

★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



in this issue:

- **EXPLORERS UNDERSEAS**
- **EXPLORERS in the ANTARCTIC**

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for 10 readers. All should
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JULY 1964





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

JULY 1964

Nav-Pers-O

NUMBER 570

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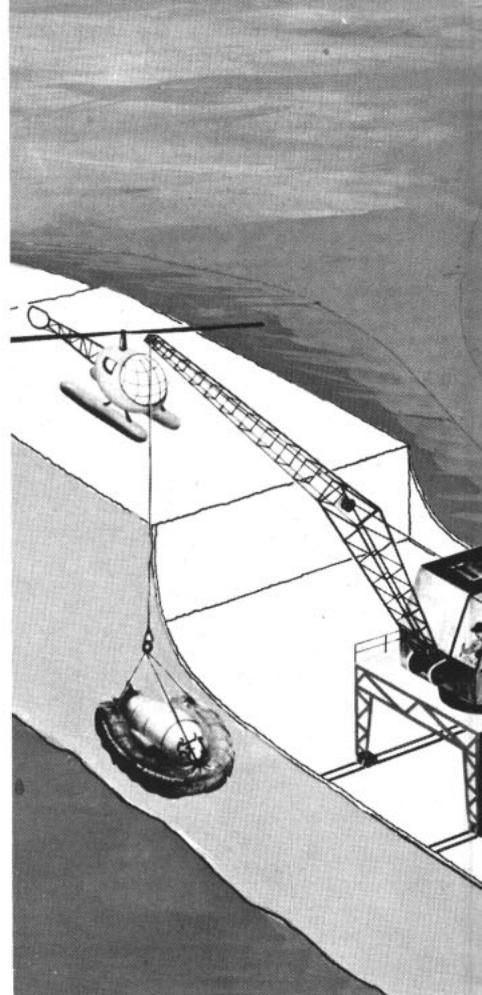
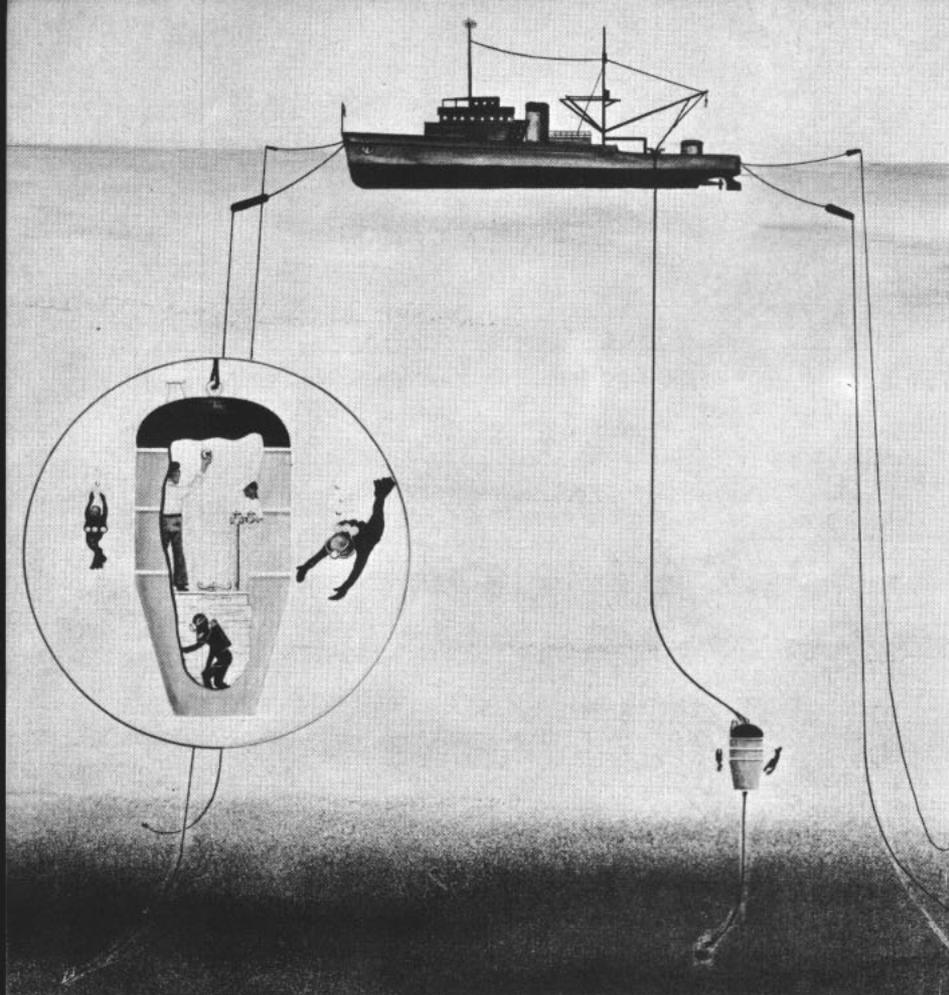
French Crawford Smith, **Reserve**

• **FRONT COVER:** COOL PROPOSITION—The frigid, ice-filled waters of Cape Armitage near McMurdo Station, Antarctica, pose no problem for Navy SCUBA divers Bill Douthit, PH3, and Louis Roane, PH2, as they ready for reconnaissance dive.

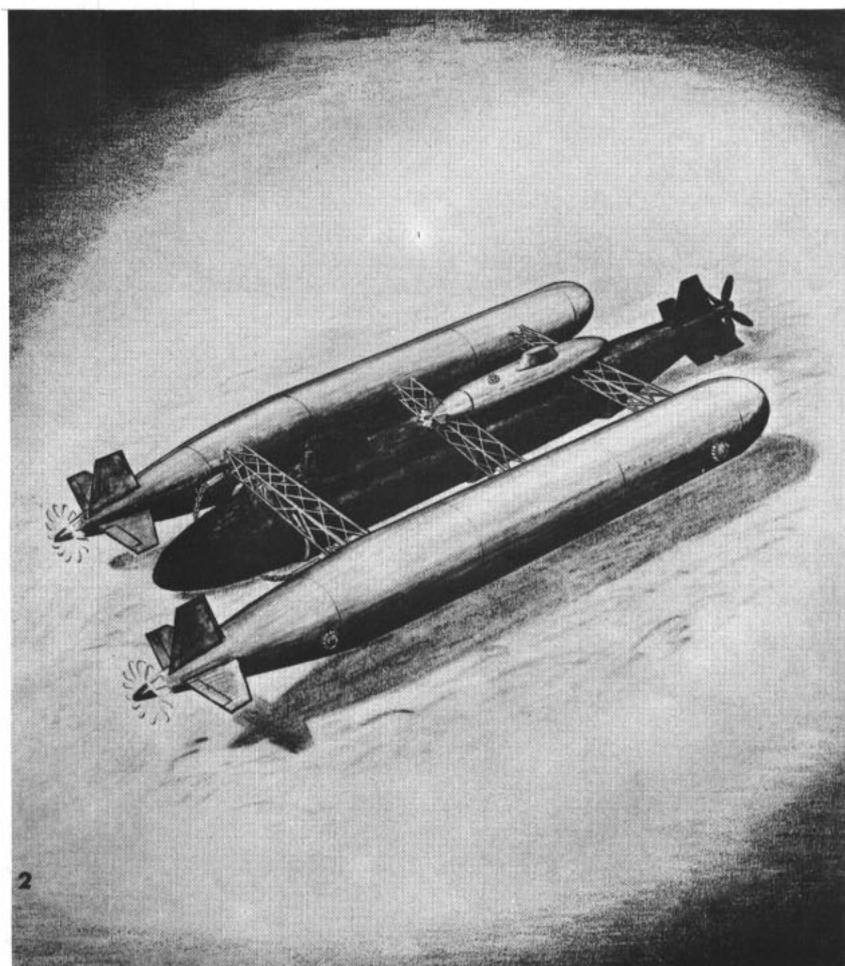
• **AT LEFT:** PRETTY AS A PICTURE—Radar picket destroyer USS Gearing (DDR 710) looks sharp in bow-on view as she cuts a white wake during operations in Atlantic waters.

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GOING DOWN—Proposed rescue craft can descend 6000 ft. Below: Self propelled pontoons might raise sub.



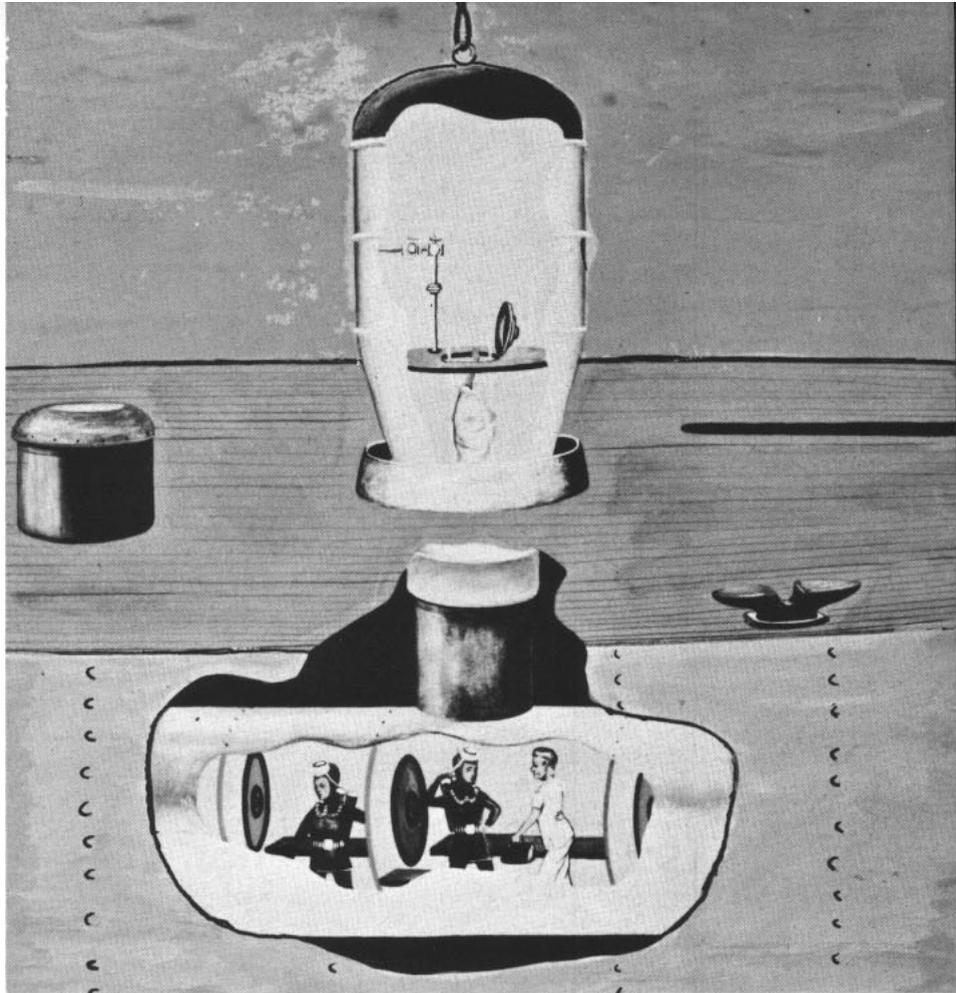
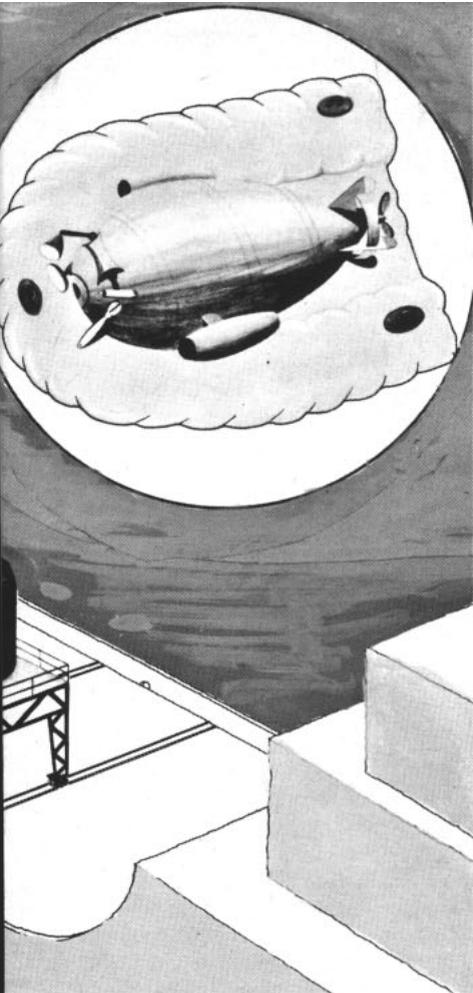
Navy's

THE GUARDED SOLITUDE of the deep may be nearing an end: The ocean's forces are again under assault by man. Last year a small group of Navy scientists and engineers met to lay down plans for another attempt to conquer the world's last great frontier.

Christened the Deep Submergence Systems Review Group, their mission was to review the Navy's methods of undersea rescue and recovery and to recommend further action to the Secretary of the Navy. Completed early this year, their report outlined bold new tactics for undersea rescue, search and salvage operations. Not only were new methods suggested. The report included detailed plans for three underwater vehicles, two of which could dive to 20,000 feet and reach 98 per cent of the ocean's floor.

The group's establishment stressed the growing importance of a new science called oceanographic engi-

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WORK CRAFT would operate from ship or sub. Rt: Diving bell would connect with decompression chamber of sub.

Deep-Water Engineers

neering. As recently as 10 years ago, oceanographic engineering had small practical value.

But today, with the services and NASA using the ocean as a landing place for a wide variety of aerospace hardware, and with the growing emphasis on submarine warfare, oceanographic engineering has become a practical, high-priority science. Already several test vehicles for which airborne or surface recovery was planned have disappeared into the sea, carrying with them the information which they were sent into space to procure. As more submarines are added to the Fleet, the necessity for improved rescue and recovery techniques becomes crucial.

The researchers assigned to the group had no illusions about the problems which lay before them. The sea, they knew, was not without its defenses, its traps for the unwary. Though limited research vehicles had penetrated to the bottom,

the depths have effortlessly thwarted almost every deep-water engineering attempt ever made.

THE GREATEST problem faced by the group was the pressure which increases with depth and which limits divers to comparatively shallow water. A few fathoms below the surface, normal atmospheric pressure of 15 pounds per square inch doubles. At one hundred feet it has reached 44 psi, and at 20,000 feet—the depth at which DSSRC scientists someday hope to operate—the pressure has reached 8800 psi.

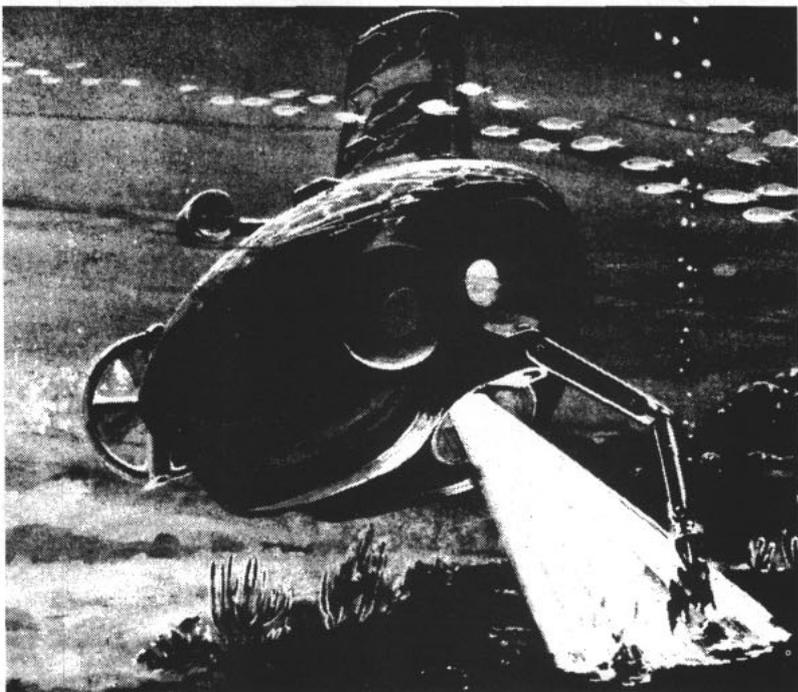
Perpetual darkness hampers work in deep waters. Sunlight never reaches beyond 1000 feet below the surface, often not that far. Sonar and searchlights may be used to locate sunken objects, but undersea landslides or bottom sediment stirred up by operations could cloud the water.

Sediment which is known to cover some parts of the ocean's floor may

be a factor in the search phase of deep-water operations. If this soft mud is widespread, it may swallow sunken objects and make location extremely difficult.

Rusted wrecks of ships have complicated previous attempts to locate sunken objects. Magnetic search devices which measure variations in the earth's magnetic field caused by iron objects are invaluable in location attempts, but this instrument cannot distinguish between a piece of aerospace hardware and a submerged deposit of iron ore or the hulk of a tramp freighter. The British Navy encountered this problem while attempting to locate a disabled submarine. They discovered 1864 sunken ships in one 250-by-500-mile section of the English Channel and had to investigate each wreck to determine which was the submarine.

IN THE FIRST days of DSSRC's existence, the scientists encountered



Hello There—Here Comes Alvin

The undersea vehicle *Alvin*, which is somewhat similar to the DSSRG engineering craft, has already been built and is undergoing tests this summer. It will carry two men as far as 6000 feet down.

Several other submersibles are under construction by private industry.

Although it is more limited than the vehicles proposed by DSSRG for future construction, *Alvin* will represent an advance over the bathyscaph *Trieste*. Knowledge gained during the construction and operation of the vehicle will probably result in the improvement of submersibles now on the drawing board.

Alvin will operate principally on the continental shelves, where the bottom is within its maximum depth

limit. When tests are completed it will be used for research and to inspect — perhaps maintain — man-made equipment on the ocean's bottom. It could also assist in the recovery of sunken objects.

The craft is battery powered and will be equipped with searchlights, one hydraulic manipulator, and electronics gear. Unlike the DSSRG submersibles, it will be based on a surface ship or ashore.

The pressure sphere, which will shield the crew and equipment, was tested last December and January. The sphere is almost seven feet in diameter and has walls one and one-fourth inches thick. During tests it successfully withstood pressures greater than the 2640 pounds psi which it will encounter at 6000 feet below the ocean's surface.

a barrier which has frustrated oceanographers for centuries: Lack of knowledge. Although oceanographic ships are constantly at work surveying the sea, most of the ocean's 140 million square miles remain uncharted in detail and few of the ocean's submerged currents have been mapped. (Several submerged currents may flow beneath any surface point, each moving in different directions at individual speeds.)

DSSRG researchers were not dismayed by the problems. Instead they

began an investigation of existing undersea operating techniques to determine whether or not the present-day concepts could be modified and used for the rescue of submariners or the recovery of submerged objects.

The results of this initial study were not hopeful. Based on surface craft, subject to the whims of weather, today's engineers must attempt to find and recover submerged objects by lowering instruments an average of more than two miles to

the ocean's floor. With 12,000 feet of water separating the operator from his tools, there is little chance of performing the precise manipulations so necessary for rescue and recovery missions. To make matters even worse, the instruments may swing wildly under the influence of the ocean's overlapping currents.

The study, however, did illustrate two important facts to the group. *One*: the Navy could not recover sunken missiles, space vehicles, ordnance items and submarines by dangling hooks at them from two miles above—too chancey a business. *Two*: rescue missions could not be subject to the mercy of prevailing weather. Trapped submariners cannot wait weeks or months until weather conditions are satisfactory for operations.

ALL OF TODAY'S methods have their limitations. The Navy's deep-diving research bathyscaph *Trieste* is more suitable than other systems, but even it falls far short of the mark. *Trieste* is surface based, has a horizontal cruising range of just two miles and is capable of performing only very light work while on the bottom.

But, though the bathyscaph was not the full answer, the group believed it did point the way to success. So they undertook to incorporate its good points into their plans. At the same time they began searching for new ideas to make up for *Trieste's* shortcomings.

The resulting concepts and designs represent a new approach to the problems and may change the course of underwater history. Perhaps scientists in the future may abandon surface methods and carry the battle for conquest to the sea's own dark stronghold.

Rescue operations proposed by DSSRG, for instance, would take place entirely underwater, where men and equipment are impervious to weather conditions. A search and rescue submersible would ride to the aid of a sunken submarine while attached over the deck hatches of a mother sub.

Upon arrival the search craft would detach from the mother sub and, using searchlights, sonar and magnetic detection gear, locate the disabled craft. The search submersible would be a teardrop-shaped craft capable of carrying three men to depths as great as 20,000 feet.

Once the disabled submarine was located, rescue would be made by a bell-shaped vehicle which, powered by battery-driven screws, would ferry the trapped submariners from their ship to the mother sub in groups of two or three. The rescue submersible is designed to have a depth limit of 6000 feet.

ENGINEERS have designed another teardrop craft which would be used for recovery missions. This submersible is designed to be primarily surface-based, since delays do not constitute a major problem in salvage operations. This craft, however, could operate from a submarine in case of emergency.

The recovery craft would be equipped with two manipulators, carry three men to depths of 20,000 feet and perform any work which could be undertaken by a diver at lesser depths.

Neither the work nor the search craft will utilize ballast tanks at great depths, for tanks could not be blown due to the pressure. Instead, they will use basic aerodynamic principles to rise or descend. They will both be equipped with battery-powered electric motors and with

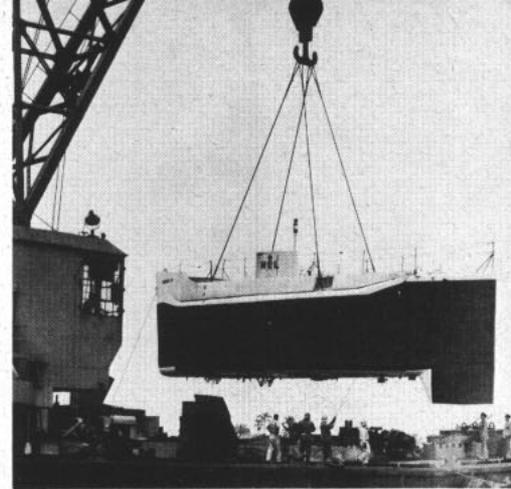
several small ports for viewing. Their pressure hulls are eight foot spheres. The outer hull, through which sea water may circulate, is teardrop shaped for streamlining purposes.

According to Rear Admiral E. C. Stephen, the veteran submariner who headed the research group, oceanographic engineering is at the same stage of development as was the airplane when the Wright brothers launched their first heavier-than-air craft at Kitty Hawk. The potential, he feels, is as great.

Other scientists agree. Although DSSRC's studies were confined to search, rescue and recovery missions, the techniques which they developed have many industrial uses.

When oceanographic engineering techniques have been perfected they will have a number of defense applications. Underwater sonar stations, for instance, similar to the DEWline in Alaska, could be placed on the bottom to track hostile submarines. These stations, which could beam sonar waves up against the fairly uncomplicated surface background, would be much more effective than sonar stations which beam down against the uneven ocean floor.

Many oceanographers, attempting



PIONEER—Navy's deep 'ship' Trieste (shown here after remodeling) has helped find new ways for exploring.

to look into the future, predict that the sea and its products will grow in importance as the years pass, and that one day it may be the major source of food, water and minerals for an expanding world population.

No one really knows how the oceans will affect future generations, nor if DSSRC will be remembered by historians. But, for today, the Navy's interest in the underwater world has intensified and a search for the key to Davy Jones' locker has begun. —Jon Franklin, JO2, USN.

Deepscan Will Scan Rocks of the Deep

French and U. S. scientists have pooled their resources for a joint investigation of the Puerto Rico Trench, deepest spot in the Atlantic Ocean. They are using the French bathyscaph *Archimede*, which is capable of carrying three men as deep as seven miles below the surface.

Operation Deepscan, as the project is called, began in May and will continue at least through July.

The U. S. part of Deepscan is being supported by the Geophysics Branch of the Office of Naval Research. The Navy's Electronics Research Laboratory at San Diego, Calif., is also participating, as are a number of French and U. S. scientific institutions.

One of the chief aims of the U. S. team is the study of an outcropping of rock on the north wall of the trench, about 22,800 feet beneath the surface. The outcropping is believed to expose a layer of rock which normally lies about 1000 feet beneath the ocean's bot-

tom, covered by a layer of sediment and another of basalt. This strata has never been seen nor sampled, and its existence was substantiated only by seismograph readings.

The Puerto Rico Trench is a 450-mile-long submerged canyon, located about 70 miles north of the U. S. Naval Station at San Juan, where Deepscan is based. The canyon's floor lies 27,510 feet beneath the surface.

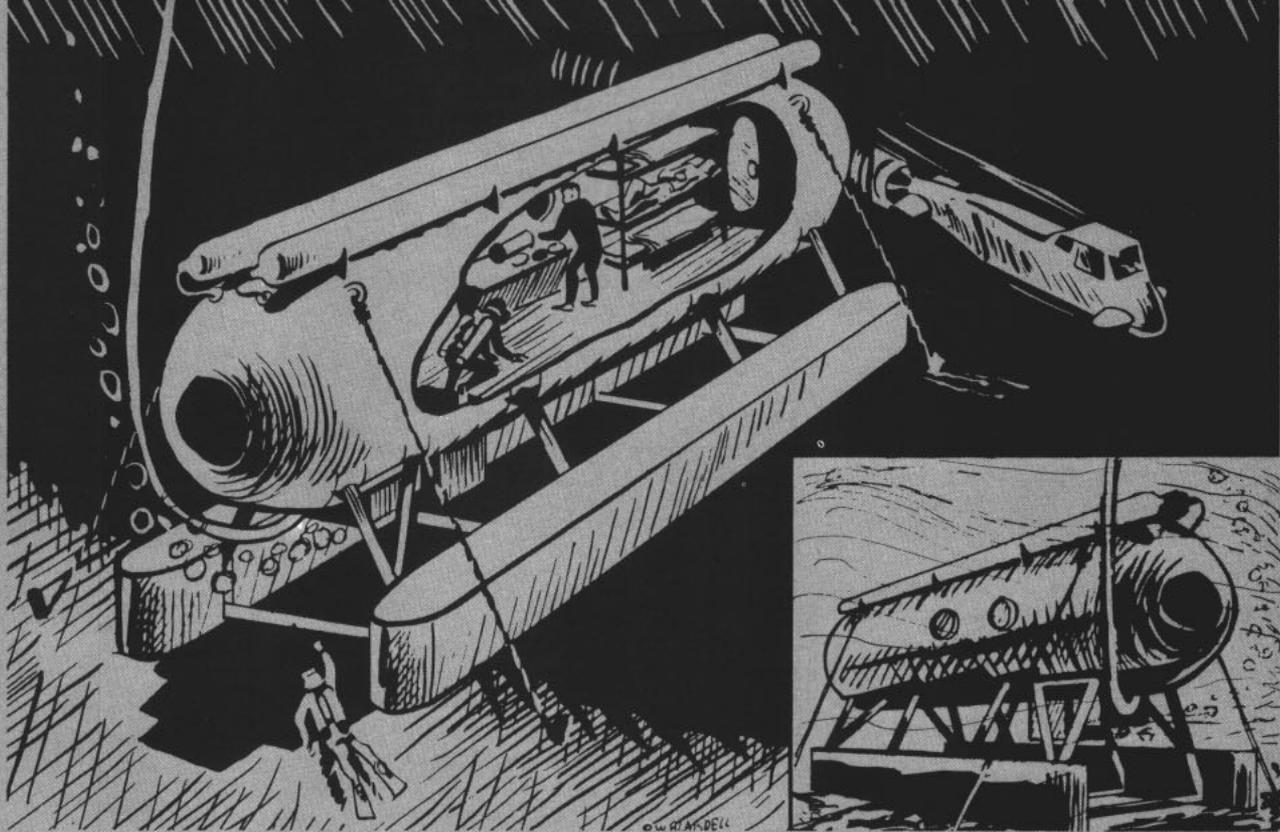
Scientists from both nations are carried into the abyss by the bathyscaph. *Archimede* is fitted with a diamond drill for taking rock cores, and has a robot arm on the bow which can scoop up rock and mud samples. There are also instruments for recording pressure, temperature, and the speed sound travels at various depths.

Photographic equipment in the craft includes two still cameras, four electronic strobe lights, and a television camera which can be monitored from the inside.

The bathyscaph is battery-powered and has a top speed of about three knots. It is 70 feet in length with a 13-foot beam. The crew of three consists of a pilot, a technician and a scientist. Their safety is guarded by a device which allows the pilot to blow ballast and surface quickly in the event of power failure.

Deepscan has brought together a large array of oceanographic equipment. Ships included are the French escort vessel *Marcel le Bihan* (escort ship for the bathyscaph), USNS *Marine Fiddler* (TAK 267), *Atlantis II* (a Woods Hole Oceanographic Institution craft), and the research ship *Robert D. Conrad*, belonging to Columbia's Hudson Laboratories.

In addition to investigating the rock outcropping, scientists are conducting several other oceanographic projects, including studies of the properties of water, transmission of sound through sediments, and undersea photography.



Three Weeks in Sealab

WE ARE LIVING in a truly remarkable era, and reminders of this fact are everywhere around us.

In outer space we are witnessing a fantastic transformation into the 21st century world of Buck Rogers, such as we used to thrill to—but scoff at—as we read the Sunday funnies.

And now, in inner space—that 70 per cent of the earth's surface which is covered by water—the Navy is beginning an experiment which will reveal what it's like to live and work deep underwater for extended periods of time.

Four Navy divers—a doctor and three enlisted men—are involved in the first phase of this experiment, called Sealab I.

One day early this month they are scheduled to dive nearly 200 feet at a spot 30 miles southwest of Bermuda, then remain underwater, living, eating, sleeping and working there, for three weeks.

The whole project is directed toward developing a capability to do useful work underwater, over a long period of time, without a need for the divers to waste precious time de-

compressing after each dive.

The decompression time for a 200-foot dive with one hour's bottom time is two hours; one hour's work at 300 feet requires at least three and three-quarter hours' decompression time.

During decompression, the diver—exhausted, wet and cold and wearing about 300 lbs. of equipment—dangles from the end of a line while he is winched slowly to the surface. He is stopped at intervals during the ascent so the gas absorbed by his blood stream can be gradually released as the pressure around him decreases.

THE LIFE of a diver who can live underwater would be quite different. He would be required to decompress only once—when he finally surfaces after completing a job. Meanwhile, he could return to his underwater quarters after work each day, take a shower, cook his meals, and lounge on his bunk with a book-of-the-month club selection. After a good night's sleep and a hearty breakfast, he would don his scuba gear, ease his way down a ladder

into the open sea and return to the job.

In Sealab I the Navy, and particularly the Office of Naval Research, are exploiting this radically different concept in diving, where human beings are not tied to their surface existence. Here, they have all their necessities underwater with them.

The Navy divers will live in a 40-by-nine-foot laboratory, which is actually a steel experimental mine-sweeping float that has been modified for this experiment. The lab and living space occupies 30 feet of the tank, and the other 10 feet houses an electrical power transformer, supplies and equipment for voice communication with the surface.

The Sealab is equipped with electric lights, bunks, lavatory facilities, work bench, heaters, dehumidifiers, emergency water tanks, a fresh water shower and cooking facilities.

Two ballast bins (huge, pontoon-like structures attached to the lab), filled with 72 tons of scrap metal, provide the necessary weight to sink and hold the lab to the ocean floor. This amount of weight is necessary because the lab weighs only 15 tons

but displaces 67 tons. There is 20 tons of "negative" ballast added as a safety factor.

THIS TEST is scheduled to take place near the Navy oceanographic research tower Argus Island, a 260-foot-high structure that rises out of the Bermuda waters. This site was chosen because the ocean bottom is flat and visibility is good.

In the course of the test the men will work on three projects: They will conduct fouling and corrosion studies on the structure of Argus Island; implant an array of oceanographic research equipment which will remain at that underwater site to telemeter current velocity and direction; and the rest of their working time will be spent on a photographic assignment, completing a detailed photo mapping in the area of Argus Island.

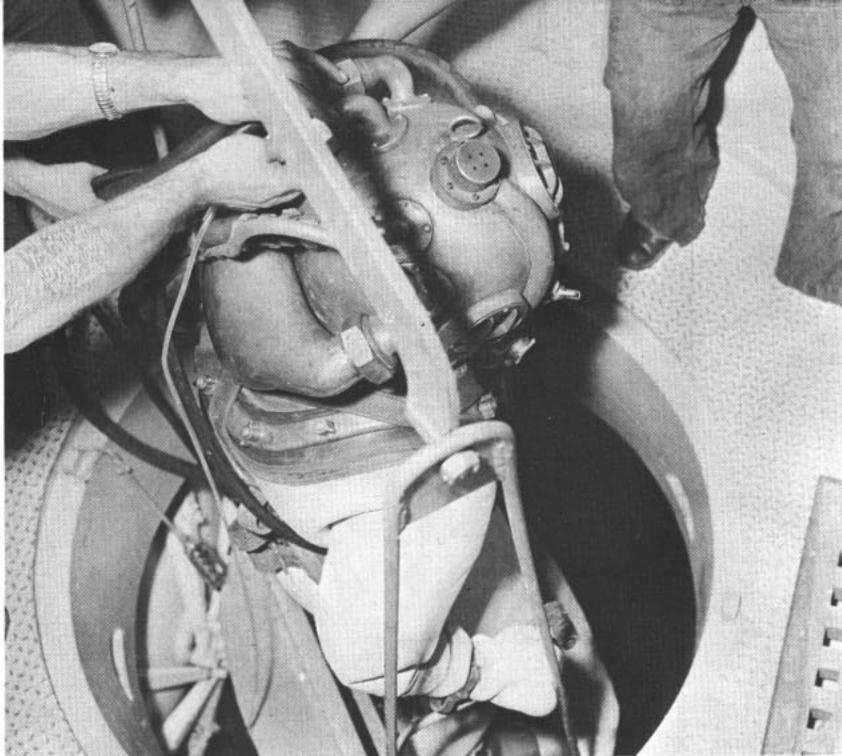
While free-swimming the divers will utilize semi-closed-circuit scuba gear and limit their time out of the lab to 80 minutes so as to retain a 100 per cent safety margin with their gas. "Hookah" rigs—breathing systems which are supplied with gas by hoses leading from the lab—will be used while working in the immediate vicinity of the lab. This will allow the divers to remain at their work for extended periods.

The atmosphere in their quarters consists of a helium, oxygen and nitrogen mixture at a pressure of 86 pounds per square inch—equal to the water pressure outside. Because the pressure is equalized, the men will not have any sensation of being under pressure.

The lab temperature inside will be kept at 90 degrees, which will be comfortable because of the increased heat conductivity of the artificial atmosphere. The only physical effect present to remind the divers that they are in an alien environment will be what is called the helium speech problem, which produces Donald Duck type speech. This is because the atmosphere is too thin to allow proper vibration of the vocal chords.

ON THE SURFACE, the large covered lighter YFNB-12 will maintain a support post to supply electrical power, emergency gas, communications and fresh water to the lab. Except for these services the Sealab crew will maintain an autonomous existence.

Observers on YFNB-12 will con-



DIVERS for the experiment have participated in previous long duration high pressure projects. Here, diver starts simulated 500-foot dive in pressure tank.

tinuously monitor Sealab operations via closed circuit television. Communications will be maintained around the clock. In addition, YFNB-12 has a submersible decompression chamber which can be used to evacuate Sealab's crew if necessary. Provisions

have also been made for the autonomous survival of the capsule inhabitants in the event of loss of support from the surface.

The men participating in this experiment were chosen from several dozen volunteers. They are highly

CLEAR WATERS off Bermuda near Argus Island will be site of Sealab test.





WORKING BELOW is now limited, requiring long periods for decompression after each work session. By staying below in Sealab much time is saved.

qualified divers who have experience in long duration, high pressure projects (such as some work performed in pressurized diving tanks—see **ALL HANDS**, January 1964, "How to Make a 500-Foot Dive").

This will be the longest stay underwater for any human under these type conditions at this depth to date. (In 1962 the French undersea explorer CAPT Jacques-Yves Costeau

established an underwater manned station on the continental shelf off Marseille, France. A year later two men from Costeau's research group occupied a helium-atmosphere station 90 feet under the Red Sea for a week, and another party stayed at a shallower depth for four weeks.)

BUT THIS PROJECT was not conceived with an eye necessarily to

establishing records. As in any experimental project where a human safety factor is involved, this project must be taken step by step. This depth and duration were chosen as the first step. It was figured that if the divers remain underwater for three weeks, this probably proves all that needs to be known about their ability to sustain themselves underwater for even longer periods.

