

★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



MEDAL of HONOR
Seaman David G. Ouellet, USN

MARCH 1968





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ALL HANDS

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● **FRONT COVER:** TOP HONORS—Seaman David G. Ouellet, USN, the second Navyman to be awarded the Medal of Honor for heroism in Vietnam, gave his life to save his shipmates. Seaman Ouellet, crewmember of River Patrol Boat (PBR) 124, was serving on a patrol in the Cua Dai tributary of the Mekong River and noticed suspicious activity ashore. As the PBR approached the area, Ouellet was the only crewmember to notice a grenade being launched at them. Shouting a warning to duck, Ouellet left the protection of the forward gun mount, dashed toward the stern, pushed the boat captain down, and absorbed the blast of the grenade with his body. As a result he lost his own life in protecting his shipmates. (A detailed account will appear in the April 1968 issue of ALL HANDS.)

● **AT LEFT:** STARBOARD AND PORT—Greyhounds of Destroyer Division 222 cruise in formation in waters off the coast of Oahu, Hawaii. DDs pictured are *USS Damato* (DD 871), *USS Waldron* (DD 699), *USS Leary* (DD 879) and *USS Cony* (DD 508)—Photo by L. P. Bodine, PHCM, USN.

● **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.





RAINMAKER—Aircraft carrier *USS Independence* (CVA 62) steams along in cloud of water during firefighting tests.

'Purple K' and 'Light

THE NORFOLK-BASED aircraft carrier *USS Independence* (CVA 62) has been carrying out a series of tests of the Navy's newest firefighting and fueling ideas.

The flattop was used as a floating test bed for two new firefighting chemicals. Also tested was her water washdown system as a firefighting tool, and a new "double probe" ship-to-ship fueling device.

The 80,000-ton carrier had just completed a nine-month major overhaul in the Norfolk Naval Shipyard

when she made the firefighting tests.

The Navy tested "Purple K" powder and "light water" combination as part of its current study aimed at better control of flight deck fires.

Purple K, a Navy-developed dry powder extinguishing agent, put out fires—especially gasoline and oil fires—faster than any substance known.

Light water is a fluorochemical surface active agent, which prevents re-ignition. The new synthetic compound dissolves in water, and makes

water float on gasoline in a "coherent film" sufficient to prevent gas vapors from being ignited. This prevents highly flammable vapors from forming and escaping. Light water is considered to be one of the most effective blanketing agents known.

DAMAGE CONTROL personnel aboard *Independence* had the assistance of Helicopter Combat Support Squadron Two. During some of the tests, a *Seasprite* UH-2 helo applied the light water from tanks mounted on the fuselage. The rotor downwash of the helicopter caused the compound to fog, or break up into a fire-smothering cloud on its way down, making the technique doubly effective.

Light water came from below, too, pumped through the water washdown system. (The washdown system in action looks like a gigantic lawn sprinkler layout, creating a salt-water fog all over the four-acre flight deck.)

Even if the chemical spray does not completely reach the entire burning area, the light water liquid solution will rapidly spread over the surface of the fire and prevent re-flash.

The helicopters, if placed in firefighting service aboard ship, would hover in a safe position clear of

FIRE SMASHER—Carriermen conduct suitability tests with Purple K powder.



launching and landing aircraft. In event of fire, they would rush to the scene of any mishap.

Light water, used in conjunction with Purple K, shows considerable promise for controlling fires.

THE DOUBLE PROBE is the newest ship-to-ship fueling device. The system uses two fuel hoses, cutting the time ship and tanker must spend together.

Ships, like aircraft, take extensive precautionary measures while hooked to a tanker. The expected advantage of the probe concept is that it allows instant breakaways without broken hoses, with resultant hazards and spillage.

Here's how it works:

Two fully charged probes, much like two garden hoses tied together with the nozzles turned off, are ex-



WET WORK—Washdown system sprays during firefighting experiments.

Water' Washdown

tended from the ship providing the fuel. These probes lock automatically into specially fitted receptacles on the ship receiving the fuel. In case of emergency, the providing ship can break contact immediately. This eliminates the need for cumbersome hose fittings to be uncoupled manually in event of a possible collision.

Double Probe was put to a test under realistic conditions as the Fleet oiler *uss Pawcatuck* (AO 108) and *Independence* encountered heavy seas and stormy weather in the Atlantic. (See p. 27 for illustration.)



FROM THE AIR—Specially equipped *Seasprite* (below) attacks 'fire' with light water firefighting foam. Above: View shows washdown system in action.



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OUT, OUT—Turretman hits with foam.



Firefighting students rescue dummy as handline man watches for reflash.



SWISH—Instructor shows how to use Purple K extinguisher. Below: Mockup is used to train crash crews.



CRITIQUE—Students get the word.



Crash Crewman

IT'S ONLY STEEL GRATING in the shape of a fuselage, the form in the cockpit is just a dummy. But when the mockup becomes aflame, it appears as though it were the real thing.

That's what students of the Aviation Crash Crewman School are taught at NATTC Memphis, Tenn., as they learn the skills of aircraft firefighting.

Each class—usually a group of 25—attends 160 hours of instruction, including 42 hours of classroom work and 118 hours of practical exercises. Training aids soon become familiar as the student gets the feel of cotton-lined asbestos parkas painted with aluminum fireproof covering, protective hoods and fireman's hip boots.

During his introduction to extinguishing agents, the student learns that soybean, horn and hoof meal; oxblood; and corn protein are not the ingredients of a health food cocktail, but instead are the components of a mechanical foam concentrate, such as that type used in fighting aircraft fires.

The latest methods of crash crew firefighting, including the agent called Light Water and the Twin Agent Unit (TAU), are all part of the school's curriculum. TAU, a method of combining the dry chemical PKP (potassium bicarbonate called purple "K" powder) and Light Water in a twin nozzle assault, is one of the latest firefighting developments expected to be used in the Fleet this year.

Mat (or runway) firefighting training is not the only practical experi-

ence the AVCC student receives. For instance, in learning to drive an MB-5 fire truck, he must learn to operate its five forward gears and its engaging pump. In addition, he must learn truck maintenance as a part of his job.

Before facing the burning mockup, the student firefighter practices extinguishing fires in a pit where jet fuel has been ignited. After mastering the pit fires with hand-held PKP extinguishers, he moves on to the mockup, usually in his fourth and last week of training. In this last week, however, each student will combat at least 35 fires—seven fires in each of five positions: driver, turret man, handline man, senior rescue man and junior rescue man.

By the time graduation day arrives, the crash crewman has knowledge of the basic structure of aircraft, arresting gear, ejection seats, emergency opening of cockpits, and landing and takeoff procedures including air traffic control, runway signals and the like.

He will be well versed in the types of fuels and flammable materials familiar to naval aviation and the principles of their combustion. He will be familiar with various aviation ordnance and communications, and the circuits and mechanisms of fire trucks and fire extinguishers of various types.

That's not all. Alertness and speed are important attributes of the crash crewman.

In other words, he will be prepared for the possible moment when steel grating turns out to be the real thing. —R. L. Posner, JOSN, USN.



Oscilloscope and monitor are checked by N. H. Hicks, ICFN.



PLAT broadcasts flight deck activities throughout ship.

Pilots Go for PLAT

WHAT'S a PLAT? The dictionary has quite a few definitions for the word, but if you ask a Navy pilot flying with the Seventh Fleet he'll have a different answer.

Safety is a key factor in any naval aviator's operation whether on a training mission or flying a combat mission over Vietnam. Assisting these men flying round-the-clock missions in all kinds of weather is a system called PLAT . . . Pilot Landing Aid Television.

Essentially, PLAT is a closed-circuit television system used on all Task Force 77 carriers to monitor and record flight operations should fate, malfunction or pilot error erupt into an incident or accident on the carrier's flight deck.

By use of the PLAT system, the incident is immediately beamed to officials who might not have been on the scene. Secondly, the video tape system ensures a record of the incident for later review. In case of pilot error, a senior naval aviator can go over the action with the pilot involved and point out exactly what

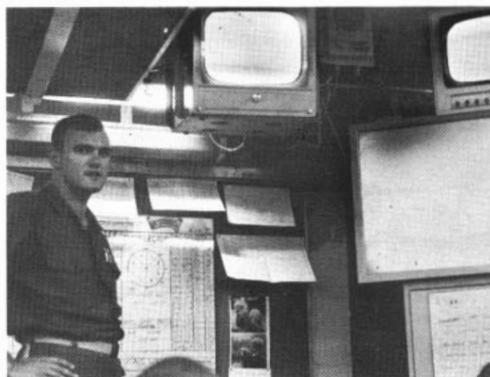
went wrong and possibly why.

One of the more popular features of the PLAT system is the transmission of flight operations via a special hookup with the ship's regular TV station. This affords off-duty crewmen far below decks the opportunity to see flight deck operations and thus reduce the flow of kibitzers to the hazardous expanse of the flight deck.

USS *Constellation* (CVA 64), flagship for the Seventh Fleet Attack Carrier Striking Force, is one of the ships finding PLAT of great value during operations off the coast of Vietnam. Manned by three interior communications electricians, the PLAT system's daily operation goes to work whenever flight ops begin and ends whenever the last plane is safely back aboard.

Day in and day out, while *Connie* and other carriers making up the Strike Force launch their air missions, the PLAT system will be beaming its pictures through the numerous TV sets throughout each individual ship.

—Story and photos by
Jim Ferrell, JOC, USN

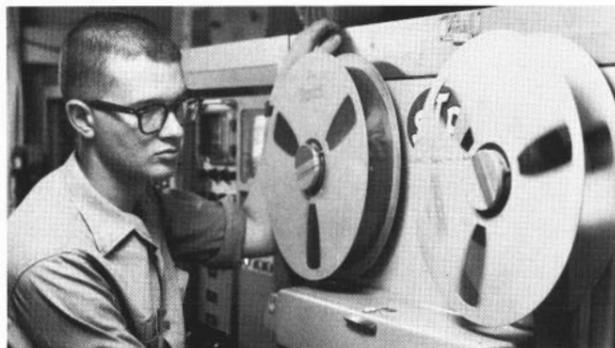


LTJG H. G. Sherman uses PLAT to debrief pilots. Below: Returning jet is on camera.



Video tape of morning takeoffs is readied for rerun.

High above flight deck W. F. Keel, PH3, operates camera.





UP AND AWAY—Steelworkers build towers and several other types of structures for Class "A" course.



CONSTRUCTION MECHANICS learn how to repair a diesel tractor during class at Naval Construction School. Above: Future builder learns masonry.



EQUIPMENT OPERATORS practice classroom-acquired skills in training area.

VISIT TO CAN DO

SEABEES CAN build anything. If you don't believe this, just ask one and he'll tell you. In the Seabee vocabulary the four-letter word "can't" is missing.

The reputation of the men in the construction ratings developed as they gained rapid prominence during World War II. Today, that reputation remains—there is one important difference, however. During World War II the Seabees entered the service as well trained men in their trades. Now the greatest number of new Seabees enter the service untrained.

What helps to keep the old "Can Do" spirit still going strong is U. S. Naval Schools, Construction (NAVSCON), Port Hueneme, Calif.

Consisting of approximately 140 acres of classrooms, workshops, administration and field training areas, NAVSCON trains men in eight Navy ratings: builder (BU), construction electrician (CE), construction me-

chanic (CM), equipment operator (EO), engineering aid (EA), illustrator draftsman (DMI), utilitiesman (UT), and steelworker (SW).

Each year approximately 4000 men pass through the formal schools and emerge with either new or sharpened skills. In addition, Fleet training at NAVSCON for men in the battalions and practical factor training for Reserves boosts the total number of students even higher.

The value of such training can be seen by a simple look at the responsibilities faced by the modern Seabee. Whether working on an airstrip in Spain, housing on Okinawa, a building project in the icelands of Antarctica or as a member of a Seabee team somewhere in the jungles of Southeast Asia, the men of the construction ratings have to know exactly what they are doing and exactly how to do it.

With this aim in mind, NAVSCON takes the first step with the Constructionman, providing a basic foundation in his responsibilities and seeing that he's physically fit. After the foundation has been laid, the men are sent into the field where they will further develop the skills necessary to fulfill the Seabee tradition of construction and maintenance for the U. S. Navy and Marine Corps anywhere across the world.

LET'S VISIT the eight schools which comprise NAVSCON.

First stop is the Builder School. The Seabee Builder has to know not only how to wield hammer, saw and framing square, but he must also be able to operate pneumatic drills, vi-

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ELECTRICIAN (right) on lofty job.



COLLEGE

brators and compressors.

Today's BU must know building materials and how to place, reinforce, finish and cure concrete. At NAVSCON the student begins by learning brickwork and concrete block laying, then advances to such matters as the principles of construction involved in building waterfront structures. He must also be aware of the action of the tides and their effect upon construction.

Working as a roofer, the builder is required to apply hot and cold roofing surfaces, and know how to maintain them. Cabinetmaking, tank and tower erection, and caisson and cofferdam building all fall within his area of responsibility.

Furthermore, he must be completely familiar with electric- and gasoline-powered field and shop tools, pile driving operations, logging methods and sawmill operation.

The builder reaches his full potential when he is capable of constructing the piers and landing areas needed to bring his materials ashore. He can establish the building site, make a layout for excavation and find the sand and aggregates on site for foundations. In addition, he mixes the concrete, pours the foundation and erects members of the structure. His work includes roofing, sheathing, laying the floor and finishing it, and painting the building.

MOVING ON to Steelworker School, we witness the working of a rating which has changed rapidly in the last few years due to great advances made in metals.

Training in metallurgy is part of

the Steelworker rating qualifications, and the steelworker must know the physical characteristics and properties of the metals he works with. Practical testing procedures to identify the metals as well as their weights and dimensions are learned.

The steelworker becomes an expert on rigging work, running block and tackle and the erection of hoisting devices. He must know metal preparation for welding, brazing and cutting, and oxy-acetylene welding and oxy-acetylene soldering equipment.

In the field, the fully trained steelworker can expect to be faced with the responsibility of erecting prefabricated metal structures, quonset huts, Butler buildings, towers, tanks, bridges and pontoons.

Although their training at NAVSCON does not qualify the students as experienced steelworkers, it does provide them with a base on which to develop their latent skills.

THE NEXT STOP on our trek through the Seabee College is Equipment Operator School. Here, young men are trained in the proper use of the latest earthmoving equipment now used by forces in the field.

Students are given preparatory classroom instruction and then moved from the chair to the caterpillar where they obtain actual, live experience under similar conditions encountered in the field. They become familiar with tractor-dozers, scrapers, trucks, tractor-trailers, motor graders, cranes and rock crushing equipment.

Handpicked Class "C" personnel from the mobile construction battalions receive high-level training to develop their skills and supervisory potentials at Rose Valley in the Los Padres National Forest. It is 45 miles from Port Hueneme.

Training is conducted at Rose Valley as the result of an agreement with the U. S. Department of Agri-



SURVEYING SAILORS—Engineering Aids practice with surveying equipment during 14-week construction course.

Hueneme Has School for Draftsmen

The only NAVSCON school which trains a non-Seabee rating is the Illustrator Draftsman School.

This school acquaints the student with military drafting standards, drafting instruments and their use, various forms of lettering, geometric construction, fundamentals of sketching, projections, publications and filing.

Students at DMI School are also instructed in hull and deck con-

struction, compartmentation, and piping, heating and ventilation systems. Conventional drafting practice pertaining to ships in general is also a part of the training as is aircraft nomenclature.

The draftsman learns lettering for illustration, exometric review, perspective projections, rendering and sketching techniques, cartooning, human proportions, composition, layout and design.



DRAFTING STUDENTS learn Navy techniques while at Seabee school.

culture's Forest Service. Included on the Seabee's schedule of projects are road building, widening and draining; fire breaks; heliports; well drilling; impounding lakes and dams; and clearance of campsites.

Upon completion, these accomplishments become permanent contributions to the public in the form of recreational facilities in the National Forest.

In the area adjoining Equipment Operator School, we visit the training grounds for the men who repair the equipment: construction mechanics.

AT CONSTRUCTION MECHANIC School, trainees learn all phases of equipment repair, plus how to operate a multitude of mobile machinery—gasoline- or diesel-powered. In one training session the Seabee mechanic learns to repair a fuel injector on a diesel engine, while in the next he learns to make a similar repair to a gasoline engine.

Tasks of the CM vary from those requiring a micrometer to those calling for a sledgehammer, from small, delicate parts to heavy, cumbersome pieces such as booms, tractors, dozer blades and heavy gears that need a crane to hoist and handle them.

In addition, the CM must keep all equipment ready to go all the time.

Like equipment operators, some construction mechanics are chosen to receive Class "C" training at Rose

Valley. There they learn to service equipment under severe conditions of weather and terrain, to repair and fabricate parts where no shop exists, and to prepare completely for any eventuality.

NEXT ON THE NAVSCON tour is the Construction Electrician School where the young Seabees learn about the installation, repair and general maintenance of electrical and electronic equipment.

The CE is the Navy's man on the power pole. He soon learns to string wires, set insulators and splice multiple wires. First he learns to erect the pole, then how to scale it and finally how to perform high line work.

The construction electrician studies the principles of magnetism, how to compute voltage and resistance, how to determine the proper wire sizes for carrying specific electrical loads and the principles of the electron.

Bringing wires from the outside to all areas inside a building and the proper installation of switches from a blueprint are also jobs of the CE. He learns to wire a switchboard, how a telephone operates, and at the advanced level, how to install and maintain intercommunication systems.

WHEN IT COMES to heat, water and sewage the Seabees turn to another rating with another training ground. To learn more about it, we visit Utilitiesman School.

A Utilitiesman must know the physical laws pertaining to heat exchange, how to make adjustments of refrigeration and be familiar with different types of air-conditioners. He erects and repairs boilers; installs and maintains plumbing lines and fixtures; designs, sets up and keeps operable sewage disposal facilities; and installs and repairs refrigeration and air-conditioning units.

The UT must make a reconnaissance for water and know the use of geological structures to determine its presence. Where the only supply of water is brackish, he must know how to treat it chemically and distill it to make it safe.

Other things on the UT learning list are: the principles, operation, service and application of pumps and compressors for utilities and component equipment for major utility installations. Over and above his

trade, the UT should know something about electricity in order to operate the electrically controlled boilers, pumps and refrigeration equipment.

In addition to the Navymen, UT School also trains Air Force personnel for six weeks of their 11-week 03 level course in heating.

OUR FINAL STOP on the NAVSCON trip is Engineering Aid School, training ground for the newest Seabee rating. Established in March 1961, it incorporated the old surveyor rating and the construction part of the draftsman rating.

The Engineering Aid is schooled in the surveying of construction projects, and mapping and drafting as applicable to Seabee construction. His studies include architectural, structural, mechanical and electrical drafting for the installation and maintenance of building components and correction, revision and filing of prints in each of these skills.

Also included in the EA training

schedule are planning and estimating, in which phases the engineering aid coordinates personnel and labor requirements for MCB deployments. He also learns techniques of testing in which he field-tests soils, concrete and asphalt to determine whether job specifications laid down by the Navy are being met at the project site.

Briefly, training at the NAVSCON schools is divided into three levels. Totaled, there are eight approved Class "A" (basic apprentice) courses, six approved Class "B" (advanced supervision and foremanship) courses and eight Class "C" (specialty) courses.

This short visit to the Seabee College provides only some of the highlights of Seabee training. After the students learn theory and show that they are capable of putting it into practice, they graduate into the field where their newly acquired skills are put to the test. From there you can see the results for yourself.—

Dave Dunbar, JOSN, USN.



AFTER GRADUATION—Seabees make use of construction school training as they build runways, above, or help to wire electricity to new buildings.





