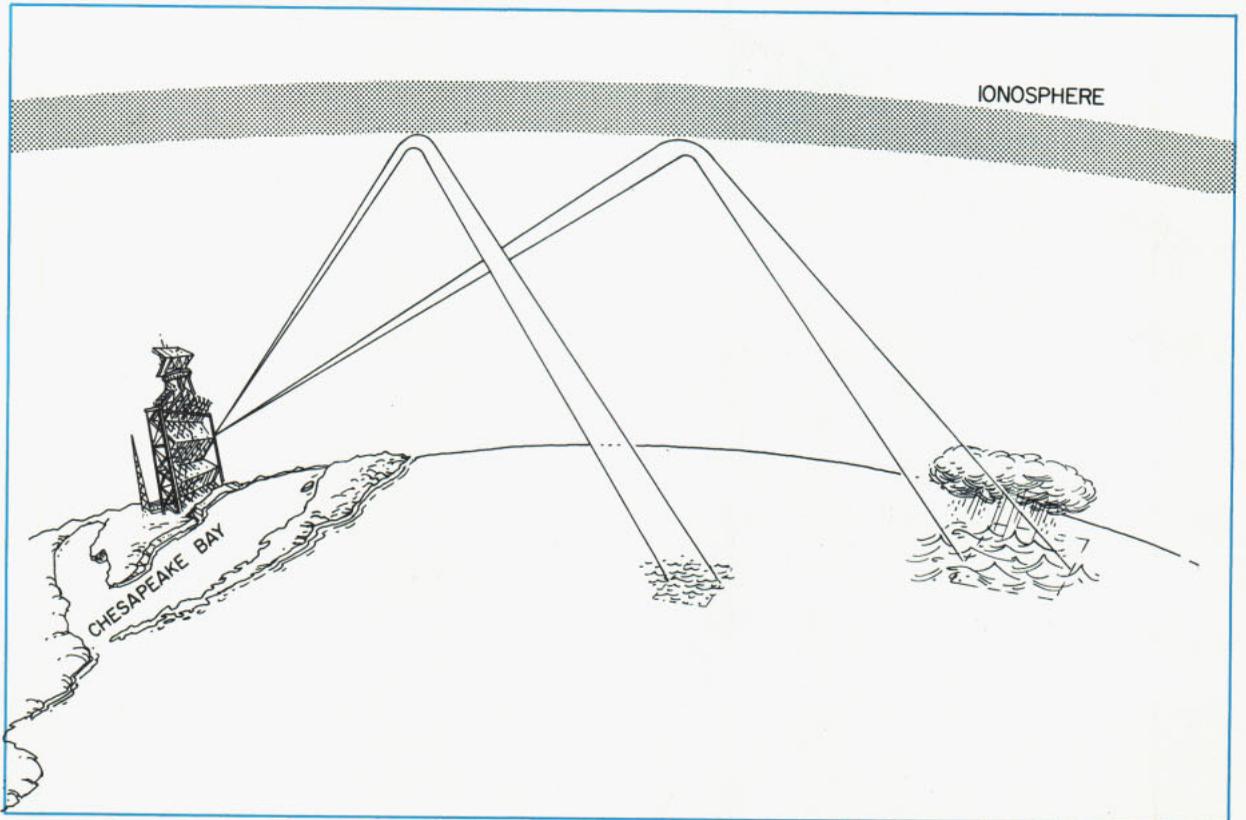
- A U. S. citizen
- Age 21-40
- A four-year college graduate
- In excellent physical condition
- Of unquestioned reputation
- Willing to transfer as required

Write:

Director, Naval Investigative Service
2461 Eisenhower Ave.
Alexandria, Va. 22331
Attention: Career Services Division

(Please include a completed Standard Form 171 (Personal Qualification Statement) available in any U. S. Post Office or from the U. S. Civil Service Commission.)

ON THE SCIENTIFIC FRONT



Madre, a Radar Technique, Makes Remote Observations of Ocean Weather Effects

A radar technique that promises to be of great value in sea weather observations has been developed by the Naval Research Laboratory. With its new capability, the Navy can make remote observations of weather effects over the ocean as they occur.

By using a radar called *Madre*, which can "see" over the horizon (OTH), the NRL scientists have been able to collect ocean weather data from the NRL bay shore site at Chesapeake Beach, Md., over a major portion of the North Atlantic. Such observations can be used by commercial and military weather services to warn aircraft and ships of storms brewing at sea. They can also be employed in compiling daily and long-range weather forecasts.

The importance of the OTH techniques lies largely in the fact that a major portion of the North Atlantic could be surveyed in as little as 30 minutes and, essentially, upon demand. The magnitude of the sea state can be determined, as can the direction and strength of the surface winds.

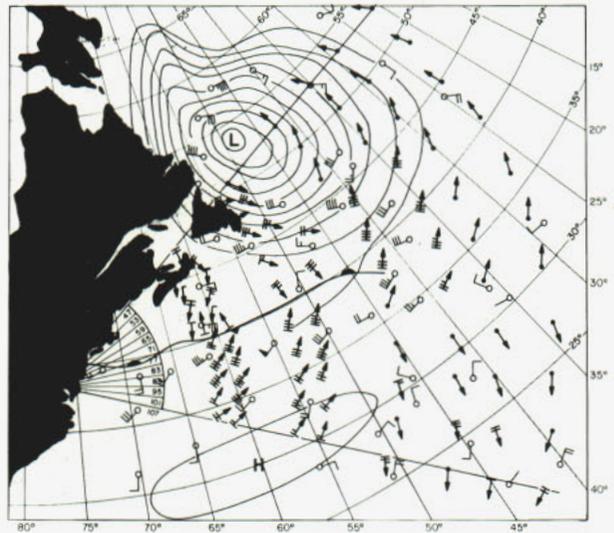
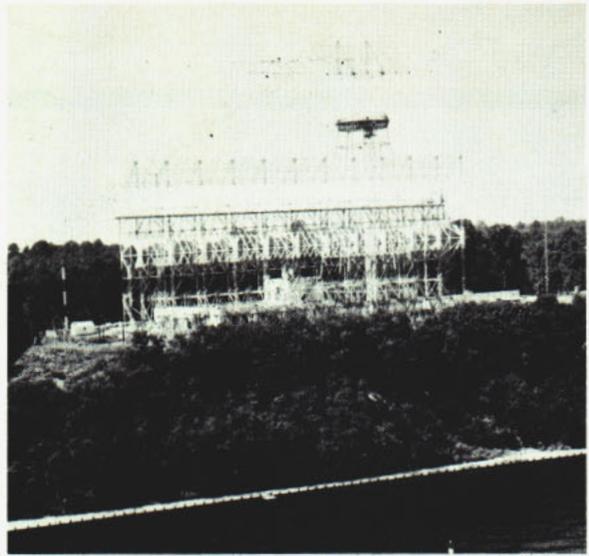
The remote weather sensing capability of *Madre* is based upon measurement of radio energy characteristics reflected from a series of patches of the ocean surface. These are determined by the degree of sea surface roughness within the patch. The degree of sea surface roughness, in turn, is related to wind speed and direction of that area. Since sea roughness and wind characteristics can be inferred from a single radar measurement, the conditions of the sea over broad areas may be observed.

In addition to its *Madre* facility, the Naval Research Laboratory is planning OTH experiments with a new radar to cover the North Pacific. This project will evolve in cooperation with the Wave Propagation Laboratory of the National Oceanic and Atmospheric Agency and the Institute for Telecommunications Sciences — both Department of Commerce organizations. Radar installation will be jointly operated by the Navy and the Commerce Department.

Portable Analyzer Developed to Enhance Ways of Detecting, Locating Sea Storms

A sea storm analyzer is being developed and evaluated by atmospheric scientists at the Naval Research Laboratory. It is expected to enhance present methods of detecting and locating storms at sea.

The techniques now employed by mariners for locating storms consist of direct observations, meteorological analysis, satellite photography and detection of distant lightning. The portable analyzer,



Facing page: Sketch showing *Madre* radar illuminating half of the Atlantic by ionospheric reflection for use in weather sensing. Top: The NRL's *Madre* High Frequency Radar at Chesapeake Beach, Md. Above: Weather map drawn from *Madre* data showing a storm off Labrador.

however, would furnish immediate information concerning the presence and location of storms at sea from a single land or sea location. This ability would be a decided advantage during wartime when storm forecast communications are often impossible to maintain.

The device receives and analyzes electrical impulses from distant meteorological disturbances. Each result is displayed on a calibrated oscilloscope grid as a dot of light. A time-exposure photograph of the screen shows clusters of dots which can be associated with storm regions.

A prototype atmospheric analyzer has been in operation at NRL for over two years in a joint effort project with German, Japanese and Argentine scientists to check the efficiency of the technique. Improvement, however, is possible and work will continue on the project. →

Silicone Improves Radio Communications During Prolonged Stormy Weather at Sea

A silicone grease has been used for three years on ships operated by the Commerce Department's National Oceanic and Atmospheric Administration (NOAA) to improve radio communications at sea during prolonged stormy weather. The grease may also have Navy applications.

During long periods of heavy weather at sea, salt spray and water often short-circuit radio antenna insulators so that personnel aboard ships can't communicate with people on other ships or at stations ashore. When the insulators are kept clean, dry and highly polished, however, electrical current in the antennas is not short-circuited to the ship's hull.

By using the silicone grease conceived by a NOAA naval architect technician, three NOAA ships could continue in radio contact, practically unhampered during stormy weather.

The new development may also benefit commercial radio and television broadcasting. The same technique used in ships can also be applied to antennas of radio and television broadcasting stations, preventing accumulations of ice and snow on insulators. Such accumulations sometimes short-circuit antenna insulators causing undesirable shift in directional arrays.

Calculator is Designed to Detect and Warn of Impending Ship Collisions

Navy and commercial ships will find greater safety from collisions at sea by using a "closest point of approach" (CPA) calculator developed at the Naval Electronics Laboratory Center (NELC) in San Diego. The new calculator is designed to detect and warn of an impending collision or near-collision course between two or more ships.

The technique most commonly used now by ships for collision avoidance is to plot manually the relative movement between one's own ship and the target ship on a plotting board from radar-derived data. This manual method of CPA determination is both time-consuming and error prone. It also depends, to a large extent, on the conditions and the skill and experience of operators. That's why there's a need for a simple, low-cost method of rapidly and accurately determining the closest point of approach without depending

entirely on highly skilled personnel.

NELC attacked the problem by developing a calculator which rapidly and accurately computes the five desired parameters: range, time, bearing, target speed and target course at the closest point of approach for up to five vessels. Recently, a demonstration of an experimental calculator aboard USS *Ticonderoga* proved to be successful.

The minicomputer takes radar-derived data from target ships, range bearing and time for two sets of chronologically spaced readings. It also digests its own ship's course and speed. From this information, the calculator automatically computes any or all of the five selected CPA parameters.

Human error resulting from incorrect data entry can be eliminated by providing the radar display with an array of position sensors. By merely placing a probe over the target, its coordinates would automatically be fed to the calculator. Algorithms for determining corrective change of course in case of an impending collision can be incorporated into the next generation computers along with the capability of handling many more targets.

There is also the prospect for automatic data acquisition and CPA determination and generating an alarm for an impending dangerous situation.

System Tested to Transmit Classified Data Over Commercial Communication Lines

Naval Electronics Laboratory Center at San Diego has designed and tested a facsimile system that will transmit classified data over commercial communication lines. The system can receive and transmit letters, maps, charts and other classified material not exchangeable by other means.

Tests have been conducted since last November using a circuit between the Naval Material Command in Washington, D. C., and one of its laboratories. Other terminals are now being opened at various naval laboratories; work was scheduled to be completed in October 1973.

Automatic Inflation Device Is Added To Life-Preserver for Added Safety

An automatic inflation device for life-preserver jackets, which originated at the Naval Ship Research



New salvage tools in action: Diver BU1/DV Larry Brucker uses a hydraulic impact tool to drill holes into a steel plate while his companion, EO2/DV Larry Stowers, works with a hydraulic grinder to remove a stud.

and Development Center at Annapolis, Md., is the latest safety feature to protect flight deck Navymen servicing carrier aircraft.

In evaluation tests, the jacket inflated immediately upon impact with the water. To ensure maximum visibility at night, a battery-powered light is attached to the preserver's left shoulder. The light, like the jacket, is activated upon impact with the water to provide a brilliant spot of illumination. For higher visibility, the jacket is taped with retro-reflective strips.