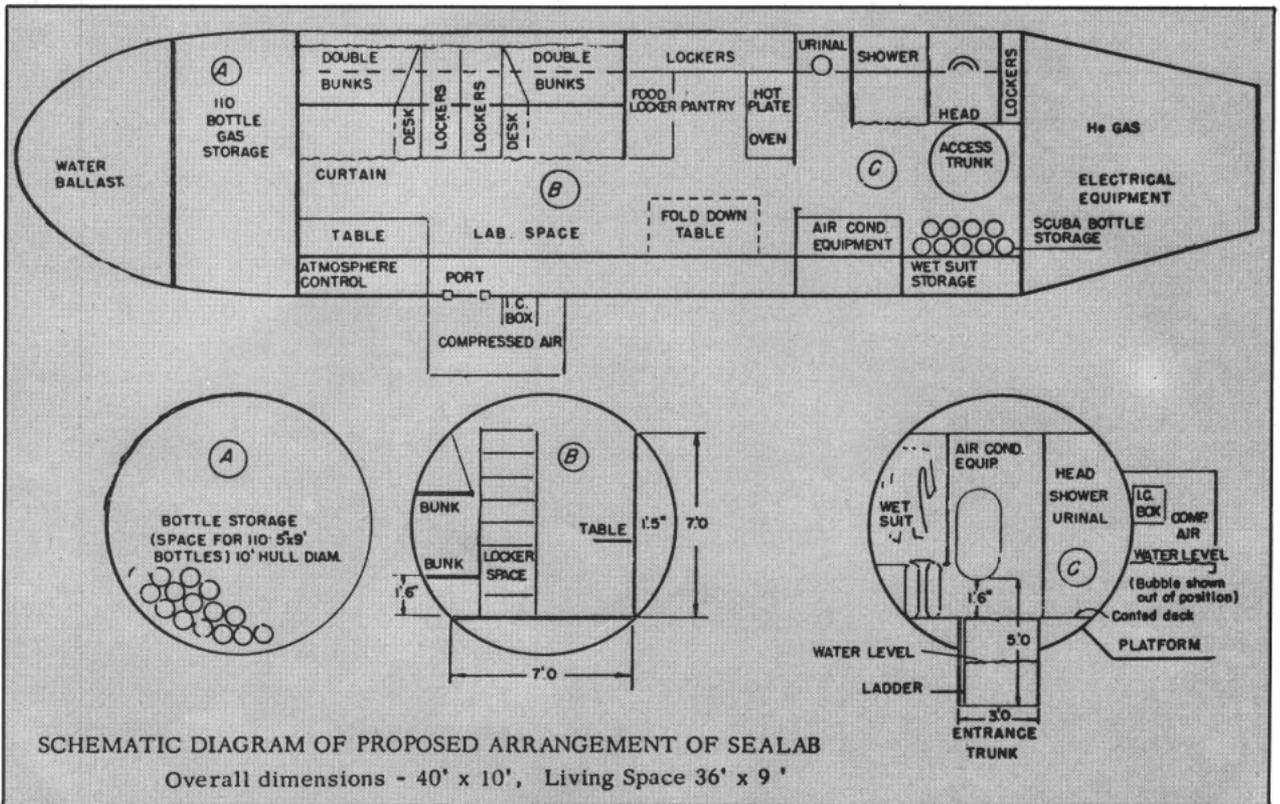
The Navy feels it can probably develop a capability for doing long duration work at 600 feet without the benefit of any major breakthroughs. And it is optimistic about the possibility of developing this capability to 800-1000 feet.

The next logical step is to plan to go to about 400 feet for three weeks. This might be planned for next year, depending on what is learned.

If this underwater working capability can be developed, it will have applications in the areas of salvage work, underwater construction (bridges, tunnels, towers, etc.), implantment of oceanographic research equipment, and underwater mapping, to name a few. Perhaps the most important applications are completely unknown at present.

Meanwhile, to our courageous underwater inhabitants, we bid "smooth diving."

—Bill Howard, JO1, USN





ON TARGET — USS Constellation (CVA 64) fires missile at drone. Left: Target's response is checked from P2V.

Fleet Skeet Shoot

ALL GOOD SHOOTERS need plenty of target practice. In the Navy this includes our anti-aircraft defense units.

Four Pacific-based air squadrons exist for the express purpose of providing target practice services for guns, missile batteries and fighter squadrons. This anti-aircraft target practice is frequently called a skeet shoot.

If a First Fleet aircraft carrier wants to go on a skeet shoot, it must begin with a request to Commander Training Group, U. S. Pacific Fleet. This scheduling agency in turn sends a message to one of the utility squadrons. If the message is directed to Utility Squadron Three (VU-3), the squadron's planning officer starts the wheels in motion by selecting the type of drone to be used.

If the shoot is to be a gunnery exercise, the drone chosen will be a 220-mph KD2R5 which can be launched either from a target range or from the defending ship itself. For a missile shoot, the pigeon used will be a 500-mph Q2C *Firebee*.

VU-3 can build a drone to fit any special need. For example, if air-to-air *Sidewinder* missiles are to be fired, the basic Q2C is modified to prevent the heat-seeking *Sidewinder* from going up the drone's tail pipe and exploding it. This is done by mounting flares on the outboard trailing edges of both wings. The flares provide heat more intense than the engine's exhaust and serve

as heat guides which cause the missiles to miss the drone.

The avionics shop at VU-3 can install special electronic equipment which will deceive radar receivers on the defending ship. The drone can be made to appear as a fighter or bomber of almost any type, establishing a higher degree of realism during an exercise.

An exercise begins with two drones being mounted on a P2 *Neptune*—the second one providing a back-up target. The crew is briefed and the *Neptune* leaves NAS North Island for the target area.

Immediately before reaching the drop area, an operator in the mother plane radios the RCO or Remote Control Operator on the ground for a final check that the drone's electronic systems are functioning properly. The engine is started and the drone falls away. Then the RCO flies the drone on a predetermined course.

As the drone heads toward the defending ship it is picked up on the ship's radar. The target is identified and its position plotted. A weapons officer assigns the approaching target to one of the ship's missile batteries and a coordinator chooses the kind of missile to be used in the kill. From CIC comes the word to fire, and the missile leaves the launching rail and streaks toward the incoming drone.

As the missile seeks its target it sends out radar waves which are re-

corded by the drone and make it possible to calculate how closely the missile passes.

After the missile shoot, the drone continues through its pattern and is pursued by the ship's aircraft. Pilots flying combat air patrol missions each make a firing run with *Sidewinders*.

With the skeet shoot over, the drone falls by parachute into the ocean and is retrieved by a helicopter. Back at its home station the drone is disassembled, cleaned, repaired, reassembled and readied for another run.

Aboard the carrier, results of the skeet shoot are reviewed. Whether the results were excellent, good or fair, there will be another skeet shoot soon.

—Kyle McGonigle, JO1, USN

SHOT DOWN—*Firebee* is recovered by copter for re-use after Fleet missile men shot down the enemy.



In the Wake



FAST WORK—USS Salisbury Sound left for disaster area 5 hours after quake.

The Good Friday earthquake that rocked Alaska and generated huge, smashing tidal waves has been described as one of the worst natural disasters in United States history. To the rest of the world the earthquake has faded somewhat into the pages of history, but to those who lived through it — and who are now building their way back through the rubble—the memory is still vivid.

Though damage to Navy installations in Alaska was relatively minor, Navymen in the 49th state and elsewhere played a considerable part in the emergency recovery and long range mop-up that has followed. Here is the follow-up report.

IT was 27 MAR 1964, about 1730. At Naval Station Kodiak, mess cooks were securing the galley after

evening chow. Men who didn't have watches to stand were making plans for the week end.

At the BOQ, ENS D. D. Henricks of Patrol Squadron Two was dressing for dinner. He was thinking that it was Good Friday, the day the Bible says became black as night and the earth shook and opened up.

"I was cinching up my tie when the world began to shake. At first I was stunned and tried to think of some easy, everyday explanation for the crazy gyrations.

"I thought of the old washing machine downstairs which actually shakes the washroom during its spin cycle.

"When I realized what was happening — that we were experiencing a full-scale earthquake — I knew I had to get out of the building and into the open.

"The building sounded like a wooden match box being crushed underfoot. Every joint and brace was creaking and groaning under the strain. Light globes were falling from the ceiling, bottles were shaken from shelves and dressers, and mirrors crashed from the walls.

"Fortunately the building stood up as we all ran outside."

HIGH AND DRY—Fishing boats lay on their side where the tidal wave left them in the rubble of Kodiak, Alaska.



of Alaska's Earthquake

LTJG W. E. STEPP, also of VP 2, was having dinner when the tremors started. One of the officers at his table noted that it was "just another earthquake, which happens here all the time. Rarely anything serious."

As the tremors increased the tone of the conversation changed, and the officers moved outside.

"Everything was chaotic," recalled LTJG Stepp. "It was difficult to walk or even stand. With everything shaking the way it was we became dizzy."

"Buildings seemed to swing and jump up and down. Light poles swayed like saplings in a breeze. Chimneys toppled. Landslides kicked up dust from the sides of surrounding hills. Cars and trucks were bouncing around as though they were on a trampoline."

At the VP 2 hangar area, aircraft bounced with all three wheels leaving the ground. A large paved ramp around the hangars cracked and buckled.

T. B. Newell ADR2, says he "didn't know which way to jump" after one of the cracks ran across the ramp and between his legs.

J. R. Bergman, AN, started to cross the hangar ramp, then turned and ran in the opposite direction as it buckled about 20 feet in front of him and a spout of water shot 10 feet into the air.

The earthquake lasted about four and a half minutes.

QUAKE DAMAGE to Alaska's Navy installations was relatively minor, but, elsewhere in the state, fires blazed out of control, buildings were leveled, and utility services were cut off.

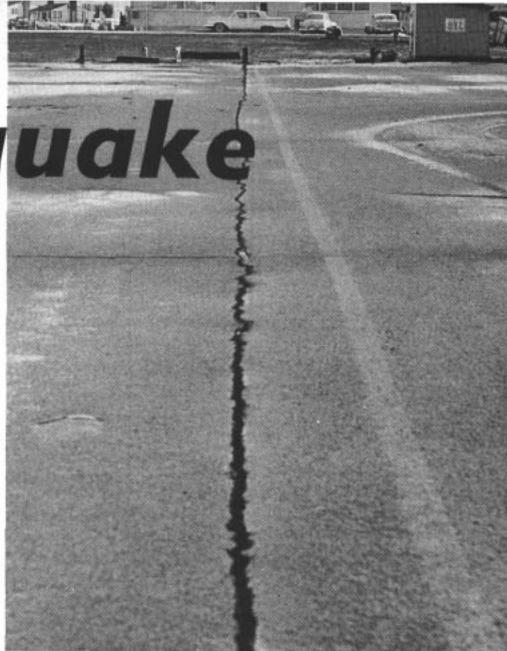
Most severely damaged was Anchorage, the state's largest city (population about 45,000). The center of the business district was left in ruins, and more than 100 homes were destroyed. Much of the city was torn by landslides. A 60-foot control tower at Anchorage airport collapsed. Thousands of feet of runway were torn up.

Then came the tidal waves which swooshed in and battered coastal communities along the Gulf of Alaska and down the coast of California.

At Kodiak, Randolph B. Boles, BMC, and LTJG Derald D. Schoon, rushed to Nyman's Peninsula to retrieve some Special Services funds that had been left in the bowling alley building during the confusion created by the earthquake. As they came running out of the building they noted that the water had risen approximately four feet; they did an about face and scrambled out the back door and up an incline to the top of a 35-foot knoll.

The men watched their cars bob in the water. The bowling alley ended up in shambles.

Victor E. La Porte, EOC, was en route to the Holiday Beach communications station to check out power failures when he noted the water rising rapidly along the waterfront. LaPorte abandoned his truck and literally ran for the hills to sit out the first tidal wave. When the water receded he returned to his truck and started back to the station proper. He didn't get far. More inshore waves forced him to abandon his truck once again — this time for higher ground on top of the station dump pile. LaPorte then walked back to the station the next morning—a distance of five miles.



SHOOK UP—Quake split this concrete runway apron and (below) wave left marginal pier like this.



GOING DOWN—Seabees of MCB 9 raze building damaged beyond repair.





SNOW JOB—Portable boilers set up by CBs provided hot water for homes.

BETWEEN TIDAL WAVES, A. L. Frisbie, PN1, and C. A. Foreman, AN, tried to return to the VP 2 hangar area to recover personnel records. En route, the third tidal wave of the evening splashed over the hood of their three-ton truck, stalled the engine and shoved the truck to the other side of the road. Frisbie and Foreman climbed to the top of the cab as water rushed into the truck, and ten minutes later plowed through waist-deep water to higher ground.

The surging waters around Nyman's Peninsula also forced William D. Maule, SN, and Bruce Reid, to swim for their lives. Maule and Reid had just finished making a security check when the waves splashed over them and their truck. "We tried to drive back but the water got too high and killed the engine. *Kodiak* (USS *Kodiak*, LSM 161) was just getting underway so we swam to her instead of the hills."

Five men inside the station power plant made it out of the darkness by tying themselves together with a life line and cutting their way through four feet of oil-covered water.

MORE THAN 100 persons were listed as dead or missing as a result of the earthquake and tidal waves.

Included in the death toll were the wife and stepchild of Kodiak-based Gordon L. Wallace, AO1, and the 12-year-old son of a public works employee. The three were drowned when their boat capsized 25 miles off the station. Wallace was washed ashore unconscious.

All other Navy personnel and de-

pendents in Alaska were accounted for, with no fatalities or serious injuries.

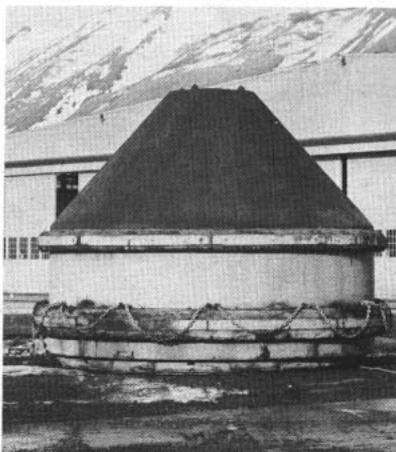
However, five Navy families, two in the city of Kodiak and three on the naval station, were left homeless. They have since been relocated through efforts of Navy Relief, the naval station chaplain's office and the Red Cross.

The heart of the Kodiak business district, an area about three blocks long and three blocks inland, was destroyed by 35 feet of on-rushing water. The tidal wave carried large fishing boats a quarter of a mile inland, crushing buildings and left a soggy mess of debris. About half the city's waterfront fish-processing plants were wiped out.

Valdez, Alaska, was 80 per cent demolished, and in Seward the waves destroyed docks, a railroad yard, and considerable private property.

THE NAVAL STATION at Kodiak experienced seven-foot waves. Waterfront facilities were washed with

BEACHED BUOY—Large buoy at Kodiak harbor entrance wound up inland on the station's taxiway.



sea water. Power plants were flooded. Ruptured fuel lines left sticky-coated flotsam littering the flooded station runway. Damage to three aircraft hangars was estimated at \$1 million.

The major blow to the base was the temporary loss of power. The power plant was flooded repeatedly as tides remained six to eight feet above normal.

The road to the nearby communications station was washed out. Station cargo docks were partially floated loose and their approaches swept away.

Throughout the stricken area, hundreds of people were left to face 20-degree weather without shelter, heat or warm clothing.

DESPITE THE DAMAGE to their own facilities, Navymen at Kodiak did what they could to help the civilian community. Almost immediately after the quake struck, naval station personnel started aid to both the base and the city.

Many who were off duty that afternoon pitched in to direct traffic in Kodiak or patrol wrecked houses and boats that had been washed ashore.

The chaplain's office mobilized itself for "Operation Helping Hand." Navy tugs and *Kodiak* evacuated more than 250 Aleut Indians and natives to the naval station. An empty barracks was provided the evacuees, and Navy Relief supplied clothing, Mattresses, sleeping bags and blankets were turned over to those who needed them.

Seconds after the earthquake a disaster control alert was sounded at NAS Whidbey Island, Wash. Throughout the "lower 48" preparations got underway to assist in recovery operations.

Senator Ernest Gruening of Alaska returned home from Washington with a special representative of the President to confer with top Alaska-based military officials, including RADM Robert E. Riera, Commandant of the 17th Naval District and Commander, Alaskan Sea Frontier. Plans were made for military relief for victims.

LTJG Ken E. Brandenburg, CEC, USNR, was appointed the Kodiak naval station's liaison officer for the city's civil defense team.

Patrol Squadron Two was evacuated from Kodiak to make room for cleanup personnel who were to use

the station as an advance base.

A naval station public works crew installed two emergency generators in the galley, and more than 500 cooks and messcooks began working 'round the clock.

The MSTs tanker *Schuylkill*, (TAO 76), discharging petroleum at the naval station when the quake occurred, provided emergency power and steam to the activities ashore.

A continuous airlift of relief food and supplies and emergency equipment was set up at NAS Whidbey.

THE COMMANDER Fleet Air Whidbey, knowing that airfields are vulnerable to damage by earthquake, ordered Patrol Squadron 47, which flies seaplanes, to load tents, medical supplies, emergency food items, blankets and heavy clothing, in preparation for an emergency lift to coastal communities lacking airfields. Within three hours, Patrol 47 planes were loaded and ready to go.

Navy planes from Kodiak, Whidbey, Sand Point, and Moffett Field, began airlifting refugees out of the stricken area. Many aircraft maintenance crews, washed out of their hangars, were forced to keep their planes flying by working on them with little or no protection from the elements.

Civilian communities in the Pacific Northwest, many of which have close ties with cities in Alaska, marshalled their resources. The 250-plus refugees at Naval Station Kodiak were promptly provided with emergency items (including dozens of disposable diapers), thanks to Seattle merchants and the Navy supply depots at Seattle and Oak Harbor.

Families with friends and relatives in Alaska began donating warm clothing and other appropriate items for movement. (Bellingham, Wash., came up with a full truckload of clothing in little more than a few hours.)

WHIDBEY ISLAND became the focal point for marshalling emergency supplies. Four turbo-prop P3A *Orion* antisubmarine planes of Patrol Squadrons 19 and 31 were moved to Whidbey from Moffett Field, Calif., and these, plus C-54 transports from Whidbey and NAS Alameda, began loading tents, blankets, heavy clothing, plasma, vaccine and other medical supplies and emergency equipment. Food and clothing were moved to Alaska before being requested.

JULY 1964



MESSAGE MEN—Ham operators at Los Alamitos worked around the clock.

Transport planes were flown to Whidbey from as far away as Barber's Point, Hawaii, to participate in the airlift of emergency supplies and manpower.

After initial loads had been dispatched, calls came into Whidbey for special material of several types. A new pattern of requirements became apparent. The Whidbey supply officer, CAPT Dwight M. Botkin, was asked for 150 portable heating stoves — "right now."

"We didn't have them in stock, so they had to be purchased. It was late Saturday afternoon and most stores were closed.

"With the cooperation of Oak Harbor, Mount Vernon and Seattle merchants, we bought the stoves and had them loaded aboard aircraft within two hours."

Mobile generators, transformers and aircraft starting units were taken directly to Kodiak from Whidbey's support equipment shops. A complete portable water system with

hoses, storage tanks and pumps was loaded at NAS Seattle and rushed to Alaska. Other airlifted material included chain saws, aircraft fuel contamination detectors, radio batteries and a special ship-to-shore power cable.

Outfitting plane crews, news reporters, and other Alaska-bound passengers with arctic clothing presented a special problem. About 100 newsmen and flight crewmen arrived at Whidbey wearing business suits of inappropriate lightweight flight clothing. All were outfitted before takeoff.

THE FIRST SHIP, civilian or military, to get underway in response to the emergency was *USS Salisbury Sound* (AV 13), a Whidbey-based seaplane tender. "*Sally Sound*" was en route to Alaska five hours after the earthquake struck, and only two hours after receiving orders to give support at the scene of the disaster.

Due to her rapid departure, the

SOME MESS—Photo shows part of devastation left by quake and tidal wave.





BIG JOB—Navy construction men move bridge to location during clean up.

AV left 250 crewmen behind on shore leave. Most were later flown to Alaska by Navy airlift, even though they were not told to return to their ship. Many voluntarily returned on hearing that their ship had sailed. Said one upon arriving at Whidbey: "When my ship sails, I go with her. Where do I catch a plane to Kodiak?"

Half an hour after arriving at Kodiak the AV's generators were linked to station power lines. The ship provided power equal to one-fourth the power capability of the beleaguered station power plant. *Sally Sound* was a floating support base. She provided water, took care of station laundry, and welcomed on board — for a hot shower and warm bunks — many tired mop-up workers who had been catching their winks in unheated barracks.

Working parties from the AV helped restore the main power plant, operated mobile power units, and assisted in the cleanup. They also helped station personnel control flight operations and repair the air control radar system.

Additional ship support was provided by *uss Alamo* (LSD 33). *Alamo* moved from San Diego to Kodiak with equipment and clothing for victims, and a 400-ton floating drydock to help rehabilitate the Kodiak fishing fleet.

Uss Noble (APA 218) furnished two LCM type landing craft for use in the disaster area.

SEABEES ALSO played a major part in the recovery effort. A 150-man disaster recovery team from MCB Nine, homeported at Part Hueneme, Calif., was equipped and in the air, en route to Kodiak, less than six hours after receiving orders.

Arriving in Alaska in a light snow-storm, the Seabees rolled up their

sleeves (figuratively) and went right to work. Electricians and utilities men got power, water and telephones back into service. Heavy equipment operators and builders worked on roads and waterfront damage.

Welders and pipefitters helped repair Kodiak's main seafood freezing plant. Crane operators helped clear the debris that littered the business district.

Steady pumping removed most of the salt water and oil that left a sticky coating over much of the station.

In nine days, working 12-hour shifts, the Seabees helped restore power, put up fences, built a road, installed three portable boilers, and repaired a pier in time for ship off-loadings. The Seabees also assisted public works personnel with a myriad of projects, including equipment repair, boiler installation and cable laying for ship's power.

THROUGHOUT the emergency, communications facilities that were still operative became heavily taxed. Flight crew personnel used aircraft radios to transmit news. The com-

AID BY AIR—Patrol Squadron 47, NAS Whidbey Island, loads up with supplies for delivery to quake area.



manding officer of VP-2 used aircraft radios while maintaining operational control of his squadron, throughout the Aleutian chain.

Navy men helped offset a barrage of telephone calls which poured into Red Cross stations. For days, ham operators at Camp Pendleton and Los Alamitos, Calif., relayed messages from anxious friends and relatives of Alaska residents.

At Seattle, 11 Navy men volunteered to spend the week end at Red Cross headquarters to help relay queries. The men worked four straight days on a 12-on, 12-off watchbill. (Some worked more than 20 hours at a stretch.)

Seattle-based NRTC Navy men monitored amateur broadcasts from Alaska and relayed messages to the Military Radio System, which sent them throughout the U. S. More than 150 messages were relayed in this manner during one eight-hour period.

At NAS Los Alamitos, a team of seven Navy ham operators did what they could to ease anxieties. Working at the Naval Air Reserve Electronics Unit, the seven men spent 40 hours at their mike, serving as a "net control" between various points on the U. S. mainland and Alaska. A clear frequency was established on the day of the tragedy, and a steady flow of messages and calls kept going for five days.

AS THE MOP-UP of Alaska drew to a close, long-range rebuilding plans began to take shape, and engineers began working overtime.

A 15-man survey team representing the Bureau of Yards and Docks estimated the damage to Naval Station Kodiak at approximately \$10.6 million. The Army and Air Force, with facilities in the heavily hit Anchorage area, fared much worse. Preliminary estimates indicated that millions would be needed to repair Army and Air Force facilities.

At last report, the recovery of Alaska had progressed "exceptionally well." The Seabee team has since deployed to Okinawa. Water and electrical systems are back in operation, and regular feeding hours have been resumed at the naval station galley.

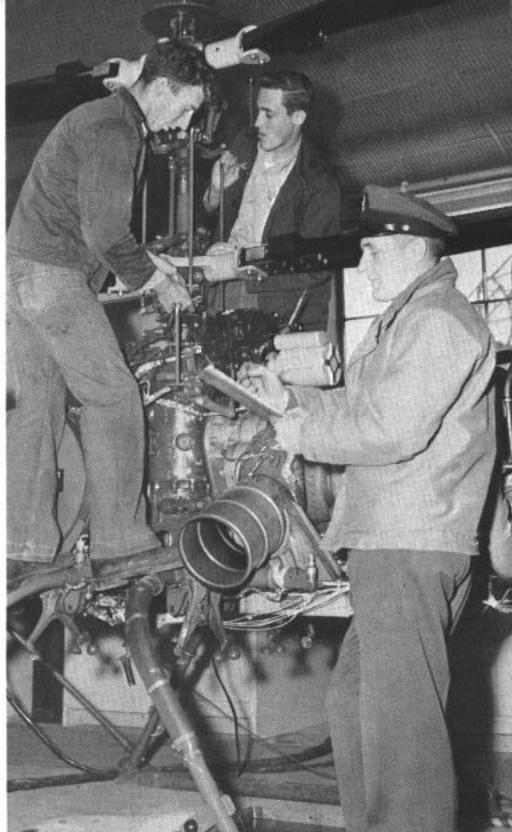
Alaska has struggled a long way to her feet after a crushing one-two punch from nature.

—Dan Kasperick, JOC, USN

ALL HANDS



CHECKUP—Aviation electronics technicians repair electrical relay system.



TEAMWORK—Dash crewmen make adjustments to rotors. Below: Trainee learns how to fly Dash using control box similar to that used aboard a DD.

Dash and Dam Neck

AFTER THE NAVY began FRAMMING World War II destroyers, Navy-men gradually became familiar with the word *Dash* (for Drone Anti-Submarine Helicopter).

At NAS, Norfolk, or more specifically the U. S. Fleet Anti-Air Warfare Training Center at Dam Neck, Va. where *Dash* crews are trained for Atlantic duty, Utility Squadron 6 of Detachment II recently logged the 500th flight hour of its veteran drone No. 1039. During this lengthy airborne period, dependable old 1039 made more than 1000 successful landings.

Flight training for *Dash* got off the ground at Dam Neck in November 1962 but quickly had its wings clipped when all drones were

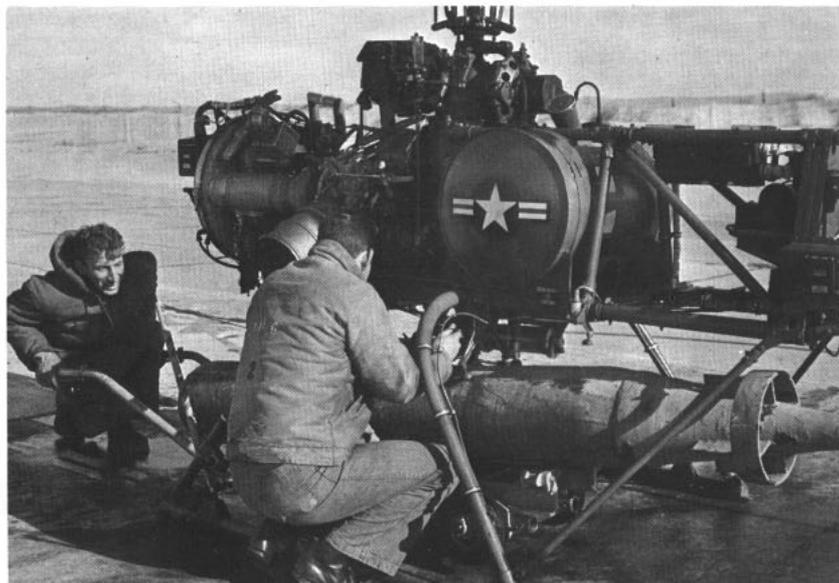
grounded early the following year.

The pilotless choppers remained grounded for the first half of 1963 while electronic bugs were brushed out of the rotor controls by the Naval Air Test Center at Patuxent River, Md.

Since the Dam Neck training squadron has been in business, groundings notwithstanding, it has trained 36 officer controllers and 80 enlisted men.

The usual *Dash* crew is composed of an aviation jet mechanic, an aviation electronics technician, an engine man, an electronics technician and an officer-in-charge. During operations on board ship, the crew also includes the combat information center officer. —Bill Weesner, JO1, USN

PAY LOAD — Dummy torpedo is loaded aboard *Dash* in preparation for a training drop at Dam Neck, Va., where *Dash* crews train for Atlantic Fleet.





WATCH OUT—Officers of USS Haverfield look over the beach before landing.

A Tour of

Satawal, Puluwat, Pulap Lamo-trek, Faraulep Gaferut, Ulithi and Pais—these are some names of remote and little-known ports of call of *uss Haverfield* (DER 393). As part of routine inspection operations in the U. S. Trust Territory, the Guam-based vessel recently traveled more than 2700 miles while visiting 16 Pacific island groups.

The surveillance is part of Commander Naval Forces Marianas' commitment to guarantee the security of an ocean area approximately the size of the United States.

Each visit follows a landing pattern which has evolved over the years. First the ship heads for an island, following (or occasionally correcting) existing charts.

When a predetermined drop-off point is reached, a landing party, consisting of officers, enlisted men and Marines, debarks into rubber life rafts. After a long, often wet, and sometimes difficult passage over the reef, the rafts reach the beach and the landing party scatters to inspect the island.

The landing officer confers with the island chief and various leading men to determine if Trust Territory waters have been violated. The islanders provide information on ship and aircraft sightings, visitors and any major difficulties.

While the conference is going on, the ship's corpsman visits the island medical practitioner to offer help or advice as needed and technic-



HELPING HAND—Navy corpsman gives medical assistance to baby on Pulap. *Rt:* Natives attend church at Ifalik.



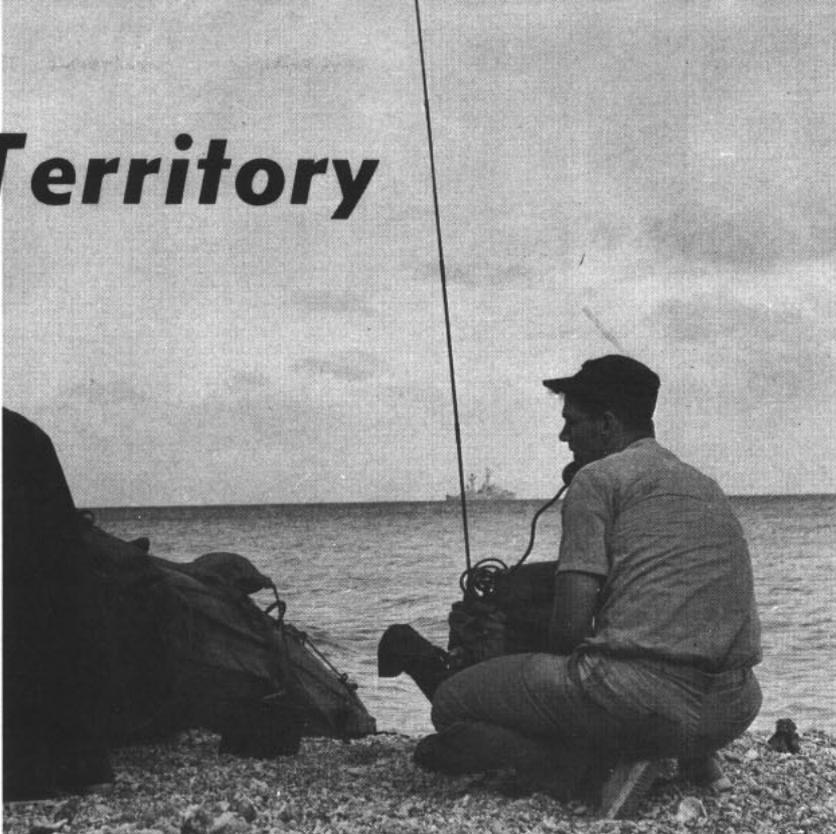
the Trust Territory

cal assistance is sometimes provided by other of the ship's personnel. *Haverfield* radiomen repaired a radio on one island, and on another forwarded a message to the district headquarters advising officials of a patient needing medical attention.

Extensive radar surveillance of the ocean areas is also a part of *Haverfield's* duties. This is to insure that there is no unauthorized activity in Trust Territory waters.

Each island creates its own distinctive impression on the Navymen. On Woleai some of the islanders venture out in their outriggers to greet the ship. On Pikelot and Gafferut, two isolated specks in the ocean, thousands of birds and tracks of giant turtles are the only sights to greet the eyes of visitors. The stone money of Yap, the huge outriggers of Satawal, and the mirror lagoon at Puluwat are just a few of the memorable and much photographed sights encountered.

A high point in *Haverfield's* recent surveillance tour was a visit to Koror, main island of the Palau group in the western Carolines. Palau is known for beautifully carved story boards, traditional dances and gracious hospitality.

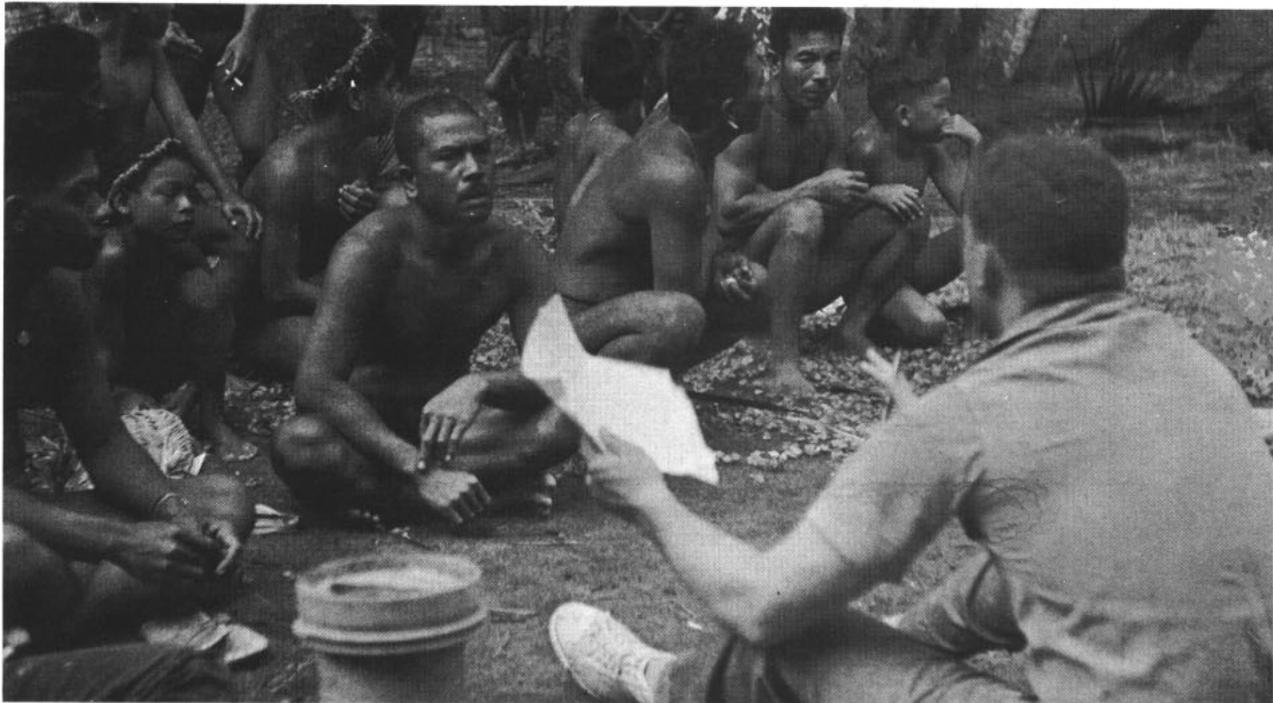


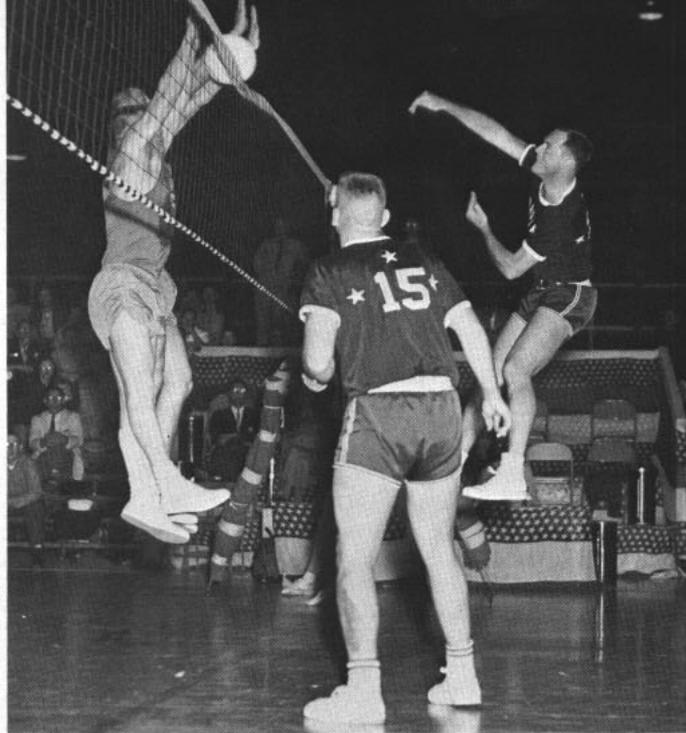
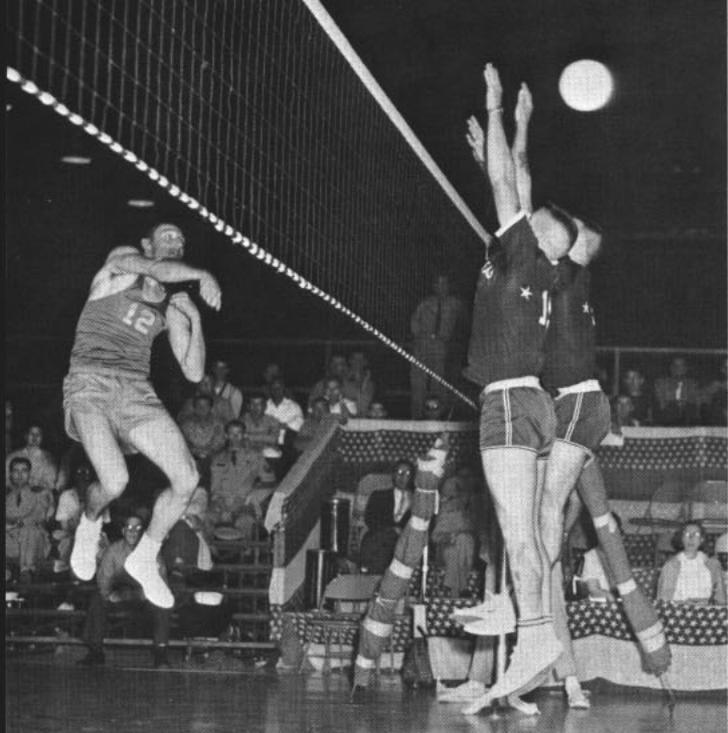
HELLO THERE—Crew member keeps in touch with ship during shore party landing.