Search for buried bomb is made by S. Sutton, AO1, USN



Saigon EOD team members scramble to answer another call.

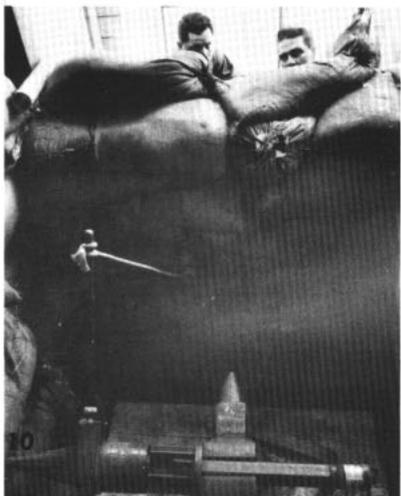
A Bang-Up Job



EOD team member R. B. Puice, AO1, USN, looks at collection of ordnance gathered from Saigon area.



Live ordnance is set up for disarming in special bunker. Below: Explosive head is removed.



TWO MEN RUN toward a truck filled with special equipment. The truck goes speeding through the narrow, crowded streets of Saigon with its red light flashing and siren screaming.

The Navy's EOD (Explosive Ordnance Disposal) team is answering another call. There's a terrorist bomb planted somewhere in the city.

The primary job of the EOD team is to make safe any type of ordnance that is endangering life or property. It's a job that demands training, skill and nerve.

The team has responded to every sort of terrorist activity in Saigon and vicinity. It has cleared mines from the harbor and it has disarmed claymore land mines in front of U. S. billets. It has flown into the jungles of the Mekong Delta to disarm and destroy dud bombs dropped by aircraft; it has destroyed bombs and TNT found in the wreckage of downed aircraft. (The TNT is a valuable prize to the Viet Cong.) Sniper fire is just another hazard.

Each team consists of one officer and two enlisted men; there are three teams rotated between the three branches—Saigon, Nha Be, some 13 miles southeast of Saigon; and Cat Li, approximately eight miles east of Saigon.

To become a member of an EOD team requires extensive training. First, the men are trained to be professional divers in a 10-week course at the Underwater Swimmers School, Key West, Fla.

Then, at the school in Indian Head, Md., they receive physical fitness training and a 26-week course in ordnance. The men must be thoroughly familiar with all types of ordnance, both foreign and domestic,

that could be encountered in the field. This instruction includes classes on the so-called Rendering Safe Procedures (RSP) for all ordnance including booby traps, land and sea mines. Interestingly enough, there exists sufficient potentially active ordnance from the Civil War period to warrant special instruction in disarming techniques.

A man must be at least a third class petty officer before being considered for the schools.

DUTY IN SAIGON might be considered to be a postgraduate course. By this time, the team has collected one of the finest displays of VC booby traps and weapons ever assembled.

Many of the specimens mark a personal triumph for one or more of the team members, past or present, for each of the items has been found and disarmed by the team. The training must be sound for there have been no serious injuries to any of the team members since its founding in 1945.

The tools of the trade are specially designed, non-magnetic and spark proof. They include sonic underwater detectors such as sonar, magnetic detectors for land and sea mines and other ordnance, stethoscopes, tape recorders, publications developed specifically for rendering safe all types of known ordnance, non-magnetic SCUBA including regulators, manifolds and spun aluminum air bottles and four pickup trucks.

Outstanding training and knowledge, plus courage, are included in the gear taken along on every Saigon EOD job.

—Story by A. G. Popowitz, JOSN
Photos by F. C. West, PH3



MUD IN YOUR EYE—Seabee field mechanics repair equipment, such as this bracket, under extreme conditions.

One Example: Seabees Pass the Test *In the Field*

ONE OF THE TOUGHEST, most demanding jobs in Vietnam is being performed by Navy Seabee field mechanics. These men are responsible for keeping all equipment in the field in good operating condition and holding repairs to an absolute minimum. They are one of the keys to the Seabees' tremendous success in World War II and the present crisis in Southeast Asia. Considering that each Seabee battalion is entrusted with more than three million dollars worth of equipment, each man must be highly trained and skilled on anything from a jeep to earthmover.

Harley O. Tillman, Construction Mechanic First Class, USN, is entrusted with this responsibility in Naval Mobile Construction Battalion 121 at Phu Bai in the I Corps sector. He is assisted by a specially selected

crew which has managed to keep key pieces of equipment out of the shop.

Petty Officer Tillman brings more than 20 years' construction experience both as an operator and mechanic to the hard-pressed Seabees. Almost daily he digs into his memory bag of tricks and comes up with solutions to complex problems. He has earned the respect of his Seabee superiors and subordinates alike.

His weapons carrier is equipped with a two-way radio which keeps him in constant touch with the Seabee dispatcher for instant response to any emergency.

Tillman's experience and know-how have really paid off for the 121st Seabees who are lucky to have this "can-do" Navyman who not only "can-do" . . . but also does.

—Bob Martens, JO1, USN.



TOOLS required for almost any task are taken to the job site by a weapons carrier. *Below:* A loose lever put this grader out of operation until a team of field mechanics arrived. *Below left:* Another call, another emergency.





PARKING PUSH—A tugboat puts her bow against a freighter and eases her into berth.—Photo by K. Nichols, PHC.

Workhorses By the Yard

PUSHING THE BIG GUYS around is all part of a day's work (a 24-hour one) for the small tugboats of Service Craft Division, Naval Support Activity, Da Nang.

"Anything that can be moved, we move," says Boatswain's Mate Second Class William E. Milleson. And

that statement has become the motto of the tugboat crews.

Milleson, 24, is craftmaster of YTM-771 (Yard Tug Medium) which carries a crew of 14.

With seven years in the Navy, he appears rather young to be master of a 110-foot boat, but when he speaks

to the crew in his soft southern drawl—they listen.

"I have an outstanding crew. They all seem to get along well together—at work and at play," he said.

Tugboats are the workhorses of the harbor. There are 10 tugs of three different sizes assigned to Naval Support Activity, Da Nang. Operating around the clock, the crews find their hours long and the work demanding.

Any hour of the night or day might bring an order from Tug Control (a central dispatcher) to nudge a ship into her berth.

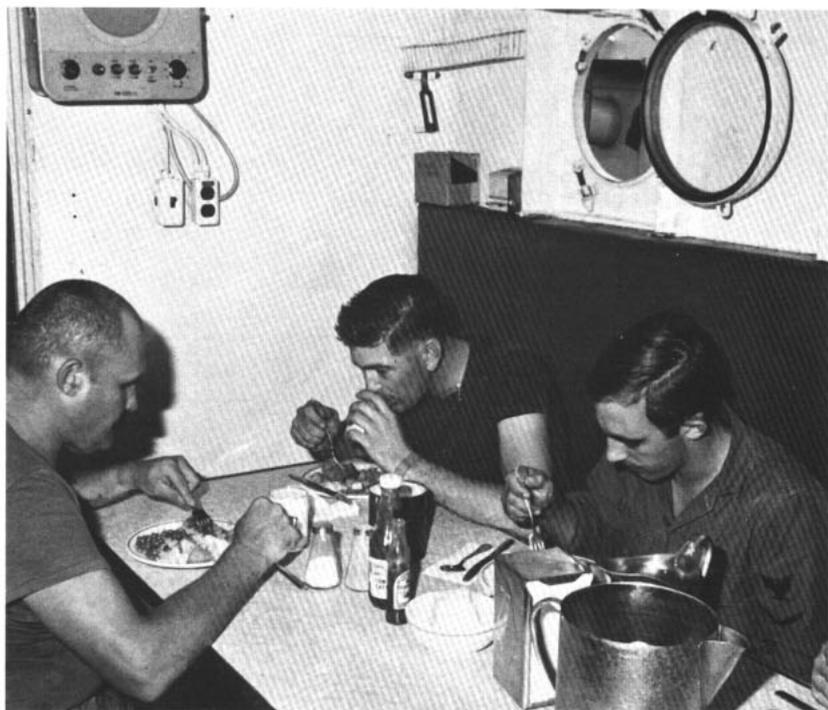
Placed in service in August of 1944 as YTR-508 (she was reclassified when a larger model was introduced), YTM-771 today looks as though she might have been built within the past five years.

Her decks gleaming with fresh paint, brasswork polished and lines neatly in place, the YTM-771 presents a deceptive picture of a workhorse.

The casual observer might wonder how a vessel so clean and neat in appearance could possibly be involved in much work. But work she can and work she does.

"Every Friday, if no machinery needs repairing, the men hold a complete field day from the forward bulkhead to the after bulkhead," said

TUGBOAT MEALS don't reflect small size of vessel.—Photo by R. Harris, PH2.



Engineman First Class Thomas R. Skinner, Jr.

Skinner, chief engineer aboard the YTM-771 and a veteran of some 28 years' Navy duty, declares YTM-771 to be the "best boat out here."

Skinner said whenever a helping hand is needed, the men are right on the spot with assistance.

"It's the way it has to be on a small boat," he said. "If you have a small crew, you have to work together."

According to Skinner, having the tops in engineering crews accounts for his spic-and-span engineroom.

"To me a dirty engineroom is ill equipped," he said. "If you have a clean engineroom and all your machinery is clean, you can spot trouble right away."

Meanwhile, back in Da Nang harbor, the radio gave orders from Tug Control, "Seatrains Lines—harbor entrance to pier one." Immediately, YTM-771 and crew were again functioning as a unit.

"Cast off that forward line," yelled Milleson. "Cast off aft."

The "little guy" was off again—to push around one of the big fellows.

—Ken Nichols, PHC, USN.

Rigel's Ships Store

The new ship's store aboard the reefer ship *uss Rigel* (AF 58) may not exactly be a shopping center, but it's a step in that direction.

It's a walk-in store, where the Navy customer can browse before picking out what he wants. It's built along the same lines as ship's stores aboard some aircraft carriers, and replaces a small, over-the-counter establishment.

What's more, the crew did most of the work.

Construction began last April, when the ship was in the Norfolk Naval Shipyard for a regularly scheduled overhaul. Most of the construction was done by the *Rigel* crew, with some specialized assistance from shipyard civilian maintenance teams.

The larger space—the new store is 10 by 15 feet—allows a wider range of stock items. Furthermore, the men no longer have to stand in line and ask the clerk for the items they want to examine.

As an extra convenience for the crew, a new soda fountain was installed near the store.



HARBOR WORKERS—Tugboat section at Cubi is home for off-duty hours.

Harbor Flotilla Keeps Big Boys on Move

A 22-boat harbor flotilla provides essential port services to aircraft carriers that dock at Naval Air Station, Cubi Point, and to other ships in Subic Bay.

The flotilla includes 11 tugboats; three water, three oil and two gasoline craft; and three garbage barges.

Living aboard their boats, the 237 enlisted men who man these small craft are somewhat isolated from Cubi Point and Subic Naval Station personnel. But most of them like the harbor life, and 70 per cent reportedly request extensions.

The craftmasters range in rating from a senior chief on a tug to a third class petty officer on one of the garbage barges.

In a typical month, the oilers delivered more than 15 million gal-

lons to 61 warships and civilian merchant ships. The water barges pumped more than three million gallons to 74 ships and to Grande Island, the recreation center at the mouth of Subic Bay.

Patrol aircraft from Sangley Point Naval Station—some 70 miles on the other side of Bataan—are kept flying on aviation gasoline delivered by the three gas barges. These craft deliver about one and one-half million gallons to Sangley each month.

The small craft flotilla operates its own logistics system. Housed along the Boton Wharf are machine, electrical, electronic and shipfitter's shops; a commissary to stock the crafts' galleys; a spare parts warehouse; carpentry shop; and rigging and sail lofts.

DOCK SIDE—Crews of Cubi harbor boat flotilla live aboard their craft.



Versatile Vulcan

NO ONE but those in direct contact could imagine the vast capacity of work that is done by a Navy repair ship. Versatility is a prime factor of success in the life of ships of this type.

The repair ship *uss Vulcan* (AR 5), flagship for Commander Service Force, U. S. Atlantic Fleet, is a good example of versatility and accomplishment. She has mobility and, in addition, possesses much of the industrial potential of a shipyard. Her repair personnel, all trained technicians, add up to many decades of experience in ship repair and conversion.

Vulcan can handle five ships signed in availability in a three-week period on the advance planning chart (APC). She has three servicing categories: they are alongside availability, non-alongside availability, and parent tender availability

(emergencies). And that's not all.

These are some of *Vulcan's* many repair capabilities: refrigeration and air-conditioning, underwater salvage, internal communications and internal combustion engine repair. Her crew also does such odd jobs as typewriter repair, even upholstery.

Vulcan is the prototype repair ship of her class.

The present *Vulcan* is the third ship to carry the name. The first was a schooner which served briefly (1898 and 1899) as a repair ship. The second was a fuel (coal) ship which displaced 11,250 tons. She was decommissioned in 1921.

Launched in December 1940, the first major repair job of today's *Vulcan* was on the destroyer *uss Kearney* (DD 432) which had been hit by a torpedo off the coast of Iceland in 1941.

One of her earlier repair jobs was

the emergency repair of *uss Enterprise* (CV 6).

In November 1942, *Enterprise* was at Noumea, New Caledonia, severely damaged as a result of the battle for Santa Cruz. Repairs would take at least three weeks, according to *Vulcan's* repair officer. However, the carrier was urgently needed for the upcoming Solomon Islands battle. "Couldn't *Vulcan* cut the repair time?" asked Admiral Halsey.

Vulcan could, and did. In 11 days, *Enterprise* was ordered back into service with 60 officers and enlisted men from *Vulcan*, plus a battalion of Seabees, aboard making repairs.

Vulcan was awarded a battle star for participating in the Normandy Invasion, which included the bombardment of Cherbourg in 1944.

Returning to the Pacific theater of war, she serviced merchant and naval ships at Ulithi Atoll, Caroline Islands, and in the Leyte Gulf, Philippine Islands. She was awarded the Asiatic-Pacific Campaign Medal for the period 2 Sep 1945 until 10 Mar 1946.

After the second world war, *Vulcan* returned to the United States where she was transferred to the Atlantic Fleet and homeported at the U. S. Naval Station Norfolk, Va.

During the Cuban Crisis in 1962 *Vulcan* deployed to the Caribbean where she provided services to ships engaged in the Cuban Quarantine.

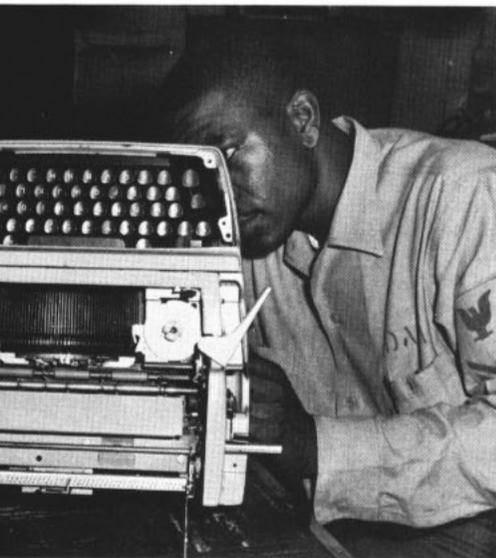
In 1964 *Vulcan* participated in the largest peacetime amphibious exercise since World War II—Steel Pike I.

During the Dominican Republic Crisis in 1965 *Vulcan* served as flagship for Commander Mobile Logistic Support Group.

After Hurricane Inez in October 1966 *Vulcan* departed Norfolk en route to Guantanamo Bay, Cuba. She carried 110 tons of building supplies to the stricken naval base there.

Vulcan was launched over two decades ago, a product of imagination and insight. That planning contributes to *Vulcan's* ability to keep pace and service the needs of our modern naval vessels.

REPAIRING NAVYMEN—Instrumentman repairs comparing watch for Service Force ship. Left: A typewriter is revived. Below: Sail locker prepares new cover for a chair.





MAIDEN VOYAGE—A new type of utility boat now operating in Vietnam takes a load of ammunition to Dong Ha.

U Boat, USN

THE U BOAT steamed along the Cua Viet River. She was headed for Dong Ha, eight miles from the DMZ.

It was her maiden voyage. Actually, she is an entirely new kind of U boat—YFU 71, Yard Freight, Utility.

Gunner's Mate Third Class William Stanley manned the port .50-cal. machine gun. He kept his eyes on the river bank to detect possible Viet Cong activity.

"This is the biggest load of ammunition ever to go up the Cua Viet," said the boat's craftmaster, Chief Boatswain's Mate Leonard Crook.

YFU 71, loaded with mortar and artillery rounds, had arrived at Naval Support Activity, Da Nang, a week earlier.

"She is the first of a group of six new utility craft being built," said Chief Crook. "They will be used to supply U. S. Army, Navy and Marine outposts throughout the I Corps area."

According to Engineman First Class Donald Hofker, "We can carry more than twice the cargo of any other class U boat and go as fast or faster."

The "71", which can haul over 300 tons of cargo, also carries enough fuel for several months' steaming. "Conventional U boats can only carry enough for about two weeks," said Hofker.

The 92-mile trip from Da Nang to Dong Ha takes the 71 about 10 hours. "We go up the coast to Cua

Viet, five and one-half miles from the DMZ," said Engineman Third Class Julius Foster, who is serving in his fourth U boat in Vietnam.

"That's when it begins to get hairy," added Signalman Second Class Harold McCachren. "Dong Ha is eight miles up a shallow, narrow, winding river."

"Just navigating is a problem—and the VC know it," commented Quartermaster First Class Michael Totulis. He is now being trained as the craftmaster of another new U boat, soon to arrive in the area.

Chief Crook, who extended his tour in Vietnam, recalled times when U boats have been caught on sandbars along the river, "One night, the

Cong tried to float a TNT charge estimated at 250 pounds across the river to one of the boats.

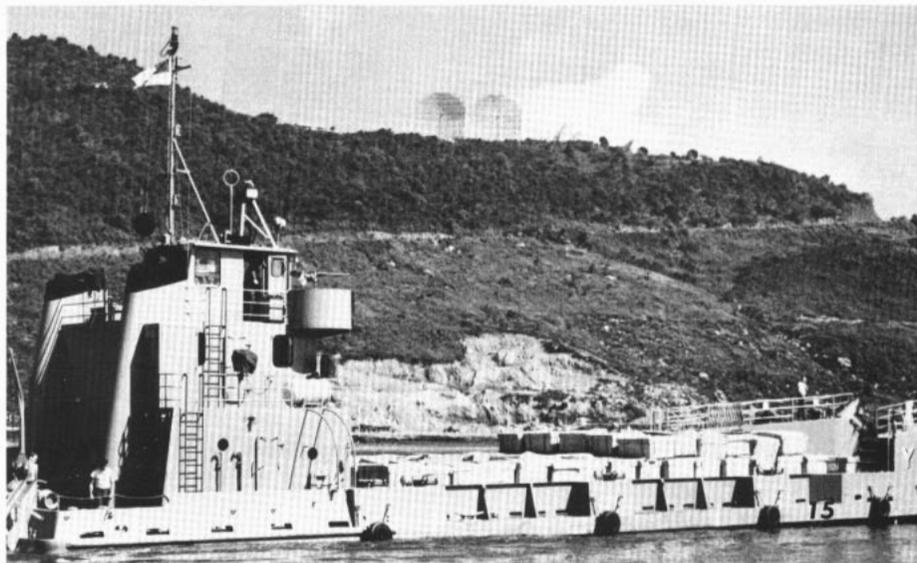
"One of the crewmen threw a grenade and set off the charge before it could get close enough."