New Kit of Underwater Hydraulic Tools Superior to Current Salvage Equipment

An entirely new kit of underwater hydraulic tools was developed at Port Hueneme's Civil Engineering Laboratory (NCEL). It includes two types of wire rope cutters with extra blades, power drill, self-contained jacks, impact wrench with $\frac{3}{4}$ -inch drive, a nine-inch disc grinder, plus assorted brushes, sockets, gears and other equipment.

The tools use a hydraulic power unit employing a 10-25 hp diesel engine which operates a hydraulic pump. The engine is equipped with heavy-duty air cleaners and effective mufflers. The power source is basically surface supported. Hoses carry pressurized hydraulic oil to and from underwater tools.

Salvage men with Harbor Clearance Unit One in Hawaii, who tested the equipment, overwhelmingly approved it and recommended that the tool package be provided to salvage afloat units. Divers from USS *Deliver* (ARS 23) also used the tool package during a week of training and actual salvage of a pontoon.

The Naval Civil Engineering Laboratory began evaluating underwater tools in 1967. In 1969, the lab

was given the job of reviewing 16 salvage operations and interviewing experienced salvage men. The object: to determine work functions required in underwater salvage work. This research determined that hydraulic systems could advantageously be used for rigging and load handling, bolting, mechanical cutting, tunneling and excavating, grappling, drilling and tapping.

After six months of evaluation, the consensus was that the NCEL-developed tools and their hydraulic power unit were superior to the tools currently in use and should be adopted by all diving and salvage units. Much of the work related to the Navy's salvage program has been transferred to the Naval Coastal Systems Laboratory at Panama City, Fla. NCEL, however, will continue to develop new tools and equipment for seafloor construction.

Inexpensive Technique Tested To Fight Fires in Confined Spaces

A new technique for extinguishing fires in confined spaces was recently proposed and tested by Naval Research Laboratory scientists. The method is relatively simple. When a fire occurs in an inhabited gas-tight space, the pressure inside the compartment would be increased by adding nitrogen which is stable, inexpensive and harmless to men and equipment. The method would be particularly useful in submarines and other vehicles — vessels with compartments capable of slight overpressure.

Tests indicated that fires could be extinguished without production of harmful gases while maintaining a livable and comfortable oxygen level.

- NAVY PREP SCHOOL NOW ACCEPTING APPLICATIONS

The Navy Preparatory School in Bainbridge, Md., which prepares men for acceptance by the Naval Academy, is now accepting applications for the 1974-75 academic year. Some of the requirements for Navy enlisted men include: U. S. citizenship; being 17 to 19 years old on 1 July of the year accepted; attaining E-2 and completing recruit training; having a GCT-ARI minimum score of 120; and being single with no previous marriage. Those applying should also be in excellent physical condition. It is possible for some who have not completed their senior year in high school to be accepted.

Applications should be completed and mailed in by 1 July. Graduation from the prep school usually is followed by appointment to the U. S. Naval Academy. Detailed instructions can be found in BuPersInst 1531.

- FULL TRAVEL, TRANSPORTATION ALLOWANCES GIVEN TO E-4s

Persons in pay grade E-4 with more than two years of service -- regardless of the length of obligated active duty -- are now entitled to full travel and transportation for themselves and their dependents when they receive PCS orders. This means that members are entitled to reimbursement for dependents' travel; shipment of up to 7000 pounds of household goods; receipt of dislocation allowance; trailer allowances; shipment of privately owned vehicle; and receipt of overseas stations allowances at the "with dependents" rate.

A newly entitled member who is now serving on overseas shore duty who has dependents present in the overseas area, or is subsequently joined by dependents, may now be command sponsored if he has 12 months remaining to serve in the overseas area, or serves the prescribed accompanied by dependents tour, whichever is greater. Newly entitled members who are now permanently assigned to overseas homeported ships or afloat staffs, who are now accompanied, or subsequently joined by dependents, will be command sponsored without regard to time remaining on their overseas tours. OpNav-Inst 3111.14R of 1 Sep 1972 specifies sea and shore duty commands for entitlement purposes.

- HOUSING ASSISTANCE ELIGIBILITY EXPANDED BY NEW LAW

Navy families who are forced to sell property at a loss because of the closure or relocation of nearby commands may now be able to recoup some of their losses. A recent change to the Homeowner's Assistance Program extends assistance to government and military people assigned at, or near, an installation affected by a base closure and who are required to relocate. The original law gave assistance only to families actually assigned to the installation which was closing or moving. Now, personnel assigned to an activity which is not closing, but is nearby one that is closing, may be eligible where financial losses are incurred when selling property. The new law is retroactive to 1 Apr 1973 and its benefits can take three forms: cash payment, sale to the government, or government-paid foreclosure. Several hundred families in severely impacted areas,

briefs navy navy navy navy navy

such as Newport/Quonset Point, R. I., are now eligible for assistance. Details of the benefits are outlined in SecNavInst 11101.70A.

- EXAMINING CENTER MOVES TO PENSACOLA

The Naval Examining Center at Great Lakes has been disestablished and its functions relocated in new facilities at Pensacola, Fla. The move is part of the Navywide shore establishment realignment program announced last year and will place the examining center under the Chief of Naval Training Support, a functional commander of the Chief of Naval Education and Training. Requests for substitute exams, inquiries concerning advancement status and all examination returns are to be sent to: Commanding Officer, Naval Education and Training Development Center, Ellyson, Pensacola, Fla. 32509.

- COMMANDS REQUESTED TO ENSURE SUFFICIENT PCS TRAVEL TIME IN ENERGY CRISIS

Because of the effects of the current fuel shortage -- nonavailability of gas and Sunday closings of service stations -- the Navy has recognized that many of its members may incur personal hardships in reporting to new duty stations. Consequently, commanding officers are requested to make sure that individuals are allowed full delayed reporting time as authorized by their permanent change of station orders. If this time is not sufficient, additional time may be requested from the Chief of Naval Personnel.

If authorized delayed reporting time, travel and proceed time entitlements are not enough, with the result that an individual might still be reporting late -- thus missing port calls, departure dates, class convening dates, and other deadlines -- then commanding officers should request modification of orders for earlier transfers. For more information see NavOp 190.

- NAVY TAKING STEPS TO CONSERVE FUEL

As part of the energy conservation efforts currently being undertaken by the federal government and many parts of the civilian society, the Navy has instituted a number of energy-saving measures throughout the fleet and shore establishment. In the fleet, ship transit speeds are being limited to the most economical permitted by operational commitments. When practical, night anchoring is being scheduled instead of night steaming; total underway time is being reduced.

Cross-country training flights and flight operations in general are also being reduced. Training events which consume large quantities of fuel are also being cancelled. Ashore, government cars are being restricted to 50 miles per hour and thermostats in buildings are being turned down. Commands are being urged to establish energy conservation panels and to look for additional ways to save fuel.

- STORING GAS CAN BE DANGEROUS, FIRE OFFICIALS WARN

During the current fuel crisis, you may have trouble finding a gas station that's open -- but that's better than trying to take a can of gasoline along with you, according to the experts. Fire officials say that motorists who have an extra can of gas in their trunks run an extremely high risk of

having it explode, especially if struck by another car. Gasoline storage at home is also dangerous and may be illegal. In many localities it is against the law to have more than one gallon of gas stored in your home.

- FUEL CONSERVATION FORCES CUTBACKS IN SPACE AVAILABLE AIR TRAVEL

Military personnel wanting to travel on space available flights may have less chance to do so in the coming months. Officials at the Military Airlift Command headquarters have said that fuel conservation measures have forced cutbacks in the number of flights and the number of space available seats. Cargo flights will also be limited, and seats on them will be almost nonexistent since they won't leave unless they have a full load of cargo.

Military personnel, consequently, are urged to make firm reservations on commercial airlines when planning to travel. They should be forewarned even with this, however, because some airlines are having to cut back on the number of flights they carry and cancellations could become a problem for any traveler.

- NAVY READIES PHASE TWO OF CONTINUING RACE RELATIONS EDUCATION PROGRAM

The Bureau of Naval Personnel reports that over half of all Navy personnel, including two-thirds of those in pay grades E-5 and above, have participated in the Navy's race relations education seminar programs to date. All active duty people will have participated before 1 Jul 1974. The second phase of the Navy's race relations program will concentrate on institutional and personal affirmative action for equal opportunity and the continuing effort to eliminate racism. A conference was held last December with the representatives of Fleet and Type Commands, the Chief of Naval Education and Training, the Naval Material Command, Human Resource Management Centers and the BuPers Human Resource Development Project. The next phase of the program resulting from conference proposals will be field-tested and implemented during this year.

- ALL HANDS' RIGHTS AND BENEFITS ISSUE STILL AVAILABLE

Copies of the ALL HANDS issue entitled "Rights and Benefits for Navy Men, Women and Their Families" (NavPers 15885-C) are still available to individuals, commands and career counselors through command supply channels. This Rights and Benefits issue, an updated version of the original Dec 1971-Jan 1972 issue, describes in detail programs and opportunities available to Navy men, women and their families. The issue was updated and reprinted in quantity so that career Navy men and women could obtain copies. This publication is stocked at the Naval Publications and Forms Center, Philadelphia, Pa., as Cognizance I stock. Commands should submit a MILSTRIP requisition, citing S/N 0500-343-0000. Note: Do not submit requests to ALL HANDS Magazine.

- ATLANTIC SEAL TEAM TWO CITED BY PRESIDENT

The Inshore Warfare Command Atlantic, SEAL Team Two has received its second Presidential Unit Citation for its work in Vietnam. The citation praised the team for "extraordinary heroism and outstanding performance of duty in the conduct of unconventional warfare against enemy force in the

briefs navy navy navy navy II

Republic of Vietnam from July 1, 1969 to June 30, 1971." The citation specifically notes action of 22 Aug 1970 during which members of the team "liberated twenty-eight South Vietnamese prisoners of war...deep inside the violently hostile Dam Doi District of the Mekong Delta." The unit's first Presidential Unit Citation was for 1 Jul 1967 to 30 Jun 1969.

- AMERICAN WINS NAVAL PENTATHLON CHAMPIONSHIP

Lieutenant (jg) Brian A. Robbins, a member of the Naval Inshore Amphibious Group Eastern Pacific, SEAL Team One, Coronado, has won the overall individual title in the 16th International Military Sports Council (CISM) Naval Pentathlon in competition at Puerto Belgrano, Argentina. LT Robbins led the American team which also took the team championship in the six-nation competition. Another winner in the competition was Seaman Chris A. Springborn, also of SEAL Team One, who took the individual silver medal.

The pentathlon competitions include an obstacle race, utility swimming, amphibious cross-country, lifesaving, and seamanship. ENCM Don F. Rose was again the coach of the U. S. team. Over the years under his coaching, the U. S. Navy has compiled a long string of successes in tests of naval skills. Records in three of five events are held by Americans. Captain Robert F. Stanton, also from Coronado, was selected to be the CISM representative at the 1973 championships. The Argentine navy hosted the matches; this is the first time the Naval Pentathlon has been held in South America.

- HUMAN RESOURCES MANAGEMENT CENTER SET FOR D. C.

The Navy's fifth Human Resource Management Center has been established in Washington, D. C., under the operational command of the Chief of Naval Operations. The center is being set up to support commanders of shore activities not under Fleet control and will provide assistance to senior commanders in the Washington area in organizational development and management, intercultural relations, race relations, and drug and alcohol abuse prevention. In addition, control of the Human Resource Management Centers at San Diego and Pearl Harbor has been transferred to CinCPacFlt and of the Norfolk Center to CinCLantFlt, to better integrate the people and operating forces of the Navy into a more efficient organization.

- WEST VIRGINIA VIET VETS DUE FOR STATE BONUS

West Virginia residents who served in the Republic of Vietnam may be eligible for a cash bonus, made possible by the state legislature. To qualify initially for the bonus, veterans had to serve on active duty 90 days and be a resident six months just before entering service. Person who receive the Vietnam Service Medal or the Armed Forces Expeditionary Medal (Vietnam) can receive \$20 a month for each month of active service from 1 Aug 1964, up to \$400. Persons who received neither medal can receive \$10 a month up to \$300. Survivors of deceased veterans can apply for a bonus, and survivors of those veterans who died as a result of their service during the Vietnam period may receive a \$500 bonus. Applications should be made to the West Virginia government.

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

An Honored Occasion



MCPON JOHN D. WHITTET

A year ago this month, I participated in the launching ceremony for a Navy ship that is to bear the name, USS *Truett* (DE 1095). Named after Chief Petty Officer Quincy H. Truett, who served heroically in the Vietnam conflict, *Truett* is scheduled to be commissioned in May of this year. Such an occasion

is always an impressive one, and I'd like to share some of the thoughts that passed through my mind as I stood there on the platform with the officials and spoke to the audience who had come to honor a new ship and the man who gave his life in giving it his name.