There, sailors and Marines enjoyed a day of sightseeing and liberty. The local hospitality was demonstrated during an evening exhibition of songs and dances for the visitors. *Haverfield* reciprocated by inviting more than 200 students from the island's schools to tour the ship.

The Trust Territory of the Pacific islands consists of 96 atolls and islands, and includes the Caroline, Marshall and Mariana islands (excluding Guam), which were formerly under Japanese mandate. They are now administered by the U. S. Department of the Interior.

ISLAND TALK — *Haverfield* officer discusses island affairs with the chief of Ifalik during island surveillance.





COURT ACTION—South Atlantic champions (left) battle champs of Pacific Coast in All-Navy volleyball tournament.

All-Navy Sports Roundup

POWERFUL Pacific Coast swept through the 1964 All-Navy volleyball tournament with a perfect record of 16-0 to capture the title after four days of action on the court at NAS Memphis, Tenn. North Atlantic, 9-7, took the runner-up slot after defending champion, South Atlantic, 8-8, represented by Navy Memphis, was knocked out of contention by Western Pacific, 6-10. Atlantic Fleet was 1-15.

PacCoast started its winning ways by defeating LantFlt 15-6 and 15-2. NorLant defeated WestPac in two games 15-10 and 15-11.

SoLant won over NorLant 15-7 and 15-4, while the ever-hot PacCoast team took its third and fourth straight games 15-12 and 15-6 over WestPac.

SoLant stayed right on the heels of PacCoast by downing LantFlt 15-12 and 15-6.

Two action-packed games saw SoLant and PacCoast battling right down to the wire before PacCoast took both games by coming from behind 16-14 and 15-13. NorLant stayed in contention for the title by defeating LantFlt 15-9 and 15-11.

SoLant, down two games, tried to make a comeback, but a fired-up WestPac squad stopped them in the first game 15-6. This was WestPac's first victory of the tournament. So-

Lant came back in the second game 15-8.

PacCoast found it easy going as it defeated NorLant 14-4 and 15-2.

WestPac dropped LantFlt in the first game 15-11, but the losers fought back to a 15-11 win for themselves in the final.

Undefeated PacCoast continued its domination on the third day by defeating WestPac 15-3 and 15-8. SoLant, desperate to stay in the running, defeated LantFlt 15-11 and 15-6 in the afternoon and again whipped NorLant 15-4, but lost the return night game 15-13.

The unbeatable PacCoast defeated LantFlt 15-9 and 15-8, using their second string. In the final match of the evening, NorLant downed WestPac 15-13 and 15-13.

In the final day's action, WestPac defeated LantFlt 15-10 and 15-12; PacCoast beat NorLant 15-0 and 15-4; WestPac pulled two games out of the fire, defeating SoLant 17-15 and 15-13; and NorLant downed SoLant 15-6 and 15-9.

The tournament ended when PacCoast knocked SoLant out of second and into third place with 15-8 and 15-6 victories.

All-Navy Boxing

AFTER LOTS OF LEADING-UP action in many sections of the country, The All-Navy boxing titles have

been handed out to the winners.

The tournament may have more than usual significance this time, because this is the year of the Olympic Games, to be held in Tokyo in October. The way is open for any who can qualify in the trials.

Following are the available results of regional competitions, plus the quarter-, semi-, and final results of the championships, which were held at Mare Island Naval Shipyard, Vallejo, Calif.:

North Atlantic

The sharply conditioned National Naval Medical Center boxing team from Bethesda, Md., captured eight of the nine bouts in the North Atlantic boxing championships to take eight individual titles and team honors. Six of the victories were scored by technical knockouts.

The only outsider to win was light - middleweight John Doughitt from NAS Lakehurst, with a TKO over Howard Freeman from *uss Warrington* in 1:35 of the second round.

The eight Medical Center boxers moved on to the All-Navy championships.

Defending All-Navy champs "O" "B" O'Bannon, Ralph Pelliccia and Richard Pettigrew headed Bethesda's victory march. O'Bannon stopped Ronald Dickson from Bos-

ton Naval Shipyard in 2:30 of the first round. In welterweight action Pelliccia finished Dick Olson, from NAS Brunswick, Maine, in two minutes of the second round. Pettigrew, All-Navy heavyweight champ, defeated Sam White in the opening round with a savage body attack. At 207 pounds, Pettigrew was in great condition.

In the lightweight bout between John Dixon, 1962 champ from Bethesda, and Ralph Handy, NAS Brunswick, both men went at it with spirit before Dixon scored a TKO in 2:20 of the second round.

John Bailey registered the first victory for Bethesda—a TKO over bantamweight E. P. Powers of Pax River in 1:30 of the second round.

Mickey Jones' win over Ray Wilson from *uss Constitution* was a dandy in the light-welterweight class. Jones decked Wilson four times—all by rights—before he was declared the winner on a TKO in 2:22 of the second round.

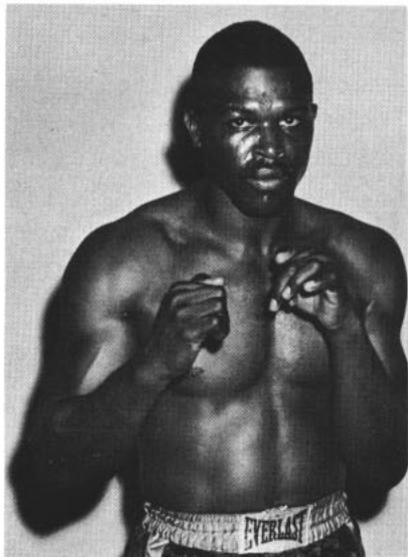
The first bout to go the distance was the 178-lb. clash between Charlie Theobald and Sylvester Crawford from *uss Warrington*. Theobald chalked up another for NNMCM.

Jesse Joyner racked up the eighth NNMCM victory by outpointing Richard Groccia from Davisville, R.I., for the middleweight title.

Atlantic Fleet

Nearly 2000 spectators watched the Atlantic Fleet boxing tournament semi-finals at Little Creek, Va.,

PACIFIC COAST'S Jim Rosette held on to 178-pound championship and is scheduled to fight in Olympics.



ALL-NAVY volleyball champions of 1964, the Pacific Coast Invaders, won all of their tournament games.

in which light-welterweight Malachi Thomas from *uss Orion* scored a TKO over Marine Earl Guy, Landing Force Training Unit; welterweight Witt Whitson from *uss Northampton* KO'd Dwight Bolt, *uss Wright*; Jim Finley from Seal Team Two stopped Pete Chimienti, *uss Wright* in a light-heavy contest; and heavyweights Willie Jenkins, *uss Arneb*, and Marine Jim White, *uss Northampton*, battled to the last bell for a unanimous decision that went to Jenkins.

In the final bout, heavyweights Jim McMillan, *uss Wright*, and Dave Zyglewicz, *uss Taconic*, lost no time mixing things up as they answered the bell. McMillan stung Zyglewicz with a hard right early in the round, after which the *Taconic* sailor dashed in with a flurry of punches. But he ran into a solid right hook that sent him down.

He bounced up immediately, but referee Paddy Mills signaled a knockdown and Zyglewicz waited out the mandatory eight count. McMillan played the possum game for most of the round—covering up, then springing back to score heavily until Zyglewicz, reversing the trend, moved in with a series of hooks that sent McMillan to the canvas at the bell.

Round two began as furiously as the first, both men throwing hooks and crosses until a right jab signaled the end for McMillan. Staggered in a neutral corner, he took a hard right cross that dropped him to the canvas for a KO in 25 seconds of the final round.

In the LantFlt finals, nine Atlantic Fleet boxing champions emerged after three days of rugged competition. Five of the champions were from the Amphibious Force, and one each came from Submarine Force, Naval Air Force, Cruiser-Destroyer Force and Atlantic Fleet headquart-

ers. The winners represented LantFlt in the All-Navy tournament.

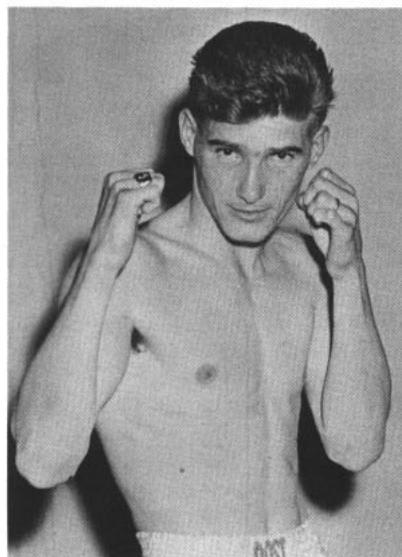
The final bouts of the tournament were highlighted by the guest appearance of former world middleweight champion Tony Zale.

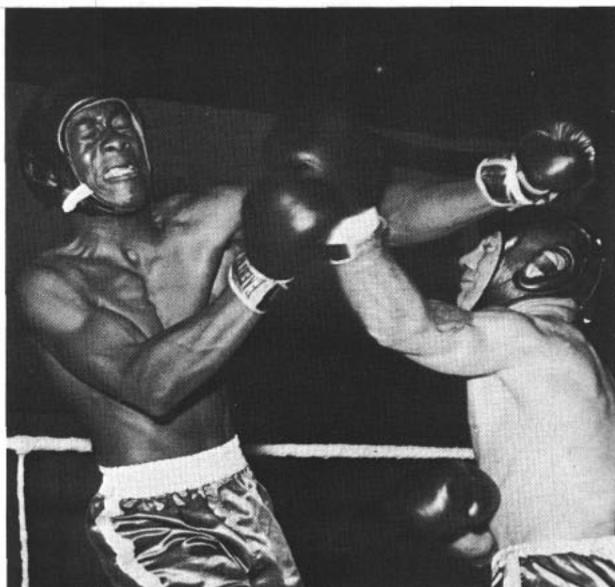
Amphibious Force winners were middleweight Marine Oliver Henry, from Landing Force Training Unit, who scored a TKO over Wally Stevens from *uss Sierra*; light-heavyweight Bobby Sidney from *uss Taconic*, who KO'ed Willie Jenkins from *uss Arneb*; and bantamweight Liwanag Ortiz from *uss Okinawa* and Marine lightweight Clyde Clark from Landing Force Training Unit, who were uncontested champions.

Other winners were light-middleweight Doug Amicone from Fighter Squadron 43 by a unanimous decision over Willie Adams, *uss Okinawa*; light welterweight Malachi Thomas from *uss Orion* by a TKO over John Ecdlango from Service Force, Atlantic; and welterweight Witt Whitson from *uss Northampton* by a TKO over Troy Vaught, Underwater Demolition Team 22. Flyweight John Mayo from Atlantic Fleet headquarters was also an uncontested champion.

Amicone, Virginia light-middleweight Golden Gloves champion, had trouble winning his second Atlantic Fleet title. Adams took an early lead by landing some hard rights to Amicone's head, but Amicone rallied in the final two rounds, catching Adams repeatedly with stinging lefts.

BANTAMWEIGHT Roy DeFillipis from Pacific Coast successfully defended 119-pound title won last year.





ATLANTIC FLEET boxers battle for championships at Little Creek, Va., a big step on the way to All-Navy tournament.

Thomas, Whitson, Henry and Sidney had little trouble gaining their titles. All four men recorded knockouts in less than two rounds. Thomas had the fastest KO of the evening, disposing of Ecdlango in 55 seconds of the first round.

South Atlantic

Results:

112 lb - DeVault, NAS Corpus Christi had no contender.

119 lb—Clark, NAS Corpus Christi had no contender.

132 lb - Johnson, NAS Corpus Christi defeated Payton from Sixth ND.

139 lb—Malphars, NAS Memphis defeated Vangen, Eighth ND.

147 lb—Miller, VT-29, had no contender.

156 lb - Linden, USNH Corpus Christi, defeated Pearo, Sixth ND, in 1:50 of the third round by TKO.

165 lb - Thompson, VT-31, defeated Flowers, Sixth ND.

178 lb - Newbill, NAS Sanford, had no contender.

Heavyweight—Melancon, of NAS Memphis, had no contender.

All winners represented SoLant in the All-Navy tournament.

All-Navy Results

Quarter finals:

112 lb - William Burr, NavSta Pearl Harbor (WestPac) won unanimous decision over Richard DeVault, USNH Corpus Christi (SoLant); Joe Gaiter, NAAS Ream Field Calif. (PacCoast), won split decision over John Bailey, NNMC Bethesda (NorLant).

119 lb—Don Clark, NAS Corpus

Christi (SoLant), won split decision over John Mayo, CINCLant Flag (LantFlt).

125 lb - "O" "B" O'Bannon, NNMC Bethesda (NorLant), won TKO in 2:53 of the third round over Liwanag Ortiz, *uss Okinawa* (LantFlt); Derrick Hill, Treasure Island (PacCoast), won a unanimous decision over Walter Swan, *uss Tom Green* (WestPac).

132 lb—Robert Valdez, *uss Prairie* (WestPac), won by a KO in 2:23 of the first round over Charles Clark, *uss York County*.

139 lb—Mickey Jones, NNMC Bethesda (NorLant), won by a unanimous decision over Robert Newton, NAAS Ream Field (PacCoast).

147 lb—Jim Miller, VT-29 (SoLant), won a unanimous decision over Ioane Tufele, *uss Westchester County* (WestPac).

156 lb—Mike Lyndon, USNH Corpus Christi (SoLant), won a unanimous decision over John Doughitt (NorLant).

165 lb—Oliver Henry, LFTU

'64 Navy Boxing Champions

Flyweight—Joe Gaiter

Bantamweight—Roy DeFillipis

Featherweight—Derrick Hill

Lightweight—Robert Valdez

Light-welterweight—Mickey Jones

Welterweight—Ralph Pelliccia

Light-middleweight—

Doug Amicone

Middleweight—Oliver Henry

Light-heavy—Jim Rosette

Heavyweight—Richard Pettigrew

(LantFlt), won by a KO in 2:15 of the second round over Paul Thompson, VT-31 (SoLant).

178 lb—Larry High, *uss Bayfield* (WestPac), won by a KO in 2:58 of the second round over Andy Newbill, VAH-5 (SoLant).

Heavyweight - Dave Zyglewicz, *uss Taconic* (LantFlt) won a unanimous decision over Mike Melancon, NATTC, Memphis (SoLant).

Semi-finals:

132 lb—Robert Valdez (WestPac) won a split decision over last year's champion Fernando Trujillo (PacCoast); John Dixon (NorLant) won a unanimous decision over Joe Johnson (SoLant).

139 lb—Mickey Jones (NorLant) won a unanimous decision over Malachi Thomas (LantFlt); Alvin Bradley (WestPac) scored a TKO victory in 2:51 of the first round over Ray Malphars (SoLant).

147 lb—Ralph Pelliccia (NorLant) scored a TKO victory in 1:30 of the third round over Jim Miller (SoLant); Randy Weddle (PacCoast) won by a KO in 1:44 of the second over Lorenzo Whison (LantFlt).

165 lb—Oliver Henry (LantFlt) won by a unanimous decision over Jesse Joyner (NorLant); Bobby Brown (PacCoast) won a split decision over Terry Edison (WestPac).

178 lb—Jim Rosette (PacCoast) won by a TKO over Larry High (WestPac); Bobby Sidney (LantFlt) won a unanimous decision over Charlie Theobald (NorLant).

Heavyweight - Dave Zyglewicz

(LantFlt) won a unanimous decision over Jim Haskins (PacCoast); Dick Pettigrew (NorLant) won by a TKO in 1:24 of the first round over Earl Johnson (WestPac).

Finals:

Glee for some, heartbreak for others, and plenty of good boxing marked this year's All-Navy championship finals. Four of last year's champs went all the way to repeat their feats. Two Marines were victorious.

After a couple of last year's champs were knocked out of competition on the way up the pyramid, two more who made it to the finals were dethroned. They are William Burr (WestPac), last year's fly-weight champ, who lost on a unanimous decision awarded to Joe Gaiter (PacCoast); and "O" "B" O'Bannon (NorLant), featherweight, who couldn't quite squeeze past Derrick Hill (PacCoast).

Dave Zyglewicz (LantFlt), savoring a strong taste of victory as the finals approached, did not have an opportunity to test his skill against last year's heavyweight champ Dick Pettigrew (NorLant) as he lost the match on a medical default.

The results:

112 lb—Joe Gaiter (PacCoast) won a unanimous decision over William Burr (WestPac).

119 lb—Roy DeFillipis (PacCoast) won a unanimous decision over Don Clark (SoLant).

125 lb—Derrick Hill (Marine—PacCoast) won a split decision over "O" "B" O'Bannon (NorLant).

132 lb—Robert Valdez (WestPac) won a unanimous decision over John Dixon (NorLant).

139 lb—Mickey Jones (NorLant) won by a TKO in 53 seconds of the second round over Al Bradley (WestPac).

147 lb—Ralph Pelliccia (NorLant) won by a TKO in 2:48 of the second round over Randy Weddle (PacCoast).

156 lb—Doug Amicone (LantFlt) won a unanimous decision over Mike Lyndon (SoLant).

165 lb—Oliver Henry (Marine—LantFlt) won a unanimous decision over Bobby Brown (PacCoast).

178 lb—Jim Rosette (PacCoast) won by a KO in 2:10 of the first round over Bobby Sidney (LantFlt).

Heavyweight — Dick Pettigrew (NorLant) won by default (medical) over Dave Zyglewicz (LantFlt).

—Bill Howard, JO1, USN

SIDELINE STRATEGY

WILL ANYONE in the COMFAIRNORFOLK and NAS Oceana commands who can beat VU-4 in the admiral's cup competition please step forward?

The invitation is open to all Atlantic Fleet aviation units in the area, including carriers homeported at NOB Norfolk, and to all squadrons and aviation support units stationed in Norfolk, Oceana and Lakehurst.

Surely some formidable competition can be mustered from such a large area. At

with a little one. Using small red snappers as bait on a 5-inch hook, he hauled in what should be a world record-breaking daddy snapper weighing 61 pounds. The existing record was about 55 pounds.

★ ★ ★

From the West Coast we have a report that VP-19 lost an ADR3 and the Washington Huskies gained a halfback. Berry Carter (6 feet, 1 inch; 198 lbs.), two-year star of Moffett Field's grid and district championship softball teams, was awarded a full four-year



least good enough, it would be hoped, to beat teams from a small outfit which has 35 of its members detached to Florida.

Until this challenge is answered, the Oceana-based utility squadron hereby serves notice that it will continue to take the league and station championships in softball and football—as it did in 1963—even bettering (if that's possible) its 22-won, none lost football record posted last season.

Besides being last year's admiral's cup winner, VU-4 has the 1963, '62 and '61 captain's cups to prove that it means business.

★ ★ ★

Item of interest in the *Gitmo Review*, weekly station paper in Guantanamo: Next to a picture of former ALL HANDER Jerry McConnell (wearing a Beatle wig) was a story about Chief Youmans and his red snapper. It was a whopper—Youmans caught a big one

football scholarship to the University of Washington in Seattle.

Carter attended Manassas High School in Memphis, Tenn., before serving his recently expired stint in the Navy, and was named to the All City football team two consecutive years besides lettering in baseball, swimming and boxing.

★ ★ ★

Woody Woodpecker, that clownish little heh-heh-heh-HA-heh comic book and cartoon creation of Walter Lantz, will soon make his debut on the Navy sports scene. Woody's creator has authorized a certain ship in the Pacific Fleet to use him on such things as athletic uniforms, ship's patches, ashtrays and the like. Woody will soon make his first appearance on the teams' jerseys at bowling and softball games.

Wondering which ship has been so honored? uss *Woodpecker* (MSC 209), of course.

LETTERS TO THE EDITOR

Permissive Orders

SIR: I looked up an ALL HANDS article (printed in 1962) which stated that a man may be ordered for separation anywhere if he makes a formal written statement to the Chief of Naval Personnel that the place he designates will be his final home of selection for retirement.

Our chief personnelman says this has been discontinued, but can't find any reference to back up his belief.

Can you tell me whether or not there has been a change in this procedure?—R. L. P., SH1, USN.

• *There was a time when the Chief of Naval Personnel did authorize transfers of this kind, but there were complications.*

To justify the orders, the Bureau had to ensure that the cost of such a transfer wouldn't exceed the amount to which the man would be entitled under the standard procedure of transfer to the Fleet Reserve. If the Bureau did this, the transfers were authorized on the permissive condition that the individual concerned would pre-select his "home of selection".

The ax fell when the Comptroller General ruled that transferring Fleet Reserve personnel to a separation activity of their choice under permissive conditions deprived the individuals of all basic entitlements due under directive type orders.

To preclude the possibility of pay checkages as a result of permissive orders, the idea was dropped.—Ed.

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, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D. C. 20370.

One Letter Tells the Complete Story

SIR: Our ship recently won the battle efficiency "E", and our communications division was awarded the green "C" for excellence.

Many of the men in communications would like to wear the green "C" sleeve patch. They claim the insignia is cricket, and point out that several other ships in the area allow their men to wear the "C". The patch is also sold by local tailors.

I say the "C" may not be legally worn. U. S. Navy Uniform Regulations authorizes the "E" for wear, but it doesn't answer our question about the "C".

Is the "C" authorized?—V. R. F., RMCS, USN.

• *No. The "C" may not be worn on the uniform.*

But we do agree with you on one point—in a negative sort of way. The answer to your question is in "Uniform Regs." If it's not listed, it's not authorized.

It's easy to understand why the men in your communications gang would be

proud of their accomplishments, and want to wear the "C". But let's remember that they are authorized to wear the "E", and without their skill your ship would probably never have earned it.

The Uniform Board has considered requests for the authorization of such items as the green "C", white "A", black "M", plus white, green, red and yellow "E's", but the board disapproved each in favor of the old tradition that the Navy uniform should be clean and uncluttered.

You must admit it does look better that way.—Ed.

Saratoga's Eight-Inchers

SIR: I remember reading, years ago, an All Hands article which said the old USS Saratoga (CV 3) once carried eight-inch guns.

Unfortunately, I only remembered enough to maneuver myself into an argument but not enough to talk my way out again. My opponent claims the guns were installed during the building process but were removed before Saratoga was launched.

I, on the other hand, remember reading that the old carrier kept her eight-inch guns for a number of years after her commissioning — but I certainly can't prove it. I don't remember the date of the article, and Jane's Fighting Ships (1942) doesn't help.

So what's the story? I quoted All Hands as my source — can you bail me out? — F. V. T. W., LT (JG), USN.

• *Happy to oblige.*

Saratoga, one of the Navy's earlier carriers, was originally laid down as a battle cruiser in 1920. She probably would have been launched as a cruiser, had negotiations for the Washington Treaty not stopped her construction.

The Washington Treaty of 1922, finally signed by the world's major sea powers of the era (British Empire, France, Japan and the U. S.), limited the total capital ship tonnage of the U. S. to 525,000 tons.

When she signed the treaty, the U. S. agreed to dispose of those capital ships then under construction and in excess of the limitations. The cruiser in question was in excess.

However, aircraft carriers were not considered capital ships, and the U. S. Fleet was short of the 135,000 tons allowed for flattops. And, under one of the provisions of the treaty, the U. S. could legally convert two of her partially built cruisers to aircraft carriers.

Saratoga, of course, was one of these.

SHOW ON DECK—USS Topeka (CLG 8), at Long Beach Naval Base, hosts pipes and dancers of the Anderson Highlanders from Lakewood, Calif.



The other was USS Lexington (CV 2).

Because the hulls were designed for battle cruisers, the carriers retained many features more common to cruisers: armored hulls, eight 8-inch/55-caliber breech-loading rifles in four twin mounts and four 21-inch single above-water torpedo tubes.

Saratoga carried this armament from her launching in 1925 until the late 1930s when, during modernization, they were removed. The eight-inchers were replaced with 16 5-inch/38 caliber dual-purpose guns, plus 40-mm and 20-mm anti-aircraft batteries.

Saratoga kept her armored hull, of course. The heavy, re-enforced sides, uncommon for a carrier, came in very handy in 1942. Twice that year, in incidents about seven months apart, she was torpedoed by Japanese submarines.

Between her first and second tangles with subs, her aircraft sank the Japanese carrier *Ryujo* and heavily damaged the seaplane carrier *Chitose*. After repairs in Pearl Harbor following the August 1942 torpedoing, Saratoga participated in strikes against Sabang, Sumatra; and Surabaya, Java. In 1945 she joined Admiral Mitscher's Task Force 58 for the first carrier aircraft strike on Tokyo and the invasion of Iwo Jima two days later.

In an engagement following the Iwo Jima invasion, she was hit by four suicide planes and seven bombs. She made Eniwetok with heavy casualties and, still fighting to bring fires under control. Although she survived, she did not fight again.

Saratoga was finally sunk at Bikini, during the 1946 A-bomb tests. She had been commissioned almost 19 years. —Ed.

Warrants Were on the Settle Board

SIR: Some comments regarding your report on the Settle Board recommendations (ALL HANDS, April 1964). I have completed 23 years' active service, 12 of them as a warrant officer. I'm sure that most warrant officers, like myself, are pleased to note that their program is to be reactivated.

I also feel, however, that remaining WOs could have offered many constructive suggestions for the Settle Board to consider. For example:

- Discontinue the use of specialty indicators such as CHELECTECH, ELECT, SURFORDTECH, etc. These are cumbersome, often misunderstood or misspelled, and unnecessary. The numerical designator should be enough to indicate the warrant's specialty.

- Change the title "Chief Warrant Officer" to "Senior Warrant Officer" or just plain "Warrant Officer." W-1s could be called "Junior Warrant Officer." An introduction to civilians as "Chief Warrant Officer So-and-So" usually results in his being addressed as "Chief."—R. H. C., CWO-3, USN.



PACKS A PUNCH—USS Cochrane (DDG 21) is armed with Tartar missiles, Asroc ASW rockets and 5-inch guns. She joined the Fleet just this spring.

- Warrant officers did offer many constructive suggestions for the Settle Board to consider. WOs and former WOs sat as Settle Board members. Others appeared before the board to air their views. Still others corresponded with the board, or were contacted for comment.

Not all warrant officers, however,

were heard from. But those who were made a number of suggestions quite similar to yours. These were discussed but, for various reasons were not included in the recommendations sent to the Secretary of the Navy.

Like you, we were glad to see that one big recommendation—for reactivating the WO program.—Ed.

An Official Motto for the Sea Service?

SIR: What is the official motto of the Navy? The question arose here recently and, so far, no one—including the officers and chiefs attached to *Constellation*—has been able to provide a definite answer. But everyone thinks there must be one.—M. E. H., EM1.

- You have problems because the Navy does not have a motto. According to the Naval History Division, there never has been an official motto. The first Navy seal carried the words "*Sustenans et Sustentatum*"—which may be translated loosely as "sustaining and having sustained"—but this was not an official motto.

Your query has given us pause for thought on the subject. Why doesn't the Navy have a motto? A motto can serve a two-fold purpose: properly conceived, it describes the general principles or precepts on which an organization is based. If the actions and accomplishments of the organization as a whole can be identified with this description, the motto gains a manifest historical significance which can serve as an inspiration to present and prospective members of the organization.

Among the examples which come to mind, the Marines are noted around

the world as being "*Semper Fidelis*;" the Coast Guard is "*Semper Paratus*;" and the motto "*E Pluribus Unum*" on our coins serves as a constant reminder that the United States is a country formed by making "one out of many."

Now, we're not advocating that the Navy go on port and starboard watch until someone hastily cooks up a motto. We pose the question merely to propose an answer.

If "*Sustenans et Sustentatum*" was, by any chance, introduced by someone with a view toward its possible adoption as an official Navy motto, the tongue-twisting qualities of this phrase probably were responsible for its eventual trek to obscurity.

In addition, "sustaining and having sustained" is a rather vague statement and hardly contains any inspirational punch—it doesn't have the desired ring to it. Nor does it amply describe the Navy's multifarious missions and capabilities; nor does it sufficiently convey overtones of the character make-up of Navymen.

Possibly in this year and age of slogans, someone can suggest a more fitting motto which could be used, should the Navy ever consider adopting one.—Ed.

LETTERS TO THE EDITOR (Cont.)

Sure, You Can See Your Records

SIR: I work in an officers' records section and am often asked where an officer should get permission to review his previous fitness reports.

Although I have searched available publications and directives, I have found no information on the subject.

Can you tell me whether or not officers can review previous fitness reports? If so, how and by what authority? — F. T., YN1, USN.

• A officer or his representative (if designated in writing), may review his past fitness reports (and other personnel records) at Room 3057, Arlington Annex of the Navy Department, Arlington, Va.

This is the location of the Bureau of Naval Personnel's Officer Review Room. About 20,000 officers review their records here each year.

The "BuPers Manual" (Article B-2201 (3)) tells you all about it. — Ed.

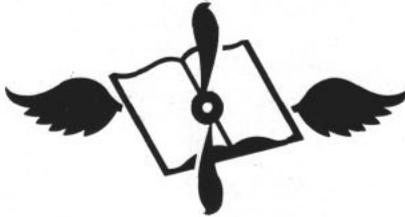
Rating Badge New From A to Z

SIR: Whatever happened to the new AZ rating badge? The aviation maintenance administrationman rating has been in effect since 1 January, and was no doubt in planning stages long before that. I know of some 60 AZ "A" school graduates in the Fleet already who would be proud to wear a striker's badge—if they could find one. Now, with the February 1964 exam results out, and the August exams not far off, many new AZ3s will be petty officers for pay purposes only.

Civilian uniform shops are prepared to sell the design which was made pub-

lic a few months back, but can't do so until it is authorized. Our base's clothing and small stores doesn't even have a stock number for the new badge.

The absence of official word on the subject is creating some awkward sit-



uations for the AZs involved, and is breeding a variety of rumors.

When will the badges be available? Are changes to the published design being contemplated? — J. R. S., AZ1, USN.

• In response to your last two questions, AZ rating badges will be available soon, if they aren't on your small stores shelf already, and no changes to the published design (see cut) have been made.

As for the delay in issuance of AZ badges, it's the old story of introducing a new insignia item into the supply system—which usually requires six to nine months' lead time. This allows for development of an adaptable machine design for mass production of the approved drawing, which insures standard, identical badges. Then consider contract negotiations, commercial manufacturing schedules, shipping and Navy-wide distribution, and the months have slipped away.—Ed.

GOOD RECORD—TRARON-28 Trackers fly over Corpus Christi T-heads. The training squadron completed 365 days and 30,363 hours without accident.



Officer Mess Inspection

SIR: I've noticed during various shipboard administrative inspections over the years that the Navy does not have a checkoff list for officers' messes. I believe that an administrative checkoff list, containing standard mess inspection points indicated below, would improve the operation of officers' messes and make them more uniform in function.

- (a) Procedures for mess treasurer and caterer.
- (b) Adequate control for the mess, SandA form 338 (or similar form).
- (c) Education and training for stewards.
- (d) Stock and storeroom control.
- (e) Responsibility card (SandA 306) for mess equipment.
- (f) Enlisted men organization chart.
- (g) Purchase form for outside purchases (NavCompt 739).
- (h) Commissary price list.
- (i) Civilian vendor price list.
- (j) Appearance of wardroom.
- (k) Orderliness of staterooms.
- (l) Timing and proficiency in service.
- (m) Condition of china and silverware.
- (n) Table linen.
- (o) Cleanliness and neatness of personnel.
- (p) Balance of menu.
- (q) Reading materials.
- (r) Administration of Officers' Messes (NavPers 10849-A).
- (s) The Wardroom (NavPers 10002).
- (t) U. S. Navy Regulations, 1948.
- (u) Applied Cookery (NavSandA P-227).
- (v) Sanitary precautions for food service personnel.
- (w) Meat Handbook (NavSandA P-55).
- (x) Navy Recipe Service (NavSandA P-7).
- (y) Bakery Handbook (NavSandA P-342).
- (z) Steward 1 & C; Steward 3 & 2 (Training courses).

—W. H. H., SDC, USN.

• You have plenty of support in your contention that wardroom messes afloat have not received the attention they deserved during administrative inspection tours, and have been somewhat lacking in uniformity of operation.

In recent times, steps have been taken to do something about it. As of June 1963, the "Accounting Handbook for Nonappropriated Funds" (NavExos P-2409), contains instructions concerning afloat mess operation. As of 1 Oct 1963, supply officers assigned to certain major ships have been attending (at Pax River, Md.) a four-week course of instruction devoted to their wardroom messes.

There also have been some changes in the publications you recommended. For example:

- Your (e) — Responsibility Card

(SandA 306) for mess equipment is now designated as Equipage Stock Card and Custody Card (SandA 306-A).

• The publication "Administration of Officers' Messes" (NavPers 10849-A) which you recommended under (r) is now out of print and obsolete.

• "Sanitary Precautions for Food Service Personnel" (your reference (v)) is NavPers 91921-A.

• Your reference (w) "Meat Handbook" (NavSandA P-55) is out of print. BuSandA is going exclusively to "pack."

• If you don't mind a bit of hair-splitting, your reference (x) "Navy Recipe Service" (NavSandA P-7) is, technically, "Navy and Marine Corps Recipe Service" (NavSandA P-7).

In spite of these minor nits we have managed to pick, the people at the Bureau like your suggestions.—ED.

Ormsby's Career Lively, Laudable

SIR: What ever happened to *uss Ormsby* (APA 49)? I was assigned to *Ormsby* in 1943 shortly after she was commissioned. I was on board when she participated in the Gilbert Islands operations, but was transferred to another ship that same year. What other operations did *Ormsby* take part in? Where is she now?—T. M. F., Hyattsville, Md.

• Briefly, *Ormsby* was a busy ship during the two years she remained in service after you last saw her. From Tarawa to Leyte Gulf she moved thousands of men to and from various front lines and earned for herself a number of service medals and battle stars. In May 1946 she was transferred to the War Shipping Administration for disposal.

Now at our disposal 17 years later, is *Ormsby's* written history, which makes it clear that during little more than two years of wartime Pacific operations she did, indeed, get around, and that her career, though relatively short-lived, was lively and laudable.

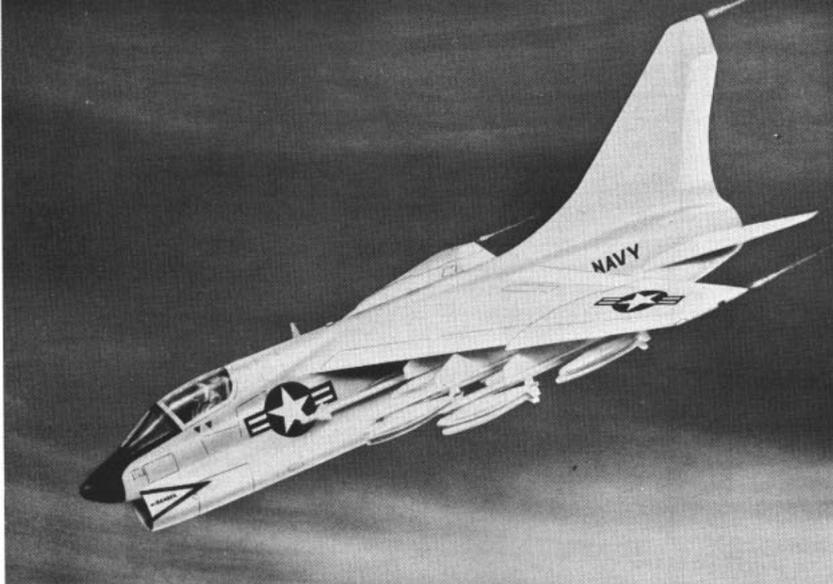
Ormsby was actually a C-2 type merchant ship converted to the attack transport category for wartime service. She was commissioned in June 1943 at San Francisco, and wasted no time in getting underway.