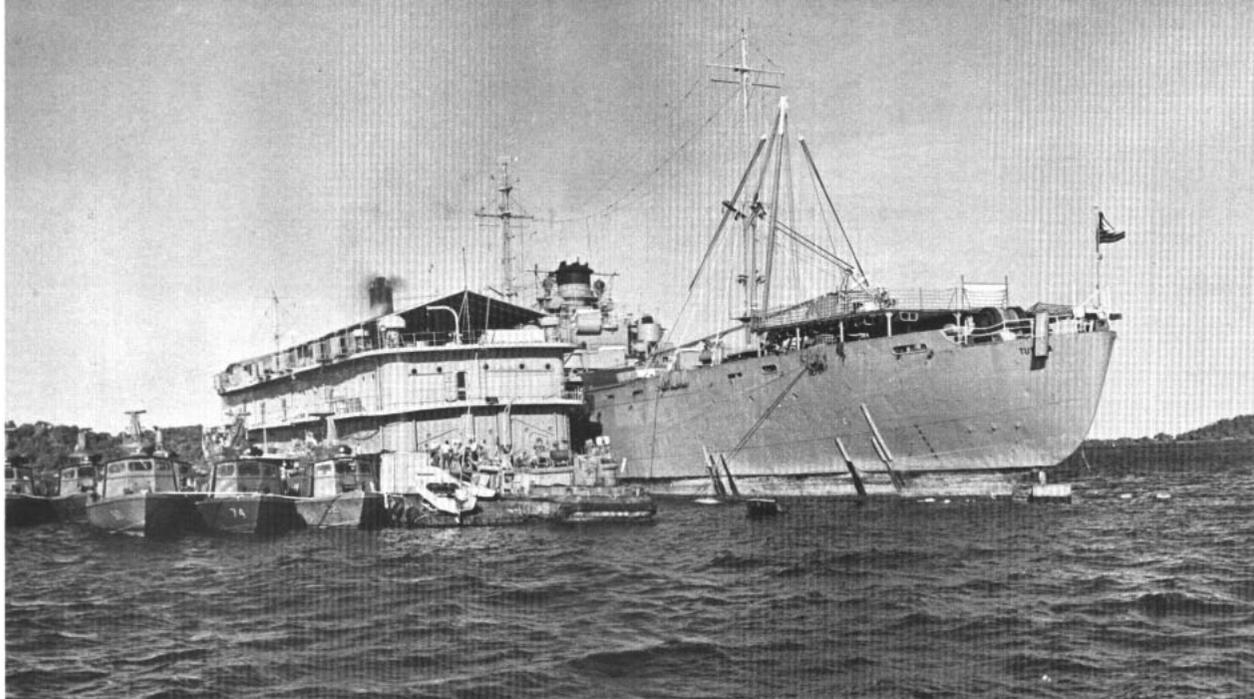
However, "71," the largest boat ever to make the trip, had no trouble with the Cong on her first voyage. Neither did she find it difficult to navigate the river.

"In fact," said Chief Crook afterward, "It was one of the best trips I've made."

This was the crew's first trip together. There will be many more, "and we hope," said Fireman Kingsley Enos, "many records will be broken." —Dave Hough, JO3, USN.

FULL LOAD—The new utility boat is capable of transporting more than twice the load of other classes of U boats.—Photos by Dave Hough, JO3, USN.





MORE WORKHORSES—

Three Cheers for Tutuila

FOR THE *Swift* boats of coastal surveillance forces which patrol off South Vietnam, *uss Tutuila* (ARG 4) is the sea service answer to a convenient and reliable neighborhood garage.

Tutuila, an internal combustion engine repair ship anchored next to a floating drydock, is the overhaul and maintenance facility for *Swift* boats of Coastal Division 11.

Each of the *Swifts* periodically visits *Tutuila* for checkup and overhaul. First, the ARG's crane lifts the 20-ton, 50-foot-long *Swift* from the water and places it on the drydock. The hull, engines, electrical system and propellers are checked for damage.

If no major trouble is found, the

craft is given routine preventive maintenance to reduce the possibility of a breakdown later. Small cracks are sealed, chipped areas are painted and engines are tuned.

If major repairs are needed, damaged components are removed and overhauled in *Tutuila's* workshops, or are replaced with new parts.

The electric shop, for example, is equipped to rewind the armatures of motors of up to 35 horsepower, and also repairs alternators, lights, starters and batteries.

Tutuila's engine repair shop overhauls the *Swift's* engines. The overhaul process usually takes two days, and may call for new pistons, rings, rod bearings and gaskets.

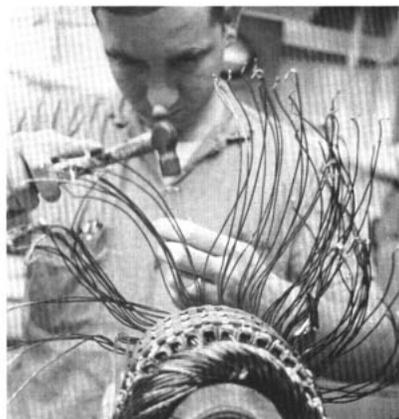
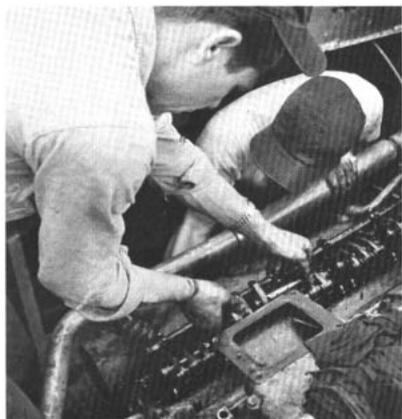
To provide good handling charac-

teristics and full speed and power, the *Swift* boat's two propellers must be balanced and properly pitched. After each blade is inspected for damage and balance in *Tutuila's* welding shop, the props are heated, one blade at a time, then placed in a block and hammered back to proper pitch. The welding shop also mends or constructs shields for the *Swifts'* 50-caliber machine guns, and with portable equipment can repair damage to hulls or structure while the *Swift* is high and dry on the float.

The *Swift* boat repair business appears to be booming. During one recent 30-day period, *Tutuila* received 300 PM job requests and 291 major repair jobs.

—R. A. Elder, PH1, USN.

SWIFT MEDICINE—*Swift* engine is worked on, electric motor rewind, and boat is lifted to float serving as drydock.



UNsung HEROES:

USS *Washtenaw County* (LST 1166), attached to Landing Ship Squadron Nine, is one of the many landing ships contributing to the logistic capabilities of the naval forces in Vietnam.

The Seventh Fleet LST, commissioned in 1953, and transferred to WestPac in 1960, has participated in all varieties of amphibious operations, ranging from operation Deckhouse V in the Delta to resupply of our troops at the DMZ. *Washtenaw County* has traveled over 112,000 miles throughout the Western Pacific since January 1965.

During a two-week period last fall, for example, *Washtenaw County* engaged in these activities typical of our LST units serving in Vietnam:

- After unloading a construction battalion while beached at Vung Tau, the ship embarked on an extensive penetration into the Mekong and Bassac Rivers.

- Arriving at the U. S. Army outpost of Can Tho, 120 miles upriver, *Washtenaw County* beached in the narrow river in the face of strong currents and offloaded her cargo.

- The LST began her return two days later. The ship, the largest naval vessel to supply Can Tho to date, established an LST speed record for the Can Tho-Cape St Jacques passage on her return to the sea.

- After her transit to Vung Tau, she steamed up the meandering Long Tau and Saigon Rivers to the capital city, where an airborne detachment awaited transportation to Qui Nhon, several hundred miles to the north.

- Arriving in Saigon the next day, *Washtenaw County* unloaded throughout the night and sailed for Qui Nhon on the following morning.

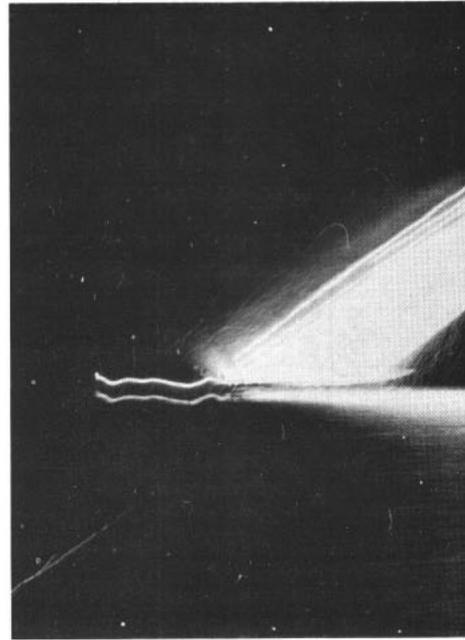
- After an intricate beaching and subsequent offloading, she sailed for Subic Bay, and an upkeep period.

This series of commitments—and many similar ones—are considered routine by the crew of *Washtenaw County* and her sister ships in the LST forces.

Logistic support of our ground forces can be a grueling and often unglamorous assignment, but LST sailors recognize the challenge—and the satisfaction in successfully meeting it.—A. T. Hamilton, ENS, USNR

The LSTs





HOT SHOT—USS Carronade (IFS 1) packs a big wallop with her eight rocket launchers. Rt: Carronade fires at night.

THE LITTLE ARMADA: Carronade and Her

In ancient times, a carronade was a short iron cannon used to lob heavy shot from ship to shore at close quarters, but nowadays it is a ship in the U. S. Navy.

USS Carronade (IFS 1), like her namesake, also fires inland but the shot delivered is accurate rocket fire. The point of delivery is Vietnam.

Carronade was originally intended to be used to soften beachheads before amphibious assaults and her

5-inch/38-caliber gun and eight rocket launchers equip her well for this work.

But Carronade has found a new job for which she is even better prepared. Her 10-foot draft makes her ideal for the shallow waters of South Vietnam's rivers and coastline and places her well within range of inland targets. She works with LMSRs.

A typical operation finds the little ships cruising about three miles off

the Vietnamese coast, waiting for the naval gunfire liaison officer ashore to clear targets with local civil and military authorities.

The liaison officer's information is then relayed to Carronade which takes the target under fire. If necessary, the ship's aim is corrected by an aerial spotter flitting over the coastline in a small plane.

Firing Carronade's rockets is somewhat more complicated than from

ROCKET MEN—Tom Scally, SN, plots course. ENS Dave Christner doubles as navigator and communications officer and (right) Mike A. Langston, SN, watches radar repeater in CIC while ship is deployed off coast of Vietnam.





TEAMWORK sends rocket rain ashore.

LSMRs

ships where the fire control problem is automatically computed. Aboard *Carronade*, these computations are made by the ship's fire control technicians by means of a ballistic slide rule.

Carronade's fire support has earned thanks from forces ashore in Vietnam. The ship has protected United States and South Vietnamese outposts by showering flares to illuminate the countryside, then firing inland under the direction of land-based observers.

By using these tactics, *Carronade* has stopped Viet Cong attackers within 200 yards of friendly troops.

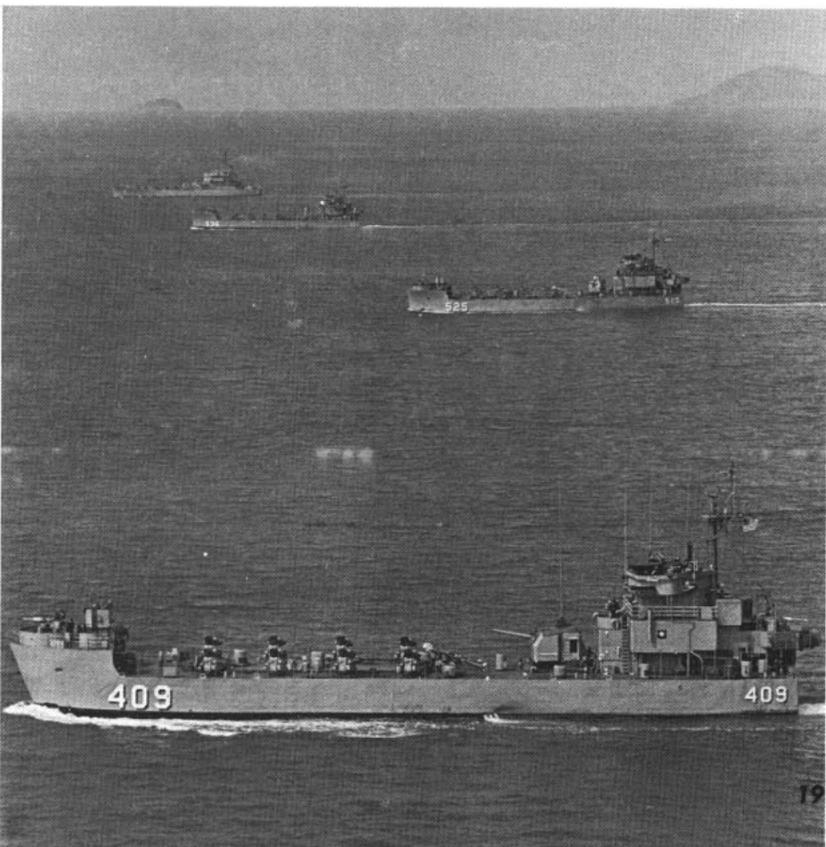
The little ship with a shallow draft also proves herself useful in clearing helicopter landing zones and by pouring nightly interdiction fire at suspected Viet Cong positions ashore.

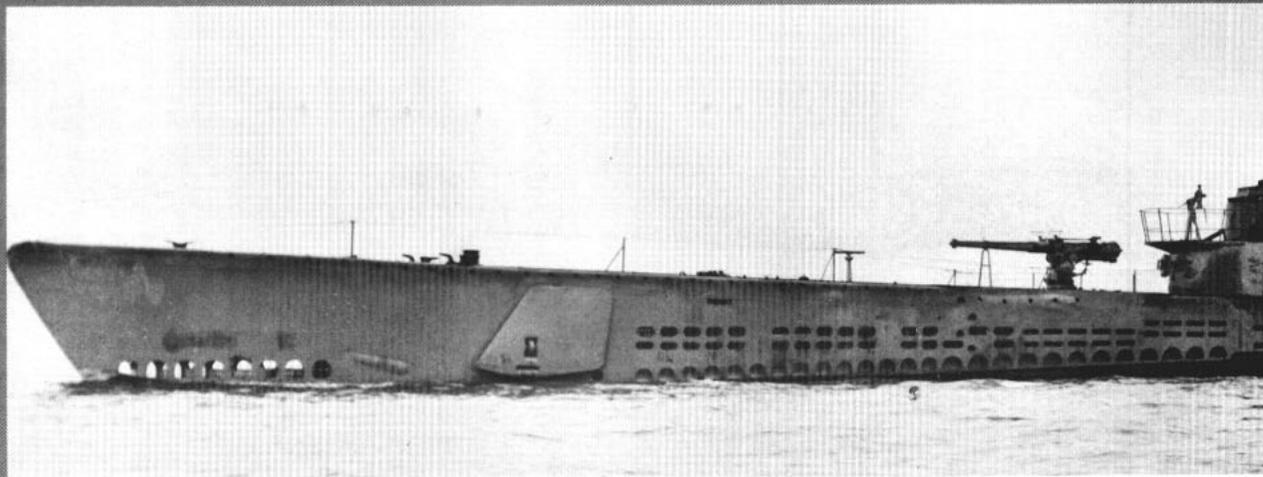
Carronade works with three LSMRs (landing ship medium, rocket). Together, they make up Inshore Fire Support Division 93. In its two years in Vietnam, the little armada has proved itself a big morale booster to troops ashore, who depend upon the Navy's rocket ships for accurate gunfire support in a tight squeeze.

—Text by W. E. Dutcher, ENS, USN



ROCKET POWER—USS *Carronade* maneuvers with LSMRs of Inshore Fire Support Division. The rocket ship team has been a big morale booster with troops.





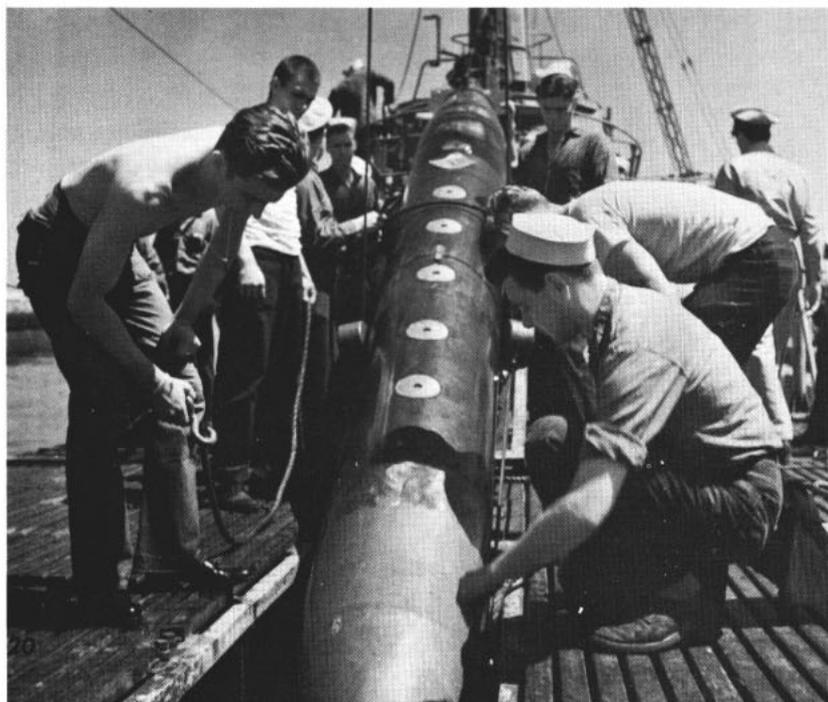
FLEET FIRST—USS *Gato* (SS 212) was starting point of the Fleet Submarine, standard sub of WWII.

THE FLEET SUBMARINE: "Where Heroism Is

BY THE OUTBREAK of World War II the U. S. Navy had developed an undersea boat far superior to any that had yet put to sea. This boat was the Fleet Submarine.

It could remain at sea for as much as 75 days, and could travel 10,000 miles without refueling. It had an all-welded construction, an electric drive, and 10 torpedo tubes. The Fleet submarine was represented by the 77 boats of the *Gato* class. With minor improvements the design was to remain standard for all submarine construction throughout the war.

FIREPOWER—Fleet submarines had forward and after torpedo tubes. Here, submen load torpedo at an advanced base in the Pacific before a patrol.



The majority of the *Gato* class boats were laid down during the period of national emergency immediately preceding the war or during the early part of the war. *uss Gato* (SS 212) was 311 feet, nine inches in length and displaced 2424 tons submerged. She carried a crew of 60, had a 3-inch, 50-caliber deck gun and a 20-mm antiaircraft mount, could make about 20 knots on surface and about nine submerged, and could go deeper than 200 feet.

Two other classes of the Fleet submarine were developed during WW

II. There was the *Balao* class, which put to sea during the middle of the war, and the *Tench* class, completed during the last days of the fighting and the months which followed VJ day. They were essentially of the same basic design as the *Gato* class, with an increase in depth as an important improvement.

As these ships left the commissioning piers, most sailed through the Panama Canal and into the Pacific.

THEY WREAKED havoc with enemy shipping and operations.