Launching ceremonies are time-honored occasions

of pageantry, inspiration, beauty and even novelty. The launching itself is a delicate, demanding, sometimes thrilling job. In times past, launchings have not always gone as planned. Checking back into history, we might relive the launching of our first iron ship — *Michigan*.

With a little help from the Naval History Division we can visualize "a cold and blustery afternoon, a small group of shivering spectators waiting for the launching of *Michigan*. The air was filled with anxiety as many of the onlookers had doubts as to whether an iron ship would float. The signal for launch was given, the ship started to move, hesitated, and suddenly stopped. Workmen strained to complete the launch, but without success. Tired, cold, and discouraged, everyone finally went home. Before dawn the next morning they all returned to resume the struggle, but *Michigan* was gone. Our first iron ship was afloat, after safely launching herself sometime during the night."

According to our Navy historians, the first recorded christening of a U. S. ship was that of frigate *Constitution* on 21 Oct 1797. Captain James Sever, U. S. Navy, broke a bottle of fine madeira wine over the bow of his famed frigate. *Constitution* was not as ready as the work crew to slide down the building ways; it was three days later before she floated in Boston harbor. This failure to launch on schedule was certainly no deterrent, however, and she became the famous "Old Ironsides."

Not every ship will have a history as glorious as "Old Ironsides," but every ship is a substantial part of the great cause for which Americans have sailed and now churn the open seas. No matter the size, the design or the armament, each of the many United States vessels, from the simplest tug to the mightiest aircraft carrier, is a vital and important member of

Old Navy Ratings

You can't strike for "jack-o'-the-dust," "bayman" or "captain of the top" any more. A hundred years ago, give or take a few years, you might have. Now you take the exam for storekeeper, hospital corpsman or boatswain's mate, direct descendants of those three older specialties, according to a report in *ALL HANDS* in its December 1969 issue, page 64.

Through nearly two centuries of development, the Navy's ships and weapons have come a long way, and so have the jobs of the men on board.

For instance, in the sailing Navy, the purser had a lot to do with pulling the purse strings. He was responsible for supplying the ship with provisions and for selling clothing and small stores to the crew. In effect, he ran and operated a ship's store as a busi-

ness and made money at it. His income was sometimes higher than the captain's. The purser's assistant was called a "purser's steward." But he was more commonly known as "jack-of-the-bread-room," which later became "jack-o'-the-dust," probably in recognition of his work with dusty flour and in the storerooms.

The corpsman, like medicine in general, has made considerable progress in 200 years. On board USS *Constitution*, the boys who assisted the surgeon's mate were called "loblolly boys." (Both the thick gruel and the medicine they served to patients were known as "loblolly." In later years, they were variously known as surgeon's stewards, apothecaries, baymen, hospital stewards and pharmacist's mates.

Of course, the man with one of the longest and saltiest traditions behind him is the sailor who knows everything there is to know about seamanship, the boatswain's mate. The old warrant bos'n was one of

the Navy team. *Truett*, a *Knox*-class escort ship, is specially designed for locating and destroying enemy submarines but also has many of the characteristics of the swift and deadly destroyer. She has accommodations for a crew of 17 officers and 228 enlisted men.

Here are some statistics: She will carry "bow-mounted, long-range sonar and variable depth sonar. Her armament will include one 5-inch/54-caliber rapid fire gun; an antisubmarine rocket system (*Asroc*); and two antisubmarine homing torpedo launchers. The escort ship will have space and weight reservations for a self-defense missile system."

She can operate as a unit of a hunter-killer task group, screen amphibious or underway replenishment forces and patrol coastal waters for missile-firing submarines. Like the destroyer, the escort ship is capable of a variety of different operations which make her a valuable addition to the force in readiness.

Truett, like all Navy ships, is more than cold steel and raw capability. Sailors have a way of giving a personality to their ships. They eat, sleep, work and live aboard, and they depend upon all of the vital characteristics of our ships for their very existence. So, beyond the metal dimensions and technical capabilities lies the ship's "spirit" or personality, the image in mind or feeling in heart of the crew.

The name of a given ship and the significance behind the name form an integral part of that spirit or personality; it is especially fitting that this new ship should receive the name and bear the heroic example of Chief Petty Officer Quincy H. Truett. Chief Truett was posthumously awarded the Navy Cross for heroism in action while serving as a member of River Patrol Flotilla Five in the Republic of Vietnam.

On the night of 20 Jan 1969, along the Kinh Dong Tien Canal, Chief Truett was serving as patrol officer

of two river patrol boats in company with an armored troop carrier and two other river patrol boats when the entire unit came under intense enemy fire. *Truett's* boat was fourth in the column when the Patrol Boat 8137, directly ahead, went up in flames forcing its crew into the water. Chief Petty Officer Truett ordered his patrol boat to the other burning craft, exposing himself to the blistering enemy fire and assisting the five-man crew of patrol river boat 8137 from the water. Bright fires on the canal banks made him completely visible to the concealed enemy throughout the action. Mortally wounded, he continued in action until the rescue was effected.

Nowadays, it is almost fashionable to question and criticize the military in our country. But in the midst of criticism, literally in the midst of hostile enemy firing, Chief Truett has given us all an unquestionable example of one man's humanity. His concern for his shipmates' safety, and devotion to duty, were in keeping with the highest traditions of the naval service.

About the future of *USS Truett*, no one can predict now the significance of her role in history. But we do know that she is a very fast ship, built to sail, if necessary, "in harm's way." She was built by men of peace, to keep the peace, and preserve the freedom we all enjoy. If it weren't for the mobility and strength of this ship, soon to join others like it, and if it were not for the humanity of Chief Truett and others like him, we would lose the right to speak freely, or to criticize one another.

I want to direct my last words to the crew of *Truett*. Remember Chief Petty Officer Quincy Hightower Truett. Let his example serve as an inspiration and a reminder that you are the "keepers of freedom." Understand your role in the defense of America; study it. Regardless of political persuasion, all Americans depend on you, whether they believe it or not.

the most important men aboard a sailing ship. His "call," predecessor of the IMC system, would "pipe" and be heard from the top of the tallest mast to the bottom of the deepest hold. Among his subordinates were the sailmaker, a ropemaker, and the cockswain (later spelled coxswain), who was in charge of the cock boat, the largest boat onboard.

There were also "captains" of the various masts — the mizzenmast, the foremast, and so on. A few other ancient and not-so-ancient oldies; the lamp cleaner, schoolmaster, telegrapher, airship rigger, and aviation carpenter's mate (there was a lot of wood in early aircraft).

Prize for the most unusual name must belong to an ancestor of the modern fireman. From 1893 to 1917 he was called a "coal passer," before that, a "coal heaver."

The electronic, nucleonic, supersonic Navy has

come a long way since those distant days and so have the ratings that followed. Nothing illustrates the fact more graphically than a rundown on some of the modern ratings of the enlisted Navyman. For example; data systems technician, precision instrumentman, photographic intelligenceman, missile technician, data processing technician, avionics technician and interior communications technician. There are also NEC specialties for nuclear propulsion plant operator and nuclear reactor operator.

Rating terminology changes with the times, but the name of the game is still self-study, personal motivation, and self-discipline. The Navy has provided, and will continue to provide, a path of advancement for each individual. The opportunity is here and there is no better time for self-improvement than today!

—RMC Blaine R. Thorson



people helping little people

CLOWNING AROUND

for safety's sake

The Navy isn't clowning around about safety. But Chief Hospital Corpsmen Marvin E. Thomas and Curtis J. Fellman are.

When not performing their duties with Naval Mobile Construction Battalion Ten, the two dress as clowns and spread the safety message to children in hospitals, schools, service clubs and anywhere else

NRSO Survey

Businessmen know that if they keep their customers happy, chances are they'll become repeat customers.

It's no different for the Navy Exchange and Navy Commissary Store officers. They continually endeavor to satisfy your needs and requests — so long as they know what they are.

Two ways of finding out what you like best or least about the operation of your Navy resale outlets are through facility suggestion boxes and surveys. While suggestion-box ideas may lead to a single situation solution, a research survey can result in a much broader insight, linked with customer satisfaction, as the Navy Resale Systems Office learned after studying more than 4700 responses to an active duty and retired-list survey held in the greater Norfolk area.

The results showed that the majority of those questioned felt their privilege of shopping in exchanges and commissaries to be "one of the most valuable benefits of being in the Navy." They were also of the opinion that appreciable improvements have been made in both facilities, but there remains room for more. Consequently, the same majority opposed closing the exchanges and commissaries in favor of an increase in pay equivalent to their current benefit savings.

These attitudes represented more than 3700 of the active duty men and women who participated in the survey. Of these 2772 were enlisted, 994 were officers — 2793 were married, and 973 were single. The overall group represented a 72 per cent return of the 5000 survey forms distributed to more than 200 activities ashore and afloat.

The retired participants represented 12.5 per cent of the retired Navy persons living in the Tidewater Virginia area. Of the 1500 questionnaires mailed out, 1018 were returned, or some 70 per cent.

Aside from being satisfied with the resale shopping privilege, the survey showed that the patrons of the Navy Exchange were appreciative of sales clerk courtesies, established store hours, merchandise dis-

Facing page: "Peanuts" and "Pappy" have the undivided attention of the children of Loma Vista School in Ventura, Calif. Right: "Peanuts" demonstrates a fire alarm box to first graders of Sierra Linda School in Oxnard, Calif. Below: Children of Loma Vista School hold their ears as "Pappy" is surprised when "Peanuts" explodes a firecracker.

they can sell safety in Ventura County and battalion deployment sites.

The whole purpose of their clown routine is to get the youngsters' attention. While clowning around, Thomas and Fellman slip in some serious safety talk.

For instance, in the middle of the act one of the clowns will show a stop sign and explain its meaning. Or one might produce a fire alarm box and show the children how it works.

Tests have shown that the children retain 85 per cent of the clowns' safety message.

Chief Thomas, a veteran of 18½ years of naval service, is a bona fide registered clown. He has two decades of clowning in his log book. He has made clown appearances on television and with a circus. His stage name is Peanuts.

Chief Fellman is the novice of the team — he's only been clowning for six months. He goes by the name of Pappy.

How does clowning around fit into their future? Chief Thomas, nearing retirement, says he will always be a clown. Chief Fellman will keep at it too, on a part-time basis.

—Story and Photos by PH1 Charles Graham



plays, mini-mart and quick-stop stores, and check-cashing facilities in particular. Many approved of selected toiletries and cosmetics, and in general the value of merchandise received in exchange for the dollar spent.

There was, however, some mixed opinion about clothing values. Liked least was the lack of wider selections in sizes and styling, and the lack of budget-priced clothing. Dissatisfaction with the clothing issue was substantiated by the list of items exchange patrons most frequently purchase in commercial stores — men's sport shirts, sport jackets, slacks, shoes, sneakers, ladies' hosiery and dresses, and children's clothes.

The majority of those answering the questionnaires who used the Navy Exchange service departments rated the service station, cafeteria, enlisted clubs, laundry and dry-cleaning facilities, tailor shop and Navy Lodges as "good" or "excellent." A mixed reaction was received for the services provided by auto repair centers, beauty salons and barbershops.

Questionnaires distributed to married active duty persons and retirees contained an expanded section on the commissary store which was not included in those provided to single people. Responses indicate

general satisfaction with the store operations, especially courtesy of store employees, store hours, selection of brands, meat displays and meat selections. Many felt they get their money's worth on most merchandise, but expressed mixed opinions regarding values in meat, poultry, fresh fruits and vegetables.

When asked about stocking soft drinks in multipacks and cases, the majority replied that these items should be sold in their commissaries. Opinion was mixed, however, about the sale of cigarettes in the commissary stores.

Areas both the exchanges and commissary stores might look toward improving, based on survey suggestions, include: parking facilities, advertising special promotions on the availability of new merchandise, stocking the latest merchandise and, with specific regard to commissaries, improving chopped beef products and selections of fresh fruits and vegetables.

An in-depth analysis of this attitude survey is being made by the NRSO to determine what improvements need to be made now and how these suggestions can help to develop future Navy Exchange and Commissary Store programs.

NAVY EXCHANGE



Whether your coat buttons are silver or gold, improving the quality of your life style is one of the primary objectives of your Navy Exchange. That's quite an undertaking, trying to satisfy such a wide range of needs and interests while keeping the keynote in harmony with tightly budgeted margins.