In August 1943 she was loaded with troops and cargo at San Diego, then moved into the Pacific area, stopping at Pearl Harbor, the Ellice Islands, Pago Pago, New Zealand, and Efate, then landed Marines at Tarawa in the Gilbert Islands during that historic battle of 20 Nov 1943.

Ormsby returned to Pearl Harbor in December, took on Army troops for amphibious warfare training, then landed them at Kwajalein on 31 Jan 1944.

From Kwaj *Ormsby* moved on to Guadalcanal where she trained more Army units, then landed reinforcements for the action at Bougainville on 28 March.

April 1944 was New Guinea month



A CONTRACT has been awarded for development of new A7A attack aircraft, shown in artist's concept, scheduled to replace A4E Skyhawk.

for *Ormsby*. She had stops at Milne Bay, Buna, Finschhafen, and Aitape, where she landed assault troops.

Returning to Guadalcanal, *Ormsby* loaded Marines of the First Provisional Marine Brigade and trained them in landing operations. On 21 July she landed these troops at Guam. While at Guam *Ormsby* suffered her only casualties of the war: Two men were killed when a 3-inch shell hit her forward resistor room.

From Guam *Ormsby* went to the New Hebrides for maintenance, then again returned to Guadalcanal to embark men of the First Marine Division. She landed these troops at the Palau Islands in mid-September, then proceeded to Hollandia and took on an Army unit for the Philippines, landing them at Leyte on 20 October. A reinforcement run to Leyte followed on 14 November, by way of Manus, Hollandia, and Morotai.

That month *Ormsby* returned to the U. S. for a breather in the form of an overhaul at San Pedro, Calif. Out of the

yards in March 1945, she loaded up with Seabees at Port Hueneme and moved them to Guam. She returned to San Francisco on 5 May, then steamed to Seattle.

Another voyage to Guam followed and, before returning to San Francisco in July, she stopped at Tinian and Saipan.

In August *Ormsby* moved a load of Army personnel to Manila; the following month dropped anchor in Tokyo Bay. Also in September she moved to Guam where she took on more than 1000 Marines, then steamed to Tsingtao, Shantung Province, China, for the occupation landings.

In October she returned to Manila Bay, and the following month went to Haiphong, French Indo-China, where she took on exactly 1737 Chinese Army men. She then moved on to Formosa for the landing of Chinese occupation forces. From there, *Ormsby* moved to Okinawa to pick up 1872 Army men for return to the U. S.

In May 1946, *uss Ormsby* was transferred to the War Shipping Administration for disposal by sale.

In all, she had earned six battle stars on the Asiatic-Pacific Area Service Medal for the roles she played in the following operations:

Gilbert Islands—20-29 Nov 1943
Marshall Islands—31 Jan—4 Feb 1944
Hollandia—21-27 Apr and 1-5 May 1944

Marianas Islands—21-25 Jul 1944
Western Caroline Islands—6 Sep-14 Oct 1944

Leyte—13-25 Oct and 14 Nov 1944
Ormsby also earned the Navy Occupation and China Service Medals.

We're glad you didn't ask how many miles *Ormsby* steamed in the course of all this. Our adding machine broke down somewhere between Pago Pago and Efate in the South Pacific.—ED.

Take It Easy

SIR: I understand ALL HANDS recently contained an article on isometrics.

My husband is a cardiac patient and unable to take strenuous physical exercises. Perhaps isometrics would be excellent for him. May I have a copy of the issue in question?—K. E. S.

• We are sending you a copy of our June 1963 issue. The nine isometric exercises are described on page 43.

You should remember, however, that the Navy suggested the exercises for men who possess relatively good health. Before your husband gives the system a try, he definitely should obtain his doctor's permission.—ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• *uss Bowditch* (AG 30/AGS 4)—The 1964 reunion will be held on 14 August in Chesapeake, Va. Detailed information may be obtained from H. F. B. Delamorton, 5316 Kennebeck Court, Norfolk, Va. 23513.

• *uss Briareus* (AR 12)—A reunion for World War II crew members is scheduled for the weekend of 10 October in Atlantic City, N. J. For details, write to Robert Amos, 27 Winthrop Rd., Somerset, N. J.

• *usccg LST 831* — A reunion is planned for 24-26 October in Pittsburgh, Pa. For information, write to Chas. H. Daniel, YNC, USNR (Ret.), 281 Finley St., Jacksonville, Ill.

• **SACO-NAVAL GROUP CHINA**—The 10th annual reunion will be held 7-9 August at the Summit Hotel, New York, N. Y. Write to Harold Bonin, Jr., 16 Arn Terrace, Secaucus, N. J., for

further details on this reunion.

• *29th Seabees*—The annual reunion will be held 21-23 August at the Sheraton-Gibson Hotel, Cincinnati, Ohio. For particulars, write to R. Hugh Hancock, 531 Lowell Ave., Cincinnati, Ohio 45220.

• *Seabee Veterans of America*—The 18th national convention and reunion will be held in Las Vegas, Nev., 13-16 August. For information, write to Al Landsman, 2112 Santa Ynez St., Las Vegas, Nev.

• *1st Marine Division Association*—A reunion is scheduled for 31 July-2 August at the Marines' Memorial Club, San Francisco, Calif. For details, write to 1st Marine Division Association, 100 Harrison St., San Francisco, Calif. 94106.

• *uss Chicago* (CA 29)—A reunion is being planned in the Chicago area for early fall. For details, write to L. R. Thomas, CSC, USNR, 18 South 3rd Ave., St. Charles, Ill. 60174.

• *uss Lanier* (APA 125)—A reunion is being planned for New York City in August 1965. For information, write to Ed Mollach, Jr., Box 11, Maplewood, New Jersey.

OOD Is Steady Man on the Bridge

SIR: While refueling from *uss Canisteo* (AO 99) on 7 Feb 1964, LTJG David L. Neisius of my ship established what I believe is a record. As OOD he maintained his station alongside the oiler for 74 minutes without a change in RPM.

We would be interested in hearing from other ships who have come close to this mark.

The refueling took place off the coast of Puerto Rico.—CDR D. D. Harris,

CO, *uss John Paul Jones* (DD 932).

• Nice work. However, as far as we're concerned records are made only to be broken. We haven't heard of a better mark, but, now that you've brought it up, we just might. This sounds like remarkable seamanship. Congratulations.—Ed.

Sea Duty in Duluth

SIR: I have read that the Navy now has under construction LPD 6 which will be christened *Duluth*.

I sailed in *uss Duluth* (CL 87) and thought her one of the finest ships a man could serve in. I am scheduled to go back to sea again soon and would like to know when the new *Duluth* is to be commissioned. — E. L. C., LTJG, USN.

• *Duluth* (LPD 6) is scheduled for commission in October 1965.—Ed.

They're Both the Same Ship

SIR: According to page 91 of the old *Navy and Marine Corps Awards Manual* (NavPers 15,790), *LCI (L) 816* was awarded an engagement star for the assault and occupation of Okinawa Gunto Island during the period 28 Apr to 30 Jun 1945. Later, she engaged in minesweeping operations around Nagoya, Japan.

On page 85 of the *Manual*, however, *LCI 816* was awarded a star for minesweeping operations in the Nagoya (Honshu) area and another for operations at Kochi Shikoku (Honshu). There is no mention of *LCI (L) 816* in connection with these operations.

What happen? Did the Navy award Honshu engagement stars to the wrong ship?—J. W. W., HM1, USN.

• It's somewhat confusing, but suffice it to say that they are one and the same. The old "Awards Manual" (NavPers 15,790) lists *LCI (L) 816* in one place and *LCI 816* in the other, but both refer to the same ship, whose complete and correct title is *LCI (L) 816*.

The old NavPers 15,790 has been superseded by the new "Awards Manual", (SecNavInst P1650.1C, revised 1953). The area lists are not included in the new part of the manual.

For your information, *LCL (L) 816* is entitled to all minesweeping stars which were awarded to *LCI 816*.—Ed.

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FLEET TUG *USS Ute* (ATF 76) heads to sea. (Rt.) Anchor used on grounded ships is lowered to *USS Arikara* (ATF 98).

They Tow Anything That Floats

IF YOU WERE to see a little fleet tug steaming through the water with a ship fifty times its size in tow, you'd probably consider the tug crew was being put upon.

But the fleet tug would undoubtedly complete its job on schedule.

Of course, such massive jobs are not an everyday occurrence. But even when the big ship business is slow the tugs manage to keep busy. They tow barges, floating derricks, destroyers, even targets, take part in salvage operations and rescue missions and even fight fires.

There are presently 30 fleet ocean tugs active in the Navy. Larger than harbor tugs but about half the size of a *Fletcher* class destroyer, the small ships lack the familiar manila pudden or rubber fender on the bow. Four diesel engines, harnessed to a single 12-foot propeller, drive them through the water at speeds greater than 16 knots (without a tow).

Fleet tugs are named after American Indian tribes, but battle ribbons, stars and E's replace war paint. They are armed with one three-inch and six smaller anti-aircraft guns and, though the armament is light, the gun crews have learned to use their weapons to good advantage. During World War II *uss Apache* (ATF 67) counted coup on four Japanese dive

bombers in eight minutes. More recently, *uss Takelma* (ATF 113) painted a third stripe under her gold gunnery E.

Although the ocean-going tugs get more than their share of oddball jobs, their primary mission is still long distance towing of both large and small ships. The job sounds relatively simple, and usually is when the elements cooperate. But during rough weather, when heavy seas break over the tug's low bulwarks, the crewmembers must struggle with their machinery on the open fantail.

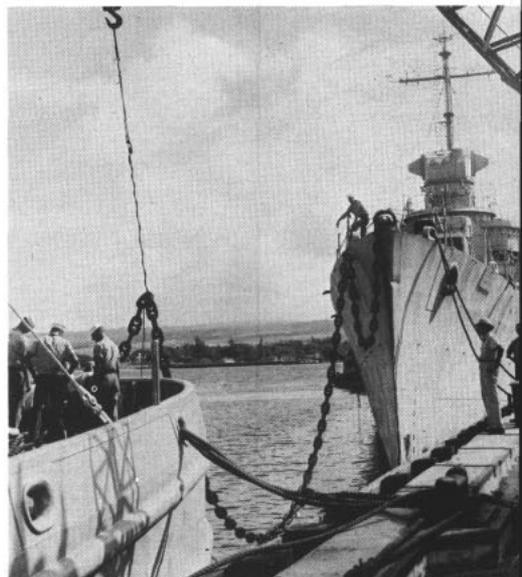
If the fleet tug is a handy ship in peacetime, it is invaluable in time of war, when the demand for all-purpose ships shoots skyward. During the Korean conflict *uss Ute* (ATF 76) performed repair operations as complicated as the removal and overhaul of a diesel engine and as simple as sharpening a cross-cut saw. During World War II the 206-foot *uss Sioux* (ATF 75) attacked and sank an enemy two-man submarine with fire from her 40-mm gun.

The little ships are stationed around the world. And though they're squat, unglamorous and slow, they're a welcome sight when, far at sea, an oddball or emergency job needs to be done.

—Gerald R. Boling, JO1, USN.



THIRD GOLD gunnery hashmark is painted on *USS Takelma* (ATF 113). (Below) A destroyer is prepared for tow by *USS Hitchiti* (ATF 103).





COOL COMMAND—LCDR R. K. Fontaine, CO of *Hissem*, stands on icy bow of ship during Operation Deep Freeze.

Picketing the Pole

ALTHOUGH IT WAS early spring in Antarctica, most of the crew in USS *Hissem* (DER 400) found it like no other spring they had ever encountered. *Hissem* was on station in extreme southern waters gathering weather information and offering navigational aid to air traffic passing overhead on its way to and from the Antarctic continent.

Weatherwise, it seemed warm—for Antarctica. The air temperature was

18 degrees and the sea temperature remained an even 29 degrees above zero. The 60-knot wind, however, succeeded in making life miserable for everyone on board and contributed to the roughness of the sea which rolled the ship 50 degrees every few seconds.

It soon became habitual for the crew members to hold on to their bunk chains while they slept and to expect their shower water to come

out of the nozzle at right angles to the bulkhead.

Navigation became a problem when the ship would be completely engulfed in white mist, giving the crew the feeling they were drifting through a cloud. The navigator frequently wondered for days on end when he would get a look at a star.

It finally came to the point at which sonar had to locate a high pinnacle on the ocean floor from which the navigator could fix the ship's position.

RADAR PICKET escort ship USS *Hissem* (DER 400) steams in calm seas.



THE UNINITIATED might think a ship on ocean station in Antarctica waters might be pretty lonely. Such was not always the case with *Hissem*, however. At times, the social life became positively bountiful. On the way to its station, the ship passed Campbell's Island—a peat moss-covered weather station maintained by New Zealand on which there is a large population of seals, sea elephants and gulls. There are also 14 New Zealanders whose tours on the island run from one to three years.

Hissem refueled from the ice-breaker USS *Atka* (AGB 3). *Hissem* followed astern and picked up a fire

ALL HANDS

hose which *Atka* was trailing in the water. After the hose was picked up, *Atka* pumped 10,000 gallons into *Hissem's* tanks.

Hissem also received an emergency message from New Zealand's *Rotoiti*—a ship comparable in size to a U. S. destroyer escort. *Rotoiti* had a 16-year-old seaman on board who had appendicitis.

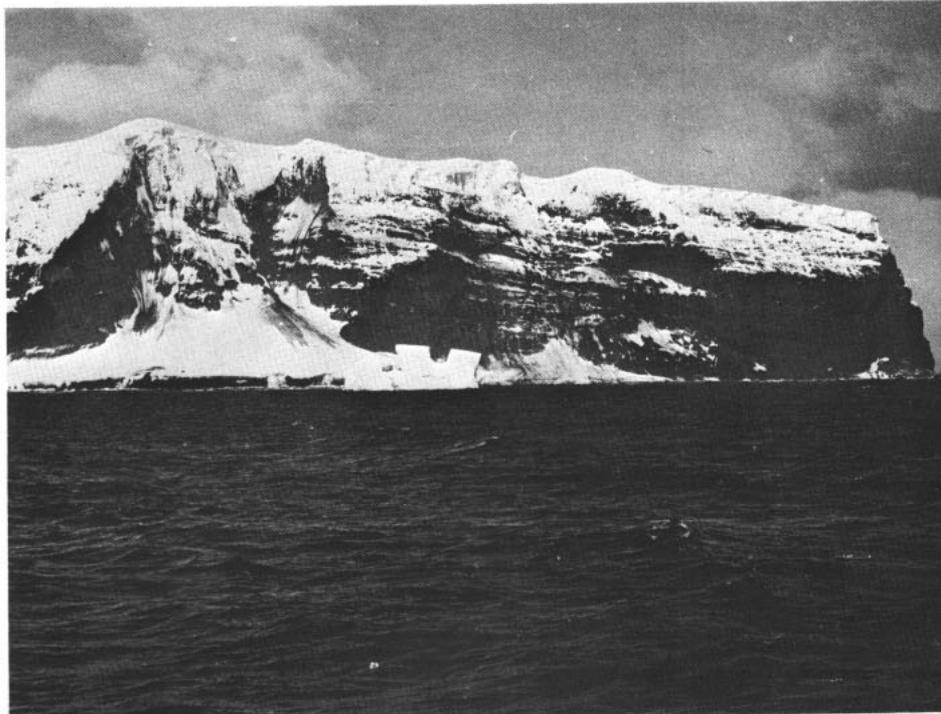
The only way to transfer the patient from the New Zealand ship to *Hissem* was by highline. This wasn't easy. Waves from 15 to 30 feet high buffeted both ships and it took two hours to rig the line between them. Once the line was rigged, 70 men were required to handle the tension while the patient made his three-minute transit between the two severely rolling ships.

The New Zealand seaman wasn't in good shape when he reached the operating table in *Hissem*. His appendix was ruptured and gangrenous.

It was LT John Alexander's first operation in the Navy, and a critically ill patient in a rolling ship was not the best way to initiate a career.

The operation lasted four hours and was successful. LT Alexander emerged from the operating room, removed his gloves and announced in his best professional manner that the patient was doing just fine.

WHEN TIME hung heavy on the crew's hands, they talked to the folks back home via ham radio and phone patches and, of course,



ICEBERG in foreground is but one of many sighted by *Hissem's* crew.

there was always a lot of professional chitchat with the pilots of New Zealand, Soviet, Australian and U. S. planes flying over on their respective missions in the polar regions.

Hissem's men furthered their careers by completing 118 USAFI courses. Thirteen men received their two-year associate degrees and 42 men were promoted in rate. For those who still wanted something to

do, there were classes in economics, U. S. history and Spanish.

Hissem took the scenic route home with stops at Tasmania, Perth, Singapore and through the Med to Naples before going home to Newport. For her crew who had spent nearly a month hanging on to their bunk chains as they slept, it was a pleasant end to rough duty.

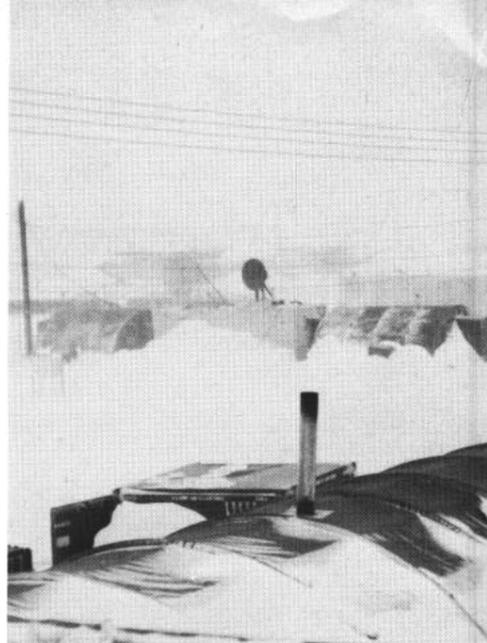
—Don McKay, JO3, USN

RADIOMEN transmit navigational data. (Rt.) A New Zealand man is highlined to *Hissem* for emergency operation.



JULY 1964





TIME OUT—USS *Glacier* (AGB 4) and *Burton Island* (AGB 1) moor to ice at McMurdo after breaking open channel.

A Year in the Deep

ABOUT THE TIME the swallows returned to Capistrano, signaling the return of spring to the northern hemisphere, USS *Glacier* (AGB 4) steamed into the harbor of Lyttelton, New Zealand, leaving Antarctica to the clutches of winter and ending Operation Deep Freeze '64.

For Antarctica it had been an eventful year, which began on 1 October with an unprecedented non-stop flight by two ski-equipped C-130 *Hercules* aircraft from Capetown, South Africa, to McMurdo Station and on to Christchurch, New Zealand. The planes were manned by crews from Air Development Squadron Six.

The lead plane carried RADM

James R. Reedy, USN, Commander, U. S. Naval Support Force, Antarctica. The flight itself proved the feasibility of a south polar air route.

During Deep Freeze '64, the Navy's Air Development Squadron combined its resources with a unit of the Air Force's 1608th Air Transport Wing to transport supplies through the logistic network cheaper and faster.

THE TWO organizations made a good team and not one nail, oil drum or carrot was lost in the snow after an air drop—the reason: The planes were able to land. All cargo flown by the Navy to Amundsen-Scott South Pole Station, Byrd Sta-

tion, Eights Station and to Hallet Station was landed and off-loaded into waiting tractor trains.

The planes did a variety of jobs, from resupplying inland stations and trail parties to hauling cargo and personnel. Cargo flown from Christchurch to McMurdo during the season totaled almost one million pounds.

During an exploratory flight in February, a new mountain range was discovered about 80 to 100 miles east of the Shackleton Range. The mountains, which are near Queen Maud Land haven't been named yet. They are believed to be a separated extension of the Shackleton Range.

On 13 December an Air Force *Hercules*, on its last turn-around of the season, was forced to make an emergency landing at McMurdo. The plane had to circle McMurdo for four and one-half hours waiting for the weather to clear.

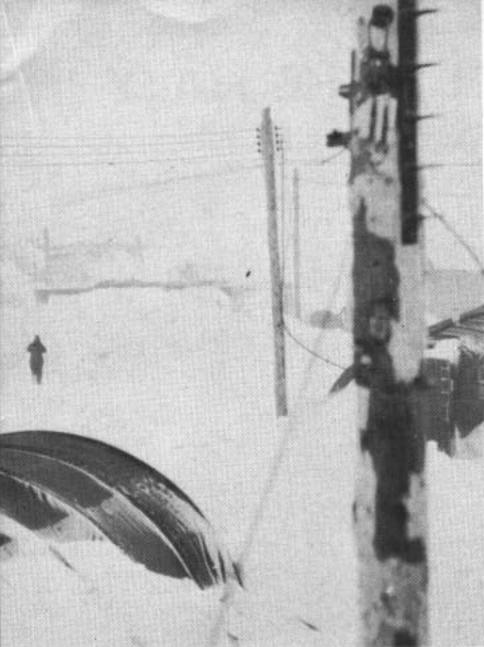
With fuel running low and the weather still murky, the *Hercules* made four final passes at the field as the calm voice of the Navy Air Controlman directed her down on the ski-way. Her wheels left deep furrows but the plane was undamaged.

DURING THE SEASON, Deep Freeze '64 was supplied with 18,900 measurement tons of cargo by USNS PVT J. R. Towle (T-AK 240), PVT

SUPPLY SHIP USNS *John Towle* waits for escort thru ice to McMurdo Station.



ALL HANDS



WHITE-OUT moves in on Williams NAF.

Freeze

J. E. Merrell (T-AK 275) and Wyandot (T-AKA 92).

Military Sea Transport tanker USNS *Chattahoochee* (T-AOG 82) and New Zealand's HMNZS *Endeavour* supplied the Americans on the white continent with more than six million gallons of jet fuel, arctic diesel, aviation gasoline and marine diesel fuel.

One of the most demanding jobs in connection with any Deep Freeze operation is that of the ocean station ships which maneuver midway between New Zealand and Antarctica.

First of these ships on station was USS *Hissem* (DER 400)—See p. 28.

In addition to her usual duties of furnishing navigation information to overflying planes, she played the role of a seagoing hospital when her doctor was called upon to perform an emergency appendectomy on a patient from HMNZS *Rotoiti*.

As usual, the icebreakers did their nerve-racking part in getting sea traffic to and from Antarctica.

Between them, USS *Atka* (AGB 3), *Glacier* (AGB 4) and *Burton Island* (AGB 1) cleared the channel to McMurdo Station and escorted cargo ships and tankers to their off-loading points.

THE ICEBREAKERS also carved docking areas by sheer brute force, kept the sea channel clear and broke
(Continued on Page 34)

JULY 1964

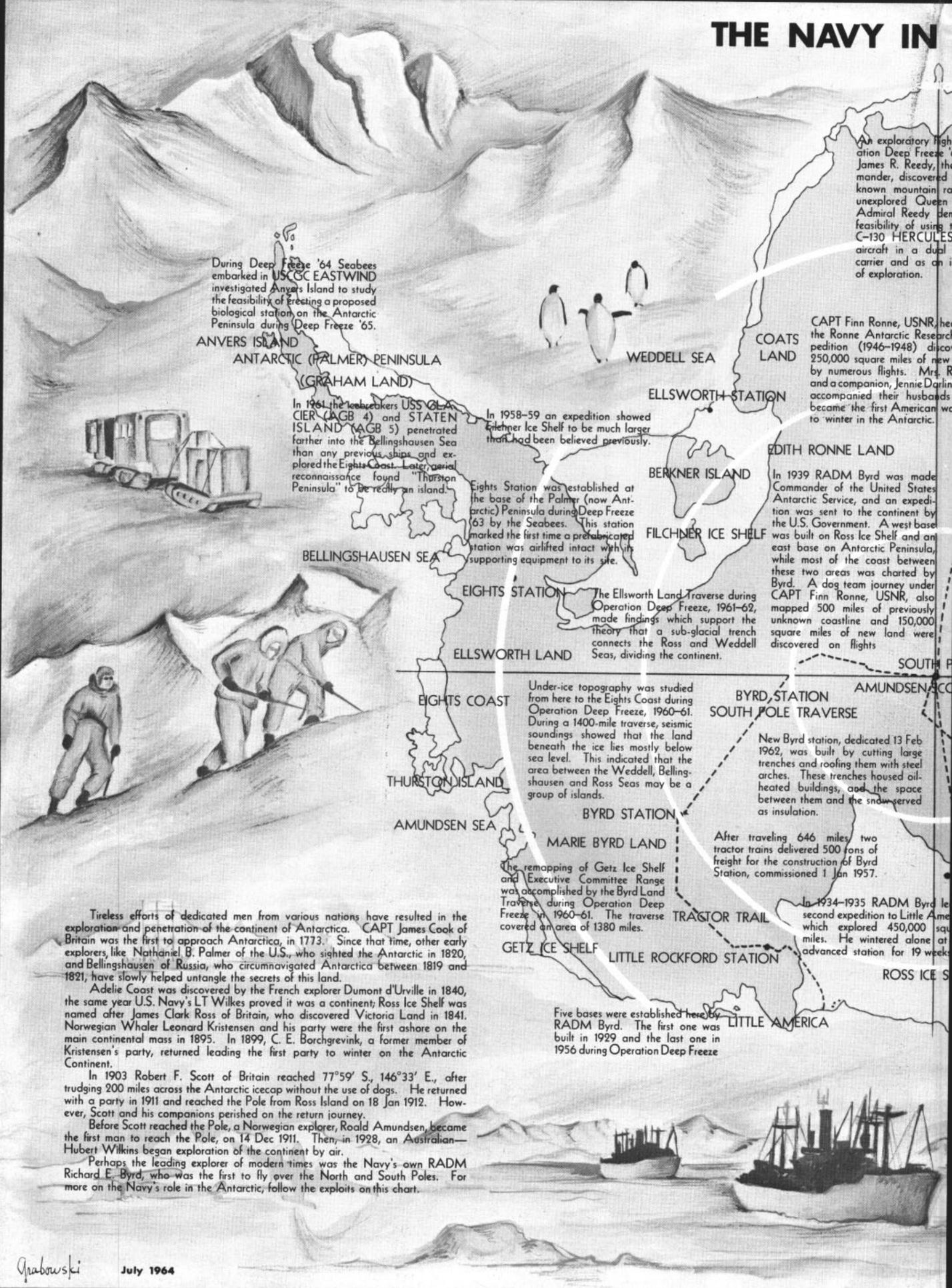


COOL CAVE—Deep Freeze personnel study formations in Antarctic ice cave.



PIPE THIS—Seabees of MCB-8 join pipes that are part of new distillation plant. Below: Navy divers are looking for tractor that fell through the ice.





An exploratory flight during Operation Deep Freeze '64 by James R. Reedy, the commander, discovered a new known mountain range in an unexplored Queen Maud Land. Admiral Reedy flew a C-130 HERCULES aircraft in a dual role as a carrier and as a platform for exploration.

During Deep Freeze '64 Seabees embarked in USCGC EASTWIND investigated Anvers Island to study the feasibility of erecting a proposed biological station on the Antarctic Peninsula during Deep Freeze '65.

ANVERS ISLAND
ANTARCTIC (PALMER) PENINSULA
(GRAHAM LAND)

In 1961 the icebreakers USS GLACIER (AGB 4) and STATEN ISLAND (AGB 5) penetrated farther into the Bellingshausen Sea than any previous ships and explored the Eights Coast. Later aerial reconnaissance found "Thurston Peninsula" to be really an island.

In 1958-59 an expedition showed Eights Ice Shelf to be much larger than had been believed previously.

Eights Station was established at the base of the Palmer (now Antarctic) Peninsula during Deep Freeze '63 by the Seabees. This station marked the first time a prefabricated station was airlifted intact with its supporting equipment to its site.

CAPT Finn Ronne, USNR, headed the Ronne Antarctic Research Expedition (1946-1948) which discovered 250,000 square miles of new land by numerous flights. Mrs. Ronne and a companion, Jennie Darlin, accompanied their husbands on the expedition. Mrs. Darlin became the first American woman to winter in the Antarctic.

In 1939 RADM Byrd was made Commander of the United States Antarctic Service, and an expedition was sent to the continent by the U.S. Government. A west base was built on Ross Ice Shelf and an east base on Antarctic Peninsula, while most of the coast between these two areas was charted by Byrd. A dog team journey under CAPT Finn Ronne, USNR, also mapped 500 miles of previously unknown coastline and 150,000 square miles of new land were discovered on flights.

The Ellsworth Land Traverse during Operation Deep Freeze, 1961-62, made findings which support the theory that a sub-glacial trench connects the Ross and Weddell Seas, dividing the continent.

Under-ice topography was studied from here to the Eights Coast during Operation Deep Freeze, 1960-61. During a 1400-mile traverse, seismic soundings showed that the land beneath the ice lies mostly below sea level. This indicated that the area between the Weddell, Bellingshausen and Ross Seas may be a group of islands.

BYRD STATION
SOUTH POLE TRAVERSE

New Byrd station, dedicated 13 Feb 1962, was built by cutting large trenches and roofing them with steel arches. These trenches housed oil-heated buildings, and the space between them and the snow served as insulation.

After traveling 646 miles two tractor trains delivered 500 tons of freight for the construction of Byrd Station, commissioned 1 Jan 1957.

The remapping of Getz Ice Shelf and Executive Committee Range was accomplished by the Byrd Land Traverse during Operation Deep Freeze in 1960-61. The traverse covered an area of 1380 miles.

In 1934-1935 RADM Byrd led his second expedition to Little America which explored 450,000 square miles. He wintered alone at an advanced station for 19 weeks.

Five bases were established here by RADM Byrd. The first one was built in 1929 and the last one in 1956 during Operation Deep Freeze.

Tireless efforts of dedicated men from various nations have resulted in the exploration and penetration of the continent of Antarctica. CAPT James Cook of Britain was the first to approach Antarctica, in 1773. Since that time, other early explorers, like Nathaniel B. Palmer of the U.S., who sighted the Antarctic in 1820, and Bellingshausen of Russia, who circumnavigated Antarctica between 1819 and 1821, have slowly helped untangle the secrets of this land.

Adelie Coast was discovered by the French explorer Dumont d'Urville in 1840, the same year U.S. Navy's LT Wilkes proved it was a continent; Ross Ice Shelf was named after James Clark Ross of Britain, who discovered Victoria Land in 1841. Norwegian Whaler Leonard Kristensen and his party were the first ashore on the main continental mass in 1895. In 1899, C. E. Borchgrevink, a former member of Kristensen's party, returned leading the first party to winter on the Antarctic Continent.

In 1903 Robert F. Scott of Britain reached 77°59' S, 146°33' E, after trudging 200 miles across the Antarctic icecap without the use of dogs. He returned with a party in 1911 and reached the Pole from Ross Island on 18 Jan 1912. However, Scott and his companions perished on the return journey.

Before Scott reached the Pole, a Norwegian explorer, Roald Amundsen, became the first man to reach the Pole, on 14 Dec 1911. Then, in 1928, an Australian—Hubert Wilkins began exploration of the continent by air.

Perhaps the leading explorer of modern times was the Navy's own RADM Richard E. Byrd, who was the first to fly over the North and South Poles. For more on the Navy's role in the Antarctic, follow the exploits on this chart.

THE ANTARCTIC

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HALLETT STATION
(Jointly with New Zealand)

ROI BAUDOIN STATION
PRINCESS RAGNHILD COAST

A new route to the Antarctic was pioneered by RADM James R. Reedy when he opened Deep Freeze '64 with a non-stop 4100-mile flight from Capetown, South Africa, over the South Pole, to McMurdo Station, Antarctica. This epic flight was made possible by the use of new bulk fuel tanks in the aircraft. Valuable information concerning communications in this polar region was gleaned from Admiral Reedy's flight over a largely unknown area at the bottom of the earth.

SØR RONDANE MOUNTAINS
ENDERBY LAND

Future Navy explorations will include recon flights in support of a four-year scientific traverse into Queen Maud Land. This traverse will be broken into three 1000-mile segments on a zig-zag track, with the last leg being the crossing of the Sor Rondane Mountains to the Belgian station of Roi Baudouin.

QUEEN MAUD LAND

AMERICAN HIGHLAND

RADM Richard E. Byrd made a 1600-mile airplane flight, crossing over the South Pole on 29 Nov 1929. The flight lasted 19 hours and made him the first man in history to complete flights over both poles. After the British explorer, Scott arrived by foot at the South Pole in 1912, a period of almost 45 years elapsed before anyone set foot on the Pole again. Then, on 31 Oct 1956, RADM George J. Dufek, USN, Commander of Operation Deep Freeze II, landed and later established a camp by airdrop. Since this initial establishment, the base has been occupied to the present day.



During Deep Freeze '64 Seabees erected a 180-foot radio antenna and support towers for a joint US-USSR scientific project at the Russian scientific station of Vostock.

MCMURDO POLE TRAVERSE

The United States Navy undertook Operation Highjump (1946-1947) with the largest Antarctic expedition ever organized. The expedition, consisting of 13 ships and some 4000 men, was commanded by Rear Admiral Richard H. Cruzen. Admiral Byrd also returned to the Antarctic on this trip. Twenty-nine land-based flights from Little America and 35 from seaplane tenders photographed most of the continent's coastline. Flights were also made beyond the Pole.

In 1962, a 1500-kilowatt nuclear plant intended to provide heat, light, power and drinking water distilled from the sea—was installed here by the Seabees.

MCMURDO STATION
NUCLEAR PLANT

During Operation Highjump in 1947 Navy men discovered ice-free 'lakes.' The lakes, really inner extensions of the sea, were strewn among barren, brown hills in an area of 300 square miles.

RADM Byrd was officer-in-charge of the U.S. Navy's Operation Deep Freeze I (1955-56). Under RADM George J. Dufek five coastal and two interior stations were established, the coastal stations being on the Pacific, Atlantic and Indian Oceans. The exploration of about one million square miles of unknown Wilkes Land also was accomplished.

LT Charles Wilkes, USN, was the first to announce the existence of the continent of Antarctica. He reported land at 158° East on 16 Jan 1840. He later followed the coast westward for 1500 miles.

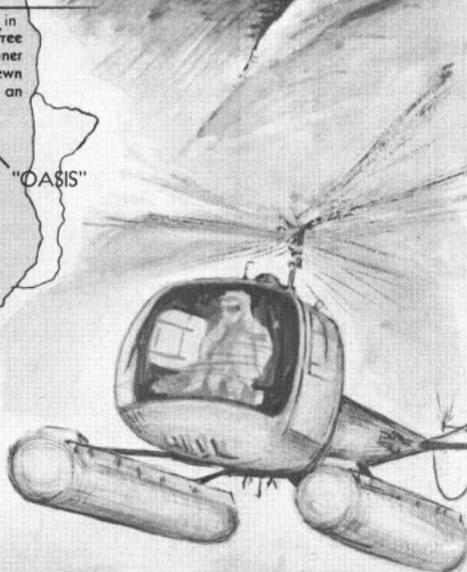
WILKES LAND

VICTORIA LAND

ARCTIC
INSTITUTE
RANGE

After traveling 1500 miles during Deep Freeze '60 the Victoria Land Traverse found a large glacier and a remote mountain range here. Besides making these discoveries, the party found bedrock to lie generally 1000 feet below sea level, usually covered with ice averaging 10,000 feet in thickness.

This area was explored by LT Charles Wilkes, USN, in 1840.





LAST SHIP to leave Antarctic at close of Deep Freeze '64 was USS Glacier shown at Hut Point prior to departure.

out the ice in winter quarters bay where much of the accumulated trash of several Deep Freeze years had been bulldozed. With the ice broken, the trash floated out to sea, presumably never to be seen again.

The Coast Guard icebreaker uscg *Eastwind* (WAGB 279) undertook the task of surveying a site on the Palmer Peninsula for a pro-

posed U. S. Antarctic research program station.

This winter, scientists in Antarctica will further their knowledge of upper atmosphere physics by using special antennae raised at the Pole, Byrd and McMurdo Stations and the Soviet Union's Vostok station.

An American exchange scientist is wintering over at Vostok to observe

the Soviet program while a Soviet scientist is at our Byrd Station.

MAJOR PROGRESS was made during this year in building the sea water distillation plant which when completed will provide the inhabitants of McMurdo Sound with a dependable supply of drinking water.

The sea water will be pumped

It's That Time Again to Make Your Bid to Get Away From It All in Deep

It's time to volunteer for next year's Operation Deep Freeze if you're so inclined and can qualify. As announced in BuPers Notice 1300 (dated 22 Apr 1964), applications for duty with the 1965-66 Antarctic Support Program are now being solicited.