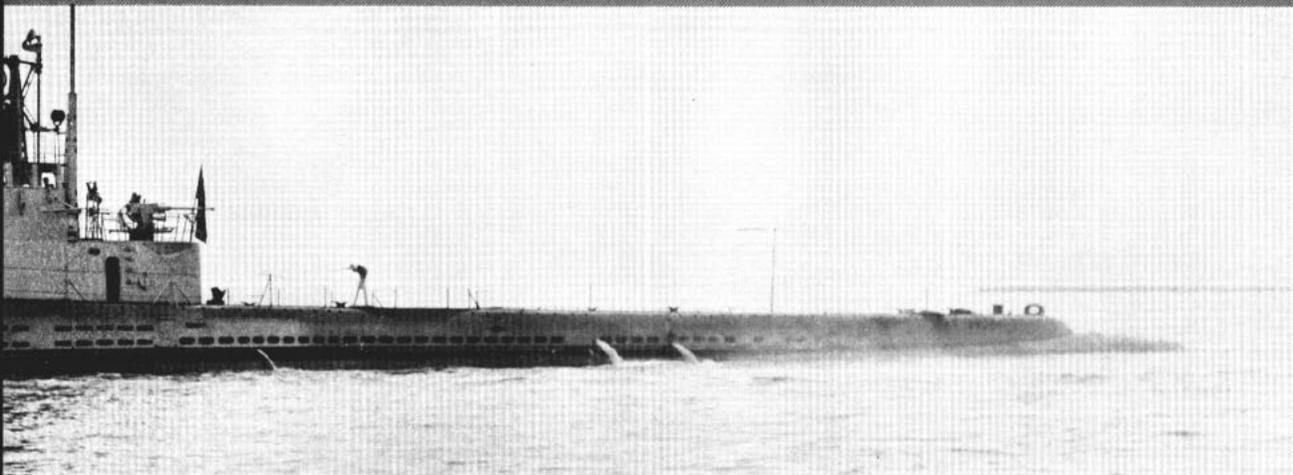
The first U. S. submarine to send an enemy ship to the bottom during World War II was *uss Swordfish*, a pre-*Gato* submarine which sank the 8660-ton Japanese freighter *Atsutusan Maru* on 16 Dec 1941.

As American industry gathered its strength and the construction time for a Fleet sub was reduced, reinforcements arrived in the Pacific and the toll of Japanese ships mounted. From an average of five or six kills a month during the early days of the war, sinkings climbed to a high of 69 during one month in 1944—a total of more than two Japanese ships sent to the bottom every day.

Tautog sank 26 ships. *Flasher* sank 100,231 tons. *Tang* sank 24 ships. *Rasher* sank 99,901 tons. *Silversides* sank 23 ships. *Barb* sank 96,628 tons.

It was dangerous work. The Fleet submarines were feared, and were therefore hunted. Forty-seven sub-

ALL HANDS



FLEET TYPE Gato class subs displaced 2424 tons when submerged and could go deeper than 200 feet.

Common”

marines were lost on patrol. Some 3500 submariners were lost—about one of every four men in the active submarine fleet.

HEROISM was common.

It was early morning of 7 Feb 1943. *Growler*, assigned to the southwestern Pacific, was patrolling on the surface when an enemy vessel was spotted close aboard. *Growler* prepared to attack.

The night was dark and *Growler*, still surfaced, relied on poor visibility to shield her approach. But when the range was reduced to about 2000 yards the enemy ship, which was now identifiable as a converted gunboat of about 2500 tons, sighted the submarine and changed her course to ram.

Commander Howard Gilmore, the sub's commanding officer, maneuvered his vessel to avoid the ramming attack of the gunboat. No longer in a position to fire torpedoes, the *Growler* skipper turned the tables and steered the submarine into the side of the enemy ship.

Growler was making 17 knots when she hit the gunboat on its port side, making a wide gaping hole in the enemy's plating.

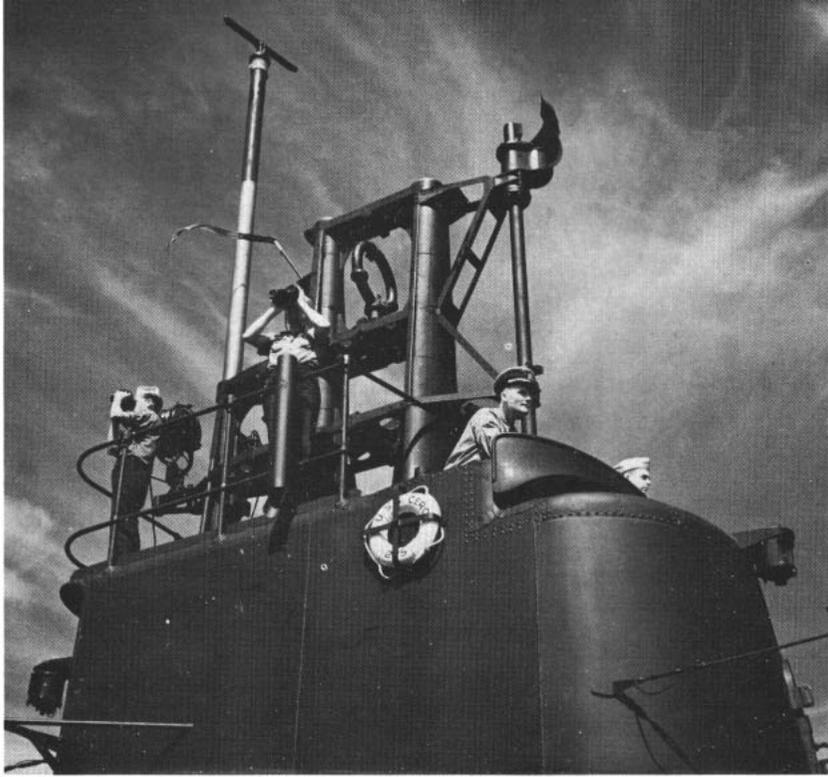
But as the ship sank, it opened fire with machine guns. CDR Gilmore gave orders to clear the bridge.

Four men, two of whom were wounded, reached the conning tower—but the heavy fusillade of .60-caliber bullets ripped through the



WOLF PACK—Sub raiders rest at Pearl after Pacific patrols. Below: FRAMed Fleet sub, USS *Cubera* (SS 347), highlines personnel during operations at sea.





SILENT SERVICE—Crewmembers of *USS Cero* (AGSS 225) man the bridge. Below: Fleet sub rescues downed Navy airmen while patrolling off Japan.



thin side plating and mortally wounded the commander and two others.

There was no time. CDR Gilmore's last words to the officer of the deck were, "Take her down." He was lost at sea.

As the story reached the U. S., CDR Gilmore became a national hero, and was awarded the Medal of Honor.

Six more submarine commanders earned the Medal of Honor, but two were killed in action.

Thirty-four submarines won Presidential Unit Citations. *Guardfish* and *Tang* earned two awards each. By the war's end the U. S. submarines had sunk two-thirds of the Japanese merchant fleet and about one-third of her Navy.

THE WAR which they helped so much to win has now passed into history, but the Fleet submarine has not. Of the *Gato*, *Balao* and *Tench* class submarines built for World War II service, 82 today remain on active duty in the U. S. Navy. Others are serving as Naval Reserve trainers in the navies of friendly nations. The Fleet submarine is still contributing to U. S. naval strength, and 21 are in Naval Reserve training.

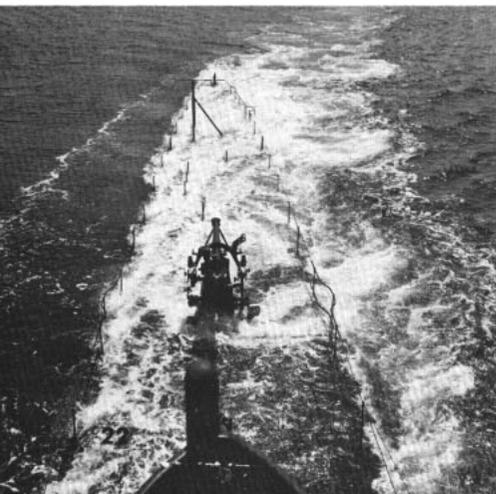
Of the *Gato* class, few remain. Thirteen are still in active service. *Raton* and *Rock*, previously radar pickets, are now auxiliary submarines in the active Fleet. *Tunny* was once equipped with *Regulus* missiles, but has now been reclassified as an APSS. *Angler*, *Bashaw*, *Bluegill*, *Bream*, *Cavalla*, *Croaker* and *Grouper* were converted to killer submarines, then redesignated auxiliary submarines. *Rasher*, *Redfin*, *Cobia*, *Cod*, *Drum*, *Hake* and *Silver-sides* have had their screws removed and their torpedo tubes welded shut, and now serve as Naval Reserve training ships.

More of the *Balao* class are still in commission. One is used for troop-carrying missions, two are in use as experimental submarines, 14 are stationary Reserve training ships, and 45 serve with the Fleet as attack submarines.

The newest of the Fleet submarines, the *Tench* class, are represented in the active Fleet with 24 attack subs and three converted ships which were once radar submarines, but have now been redesignated.

ALTHOUGH IT HAS been more than 20 years since the last Fleet submarine slid down the ways, those which are in operation today have escaped many of the problems of old age. While they cannot, of course,

DIVE, DIVE—Sub sinks below surface as it heads to sea. Rt: Crew of *USS Pomfret* (SS 391) stands inspection.



compare with the nuclear submarines, careful maintenance and extensive modernization have kept the subs a useful part of the Fleet.

Shortly after the war, for instance, many of the newer boats received the *Guppy* modernization. This included general rehabilitation, the fabrication of a streamlined conning tower fairwater to enclose the superstructure, and a snorkel device.

The snorkel, of course, was used by Germany during the last days of the war. Designed to help evade the radar-equipped Allied antisubmarine groups, the device allowed the boat to operate on diesel engines while underwater. Formerly, the submarines were forced to surface frequently to recharge their batteries, a procedure which was acceptably safe before the development of radar, but almost suicidal afterwards.

In the late 1940s, the snorkel was improved by U. S. engineers and adapted for use on Fleet submarines.



HUNTING TRIP—Officers and men keep lookout for enemy ships during WWII.

LATER, certain Fleet submarines were chosen for the FRAM (Fleet Rehabilitation and Modernization) program. The first submarine to undergo FRAM was *USS Tiru* (SS 416), a *Balao* class boat which was launched in 1947. *Tiru* went to the yard in Hawaii in 1959. This is the treatment she received:

Tiru was cut in two, the front section jacked 12 feet forward, and a new section was added—providing room for additional equipment. The conning tower was extended by five feet to provide for an attack center. All operating machinery was overhauled.

The submarine was given a laminated glass and plastic conning tower fairwater and superstructure. The plastic fairwater, along with 10-foot deck sections which fold out of the way for cleaning and painting, reduced many of the preservation difficulties associated with Fleet submarines.

The bridge was placed atop the fairwater, and a trunk passage provided entrance from the conning tower. Transfer-at-sea stations were built into the sail so the transfer crews could have some protection during bad weather.

Tiru's overhaul also provided for an enlarged fuel capacity, increased berthing spaces, advanced electronic systems, and the ability to fire modern weapons.

Other submarines followed *Tiru* into the shipyards for the FRAM operation. Of the *Balao* class, *Clamagore* (SS 343), *Cobbler* (SS 344), *Corporal* (SS 346), *Trumpetfish* (SS 425) and *Greenfish* (SS 351) received the modernization. *Tench* class ships *Pickrel* (SS 524), *Remora* (SS 487) and *Volador* (SS 490) were also Frammed.

TODAY the Fleet submarine, with its new silhouette, its modern electronic equipment, operated by graduates of the Navy submarine training program, occupies a new position

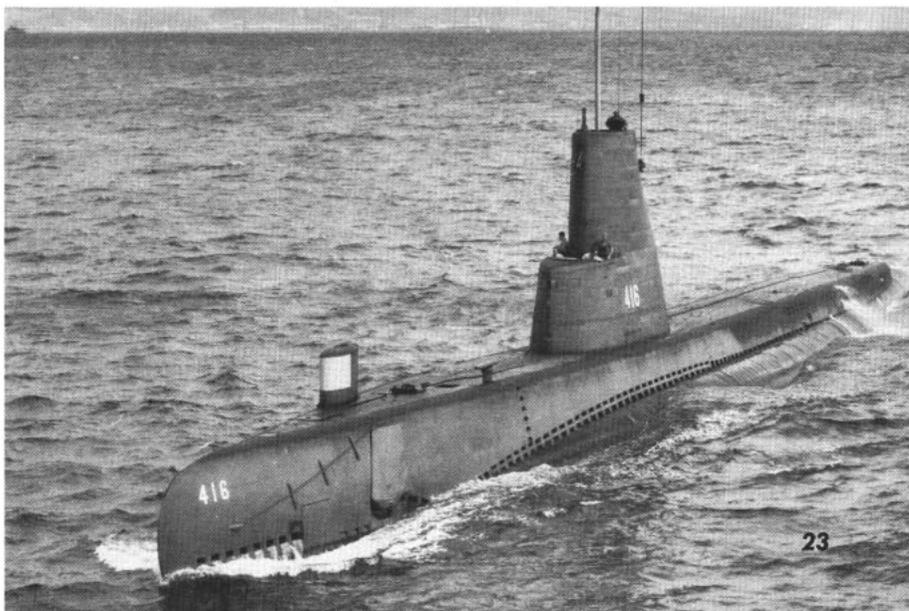
with the Fleet. The original purpose of the ships was to sink surface vessels, but today their mission is to hunt down and destroy enemy subs.

Though the conventional subs do not have the nuclear sub's advantage of speed and endurance, they do possess some of the other attributes making them a potent ASW system.

They can operate in all weather conditions, can patrol undetected in enemy waters, and can function at the depths which are the most conducive to sonar tracking.

The Navy has yet to hear the last of the Fleet Sub. —Jon Franklin

POSTWAR LOOK—*USS Tiru* (SS 416) was the first Fleet sub to be modernized.





A GO-GETTER—USS *Antelope* (PG 86) is a high-speed, aluminum-hulled gunboat named after a small Montana town.

An Antelope With Seat Belts

UNTIL THE NAVY named one of its new gunboats after the town of Antelope, Mont., the town had no mayor.

Antelope, a community of some 120 persons in northeastern Montana, had been mayorless for roughly half a century. There just didn't seem to be a need for one.

Then the town's Postmaster, Mrs. Alice Hedges, wondered what to do with an official Navy letter addressed to "Office of the Mayor, Antelope, Mont."

The return address on the mysterious letter was "Precommissioning Unit, *Antelope* (PG 86)."

Mrs. Hedges felt the envelope couldn't legally be opened by anyone but the mayor of Antelope. So the town had an election. Mrs. Hedges was elected. And for the first time since World War I, Antelope, Mont., had a mayor.

The letter from *Antelope* to Antelope announced that a high-speed jet gunboat named *Antelope* was being built in Tacoma, Wash., and that she would soon be commissioned.

The warship's prospective commanding officer, Lieutenant Jon J.

Gershon, wrote that he thought there should be a special relationship between his ship and her namesake community.

"My officers, men and I are all quite proud of our new ship and her name. Patrol gunboats are named for small cities in the U. S., especially those cities whose names denote agility, punch and daring. Naturally, we are quite curious to learn about the city whose name we bear."

He described *Antelope*: "A sleek

NEW MAYOR of Antelope takes the helm of Navy namesake following the PG's commissioning ceremonies.



165-foot, aluminum-hulled gunboat designed to be at home on the high seas or in shallow coastal and river waters; an auxiliary J-79 jet aircraft engine can accelerate her from a dead stop to over 45 mph in less than a minute (crew members wear seatbelts); she is armed with a rapid-fire, 3-inch gun, a 40-mm automatic cannon and four 50-calibre machine guns; she is manned by four officers and 23 enlisted men."

MRS. HEDGES and the people of Antelope thought all this was just fine. From the "Office of the Mayor" came a letter thanking LT Gershon for informing the townspeople that the name Antelope had enough meaning to be appropriate for a U. S. Navy ship.

Mr. Marinus Jensen of Antelope mounted a preserved pronghorn antelope head on a piece of the wall of the town's original schoolhouse and sent it to the gunboat. It now decorates the gunboat's quarterdeck.

Mrs. Nellie Saxton, a ceramics teacher, created special Antelope ashtrays for the ship.

Mrs. Barbara Anderson wrote a

history of Antelope for the gunboat men, tracing its origins to the turn of the century when homesteaders settled on the Big Muddy River, two miles from the present townsite. She described early Antelope as a classic "old West" frontier settlement whose activities included rustling and gunslinging as well as plenty of honest ranching, farming, and mining. Today's Antelope is a small farm and cattle community.

The town's only tavern sent Antelope key chains for the crew.

LT Gershon, in his thanks to Antelope, had one more request: Would the town contribute an official battle motto to the ship?

YOU BET they would. Thirty-five entries were mailed in and, after a difficult selection process, *Antelope's* crew chose "Keeping the Watch," submitted by Mr. Adolph Romstad.

In a letter to Mr. Romstad, LT Gershon wrote: "The pronghorn antelope is known for his speed, agility and constant watchfulness, and thus epitomizes these admirable qualities in *Antelope* and those who man her. The motto 'Keeping the Watch' draws a parallel between the vigilance of this noble animal and the vigilance of all mariners."

Five of the gunboat's enlisted crewmen then decided to visit the town of Antelope.

THE CITIZENS mobilized to receive them.

When they reached Antelope, the Navy men were met by Mayor Hedges and several score of the townspeople. Afterwards, they—

- Had supper with a local family.
- Were guests of honor at a reception for new teachers in the Antelope School.
- Had breakfast next day as guests of Antelope's combination cafe and community store.
- Were interviewed by the local FM radio station.
- Had soft drinks and cakes with another family and chatted with Antelope's senior lady, 99-year-old Auntie Hedges who told the sailors: "Wish I were a few years younger—I'd really show you boys a good time."
- Met most of Antelope's citizens.
- Were lunch guests in the home of Mr. Romstad, the author of *Antelope's* motto.
- Matched skills in a game ses-



HEAD START—Crew of *USS Antelope* pose with antelope given by Antelope.

sion at the Antelope tavern.

• Attended a potluck supper in their honor at Antelope's Sons of Norway Hall, where each sailor received a key to the city.

THERE'S STILL more to the story. Twenty of Antelope's 120 citizens accepted LT Gershon's invitation to attend *Antelope's* commissioning.

After the ceremony, LT Gershon not only showed them around the ship, he took them for a speed-run to show them just what kind of "agility, punch, and daring" *Antelope* can muster. Mayor Hedges was given a chance to take the helm.

Neither Antelope nor *uss Antelope* would soon forget its namesake.

—Robert W. Dietrich, JOCM, USN

BIG DAY—Citizens of Antelope, Mont., join military and civilian dignitaries attending commissioning ceremonies of Navy gunboat *USS Antelope* (PG 86).



LETTERS TO THE EDITOR

Family Protection Plan

SIR: Four years ago I enrolled in the Retired Serviceman's Family Protection Plan and selected option two at one-half my retired pay and option four.

Although my two children will be eight and nine years old when I retire after 30 years of service, I believe the options I selected might not be to my best interest.

How can I withdraw from the Protection Plan? I have 27 years of service at the present time.—GVB, BMCM, USN.

• You can withdraw from the protection plan simply by submitting Form NavPers 591 to the proper military authority.

Time is one factor which governs changes to the Family Protection Plan. A Nacyman may alter his choice of options any time before he retires. However, three years must intervene between the time he changes his mind and the date he goes on retired or retainer pay.

Your personal circumstances undoubtedly have dictated your decision to make a change. Nevertheless, if you were to buy the same protection in the form of commercial insurance, you would have to purchase a \$27,000 commercial policy and you would have to look for an insurance company that would make it available for only \$9.63 a month. We doubt seriously that any commercial insurance companies would be willing to insure you for this amount at such a premium. We believe, in fact, that you would be shocked to learn the comparative cost.

Under the provisions which you wish to revoke, an E-9 retiring on 30 whose

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

youngest child is eight years old would receive retired pay of approximately \$511.02 a month before taxes. (We can't say precisely because you didn't give us your age. It makes a difference).