But to settle for less could, in the long run, be costly. Therefore, "seconds" or "irregular merchandise" will not be found in any Navy Exchange. Most items sold are well-known, brand-name products of manufacturers with reputations for quality, ensuring the customer a greater return for money spent.

On the other hand, the exchanges recently began introducing budget-priced merchandise on their shelves as a result of repeated customer requests. These items may not carry popular brand names and may not have the durability of the higher priced goods, but they nevertheless measure up to quality standards of the exchange system — a real boon to budgeters of low pay-grade families.

Selecting merchandise for resale requires teamwork among each Navy Exchange officer, his merchandise manager and the local exchange buying staff. To begin with, all merchandise must meet the criteria established by Congress in the Armed Services Exchange Regulations (ASERs) which prescribe the type of merchandise and services that may be provided to patrons of Armed Forces exchanges operating both in the States and overseas. The regs also establish who is an authorized customer, the maximum wholesale price that exchanges can pay for certain items of merchandise, and restrict the sale of certain products.

Among the items not allowed to be sold by Stateside Navy Exchanges (not including those in Alaska and Hawaii) are major appliances, television sets, furniture, furs, automobile tires, men's suits, air-conditioners and stereo components. Overseas Navy Exchanges must follow the general policies and procedures of the Armed Services Exchange Regulations, but they are not bound by the restrictions of the regulations and therefore may offer certain items unavailable Stateside.

Such hasn't always been the case. Shortly after World War II, there were no limits on what could be sold in Navy resale outlets. Any legal item could be sold; however, commercial stores' objections were so pronounced over the unrestricted resales that Congress was forced to step in and attempt mediation. A special subcommittee of the House Armed Services Committee did not go along with commercial demands to close all military resale activities, but neither could it sanction the continued unrestricted merchandising policies being practiced by the military stores.

Consequently, the Armed Services Exchange Regulations were developed, approved by Congress and published by the Secretary of Defense in 1949. Navy Exchanges (and Commissary Stores) have been governed by these regulations ever since. Periodic reviews of resale operations are conducted by the HASC and the ASERs are updated and revised to reflect changing conditions.

The range of items available at your Navy Exchange is also restricted — to some extent — by the amount of money available to invest in merchandise. The exchange officer cannot afford to stock a broad range of merchandise in each category unless sales are sufficient. Merchandise that sits on the shelf or in the warehouse ties up money that is needed to keep the exchange stocked with other goods. At times, this limits selections to the most popular items, often more costly, particularly in smaller stores. Space is another reason why a full selection of different brands cannot be stocked. Many exchanges simply don't have room to provide all the products available in the same category. Therefore, they must confine their selections to one, two or three brands that are in the best seller column.

And, of course, there's always the budget to consider. Since exchanges pay their own expenses for civilian payrolls, overhead costs, and merchandise, and the like, they must follow established stock-to-sales ratios. These ratios are developed for anticipated sales volume to ensure continued financial stability. This leads to the subjects of pricing and savings.

You can save between 20 and 25 per cent by shopping at your Navy Exchange, according to figures



developed last year by the Navy Resale System Office, guardian of all Navy Exchange outlets.

By conducting a price comparison survey of 122 items between Navy Exchanges and commercial stores, results showed that savings were 24.5 per cent when compared to *average* commercial prices and 21.5 per cent when compared to the *lowest* commercial prices — not including any sales tax savings.

NRSO plans to continue making such price comparison surveys every six months to ensure that you are getting the most for your money.

The average markup on merchandise sold in the retail outlets of the exchange is 15 to 17 per cent. The low is 10 per cent, the high is 25 per cent, with essential items having a lower markup than nonessential.

Markup policy is established for all items of merchandise by the NRSO and not by your local Navy Exchange officer. The NRSO is also responsible for providing technical guidance and professional assistance in the operation and management of Navy Exchanges worldwide.

In traveling from one duty station to another, you may have detected a price difference for the same brand item in various exchanges. This results from varying transportation costs or smaller quantities ordered by the exchange having the higher-priced item. Prices charged by Navy Exchange service departments are largely established at the local level and are based on local labor costs in the area and the cost of commodities needed to provide the service.

For example, a hamburger could cost more at a Navy Exchange cafeteria in Maine than in Florida if labor costs are higher in Maine, or if the price of meat is

higher, or a combination of the two. Whichever, all prices at Navy Exchanges are established at the most reasonable level possible to provide customers with bona fide savings while allowing the exchange to pay its expenses and to support morale and recreation programs.

That's where the profits go — as contributions toward support of local recreation funds and the Central Recreation Fund for the Navy controlled by the Bureau of Naval Personnel.

The money is used for outfitting hobby shops, bowling alleys and movie theaters; buying recreational equipment and sporting gear; maintaining ball fields, golf courses, swimming pools and other facilities. In fiscal year 1972, the contributions to recreation programs generated by all Navy Exchanges amounted to more than \$38 million.

Therein lies the reason why Navy Exchanges cannot sell merchandise at cost. They are nonappropriated fund activities — meaning they operate solely without any financial support from tax payers' funds allocated through Congressional appropriations. Aside from the cost of the merchandise they put on their shelves, and the payrolls, the exchanges must absorb the cost of renovating and refurbishing facilities, new construction, all supplies used by the exchange and other day-to-day operating expenses.

To provide customers with further savings, the Navy Exchanges (and, indeed, Commissary Stores) have adopted the popular practice of redeeming "cents-off" coupons. These coupons, available through newspapers, magazines and direct mail, are redeemable at the exchange as a discount off the regular price of merchandise that is carried in stock. Such



coupons must not have reached their expiration date, of course, and must be specifically for the merchandise actually purchased.

Perhaps you buy something at your exchange and are not satisfied with the item. Return it. The Navy Exchange system has a firm policy of "Satisfaction guaranteed or your purchase price cheerfully refunded." This policy applies to any item, purchased at any exchange.

Refund and adjustment procedures are in effect at your exchange and special refund or adjustments clerks have been designated to assist you. If you have a problem with some item, take it back, together with

the sales slip, and ask for the refund clerk or the refund manager. Every effort will be made to make a suitable adjustment or refund your money.

As a patron of the exchange and its various service facilities, including the barbershop, cafeteria, service station, vending machines, beauty salons, dry cleaners and so on, you establish yourself as a shareholder. As such you benefit two ways — through merchandise cost savings and through the numerous recreation and leisure-time programs provided by your Special Services Department.

It's all part of the present day effort to improve the quality of your life style in the Modern Navy.



Miss Junior Miss Joins NROTC



Lights from the edge of the parking lot glowed faintly through the fog as nearly hidden figures hurried through the mist and began forming in ranks. It was five in the morning.

Among them was a slim, petite figure with back stiffened and chin up slightly higher than normal, waiting her turn at inspection as the company commander made his way down the row of midshipmen next to her.

It was a new experience for Linda Rutledge, but her mood and manner were a far cry from those she had experienced during the pageantry that saw her crowned America's 1973 Junior Miss. That was when it all began, with the winning of a college scholarship and, eventually, her selection to receive a Naval Reserve Officers' Training Corps (NROTC) scholarship to Pennsylvania State University.

This school year marks the second year in which women have been allowed to participate in NROTC. The first year they only participated in certain programs at Purdue, Washington, Jacksonville and Southern A&M. In November 1972, however, the Secretary of the Navy authorized their participation in all "appropriate" NROTC units, with one per cent of the 6000 scholarships authorized annually established as their limit.

It was just by chance that the green-eyed, five-foot-two blonde chose NROTC, since she always

thought NROTC was exclusively for men. But, while visiting the Army Junior ROTC department at Fort Leavenworth, Kan., where her father was the Marine Corps Liaison Officer to the Command and General Staff College, Miss Rutledge picked up one of the Navy ROTC application blanks and decided to enter it, asking for admittance to Penn State. It came back saying Penn State didn't have NROTC for women, so she figured that was the end of that.

Times were changing, however. Linda soon received a call from the Kansas City Navy Recruiting Station informing her that her application was accepted, contingent upon her passing a physical examination for NROTC at Penn State. She wasted little time in responding to become the university's first distaff NROTC midshipman.

Today, uniformed women on Penn State campus are a factor of interest, but since Linda is also America's Junior Miss, she attracts even more interest. Many of the girls openly admire her uniform on drill days while other students treat her as if she is just "doing her own thing," she says.

Aside from being a member of the ROTC unit, and a freshman (which in itself is a trying experience — at first), Linda must face each day as Junior Miss, a role that includes a lot of time-consuming responsibilities, including public appearances and travel. She does most of her travel on weekends, arranged



Left: MIDN Linda Rutledge is called from ranks to speak to her Professor of Naval Science. Right: At attention during military inspection. Below: Linda discusses her homework with a friend.

and paid for by the Junior Miss Foundation. Trips include appearances at high schools and public functions, the Rose Bowl and, traditionally, the Senior Bowl in Mobile, Ala., where Junior Miss also reigns as Queen.

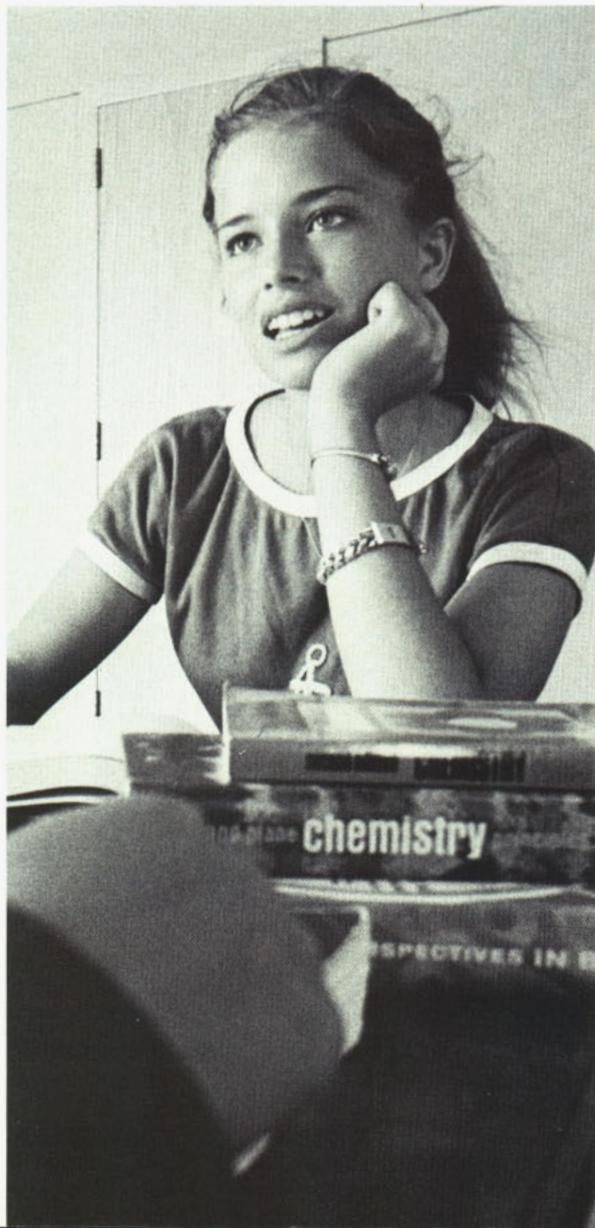
Early in the school year, Linda found adjusting her schedule to meet her social and educational responsibilities to be nearly a full-time effort. But, she has managed very nicely in her NROTC studies as well. Captain C. D. Bolan, professor of naval science at Penn State is not worried about Linda's progress or that of other women in ROTC. "I'm pleased with the girls," he says. "We have some crackerjack young men here, but they are going to have a rough time staying ahead of the girls academically. They're smart. Linda had one B in high school, and that was in Driver Education."

As for women competing with the men, CAPT Bolan can see no necessary restrictions. "I feel the girls should be allowed to participate in any manner that is not specifically prohibited by regulation." Consequently, Linda and several other girls are trying out for the unit's drill team.

The naval officer clasped his hands behind his back as he watched his corps of young men and women practicing close order drill on the parking lot. With daylight approaching, the fog was lifting, enough to see a group of young people had gathered at the edge of the lot to watch the midshipmen being put through their paces. It was nearly 0600 and seemed a little early for a crowd to gather. But, one instructor chuckled to himself, then cleared up the question.

"They are mainly girl friends of the guys out here. They want to make sure everything is on the up-and-up with the women in NROTC."

—Story and photos by PHC James E. Markham, USN



Kathy's Here At Adak

Many a lonely sailor has spent a year on Adak forgetting what a single girl, close to his own age, looks like. But now SHSA Kathryn A. Ball has arrived on the scene. She came last spring, after attending San Diego's SHC Barber School for six weeks.