If you're qualified, volunteer, and are selected, you'll deploy to the cold continent about September 1965.

Those needed for a wintering-over party which will remain in the Antarctic until November 1966 are:

- **Officers** — 13XX CDR (commanding officer); 1530/13XX LT and below (meteorological experience); 13XX LCDR or LT (ground control approach experience); 11XX LT and below (communications experience); 21XX LCDR or LT (including flight surgeon. Previous surgical experience and active duty are desirable); 22XX LT; 31XX LCDR and below; 41XX LCDR and below; 51XX/57XX LCDR and below; 849X; 798X.

- **Enlisted**—ET/ETN (also NEC ET-1533), RM (also NEC RM-

2302 and RM-2342), YN, PN, SK, DK, CS, SH, SH-3122, EM, IC, EN, DC, MR, SF, CE, CM, EA, EO, BU, SW, UT, CN, AG (preferably "B" school graduates), AB, AC, AT-1577, PH, HM (preferably "B" school graduates) and DT.

Additional officers and enlisted men are needed for duty with Air Development Squadron Six (VX 6), the Navy's principal Antarctic support group.

Approximately 20 officers will be selected for VX 6, four of whom will be assigned to the wintering-over party. Required are: 13XX CDR and below, experience in C-121, C-117, LH-34, C-130 or C-47 aircraft types; 135X LT and below, experienced aerial navigators; 31XX LCDR and below; 711X; 741X; 831X; 68XX LT/LTJG; 685X LT/LTJG.

Some 100 enlisted men will be selected for VX 6, 23 of whom will winter over. Ratings required are: RM, YN, PN, SK, DK, CS, JO, SN, AD, ADJ, ADR, AT, ATN, ATR, AB, AE, AM, AMS, AMH, AME, PR, AK; PH, AN, AZ, HM, DT, SD, TN.

In addition to possessing one of

the designators or ratings listed, you must be able to meet the following qualifications:

- Have 24 months' obligated service from December 1964. If you're lacking in obligated service, you may agree to extend. If you're a Reservist, or will be eligible for transfer to the Fleet Reserve, you must agree to remain on active duty until December 1966.

- Have a clear record, reflecting sound moral character and professional dedication. Any history of domestic problems or indebtedness will disqualify you.

- Be recommended by your commanding officer on the basis of your performance, technical skill, resourcefulness, versatility, and interest.

- If you apply for duty with VX 6, you must be cleared for access to secret material.

- If you're an enlisted man, you may not be older than 45 (unless you're a chief with exceptional professional qualifications).

- You must meet the strict physical standards specified in the latest BuPers Notice 1300.

If you volunteer for the 1965-

from under the ice of McMurdo Sound 400 feet to the top of Observation Hill, where it will be distilled, using nuclear power, and converted into fresh water at the rate of 14,000 gallons a day.

A wide range of construction projects were completed during Deep Freeze '64 at a variety of altitudes—from the Amundsen-Scott South Pole Station, located at an altitude of almost 10,000 feet above sea level at the geographic pole, to coastal stations such as those at Cape Hallett and McMurdo.

As the Antarctic night engulfed the frozen continent, 286 Americans remained behind—27 at Byrd Station (plus one Soviet scientist), 10 at Eights Station, 11 at Hallett Station (plus two New Zealand scientists), 215 at McMurdo Station, one at the USSR's Vostok Station and 22 at the South Pole.

The men of the wintering-over party will next see new faces around the first of October—about the time the swallows leave Capistrano; signaling, among other things, the beginning of Deep Freeze '65.

Freeze '65

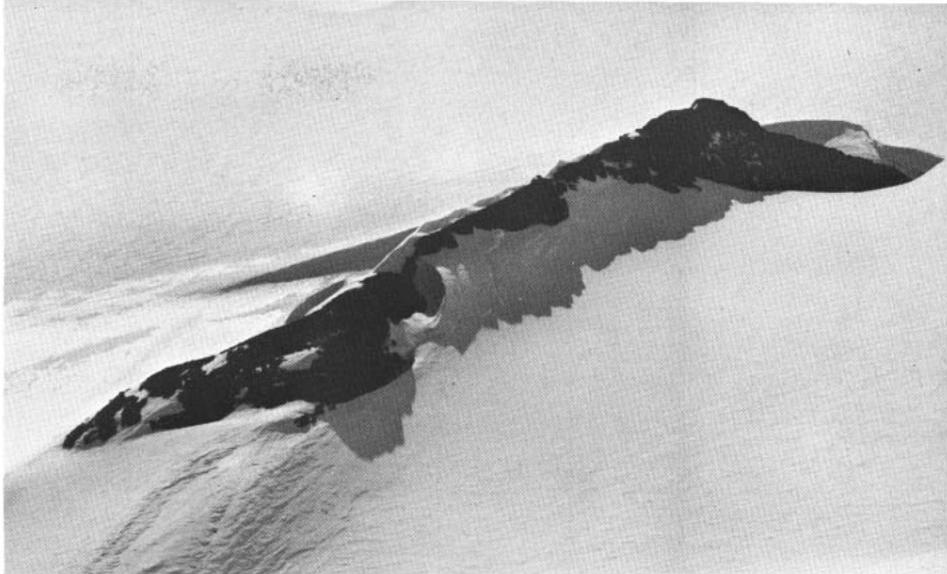
66 program your application must be submitted via the Chief of Naval Personnel to the Commander, U. S. Naval Support Force, Antarctica. Your request should be on the Commander's desk no later than 15 Aug 1964.

Those selected will be ordered to the Naval Station in Washington, D. C., or the Receiving Station, San Francisco, Calif., for screening.

After final screenings have been made, permanent change of station orders will be issued to the men selected, directing transfer to Antarctic Support Activities, Davisville, R. I., or Air Development Squadron Six, NAS Quonset Point, R. I. Deployments to the Antarctic will get underway in the fall of 1965.

If you complete a Deep Freeze tour you'll be awarded the Antarctic Service Medal, and, if you winter over, every effort will be made to assign you to duty of choice.

Further details on volunteering for Deep Freeze, and the physical standards that must be met by those who do, is in BuPers Notice 1300 of 22 Apr 1964.



NEW LOOK—These mountains were discovered in Feb. '64 during flight over Queen Maud Land. U. S. flag and message were dropped to mark discovery.

South Pole Has Model Homes

New arrivals in Antarctica are never faced with the dilemma of whether to settle down in a split level or a rambler. The models available are all classified as huts—Jamesway, T-5 and Quonset.

Antarctica's port of entry for U. S. personnel is McMurdo Station. It is a nine-year old town and has served as long as the hub of American exploration in the frozen continent.

McMurdo, like many a small U. S. town, is built around a square. There is a difference however. The buildings are sizable, gray-sided T-5 huts with slightly sloping roofs and small windows. Among other centers of communal activities, they house the post office-theater and the station dining hall.

The T-5 huts arrived in Antarctica in prefabricated aluminum and insulated plywood sections which were coupled with wedged clips.

The older buildings at McMurdo are less spacious and are particularly familiar to World War II Navy-men. These are the Quonset huts used as quarters for the summer sailors and scientists who begin arriving in Antarctica in October and leave in March.

As any Navyman who has lived in a Quonset hut can testify, there is a considerable difference between the temperatures in the bottom bunk and the top bunk.

At McMurdo, the difference is more extreme than usual, for the man in the bottom bunk is swaddled in blankets while the man in the top bunk could sleep in his skivvies in 90-degree heat.

This less than satisfactory situation will be corrected, however, with the replacement of the Quonsets by permanent barracks which will have controlled circulating heating systems. The first of these is scheduled for Deep Freeze '65.

Jamesway huts are the third type of shelter found at McMurdo. They are similar to the Quonsets in that they are half a cylinder with the flat side on the ground. This is the end of the similarity, for Jamesways are simply ribbed framework covered with insulated canvas.

This type of building is intended to be temporary and can be quickly constructed.

It has served for years to shelter

SAY CHEESE—A penguin and young, favorite subjects of South Pole shut-terbugs, pose for a photograph.





OLD AND NEW — Scott's hut was built in 1911. (Rt.) Jamesway Hut provides comfortable place to dine.

the men at remote field activities and small weather stations. Williams Field, which is Antarctica's largest airstrip, is virtually a Jamesway city, with everything from dining hall and movie theater to hospital housed in the canvas huts.

McMurdo Station is built on the solid rocky shore of Ross Island. Construction problems multiply when Antarctic parties move inland.

At Byrd Station, high on the South Polar plateau, men must live at an altitude of several thousand feet atop an accumulation of centuries of snow and ice.

New Byrd Station was literally carved out of the snow. There are more than one and a half miles of deep trenches roofed over with

metal arches which are later covered with snow. The buildings of the station are all T-5 huts which rest in the sheltered tunnels free from drifting snow which crushed Old Byrd Station six miles away.

The tunnels at Byrd were cut with a snow milling machine which is capable of cutting a swath almost nine feet wide and slightly more than four feet deep through solid ice. A swath 300 feet long, for example, can be cut in half an hour.

Surprisingly enough, New Byrd Station is now of the most comfortable settlements on the Antarctic continent. This in spite of the outside temperatures which reach 83 degrees below zero.

Even the undersnow temperatures are often below zero. The heating and ventilation of the T-5 shelters is so ingenious that it provides something approaching normal comfort in more temperate climes.

The newest American outpost in the Antarctic is Eights Station, which is located on the ice plain at the foot of Palmer Peninsula, 1368 miles from McMurdo.

Eights Station was constructed during Deep Freeze '63 as a fully portable science station to correspond with an upper atmosphere physics laboratory near Quebec City in Canada.

The two stations occupy sites near the opposite points at which a single line of geomagnetic force intersects the earth in the southern and northern hemispheres.

The scientists at Eights Station wanted a camp which could be dislodged from the accumulated snow and relocated to another site by airlift.

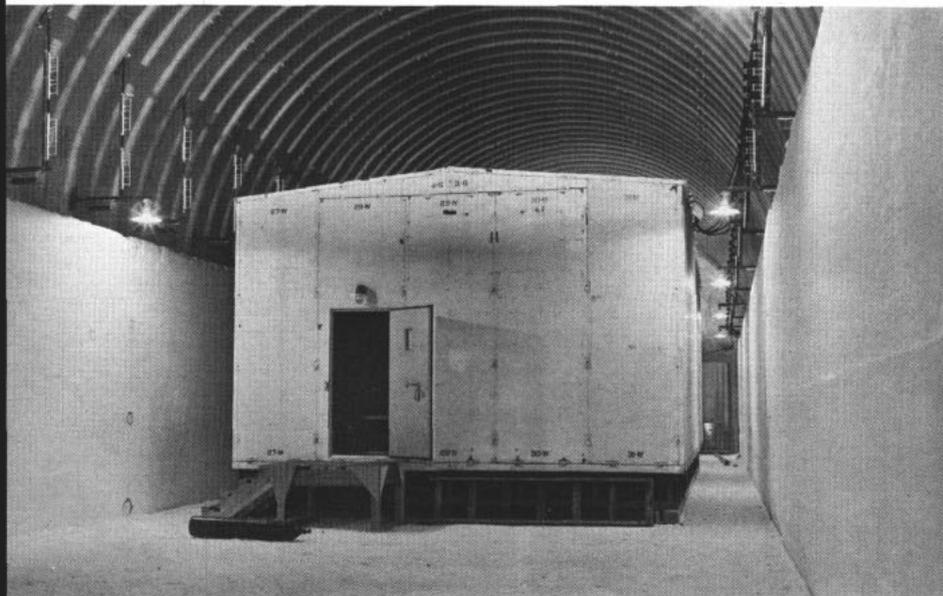
Eleven huts were constructed in the United States and brought to Antarctica by ship, and subsequently airlifted to the site of Eights Station.

Within weeks, the Seabees of Mobile Construction Battalion Eight had the camp set up, and scientific personnel were recording atmospheric conditions.

Although construction techniques on the white continent have improved tremendously since the first Americans in Antarctica built their first crude huts, research to provide more permanent, functional and comfortable living and working spaces still goes on.

—Don H. Roxmeyer, JO3, USN

BURIED T-5 prebaf buildings of New Byrd station are in tunnels under snow.



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

It's Dunkable

As submarines are designed to go deeper, the problem of providing stern tube seals which can withstand the great pressures of depth must be solved. These seals protect the opening where the propeller shaft penetrates the hull.

If a new submersible electric motor now being developed by the Naval Marine Engineering Laboratory, Annapolis, Md., proves feasible, the problem might be solved by eliminating the need for a stern tube.

MEL began work on the new motor about two years ago, and a test model has already completed over 7500 hours' running time. The motor is designed to be mounted outside the hull of the submarine, thus requiring hull penetration only for electric cables.

It has no shaft bearings; it has a hollow shaft and is about half the size and weight of a conventional motor of comparable rating. Its operation is quieter than that of conventional types.

The new motor is adaptable to a wide range of sizes and uses. Some potential applications are for use as the ship's propulsion system, for ship's rudder and maneuvering devices, for pumps and for towed or streamed devices.

The MEL submersible motor has proved feasible in laboratory tests of experimental models. However, more work remains to be done in development of materials and design guidelines and more studies of specific applications are needed before the motor is ready for shipboard use.

Fleet-Wide Exercises

More than 50 ships were involved in separate First and Second Fleet exercises early this year. Operation Red Cloud was conducted by the First Fleet off the coast of southern California and Springboard 64, conducted by the Second Fleet, took place in the Caribbean.

Both operations centered around carrier striking forces.

Springboard, the larger of the two, included 31 ships. During this



NEW ONE—Guided missile destroyer *USS Richard E. Byrd* (DDG 23), named for Antarctic explorer, has been in commission since 7 March of this year.

exercise two aircraft carriers operated with missile-equipped screening ships to test the fast carrier task group concept. (A fast carrier task group consists of three or four ships which escort an attack carrier and furnish antisubmarine and anti-aircraft protection while operating at high speed over long distances.)

Attack carrier *uss Saratoga* (CVA 60), accompanied by *uss MacDonough* (DLG 8), *Sellers* (DDG 11) and *Charles F. Adams* (DDG 2) were first to try the idea. Later, *uss Forrestal* (CVA 59) operated with *uss Leahy* (DLG 16), *Lawrence*

(DDG 4), *Sampson* (DDG 10) and the cruiser *Boston* (CAG 1).

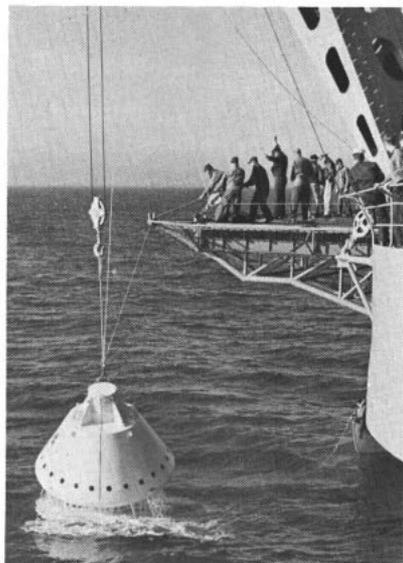
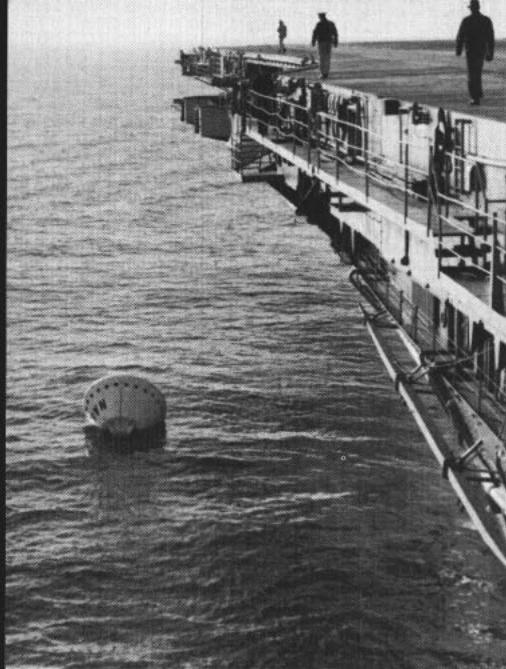
A number of Second Fleet ships homeported in Mayport, Charleston, Norfolk, and Boston also participated in Springboard 64.

Operation Red Cloud, which was conducted in the eastern Pacific, consisted of carrier strike exercises and antisubmarine operations. Ships involved were *uss Constellation* (CVA 64), *Ticonderoga* (CVA 14), *Saint Paul* (CA 73), *Columbus* (CG 12), the amphibious command ship *Estes* (AGC 12). There also were three auxiliary ships and eight destroyers.

BUILDERS OF THE NAVY

Commodore Edward Preble believed in and expanded Truxtun's ideas regarding discipline. He was keenly interested in his blue jackets and shared responsibility with his officers, encouraging them to offer new ideas. When credit was due, he was free to give it, and he also urged promotions and honors for those who earned them. Preble's leadership—which produced absolute obedience, unyielding courage and 24-hour-a-day efficiency—paid dividends in the War of 1812, when his men scored 17 of 18 victories won by the Navy.





APOLLO SPACE capsule is hoisted aboard USS Intrepid (CVS 11) during test of carrier's recovery capabilities

Slick Recovery, by Gemini!

Atlantic Fleet units have begun training for the recovery of *Gemini* and *Apollo* spacecraft. The first of the *Gemini* flights, during which two astronauts will rendezvous in space and return in one capsule, is scheduled to take place either late this year or early in 1965. *Apollo*, the moon flight, is tentatively scheduled for 1969.

The first training operations involved uss *Intrepid* (CVS 11), *Lind* (DD 703) and *Elokomin* (AO 55). Frogmen from Underwater Demolition Team 21 were embarked for the exercise. Carrier-based search aircraft and P-3 *Orion* land-based ASW planes were used for search operations.

Special NASA-designed cranes have been installed aboard *Lind* for use when lifting the *Gemini* and *Apollo* craft from the water.

The recovery force is coordinated by Commander Task Force 140. NASA officials from the Manned Spacecraft center at Houston, Tex., were on hand to provide technical assistance and will approve final plans for the recovery.

Award for Thresher Search

CAPT Charles B. Bishop, USN, has received a gold star in lieu of his second Navy Commendation Medal for his part in the search for uss *Thresher* (SS 593) last summer.

Captain Bishop was a personal advisor to the Assistant Secretary of the Navy for Research and De-

velopment during the search operations. He was coordinator of all efforts to find and identify *Thresher's* remains.

The captain conducted personal research on available techniques for deep ocean surveillance. Then he directed the development of specialized camera, sonar and television equipment required for the job. There were several naval units and civilian groups participating in the operations.

The commendation, signed by Secretary of the Navy Paul H. Nitze, cited Bishop's "sound judgment, keen

SKEET IN THE FLEET—An officer on board USS *Topeka* (DLG 8) takes his turn bringing down clay birds in ship-wide tournament held at sea.



foresight and untiring devotion to the fulfillment of an extremely difficult and arduous task."

After completion of the *Thresher* assignment, Captain Bishop assumed command of the attack cargo ship uss *Arneb* (AKA 56), homeported in Norfolk, Va.

Galvao Has Master's Touch

Chief Gunner's Mate Joe Galvao is getting in shape for the All-Navy rifle and pistol championships by firing his guns four hours a day, six days a week, and by setting national shooting records. Indications are that he will provide formidable competition for any championship hopefuls.

Up to the middle of March he had already set seven new records of varying importance, while also performing his duties at the Small Arms Training Unit, NTC San Diego. Two records are of national significance.

Galvao won 2700 grand aggregate with a score of 2666-102X; and the .45 caliber aggregate with a score of 891-33X. He also set a service record for the .22 caliber aggregate with an 892-40X score and tied the national match record in the .45 caliber class with a 297-11X—all while competing at the Orange County police range in Anaheim, Calif.

Other records and titles he has to his credit include the 1963 California state rifle championship; the Springfield, Ill., long range rifle championship; range records at both the San Diego and Orange

County police ranges; and the national individual pistol records, among others.

A Master in both pistol and rifle categories, Chief Galvao is a member of the All-Navy rifle and pistol team. He first started shooting in competition in 1957, two days after his wife gave him his first rifle. That day he was asked to shoot in the Great Lakes elimination matches and surprised himself by winning. He has been winning since.

Sound Wiring Job by Pablo

Uss *San Pablo* (AGS 30) Navy-men ran into a perplexing problem when the wire on their oceanographic winch needed replacing while the ship was in Bermuda.

Logistics was no problem: There was plenty of wire on hand. But unfortunately it was wrapped—the entire five miles of it—around the manufacturer's spool. And transferring wire from a spool to a winch is a job which requires specialized equipment and a crew of skilled riggers.

Or an unorthodox jury rig, the raw material for which happened to be all that was available.

The necessary specialized equipment was fabricated from two old four-by-four timbers, rope, wire, lead ballast, a snatch block and a fork lift. These were combined to hold the spool and keep the proper tension on the wire while it was being spun onto the winch. Without the tension, the thin cable tends to kink and bury itself under deeper layers.

First, the lift was raised slightly higher than the radius of the spool,



GOOD SHOT — Joseph J. Witherell, PR1, USN, of VT-2 displays some of the shooting awards he has earned.

and the wire was mounted between the works.

Tension was provided by the timbers, one of which was put behind the front wheels of the vehicle, with the other laid across the forks in front of the wire. The planks were connected by two Spanish windlasses, which were tightened to put pressure upon the manufacturer's spool. A snatch block was rigged to absorb minor variations in tension.

Lead ingots from the installed ballast in *San Pablo's* forward bilges were used as buffers between the spool and the fork lift, preventing the spool from being worn away by contact with the steel lift.

It wasn't exactly standard procedure, but it worked, and about 78

man-hours after the problem had presented itself the Navy-men had spun the entire 30,000 feet of wire onto the winch.

Landing Craft Scheduled for '64

One surveying ship (T-AGS 27) and 65 landing craft, mechanized (LCM) will soon take shape in U. S. shipyards as part of the Navy's shipbuilding and conversion program for fiscal year 1964.

The surveying ship will be designed and equipped to conduct hydrographic surveys and collect other special hydrographic, acoustic and meteorological data.

It will be similar to the Navy's latest oceanographic research ships except, of course, the oceanographic research spaces will be adapted for the conduct of hydrographic surveys. The survey ship will be capable of self-support on independent operations for extended periods.

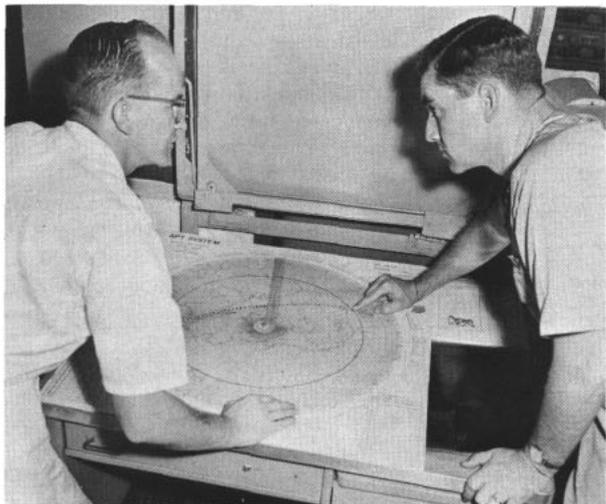
The new ship will have an over-all length of 285 feet and a beam of 48 feet. Its full load displacement will be 2580 tons.

The new LCMs will have an over-all length of 56 feet with a maximum beam of 14 feet. Their full load displacement will be approximately 53 tons. Each craft will be powered by two diesel engines.

The LCMs will be used primarily to transport troops and equipment from ship to shore in amphibious operations and for general cargo handling.

For additional information on landing craft see July 1964 All Hands.

WEATHERMEN W. C. Way, AG1, and LT V. J. Schuppert check orbital path of *Tiros VIII* (left), and examine picture received by *USS Saratoga* (CVA 60) from the weather satellite which was placed in orbit last December.





ALL ABOARD—Charter buses load for week-end trip to ship's home port.

Liberty by the Bus Load

When *uss Canberra* (CAG 2) turned in at Long Beach Naval Shipyard for an overhaul, her crew was only a hundred miles from home port and nobody had any illusions about San Diego-based sailors on liberty sticking around

Long Beach for the week end.

A look at the traffic hazards between Long Beach and San Diego convinced *Canberra's* captain that his crew might well be decimated if they turned out en masse for a drive through the mish-mash of week-end traffic in individual cars.

Acting accordingly, he authorized the charter of special buses to carry the ship's liberty-bound sailors home and back.

Each man with the price of a fare was guaranteed a seat on the bus and, if the last bus wasn't filled, *Canberra's* recreation fund absorbed the difference. Each week, three or four buses were needed for the trip.

Canberra's facelifting at Long Beach will be finished in mid-July when she too will return to San Diego—but not by bus.



SAFE RETURN—Buses arrive back.



SITTING PRETTY—Men of *Canberra* (CAG 2) relax on way to San Diego.

Borers Eat Deep—and Well

Marine scientists have concluded after underwater tests that there is simply no way of escaping them. The objects of their distaste are wood borers, which plague the builders of wooden piers and now have been found at a depth of more than 5600 feet.

Several months ago, scientists submerged a metal rack off the coast of California's San Miguel Island. The rack was loaded with more than a thousand specimens of materials that might be used in deep ocean construction.

When the rack was brought to the surface recently scientists found an average of 25 borers per square inch around the mud line of the wooden panels being tested. Even three feet above the mud, at least one borer was found happily munching away at each square inch of wood.

What was worse, the deep-water borers were found to be more voracious than their surface cousins, since they attacked manila rope which their upstairs relatives found indigestible.

Borers weren't the only marine varmints which attacked the test material—slime bacteria, for instance, concentrated on plastics and nickel-plated surfaces and an unidentified fouling animal was found on a cut end of polyvinyl chloride pipe.

Some materials, however, came through the test well recommended for a deep sea environment. Steel alloyed with titanium proved to be the material which best withstood the ravages of the deep.

Plastics, while not as strong, withstood corrosion as well as the titanium alloys. Other alloys succumbed less to stress in the depths than they did at sea level.

The San Miguel rack was the first recovered from a group of three which have been underwater for months.

Other underwater material tests are scheduled for the future.

LaSalle Commissioned

A new amphibious transport dock ship officially joined the Navy recently. She is *uss La Salle* (LPD 3).

The stern of the new ship opens to flood its large well deck with sea water for launching landing craft and amphibious vehicles. The new LPD also has a flight deck which accom-

modates six troop helicopters.

During an amphibious attack, about 900 combat-loaded Marines and their equipment can be put ashore by means of landing craft and helicopters.

La Salle's keel was laid in April 1962. She is scheduled to be completely outfitted by the end of this month.

Water Plant at Gitmo

The first of three desalinization plants arrived in April at the Guantanamo Naval Base in Cuba.

The installation is expected to be in operation sometime in August.

Used experimentally in southern California since 1962, the plant was dismantled for shipment to Gitmo soon after the President ordered the base to be made self-sufficient.

Special off loading and transportation equipment was necessary to move the 608-ton plant from the ship to the reconstruction site about two miles away. The heaviest objects were the eight evaporator shells, the largest of which weighed 75 tons. Six others weighed 65 tons each and the smallest, about 40 tons.

The two remaining plants, now under construction in the U. S., will be shipped to Guantanamo this summer. The last should be in operation by December. The three will distill 2,200,000 gallons of water a day—more than enough to supply the base. In addition, they will furnish Gitmo with electrical power.

Pine Island Aids Project

A detachment of 15 Navy men and two helicopters were sent to the Galapagos Islands early this year to take part in the Galapagos International Science Project.

The project, sponsored by the National Academy of Science, is a program which involved 60 scientists and students from Japan, Australia, New Zealand, the United States and several Latin American countries. The participants collected data for research in biological and physical science fields, including oceanography, pedology, geology and meteorology.

The Galapagos archipelago, located about 600 miles due west of Ecuador, consists of 12 large islands (one of which is an active volcano) and several hundred smaller ones. It is a biologist's paradise: 96 per cent of all known species of reptiles, 40



HAND TALK — J. A. Lusk, ET2, USN, from USS *Ajax* (AR 6) teaches deaf Japanese teen-agers English version of sign language and lip reading.

per cent of the plants, and 37 per cent of the world's shore fish are represented on the islands.

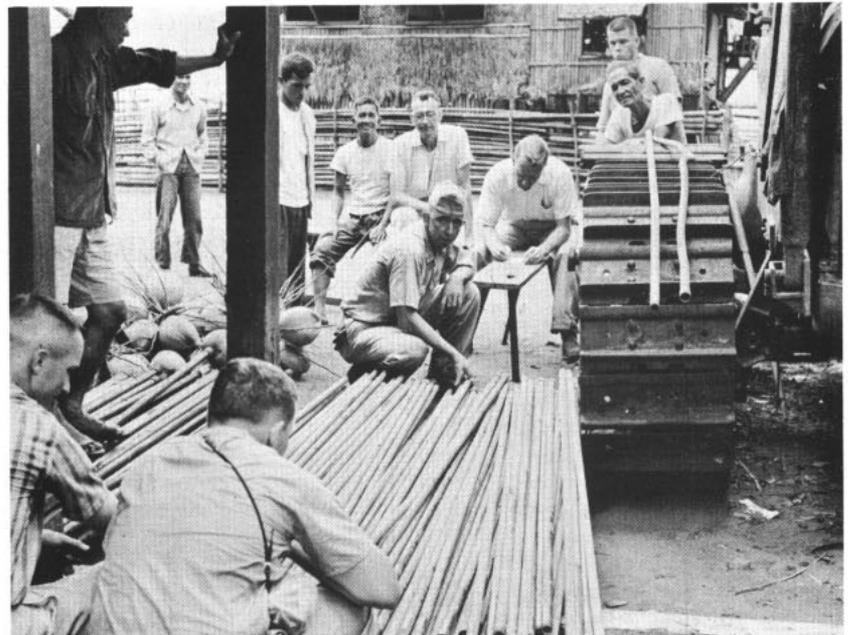
Galapagos' life forms were first studied intensively by the British naturalist Charles Darwin. Observations made by Darwin on the islands in 1836 may have been instrumental in the development of his theory of evolution. Since that time, numerous expeditions have visited there.

The two Navy helos transported the scientists to otherwise inaccessible volcanoes and mountain peaks.

Surface travel was difficult due to the rough volcanic terrain.

The Navy's primary interest in the project was the collection of biological materials and sea life samples as well as meteorological observations.

Both SH34J helos and their crew members were transported to the Islands on board USS *Pine Island* (AV 12), which was sent to the area to conduct advance based seaplane tender operations. The helos are part of Helicopter Squadron Four, home based at NAAS Ream Field, Calif.



HELPING HANDS — Crew members of USS *Pollux* (AKS 4) check pipe they donated and installed to carry water to Mabayo, Philippine Islands.



SHARP SAILORS—Navy's ceremonial guard greets VIP arriving at capital.

Navy's Ceremonial Guardsmen

UNLESS A UNIFORM change ever does away with them completely (which seems unlikely), there will always be white hats bobbing and bell-bottoms flapping to the cadence of drums down Constitution Avenue in Washington, D. C.

Our nation's capital is a city brimful of official ceremonies of one type or another. It is also a city with a large military population—including a sizable Navy community. When the bands assemble, the marching music rouses local Navymen as much as it does anyone else, and pipes them on deck to add more color and prestige to the ceremonies of state.

Because there are so many ceremonial observances in Washington—including some which are scheduled on a weekly and even daily basis—each service maintains units in the area which are always prepared to participate when called upon. For about 60 Navymen attached to NAF Washington, D. C., this means part-time careers as ceremonial guardsmen.

Ordinarily, these ceremonial guardsmen can be found toiling on the flight lines or in the hangar areas at Andrews Air Force Base, where the Naval Air Facility operates. In addition, they devote a certain portion of each week to intensive drill. They march, do close order drill, fire weapons for familiarization, and receive instruction.

Besides normal practice, they drill on the movements for a particular ceremony until they can execute

them with precision. On the evening preceding an event, they are inspected by the officer-in-charge and trainer of the unit, LTJG Robert J. Olivari.

This ceremonial guard unit is composed primarily of non-rated men who have been chosen on the basis of their good posture, excellent physical coordination and cooperative attitudes. They must be responsible individuals because they perform in the presence of top officials and are many times in the international spotlight.

For example, this unit is on hand to render honors to many visiting state dignitaries, such as Italian President Segni and the British First Sea Lord, Admiral Sir David Luce who were in Washington recently; and they also participated in the late President Kennedy's funeral.

They are in a big showcase.

Red Carpet for Younger Set

Seagoing Navymen may have had an opportunity to play host to at least one group of prospective young sailors on a cruise or on board for a week end visit.

Chances are the guests were taking part in one of the several junior Navy programs available to boys between the ages of eight and 18—Sea Explorers, an advanced phase of the Boy Scouts of America; Sea Cadets administered by the Navy League and Shipmates, also sponsored by the Navy League.

A group of Sea Cadets from Stam-

ford, Conn., were recently guests on board *uss Mitscher* (DL 2) at Newport, R. I. Their visit was typical of many which take place during the year.

The boys arrived on board the Newport Naval Base at about 1000, were assigned bunking space, given lunch and went on a tour of the base.

After the grand tour *Mitscher's* commanding officer inspected them and sent them off to explore the ship, after which they saw a movie and had dinner with the crew.

On Sunday, after church, they repeated the dinner with the crew before returning home to Stamford.

Oh Buoy! It Floats

One form of technological development we can really appreciate is that which saves us from pulling duty on a 40-foot disc, in 60-foot waves, miles out at sea, while sending back oceanographic data. Here is a situation in which we applaud the use of pushbuttons in place of people.

Little chance exists that we should ever pull that type of duty, but the work must be done. If some experiments with two "telemetering buoys" prove successful, the work *will* be done by pushbutton.

This new type of buoy system was recently described at the International Buoy Technology Symposium in New York, and is under development by private industry for the Office of Naval Research. The objective of the program is to develop a much-needed system for gathering and storing oceanographic data and transmitting it to shore stations from many miles at sea.

A network of these buoys scattered strategically throughout the world's waters could give oceanographers and meteorologists a general record of air and water phenomena previously unobtainable or incomplete.

The type of buoy being considered for this job is disc-shaped, 40 feet in diameter. It is topped by a 32-foot mast which supports what is called a disc antenna.

A slack line—one and one-half times the water depth at the buoy station—will probably be used to moor the buoy. The oceanographic information will be collected through electrical sensors, attached to the line, which will take various measurements, such as water temperature at different depths, current direction

and speed and light transmission through the water.

Two full scale prototypes of this new buoy are being constructed and will be tested later this year off the coasts of Florida and California.

A group of the nation's leading oceanographers hope to see the following capabilities built into the buoy system:

- At least 100 sensors for acquisition of oceanographic and atmospheric data on each buoy, capable of being scanned once an hour.
- A capability for the buoy to telemeter stored data from the sensors—upon command from a shore station as much as 2500 miles away—once every six hours.
- A capability also for all data to be stored on board the buoy in a long-term memory unit.

Many shapes and sizes of buoy hulls have been studied to find one that could best support the system's equipment and the transmitting antenna. A relatively stable buoy shape was required so that the antenna would be subjected to a minimum of motion.

Studies showed that a disc-shaped buoy hull would best meet the requirements. A model of this configuration was then subjected to simulated typhoon winds, waves and currents in a towing basin.

The buoy must also be able to weather 60-foot waves, 10-knot currents and 150-knot winds—all while floating on the surface and anchored in depths exceeding 20,000 feet.

Other elements of the over-all system have been the subject of much study.

OVERSEA DELIVERY—*USS Enterprise* (CVAN 65) takes on provisions from *USS Rigel* (AF 58) during replenishment at sea in Mediterranean. More than 330 tons of cargo were transferred in less than two hours.



UNDER ITS WINGS—An A6A *Intruder* of VA-42 carries full bomb load which is only one of many 'cargoes' plane is capable of delivering.

Think Fast—And Be Right

When a main feed pump exploded in *uss Springfield's* after fireroom, ENS Curtis A. Hinton's first thought was for the safety of his men.

The boiler fires were being lit as *Springfield* (CLG 7), presently flagship of COMSIXTHFLT, was preparing to get underway after a six-month refit period at New York Naval Shipyard.

The pump exploded and the compartment was immediately filled with pressurized steam. ENS Hinton checked to see that the steam valves were closed, then supervised the evacuation of men.

With his face burned, Hinton ducked out of the fireroom briefly

for air, then returned to make sure everyone had escaped.

For his quick and heroic action, while acting with complete disregard for his own personal safety and helping to prevent personnel casualties during this incident, Hinton was awarded the Navy and Marine Corps Medal. It was presented by VADM William E. Gentner, Jr., Commander Sixth Fleet.

Essex Golfers Up to Par

Weekend golfers aboard the anti-submarine carrier *uss Essex* (CVS 9) don't have to give up their favorite sport when their ship is at sea. Special Services has set up a golf driving range on the carrier's forecandle where duffers and experts can swing away to their hearts' content.