If the E-9 died in the 10 years following his retirement, his surviving child, or children, would receive an estimated monthly payment of \$255.51 until his youngest child reached his 18th birthday.

If his child died, option four would protect him from indefinite loss because of continued reduction in retired pay. If the child is incapacitated either physically or mentally, the payment would, after the death of the E-9, continue after the 18th birthday of the incapacitated child.—ED.

What Time Is It?

SIR: I never failed any of the hundreds of scholastic, employment and advancement examinations I've taken during the past 25 years. I am a college graduate (cum laude) and have a master's degree in science.

My personality is normal. I get along with my family and friends. I seem to be well-liked at work. I enjoy my job

and respect my superiors. My fitness reports always say I relate well to others.

I've never been in trouble with the law. My income is more than adequate for my needs. I have a new car and nice home. My wife constantly tells me that she loves me.

However, I do have one problem. I don't know what time it is.

Does 12 a.m. mean midnight? Or does it mean noon? What does 12 p.m. mean? In other words, do 12 a.m. and 12 p.m. denote noon and midnight, respectively, or is it vice versa? I hope you aren't as confused about this as I am?—A. N. Y., CDR, USN.

• We were until we checked with the Time Service Division of the U. S. Naval Observatory. Your question, we're told, is not uncommon.

The observatory concluded after a study some years ago that the abbreviations 12 a.m. and 12 p.m. should not be used because nobody can tell, as you point out, exactly what they mean. Three alternatives are suggested:

1—Use the complete words noon and midnight, but qualify midnight. "Noon Friday" is clear enough, but "midnight Friday" is confusing. Therefore, give the two dates or days between which midnight falls. For example, "midnight of 10/11 February."

2—Use the 2400 system (midnight is 2400; the new day begins with 0001).

3—Pretend there is no problem by avoiding use of noon and midnight altogether. Use 12:01 or 11:59 (either with a.m. or p.m.) instead. You're a minute off, but much the wiser. Anyway, nobody's perfect.—ED.

A Nutritious Seed

SIR: One of our local citizens recently inquired through a newspaper column why some beans are called Navy beans. The columnist, with tongue in cheek, replied "because there's more water in 'em."

Can you give the real reason?—P. W., Harrisburg, Pa.

• More water, indeed! More water than what—mangoes? Breadfruit? When a columnist says an item has more of something without specifying more than what, we suspect he doubles in advertising copy.

Undoubtedly Navy beans contain more water than some things; nevertheless, they are less waterlogged than, for example, a watermelon. In fact, Navy beans contain only 12.6 per cent water. On the other hand, they are rich in nutrients, being high in protein (22.5 per cent) and carbohydrates (59.6 per cent). They also contain 1.8 per cent

NEWEST OF FASTEST—USS Ready (PG 87), sister of Gallup and Antelope and newest of its class. These boats are powered by jet turbine engines.





NEW CONNECTIONS—Gear aboard USS *Guadalupe* (AO32) increases refueling efficiency. One-second release shown.

fat and 3.5 per cent mineral matter. One pound of beans has a fuel value of 1605 calories.

Having learned the virtues of the Navy bean, we next tried to establish its identity. According to a reliable source (actually it was the dictionary), Navy beans are any of a white-seeded variety of the common kidney bean that is grown especially for its nutritious seeds. It might also be mentioned that, in some quarters, Navy beans are known as pea beans.

Navy beans are native to the Americas and were, therefore, completely unknown to Europeans before Columbus arrived in the western hemisphere.

We thought, despite their relatively late arrival on the old world scene, that Navy beans might have been designated as such by the British Navy. Upon inquiring of several knowledgeable bean-eating British sailors, however, we found that none had heard of Navy beans before arriving in the United States.

According to our English friends (none of whom buys the family groceries), British housewives who want Navy beans simply ask for "that little white-seeded variety of the common kidney bean." The British, we have been told, prize the seeds for their nutritional value and, besides, they taste good.

Further research on the Navy bean led us to discover through friends in the Navy Subsistence Office that:

- A United States sailor's daily ration during the Civil War consisted of a pound of beans and salt pork.

- Further investigation turned up a reference to Navy beans in the 1917 edition of an encyclopedia, thereby officially establishing that the Navy designation was used during World War I.

Unofficially, we know of World War I sailors who got so fed up with Navy beans that they haven't eaten one since.

- Navy cookbooks, however, made no reference to beans as "Navy beans" until 1932.

As every sailor knows, beans are still

a part of Navy menus although, in 1956, ALL HANDS received word from the Fleet that at least one ship was eating more strawberries than beans.

The Navy still thinks highly of its beans and each year many Fleet ships compete in a Navy bean soup recipe contest. Outside the Navy, bean soup also holds an honored place. For example, it has been on the U. S. Senate Dining Room menu every day since 1903.

The responsibility for this culinary good taste is credited variously to a senator from Minnesota and a senator from Idaho. Our source in the capitol had no opinion concerning which of the distinguished gentlemen should receive the credit.

We were also told at the capitol that the Navy beans used in the solons' soup came from the sovereign state of Michigan. This hardly surprised us inasmuch as the Dept of Agriculture had already provided the information that Michigan supplies 99 per cent of all Navy beans grown in the United States.

Unfortunately, we were unable to establish authoritatively the when, where and why of the Navy designation attached to the white seeded varieties of the common kidney bean.

In view of the evidence, however, it seems reasonable that Navy beans became a seagoing staple because of their low water content, their ability to withstand bulk unrefrigerated storage and their unusually high nutritional value.

After many years of use as a ship-board food, the beans naturally became associated with the Navy and thereby acquired the name.—Ed.

Naval Reserve Extension

SIR: I joined the Naval Reserve on 9 May 1962 under a two-year active duty and four-year inactive duty contract. Before going on active duty in September 1966, I attended weekly meetings and the usual 14 days' active duty. In order to attend college, however, it

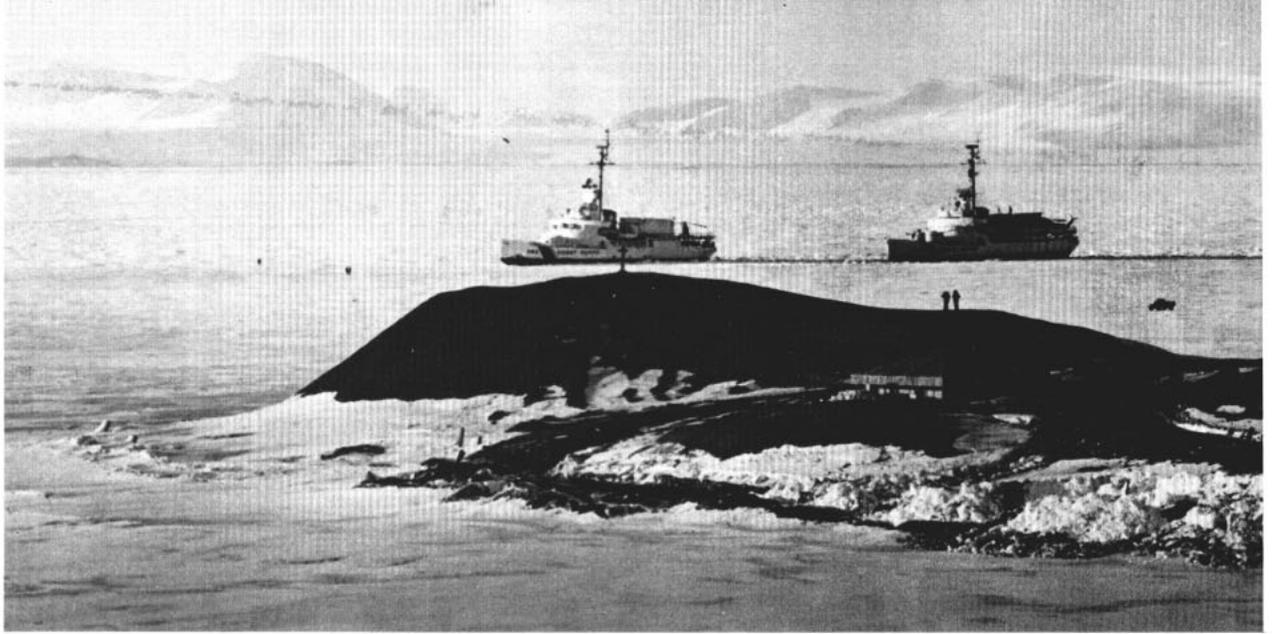
was necessary for me to sign an agreement to extend my enlistment for three years (one year for each year of college attended) beyond the date of expiration on my original 2 by 4 enlistment. Does this mean that I must attend Reserve meetings during these additional three years?—M. G. H., SN, USNR.

- Not unless you want to keep abreast of things. When you are released from active duty this September, your obligation to attend drills will end and you may request transfer to the Post Active-Duty Pool. But wait. Don't put your blues in mothballs just yet. You may be expected to take an active part in the annual 14-day Reserve training periods, but only until you are stricken from the Ready Reserve list upon the expiration of your present enlistment, which is now 9 May 1971.

Your Reserve obligation will be fully explained to you at the Naval Reserve Training Center nearest your home upon your release from active duty.—Ed.

ON WATCH—Crewmember of Neptune patrol plane keeps watchful eye on ships in Market Time mission.





COOL TWOSOME—Coast Guard icebreakers *Burton Island* (WAGB 283) and *Westwind* (WAGB 281) pass Hut Point, McMurdo Sound on the Ross Sea for an early arrival at Antarctica after a long battle through the ice.

Bauer Offers Fine Target

SIR: We'd like to set you straight on the so-called advancement record claimed by *uss Bauer* (DE 1025). At the same time 80.7 per cent of *Bauer's* people were passing their exams, 85.2 per cent of those on board *uss Cromwell* (DE 1014) were acing theirs. To be specific, we had 68 participate in the February '67 exams, and 58 of them passed. Only two of these were quotaed for an 82.3 per cent advancement rate.

You'd better revise the standings.—
C. R. G., ENS, USN.

• *To review, Bauer had reported (ALL HANDS, August 1967) that of 52 men who took the February 1967 advancement exams, 42 passed and 39 were advanced. This gave her a test passing percentage of 80.7, an advancement percentage of 75, and a claim to the percentage record for advancements during any one rating period. Other claims follow.—ED.*

SIR: Count *uss Vireo* (MSC 205) in as accepting the challenge of *Bauer* regarding who has the greatest percentage of advancements for one rating period.

We had 13 men go up for rate in February 1967, and all 13 passed the exams. Of these, 10 were advanced. Our test passing percentage was 100 and advancement percentage 76.9.

While we're on the subject, we're proud to point out that our men were 24 for 24 in passing the relatively new Military/Leadership exam, and six for six in earning high school equivalency certificates via the GED program.—
A. P. D., LTJG, USN.

SIR: Last August, *uss Bigelow* (DD 942) had 67 participants in the advancement exams, 56 of whom passed for a percentage of 83.5. Only four of these were quotaed, resulting in an advancement percentage of 77.6. This beats *Bauer*.—T. J. P., CDR, USN.

SIR: *uss Bang* (SS 385) had 27 men take the exams last August, and 24 of them pass and advance for a percentage of 88.8.—R. S. B., LCDR, USN.

SIR: *uss Whitfield City* (LST 1169) had passing and advancing percentages of 84.1 and 81.2, respectively.—O. W. N., SM1, USN.

SIR: *Coastal Division 11* had 40 men go up for rate, 32 pass the exams, and 31 actually advanced. The percentages: 80 and 77.5.—R. W. L., LT, USN.

• *Using our Old Math way of figuring things, we tried to come up with a percentage better than 100. We were really getting confused, when someone came in with a basket of 10 apples. We took two of the apples out of the basket and figured that 80 per cent remained.*



Commander William K. Hartell, CO of MCB 11, fires a 175-mm gun at a target across the demilitarized zone. The gun was named Seabee by the Army during ceremonies when several Seabee decals were attached to the artillery piece. A few Seabees were given a chance to fire the gun and even the score against the North Vietnamese Army that had launched over 90 artillery, rocket and mortar attacks against the Dong Ha Combat Base and Camp Barnes.

Then someone put the two apples back in the basket and someone else came in with two more from the chow hall. We added these two extra apples to the basket and figured there was now a factor of 120 per cent involved, but couldn't quite see how such a factor could relate to advancement in rating.

Consequently, we can't verify the foregoing claims, and have found no one else who will go out on the limb either.

We decided the best idea was to congratulate everyone.—E.D.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Pers G 15, Arlington Annex, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• **Naval Aviators**—The second annual naval aviator's reunion, sponsored by Chief of Naval Air Training, will be held 15-17 June at the Naval Air Station, Pensacola. Navy, Marine Corps and Coast Guard aviators, their families and guests are invited. For further information, write to the Chief of Naval Air Training (Code 011), Naval Air Station, Pensacola, Fla. 32508.

• **uss Pensacola (CA 24)**—A reunion is planned to be held in Pensacola in May. Write to Douglas Jacobs, PNCM, Quarters 1624, NAS, Pensacola, Fla. 32508.

• **43rd Seabee Battalion**—The 10th annual reunion will be held 9-11 August at the Ocean Forest Hotel, Myrtle Beach, S. C. For details, write to



DOWN UNDER AVIATORS—Seven Royal Australian Navy officers received U. S. Navy wings of gold in ceremonies at Pensacola, marking a first for R.A.N. aviators. Standing left to right: CAPT Robert Wallace, USN, commanding officer, Ellyson Field; LT Andrew Craig, RAN; Sub/LT John Bielinski; Sub/LT John Brown; Sub/LT Thomas Supple; Sub/LT Peter Ey; Sub/LT Kenneth Vote; Sub/LT Robert Steele; and CAPT John Stevenson, RAN, Australian naval attache. Three of seven were designated helo pilots.

Thomas A. Gifford, 100 Ives St., Waterbury, Conn. 06704.

• **302nd Seabee Battalion**—The 21st annual reunion will be held 20 and 21 July at Lewistown, Pa. For information write to M. A. Lowe, 8441 Bayard St., Philadelphia, Pa. 19150.

• **Attack Squadron 36**—All shipmates who were attached to VA 36 (formerly Fighter Squadron 102) during 1952 through 1955 are urged to contact I. R. Ottman, 705 Dorsey Way, Anchorage, Ky. 40223, to discuss the possibility of a reunion.

• **Patrol Bombing Squadron 104**—Is planning a reunion in Kansas City, Mo., 22 through 24 August. For details, contact CAPT Whitney Wright, USN, ComCarDiv Two, c/o FPO New York, N. Y. 09501.

Can Anyone Beat 100 Per Cent?

SIR: While we aboard uss *John Marshall* (SSBN 611) know it is difficult to claim records and have them hold up under scrutiny, we think we have one that will elude even your sharpshooting readers.

As a result of the last advancement examinations, our entire Electrical Division, consisting of 10 men, was advanced in rate.

Included in the advancements were an E-8, two E-7s, and five E-6s.

Can anybody beat 100 per cent?—R. C. H. III, LTJG, usn.

• *Probably not, but anything is possible in this age of miracles. Meanwhile, your charged-up Electrical Division is to be congratulated.*—E.D.

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THE PARK—Navymen stationed at Saigon Support Activity refer to the patrol boat pier and repair facilities as the "park." This is the start of strenuous "rides" near Mekong Delta in Vietnam.—Photo by F. West, PH3.

Volunteer Missions

SIR: My flight crew has flown what I believe to be a record number of emergency logistics missions in Vietnam. During a recent 10-day period my all-enlisted crew completed a total of 22 volunteer missions, coming to the aid of COMNAV SUPPACT Saigon.

We flew our old reliable C54 a total of 62.1 hours and 278,350 passenger miles, carrying high priority cargo and passengers to isolated fields from the Mekong Delta to the Demilitarized Zone.

Nine of our volunteer crewmen are based at Naval Station Sangley Point, and two are based in Saigon. Do we have a record?—I. N. Kilpatrick, CPO, USN.

• *Could be. Your category certainly narrows down the number of possible challengers. Even if it's not a record, you and your crew have the satisfaction of a job well done.*—ED.

Overseas Employment

SIR: When I was on active duty with the Navy, I spent a good many years in Yokosuka, Japan, and liked it.

After a man has retired on 20, how does he go about getting a civilian job with the Navy in Japan?—J. S. W.

• *A good question and one in which a number of 20-year men might be interested. (We agree that Yokosuka is a fine place.)*

Civilian jobs with the Navy are subject to Civil Service regulation, so we turned to the Civil Service Commission for the authoritative word. Here are a few pointers:

A Navyman who has retired or joined the Fleet Reserve is eligible to accept civilian employment in the U. S. Gov-

ernment six months after he leaves active duty.

Most U. S. Government agencies prefer to fill civilian overseas vacancies by transferring employees from the United States rather than selecting eligibles who have been untried in civilian employment with the government.

The Commission's advice, therefore, is to pass the Civil Service examination in which you are interested; obtain a federal position in the United States then transfer to a foreign assignment.

You can contact the Civil Service representative nearest you for Civil Service jobs available in your locality. Examination and job announcements are usually posted on Civil Service bulletin boards in local federal buildings.

Another Hole in One

SIR: We have an extremely fine officer at this command, by the name of Lieutenant Hal Brodigan, who had a hole in one back in April of 1967. He scored this feat on the 146-yard eighth hole of the San Diego Naval Station golf course. He used a No. 8 iron.

We had heard about this feat for the next six months and were about to get a rest from it, when the October 1967 issue of ALL HANDS was distributed, listing the names of hole-in-one artists. LT Brodigan was not mentioned.

Will you please get this command off the hook by mentioning LT Brodigan's hole in one in your next issue, and maybe we'll get some rest around here.—D. D. P., YNC (SS).

P.S. I am an avid golfer (jealous) who has never had a hole in one.

• *Glad to get anyone off the hook, on or off the golf course.*—ED.

Examination announcements for Civil Service jobs also are available, upon request, from the U. S. Civil Service Commission, Bureau of Recruiting and Examining, Washington, D. C. 20415.

A pamphlet entitled "Federal Jobs Overseas" can also be obtained from this address.—ED.

A Ribbon of Another Name

SIR: Back in August 1954, my old ship, USS *Estes* (AGC 12), participated in the evacuation of Vietnamese refugees from North to South Vietnam. I am sure we were authorized an award which I think was called the Vietnamese Friendship Ribbon.

I've made periodic checks at exchanges and uniform shops during the past 13 years, but not one of them has had the Friendship Ribbon in stock. Now, checking the *Awards Manual*, I see no such ribbon listed.

Was such an award ever authorized? If so, and assuming I am eligible, how do I go about getting the ribbon?—S. A. K., YNC, USN.

• *You're probably thinking of the Vietnam "Ribbon of Friendship." However, if you want one, you'll have to call it something else. The Awards Manual lists the ribbon as the State of Vietnam Presidential Unit Citation. The "friendship" term is popular but unofficial, and could be misleading.*

The ribbon was awarded by the President of the then State of Vietnam to men (of specified U. S. ships and units) who took part in the evacuation of civilians from North and Central Vietnam during August and September 1954.

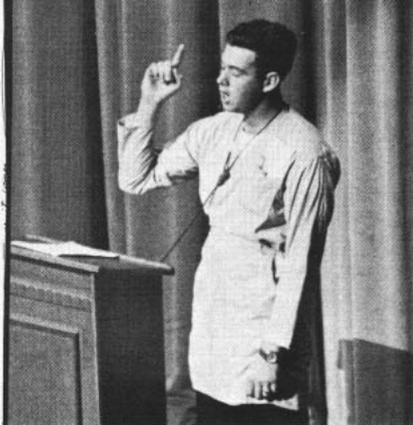
The insignia consists of a ribbon bar enclosed in a gilt frame. The ribbon is yellow and has three red stripes centered vertically.