Kathy has been interested in the Armed Forces ever since a woman Marine talked to her eighth-grade class. She says the main reason she chose the Navy is the fact that her father was a World War II Navy veteran.

Kathryn "Cached" on 7 Sep 1972 (that is, hers was initially a voluntary enlistment in the inactive Reserves, under conditions which allowed 180 days before reporting for active duty) and reported to

Orlando for basic training. She thought "boot camp" was tough — marching, studying, singing, demerit details — but now when she looks back on those training days she feels it was all a pretty good time.

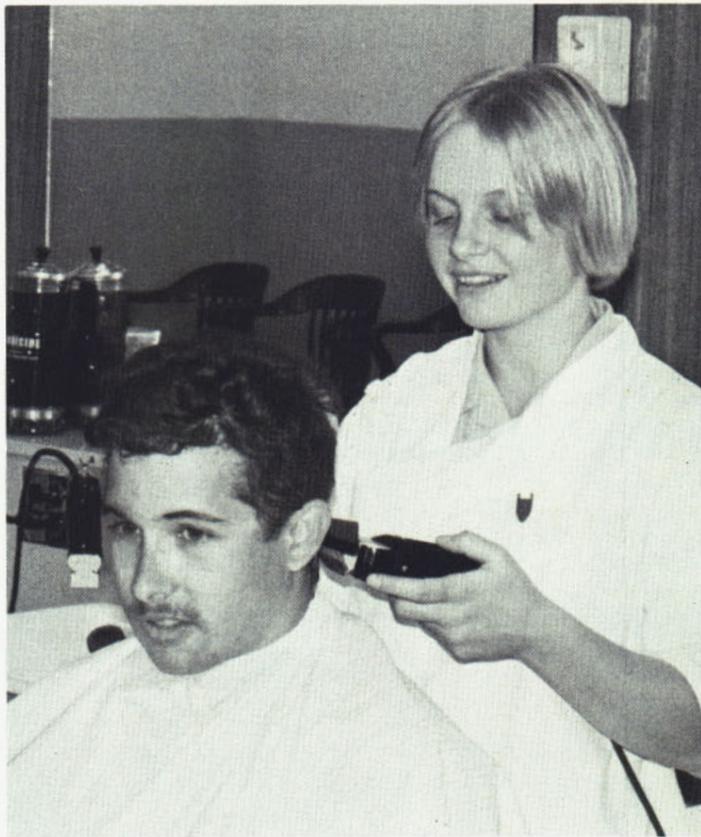
Miss Ball's reasons for choosing to be a Navy barber were twofold. First, she is a licensed beautician and barbering is a Navy-related job. Secondly, she feels the age-old cliché, "Women filling a man's job should do a man's work," is not always true. She does feel that barbering is one Navy billet she can fill just as capably as any man.

In Kathy's own words, "Adak proves to be different; you can't leave when you want to!" Her being the only single enlisted woman on the island doesn't bother her, but the constantly turning heads "took some time getting used to." Her favorite pastimes are: swimming, sewing and letterwriting. She has made many friends. She likes the island's entertainment facilities and feels everyone here is very friendly and hospitable.

SHSA Ball likes her job here, but wishes the guys wouldn't be so nervous when she says, "next," and they get into her barber chair. "After all," Kathy says, "I'm a good barber."

SHSA Kathryn A. Ball is proud to be a part of the Navy. She is proud of her uniform and the country it represents. She also feels the great career initiative in the Navy and is seriously considering making a career of it.

—JOSN Dave Youngquist



Navy Barbers Keep Up with the Newest Styles



Since sailors are now permitted to wear their hair in accordance with reasonable civilian styles (and as specified in Navy Uniform Regulations), the Navy Exchange barbering system is keeping pace with current civilian style trends. Exchange barbers have shifted from merely cutting hair to shampooing, razor cutting, and styling it according to an individual's preference.

The emphasis is on full service, a goal set for all Navy Exchange barbershops and beauty salons.

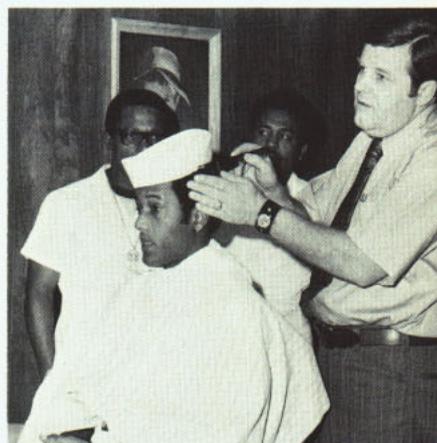
According to the Navy Resale System Office, which oversees the operation of Navy Exchanges from its Brooklyn headquarters, the aim is to have all Navy Exchange barbers and beauticians fully trained to cut and shape all popular hair style variations permitted by Navy Uniform Regs, from "flattops" to "afros."

To augment on-the-job training programs, Navy Exchanges are encouraged to send their barbers to beauty and barbering shows, schools sponsored by franchised organizations and cosmetic company demonstrations.

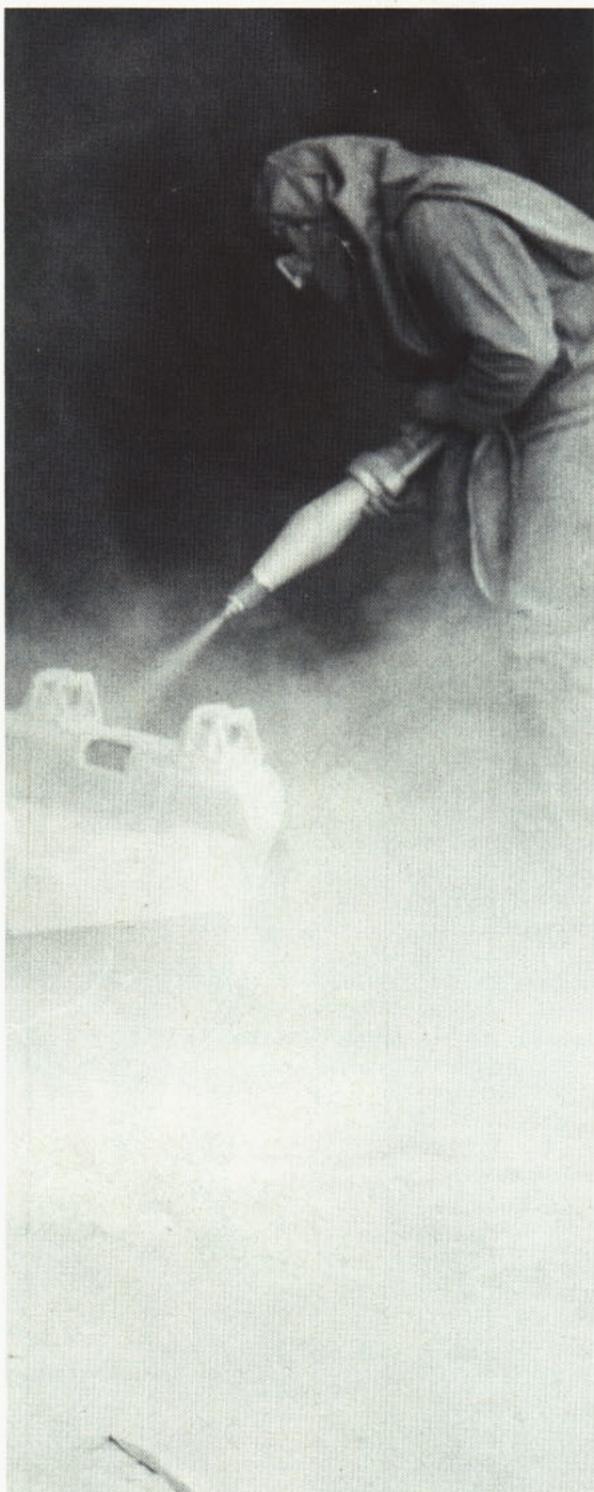
This same encouragement is given to managers of overseas shops, although this is sometimes difficult because of geographic location or nonavailability. For these reasons, NRSO sends its hair-styling specialist, Roland Bellefleur, to shops around the world, providing short-course training where needed.

Occasionally, Bellefleur pays visits to ships at sea, to bring them up to date on the latest barbering methods. Such visits have proven to be big morale boosters, since many Navy barbers are not experienced in providing ethnic haircuts. Through improved styling techniques being taught at the Navy's Barber School in San Diego, this problem soon will be eliminated.

The chances that Navy men and Navy women can have their hair styled according to their own wishes, still remaining within limits of Navy hair standards, now are better than ever. Exchange barbers are making an all-out effort further to promote good will by providing first class full-service, along with style.



TILLY



Tilly, the pride of the GSE (Ground Support Equipment) Division of the aircraft carrier *Kitty Hawk*, stood ready for action after going through the special "fix-up clinic" at the North Island headquarters of the San Diego Naval Air Reserve Forces. She was one of 1335 items of "yellow equipment" getting preventive surgery at the special clinic.

This is how the project was carried out by Reservists and *Kitty Hawk* crewmembers while the ship was in overhaul at Hunter's Point Naval Shipyard.

Tilly, an aging and hardworking 104,000-pound crane, and the other members of her yellow equipment family aboard *Kitty Hawk* had various afflictions ranging from minor ailments to potentially crippling problems.

Time was of the essence, since the carrier, homeported at NAS North Island, was scheduled for some preventive surgery of her own at Hunter's Point.

Members of the Naval Air Reserve Forces at San Diego offered to lend a hand — and the fix-up clinic took shape in rapid-fire order. Contact was established between *Kitty Hawk*, still at sea, and the Air Reserve at North Island. A 25-man "yellow equipment" team would be dispatched from *Kitty Hawk* while the Reserve Forces would get ready the necessary facilities and equipment to carry on the job.

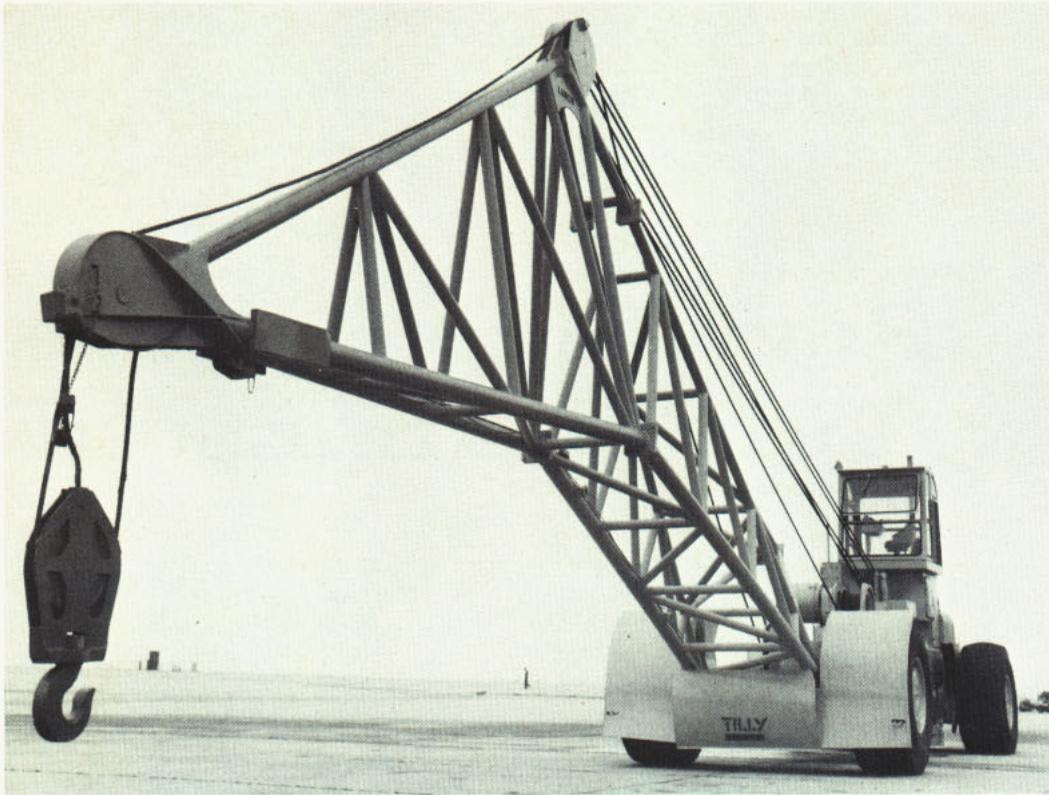
The Reserves went to work. Surplus building material was rounded up and construction started on the clinic. Next came tools and supplies with which the special team would perform the numerous tasks in the days ahead. Then word was flashed to *Kitty Hawk* that the clinic was ready.