The project was begun when several of the more distinguished golfers on board — including RADM Donald Gay, Jr., the task group commander, and CAPT W. R. Meyer, *Essex* CO — bemoaned the fact that long at-sea periods were hurting their golf games.

A check around the ship revealed that many other officers and men were devoted linksmen. The result was an allocation of funds by Special Services for a driving net.

The ship's Special Services officer is enthusiastic about the prospects of the driving range. "If all goes well," he says, "we're going to try to get the masters tournament on board the *Essex* next year."

THE WORD

Frank, Authentic Career Information Of Special Interest—Straight from Headquarters

• RIGHTS AND BENEFITS ISSUE—

There were so many requests from throughout the Fleet for additional copies of the December 1963 issue (Rights and Benefits) of *ALL HANDS* that the supply could not meet the demand.

As a result the Bureau of Naval Personnel decided to reprint the contents of that issue as a special NavPers publication.

Copies of NavPers 15885-B, *Rights and Benefits of Navymen and Their Dependents*, are now being distributed to all ships and stations for individual distribution to career enlisted and officer personnel in accordance with BuPers Notice 1700 of 5 May 1964.

Distribution to ships and stations was based on one-half the total complement of each. The publication will be stocked at the Naval Supply Centers at Norfolk, Va., and Oakland, Calif., to provide for new commissionings and to fill additional requests.

If additional quantities of the publication are required after commanding officers have distributed them to their career personnel, they can be requisitioned in lots of 25 copies or less from the appropriate Naval Supply Center.

Requisitions of more than 25 copies should be submitted to the Chief of Naval Personnel (Attn: Pers-114) for approval.
P.S. We're glad that you liked it.

• ANTARCTICA SERVICE MEDAL

—Navymen who are eligible to receive the Antarctica Service Medal should inform their commanding officers of their eligibility. Commanding officers can now order the medals from the Naval Supply Depot in Philadelphia.

Custodians of officer and enlisted service records will determine whether or not the applicants for the medal meet all eligibility requirements before the medals are ordered.

If eligibility can't be established from available records, the Navyman who applies for the medal can execute an affidavit to the effect that he fulfilled the eligibility requirements given below after 1 Jan 1946.

• Any Navyman who participated as a member of a U. S. expedition in scientific, direct support or exploratory operations on the antarctic continent is eligible.

The expedition may have been sponsored by the United States or have been a foreign expedition in coordination with the U. S. Antarctic expedition provided the applicant participated under the sponsorship and with the approval of competent U. S. government authority.

• Navymen who participated in flights as aircrew members to or from the Antarctic continent or within the continent in Antarctic support operations are eligible.

• Navymen who served in United States ships operating at least 60 degrees south in support of U. S. operations in Antarctica are eligible.

Bronze, gold and silver clasps are authorized for men who wintered over in Antarctica one, two, three or more times.

Complete details on eligibility for the Antarctica Service Medal can be found in article 531-23 of Sec-Nav Inst. P1650.1C.

Instructions for ordering the medal are in BuPers Notice 1650 of 27 Apr 1964.

• **SEAVEY SEGMENT 3-64** — If you're about to ask the Bureau of Naval Personnel about your eligibility for Seavey, save yourself the trouble.

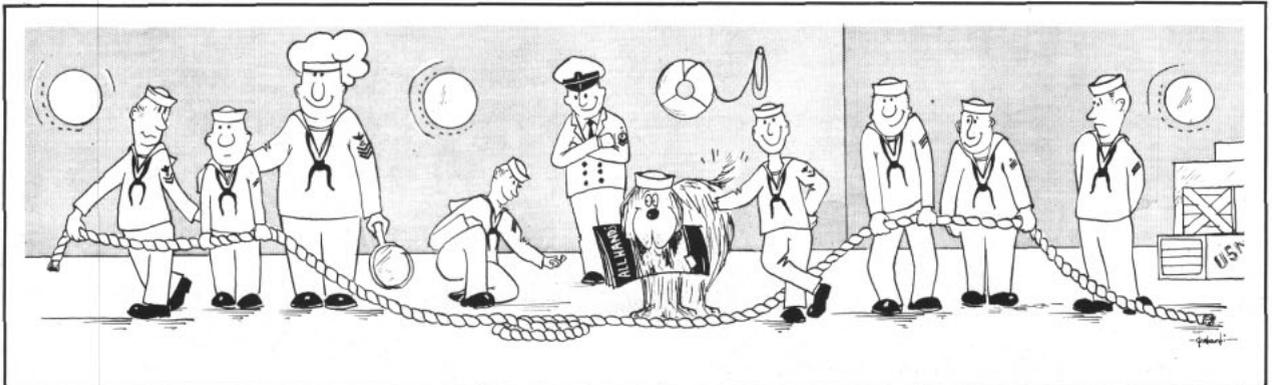
BuPers won't receive the listing of eligibles for Seavey Segment 3-64 until the first part of October and can answer no questions concerning individual eligibility until that time.

Here are some tips, however, on how to determine your own eligibility for Segment 3-64:

Your command undoubtedly has The Enlisted Distribution and Verification Report (BuPers Report 1080-14); look up Column W. This identifies a man's Seavey status by use of a four position code which is explained in the *Instructions for the Naval Manpower Information System—NavPers 15,642, Part I (Active)*.

Navymen who are serving overseas and eligible for Seavey during the segment year (particularly from September 1964 through January 1965) should take into account any obligated service they may have.

Personnel on overseas tours who don't have one year of obligated service remaining from the month the overseas tour expires or who didn't



DOGGONE good idea—Pass this copy of *ALL HANDS* on to nine others and claim the title of 'Navyman's best friend.'

agree, on their Seavey Rotation Card, to extend their enlistment for shore duty, will be reassigned to sea duty or extended by the Fleet EPDO.

PAMIs will prepare and forward rotation data cards for enlisted personnel not already on the Seavey who are in the ratings shown below and whose sea duty commencement dates are no later than the month and year indicated.

Navymen whose advancement date was changed to 25 Jun 1964 by NavAct 2 of May 1964 will be considered to have been advanced on 16 May 1964 so far as Seavey Segment 3-64 is concerned.

SEA DUTY COMMENCEMENT CUTOFF DATES FOR SEAVEY SEGMENT 3-64

Rate	Date
ADCM, ADCS	Feb 63
ADRC, 1, 2, 3, ADRAN	Feb 63
ADJC, 1, 2, 3, ADJAN	Feb 63
ATCM, ATCS, ATC, AT1	Feb 63
AT2	Feb 63
ATR3, ATN3, ATRAN, ATNAN	Feb 63
ATW3, ATWAN	Sep 62
AXCM, AXCS, AXC	Feb 63
AX1, 2, 3, AXAN	Feb 63
AOCM, AOCs, AOC	Feb 63
AO1	Jan 63
AO2, 3, AOAN	Feb 63
AQCM, AQCS, AQC	Feb 63
AQ1, 2, 3, AQAN	Feb 63
ABCM, ABCS	Feb 63
ABEC	Sep 62
ABE1, 2	Sep 61
ABE3, ABEAN	Feb 63
ABFC	Feb 63
ABF1	May 62
ABF2	Oct 62
ABF3, ABFAN	Feb 63
ABHC, 1, 2, 3, ABHAN	Feb 63
AECM, AECS, AEC	Feb 63
AE1, 2, 3, AEAN	Feb 63
AMCM, AMCS, AMSC, AMHC, AMEC	Feb 63
AMS1, 2, 3, AMSAN	Feb 63
AMH1, 2, 3, AMHAN	Feb 63
AME1, 2, 3, AMEAN	Feb 63
PRCM, PRCS, PRC	Feb 63
PR1, 2, 3, PRAN	Feb 63
AG1, 2, 3, AGAN	Feb 63
AKCM, AKCS, AKC	Feb 63
AK1, 2, 3, AKAN	Feb 63
AZCM, AZCS, AZC	Feb 63
AZ1, 2, 3, AZAN	Feb 63
PHCM, PHCS, PHC	Feb 63
PH1, 2, 3, PHAN	Feb 63
PTCM, PTCS, PTC	Feb 63
PT1, 2, 3, PTAN	Feb 63
HMCM, HMCS, HMC	Feb 63
HM1, 2, 3, HN	Feb 63
DTCM, DTCS, DETC	Feb 63
DT1, 2, 3, DN	Feb 63

• **SHORE TOUR LENGTHS** — New shore tour lengths for Navymen in some Group IX ratings were announced in Memorandum Correction Eight to paragraph 7.23 of the *En-*

listed Transfer Manual. Several ratings, however, were omitted from the memorandum and the tour length of the PT rating was incorrectly entered. The enlisted Transfer Manual will be changed to reflect the new tour lengths by Memorandum Correction #9.

For Navymen whose last shore tours expired on or after 1 Feb 64, BuPers Notice 1306 of 2 Apr 64 specified shore tour lengths as follows:

AQC, AQ1, AQ2	42 months
AKCM, AKCS, AKC	48 months
AK1, AK2, AK3, AKAN	42 months
PTCM, PTCS, PTC, PT1, PT2, PT3, PTAN	30 months

• **EYESIGHT WAIVERS FOR SUB DUTY**—Enlisted Navymen who were ineligible for submarine duty due to eyesight defects may now qualify.

Waivers will be granted to most men whose eyesight is below previous standards but better than 20/100 in each eye. Vision must be correctible to 20/30.

Deck group ratings must meet slightly higher requirements.

• **HAZARDOUS DUTY PAY** — The portion of last year's pay legislation which increased the number of hazardous duty incentive payments has been implemented by a new directive.

BuPers Notice 7220, dated 28 Apr 1964, draws a general line between those who qualify for multiple payments of hazardous duty money, and those who don't. Those who do are relatively few.

Only men who must perform more than one hazardous duty to carry out their assigned mission may receive the dual incentive payments.

For example, Seal team members must perform parachute jumping and duties involving demolition work in order to accomplish their mission. These men would qualify for two hazardous duty pays.

In any case, entitlement to hazardous duty money must be based on competent orders, as required in the *BuPers Manual* (Art. A-4303). You must meet the minimum requirements for each of the hazardous duties performed, and then perform them both as a necessary part of your unit's mission.

Diving pay does not enter into the matter. Men who receive diving pay are not entitled to hazardous duty pay anyway, since the latter is specifically prohibited by legislation.

QUIZ AWEIGH

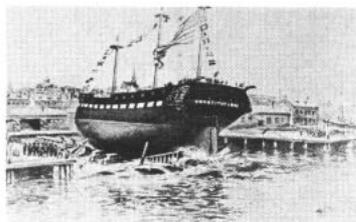
Naval history is a subject likely to pop up in almost any advancement examination. How well do you know the Navy's past?

1. Only one Navyman has ever been promoted to the rank of Admiral of the Navy. What was his name?

- (a) Farragut.
- (b) Dewey.
- (c) Truxtun.

2. In 1794 Congress authorized the construction of six frigates, *Constitution*, *Constellation*, *Congress*, *United States*, *President*, and *Chesapeake*. Two are still afloat. They are *USS Constitution (Old Ironsides)* and:

- (a) *Chesapeake*.
- (b) *Constellation*.
- (c) *President*.



3. Lt. Col. James H. Doolittle was famed during World War II for leading a group of B-25s on bombing missions over Japan from the decks of the carrier:

- (a) *USS Hornet (CV 8)*.
- (b) *USS Wasp (CV 18)*.
- (c) *USS Yorktown (CV 5)*.



4. The two major naval engagements of the Spanish American War were fought at Manila Bay in the Philippines and at:

- (a) *Trinidad*.
- (b) Two hundred miles west of the Spanish coast.
- (c) *Santiago, Cuba*.

5. Navy Regulations were first written in 1775 by a man who later signed the Declaration of Independence. He was:

- (a) *John Adams*
- (b) *Lewis Morris*
- (c) *John Burgoyne*

Answers to Quiz Aweigh may be found on page 51.

THE BULLETIN BOARD

Report on Medals and Decorations That May Be New to You

ANYONE WHO WANTS the latest information on those medals and decorations Navy men are entitled to receive should check SecNav Inst. P1650.1C. It incorporates several comparatively recent additions to the list and also deletes some awards which are no longer earned by personnel now in the Navy.

Complete information is given concerning the following awards which were not included earlier in the *Navy and Marine Corps Awards Manual*:

• **The Joint Service Commendation Medal**—This medal was authorized on 25 June 1963 for award in the name of the Secretary of Defense to members of the armed forces who, after 1 Jan 1963, distinguished themselves by meritorious achievement or service while serving in any of the following joint activities assignments—

Office of the Secretary of Defense; Organization of the Joint Chiefs of Staff; Defense Supply Agency; National Security Agency; other Department of Defense agencies or joint activities reporting through Joint Chiefs of Staff; in the headquarters of the unified and specified commands; in the headquarters of joint task forces; joint commands or control groups reporting through the Joint Chiefs of Staff; unified, specified, or subordinate joint commanders to include service components assigned to a joint command for exercise purposes (such as the STRIKE Command), or other joint activities reporting to commanders of unified or specified commands such as military assistance advisory groups or joint missions.

The required achievement or service, while of lesser degree than that required for award of the Legion of Merit, must nevertheless have been accomplished with distinction.

• **Secretary of Navy Commendation for Achievement Ribbon**—Awarded to enlisted and commissioned members of the Navy and Marine Corps, including members of Reserve components, up to the grade of lieutenant commander and major for

service performed on or after 1 May 1961.

It may also be awarded to members of other branches of the armed forces of comparable grade while serving with units of the Navy. It is given to officers for professional achievement and to enlisted personnel for professional achievement and/or leadership in instances which warrant recognition greater than is possible by fitness reports or evaluation sheets but which does not warrant a Navy Commendation Medal or a higher decoration.

• **The Armed Forces Expeditionary Medal**—Authorized in December 1961 for award to personnel of the armed forces of the United States who after 1 Jul 1958, participated as a member of U. S. military units in a United States military operation in which, in the opinion of the Joint Chiefs of Staff, personnel of any military department participated in significant numbers.

It is also awarded for any encounter, incident to such participation, foreign armed opposition, or in instances in which military personnel are otherwise placed in such a position that hostile action by for-

eign armed forces was imminent even though it did not necessarily materialize.

• **The Antarctica Service Medal**—It was established for any person who, during the period between 1 Jan 1946 and a date which is as yet unestablished, meets any of the following qualifications: A member of a U. S. expedition, participating in scientific, direct support or exploratory operations on the Antarctic continent.

Anyone who participated in a foreign Antarctic expedition in coordination with a United States Antarctic expedition and who was under the sponsorship and approval of competent U. S. government authority.

Any member of the U. S. armed forces who participated in flights as a crew member of an aircraft flying to or from the Antarctic or within the Antarctic continent in support of operations on that continent.

Any member of the U. S. armed forces who served in a U. S. ship operating south of latitude 60 degrees in support of U. S. operations in Antarctica.

Anyone who does not fill the qualifications given above but who participated in a U. S. Antarctic expedition at the invitation of a participating U. S. agency.

• **The United Nations Medal**—Authorized by the Secretary General of the United Nations on 30 Jul 1959 to be awarded to armed forces personnel who served with or for the UN in observing truce agreements or maintaining order.

Personnel attached to and serving with these organizations are eligible for the medal: United Nations Observation Group in Lebanon, United Nations Truce Supervision Organization in Palestine and the United Nations Military Observer Group in India and Pakistan.

• **The Naval Reserve Meritorious Service Ribbon**—This may be awarded to an enlisted Reservist who, during any four consecutive years sub-

All-Navy Cartoon Contest
LCDR Billups E. Lodge, USN



"That's funny—you'd think they'd have made an admiral's barge a lot sturdier than that."

sequent to 1 Jul 1958, fulfills the following minimum service requirements and receives no evaluation mark less than 3.0 (if marks are assigned).

He must perform four periods of active duty for training of not less than 14 days each and attend 90 per cent of all scheduled drills of a Naval Reserve unit or perform authorized equivalent instruction or duty.

The SecNav Instruction quotes pertinent laws concerning awards which mean money in one form or another to those who receive them. Although the laws are not new, they bear repeating. Briefly, they are:

- *The Medal of Honor.* As almost everyone knows, holders of this decoration are eligible to receive a monthly pension of \$100 upon reaching age 50. The pension is not taxable and cannot be attached for any reason.

- (The sons of Medal of Honor winners are eligible for entry into any of the service academies without regard to quotas and the wearers of the decoration are themselves eligible for travel on military aircraft within the United States.)

- *Extraordinary heroism.* Any enlisted man who has been credited by the Secretary of the Navy with extraordinary heroism in line of duty is entitled to an increase of 10 per cent in his retainer pay when he is transferred to the Fleet Reserve.

- *Advancement credits.* As many as 10 points are given to Navy personnel who hold certain awards in arriving at a final multiple for purposes of advancement in rating. If you've earned the Good Conduct Medal or other medals, check your eligibility in the Manual.

Other information included in the Instruction covers judicious use of awards, authority to establish awards, miscellaneous laws pertaining to awards, information on the Navy Department's Board of Decorations and Medals, issuance of awards, personnel eligible for awards and regulations concerning the wearing and replacement of awards.

The Instruction also includes lists of personal U. S. decorations with the regulations governing their use; unit awards; United States non-

John L. Draves, QM2, USN



"Could I have your attention please—
we're coming in for a landing."

military decorations; campaign and service awards; foreign awards and non-U. S. service awards to United States personnel; United States awards to foreign personnel and awards for marksmanship.

There are also sample letters of recommendation and citations given in an annex to the instruction.

Many Navy men will be interested in consulting the lists of ships and units which are eligible for a Presidential Unit Citation, a Navy Unit

Commendation, the Antarctica Service Medal and the Navy and Marine Corps Expeditionary Medal.

They are all listed with the dates during which eligibility can be established.

Boilermen All Steamed Up Over New Generator Course

Classroom training in operation and maintenance of the super-charged steam generator that is being installed in new DEs is underway as an extension of the Boilerman school at Philadelphia, Pa.

The six-week course is open to graduates of Boilerman "B" school. Classes convene quarterly.

The pressure fired steam generator is one of the latest developments in marine steam engineering, based on recent advances in metallurgical and aerodynamic technology.

Students of the new course's first class were graduated last March. Included in the class were the engineering officer and 10 Boilermen of USS *Garcia* (DE 1040).

NOW HERE'S THIS

Intrepid Is Big-League Catcher

Representatives of the National Aeronautical and Space Agency (NASA) were on board USS *Intrepid* (CVS 11) recently to evaluate the role of the Navy's aircraft carriers in recovery operations when the Apollo and Gemini space capsules splash on their return to earth.

Carriers in general are old hands at recovering space capsules from the ocean. For instance, *Intrepid*, herself, recovered the capsule in which Navyman Scott Carpenter returned to earth.

The Apollo and Gemini capsules, however,



present new problems of weight. The Gemini capsule, designed to carry two men to a rendezvous in space with an orbiting satellite, will weigh 4800 pounds. The Apollo space capsule for carrying a man to the moon and back will weigh a whopping 10,000 pounds.

The use of aircraft carriers for recovery of the two types of capsules is favored because of their operational flexibility.

Two recovery approaches were used by *Intrepid*. The first called for a motor whaleboat to be dispatched from which gunnery personnel attached a two-and-one-half-inch nylon line to the capsule. The capsule was then drawn to the carrier by manpower or winch and hoisted on board the number three elevator by means of the boat and airplane crane.

The other approach, which could best be used in rough weather, used two UDT swimmers who put a flotation collar on the capsule then attached a line (which was shot to them from *Intrepid*) by which the capsule was towed within reach of the carrier's crane.

After studying motion pictures made of the test recovery operations, NASA experts decided that, with a few modifications, the procedure would do nicely.

—Richard L. Earl, ENS, USN

Armed Forces Expeditionary Medal: Ships, Units and Dates

NAVYMEN who participated in the operations at Berlin, Lebanon, Quemoy and Matsu Islands, Taiwan Strait, the Congo, Laos and Vietnam are eligible to receive the Armed Forces Expeditionary Medal and are authorized to purchase and wear the ribbon bar.

To qualify, they must have served in any of the ships or with any of the units listed below during the periods shown.

Members of rear echelons, transients, observers and personnel assigned for short periods of TAD are normally not considered eligible for the award. However, consideration

will be given where the local commander certifies to the Chief of Naval Personnel that the individual made a contribution in any given area.

Personnel who require evidence that they were members of an eligible ship or unit during the periods of eligibility, may request the evidence from the Chief of Naval Personnel. Requests for additions or corrections to the lists should be addressed to the Chief of Naval Operations (Op 09B2E).

Units serving in Vietnam are not listed below for security reasons. However, personnel who have

served there for 30 days and those who, in the future serve there for 30 days or more, are eligible to wear the ribbon.

A list of eligibles for the Lebanon operation, based on SecNav Inst. P1650.IC, was previously published in ALL HANDS and is repeated below with the alterations given in Change One to the instruction. Only the list of ships and units taking part in the Cuban operation remains to be published. Inquiries about eligibility for Cuban service should not be submitted until the list is issued, as such inquiries cannot be answered at this time.

LEBANON OPERATION

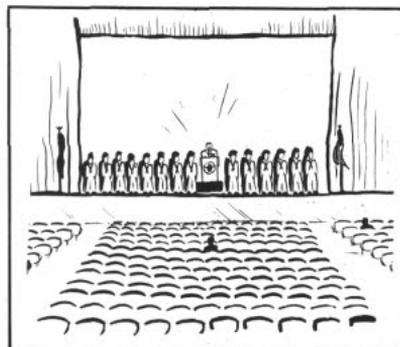
1 July-1 November 1958

Abbot (DD 629)—20 August-22 September
 Adroit (MSO 509)—15 August-4 September
 Aggressive (MSO 422)—15-23 August; 2-9 September
 Alcor (AK 259)—11-12 August; 21-26 August
 Aldebaran (AF 10)—9-17 August
 Antares (AK 258)—6-7 October
 Atakapa (ATF 149)—29-30 August
 Aucilla (AO 56)—22-23 August; 2-4 September
 Barry (DD 933)—17-25 July; 29 July-1 August; 11-20 August; 27-31 August
 Basilone (DDE 824)—26 July-11 August
 Boston (CAG 1)—15 July-1 August; 9-21 August; 2-5 September
 Cambria (APA 36)—29 September-18 October
 Capricornus (AKA 57)—13-24 July; 5-23 August; 16 September-1 October
 Charles H. Roan (DD 853)—20-26 August
 Chewaucan (AOG 50)—22 October
 Chilton (APA 38)—17-23 July; 7-22 August; 5 September-1 October; 16-25 October
 Chukawan (AO 100)—29 August-12 September
 Cone (DD 866)—17 July-2 August; 11-21 August; 2-7 September
 Corregidor (CVU 58)—22 July
 Cromwell (DE 1014)—26-31 July; 11-22 August; 31 August-14 September
 Damato (DDE 871)—1-9 August
 Dealey (DE 1006)—26-31 July; 11-22 August; 31 August-14 September
 Denebola (AF 56)—19-28 September
 Des Moines (CA 134)—17 July-10 August; 23-29 August
 Essex (CVA 9)—16 July-1 August; 11-20 August
 Fidelity (MSO 443)—15-23 August; 2-9 September
 Forrest B. Royal (DD 872)—20-26 August
 Fort Snelling (LSD 30)—17-23 July; 7-22 August; 5 September-1 October; 16-25 October
 Fremont (APA 44)—18 July-6 August; 23 August-6 September; 14-16 September
 Geiger (T-AP 197)—5 August
 General George M. Randall (AP 115)—2-3 August
 General Leroy Eltinge (T-AP 154)—3-5 October; 23-24 October

General R. M. Blatchford (T-AP 153)—13-17 October
 Hailey (DD 556)—17 July-21 August; 4-6 September
 Hartley (DE 1029)—1-11 August; 22-31 August; 16-17 September
 Hyades (AF 28)—29-30 August; 5-9 September
 John Willis (DE 1027)—16-26 July; 11-21 August; 31 August-16 September
 Jonas Ingram (DD 938)—21-26 September
 Joseph K. Taussig (DE 1030)—17 July-10 August; 22-31 August
 LCU 1466—15 July-3 October; 16-25 October
 LCU 1467—17-21 July; 5-23 August; 16-30 September
 LCU 1469—17-21 July; 5-23 August; 16-30 September
 LCU 1474—29 September-18 October
 LCU 1486—29 September-18 October
 LCU 1491—17 July-16 September
 LCU 1492—18-31 July; 1-6 August; 23-31 August; 1-7 September; 14-16 September
 LCU 1608—15 July-3 October; 16-25 October
 LCU 1609—29 September-18 October
 Leary (DDR 879)—1-10 August; 19-31 August
 Lester (DE 1022)—30 July-11 August; 22-31 August; 16-17 September
 Marias (AO 57)—10 August-2 September
 Mattabesset (AOG 52)—22-25 July; 14-16 August; 23-27 September; 13 October

All-Navy Cartoon Contest
 L. B. Hansen, CP, USN

McGowan (DD 678)—15 July-1 August; 11-20 August; 2-7 September
 McNair (DD 679)—15 July-1 August; 11-20 August; 31 August-12 September
 Mercury (AKS 20)—22-25 August; 4-9 September; 23-26 September
 Meredith (DD 890)—31 August-7 September
 Miller (DD 535)—17 July-21 August; 4-6 September
 Monrovia (APA 31)—14-24 July; 5-22 August; 16 September-1 October
 Mount McKinley (AGC 7)—18-31 July
 Muliphen (AKA 61)—18 July-6 August; 23 August-6 September; 14-16 September
 New (DDE 818)—17 July-1 August; 11 August
 Newport News (CA 148)—21-27 September
 Nimble (MSO 459)—17 July-15 August; 9 September-2 October
 Noa (DD 841)—17-24 July
 Ogleshorpe (AKA 100)—29 September-18 October
 Olmsted (APA 188)—18 July-6 August; 23-30 August; 15-16 September
 Pawcatuck (AO 108)—26-30 September; 13-18 October
 Pinnacle (MSO 462)—17 July-2 August; 21 August-2 October
 Plymouth Rock (LSD 29)—17-21 July; 5-23 August; 16-30 September
 Pocono (AGC 16)—17 July-25 October
 Power (DD 839)—21-24 September
 Randolph (CVS 15)—24-26 September
 Rich (DDE 820)—17 July-11 August
 Rigel (AF 58)—15 October
 Robert L. Wilson (DDE 847)—17 July-11 August
 Rockbridge (APA 228)—16-23 July; 7-22 August; 5 September-1 October; 16-25 October
 Rooks (DD 804)—17-25 July; 11-14 August
 Sagacity (MSO 469)—17 July-2 August; 21 August-2 October
 Samuel B. Roberts (DD 823)—20-24 August; 2-10 September
 San Marcos (LSD 25)—29 September-18 October
 Saratoga (CVA 60)—17-25 July; 29 July-11 August; 19 August-7 September
 Severn (AO 61)—23-29 July; 10-27 August
 Shasta (AE 6)—22 July-11 August; 20 August-1 September
 Shenandoah (AD 26)—22-24 July



"... anybody else out there sleepy!"

Skill (MSO 471)—17 July-15 August; 9 September-2 October
 Spiegel Grove (LSD 32)—18 July-6 August; 23 August-7 September; 14-16 September
 Stalwart (MSO 493)—15 August-2 September
 Steinaker (DDR 863)—17-25 July; 30 July-16 August; 31 August-14 September
 Stribling (DD 867)—17-23 July
 Suffolk County (LST 1173)—29 September-18 October
 Taconic (AGC 17)—14 July-8 October
 The Sullivans (DD 537)—14 July-1 August; 15-20 August; 27 August-7 September
 Traverse County (LST 1160)—14-24 July; 5-23 August; 16 September-1 October
 Tripoli (CVU 64)—15 October
 Turner (DDR 834)—17 September-7 October
 Upshur (T-AP 198)—1-3 August
 Van Voorhis (DE 1028)—17 July-11 August; 22-31 August; 16-17 September
 Vermilion (AKA 107)—16-23 July; 9-22 August; 5 September-1 October; 16-25 October
 Vesole (DDR 878)—17 July-1 August; 11-20 August; 16-17 September
 Waccamaw (AO 109)—26 July-11 August; 5-8 September; 19-23 September
 Wadleigh (DD 689)—14-24 July; 6-11 August; 19 August-7 September
 Walworth County (LST 1164)—14-24 July; 5-23 August; 16 September-1 October
 Wasp (CVS 18)—16 July-11 August; 21-31 August; 16-17 September
 William C. Lawe (DD 763)—21 September-6 October
 William M. Wood (DDR 715)—19-23 July; 28 July-4 August; 16 August-3 September
 Wrangell (AE 12)—16-25 July; 30-31 July; 15-22 August; 2-11 September
 York County (LST 1175)—29 September-18 October

UNITS

AIR TRANSPORT SQUADRON 24 (VR 24)—
 Only those air crews which actually landed in Lebanon during the period 14 July-25 October.
 ALUSNA BEIRUT—1 July-1 November
 CINCSPECOMME—16 July-23 October
 COMCARDIV 6—17-25 July; 29 July-11 August; 19 August-7 September
 COMCARDIV 14—16 July-11 August; 21-31 August; 16-17 September
 COMCORTRON 10—26-31 July; 11-22 August; 31 August-14 September
 COMCORTRON 14—17 July-11 August; 22-31 August; 16-17 September
 COMCRULANT—21-27 September
 COMDESDIV 61—17 July-2 August; 11-21 August; 2-7 September
 COMDESDIV 62—17-25 July; 30 July-16 August; 31 August-14 September
 COMDESDIV 102—20 August-22 September
 COMDESDIV 201—17-25 July; 29 July-1 August; 11-20 August; 27-31 August
 COMDESDIV 202—14-24 July; 28 July-1 August; 11-20 August; 2-7 September
 COMDESDIV 361—17 July-11 August
 COMDESDIV 362—17 July-11 August
 COMINDIV 44—15 August-4 September
 COMINDIV 84—17 July-15 August; 9 September-2 October
 COMPHIBGRU 4—17 July-3 October
 COMSIXTHFLT—17 July-10 August; 23-29 August
 COMSTMEDSUB-AREA REP BEIRUT—30 July-25 October

All-Navy Cartoon Contest

Carl R. Westfall, SN, USN



"I'd say either we're in shallow water or she rides just a bit high."

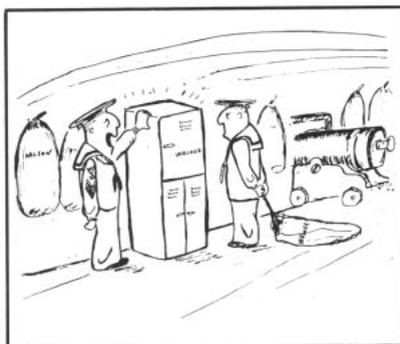
COMTRANSPHIBRON 2—17-23 July; 9-22 August; 5 September-1 October; 16-25 October
 COMTRANSPHIBRON 4—18-31 July; 23 August-6 September; 14-16 September
 COMTRANSPHIBRON 6—14-24 July; 5-22 August; 16 September-1 October
 COMTRANSPHIBRON 8—29 September-18 October
 DETACHMENT, Patrol Squadron 10 (VP 10)
 —Only those air crews which actually landed in Lebanon during the period 25 July-29 August.
 DETACHMENT, Patrol Squadron 21 (VP 21)
 —Only those air crews which actually landed in Lebanon during the period 11 August-24 September

QUEMOY AND MATSU ISLANDS—

23 August 1958-1 June 1963
 Benner (DDR 807)—4-21 September 1959; 29 September-10 October 1959
 Braine (DD 630)—5 March-14 April 1962
 Brinkley Bass (DD 887)—1-16 May 1960; 28 May-8 June 1960

All-Navy Cartoon Contest

LTJG H. G. Walker, USN



"What are you—some kind of nut?"

Brown (DD 546)—12-27 October 1960; 2-21 November 1960
 Chevalier (DDR 805)—31 December 1958-1 January 1959; 8-16 January 1959
 Cogswell (DD 651)—5 March-14 April 1962
 Collett (DD 730)—28 September-2 October 1959; 8-14 October 1959; 18-30 October 1959; 27-30 August 1962; 8-28 September 1962
 Cowell (DD 547)—5 December 1959-5 January 1960; 28 March-15 May 1961
 Cushing (DD 797)—30 November 1959-5 January 1960
 DeHaven (DD 727)—28 September-21 October 1959; 27-31 October 1959; 31 October-2 December 1961
 Dennis J. Buckley (DDR 808)—25 November-27 December 1959
 Duncan (DDR 874)—3-9 May 1960; 15 May-4 June 1960; 31 October-2 December 1961
 Edson (DD 946)—5-8 March 1960
 Everett F. Larson (DDR 830)—23 July-4 September 1959
 Eversole (DD 789)—3-25 April 1959; 1-3 May 1959; 8 June-12 July 1960; 20 July-5 August 1961; 7-22 August 1961
 Floyd B. Parks (DD 884)—6-9 September 1960; 16 September-13 October 1960; 25 September-1 November 1961
 Fort Marion (LSD 22)—15 September-5 October 1958
 Frank Knox (DDR 742)—6-7 March 1960; 15 March-4 April 1960; 18-28 April 1960
 George K. MacKenzie (DD 836)—4 February-5 March 1962
 Gregory (DD 802)—21 November-19 December 1960; 27 December 1960-5 January 1961; 13 April-16 May 1962; 19-26 May 1962
 Gurke (DD 783)—12-25 June 1961; 5-20 July 1961
 Halsey Powell (DD 686)—21 January-19 February 1961
 Hamner (DD 718)—31 December 1958-9 January 1959; 20-25 January 1959; 1-15 February 1959; 12 May-11 June 1961
 Hanson (DDR 832)—4-13 January 1960
 Harry E. Hubbard (DD 748)—10-19 July 1960; 26 July-12 August 1960; 25 May-26 June 1962
 Hassayampa (AQ 145)—1-2 July 1959; 10-11 July 1959.
 Henry W. Tucker (DDR 875)—8 June-9 July 1960; 1-13 August 1960; 19-20 August 1960; 22 August-16 September 1960
 Herbert J. Thomas (DDR 833)—7-9 March 1960
 Hooper (DE 1026)—2 January-5 February 1959; 12 February-7 March 1959
 Hopewell (DD 681)—12-20 October 1960; 30 October-3 November 1960; 9-21 November 1960
 Hull (DD 945)—7-22 September 1960; 29 September-6 October 1960; 8-13 October 1960; 25 September-1 November 1961
 Isherwood (DD 520)—21 November-9 December 1960; 21 December 1960-5 January 1961
 James E. Kyes (DD 787)—3 April-3 May 1959; 7 June-11 July 1960
 Jarvis (DD 799)—30 October-1 December 1959
 John A. Bole (DD 755)—4-15 January 1960
 John R. Craig (DD 885)—7-16 September 1960; 22 September-13 October 1960; 24 September-16 October 1961; 20 October-1 November 1961

THE BULLETIN BOARD

Leonard F. Mason (DD 852)—5 February-6 March 1962
 Lyman K. Swenson (DD 729)—6 August-4 September 1959; 29 August-28 September 1962
 Mansfield (DD 728)—20-30 October 1959
 Marshall (DD 676)—4 January-12 February 1961
 McKean (DDR 784)—25 May-4 June 1962; 9-26 June 1962
 Morton (DD 948)—15 May-1 June 1961; 6-11 June 1961
 Mullany (DD 528)—22 November-1 December 1960; 11 December 1960-11 January 1961; 13 April-26 May 1962
 Oak Hill (LSD 7)—8-20 October 1958
 Orleck (DD 886)—8-12 June 1960; 28 June-12 July 1960; 20 July-6 August 1961; 9-21 August 1961
 Picking (DD 685)—7 February-8 March 1960; 10 December 1961-12 January 1962
 Porterfield (DD 682)—19 February-28 March 1961
 Prichett (DD 561)—14-20 December 1959; 27 December 1959-5 January 1960; 18 July-7 August 1962; 14-20 August 1962
 Rowan (DD 782)—12 June-21 July 1961
 Rupertus (DD 851)—21 August-25 September 1961; 4 February-5 March 1962
 Shelton (DD 790)—2-12 September 1962; 16-28 September 1962
 Shields (DD 596)—11 February-28 March 1961
 Somers (DD 947)—12 June-21 July 1961
 Southerland (DDR 743)—9-14 April 1960
 Stoddard (DD 566)—5 March-14 April 1962
 Theodore E. Chandler (DD 717)—31 December 1958-7 January 1959; 15 January-11 February 1959; 1 May 1960; 8 May-8 June 1960
 Trathen (DD 530)—30 October-1 December 1959; 18 July-9 August 1962; 18-25 August 1962
 Turner Joy (DD 951)—10-27 July 1960; 3-13 August 1960
 Twining (DD 540)—19 February-28 March 1961
 Uhlmann (DD 687)—12-16 October 1960; 22 October-8 November 1960; 12-21 November 1960
 Washtenaw County (LST 1166)—5-6 September 1958
 Wilkinson (DL 5)—30 October-1 December 1959

TAIWAN STRAIT—

23 August 1958-1 January 1959
 Bennington (CVA 20)—12 October-2 November 1958; 24 November-3 December 1958
 Charles H. Roan (DD 853)—20-27 September 1958
 Edmonds (DE 406)—1 December 1958-1 January 1959
 Forrest Royal (DD 872)—20-27 September 1958
 Hancock (CVA 19)—2-9 September 1958
 Hassayampa (AO 145)—22-24 November 1958; 27 November 1958-30 December 1958
 Jarvis (DD 799)—21-29 October 1958; 2-22 December 1958; 29 December 1958-1 January 1959
 Lexington (CVA 16)—27 August-2 September 1958; 3-16 September 1958; 26 September-14 October 1958
 Midway (CVA 41)—13-28 September 1958; 21-30 October 1958; 11-15 November 1958; 30 November-4 December 1958

Astronaut Joins Divers

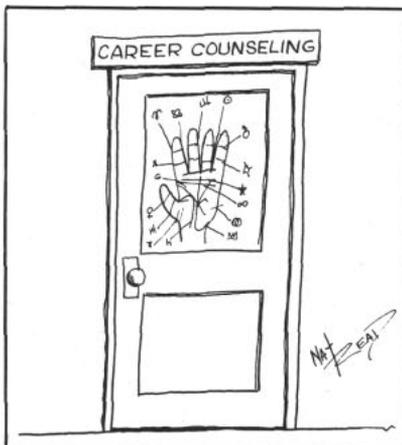
Lieutenant Commander M. Scott Carpenter, second astronaut to orbit the earth, will join four other Navymen during their final week in the Sealab. An interest in the problems of life in an ocean environment prompted him to volunteer. (See p. 6).