It is not stocked by the Department of the Navy, but you should be able to find it in the uniform shop if you ask for the State of Vietnam Presidential Unit Citation.—ED.

Leave Us Call It a Day of Travel

SIR: Let's say a man stationed at the Naval Station, Washington, D. C., receives transfer orders to Nicosia, Cyprus. He will be traveling in a group whose itinerary directs departure from the local airport at 1700 hours on a specific date. Should our man, returning from leave, report to the airport after 0900 on the day of departure, will that day be chargeable toward leave or travel?—D. L. W., DK2, USN.

• *The day your man reports to the airport will be counted as a day of travel time since BuPers Manual, Article C-5317 (1), prescribes that travel time is charged in whole days. Two Articles later the Manual further states that any delay authorized in PCS orders which exceeds that time allowed for proceed or travel time is chargeable to leave.*—ED.



WINNERS' TOUCH of Dennis Risinger, AN, and George Johnston, SN, (right), shown during All-Navy Talent Contest.

The Winners: Navy Talent Contest

Talent is where you find it, and this year it was to be found at U. S. Naval Station, San Diego, where the All-Navy Talent Contest was held.

Scott Kunkel, ATN2, a Fifth Naval District entry, sang and strummed his way to first place honors. Kunkel, stationed at the Naval Air Station, Oceana, Norfolk, sang "Granada" and "Scarlet Ribbons" and accompanied himself on guitar before the audience of 2500 who attended the two-and-one-half hour show.

Kunkel, a former singer with Indiana University's Singing Hoosiers, was selected by a panel of judges from 17 acts which represented top talent in Navy commands throughout the world. The entertainment, from Chopin to monologues, reflected the varied interests and talent of the U. S. Navyman. It was a return performance for Petty Officer Kunkel, who participated in the last All-Navy Talent Contest, which was held in 1965.

Contestants for the 1967 All-Navy Talent Contest were selected following wins in naval district contests and auditions. All naval personnel on active duty were eligible to auditions in their respective naval districts.

Those Navymen stationed aboard ships participated in auditions and contests in naval districts at which their ships were located.

All-Navy first place runner-up was Dennis Risinger, AN, stationed aboard *uss Ticonderoga* (CVA 14). Risinger, who works in the ship's chaplain's office, performed a Chopin piano solo.

Second place runner-up was George M. Johnston, SN, stationed aboard *uss Ashtabula* (AO 51), who

delighted the audience with a comedy monologue depicting a boatswain's mate giving an orientation speech to Navy boots.

Stand-up comedian, Len Kemp, SN, from Cruiser-Destroyer Force Pacific, kept the show moving and the audience entertained between acts as master of ceremonies. Judges for the 1967 contest were Clive Pillsbury, 11th Naval District Special Services; Judge Earl Cantos, past president of Starlight Opera; Fahy Johnson, San Diego Armed Services YMCA; and Frank Close, drama and music teacher.

Winners of district contests who participated in the All-Navy Talent Contest were: Michael Lund, AA, vocalist from Naval Air Basic Training, Pensacola; Harry Fitzner, SN, dancer from NAS Barber's Point; Gary Van Sleet, LISN, guitarist and vocalist; Jim Lucas, DT1, Robert Chudalla, EN2, Glenn Price, SF1,

and Norman Galinbertii, Jr., SN, rock combo from *uss Ozark* (MSC 2); Dan P. Dutchak, DPSN, vocalist from Treasure Island; Ltjg Jerry Bullock and Ronald Kempinski, SN, instrumental duo from Patrol Squadron 56, NAS Norfolk; Wave Shirley Baugh, AA, vocalist from NAS Quonset Point; Herbert Reynolds, BM3, guitarist and vocalist from NAS Olathe; Clifford Bailey, AMS2, Paul DeLaney, AMHAN, Paul Nelson, SA, and Stanley Parker, AMH3, "The Variations" from NAS Whidbey Island; Charles Anderson, RM2, U. S. Coast Guard, bagpipe instrumentalist from Port Angeles; Edward Chesna, ADR1, guitarist and western singer from NAS Quonset Point; Russell Wurst, PN3, George Alexovitch, ADR3 and Richard Green, AA, "Stationkeepers Singers" from NAS Grosse Ile; and Russell Stringer, HM3, vocalist from St. Albans Naval Hospital.

TALENT CHAMPS (left to right) Scott Kunkel (first), George Johnston (third) and Dennis Risinger (second) are congratulated by CAPT A. R. Olsen of the San Diego Naval Station.—Photos of the contest by Deris Jeannette, JO3.



What's New With

THE PATH TO warrant and limited duty officer status is still open to enlisted men without a college degree. Within a few years, the Navy anticipates a corps of 5000 warrant officers and 3000 LDOs, with the accent on relative youthfulness as well as quality.

As no warrant officers were appointed between fiscal years 1961 and 1965, many senior enlisted personnel would not have been eligible for warrant status. Therefore, during the phase-in portion of the present warrant program (1966-68), the eligibility requirements which apply to warrants selected through fiscal year 1968 were expanded to include these conditions: Age, from 23 to 39 years; from six to 20 years' active service; in a rate from E-6 through E-9. Those in pay grade E-6 must have passed the E-7 examination.

However, things will be changed in fiscal year 1969 and subsequent years. In addition to the general eligibility requirements of citizen-

ship, physical qualifications and the like, these requirements must be met: Age from 23 to 31 years; from six to 14 years' active service; in pay grades E-6 and E-7. Those in pay grade E-6 must, of course, have passed the E-7 examination.

Note the differences between the present and future requirements: The age limit will be dropped from 39 years to 31, active service limitations will be dropped from 20 to 14 years.

The reasoning behind this shift is quite evident. To avoid possible injustice to those enlisted men who became eligible for warrant during the moratorium, the Bureau of Naval Personnel has made it possible for those qualified to make warrant at the present time. But when these men have had their chance, the eligibility requirements will be adjusted so that those who do make LDO will not face retirement shortly after they are promoted to lieutenant commander.

The first new warrant appointments were made in fiscal year 1966. As of 30 Jun 1967, approximately 2600 warrant officers had been appointed under the reestablished program. Current plans call for 700 appointments during fiscal year 1968, and 500 appointments annually for fiscal year 1969 and beyond.

Although age is a factor, quality is the overriding consideration. For example, the average age of those now serving as W-1 is 33.5 years; average length of service is 14.55 years. However, 127 have served 10 years or less; 287 have served 18 years or more. In other words, the selection boards have chosen the best qualified candidates, regardless of age.

So much for the frame of reference. Now for the meat of the matter, which is described in detail in BuPers Inst 1120.18M.

Three Regular Navy programs (warrant officer, limited duty officer and medical service corps) which do not require a college education but which lead to a commission are open to enlisted personnel.

There are two warrant officer programs—temporary and permanent. Men will be appointed to W-1 (temporary). For procedures required for making permanent status, see Article C-1302, *BuPers Manual*. Women selected for warrant officer status will be appointed to W-1 (permanent).

The limited duty officer program was formerly open to USN enlisted personnel. Now, however, appointments under this program will be limited to commissioned warrant officers serving in grades W-2 and W-3. This phase of the program will begin in fiscal year 1969 and it will include only those warrants originally appointed after calendar year 1964. Initial appointment will be to ensign, temporary, USN.

BuPers Inst. of the 1120.15 series describes the requirements and procedures for appointment to commissioned status in the Medical Service Corps. Appointments will not be

Warrant Officers Are as Old as the Navy

circa 1830



1913



1968



Warrants and LDOs?

made to the Medical Service and Dental Service warrant ranks.

If they wish to do so, HMs and DTs may apply in areas other than medical and dental in which they consider themselves qualified. However, they will be competing for selection with men who have had many years of practical experience in that technical field. As a rule, and all other things being equal, they will do much better to participate in the Medical Service Corps program under the provisions of BuPers Inst 1120.15 series.

Laws and regulations governing appointment, retirement and career matters may be found in the *Officer Fact Book* (NavPers 15898).

Eligibility Requirements (Warrant)

Applicants for appointment under the warrant officer program must meet these general eligibility requirements:

Source—USN enlisted personnel serving in pay grades E-6 and E-7 may apply. If you are a petty officer first class, you must have served in that rate for at least one year on 1 October of the year in which you make application.

Citizenship—You must be a citizen of the United States.

Age—You must be at least 23 years old but not have reached your 31st birthday as of 1 July of the calendar year in which application is made.

Service—You must have completed at least six years but not more than 14 years of active naval service (including Marine Corps, and Coast Guard when operating as a part of the Navy), exclusive of active duty training in the Naval, Marine Corps or Coast Guard Reserve, on 1 July of the calendar year in which application is made.

You must be serving in the Regular Navy on the date you submit your application.

Education—You must be a high school graduate or hold the service-accepted equivalent as defined in *BuPers Manual*, Article D-2103.

Endorsement—You must be rec-

ommended by commanding officer.

Physical—You must be physically qualified in accordance with the *Manual of the Medical Department*. Defective color perception is disqualifying for appointment in designators 713, 714, 723, 724, and 733 and waivers are not granted.

Physical examinations will not be given candidates when they apply. Instead, physicals will be requested at a later date when you are selected for appointment.

You must be physically qualified before an appointment will be offered. In the past, altogether too

many applicants have been found unqualified because of overweight. If you plan to apply, better start trimming the waistline now. If you think you may be overweight, better check the *BuPers Manual*, Article C-7703. (The November 1967 issue of ALL HANDS, pp 32-34, will help you to overcome this crisis.)

Dependency and Parenthood (Women)—Women applicants for the warrant officer program must meet the dependency requirements set forth in Article C-1102(2) of the *BuPers Manual*.

Discipline—You must have no rec-

Paths of Advancement to WO and LDO

Enlisted Rating	Warrant Officer Category and Designator	LDO Category and Officer Designator
BM, QM* SM*	Boatswain (713x)	Deck (600x)
QM* SM* RD* ST* RM*	Operations Technician (714x)	Operations (601x)
GMM, GMG, GMT* GM	Surface Ordnance Technician (723x)	Ordnance (615x)
FT* MT	Ordnance Control Technician (724x)	Ordnance (615x)
TM, MN	Underwater Ordnance Technician (733x)	Ordnance (615x)
LI, YN, PN, PC, JO*	Ship's Clerk (782x)	Administration (620x)
DP	Data Processing Technician (783x)	Data Processing (623x)
MU	Bandmaster (785x)	Bandmaster (626x)
OM, IM, MR, MM, BT, BR, EN	Machinist (743x)	Engineering (630x)
DC, SF, ML, PM	Ship Repair Technician (774x)	Hull (635x)
IC* EM*	Electrician (754x)	Electrician (637x)
RD* ST* RM* ET, DS, EM*	Electronics Technician (766x)	Electronics (640x)
IC* FT*		
CT	**Communications Technician (764x)	Cryptology (646x)
ABE, ABF, ABH, AB	Aviation Boatswain (760x)	Aviation Operations (660x)
JO* PH, DM* PT*	Photographer (831x)	Photography (663x)
AG	Aerographer (821x)	Meteorology (665x)
AO, GMT*	Aviation Ordnance Technician (721x)	Aviation Ordnance (670x)
AX, AT, AQ, AE, TD	Aviation Electronics Technician (761x)	Avionics (680x)
ADJ, ADR, AME, AMH, AMS, PR, AZ, AD, AM, AS	Aviation Maintenance Technician (741x)	Aviation Maintenance (685x)
AC	Aviation Control Technician (745x)	Aviation Control (661x)
PT*	Air Intelligence Technician (762x)	Air Intelligence (662x)
SD, CS, SH, SK, AK, DK	Supply Clerk (798x)	Supply (370x)
DM* BU, SW, EA, CE, UT, EO, CM	Civil Engineer Corps Warrant (849x)	Civil Engineer (570x)

* Normal path in more than one category

** Only CT ratings may apply in this category

ord of conviction by general, special or summary court-martial nor conviction by civil court for any offense other than minor traffic violations for the two-year period preceding 1 July of the calendar year in which you apply.

Designator Codes—You may not make application in more than two officer designator codes in a given year.

Examination—All applicants will be required to take the officer selec-

tion battery examination. This test consists of eight parts: Verbal analogies, arithmetical reasoning, mechanical comprehension, naval knowledge, english, mathematics, science and history/social science. See page 00 for recommended study materials.

If you are an E-6, you must complete all performance tests, practical factors, training courses and service schools required for the next higher rating and must successfully compete

in the August E-7 examination. Those whose advancement to CPO has been authorized need not participate in the E-7 exam.

Active Duty—You must be on active duty at the time your application is considered by the selection board and, if selected, must remain on active duty until your appointment is offered.

NESEP students or selectees are not eligible.

A sample letter of application for

Qualifications and Duty Stations Set for WO Data Processing Technicians

Qualifications for Warrant Officer Data Processing Technician (783X) have been issued by means of BuPers Notice 1440 of 21 Nov 1967. Applications for this new category of

warrant officers have been solicited for consideration by the February in-service procurement selection board. It offers positions in pay grades W-1 through W-4.

Data processing technicians will serve as operational and technical specialists in the automatic data processing branch of the Navy's field of management.

In the field—aboard ships, on staffs, and at shore stations—the DPTWOs will act as data processing system administrators, machine processing officers, and systems analysts. As such they will serve as technical advisors, informing their commands of the system's capabilities, its limitations and the reliability of the modern data processing equipment.

The term "automatic data processing" relates to the processing of data for naval operations and management, including tactical, strategic, scientific, business and logistics uses. The automatic data processing equipment used by the DPTWOs includes electric accounting machines (EAM), general purpose digital computers (EDP), and all peripheral equipment used in relation to DP operations.

Most, if not all of the DPTWOs, are former enlisted data processing technicians first class and chiefs, or individuals who served in the former machine accountant rating, forerunner of the DP rating.

The *Manual of Qualifications for Warrant Officers*, NavPers 18455A, contains general and professional qualifications for the new Data Processing Technician category. It should be referred to by those persons interested in obtaining a DPT warrant appointment, or when referring to warrant officer assignments and rotation, and career planning in all WO categories.

Billets for WOs in Data Processing

For a look at the type of duty that awaits the data processing technician warrant officer, here are listed some

representative billets, together with the warrant category necessary to fill them:

Grade	Title*	NOBC*	Activity**
W-1	Data Processing Systems Administrator	2628	AS, AD, AR, CVA, CVS, LPH
	Machine Processing Officer	2630	NSD, NAS, FLTCOMPUTERPROGCEN
	Data Processing Systems Analyst	2635	OPCONCENTER, NAVCOSSACT, BUPERS, FLTWKSTUDYGRP, FLTASTGRP, PAMI
W-2	Data Processing Systems Administrator	2628	CVA, CVS, AS, FIC
	Machine Processing Officer	2630	NAS, ASO, FIC, NSD
	Data Processing Systems Analyst	2635	FLTASTGRP, EXAMCENTER, ASO, FLTWKSTUDYGRP, FINANCE CENTER
W-3	Data Processing Systems Administrator	2628	TYPE CDR STAFF, SECURITY GRP, FLTCOMPUTERPROGCEN, FINANCE CENTER
	Machine Processing Officer	2630	TYPE CDR STAFF, BUPERS, PAMI, NAVCOSSACT, EXAMCENTER, ASO, DIA ACTIVITY, FINANCE CENTER
	Data Processing Systems Analyst	2635	PAMI, BUPERS, OPCONCENTER, NAVCOSSACT, FLEET STAFF, EXAMCENTER, DIA, FAGLANT
W-4	Data Processing Systems Administrator	2628	TYPE CDR STAFF, SECURITY GRP, FLTCOMPUTERPROGCEN, FINANCE CENTER
	Machine Processing Officer	2630	BUPERS, PAMI, FLEET STAFF, NAVCOSSACT, OPCONCENTER, EXAMCENTER, ASO, DIA.
	Data Processing Systems Analyst	2635	OPCONCENTER, BUPERS, PAMI, NAVCOSSACT, FLEET STAFF, EXAMCENTER, FAGLANT, FLTWKSTUDYGRP

* These Naval Officer Billet Code titles and codes are under study for possible revision.

** Abbreviations:

FLTCOMPUTERPROGCEN—Fleet Computer Program Center
OPCONCENTER—Operational Control Center
NAVCOSSACT—Naval Command Systems Support Activity

FLTWKSTUDYGRP—Fleet Work Study Group
FLTASTGRP—Fleet Assistance Group
DIA ACTIVITY—Defense Intelligence Agency
FIC—Fleet Intelligence Center
FAGLANT—Fleet Assistance Group Atlantic

both warrants and LDOs is included in BuPers Inst 1120.18M.

Eligibility Requirements (LDO)

Eligibility requirements for appointment under the limited duty officer program are much simpler. Briefly, to qualify, you must be a male warrant officer, temporary or permanent, and serving in grades W-2 or W-3 at the time of application.

You are not restricted to any one designator. You may apply for any category for which you consider yourself best qualified.

Applications must be submitted to reach the Bureau of Naval Personnel between 1 November and 10 January.

Training (Warrant)

Those candidates selected for appointment in the line (less aviation) will receive a course of indoctrination at the Naval Schools Command, Newport, R. I. Those selected in the aviation categories will be ordered to Naval Air Station, Pensacola.

Supply clerk candidates will be ordered to six months' training at the Navy Supply Systems Command School, Athens, Ga. A course in officer indoctrination is included.

Candidates selected for appointment in the Civil Engineer Corps will be ordered to the Naval Schools Command, Newport. They will then be ordered to an additional two months' training at Naval School, CEC Officer, Port Hueneme, Calif.

Upon completion of your indoctrination course, you may expect to be ordered to a ship or activity where you will be employed in your specialty. Representative billets are listed in the *Officer Fact Book* and the *Warrant Officer Qualifications Manual* (NavPers 18455A).¹¹

You may expect to be appointed at your current duty station.

Training (LDO)

You will be commissioned at your current duty station. You will not be required to undergo training in connection with your appointment.

You may expect to be ordered to a ship or activity in which you will be employed in your specialty. Billets are listed in the *Officer Fact Book* and the *Limited Duty Officer Qualifications Manual* (NavPers 19564A).