Some of the equipment needed only outpatient care — a fresh coat of paint or a replacement set of bolts. Others needed complete transplants of replacement parts.

Tilly herself was in bad shape. Her paint was chipped, her tires were bald, and her engine was feeble. But when the fix-up clinic completed its work, the huge crane was completely cured and ready for more service. A rejuvenated Tilly, towering over her fit and ready family, greeted the carrier on her return from Hunter's Point.

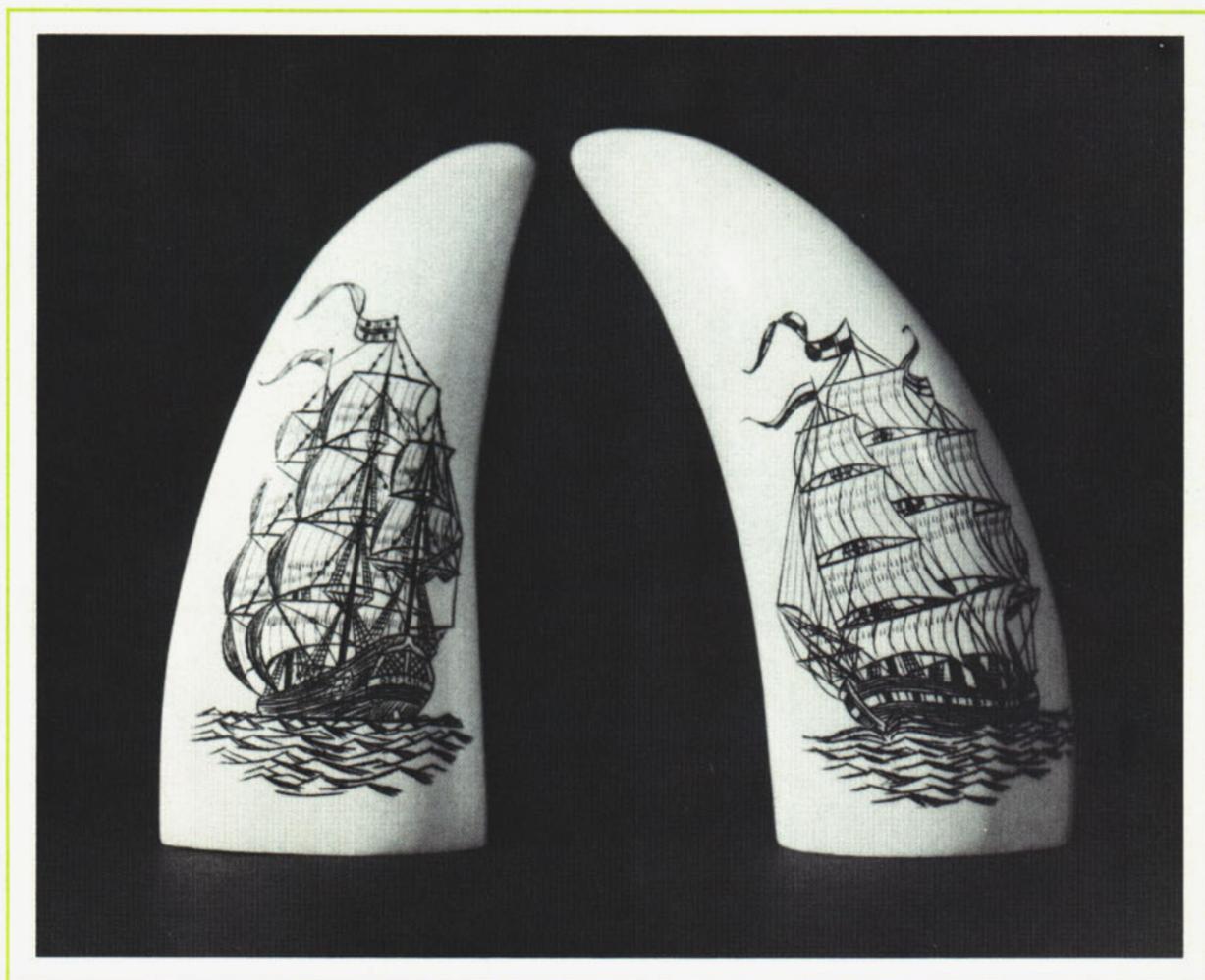
With the completion of the special project, more than 20,000 manhours after it began, the fleet support team of Reserves and Regulars were more than satisfied. The mounting cost of "yellow equipment treatment" had been cut almost in half.

— YN2 Mike Sheeran
and JOC C.T. Craft



Reviving a bygone art at Annapolis

SCRIMSHAW



The life of the 19th century whaling man was not always the romantic and dangerous adventure that Herman Melville described in *Moby Dick*. More often than not the sailor aboard a New England whaler spent long hours on deck with little to do.

From those endless hours of boredom evolved the American folk art, scrimshaw, a craft of etching whale teeth and carving whalebone.

The word scrimshaw (derived from the Dutch "skimshander") involves what some people might consider a tedious and time-consuming task — such as etching an elaborate square-rigger, her pennant and flag flurrying as she slices through choppy seas — all on a space no larger than the palm of the hand. Today, more than a century after the end of the Golden Era of Yankee whaling, scrimshaw is being carried out by at least four talented midshipmen who are real scrimshaw buffs. They are Midshipmen Kris Mudge, Dave Crisalli, Rod Brunngraber and Bill Bruen.

Kris says he has always enjoyed carving but didn't try ivory etching until after he joined the Navy's enlisted ranks before entering the Academy. He bought his first whale tooth for \$3 in Ocean City, N. J., and worked out his own method for etching a design.

The whalers who originated scrimshaw rarely used anything more sophisticated than their jackknives to cut designs and India ink, Lampblack, or, for a brownish tone, tobacco juice, to stain the etching.

Kris finds that a hobby craft knife works best for him (he's carved five sailing ship pieces), while veteran ivory carver Dave Crisalli uses a jeweler's graver for his detailed ship designs.

Dave's interest in scrimshaw developed, oddly enough, from his love of antique guns. In high school, he built replicas of old guns, equipping many with fancy ivory handles he carved himself.

"I did my first tooth last year when I was a plebe," Dave recalls. Like those before him, it was a diversion from routine that led to his becoming a skimshander. Laying down his physics book, he picked up an ivory tooth and etched a square-rigger from memory. It took a mere two hours.

As easy as it might seem, the craft is "very tedious," according to Kris. "Polishing the tooth takes a lot of time even before you begin your drawing. And, if you make a mistake once you begin to carve, you have to polish it again and begin all over."

Another problem is getting select whale teeth. While old teeth have more interesting color, they have a tendency to chip when carved.

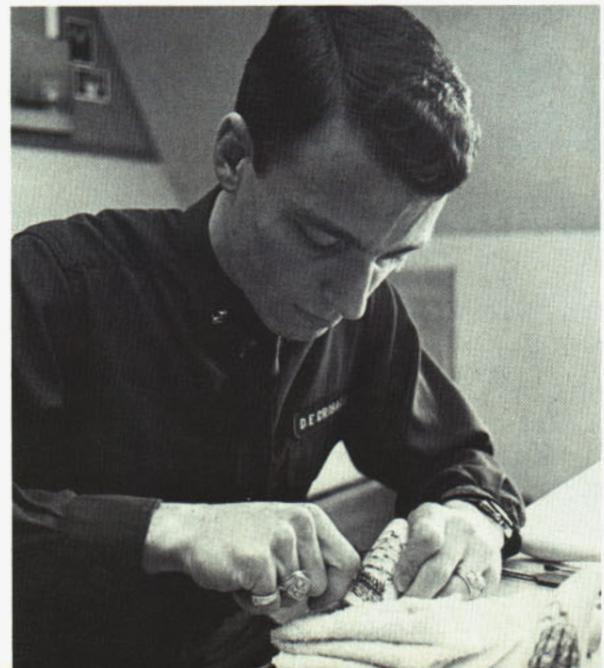
As did their whaling forebears, Kris and Dave have actually done scrimshaw at sea. Kris carved one tooth on board the Naval Academy yawl he skips and Dave etched a square-rigger while at sea on his youngster cruise.

Midshipmen Brunngraber and Bruen joined the ranks of the 20th century skimshanders while they were taking a popular Academy English course, "Literature of the Sea." They chose scrimshaw art

as a project to depict maritime history. It has since become an enjoyable hobby. Bill Bruen especially likes to use flat pieces cut from a whale tooth to make jewelry.

One might think the likes of carving whale teeth and bone somewhat out of place in a time when a Navyman's pace is in tune with nuclear power. Not as long as there are men like these midshipmen who appreciate yesteryear's simple, artistic pleasures such as scrimshaw.

Facing page: Two whale teeth ornamented with delicately detailed square-riggers etched from memory by Midshipman Dave Crisalli, his first effort at scrimshaw. Below: Bill Bruen (left) and Ron Brunngraber admire some of the original scrimshaw on display at the Naval Academy's museum. Bottom: Dave Crisalli works on a scrimshaw, carefully carving with a jeweler's graver.





London



London is closer than you think—especially if you're in the Navy. Many Navymen and their families assigned to the Mediterranean have found it an interesting and readily accessible place to visit. From there it has been fairly easy—if you couldn't hop some kind of an intra-European military flight, you could go commercial air or take a train, neither of which was (or is now) expensive. Being assigned in the Med helps, but it isn't all that essential. Even a duty station west of the Mississippi River can be a pretty convenient place if you're willing to foot the bill and

more and more Navy people are becoming aware of overseas flights. Military flights to Europe from the U. S. on a touring basis are difficult to manage, and consume valuable time waiting on a standby basis. But pay-your-own travel can be cheaper than you think, since airlines and charter groups are increasing trans-Atlantic flights — many selling packages which include hotel reservations and other travel expenses.

All European travel takes is a little ingenuity, a little stamina, and a big desire to see and appreciate

a new place. These are traits natural to most Navy people, so it's no surprise that they are joining the tide of tourists in Europe. One of those who recently did just that on a two-week leave was ALL HANDS staffer, JO2 Jim Stovall, who flew and traveled entirely at his own expense from Washington to Luxembourg and then took a train to London. He has filed this story and pictures of his trip:

The cool, crisp air of the early morning sent a slight chill through my summer clothing as I walked off the boat ramp, toting a suitcase, a camera, and a slightly battered copy of Mark Twain's *Innocents Abroad*. The amount of light we had for that time of day normally would have made objects more than a few feet away indistinguishable, but when I looked up, there was no mistaking what I saw a few hundred yards ahead of me. Like hundreds of truce flags frozen



Big Ben and the Houses of Parliament on the left, the government offices on Whitehall to the right, all overlook the Thames River.

in mid-flutter, the White Cliffs of Dover stood towering there, and from that very moment, I not only knew, but I felt I was in England.

That's the feeling most people experience when they cross the English channel and set foot on what is likely to be the land of many of their ancestors. There's a definite feeling of having arrived, but that

doesn't mean the final destination.

For most tourists Dover, white cliffs and all, is just a train stop. The real goal is London.

Getting to London was my goal, too, that early October morning. London was a place I had been hearing about, reading and seeing pictures of all my life, but on this day it was going to become a reality. As strongly as I wanted to get to London, I might still be wandering around Dover if I hadn't been lucky enough to strike up a conversation with a member of the Royal Air Force while we were waiting for the ferry in Ostend, Belgium. He knew that our boat wouldn't be landing near the train station in Dover because it was a night car ferry. He knew that we would have to take a cab and be quick about it if we were going to catch the train. He knew how to get through customs quickly, and he knew about when we would be getting to London. I found his knowledge so vast that I considered it best to stick as closely to him as possible.

Thanks to my English friend and a quick-witted cab driver, we made it to the train station with about three minutes to spare. The train we caught was the early morning "milk run" from Dover to London — the train stopped at every conceivable place to pick up commuters. Since most of the English white-collar workers don't get to the job until close to mid-morning, the commuters on this train were what Americans would consider blue-collar. Little old ladies would get on the train with large bags filled with lunches, knitting, and other assorted props to help face the day. Middle-aged men and women would board with their conversations never taking a break — most of which were inaudible to the untrained ear of this American. Later during the trip there were schoolchildren — always uniformed — and a few white-collar types carrying briefcases.

Outside the train, rolling countryside and small farms blurred with villages, towns, factories and rowhouses. In the fields late crops were being harvested, and small country lanes stretched into the distance. Smoke curled from tall stacks; the streets were beginning to fill with traffic. The variety of things to see both inside and outside the train was endless. As my English friend said to me on the way to London, "This country has everything but desert."