He will assist in the collection and evaluation of scientific data.

The original participants are: Lieutenant Robert E. Thompson, Medical Corps; Gunner's Mate First Class Lester E. Anderson; Chief Quartermaster Robert A. Barth; Chief Hospital Corpsman Sanders W. Manning.

Mount Baker (AE 4)—6-12 September 1958
 Peacock (MSC 98)—10 September-16 October 1958
 Pine Island (AV 12)—23 August-16 October 1958; 22-30 October 1958; 5-15 November 1958
 Princeton (CVS 37)—27 August-1 September 1958; 3-14 September 1958
 Shangri-La (CVA 38)—1 September 1958; 3-27 September 1958; 15-16 October 1958; 21-29 October 1958
 Ticonderoga (CVA 14)—12-15 November 1958; 20-22 November 1958; 5-8 December 1958; 29 December 1958-1 January 1959
 Tom Green County (LST 1159)—3-10 September 1958
 Trathen (DD 530)—21 October-1 November 1958; 2-17 December 1958; 23 December 1958-1 January 1959
 Vireo (MSC 205)—10 September-4 November 1958
 Warbler (MSC 206)—10 September-4 November 1958
 Whippoorwill (MSC 207)—10 September-4 November 1958
 Wilkinson (DL 5)—1 December 1958-1 January 1959
 Zelima (AF 49)—30-31 October 1958; 8-13 November 1958; 2-13 December 1958

All-Navy Cartoon Contest
 ENS Nat B. Read, USNR



CONGO—

14 July 1960-1 September 1962
 General R. Blatchford (T-AP 153)—26 February-1 March 1961; 27 April-2 May 1961; 20-22 December 1961
 Donner (LSD 20)—4-5 November 1961
 General L. Eltinge (T-AP 154)—7-15 March 1961
 Graham County (LST 1176)—26 January-2 February 1961; 23 February-2 March 1961; 22 March 1961
 Hermitage (LSD 34)—22 January-2 February 1961; 20 February-2 March 1961
 Suffolk County (LST 1173)—4-8 November 1961
 Whitfield County (LST 1169)—31 October-3 November 1960
 Windham County (LST 1170)—31 October-3 November 1960
 MSTs Representative, CONGO — Personnel permanently assigned who were present for at least 30 consecutive days during the period 21 February-16 October 1961.

LAOS—19 April 1961-7 October 1962
 Calvert (APA 32)—27 April-6 May 1961
 Fort Marion (LSD 22)—27 April-6 May 1961
 Hassayampa (AO 145)—22-29 April 1962; 17-18 May 1962
 Ticonderoga (CVA 14)—26-30 September 1961
 Vernon County (LST 1161)—30 May-11 June 1962
 Washtenaw County (LST 1166)—7-17 June 1962
 Whitfield County (LST 1169)—7-17 June 1962
 Windham County (LST 1170)—3-15 June 1962

VIETNAM—1 July 1958 to date to be announced

Alvin C. Cockrell (DE 366)—25 March-1 April 1962; 23 April-8 May 1962
 Bennington (CVS 20)—16-19 December 1960; 21-22 December 1960; 3-7 January 1961; 14-18 May 1962
 Charles E. Brannon (DE 446)—25 March-9 April 1962; 5-18 May 1962
 Breton (T-AKV 42)—22-23 September 1960; 5-6 April 1961; 21-23 May 1961; 14-16 January 1962; 3-4 March 1962; 11-17 July 1962
 Caliente (AO 53)—16 March 1962; 16 April 1962; 18 May 1962
 Conflict (MSO 426)—21-28 April 1962; 12-25 May 1962; 18 June-5 July 1962
 Conquest (MSO 488)—20 December-1961-16 January 1962; 29 January-17 February 1962
 Cook (APD 130)—6-28 January 1962
 Coral Sea (CVA 43)—29 April-9 May 1961; 12-19 January 1962; 24-27 January 1962
 Core (T-AKV 41)—24-25 November 1960; 11-12 December 1961; 6 July 1962
 Dynamic (MSO 432)—21 February-7 March 1962; 26 April-14 May 1962; 23 May-14 June 1962; 23 June-5 July 1962
 Edmonds (DE 406)—1-12 April 1962
 Endurance (MSO 435)—17-28 April 1962; 10 May-1 June 1962; 12 June-5 July 1962
 Engage (MSO 433)—4 July-1 August 1962
 Epping Forest (LSD 4)—11-23 January 1962
 Esteem (MSO 438)—20 December 1961-16 February 1962
 Fortify (MSO 446)—4-15 July 1962; 20 July-1 August 1962
 Gallant (MSO 489)—20 December 1961-7 February 1962

Hancock (CVA 19)—16-20 May 1962
 Illusive (MSO 448)—5-31 January 1962
 Impervious (MSO 449)—12 July-1 August 1962
 Implicit (MSO 455)—21 February-7 March 1962; 26 April-12 May 1962; 8-27 June 1962
 Manatee (AO 58)—27-30 September 1961; 15-16 October 1961
 Marsh (DE 699)—25 March-1 April 1962; 22 April-6 May 1962
 McGinty (DE 365)—8-20 April 1962
 Midway (CVA 41)—28 March-7 April 1961
 Persistent (MSO 491)—20 April-12 May 1962; 27 May-17 June 1962
 Pledge (MSO 492)—20 December 1961-2 January 1962; 18 January-17 February 1962
 Private Joseph F. Merrell (T-AK 275)—25-27 December 1959; 11-12 May 1960; 26-28 December 1960; 19-24 June 1961; 21-24 August 1961; 30 May-5 June 1962
 Schuyler Otis Bland (T-AK 277)—21-25 October 1961; 15-21 January 1962
 Sergeant Andrew Miller (T-AK 242)—17-19 February 1961; 18-19 May 1961; 6-8 August 1961; 12-15 March 1962
 Sergeant Jack J. Pendleton (T-AK 276)—12-14 October 1960; 8-13 February 1961; 28 February-3 March 1962; 24-25 June 1962
 Sergeant Truman Kimbro (T-AK 254)—18-20 June 1960; 28-31 October 1960; 6-8 April 1961
 Taluga (AO 62)—3-5 March 1962; 10-12 March 1962; 20-26 April 1962
 Vammen (DE 644)—25 March-9 April 1962; 5-18 May 1962
 Walton (DE 361)—2-28 April 1962
 Whitehurst (DE 634)—5-24 March 1962; 14-26 April 1962
 Wiseman (DE 667)—12-20 April 1962; 15-21 May 1962
 *Military Assistance Advisory Group, Vietnam
 *U.S. Military Assistance Command, Vietnam
 *Assistant Naval Attache/Assistant Naval Attache for Air, American Embassy, Saigon, Vietnam

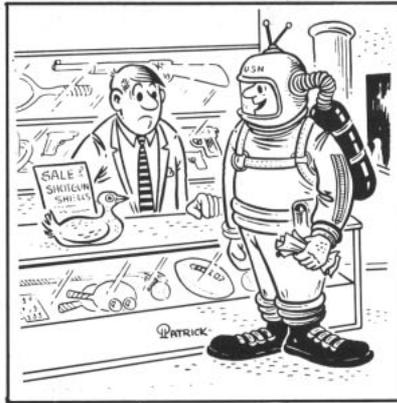
*USN and USMC personnel permanently assigned who were present for at least 30 consecutive days during the period for which Vietnam is designated eligible for Armed Forces Expeditionary Medal.

NOTE: Several units now present in Vietnam are not listed for security reasons. Since the Secretary of the Navy has previously authorized wear of the Armed Forces Expeditionary Medal by personnel in the country, there is no need to promulgate a classified eligibility list. Appropriate service record entries will substantiate individual eligibility.

New Correspondence Course

A new correspondence course dealing with electronics has been issued and is now available to both officers and enlisted men through the Naval Correspondence Course Center, Scotia, N. Y.

The new course is OCC/ECC *Naval Electronics*, Part III, NavPers 10447 (Confidential). It supersedes OCC *Naval Electronics*, Part III, NavPers 10932-1.



"Fifty miles of good fishing line."

List of Motion Pictures Now Available to Ships And Overseas Bases

The latest list of 16-mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

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

The Texans (2619); Joan Bennett, Randolph Scott (Re-Issue).

The Paleface (2620); Bob Hope, Jane Russell (Re-Issue).

Blaze of Noon (2621) Melodrama; Ann Baxter, William Holden (Re-Issue).

Flight From Ashiya (2622) (C) (WS): Melodrama; Yul Brynner, Richard Widmark.

Kissin' Cousins (2623) (C) (WS): Musical Comedy; Elvis Presley, Arthur O'Connell.

Golden Arrow (2624) (C) (WS): Melodrama; Tab Hunter, Rosanna Padesta.

The Strangler (2625): Melodrama; Victor Buono, Diane Sayer.

The Story of Dr. Wassell (2626); Gary Cooper, Laraine Day (Re-Issue).

Two Years Before The Mast (2627); Alan Ladd, Brian Donlevy (Re-Issue).

Monsieur Beaucaire (2628); Bob Hope, Joan Caulfield (Re-Issue).

Road to Singapore (2629); Bing Crosby, Dorothy Lamour (Re-Issue).

Samson and the Slave Queen (2630) (C) (WS): Melodrama; Alan Steel, Pierre Brice.

America, America (2631): Drama; Stathis Giallelis, Frank Wolff.

Hide and Seek (2632): Melodrama; Curt Jurgens, Janet Munro.

F.B.I. Code 98 (2633): Suspense Drama; Jack Kelly, Ray Danton.

A Star is Born (2634); Judy Garland, James Mason (Re-Issue).

The Major and the Minor (2635); Ginger Rogers, Ray Milland (Re-Issue).

Spawn of the North (2636); George Raft, Dorothy Lamour (Re-Issue).

The Plainsman (2637); Gary Cooper, Jean Arthur (Re-Issue).

The Victors (2638) (WS): Drama; George Hamilton, Melina Mercouri.

Nightmare (2639) (WS): Suspense Drama; David Knight, Moira Redmond.

Paris When It Sizzles (2640) (C): Comedy; William Holden, Audrey Hepburn.

Fury At Smuggler's Bay (2641): Melodrama; Peter Cushing, Michele Mercer.

Lawrence of Arabia (2642) (C) (WS): Drama; Peter O'Toole, Alec Guinness.

Seven Faces of Dr. Lao (2643) (C): Fantasy; Tony Randall, Barbara Eden.

The Bay of St. Michel (2644) Mystery Drama; Keenan Wynn, Mai Zetterling.

Dark Purpose (2645) (C): Suspense Melodrama; Shirley Jones, George Sanders.

TV PROGRAMS

5346: TV-1 *Dick Powell Show*—Run Till It's Dark. TV-2 *The Untouchables*—The Antidote.

5347: TV-1 *Dick Powell Show*—In Search of a Son. TV-2 *The Untouchables*—Murder Under Glass.

5348: TV-1 *Dick Powell Show*—Project X. TV-2. *The Untouchables* The Otto Frick Story.

5349: TV-1 *Dick Powell Show*—Borderline. TV-2 *The Untouchables* The Larry Fay Story.

5350: TV-1 *The Untouchables*—Big Train (Part 1). TV-2 *The Untouchables*—Big Train (Part 2).

ANSWERS TO QUIZ AWEIGH

Quiz Aweigh may be found on page 45.

1. (b) Dewey.
2. (b) Constellation.
3. (a) USS Hornet (CV 8).
4. (c) Santiago, Cuba.
5. (a) John Adams.

Moving Ahead with the Submarine Navy? Check These Courses

COURSES ARE NOW available for Navymen who want assignment to an advanced design submarine or a position of increased responsibility in other submarines for which special pay is authorized under the Uniformed Service Pay Act of 1963.

To be eligible for submarine pay for this type of schooling, prospective students must be designated qualified in submarines and have competent orders for duty under instruction to any of the following.

- Guided Missiles School, Dam

Neck, Va., for SSN/SSBN equipments, and for MT "A."

- Nuclear Power School, Naval Training Center, Bainbridge, Md.

- Nuclear Power School, Mare Island Naval Shipyard, Vallejo, Calif.

- Nuclear Power Training Unit, National Reactor Test Station, Idaho Falls, Idaho.

- Nuclear Power Training Unit, West Milton Site, Schenectady, N. Y.

- Nuclear Power Training Unit, Windsor, Conn.

- All PCO/PXO submarine courses.

- Atomic Power Laboratory, Pittsburgh, Pa.

- Navy Factory Training Courses for *Subroc*.

- Navy Factory Training Courses for FBM/SSBN/SSN.

- Duty under instruction at BuShips (Code 1500).

- FBM SUBTRACENTER, Charleston, S.C.

- FBM SUBTRAFAC, Pearl. Note: Courses subject to change.

COURSES AT U.S. SUBMARINE SCHOOL, NEW LONDON:

MK 112 Officers' Familiarization Course.
MK 113 MOD 2 FCS Officers' Familiarization Course.

MK 113 MOD 5 FCS Officers' Familiarization Course.

L-5 Submarine Gyro Compass MK 19.
L-8 Automatic Steering and Diving Control SSN/SSBN.

L-12 Sound and Vibration Analyses Course.
L-14 Atmosphere Analyzer (M 12).
C-2 Special Technology.

C-11 Submarine Sonar Subjective Analysis.
C-24 AN/WPN-4 Loran "C" Receiver.
Submarine Radioman Package Course.

W-5 Torpedo Operational Maintenance (MK 45).

X-5 Nuclear Medicine Technician.
N-11 Submarine High Pressure Air Compressor.

N-12 Vapor Compressor Distilling Unit 2000 GPD.

M-14 Trim Pump and Associated Valves and L. P. Blower (SSN/SSBN).

M-15 Refrigeration and Air Conditioning (SSN equip-chilled water cooling).

M-16 Lithium Bromide Air Conditioning.
M-17 Oxygen Generator.

M-18 Carbon Dioxide Scrubber and Carbon Monoxide Burner.

M-19 High Pressure Air Valves.
M-22 Stainless Steel Welding (Maintenance of qualification-requalification).

M-25 Stainless Steel Welding (Maintenance of qualification-requalification).

M-26 Nuclear Power Plant Operators Welding.

SSN/SSBN Auxiliaryman Package Course.
P-1 MTRK MK 3 Operation and Maintenance.

P-3 Polaris MK 1 Guidance System.
P-4 MK 80 FC System.

P-5 MK 80 FC System Optical Alignment.
P-6 FBM System Interface.

P-7 FBM Weapons Systems Test Equipment.

P-8 MK 16 Launcher Circuitry and Pressurization and Ejector Group Maintenance.

P-9 MK 17 Launcher Circuitry and Pres-

surization and Ejector Group Maintenance.

P-10 A1P Missile Maintenance.

P-11 A2P Missile Maintenance.

P-12 ULCER II MK 15 MODO Operation and Maintenance.

P-30 598 System Operations.

P-31 608 System Operations.

P-32 MK 11 SINS Theory.

P-33 MK 111 SINS Theory.

P-34 Navigation Aids.

P-35 Basic Inertial Navigation Principles.

P-36 BQN Familiarization.

P-37 Loran C Maintenance.

All Courses designated N-

T-6 Fire Control System MK 112 MODO Familiarization.

T-7 Fire Control System MK 112 MODO2 Maintenance.

T-8 Fire Control System MK 113 MODO2 Maintenance.

T-9 Angle Solver, MK18, MODS O-3, Maintenance.

COURSES AT ADVANCED UNDERSEAS WEAPONS SCHOOL, KEY WEST, FLA.:

T 16 Torpedo Mark 16.

T 37 Torpedo Mark 37-0, 37-1.

T 45 Torpedo Mark 45.

TW 102 Torpedo Warhead MK 102.

OM 16/14 Torpedo Mark 16/14.

OM 37/27 Torpedo Mark 37/27.

OM 45 Torpedo Mark 45.

Subroc Course (Operational or Maintenance).

COURSES AT FLEET SONAR SCHOOL, KEY WEST, FLA.:

Course 553 Submarine Sonar Officers Course.

Course 557 Submarine Sonar Officers Course (BQQ2 and BQS-4).

Course 563Q Submarine BQQ-2 Operators Course.

Course 570S Advanced Submarine Sonarman.

Course 570SA Submarine Sonar Subjective Analysis.

Course 570SB Submarine Integrated Sonar System AN/BQQ-2 Maintenance.

BQG-4 Sonar Course.

BQQ-3 Sonar Course.

COURSES AT NUCLEAR WEAPONS TRAIN-

ING CENTER, NORFOLK, VA., AND SAN DIEGO, CALIF.:

Course 903 Weapons Employment.
Course 946 Submarine Nuclear Weapons Warhead Section.

Course 947 Astor MK 102 Torpedo Warhead.

COURSES AT FLEET ANTI-SUBMARINE WARFARE SCHOOL, SAN DIEGO, CALIF.:

C-570 Advanced Sonarman.
C-596 Submarine Sonar Subjective Analysis.

C-586 MK 16-6 Torpedo.
C-585 MK 37-0 Torpedo.

C-595 MK 45-0 Torpedo.
C-553 Submarine Sonar Officers Course.

Subroc Course (Operational or Maintenance).

BQG-4 Sonar Course.
BQQ-3 Sonar Course.

NAVAL SCHOOLS AT MARE ISLAND NAVAL SHIPYARD AND COMMANDER SUBMARINE GROUP, SAN FRANCISCO:

Class C/TSEC/KW-37-R.

Class C TSEC/KL-47 AN/SGA-3 Repair.

O-9—Subroc and Astor.

COURSES AT FLEET SUBMARINE TRAINING FACILITY SUBMARINE BASE, PEARL HARBOR:

C-20 Loran C WPN-4 Familiarization.
C-21 Loran C WPN-4 Operation.

C-22 Loran C WPN-4 Maintenance.
AN/BPQ2 Missile Guidance Radar.

Regulus Class C Schools.
SSM/Officer Regulus.

COURSES AT SERVICE SCHOOLS COMMAND, NAVAL STATION, SAN DIEGO, CALIF.:

Nuclear Operator Welding Course.
Stainless Steel Welding (Maintenance of qualification-requalification).

COURSES AT SERVICE SCHOOLS COMMAND, NAVAL TRAINING CENTER, GREAT LAKES, ILL.:

FT "C" School UW FCS 101.
MK 18 Angle Solver.

MK 19 Gyro School.
NAVAL SCHOOLS AT NORFOLK NAVAL SHIPYARD:

Class C TSEC/KW-37-R.
Class C TSEC/KL-47 AN/SGA-3 Repair.

Navymen Going Out on 20 To Receive Assistance In That New Career

If you're approaching retirement or transfer to the Fleet Reserve, chances are you, like most Navymen headed for civilian life, are making plans for a second career. You can now get a push in the right direction before you're piped over the side.

Under the new Civilian Employment Assistance Program, counseling on the subject of labor market conditions is available 12 to 18 months before you retire or transfer to the Fleet Reserve. The program, benefits of which were made available to all near-retirement Navymen and women effective 1 Apr 1964, is designed to start you on the road toward a second career.

The new program supplements the counseling you should receive regarding the various retirement, veterans', dependents', and survivor benefits.

BuPers Inst. 1740.4 makes it clear that job development and placement service, as such, is neither possible nor desirable within the military, but that a procedure has been established whereby the career Navyman may be provided counseling concerning the civilian labor market conditions.

The Bureau of Employment Security, through the U. S. Employment Service affiliated state employment agencies, is prepared to see that you get it.

The program is presented in two phases:

- *Phase I* involves a briefing session, conducted by the U. S. Employment Service, 12 to 18 months before retirement or transfer to the Fleet Reserve.

- *Phase II* is a direct employment assistance program which generally commences three months after the initial briefing or orientation session. This phase involves one or more working sessions at a military installation or local employment service office. Your participation is strictly voluntary.

At the discretion of your command, Phase I may include presentations by representatives of such organizations as the Veterans Administration, various veterans groups, and representatives of state, municipi-

All-Navy Cartoon Contest
ENS Nat B. Read, USNR



"Let's try to be a little more specific, Rhoads!"

pal and federal civil service systems, as well as Employment Service spokesmen.

Phase II of the program cannot be administered in areas where the U. S. Employment Service does not maintain a regional office. Therefore, men serving overseas who want direct employment assistance should contact the appropriate commandant upon return to the U. S. If you can't make arrangements for Phase II assistance before you're piped over the side you should contact the U. S. Employment Service Office nearest your home of selection.

If you're on sea duty, attendance at a regularly scheduled briefing ashore in the U. S. is encouraged whenever possible. If your ship's operating schedule makes this impossible, special arrangements should be made (through the appropriate commandant) to accommodate you for both Phase I and Phase II.

Since there are no U. S. Employment Service offices outside the U. S. and Puerto Rico, a program similar to Phase I may be conducted by force and type commanders through the use of special materials.

Change in Travel Regs Means Less Risk for You on PCS

After you receive your permanent change of station orders, you can send your family on ahead without worry. If your orders are later canceled or changed the government will foot the bill for the extra travel—even though your transfer never became effective.

This is providing, of course, you are otherwise eligible for dependent's travel at Navy expense.

In the past you could move your family before your detachment, but you ran the risk of having to pay the costs yourself if your orders were altered. In some cases this could happen even after you had checked out.

Here's how it works today:

Say you are stationed in Galveston, Texas, and receive orders to Washington, D. C. You want to send your family and household goods immediately. Go right ahead.

If your orders are changed to read San Diego after your family has started off in the opposite direction you're not automatically bankrupt. The government will pay the current travel rate for the extra distance covered by your family, and it will ship the household goods to San Diego.

The new rules may be found in change 136 to the *Joint Travel Regulations*, which also includes a number of administrative changes.

A New Look at Leadership Basis of Revised Manual

A new book on leadership, *The U. S. Naval Manual for Leadership Support* (NavPers 15934A) has been distributed to naval units for internal distribution. It replaces *The U. S. Naval Leadership Manual* (NavPers 15934).

Topics contained in the old leadership manual are also in the new. These are: "Leadership, Why and How;" "Balanced Efforts in Command Leadership;" "Five Steps Toward Effective Naval Leadership;" "Checklists for Personal Leadership;" "Passing the Word;" "Standard Discussion Outlines;" "How to Use Leadership Training Films" and "The U. S. Code of Conduct."

The sections which were carried over into the new book have been extensively revised and updated. In addition, new bibliographies of publications, films and posters reflect the modern emphasis on general military training subjects as well as the references on leadership management and personnel administration.

Discussion outlines have been updated and new outlines on such subjects as counterinsurgency and communist entrapment have been added.



The Story Of A Naval Complex

ALL HANDS SPECIAL SUPPLEMENT

Newport, R. I., like Norfolk, Va., is a huge center of naval activity on the East Coast. Some time back, ALL HANDS published a special report on the Norfolk complex (April, 1961). Now here's one on Newport.

The commander of the huge naval base in Rhode Island felt that, not only the rest of the Navy, but the country as a whole would take a deep interest in its operations. As a result, he has compiled a "report to stockholders" which gives the citizens of Newport, the Navy, and the nation, as taxpayers, a good look at one of their important investments.

THE NAVY'S ASSOCIATION with Narragansett Bay, on which Newport, R. I., is located, goes back to before the days when the nation was yet struggling to be born. At one time, England seriously considered establishing a navy yard at Newport. In 1764, Robert Melville re-

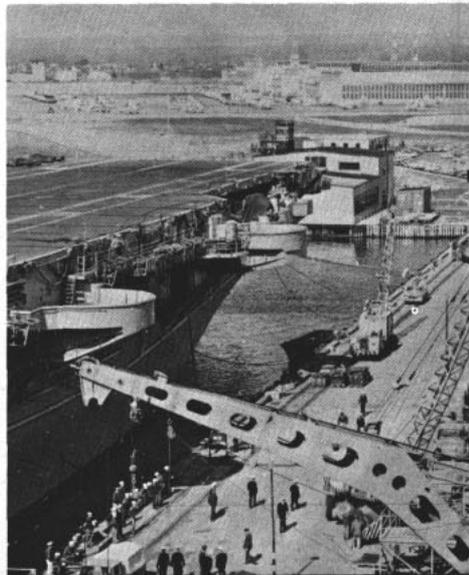
ported: "The whole bay is an excellent man-of-war harbour . . . affording good anchorage, sheltered in every direction and capacious enough for the whole of his Majesty's navy . . ."

It was just as well that Britain did not build its navy yard there. During the Revolutionary War, Admiral Lord Howe used the Bay for some time. When it was learned, however, that a French fleet was approaching, British General Clinton ordered Rhode Island and Narragansett Bay to be evacuated.

The British, by leaving the bay open to the French, were denied future use of the area and were forced to use New York as their base. It is considered by some that the French occupation of Narragansett Bay ultimately led to the British defeat at Yorktown and the end of the war.

From its infancy during the Revolutionary War to

BUSY BASE—Newport is a vast naval complex, here ships are in port at DD pier and (rt.) Quonset Point.



its present-day buildup, the U. S. Navy has been a part of the Narragansett scene. A native Rhode Islander, Ezek Hopkins, as the first Commander-in-Chief of the Continental Navy, used the Bay as a haven for his small fleet between combat engagements. In later years, after the Revolution was over, U. S. men-of-war were common sights in the upper and lower Bay.

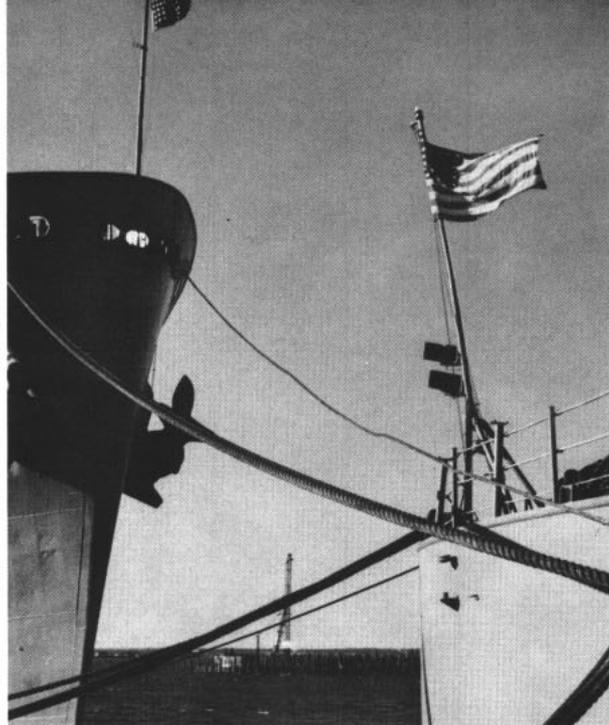
DURING THE CIVIL WAR, the Navy again was prominently visible in Newport. As a measure to avoid capture by the Confederates, the U. S. government transferred the faculty and student body of the U. S. Naval Academy from Annapolis to Newport. The Academy operated there for about four years. By this time the Navy had begun to acquire a degree of permanence in the area.

It was in 1869, however, that the pattern of the Navy's development in Newport began to take shape. In that year, the Secretary of the Navy authorized the establishment of an experimental torpedo station on Goat Island. (The station developed torpedoes and experimented on other forms of naval ordnance. In World War II that same torpedo station manufactured 80 per cent of all the torpedoes used by our country during that war).

Then in 1881 the Navy purchased Coasters Harbor Island, on which it established the Navy's first recruit training station. Previously, a sailor learned most of his trade on the job. The establishment of the Recruit Training Station was a milestone in the development of a system by which recruits received extensive training and orientation before being assigned to ships.

In World War I the 92-acre area of the island, and its facilities, proved inadequate as thousands of recruits trooped to Newport. Nearby Coddington Point was bought to accommodate the overflow. After the war, the Recruit Training Station was cut down to its original size. During the Second World War, Coddington Point was again put to use as part of the Training Station. In 1952, when recruit training was transferred to Bainbridge, the RTS was closed down completely.

Coasters Harbor Island is also the site of the famous Naval War College. Established in 1884, this school continues to provide postgraduate level instruction to naval officers. Officers of friendly countries also come here to attend special courses.



TENDERS—DD pier No. 2 is seen between stern of USS Yosemite (AD 19) and the bow of USS Cascade (AD 16).

JUST BEFORE the turn of the century, a coaling station was established at Melville. Many of our first steam-powered battleships and cruisers anchored between Prudence Island and Melville, while coal barges shuttled between ships and the coaling station.

In 1909, the Navy acquired the site of the present Naval Hospital. Construction was finished in 1913.

After World War I there was another cutback in military strength. However, in 1940, after World War II had already begun in Europe, Congress appropriated \$20 million for construction of the Naval Air Station at Quonset Point. In 1942, the Advanced Base Depot was established at Davisville, the predecessor of the present Construction Battalion Center.

A Supply Station followed at Coddington Cove; fuel facilities, a net depot and a PT boat training center were established at Melville; and a harbor defense unit and communication station were built on Jamestown Island. At Anchorage, construction of Navy housing was begun. Within three years Newport became one

COASTERS HARBOR Island and the Naval War College have been familiar Navy landmarks for many years.





DESTROYER SCHOOL students inspect boiler steam drum. A total of 514 Navymen attended classes in 1963.

of the Navy's busiest and largest installations.

After the war, many of the temporary units on the Bay began to deactivate. In 1946, the entire naval complex in the Bay area was consolidated under a single military command, designated as the U. S. Naval Base. As it now stands, the Naval Base consists of 14 component commands on both sides of Narragansett Bay over which the Naval Base commander has military control.

On the east side are: Fleet Training Group, Naval Hospital, Naval Justice School, Marine Barracks, Naval Officer Candidate School, Naval Schools Command, Public Works Center, Naval Station, Naval Supply Depot, Navy Finance Office, Naval Communication Station, and the Naval Underwater Ordnance Station, which includes the Degaussing Station and the Underwater Weapons Systems Engineering Center.

On the west side are the Naval Air Station at Quonset Point, and the Naval Construction Battalion Center, Davisville.

Modernization has been the trend. New housing, on and off base, has been constructed to improve living accommodations. More units are soon to be built. In the past five years, permanent barracks and bachelor officers quarters have been built to replace World War II structures. A new dormitory for the Officer Candidate School is scheduled for completion this year. Huge warehouses and transit sheds have expanded the capability of the Naval Supply Depot.

NAVAL BASE, NEWPORT

The presence of naval activities in the Narragansett Bay area, considered in terms of employment only, is significant. One part alone of the Naval Base component command—the Overhaul and Repair department of the Naval Air Station at Quonset Point—is the largest single employer in the state, with a civilian work force of 2504 in 1963.

One of the most productive roles of the Naval Base in the over-all mission of the U. S. Navy is in the area of training and schools. Six commands on the base are primarily engaged in providing technical, professional,

orientation, and postgraduate training for both officer and enlisted personnel.

The total numbers of students who went through these schools in 1963 were:

Fleet Training Center	27,799
Naval Justice School	1,496
Officer Candidate School	3,930
Schools Command	3,226
Destroyer School	514
Naval War College	346
TOTAL	37,311

Dependents are a major part of the local scene. As members of local communities, military families contribute considerably to those communities through purchasing power, school assistance, help in fund raising campaigns, taxes, etc. Although the Navy provides certain minimum facilities to assist its dependents, a vast amount of the Navy payroll and allotments reaches the local market. The Federal Government also helps to contribute to local school aid by outright grants for each dependent student attending local schools.

Here is a rundown of the various activities you'll find in the Newport naval complex.

COMPONENT COMMANDS

Naval Air Station, Quonset Point: First placed in operation in 1941, NAS Quonset Point is one of the best known commands in the area. The air station provides maintenance and logistic support facilities for numerous aircraft squadrons, and two aircraft carriers are homeported there. Its planes range as far as the Antarctic.

Although not primarily a supply center, it maintains great quantities of stock and inventory to carry out its mission. In 1963, the average inventory amounted to \$239,000,000 for a total of 191,000 items. There was an average monthly demand for 47,000 items, valued at \$19,000,000.

During the year, construction for the installation of an extensive electronic data processing system was completed. For more on this activity, see page 61.

Naval Communication Station, Newport: One of 20 communications stations in the Navy, the Naval Communication Station, Newport, is in constant operation 24 hours a day, every day of the year.

It occupies Building No. 87 (and part of No. 87A) on famed Coasters Harbor Island. It is responsible for broadcasting messages to Fleet units at sea, for receiving communications from them, and for delivering and distributing messages throughout Fleet and shore activities. These functions are made possible through the operation of a communication center, a cryptographic center, a classified relay center serving the New England area, and a radio transmitter and receiving station. The station also performs security functions.

Construction Battalion Center, Davisville: The nation's first advanced base depot for the support of construction battalions was established at Davisville in 1941. Later redesignated as Construction Battalion Center, it is one of three such installations in the country, the others being located at Port Hueneme, Calif., and Gulfport, Miss. Throughout most of its history, CBC has been associated with the training and assembly of personnel and material for advanced bases. CBC also maintains a capability of moving vast amounts of war reserve material in a short time for use by the Seabees.

Home-based facilities are provided at Davisville for the Construction Training Unit; Commander Naval Construction Battalion, U. S. Atlantic Fleet; five Mobile Construction Battalions (MCBs One, Four, Six, Seven and Eight); Commander, Antarctic Support Activities; Detachment Two, Naval Support Forces, Antarctica; Commander, Radar Picket Squadron Two; uss YR-65 and eight radar picket ships; uss *Nitro* (AE 23); the floating drydock uss *ARD 16*; and the Rhode Island National Guard.

One of the major roles of CBC since 1954 has been to support Operation Deep Freeze explorations in Antarctica. Seabees engaged in this operation are trained, equipped and deployed from Davisville. They have constructed seven Antarctic bases, one of them directly atop the South Pole. In 1963, four ships were outloaded from Davisville with scientific and other equipment headed for Antarctica.

Fleet Training Group: FTG Newport consists of the Fleet Training Center and the Underway Training Unit.

The Underway Training Unit assists in the inspection of ships.

The Fleet Training Center provides operational training where such training cannot be done on board ships. Personnel are trained in the various aspects of shipboard operations and functions through classroom instruction, practical demonstration and the use of synthetic training devices.

FTC provides precommissioning training to the crews of all destroyer-type ships commissioned on the east coast of the United States. Precommissioning personnel cause a considerable fluctuation in the Center's population, ranging from 500 to 2000 men in any given period. In 1963, the crews of six guided missile destroyers and two destroyer escorts received precommissioning training under FTC cognizance. In addition, 215 foreign students attended regular courses.

Naval Hospital: The Naval Hospital, located in the vicinity of Constellation Basin, opposite the southern tip of Coasters Harbor Island, is a regional hospital for all military elements in the Narragansett Bay area. It provides general clinical and hospitalization services for the naval shore activities, units of the Fleet, Army and Air Force personnel, dependents of members of the armed forces, and other authorized persons.

A 375-bed hospital, it provides all primary professional hospital services, such as medical service (including pediatrics, neuropsychiatry, dermatology and pharmacy); surgical service; orthopedic service; eye, ear, nose and throat service (including a lens-grinding laboratory); and laboratory, nursing, radiology, outpatient, obstetrics-gynecology and dental services.

In 1963 some additional tasks were assigned to the



HERE'S HOW—Recruits were taught how to load and unload a ship at Newport, so the old photo's caption states.