Recommended Study Lists for WO Applicants

Navy Text and Correspondence Course

Text

Naval Orientation, NAVPERS 16138E

Correspondence Course

Naval Orientation, NAVPERS 10900-A

USAFI Courses

History and Social Studies

American History I

F 200 *The Making of Modern America* (text)

F 200.1 Study Guide

American History II

F 200 *The Making of Modern America* (text)

F 201.1 Study Guide

World History I

E 202 *The History of Our World* (text)

E 202.1 Study Guide

World History II

E 202 *The History of Our World* (text)

E 203.1 Study Guide

World Geography I

C 225 *The Wide World* (text)

C 225.1 Study Guide

World Geography II

C 225 *The Wide World* (text)

C 226.1 Study Guide

Principles of Economics I

C 453 *Economics: An Introduction to*

Analysis and Policy (text)

C 453.1 Study Guide

C 453.3 *Economics, Analysis and Policy,*

Background Readings for Current

Issues (supplementary text)

Understanding American Government I

E 220 *Understanding Our Government* (text)

E 220.1 Study Guide

American Government I

E 475 *Government by the People* (text)

E 475.1 Study Guide

E 475.3 *Basic Issues in American Democracy*

(supplementary text)

American Government II

E 475 *Government by the People* (text)

E 476.1 Study Guide

E 475.3 *Basic Issues in American Democracy*

(supplementary text)

Science

Biology I

E 250 *Modern Biology* (text)

E 250.1 Study Guide

Biology II

E 250 *Modern Biology* (text)

E 251.1 Study Guide

Physics I

D 290 *Modern Physics* (text)

D 290.1 Study Guide

Physics II

D 290 *Modern Physics* (text)

D 290.1 Study Guide

Survey of Physical Science I

B 512 *Fundamentals of Physical Science*

(text)

B 512.1 Study Guide

Survey of Physical Science II

B 512 *Fundamentals of Physical Science*
(text)

B 513.1 Study Guide

General Science I

E 275 *Science* (text)

E 275.1 Study Guide

General Science II

E 275 *Science* (text)

E 276.1 Study Guide

General Chemistry I

E 285 *Elements of Chemistry*

E 285.1 Study Guide

General Chemistry II

E 285 *Elements of Chemistry*

E286.1 Study Guide

English

Advanced Composition I

C 108 *Guide to Modern English* (text)

C 108.1 Study Guide

C 108.2 Workbook

Mathematics

General Mathematics I

C 151 *Mathematics to Use* (text)

C 151.1 Study Guide

SP-1 Compass

SP-2 Graph Paper

General Mathematics II

C 151 *Mathematics to Use* (text)

C 152.1 Study Guide

SP-1 Compass

SP-2 Graph Paper

Beginning Algebra I

E 164 *Modern Algebra, Book I*

E 164.1 Study Guide

SP-2 Graph Paper

SP-5 Ruler

Beginning Algebra II

E 164 *Modern Algebra, Book I*

E 165.1 Study Guide

SP-2 Graph Paper

SP-5 Ruler

Geometry I

D 176 *A Course in Geometry, Plane and*
Solid (text)

D 176.1 Study Guide

Geometry II

D 176 *A Course in Geometry, Plane and*
Solid (text)

D 177.1 Study Guide

Trigonometry

C 188 *Trigonometry* (text)

C 188.1 Study Guide

USAFI Subject Standardized Tests and

End-of-course Tests

Beginning Algebra 1, SB 164.7 (H.S.)

Understanding American Government 1, SA
220.7 (H.S.)

Advanced Composition 1, SA 108.7 (H.S.)

American History 1, SA 200.7 (H.S.)

World History 1, SA 202.7 (H.S.)

Physics 1, SA 290.7 (H.S.)

Biology 1, SB 250.7 (H.S.)

Principles of Economics 1, SA 453.7 (Col.)



AIMD Aims to Provide Top Aircraft Maintenance Afloat

One by one, carriers of the Seventh Fleet are replacing their V-6 Divisions and Intermediate Maintenance Activities with a new concept in aircraft maintenance—the Aircraft Intermediate Maintenance Department (AIMD).

Recently one such change took place aboard *uss Yorktown* (CVS 10) when the ship's V-6 Division and the Intermediate Maintenance Activity (IMA) bowed out to progress—and the Aircraft Intermediate Maintenance Department was established.

Under previous directives, the responsibility for the operation of the Intermediate Maintenance Activity (which basically had duties of checking, testing and repairing removed aircraft components) was vested in the Air Anti-Submarine Group Commander and his Maintenance Officer when the group was embarked. The V-6 Division, in addition to assisting in the operation of the IMA, was responsible for the maintenance of facilities and installed test equipment as well as ground support equipment when the air group was ashore. Unfortunately, the lack of continuity in the existence of the IMA as the group embarked or disembarked was most ineffective, according to maintenance experts, particularly during short at-sea periods.

The AIMD is the answer. A nucleus of officers and men qualified in intermediate maintenance will be aboard at all times to provide continuity of effort. They will be augmented by squadron personnel when the group is embarked. When in full operation, in *Yorktown* as well as all other carriers of the Fleet (except the training carrier at Pensacola), aircraft maintenance afloat will be on a par with that received ashore.

STRETCH IT—Camera lens gives an elongated view of *USS Oriskany*, emphasizing the ship's big role off Vietnam.—Photo by N. Crowe, PHC.



New Life for Hancock

One of the older active carriers is near the end of a yard period designed to give her new life. *uss Hancock* (CVA 19), in drydock at the San Francisco Naval Shipyard, is receiving repairs to her flight deck, central air-conditioning, a salt water evaporator, and general repair and maintenance work on her hull and interior frames.

Built 23 years ago, *Hancock* is a veteran of Pacific-area action. She completed three cruises in the Vietnam combat zone, and in December 1966 had the distinction of winning a second Navy Unit Commendation (her first was awarded during World War II).

Hancock was commissioned in April 1944. Following a brief shake-down cruise, she was sent directly to the South Pacific where she participated in major campaigns between October 1944 and the end of the war. During one day alone, *Hancock* launched 156 sorties against enemy-held Okinawa.

Hancock was among the first ships to strike against the Japanese mainland, and by war's end had been credited with destroying hundreds of enemy aircraft. The Navy Unit Commendation and four battle stars were among her awards.

Hancock was placed in mothballs and in December 1951 began modernization. She was fitted with steam catapults and a hurricane bow, and was recommissioned in 1954. Two years later, *Hancock* received an angled flight deck.

Work on *Hancock* now underway in San Francisco is expected to be completed in April.

Push-Button Lubrication

Naval Research Laboratory chemists have made the lubrication of small arms weapons as easy as pressing an aerosol button atop a tin can.

Considered a breakthrough in lubricants by its inventors, the fine spray preservative is composed of a wax-like substance which is highly water repellent.

A single spray application can penetrate tight assembly areas, such as those of the M16 submachine gun, thus minimizing the disassembly of many small arms weapons, according to NRL reports.

Colorless, the spray has no disagreeable odor, and is not messy.

A MODERN TRADITION: Navy's Lone Gray Eagle

When Admiral Charles D. Griffin, USN, retired last month, he relinquished command of all the Allied forces in southern Europe, and one Gray Eagle. He passed the Gray Eagle Trophy, traditionally held by the naval aviator who has been gold-winged the longest, to Vice Admiral Alexander S. Heyward, Jr., USN. Admiral Heyward is presently Chief of Naval Air Training.

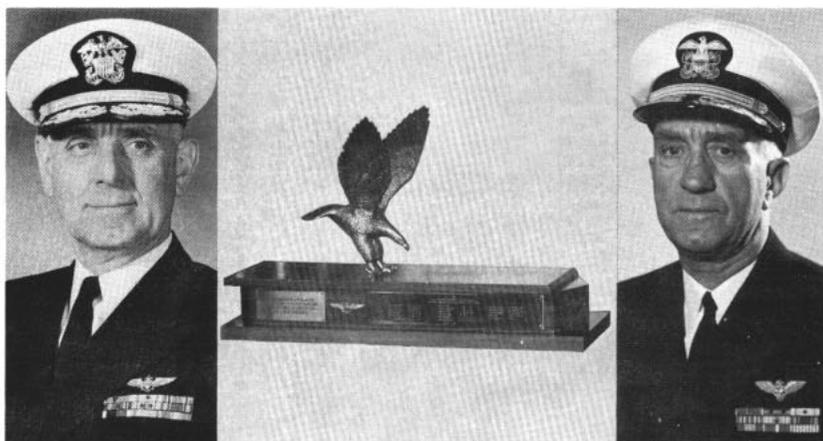
The Gray Eagle Trophy was first awarded in early 1961, but the idea of identifying the active duty naval aviator with the earliest date of designation has been kicked around in wardroom discussions for many years.

One day Vice Admiral G. W. Anderson and Admiral C. R. Brown officially made a suggestion to the Deputy Chief of Naval Operations (Air). They proposed that "It be determined from official records who, at all times, is the senior aviator in point of service in flying; that a baton or similar token be awarded him and that, with due ceremony, this symbol be handed on down to the next man with the passing years."

The idea gathered support as it passed among the Navy's senior flyers, but the form the award would take, and its name, continued to be the subject of much discussion. The "token" was first proposed to be a cup, then a statuette, a medal, and a plaque. Proposed titles also varied and for awhile "Bull Naval Aviator" was the prevailing choice, but was discarded.

The award finally selected was a trophy depicting a silver eagle landing into the arresting gear of a wooden model of the Navy's first aircraft carrier, *uss Langley* (CV 1). The trophy carries the inscription "The Venerable Order of the Gray Eagle," and is subtitled "The Most Ancient Naval Aviator on Active Duty." There is space on the trophy to engrave the names of all previous holders of the honor. Attention is also invited to the fact that the reward is made "In recognition of a clear eye, a stout heart, a steady hand and daring defiance of gravity and the law of averages."

With proper ceremony, the trophy was first presented to Admiral C. R.



VADM Alexander S. Heyward, Jr., USN
New Gray Eagle

ADM Charles D. Griffin, USN
Retiring Gray Eagle

Brown at the Naval Aviation Anniversary Ball on 25 Jan 1961. During the ceremony, miniatures of the trophy were presented to the nine previous Gray Eagles, or to their survivors.

Since Admiral Brown, seven aviators, including Admiral Heyward, have held the trophy.

The retiring Gray Eagle has been an aviator since 6 Jun 1930. Admiral Griffin's major assignments at sea included command of the carriers *uss Croatan* (CVE 25) and *Oriskany* (CVA 34), Carrier Division Four, and the U. S. Seventh Fleet.

Vice Admiral Heyward received his aviator designation in 1932. The

Langley model which makes up part of the Gray Eagle Trophy should be familiar to him, as he served a year aboard her with Fighting Squadron Three.

He flew patrol planes in support of naval operations during the capture and occupation of French Morocco in 1942-43; later, he participated in the Okinawa and Iwo Jima campaigns in the Pacific.

His sea commands included the seaplane tender *uss Timbalier* (AVP 54), the carrier *Lexington* (CVA 16), and Carrier Division Five. He served as Deputy Chief of Naval Personnel before assuming his present duties at Pensacola, Fla.

Carriermen of *USS Saratoga* (CVA 60) and *USS America* (CVA 66) honor the Gray Eagle.





GOLDEN KNIGHTS—A member of the Army's parachute team aims for target during precision jump exhibition.

IT USED TO TAKE as long as 24 months to make an accurate map from an aerial photograph. Today, however, that time is reduced to 24 hours through the use of a new automatic map-making device recently unveiled by the U. S. Army Corps of Engineers.

Named the Universal Automatic Map Compilation Equipment (UNAMACE), the system enables the Army to produce maps faster and with greater accuracy than was ever achieved through the previous manual method of making maps.

The major elements of the automatic system consist of highly sensitive instruments which scan aerial photographs and transfer the information, however minute, to a printed topographic image.

UNAMACE was developed by five engineer-scientists who work at the U. S. Army Engineer Research and Development Lab, Ft. Belvoir, Va.

★ ★ ★

HERE ARE SOME developments over the past several months by the Air Force Systems Command which are of particular interest to the Navy audience. Reported in a roundup of technical and research achievements, they include:

- A new, compact 7.62-mm gatling-type minigun for use in South Vietnam. These miniguns have an electrically powered reloading system and larger ammunition capacity than the original guns they replaced. Three of the six-barreled miniguns firing through gunports in the side of the modified C-47 *Dragon Ship* transports have a combined rate of fire of 18,000 rounds per minute.

- A new stick-on patch, devised by engineers at the command's Air Force Materials Laboratory, Wright-

Patterson AFB, Ohio, has made possible the rapid repair of small holes in airplanes caused by enemy small arms fire in Vietnam. It comes in convenient, ready-to-mix kits, including an epoxy resin and curing agent, and costs only about a dollar per kit.

- Polyurethane foam—originally used in racing cars at the Indianapolis "500"—has been successfully adapted by the Aeronautical Systems Division for use in aircraft fuel tanks. Installed in the fuel tanks of combat aircraft in Vietnam, the new material will greatly reduce fire and explosion hazards in the event of a direct hit on the tank by machine gun tracer bullets or other incendiaries, as well as suppress slosh in the tanks during flight.

- The Air Force Systems Command has started a program called Operation Shed Light, its purpose being to devise more reliable and accurate means of tactical weapons delivery in any weather, around the clock, in limited war actions. The concerted effort is being carried out largely through research and development resources of the command.

- An all-metal payload shroud—for Air Force *Titan III* booster vehicles—was recently revealed. The shroud protects sensitive instrumentation of scientific payloads during launch and flight through the earth's atmosphere. Once through the atmosphere, it separates into three sections and is jettisoned.

- The Air Force Western Test Range has acquired a two-man sub. Its job is to help locate reentry vehicles fired from Vandenberg AFB, Calif., into the area of the Eniwetok Atoll. The submarine arrived at the Western Test Range approximately one year ago.

★ ★ ★

IN THE FROZEN SEA north of Canada and Alaska, the U. S. Coast Guard icebreaker *Northwind* (WAGB 282) plunged and crunched her way until the Navy's scientific research station on ice island T-3 was only 42 miles away.

There she stopped. Extremely heavy ice and the advancing winter season made it inadvisable to try to go further north. To add to her difficulties, a quarter-inch crack developed in her hull.

The diesel fuel and other cargo which *Northwind*



BATTLE GRAY paint covers the Coast Guard Cutter *Point Young* as the 82-footer surveys Phu Quoc Island shore.

carried so close to T-3 had to be flown to its destination.

Although *Northwind* did not reach her goal, she did, according to the Coast Guard, establish a record for northern penetration of Arctic West by a U. S. surface ship.

The vessel reached a point 79 degrees, 25.5 minutes north latitude and 168 degrees 01 minute west longitude—about 630 miles from the North Pole. A previous record had been set in 1962 by USCGC *Burton Island* (WAGB 283) while operating under the Navy.

Northwind's Arctic record was possible because the ice above Europe and Asia had reached far enough south to relieve the pressure above Alaska and Canada.

It was a classic case of one man's meat being another's poison, however. The condition which enabled *Northwind* to set a record for northward penetration in Arctic West was the same condition which prevented the ice-breakers *Edisto* (WAGB 284) and *Eastwind* (WAGB 279) from circumnavigating the Arctic.

★ ★ ★

ELIGIBILITY REQUIREMENTS for the Combat Readiness Medal and the Combat Crew Member Badge have been altered to include men in all combat ready units. This change will include a majority of Military Airlift Command pilots flying with transports to Southeast Asia.

The medal and badge formerly were awarded only to members of units assigned to flying operations in Southeast Asia; to those maintaining war mission alert; or to units flying armed weapons systems.

The new criterion for award of the Combat Readiness Medal requires four years service as a combat ready crewmember. All qualifying service since 1 Aug 1960 can be counted toward the first award and time can be carried forward when a man is transferred from one combat ready unit to another.

The Combat Crew Member Badge, which may be worn on the uniform itself, will be authorized for eligible crewmembers only as long as they are assigned to combat ready units. Upon transfer to a non-combat ready unit, or staff position, badge is no longer authorized.

★ ★ ★

AIR FORCE CREWS flying in Southeast Asia are now equipped with a new type of body armor and special helmets for protection against enemy ground fire.

The unusual body armor, which covers the back and chest, is made of a tough ceramic material lined with nylon. The lining prevents pieces from flying off the shield when it is struck by small arms fragments.

The new protective headgear is called a ballistic helmet. The shell is fabricated from nylon laminated with a synthetic resin, and is worn with an energy-absorbing liner.

Both the armor and protective helmets are used by crewmen exposed to enemy small arms fire during rescue, defoliation and ground support missions on C-123 and C-130 transports and HH-3E copters.

The armor was developed by the Air Force Systems Command after crews in Vietnam complained they were vulnerable to small arms fire from the ground. Additional armor which may resemble the gear worn by a hockey goalie is being designed to protect the legs of



HOVERING STANDBY—An Air Force *Huskie* hovers over runway in Southeast Asia with fire suppression unit.

crewmembers who must stand in the doorways of helicopters during rescue operations.

The ballistic helmets, designed by the Army, were modified for Air Force use and sent to Vietnam for testing early last year. The headgear has since been proved effective. For example, during one helicopter rescue mission, an aircrewman was hit by shrapnel that crunched against his ballistic helmet and knocked him down. He was not injured.



ARMY ARTILLERYMEN shove projectile into 175-mm gun during fire support of Marine operations in the DMZ.

THE BULLETIN BOARD

Pro Pay Pointers Are Spelled Out in New Instruction

THE BASIC DIRECTIVE on the administration of proficiency pay, revised for the first time in several years, again points out continuing change in the awards program.

BuPers Inst 1430.12G incorporates all the changes that have been made in Navy administration of pro pay during recent years, lists ratings and NEC codes authorized to receive the extra money, and helps to clarify certain points that have caused confusion.

It's made clear, for example, that men who are assigned to commissioning details may continue receiving their pro pay if otherwise eligible. Those who are assigned temporary duty away from their pro pay billets may also receive awards if they continue to use the skills on which the pro pay is based.

The directive also defines conditions under which you may receive awards if not actually serving in a command-authorized pro pay billet. If you're attending a school which relates directly to your pro pay specialty, for example, or are in training for some assignment in that specialty, you may be allowed to continue the awards.

Also, in certain instances, pro pay may be awarded from the time your commanding officer certifies you are qualified, rather than at some later date after the Bureau of Naval Personnel has recorded your award.

As authorized by the Secretary of Defense, proficiency pay is administered on the basis of two award categories, Specialty Pay and Superior Performance Pay. Before discussing award procedures and amounts, it's important to understand the basic intention of the special awards program.

First, don't let the term "proficiency pay" mislead you. Those who receive the extra money are not necessarily more proficient in their respective job fields than those who do not.

As defined by the laws which established it, proficiency pay is a general term describing the special

LTJG P. McVay, USNR



"No, Harris. We use the other end of the wrench to remove bolts."

form of extra monthly pay awarded under the Proficiency Rating Method. Congress calls it proficiency pay, and that's the official term used in directives on the subject. It would take an Act of Congress to change the name to something that more accurately describes the program, such as "career incentive pay," or "special incentive awards."

Since it was first awarded in 1958, a major objective of pro pay has been to provide a special incentive for the retention in service of highly trained men, particularly those in technical fields and critically undermanned ratings.

The idea of incentive pay for retention is not a new one. The Navy has used different forms of incentive pay for more than 50 years, primarily to retain those in critical skills or hazardous occupations. For example, extra money for submariners is helpful in retaining the number of volunteers needed. Awards of sub pay should not indicate any comparison of relative importance between a submariner and a destroyer-man, for example, whose take-home pay may be less. The application of pro pay is basically the same.

Specifically, the awards money is authorized for men in ratings and skills in which large amounts of Navy training money have been in-

vested, and in which manpower shortages exist. The Navy has trained its technicians to become proficient, and doesn't want to lose them. If more money, in the form of pro pay, will keep these men in service, the Navy would much rather pay them than lose them.

The misleading implications of the term "proficiency pay" became more apparent during fiscal 1961 when awards were first granted automatically. Now, with most awards based on true proficiency within any given rating or NEC, skill is not formally tested.

The procedures used in deciding which ratings and NEC skills may be authorized for pro pay are necessarily complicated. The Department of Defense requires that all the services cooperate under terms of the over-all Proficiency Rating Method, and draw up comparative lists of all skills. The Army, Navy, Air Force and Marine Corps nominate individual skills, based on manpower shortages, low reenlistment rates, low manning levels and high costs of training.

The actual planning for any given fiscal year begins in the Bureau of Naval Personnel about 12 months ahead of time. Researchers in BuPers figure training costs and periods, then make comparisons with regard to personnel availability and Navy requirements.

The level of monthly pro pay set for any given skill is determined by its standing on the comparative listing. Those at the top of the list are recommended for P-3 (\$100). Working down the list, P-2 (\$75) awards are figured, then P-1 (\$50).

The Navy's recommended list is then forwarded to the Department of Defense for review. Since DOD controls the money allotted for each pro pay year, it must approve each specific pro pay rating and NEC skill. If the Navy is asking too much, some ratings or NECs may be deleted from the recommended list.