Approaching the city from the southeast, one doesn't see much of London; that is, the picture-postcard London. Instead, there are numerous small industries and crowded streets with rows and rows of houses. This is a part of London few tourists see. It's a section of the city where there really isn't much reason for tourists to venture.

The train from Dover took us to Victoria Station, one of the largest commuter centers in the city, and when we arrived, at 8 a.m., the morning rush hour was well under way. The crowds of people, buses, cars, trucks, bikes and motorcycles were monumental. They were monumental not simply because there were so many of them. It all had a special effect because the streets of London are much more narrow than American streets, and the whole place seemed

London

more crowded.

Just after arriving, I had a chance to stand across the street from Victoria Station for a few minutes and watch the crowds. Mobs would stream out of the station and pile themselves up waiting for a crossing green light. When that light would flash, they would pour out onto the street and then disperse in all different directions on the opposite curb. The light would turn red; another crowd would form; then it would be released with the green light. Over and over this happened, and I began to wonder where all these people were coming from, and where London would find room to absorb them.

London actually does a good job of soaking up this influx. After the rush hour, walking through the streets became most enjoyable. The American pedestrian must be cautious, however. First, traffic uses the left side of the street, and most Americans experience more than a few near-misses when they step off a curb, looking the wrong way as usual.

Another problem we encounter is that, unlike the States, where pedestrians have an almost absolute right of way, in Britain pedestrians are just barely tolerated by motorists. It's not, however, the wild, reckless driving one encounters in France or Italy; rather, it's like a cold-blooded determination to exercise the final triumph of machine over man.

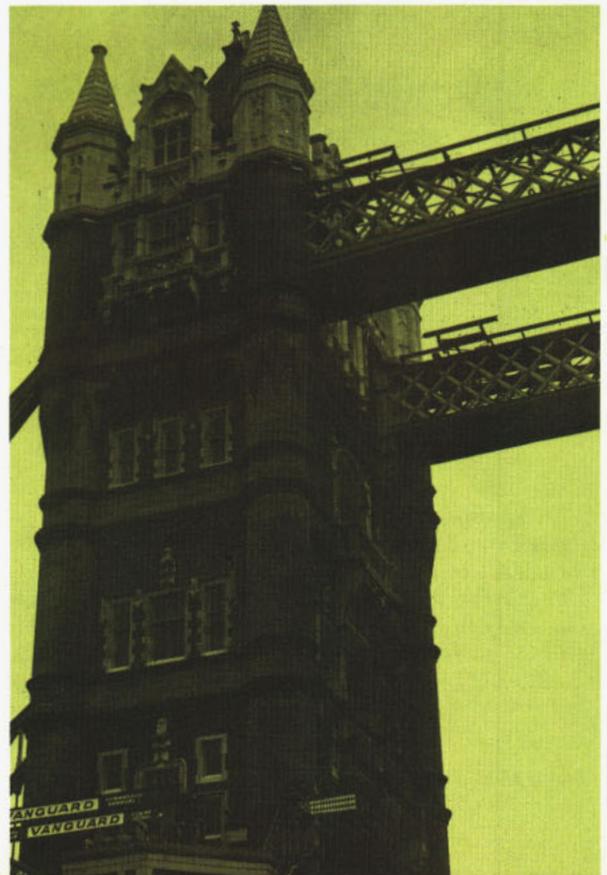
Even so, walking is most interesting in London. A complete map of the city showing most of the places you would want to see can be obtained from the tour-

ist bureau at Victoria Station. A close look reveals another idiosyncrasy of London: Many streets change names in the middle of the block. The map then is invaluable; it tends to bring some sanity into this chaos. For instance, in the space of a mile, High Holborn becomes Holborn Circus, then Newgate Street, then Cheapside, then Poultry, then Cornhill, and finally, Leadenhall Street. It all goes to show that a newcomer has to be wideawake on London's streets.

Even with the most careful planning, you're bound to get lost or at least a little mixed up. In that situation, there are at least a couple of things you can do to correct yourself. One is to seek out a "bobbie," a London policeman; they won't be far away or hard to find. They are among the friendliest people one finds in London, and they are more than happy to set a tourist straight and even offer a few helpful hints about what to see and when. (Example: one came up to a visitor leaving the Charles Dickens house and suggested that he check out the Benjamin Disraeli house just around the corner, a spot that wasn't on the map.)

Another way to correct yourself if you get lost is just to stand and conspicuously look at a map. Someone will stop and ask you if you need help. There seems to be an unwritten code that people shouldn't be left standing around looking puzzled. Consequently, Londoners will try to help, even when they're not sure they can.

Late one afternoon I had just gotten off the subway



at South Kensington station and was standing in the station hallway trying to figure out which way to go. The hallway had two exits, one bordering on Onslow Sydney and the other on Thurloe Street, the street I wanted. I could tell that from my map, but standing inside the station, I couldn't figure out which went where. Within 15 seconds, I was approached by an elderly gentleman in a threadbare coat who, having ascertained my problem, pointed to the exit on the right and said, "Try that one. I think that's it." Then his face clouded, "'Course, if that's not it, you should try this other one." He then left satisfied that he had strightened out another floundering American.

There are a couple of other ways to get around London, but driving isn't one of them; leave that to the Londoners. Taking a cab is a delightfully inexpensive and convenient means; adventurers, however, may want to try the buses. These, too, are inexpensive and convenient, and you can see a lot of the city that way. The routes may be a little hard to figure out, but again, all you need to do is ask.

My preference, however, is the subway, or "tubes." London's subway, described as the best in the world, is extensive and more is being built. There is hardly a place in the city that isn't within easy walking distance of the tubes. Despite the extensive system, subways are really easy to fathom. Signs telling one exactly where to catch what populate all of the subway stops and stations. In the cars themselves are maps of that particular train's route, naming the stops, so

there's little chance of missing a station, getting lost or mixed up.

If, in the future, cities are declared obsolete or they're condemned outright, one which should be kept functioning is London. There is little in the world that you won't find there. The city's citizens dress in everything from Dickensonian costumes to miniskirts (Chelsea, in fact, is the original site of that particular item of feminine clothing). London, too, has preserved its past in places like the Tower, Westminster Abbey, and Fleet and Threadneedle Streets. Then there's Speaker's Corner in Hyde Park — like no other place in the world.

Museums, theaters, cultural opportunities abound, along with a great variety of shopping opportunities. The people are among the world's friendliest, and there is never an age barrier. Making friends in London just comes naturally.

London is worth going out of your way to see. Once you've seen it, it will never be out of your way again.

Facing page left: A tranquil newsstand attendant amidst the bustle of Piccadilly Circus. Facing page right: The picturesque Tower Bridge built in the 1890s. Left: Speaker's Corner in Hyde Park. Below: Historic White Tower in the walled Tower of London.



letters to the editor

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers 164, Bureau of Naval Personnel, Navy Dept., Washington, D. C. 20370.

Reserve Officer Input

SIR: How does a person go about applying for a direct commission in the Naval Reserve (1405 engineering duty officer — ship engineering). J. K. S., Raymond, N.H.

• *We have been informed that the present need in the Naval Reserve is for an input at the junior officer level, and appointments are being offered in the grades of ensign and lieutenant (jg). The age limit for appointment is 34. A maximum of three years' compensatory credit can be allowed for previous active duty, but no waivers of age beyond that are being granted.*—ED.

Schooling Through VA

SIR: I am a Navy veteran and I'm preparing to attend an apprentice school soon to be an electrician through an electrical union. It will last six months. Am I entitled to any VA benefits while attending this and how do I go about getting them? — D. M., Fairbanks, Alaska.

• *Veterans who have served on continuous active duty for more than 180 days and who were released under conditions other than dishonorable are entitled to GI educational benefits. Veterans released from active duty after 31 Jan 1955 have eligibility for eight years after release or until 31 May 1974, whichever is later.*

An eligible veteran may pursue, on a full-time basis only, an approved program of apprenticeship or other training on the job. Apprenticeship or on-the-job training programs must be approved by a state approving agency. You are advised to contact the Veterans Administration regional office in your state for complete details.—ED.

Constructive Time

SIR: I have been told that I will not be allowed constructive time for my minority cruise. I was a 9901-enlisted in 1957 for nuclear power school at age 17½. At age 18 I signed an agreement to extend two years and 180 days to make a total of six years. I served the minority cruise, received a bonus for the two-year extension, and got out one month early on the 180-day extension

to go to school. On a subsequent two-year enlistment, I shipped over early for four, then got out early again for school on another 180-day extension. I am now on a third period of service. Do I get constructive time for the minority cruise or the early outs? — TC1(SS) F. L. T.

• *A member who has served on a minority enlistment which is extended does receive constructive service credit for four years for the minority enlistment, plus constructive service credit for the extension if served within three months of the expiration date. A review of your service record reveals that you will receive six months and 18 days of constructive service on the minority enlistment as extended (five months and 18 days for the minority enlistment and one month for the extension) for the purpose of transferring to the Fleet Reserve. You will also receive constructive service on any subsequent reenlistment or extension if served to within three months of expiration.*

Therefore, so long as you are not released more than three months prior to the expiration of your enlistment or enlistment as extended, you receive constructive service for the full enlistment. — ED.

Retirement Advice

SIR: I am a temporary WO, permanent E-9. Do I have to have 10 years' commissioned service to retire? Does constructive time count towards the 20 years' active service required for retirement? Last, will I be subject to provisions of the Dual Compensation Act if I work for the federal government after I retire?

• *Permanent and temporary warrant officers, including permanent WOs serving in temporary LDO grades, have no commissioned service requirement for retirement eligibility. Upon initial appointment to WO, a three-year obligation is incurred. Also, time-in-grade and time-on-station requirements are promulgated in SecNavInst 1811.3H as currently modified by BuPersNote 1811 of 26 Oct 1973.*

Constructive time may not be counted under any officer retirement law; constructive time may be utilized only if you choose to revert and

transfer to the Fleet Reserve. Temporary officers are subject to dual compensation provisions if retired with less than 30 years' active duty.

Persons with a permanent enlisted status with 30 or more years' active duty are retired under the enlisted law and are not subject to dual compensation provisions.

Since you have less than 30 years' active duty and dual compensation is a consideration, you may desire to consider reversion and transfer to the Fleet Reserve. SecNavInst 1920.5A, BuPersInst 1430.16 (302.10), BuPers-Man Chapters 26 and 38, and Navy Guide for Retired Personnel and their Families (NavPers 15891C) provide information which will assist in this decision.—ED.

Swaps Listing

SIR: I'd like some information about swaps at no cost to the government. — AMSAA J. M.

• You should send a letter request to the Chief of Naval Personnel (Pers-532) via your commanding officer for endorsement. When the letter (including certain required items of information in a specific format, as shown in Chapter 16, Enlisted Transfer Manual, NavPers 15909B) is received in BuPers, a postcard will be mailed to you to inform you of receipt of request.

The information then will be coded and put on a master swap list of other personnel of your rating and pay-grade who desire a swap. If a swap is feasible and can be negotiated, you will receive orders directing your transfer at no cost to the government. If, after six months, no swap can be negotiated, your name will be removed from the swap list and you will be notified that you are no longer in the swap program. You may resubmit your request if you desire and remain eligible in accordance with reference cited above.—ED.

Drawing Retainer Pay

SIR: I will be a permanent CWO3, with two years in grade, when I have a total of 19 years, eight months of active time on 1 Oct 1974. Can I transfer to the Fleet Reserve at that time and draw retainer pay based on CWO3 with over 20 since I have enough constructive time, earned while enlisted, to give me a little over 20 years — CWO2 W. E. B.

• You will become eligible to revert to your permanent enlisted rate and transfer to the Fleet Reserve after 19 years and six months of active service, day for day. Your constructive time, which carries you over 20 years as of 1 Oct 1974, will count for pay purposes,

but you will be paid in accordance with your enlisted rate until you reach 30 years, when you are eligible for pay as a CWO3—but based on your pay in that grade at the time of your reversion and transfer. — ED.

Qualifying in Subs

SIR: Hearty congratulations to Lieutenant Commander Charles T. Ricker Jr., USNR, on his qualification for command of submarines while serving on active duty in the Naval Reserve. (ALL HANDS, April 1973)

Although he may well be the second, LCDR Ricker is not the first Reservist to achieve this rare distinction. That honor belongs, I believe, to Captain William J. Gilmore, USNR, of Charlotte, N. C. Unfortunately, I do not know when or in what submarine CAPT Gilmore completed his qualification, but I am sure that my claim can be verified by BuPers records.