Naval Hospital. Among them were the responsibility for providing a refresher training program for hospital corpsmen attached to the Antarctic Support Group, and for providing instructors and assistance in the training of medical department officers under indoctrination at the Naval Schools Command.

Naval Justice School: The Naval Justice School is the Navy's only law school and is devoted to the training of officers of the Navy, Marine Corps and Coast Guard in the Uniform Code of Military Justice and the procedures of the armed forces disciplinary system; and to the training of enlisted personnel of all the armed forces in the clerical aspects of the disciplinary system, including the closed microphone court reporting system. It is the only school of its kind in the Armed Forces.

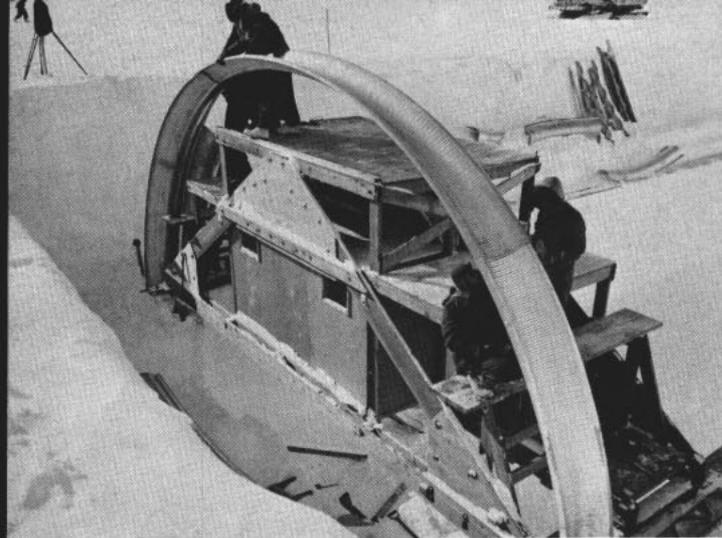
Staffed with officers who are licensed to practice law in the various states, instruction is given on a professional level. Graduates who later attend civilian law schools are generally given credit toward a law degree for their Justice School instruction.

The outgrowth of instruction commencing in 1942 at Port Hueneme, the Justice School was commissioned in 1947 and moved to Newport in 1950. The school has continually offered a variety of courses to meet the needs of the Fleet. The regular seven-week course for junior officers, offered a minimum of six times a year in Newport and once at Camp Pendleton, Calif., provides the Fleet with young officers trained to handle the various types of disciplinary matters normally encountered by Fleet units. Students come from ships and air squadrons of both the Atlantic and Pacific Fleets. Some are sent to the school after graduation from the Officer Candidate School in Newport.

The Justice School also offers a special short course

NOT SO DIFFERENT—Recruits stand formation at 'B' barracks of Training Station, Newport, R. I., in early 1900s.





SEABEE CENTER at Davisville is responsible for support of Operation Deep Freeze in the far off Antarctic.

for commanding officers, executive officers and other senior officers. In August of each year the Justice School convenes a Reserve Officers' Seminar, usually attended by approximately 150 officers.

Marine Barracks: The Marine Barracks is located above the destroyer piers in the Coddington Cove section of the Naval Base. The Newport Marines provide perimeter security for the Naval Base and internal security for the Naval War College and the Naval Communication Station. The Marine Barracks provides administrative, exchange, supply, maintenance support and messing facilities for its personnel.

As a continuing project, the Marine Barracks has adopted the Children's Home of Newport, and Marine personnel have spent many off-duty hours assisting in civic projects.

Officer Candidate School: The mission of this activity is to train and indoctrinate officer candidates. Formerly a part of the Naval Schools Command, it became a separate command in December 1960.

Students are primarily college graduates who are candidates for Naval Reserve commissions in the line, Supply Corps, Civil Engineer Corps, or one of the special duty designators (e. g., law specialist, special duty engineering, public information, intelligence). A limited number of enlisted personnel from the Fleet who are candidates for regular Navy commissions also attend the four-month academic and military course.

During each summer an eight-week course is convened for Reserve Officer Candidates (ROC); college students attend two eight-week periods during their summer vacations and receive their commissions after graduation from college.

A third department in OCS, the Officer Indoctrination Department, is devoted to the indoctrination of newly commissioned officers who are mostly Limited Duty Officers and Medical Service Corps officers procured from enlisted status. In addition, probationary ensigns in the Dental Corps and medical officers report to this department prior to their first tour of active duty.

Since it opened in 1951 to meet the emergency needs of the naval service during the Korean conflict, the Naval Officer Candidate School has become the Navy's primary source of junior Naval Reserve officers. In 1963, a total of 3074 officer candidates completed training at OCS. Additionally, 857 other officers were

trained by the Officer Indoctrination Department.

Naval Schools Command: This command administers and coordinates the Chaplain Indoctrination School, the Communication School, the Supply School, and the Women Officer School.

At the *Chaplain Indoctrination School*, courses of instruction are given to newly commissioned clergymen who are entering the service as chaplains. In 1963, a total of 144 chaplains graduated from this school.

The fundamental purpose of the *Communication School* is to provide basic communications training and instruction to officers in order to prepare them for such duties as communications officers, communications watch officers, signal officers, radio officers, and custodians of registered publications. A total of 977 officers were graduated from this school in 1963.

The *Women Officer School* trains, through 16 weeks of instruction, women college graduates seeking to become naval officers of the line and, in an eight-week course, trains nurses and Medical Service Corps women officers. Emphasis in these two training programs is placed on administrative procedures, the naval establishment, customs and traditions of the Navy, and personnel administration. In 1963, 91 women line and supply officers and 270 nurses were graduated.

The *Supply School* trains petty officers and non-rated men for disbursing, storekeeper, commissaryman and steward ratings. Qualified enlisted personnel may attend any of the five courses offered at this school, ranging from basic to advanced work. The average course here is 12 weeks in length. In 1963, students from eight foreign countries attended courses at this school. A total of 1647 students graduated during the year.

Public Works Center: The Public Works Center provides facilities maintenance, transportation support and utilities services to all activities on the Newport Naval Base complex. The management bureau, the Bureau of Yards and Docks, supports all common-use functions (such as roads and waterfronts); provides professional engineering service; provides inspection service for public works and public utilities; maintains housing; and finances the Naval Base taxi and bus service.

Naval Station: The Naval Station provides logistic support for the operating forces of the Navy, and for dependent activities and other commands.

One of the major functions of the Naval Station concerns the health, welfare and morale of Fleet and shore-based personnel and their dependents. In 1963, the Naval Station fed an average of 1400 enlisted men and women per meal; it had 4968 civilian visitors (for example, Boy Scout and church groups), spent \$400,000 from the composite recreation funds, conducted more than 400 divine services and acted as host to five district, regional and All-Navy athletic tournaments. It cared for 38,030 dental patients.

The Station also provides facilities for, and renders limited support to, such agencies as the American Red Cross, the Navy Relief Society, and Nursery Schools.

Supplementing the above, the Station provides such facilities as officers' and enlisted men's clubs, clothing and small stores services, commissary store, and a Navy exchange consisting of barber shops, retail stores, cafeterias, snack bars, tailor shops, automobile service stations, cobbler shop, portrait studio, uniform and acces-

sory shop, motor repair shop, dry-cleaning plant, laundry plant, newspaper delivery service, automatic vending machines, hobby shops, a swimming pool, bowling alleys and a theater. The Naval Station Band appears frequently at parades and other civic functions throughout the area. The Base newspaper, *The Newport Navalog*, is published weekly. The Naval Station chaplains provide a full religious program. Provision is made for personnel of faiths other than those of the assigned chaplains.

The Naval Station also exercises internal and external security control for all activities of the Newport complex. It provides fire protection from six fire stations; manages brig facilities for all confinees from all activities of the Narragansett Bay area, Fleet units present and the New London Submarine Base; provides shore patrol support; conducts reports of offenses under the Uniform Code of Military Justice; acts as liaison between naval and civilian police and provides legal assistance in connection with the work of the shore patrol.

The Naval Station also provides piermaster services to ships in the area. It has control of Navy harbor tugs, pilot assignments and other Navy service craft, and delivers fuel oil to Fleet units. In 1963, 6040 tug commitments were fulfilled, and 47,219,390 gallons of fuel oil were delivered to ships operating in the area.

The Station assigns public quarters to military personnel and maintains a Dependents Information Center where general assistance and local housing information is available.

The Station's Military Personnel Department provides personnel accounting services and maintains personnel records for enlisted and officer personnel of the Naval Station and other Newport activities. During the year it processed a monthly average of 219 transients, 58 separatees, 178 students for the Fleet Training Center, and 1062 other personnel.

Naval Supply Depot: The Supply Depot in Newport is under the military command of the Naval Base Commander and the management control of the Bureau of Supplies and Accounts.

It provides supply and fiscal service to Fleet and shore activities of the Department of Defense located throughout New England.

It is one of the three largest Navy supply activities on the Atlantic Coast. Its plant, valued at \$24,000,000, is spread over 845 acres. Covered storage area totals 654,000 square feet, including a modern cold storage plant. Fuel storage capacity is the third largest in the entire Navy, totaling 2,750,000 barrels.

All types of materials except aviation items are stocked. The inventory consists of 117,000 items valued at \$24,000,000. During 1963, 695,098 issues were made, with a total value of \$39,871,469. Its purchasing department handled more than 35,000 purchase actions during the year. The fuel department issued 7,280,266 barrels of fuel oil.

In March 1963, NSD was the first Navy activity to have in operation a Uniform Automatic Data Processing System for stock points. As a pilot installation, NSD functioned the past year as a training point for personnel of other activities scheduled to convert to the UADPS.

During the year, a site was prepared for the installa-



SCHOOL HOUSE—Since Newport started to take shape in 1869 it has contributed greatly to training of Navymen.

tion of an Automatic Digital Network Terminal, which is scheduled to be operational sometime this year. It will be part of a world-wide network that will provide automatic switching systems for teletype and data communications among overseas installations and between the United States and those installations.

Underwater Ordnance Station: The Underwater Ordnance Station is a research and development laboratory under the direction of the Bureau of Naval Weapons. The station is located on the eastern shore of Narragansett Bay, overlooking the destroyer piers in the Codding Cove section of the Naval Base.

The primary mission of NUOS is the research and development, test and evaluation of underwater weapons systems. It performs engineering analyses, functional and environmental tests, ranging and operational evaluation of torpedoes, and stores and issues ammunition and explosives.

Its physical plant includes the environmental test laboratory, wind tunnel, acoustic tank laboratory, fire control systems laboratory, launching devices test laboratory, shops facility, and the torpedo testing range. Its deep propulsion test facility is the only known laboratory of its kind in existence. Proximity to the destroyer force in Newport and the submarine force in New London facilitates the development of weapons systems.

More than 200 professional personnel at the station are engaged in such fields as oceanography, electronics, electrical, chemical, acoustical, and mechanical engineering.

Another component in the station's growing list of laboratories was added in 1963 with the dedication of the Fire Control Laboratory. The equipment used here will facilitate the testing of fire control systems and components by simulating shipboard conditions.

Underwater Weapons Systems Engineering Center: Formerly the Central Torpedo Office, this activity underwent an expansion of mission in 1963 and, at the same time, acquired its new name. NAVUWSEC serves as a technical and coordinating agency of the Bureau of Naval Weapons for underwater missiles programs.

Although its original mission was in the field of torpedoes only, NAVUWSEC now provides engineering and technical assistance to the Bureau of Naval Weapons in the coordination of procurement and maintenance of underwater weapons systems. The center assists Fleet units in the maintenance of these systems.

In providing this type of assistance to Fleet units, NATO allies and contractors engaged in the manufac-



SUPER SERVICE—Piermart at the Naval Supply Depot saves man-hours with supermarket-like shopping set-up.

ture of underwater missiles, the center's personnel had to do a lot of traveling. They logged over 800 separate trips in a 12-month period.

Degaussing Station: The Degaussing Station, located on Gould Island in Narragansett Bay, is the smallest command on the Naval Base. Its mission is primarily to reduce or neutralize the magnetic properties of steel-hulled ships as a countermeasure to magnetic mines. This mission involves the calibration of ships' degaussing systems to their maximum efficiency.

In 1963 the Degaussing Station ranged 118 ships, provided three new ships with initial degaussing calibration (two of the ships were minesweepers that were turned over to Pakistan and Korea under the Military Assistance Program), inspected the degaussing system, of 38 ships, and provided numerous tugs and small boats with compass adjustments. Technical assistance was also provided to Boston Naval Shipyard; the Military Sea Transportation Service, New York; and the Submarine Base, New London, Conn.

This station also serves as a test facility for underwater equipment designed and developed by the Naval Ordnance Laboratory, Silver Spring, Md. In 1963, this command ranged 226 submarines as part of special tests conducted at the Degaussing Facility, Submarine Base, New London.

Navy Finance Office: One of the smallest commands of the Naval Base is the Navy Finance Office, located on Coasters Harbor Island. It maintains military pay records and makes payments for all officers and enlisted men, including Reserves, attached to all activities on the east side of Narragansett Bay. It also performs similar service to small craft which do not have supply officers, and designated Fleet units berthed in the area.

As a central disbursing authority at the Naval Base, NFO acts as a depository for all incoming monies, and handles payment vouchers ranging from military travel pay to civilian beneficial suggestion awards. It provides logistic support to Fleet units by transferring funds to disbursing officers afloat and rendering professional assistance and the use of the facilities of NFO to disbursing officers afloat in the Newport area.

It issues transportation requests for the travel of military and civilian personnel and their dependents, and provides disbursing functions in connection with men discharged by the Separation Center at the NS.

Housing: The Navy maintains a total of 1352 housing units in the Newport area for occupancy by armed forces families. Comparing the military population with that number, it becomes readily apparent that the Navy's ability to provide housing is tremendously exceeded by the demand. Consequently, occupancy of private rental units is almost constantly complete. In 1963, the number of families renting such units averaged 3150. In addition, some 870 families owned their own houses.

Civic Affairs: Some of the greatest contributions to the local community by military personnel are not in economic, but rather in civic affairs. More than half the Boy Scout troops in Newport County, for example, are largely composed of military dependents and military personnel. In Parent-Teacher Associations, local service clubs, Little League baseball, athletics of all kinds, dramatic groups, and in church organizations, Navy personnel actively show their interest in their communities.

In addition, the Naval Base supports numerous programs of entertainment and assistance to local communities. Hundreds of thousands of dollars' worth of equipment is donated to local health, education and welfare activities each year. Almost 7000 visitors—both adult and children—were conducted on guided tours of Base commands on both sides of the Bay and on board Cruiser-Destroyer Force ships during 1963. Facilities such as gymnasiums, meeting halls, swimming pools, and camping areas were also made available to local organizations during the year. A Speakers Bureau provided Navy speakers to service, church and social groups.

ASSOCIATED COMMANDS

Headquarters, Construction Battalions, U.S. Atlantic Fleet:

The Atlantic Seabee construction battalions are commissioned units of the naval operating force. In wartime, they provide military and construction support to Navy, Marine and other forces in military operations and build and maintain naval base facilities. In peacetime, they are normally assigned construction projects contributing to training and readiness to meet emergency situations.

COMBLANT is responsible for the employment and deployment of these battalions. Each Mobile Construction Battalion (MCB) spends seven to nine months on overseas deployment and three to four months in Davisville.

A new component of the Atlantic Construction Battalions is the Seabee Technical Assistance Team (STAT). Ten of these STATs are maintained in the Atlantic Fleet. The mission of each STAT is to provide technical assistance in both socio-economic and military construction areas. Each STAT is a construction team placed under the direction of the Military Assistance Program or the Agency for International Development. Each is capable of planning and design assistance, on-the-job or classroom construction training, field inspection, field supervision, or assistance in setting up preventive maintenance programs. As a basic feature, each team member can speak a foreign language peculiar to his team.

To date, one STAT has been deployed to the Dominican Republic, another to Ecuador, and a third to

Chile to assist in areas damaged by earthquake.

In 1963, MCB One completed a deployment to Rota, Spain, and undertook another to Guantanamo Bay, Cuba. MCB Four deployed to Argentina, Newfoundland, and its Detachment LIMA completed a pier rehabilitation project at Port-au-Prince, Haiti. MCB Seven returned to Davisville from Guantanamo Bay, and then deployed to Puerto Rico and other points in the Caribbean. MCB Eight completed an Antarctic deployment, and began preparations at Davisville for a second such tour.

Headquarters, Cruiser-Destroyer Force, U.S. Atlantic Fleet:

One of the largest single entities in New England, in terms of economic importance, is the Cruiser-Destroyer Force, which maintains its headquarters aboard the Newport-based destroyer tender *uss Yosemite* (AD 19). The Cruiser-Destroyer Force consists of 58,000 men, operating nearly 200 ships in the Atlantic, Caribbean and Mediterranean. There are 56 of these ships based in Newport.

Units of CRUDESANT are called upon to escort convoys, conduct antisubmarine warfare operations, support aircraft carriers and provide gunfire support. Many of these ships are equipped with *Terrier*, *Tartar* and *Talos* surface-to-air-missiles, antisubmarine rockets, drone helicopters, advanced sonar and radar capabilities, and modern rapid fire gunnery installations.

During 1963, three new ships of the force were commissioned: *uss H. E. Yarnell* (DLG 17) at Boston Naval Shipyard, *Tattnall* (DDG 19) at Charleston, S. C., and *Joseph Strauss* (DDG 16) at Philadelphia. All are guided missile frigates. The keel was laid for a fourth, *Truxtun* (DLGN 35), in June.

The fourth annual goodwill cruise to Africa, SoLant Amity IV, got underway in February. The three ships which made the cruise visited more than 10 countries on the African continent, spreading good will through donations and assistance in civic projects, as well as participation in athletics and other public affairs. The ships that participated were the Newport-based destroyer escorts *uss Joseph K. Taussig* (DE 1030) and *Van Voorhis* (DE 1028) and the Norfolk-based dock landing ship *Spiegel Grove* (LSD 32).

In August, three Newport-based ships participated in Operation Uitas IV. This annual cruise entailed participation with units of eight South American navies in combined antisubmarine warfare exercises. The cruise also helped to familiarize U. S. Navymen with those regions of growing strategic importance. The three

Newport-based ships, which returned in December, were *uss Courtney* (DE 1021), *Hammerberg* (DE 1015), and *Cromwell* (DE 1014).

The radar picket destroyer *uss Hissem* (DER 400) departed her Newport homeport in August to participate in the current Operation Deep Freeze.

Naval Destroyer School: The Destroyer School is located in Building 138 on Coasters Harbor Island. It was established on 1 Jul 1961 and provides the destroyer force with professionally qualified officers and enlisted personnel.

The officers' course at the Destroyer School is a 26-week course. The Enlisted Maintenance Course is a four-week course for second and third class petty officers. In addition to the normal courses given during the year, specialized instruction and indoctrination were given to prospective CRUDESANT commanding officers and unit commanders, pre-commissioning crews, foreign officers, and students attending the Officer Candidate School, Chaplains School, and Wave and Nurse indoctrination.

Fleet Air Quonset: As a part of the Naval Air Force, U. S. Atlantic Fleet, the headquarters of the Commander Fleet Air Quonset is responsible for the support and combat readiness of Fleet Aviation units based in the northeastern seaboard area. The commander has several other duties in addition to his Fleet Air responsibilities. These include: Commander Naval Air Bases, First ND; and Commander Quonset Antisubmarine Warfare Group. The headquarters for this command is located at NAS, Quonset Point.

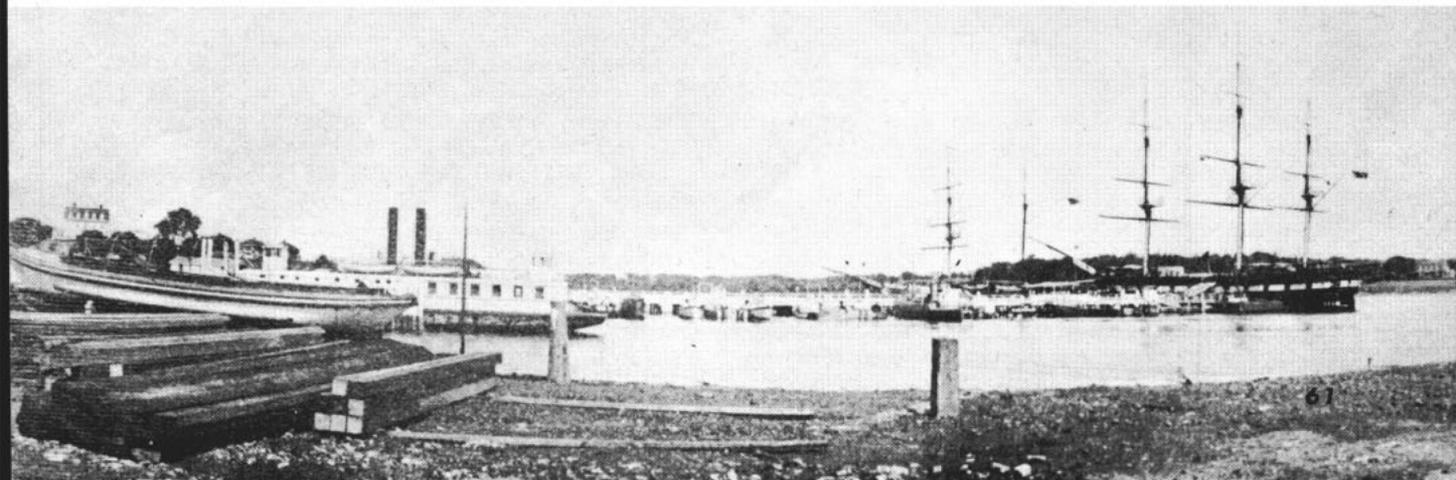
In his primary mission, Commander Fleet Air Quonset exercises administrative and operational command of all carrier-type aircraft squadrons based in the Quonset complex. In 1963, his responsibilities were expanded to include the administrative, material and operational readiness inspection of the Atlantic Fleet's five antisubmarine aircraft carriers.

Commander Quonset Antisubmarine Warfare (ASW) Group is responsible for assisting with antisubmarine warfare programs in adjacent Atlantic waters spanning the coastline from southern New Jersey to the Canadian border. He works with Canadian forces to the north and other U. S. forces to the south in implementing his ASW programs.

Commander Naval Air Bases, First ND, is responsible for the maintenance of military control over all naval air bases in the New England states.

Based at Quonset Point are three carrier antisubma-

OLD TIMERS—Photo taken in early 1900s of Station at Newport shows *Constellation*, *Boxer* and ferryboat *Inca* in port.



NEWPORT: STORY OF A NAVAL COMPLEX

rine air groups equipped with specialized antisubmarine aircraft such as the *Tracker* series, which are the fixed-wing, twin-engine mainstays of Navy carrier-type ASW aviation, and antisubmarine helicopters which provide additional search and attack capabilities for the Fleet. There are also two special mission squadrons: Carrier Airborne Early Warning Squadron 33 (VAW-33), which deploys detachments of all-weather aircraft to several aircraft carriers, and Air Development Squadron Six (VX-6), which provides airlift and flies special airborne research missions in conjunction with U. S. South Polar scientific investigations.

Three antisubmarine aircraft carriers are homeported in the Quonset area: *uss Essex* (CVS 9) and *Lake Champlain* (CVS 39), berthed at Quonset Point; and *Wasp* (CVS 18) at Boston.

Atlantic Fleet Mobile Photographic Group, Newport Detachment: This is a unit of the Naval Air Force, U. S. Atlantic Fleet. Its job is to provide still and motion picture coverage of all items of Naval interest in the New England area, as well as photo-triangulation services. It maintains camera teams for immediate deployment when required.

This unit replaced the Atlantic Fleet Photo-Triangulation Group, Newport Detachment, on 1 Jul 1962. It provides only photo coverage and does not provide any processing service.

The most important project undertaken by this command in 1963 was the photographic coverage of the search operation for the submarine *uss Thresher* (SSN 593). Ninety-five other projects were completed during the year and over sixty thousand feet of motion picture footage were shot. Its personnel were deployed on such projects as the SoLant Amity cruise to Africa and the *Unitas* cruise to South America.

Naval Reserve Training Center: Located in the Coddingtown Point section, the Naval Reserve Training Center supports all Newport Naval Reserve units.

A harbor entrance control post, located at Beavertail Point, and a portion of Fort Wetherill, on Jamestown Island, are maintained by the center and used as operational facilities for training of Reserve personnel.

The center's training facilities are also made available to the Navy League Sea Cadet Corps, and approximately 80 Sea Cadets meet weekly at the center.

Naval War College Finally we come to the world famous Naval War College. Dedicated to the study and

NEWPORT KNOWLEDGE—Six commands are primarily engaged in training for officer and enlisted personnel.

advancement of the science of naval warfare, the War College has had a succession of eminent naval leaders as presidents since its establishment in 1884.

The War College staff and student body include officers of the Navy, Marine Corps, Coast Guard, Army and Air Force, as well as civilian members of other U. S. government agencies, and foreign naval officers from 30 Free World countries.

The college is organized into seven major departments: Academic Plans, Administration, Extension Education, War Gaming, and resident courses in Naval Warfare, Command and Staff, and Naval Command, each headed by a senior Navy captain.

The mission of the War College is to further an understanding of the fundamentals of warfare, international relations and interservice operations, in order to prepare officers for higher command. Three regular one-year courses are conducted: the Naval Warfare Course, the Command and Staff Course and the Naval Command Course for senior Free World naval officers.

Officers selected and ordered to the course in Naval Warfare (the senior course at the College) are captains and commanders of the Navy, officers of other military services in equivalent ranks and certain civilians of comparable seniority from the State Department and other government agencies. An average of 160 students attend this course annually.

The Command and Staff Course, the junior course for mid-career officers, is conducted for senior lieutenant commanders and junior commanders, and officers of other services in equivalent rank. Enrollment in this course is usually 160.

Officers nominated and ordered to the Naval Command Course are outstanding captains and senior commanders of foreign navies whose countries have been extended an invitation to send representatives. This course prepares them for higher command responsibility in their own navies and familiarizes them with U. S. Navy methods, practices and doctrines.

The War College system of teaching is a controlled process of self-education. The faculty-student relationship is one of equals studying a common problem. The staff advises the students and observes results with a view to constant up-dating and improvement of the curriculum.

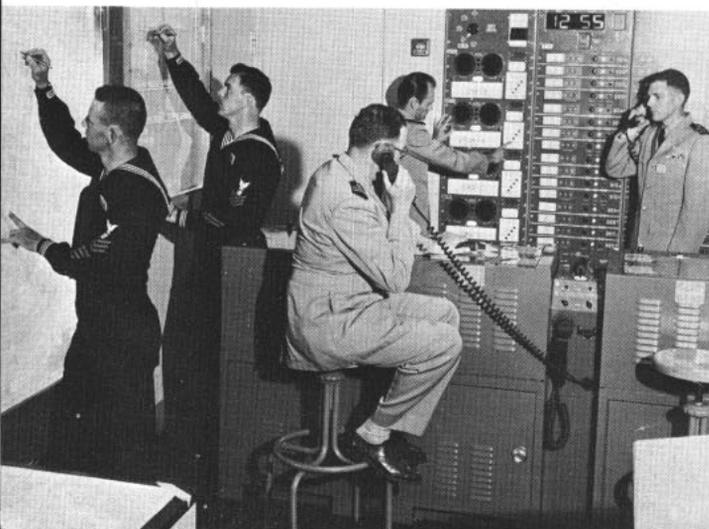
With the years, and as a result of its association with many now famous military men and other prominent persons, the college has become something of a museum, housing many valuable items of historical interest.

Other associated activities in Newport are:

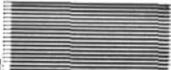
- U. S. Navy Sub-Board of Inspection & Survey.
- Marine Corps Reserve Training Center.
- Consolidated Surplus Sales Office.
- *uss Luiseno* (ATF 156), Fleet Tug.
- *uss Nipmuc* (ATF 157), Fleet Tug.
- Mobile Support Unit Eight.
- Mobile Technical Unit Eight.

And this is Newport. Even the Navyman who has been stationed there will be surprised to learn how many naval activities are actually located in this vast complex which is dedicated to support of the Fleet and preparation of thousands of Navyman in sea duties which will take them all over the world. Newport can be justly proud of its role as a great naval center.

ALL HANDS



DECORATIONS & CITATIONS



LEGION OF MERIT

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

★ ELLER, DONALD T., RADM, USN, for services as Deputy Chief of Staff, Logistics and Administration, Allied Forces Southern Europe from 17 Sep 1961 to 15 Apr 1964. Confronted with a myriad of challenging, complicated and extraordinary problems, both operational and administrative, evolving from the tactical and support requirements of the joint six-nation force which comprises the Southern Region of the North Atlantic Treaty Organization, RADM Eller, through his outstanding professional competence, perseverance and diplomacy, successfully overcame all major obstacles to insure for Allied Forces Southern Europe the most productive logistical and administrative resources and systems obtainable to support the operational commitments of the command.

Gold Star in Lieu of Second Award

★ DUERFELDT, CLIFFORD H., RADM, USN, for service from September 1961 to May 1964 as Commander Fleet Air Hawaii and Commander Barrier Force Pacific. As Fleet Air Commander under the Commander Naval Air Force, U. S. Pacific Fleet, RADM Duerfeldt conducted numerous operational readiness inspections of Pacific Fleet attack aircraft carriers, and was instrumental in the maintenance of a high state of combat capability of aviation units deployed to the U. S. Seventh Fleet. As Barrier Force Commander under the Commander in Chief, U. S. Pacific Fleet, he developed and directed many advanced procedures and techniques for the detection of enemy penetration.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ ARBOGAST, DONALD L., DC2, USN, for heroic conduct on 19 Dec 1960 while serving on board USS *Remy* (DD 688). As a member of *Remy's* rescue and assistance detail, which was sent to aid in fighting the fire on board USS *Con-*

stellation (CVA 64) at Pier J, New York Naval Shipyard, Brooklyn, N. Y., Arbogast unhesitatingly descended to the second deck in the after section of the burning ship and carried an injured man to safety. After this rescue, he removed a second injured man from an area above the hangar deck in the face of intense heat and heavy smoke. He then assisted in removing several other casualties from this area.

★ CASTLE, JAMES E., AC2, USN, for heroic conduct on 29 Dec. 1963 while serving with the Shore Patrol, NAS, Downtown Division, Jacksonville, Fla. When a disastrous fire engulfed a hotel in Jacksonville during the early morning hours, Castle, a shore patrolman residing in the hotel, immediately evacuated the building and assisted firemen in unrolling fire hoses and in donning oxygen masks. He then re-entered the blazing structure and made numerous trips through the smoke-filled hallways, assisting people to the nearest exits. Obtaining a master key in order to check rooms in an attempt to find casualties unable to make their way to safety, Castle found one guest overcome by smoke and administered mouth-to-mouth resuscitation for a period of approximately 30 minutes until relieved by firemen.

★ CUMMINGS, JOSEPH D., LT, USN, for heroic conduct on 20 Dec 1963 while serving with Commander Fleet Activities, Ryukyus, as Officer in Charge of Port Services, Okinawa. Upon being informed that a sailor, apparently deranged and armed with a loaded pistol, had menaced a group of other Navy-men and had threatened to kill if necessary, LT Cummings immediately went to the scene of the incident where he found several men backed against the outside of the Port Services office in fear of their lives. Although unarmed, he walked boldly toward the seaman and, in the face of death threats, a pointed pistol, and an attempted discharge of the weapon by the sailor, succeeded in disarming the man, thereby preventing possible serious injury or death to those who witnessed this event.

★ MANN, DOUGLASS L., JR., LTJG, USN, for heroic conduct on the late morning of 5 Feb. 1964 while serving at the U. S. Naval Amphibious School, Coronado, San Diego, Calif. Volunteering to assist in the rescue of two men who were trapped under an overturned

LCVP in the surf at Yellow Beach, LTJG Mann executed four dives under the perilously shifting boat and succeeded in freeing both men and assisting them to safety. His professional skill, courage, and persevering efforts in the face of great personal risk were in keeping with the highest traditions of the U. S. Naval Service.

★ ROSS, EARL A., AC2, USN, for heroic conduct on 29 Dec 1963 while serving with the Shore Patrol, NAS, Downtown Division, Jacksonville, Fla. When a disastrous fire engulfed a hotel in Jacksonville during the early morning hours, Ross, an off-duty shore patrolman residing in the hotel, immediately evacuated the building and assisted firemen in unrolling fire hoses and in donning oxygen masks. He then re-entered the blazing structure and made numerous trips through the smoke-filled hallways, assisting people to the nearest exits. Obtaining a master key, he checked many of the rooms in an attempt to find other victims unable to make their way to safety.

★ SAMPSON, FRANK, JR., CT1 USN, for heroic conduct on 4 Dec 1963 while serving on board the U. S. Naval Radio Station (R) Northwest, Chesapeake, Va. Responding to a fire alarm to assist in fighting a fire in an apartment adjacent to his own, Sampson, upon learning that a two-year-old boy was still in a back bedroom upstairs, gained access to the rear porch roof through another apartment and made several attempts, along with two other men, to enter the bedroom window, but was driven back repeatedly by the billowing smoke and extreme heat. Aware that time was running out, Sampson finally lunged, head first, through the window, crawled to the baby's crib, and succeeded in removing the child to safety.

★ ZAMBO, MICHAEL S., ADAA, USN, posthumously, for heroic conduct on the afternoon of 5 Oct 1963 while swimming with two companions at Jacksonville Beach, Fla. Caught in a treacherous undertow which abruptly swept him and his two companions out into deep water. Zambo, after a long and exhausting struggle against the current and surf, managed to reach the safety of shallow water. Observing that his friends were still struggling to reach the shore, he plunged back into the surf in a valiant attempt to assist them, despite his own exhausted condition.

TAFFRAIL TALK

Most official reports of troop movements—due to form and military custom—tend to be cryptic, colorless, and devoid of all but factual details. Occasionally, however, even military prose cannot camouflage the drama behind the deed.

Such a report was recently received by the Bureau of Yards and Docks, and forwarded on to ALL HANDS.

Untitled and only five pages long, the report chronicled a 500-mile overland trek by Navy Seabees with a mile-long convoy through the rain forest of Thailand.

It began at 0500 some months back when LT G. E. Fowler, CEC, USN, and 38 Seabees of Detachment WHISKEY (alphabetical, not liquid) of Mobile Construction Battalion Three moved out from Nakhon Phanom, headed southwest for the city of Bangkok.

The Seabees had put finishing touches on an airfield at Nakhon Phanom, just across the Mekong River from Thakhek. Now the Seabees and their equipment were wending their way back home.

Through forests sheltering elephants, tigers and snakes, the Seabees' route wound westward a third of the way across Thailand. At Udon Thani, the road turned south and traversed the flat rice bowl of South Asia to Bangkok.

Composed of more than 100 pieces of equipment, including giant wheeled pans, excavating shovels, drag lines, dump trucks, tool trucks, bulldozers and enormous earth-moving machines, it was an hour after the first piece of equipment left camp before the last piece could begin to roll.

Diesel engines roaring in the jungle stillness, the serpentine convoy clanked and groaned forward, sometimes only a few miles at a time before maintenance of the machines and rest for the men became imperative.

The distance from Nakhon Phanom to Bangkok is 510 miles, and lengthy stretches of what passed for roads were simply swallowed up in the surrounding jungle.

Rivers, too, presented problems. A weak timber bridge near Phon forced the convoy to turn aside and ford a 45-foot wide stream about four feet deep. Its unexpectedly soft bottom failed to support a D-8 bulldozer on two tries, requiring the Seabees to winch it, and other heavy equipment, across the river.

Outside Sakhorn Nakhorn, a ponderous scraper being towed by a dump truck suddenly lurched to a stop. The truck didn't. Result: The rear frame of the truck was ripped off. Four hours after the welders went to work the convoy moved on.

Machinery staggered into ditches, bogged down in soft spots, and huge rubber tires disintegrated. At one point on the trek (a 20-mile stretch between Ban Pai and Phon) the entire distance had to be graded before the machines could move.

Extricating their equipment from a gigantic sandtrap (seven miles long), building bridges where necessary, and battling steep grades, the men pushed on. Six days later, met by a police escort from Bangkok at midnight, the convoy bellowed through the streets, awakening the entire city. The next day was spent in a well earned rest.

LT Fowler's report might well have earned the subtitle "WHISKEY, on The Rocks."

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D. C. 20370.

• AT RIGHT: BIRTHDAY TIME

—Left to Rt. from top: (1) Waves chat with their chief, CAPT V. B. Sanders. (2) F. E. Davis, YNC, points to home on old German map of U. S. (3) Cake-cutting celebrated a recent birthday. (4) Honor women at Bainbridge NTC pose for photo. (5) Waves man pay line at San Diego NTC. (6) Wave drill team looks sharp in whites. The ladies in blue are currently celebrating the 22nd anniversary of the Waves.



WORLD TRAVELERS



**NAVYMEN GO WHERE
THE FOUR WINDS BLOW**