In 1969, when I had the pleasure of meeting him, CAPT Gilmore was Commander, Naval Reserve Group Command 6-16, in Charlotte (a position analogous to that of squadron commander in the regular Navy). I learned of his qualification for command while on inactive duty from one of his staff.

Wherever you are, send ALL HANDS to the folks at home



ENCLOSED find \$12.60 for a subscription to ALL HANDS Magazine, to be mailed to the following address for 1 year. (Subscriptions are also available for 2 years or 3 years.)

CHECK ONE: One year Two years Three years

Subscription for mailing to a foreign country (except to an FPO or APO address) is \$15.75 per year.

NAME _____

STREET ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

FOR PROMPT FILLING OF ORDER, MAIL THIS BLANK AND REMITTANCE (CHECK OR MONEY ORDER PAYABLE TO SUPERINTENDENT OF DOCUMENTS) TO:

SUPERINTENDENT OF DOCUMENTS
U.S. GOVERNMENT PRINTING OFFICE
ATTN: MAIL LIST SECTION
WASHINGTON, D.C. 20402

NOTE: DO NOT MAIL SUBSCRIPTION REQUESTS TO ALL HANDS OR NAVY DEPT.

Regardless of who got there first, LCDR Ricker's achievement is the next thing to the impossible dream. Qualification for command of submarines is a demanding task for officers who have spent every minute of every working day (and a good many Sundays and holidays) in or

around submarines and submarine activities; for the Reservist who lives inland and works all day at a civilian job, the task is all but impossible.

So, hats off to CAPT Gilmore and LCDR Ricker, two very exceptional officers. — LCDR Geoffrey Naab, USNR-R

• *Thank you; the information in your letter has been verified by the cognizant BuPers office. CAPT Gilmore qualified for command of submarines in July 1965 following his June 1965 active duty for training period. We agree; hats off to both CAPT Gilmore and LCDR Ricker.*—Ed.

reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine (Pers 164), Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• *USS Biloxi (CL 80)* — a 30-year reunion is planned for 3-5 May in Durham, N. C. Contact Bill Stauber, 1519 Rosedale Ave., Durham, N. C. 27707.

• *USS Doherty (DE 14)* — a 31-year reunion will be held during the week of 25 June. Contact Harry E. Barbrey, 112 Greenbrier Drive, Simpsonville, S. C. 29681.

• *USS Loy (DE 160/APD 56)* — a reunion is planned for 24-27 May in Arlington, Va. Contact Robert Mahoney, 10 Mayberry Pl., New Hartford, N. Y. 13413.

• *LST 395* — a ship's reunion is planned for 30 Aug-1 Sep. Contact Frank A. Gaeta, 218 N. Chestnut, Olathe, Kan. 66061.

• *USS Savannah (CL 42)* — the fifth annual reunion is planned for 6-8 Sep at St. Louis, Mo. Contact GMGC O. J. Jindrcek, USN (Ret), 63 Thayer Drive, New Shrewsbury, N. J. 07724.

• *USS O'Bannon (DD 450)* — a reunion will be held in August at Gettysburg, Pa. Contact Marland J. Zeigler, 118 East Middle St., Gettysburg, Pa. 17325.

• *Company 4027-44* of Farragut, Idaho, and Plank Owners of *USS Nereus (AS 17)* — a reunion is planned for June. Contact John D. Groo, 2109 Illinois St., Vallejo, Calif. 94590.

• *USS Cannon (DE 99)* — a reunion is being planned for late summer or early fall. Contact CSCS Robert T. Olinger, NRF Arnold Ave., Lower

Burrell, Pa. 15068.

• *USS Hunter Marshall (APD 112)* — a reunion is being planned for late summer or early fall. Contact CSCS Robert T. Olinger, NRF Arnold Ave., Lower Burrell, Pa. 15068.

• *USS Henley (DD 391)* — a reunion will be held on 20-21 Jul near Joseph, Ore. Contact Roy E. Anglen, SMC, USN (Ret), P. O. Box 198, Hume, Ill. 61932.

• *USS Chandeleur (AV 10)* — a reunion will be held 3-4 Aug. Contact Mrs. Kenneth E. Boyd, Rt. 4, Box 145, Culpeper, Va. 22701.

• *USS Razorback (SS 394)* — a reunion for World War II crewmembers will be held sometime in 1974. Contact Jason Miller, 146 Birch St., Dover, N. J. 07801.

• *USS Birmingham (CL2 and CL 62)* — a reunion is planned for 13-15 Sep in Las Vegas, Nev. Contact Buck Glans, 1849 Indpls. Blvd., Apt. 2, Whiting, Ind. 46394.

• *USS Tuscaloosa (CA 37)* and *USS Wichita (CA 45)* — a joint reunion will be held 28-30 Jun in Norfolk, Va. Contact Bernard J. Wolters, 510 Elizabeth, Kansas City, Kan. 66101.

• *USS Smith (DD 378)* — a reunion is planned for 1-3 Aug in Colorado Springs, Colo. Contact R. W. Rhodes, 755 Hawthorn, Boulder, Colo. 80302.

• *USS Ticonderoga (CVS 14)* — the annual reunion will be held on 10-12 May in Chicago, Ill. Contact Elton L. Whitney, 2408 W. Azalea Drive, New Port Richey, Fla. 33552.

• *115th Seabees* — a reunion is planned for 1-4 Aug in Harrisburg, Pa. Contact Edward C. Plummer, 5023 E. Naomi St., Indianapolis, Ind. 46203.

• *U. S. Naval Group, China* — the Sino-American cooperative organization will hold its 20th annual reunion 20-23 Jun in Anaheim, Calif. Contact Dr. William S. LaSor, 1790 E. Loma Alta Drive, Altadena, Calif. 91001.

• *USS Wasp (CV 7)* — the second reunion will be held 20 Jul in Norfolk, Va. Contact Wasp CV 7 Stinger Club, Box 14518, Albuquerque, N. M. 87111.

• *43rd Seabee Battalion* — the 16th annual reunion will be held 9-11 Aug in Daytona Beach, Fla. Contact Thomas A. Gifford, 100 Ives St., Waterbury, Conn. 06704.

• *VPB 28* — a reunion is planned for crewmembers stationed in Puerto Princesa, Cavite and Jinamoc, Republic of the Philippines, during 1944-46. Contact Charles R. McGill, 914 SE 12th St., Deerfield Beach, Fla. 33441.

• *USS Lexington (CV 2)* — 21st reunion will be held in Long Beach, Calif. 26-29 Jun. Contact Walter D. Reed, 5410 Broadway, Oakland, Calif. 94618.

• *VC 91*—officers and enlisted men interested in a 30th reunion in 1974 are requested to suggest dates and places to Ed Spencer, 9105 Burley Drive, Bethesda, Md. 20034.

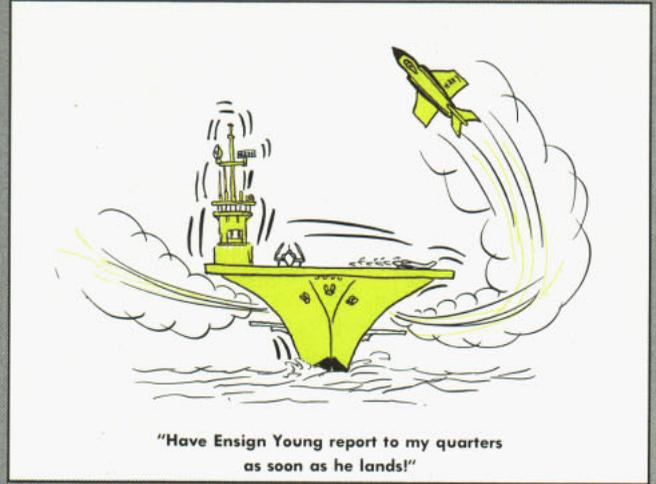
IC1 Jeremiah H. Paoli



"I don't care how many 'Perry Mason' shows you've watched; you still don't qualify for the legalman rating."

PAOLI

CS(DM)1 Edwin E. Markham



"Have Ensign Young report to my quarters as soon as he lands!"

ETN3 Ralph Starland



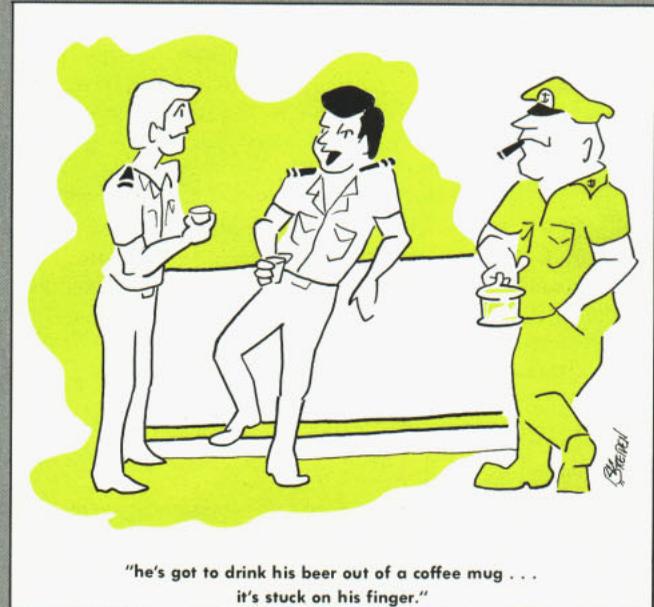
"They don't leave any place untouched in their campaign!"

LTJG Thomas J. Campbell



"This is not what I meant by 'tune up the jeep' . . . sailor!"

ENS Kenneth J. Breiden



"he's got to drink his beer out of a coffee mug . . . it's stuck on his finger."

on the
serious side

TAFFRIL TALK

Old ALL HANDS staffers don't fade away — they just go away.

Such, at least, is the case of James S. Trezise, former Journalist 2nd Class and writer of articles and Navy News Briefs among other things for the magazine. Jim — nicknamed by the staff "Bear" because of the fuzzy look his beard gave him — left ALL HANDS and the Navy about a year ago. A graduate of Allegheny College in Pennsylvania, he had been able to begin work on his master's degree in International Communications at American University while he was in Washington.

Upon completing his tour in the service, Jim stayed in Washington to finish up his degree work, which he completed in about seven months. All of that armed Jim with a bachelor's degree, a master's degree, and two years of working media experience — plenty of protection against the rigors of unemployment, right?

Well, not exactly — you see, Jim has always had this additional dream of going to school in some exotic land, study art and bask in the sun, and contemplate the glories of mankind. So, after doing his duty and getting his education, Jim decided to fulfill his dream. He applied to the art school at the University of Besancon, located in a small town in eastern France near the Swiss border. He was found there in October — basking in the sun, studying, contemplating the glories of mankind and living off the generosity of the GI Bill (thanks to the service he rendered the Navy, both afloat and ashore) — by traveling ALL HANDS staffer, JO2 Jim Stovall, who took a couple of weeks of leave and went to Europe.

Jim reports that "Bear" couldn't be happier and describes his present life as "nirvana." And so it goes. The workers/dreamers shall inherit the earth.

★ ★ ★

People who study such things will tell you that the 27-mile marathon is the ultimate physical test for the human body. People who actually participate in it are likely to agree — emphatically. One of those who would be in agreement with that is Lieutenant (jg) Philip S. Camp, quality control officer for the air operations department at NAS, Alameda, Calif., who is thought to be the Navy's fastest marathon runner in history.

LTJG Camp recently participated in the National AAU Marathon Championships in Burlingame, Calif., and of the 310 runners, he finished fourth. He took the 26-mile, 385-yard course in two hours, 20 minutes and 27 seconds, bettering his old record by four minutes and the standing Navy record by 20 seconds. (Huff!) Congratulations (Puff!).

The All Hands Staff

ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles and information of general interest may be forwarded addressed to the Editor, ALL HANDS, Pers-164, BuPers, Navy Department, Washington, D.C. 20370 (see below). **DISTRIBUTION:** By Article 5430100, Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure distribution on the basis of one copy for each five naval officers and enlisted personnel on active duty.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. Note that distribution is based on the authorized number of members attached.

The Bureau should be kept informed of changes in the number of copies required and if the full number is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Limited distribution to Marine Corps personnel is effected by the Commandant U. S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant.

PERSONAL COPIES:

This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington, D.C. 20402. The rate for ALL HANDS is \$1.05 per copy; subscription price \$12.60 a year, domestic (including FPO and APO address for overseas mail); \$15.75 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.

AT RIGHT: HELPING HANDS — A U. S. Navyman assists a Canadian sailor to handle his ship's lines while both their ships were docked at Fort Lauderdale, Fla. Photo by PH1 B. W. Wendell, Jr.



NAVY HORIZONS



...there's always room to move forward