The two award categories for Navy pro pay generally serve the

same purpose, but have different administrative guidelines.

In order to receive Specialty Pay P-1 \$50, P-2 \$75 or P-3 \$100, you must meet set eligibility requirements, in addition to assignment in one of the rating/NEC codes listed on page 00. You must:

- Be a career petty officer (E-4 through E-9) on active duty other than active duty for training. By definition, "career" means "has served, or is obligated to serve, seven or more years' active duty." Service in all branches of the armed forces, including Coast Guard, may be used in computing active service.

- Be recommended for pro pay by your commanding officer.

- Have completed at least 24 months of active service, which, if it includes any period of active duty for training, must be consecutive service. (Active service in any branch of the armed forces may be used to meet this requirement.)

- Have a minimum of six months' continuous active Navy service immediately before the award of pro pay. If you are discharged, you must reenlist on board within 24 hours in order to maintain pro pay eligibility. If you do not reenlist within 24 hours, you must complete at least six months' active duty on any new enlistment later.

It is noted that retired personnel, Fleet Reservists and members of Reserve components may be eligible for Specialty Pay only while serving under an effective active duty agreement, and if otherwise eligible as specified above.

With regard to assignment within one of the authorized military specialties, BuPers Inst. 1430.12G is specific in its elaboration. The directive states that only those who are "considered qualified in an authorized military specialty and are assigned to and serving in an authorized military specialty billet reflected on the command's Manpower Authorization, and utilizing the skills of the military specialty," may be awarded pro pay. A billet is considered to be on the command's Manpower Authorization as of the date its establishment is approved by the Chief of Naval Operations.

You need not necessarily be in a billet for your pay grade, but you must be serving in a billet identified

by the skill for which the award is authorized.

Note here that the *Manual of Qualifications for Advancement in Rating* (NavPers 18068 series) shows a number of ratings compressed at the E-8/E-9 level. The compressed ratings are not listed in the *Manual of Navy Enlisted Classifications* (NavPers 15105 series) as NEC source ratings. Therefore, men involved in rating compression do not lose their previously assigned NECs. For example, a senior chief (E-8) interior communications technician with the NEC code IC-4724 who advances to master chief (E-9) electrician's mate under rating compression, may, if otherwise qualified, retain his IC-4724 code and be eligible to draw pro pay.

The *Classifications Manual* also contains a code relationship index which defines principal, component and related NECs.

If you are in the process of converting to another rating under an authorized conversion program, you may be eligible for the award of pro pay if assigned an eligible pro pay NEC and assigned to an authorized corresponding billet.

However, if the rating to which you are converting is eligible for pro pay on a rating-wide basis, you may not draw the extra money until the change in rating is actually effected. (For example, a BM1(ET) 1599/1539 may be eligible for pro pay if assigned to an NEC 1539 billet. However, a BM1(ET) 1599/000 is not eligible for pro pay until the

NOW HERE'S THIS

These Non-Cavities Demand Exploration

Dentists at Great Lakes were somewhat startled when they examined recruit dental records of the past 10 years. Of the thousands who had marched through the Naval Training Center there, each with several cavities, there were some 360 who had none whatsoever when they reported to duty.

Why, the dentists asked, should those few be so lucky?

On the part of some, it turned out, it was simply a matter of drinking fluoridated water and taking excellent care of their teeth.

However, in attempting to establish a pattern of dental perfection, researchers discovered that a large proportion of the new Navy men with few, if any, cavities came from the small farming communities of northwestern Ohio.

Since Navy dentists find it necessary to fill an average of 12 cavities in the teeth of each recruit, they decided it would be most helpful if everyone were to have whatever it was that kept northwestern Ohioans free from dental cavities.

Fluoride in drinking water, they decided, was not sufficient reason for the phenomenon. Many of the recruits with superior teeth came from small farming communities where people eat home-grown food and drink water with a high mineral content. It seemed probable, therefore, that chemicals absorbed by vegetables grown in the local soil and nourished by the water of northwest Ohio might account for the recruits' cavity-free teeth.

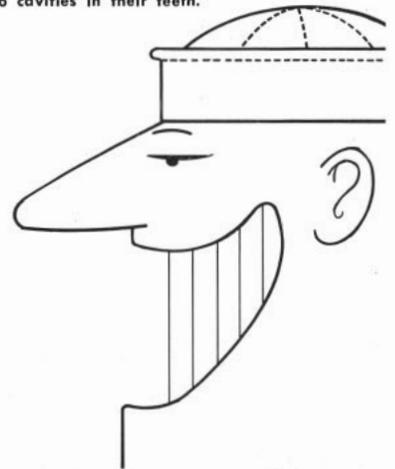
To test the theory, the Office of Naval Research is sponsoring controlled experiments in

the cavity-less section of Ohio. Researchers are analyzing the local water and food products and growing vegetables there.

The locally grown food is then cooked in local water or fed in raw form to animals to determine what, if any, dental benefits result from the special diet.

Although the experiments are being conducted in northwestern Ohio from which area many of the dentally superior recruits at Great Lakes originate, it appears that other areas may share the same benefits.

Examination of dental records also showed that several Navy men who reported for duty at Great Lakes from west central Florida and the northeastern portion of South Carolina had no cavities in their teeth.



rating of ET is assigned to him.)

The requirement that you be assigned to and serving in a billet reflected on the Manpower Authorization may be waived while you:

- Attend a formal course of instruction directly related to your pro pay specialty while on duty, temporary duty, or temporary additional duty under instruction.

- Attend a formal course of instruction required to qualify you for special assignment in your specialty while on duty, temporary duty, or temporary additional duty under instruction.

- Serve on permanent change of station, temporary duty, or temporary additional duty while assigned to a precommissioning or recommissioning detail.

- Are assigned temporary duty or temporary additional duty which requires the use of skills on which pro pay is based.

Commanding officers of service schools and training commands may authorize initial awards of pro pay to men attending courses or undergoing training which requires the skills on which the awards are based. However, all eligibility requirements must be met before the initial awards are made.

As specified in the new pro pay instruction, each award must be based on authorization for the recipient to be identified with the appropriate NEC or rating, or on certification of eligibility for the applicable NEC. Identification and certification of NEC eligibility must be accomplished in one of the following ways:

- The Chief of Naval Personnel, by endorsement on command recommendations, certifies NEC qualification. Upon receipt of a BuPers endorsement, credits of Specialty Pay may commence as of the date of command recommendation.

- An authorized training command makes a page 13 entry which certifies you have completed a course qualifying you for the pro pay NEC. (BuPers Inst. 1220.24 series contains course listings.) You are recommended to BuPers for the NEC assignment, and, if approved, you may be awarded pro pay effective the date you begin on-the-job service within the skill for which the award is authorized.

- The Chief of Naval Personnel records authorized NEC assignments in the enlisted master tape of the Naval Manpower Information System. The following accounting month, these NECs are reflected in the BuPers Report 1080-14 as primary or secondary assignments. If you had not established NEC award eligibility under one of the other methods, credits of specialty pay based on your NEC assignment (as reflected in your command's 1080-14) may begin on the first day of the accounting month, provided, of course, you are otherwise eligible.

Exactly how long your Specialty Pay continues depends on how you perform in your specialty, and on your continuing eligibility. Specifically, pro pay is terminated on the date you:

- Fail to maintain eligibility or perform at a proper standard.

- Are reduced to a pay grade not eligible for pro pay.

- Commence confinement. (Note that loss of pro pay may not in itself be prescribed as a punishment.)

- Are detached for transfer to preparatory school as a candidate for the NESEP program, appointment to the Naval Academy, or some other program leading to a commission. However, if you receive a direct appointment to warrant or commissioned status, pro pay may be included in "saved pay" totals if you continue to meet the prescribed eligibility requirements. (The saved pay factor ensures that you will not be paid less as an officer

than you were as an enlisted man.) All cases involving saved pay should be referred to the Chief of Naval Personnel for determination of eligibility.

- Are assigned a billet or detailed to duties not requiring the skills on which your pro pay was based.

You may be in a transient or leave status of 90 days or less and not lose your pro pay. Also, if you receive some additional duty assignment which does not interfere with your principal duties, or receive temporary duty which requires the use of skills on which your pro pay is based, you may continue to receive awards. If your temporary duty does not require pro pay skills, the awards will be terminated after 90 days.

If you are assigned to duty under instruction, temporary or otherwise, and the course requires the use of your pro skills, you may continue receiving the awards. If your technical skills are not required, the pro pay is canceled after 90 days. However, if the school is required to qualify you for some special assignment in your pro pay specialty, the awards may continue.

Also, your pro pay may continue for up to 12 months while you are in a patient status.

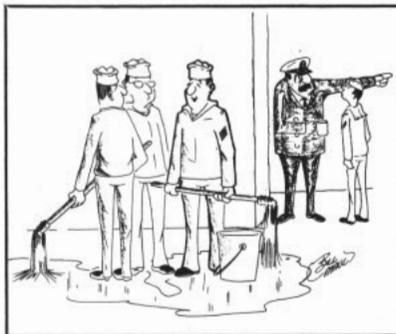
If you are assigned to duty which results in reclassification of your pro pay rating or NEC, and the new rating or NEC is authorized Specialty Pay, you would continue receiving awards if otherwise eligible. During periods of retraining, the amount of your pro pay would be the same as you received in your old specialty, or the rate for the new specialty, whichever is lower.

Recertification for pro pay once awards have been terminated always depends on the circumstances. If you lose pro pay because of failure to maintain a desired level of performance, recertification for awards may not take place for at least six months. Pro pay lost because of disciplinary action may be restored at the discretion of the commanding officer.

In all other cases of termination, recertification is governed by the original basic eligibility requirements.

If your designated specialty is de-established, your pro pay is terminated as of the effective date of

William R. Maul, CTC, USN



"Then the Chief says, 'Harris . . . son, come here. Harris, we chiefs are only human you know and, frankly, valuing your opinion as I do, I need your help . . .' Then all of a sudden—Pow! I woke up."

cancellation. In this case, the only way you can receive pro pay is to be reassigned to another specialty for which an award is authorized. You must, of course, be eligible as described previously.

However, if your pro pay category undergoes a phasing out, as opposed to outright cancellation, you may continue to receive awards until the end of your enlistment. No new awards will be made in the specialty. Therefore, you must continue to maintain eligibility for the award, even though your skill is phasing out of the pro pay picture. If you should lose the award before the phasing out is completed, your pro pay could not be restored since it would constitute a new award.

Further, your eligibility may not be extended by reenlisting or agreeing to extend after the effective date of the reduction in priority or removal of pro pay. If you're serving on an enlistment or extension that provides the basis for the continuation of your pro pay, you could reenlist early and continue drawing the award to the original termination date, provided your reenlistment is effected within 24 hours.

If your Specialty Pay category undergoes a reduction in priority because of occupational requirements, training or classification policies, or for any other reason, your rate of pro pay would be that for which the skill is reassigned, effective the date of the change.

Superior Performance awards of P-1 (SP \$30) are, like the higher awards of Specialty Pay, generally intended to serve as career incentive pay for specific fields to assist in obtaining the best qualified personnel for that field.

At present, monthly awards of SP \$30 are authorized for:

- Navy Recruit Company Commanders filling BuPers controlled "I" billets at Recruit Training Commands in San Diego, Calif., Great Lakes, Ill., and Bainbridge, Md. Must be directly connected with instructing or supervising recruits.

- Navy Recruit Canvassers filling authorized billets in the Navy Recruiting Service.

- Evasion and Escape Technicians. Instructors from any source rating who are qualified as evasion and escape technicians, who serve

in designated NEC 9505 billets.

Eligibility requirements for SP \$30 include recommendation by commanding officer and completion of at least 24 months of active service, which must be consecutive service if it includes any period of active duty for training. Active service in any branch of the armed forces, including Coast Guard, may be computed.

Also, recipients of SP \$30 must have served at least six months in their authorized billet. Time on-the-job may be computed from date of commencement of indoctrination training. You may not receive both

Superior Performance pay and Specialty Pay.

With this background in mind, here's a listing of ratings and NEC codes eligible for Specialty Pay, P-1 \$50, P-2 \$75 and P-3 \$100, under the fiscal 1968 Proficiency Pay Program.

Note that source ratings listed do not in themselves qualify you for pro pay, and that certain NECs have more than one eligible source rating. If you are in one of the eligible ratings, you may establish pro pay eligibility by serving in a billet identified by the corresponding authorized NEC. See next page.

WHAT'S IN A NAME

En Garde, Alvin

Most of nature's seagoing creatures are endowed with a built-in caution signal that warns them to pick on something their own size—or smaller. Thus, a barracuda has no qualms about attacking a mackerel, but rarely will he tackle a shark.

Unfortunately for the swordfish, he was out dueling somewhere when the amber lights were handed out. It is said that a swordfish will attack a whale, and there are many proven cases of these audacious fish thrusting their swords into wooden ships and boats up to the hilt.

Some scientists attribute the swordfish's disregard for its own safety to fits of temporary insanity. Perhaps this was the problem of the swordfish who last summer attacked the research submarine Alvin about 2000 feet below the surface of the Atlantic.

Alvin was minding its own business at the time, which happened to be exploring the Blake Plateau, some 110 miles east of Savannah, Ga.

Alvin, you will recall, is the deep sub-

mergence research craft which performs for the Woods Hole Oceanographic Institution, under Office of Naval Research contract. The little sub was instrumental in recovering the bomb lost in 1966 by an Air Force B-52 off the coast of Spain.

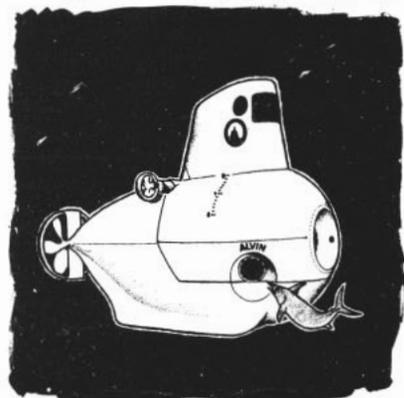
The eight-foot swordfish made its attack on Alvin soon after the sub reached the bottom to observe and take pictures of the Blake Plateau's geological and geophysical features. As the picture-taking session began, Alvin's copilot noticed a hilly feature on the bottom about 30 feet to starboard. When Alvin was moved forward a few feet to photograph a large branched coral, the "hilly feature" stirred up the sediment, and identified itself as a large swordfish.

Maybe the swordfish thought Alvin was a whale. Or a large shark. Perhaps his paranoid tendencies finally took over. At any rate, he attacked. Swimming full speed at Alvin, he drove his sword into a joint in the sub's hull, a few inches from the starboard porthole. (Alvin's porthole looks much like its eye, incidentally, indicating that the fish had taken pretty good aim).

The operators decided to take Alvin to the surface to see if there was any damage. Meanwhile, the swordfish was thrashing violently to get free of its supposed adversary.

When Alvin reached the surface, the divers on the catamaran tender passed a line around the tail of the swordfish and secured it to the submarine. Alvin and the swordfish were then hauled aboard the catamaran. Later inspection showed that Alvin had not been damaged; there were only a few scratches in its fiber glass skin.

The swordfish proved to weigh 200 pounds, enough for all hands to dig those crazy swordfish steaks.



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In certain instances, NECs are listed as three digits, followed by an "X", such as 031X, or are listed as two digits, followed by "XX", such as 16XX.

If you're assigned a rating series NEC beginning with the first three digits, except as noted, you maintain award eligibility as long as you serve in the NEC billet identified by the same first three digits, regardless of the last digit.

Likewise, if you're assigned an NEC beginning with the first two digits, you maintain award eligibility while serving in the NEC billet identified by the same first two digits.

Rating conversion codes ending with "99" are not authorized for Specialty Pay. Applicable NEC codes are marked with an asterisk.

P-1 \$50

Rating Award	Skill
AV	Avionics Technician
AQ	Aviation Fire Control Technician
AT	Aviation Electronics Technician
FT	Fire Control Technician
GMT	Gunner's Mate Technician
MT	Missile Technician
ST	Sonar Technician

NEC Code	Eligible Ratings
RD-031X (Less 0312)	RD
RD-0333	RD, AT
TM-0718	TM
RM-2314	RM, CT
RM-2333	RM
RM-234X	RM, CT
*RM-239X (Less 2395)	RM
IC-4722	IC, EM
IC-4724	IC

P-2 \$75

Rating Award	Skill
AX	Aviation Antisubmarine Warfare Technician
AV	Avionics Technician (Former AX Personnel Only)
DS	Data Systems Technician
ET	Electronics Technician

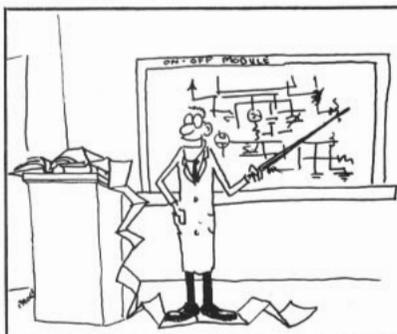
NEC Code	Eligible Ratings
RD-0319	RD
ST-0423	ST
ST-0426	ST
ST-047X	ST
ST-048X	ST
*ST-049X	ST

NEC Code	Eligible Ratings
TM-0721	TM
TM-0745	TM
TM-0746	TM
TM-0747	TM
TM-0748	TM
TM-0749	TM
GM-0873	GM
GM-0891	GM
GM-098X	GM
*GM-099X	GM
FT-111X (Less 1114, 1117)	FT
FT-1126	FT
FT-1128	FT
FT-1135	FT
FT-1137	FT
FT-1139	FT
FT-114X (Less 1146)	FT
FT-116X	FT
FT-117X	FT
FT-118X	FT
*FT-119X	FT
ET-1539	ET, RM, CT
ET-154X	ET, RM, CT, AT
RM-2315	RM, CT
CT-2401	CT
CT-2403	CT
CT-2405	CT
CT-2406	CT
DP-272X	DP
DP-277X	DP
334X	TM
3391	CE, EO, CM, SW UT, HM EN, MM
EN-4356	EN, MM
IC-4737	IC
AQ-794X	AQ
AQ-796X	AQ, AT
AQ-7971	AQ, AT
AQ-7972	AQ, AT

P-3 \$100

NEC Code	Eligible Ratings
ST-0417	ST
ST-0418	ST
ST-0419	ST
ST-0427	ST

J. H. Paoli, IC1, USN



"Well that concludes the lecture covering the on-off switch . . . next week we'll get into power supplies."

NEC Code	Eligible Ratings
ST-048X (Less 0484, 0487, 0488, 0489)	ST
*ST-049X (Less 0494, 0495, 0496, 0497)	ST
TM-0719	TM, MT
FT-115X	FT
FT-1173	FT
*FT-1193	FT
MT-1317	MT, ET, FT, IC
*DS-16XX	DS
330X	FT
331X	MT
332X	ET
333X	ET
335X (Less 3359)	EN, EM, ET, IC, MM
338X (Less 3389)	BT, EM, EN, ET, IC, MM
AQ-7961	AQ, AT

• **CARTOON CONTEST** — The 13th All-Navy Comic Cartoon Contest is underway, and an annual invitation is extended to all Navy cartoonists.

Entries must be in black ink on 8- by 10½-inch white paper or illustration board. They must be gag or situation cartoons in good taste, suitable for general use and have a Navy theme or background.

Contestants may enter as many cartoons as they wish, provided the following information and statements are securely attached directly to the back of each entry: The name of the originator; his rate or grade; service/file number; his duty station; the name of his hometown newspaper(s); his command recreation fund administrator; and a brief statement that cartoon is original.

The following statement must also be included: "All claims to the attached entry are waived, and I understand the Department of the Navy may use as desired." This should be signed by the contestant.

Beneath this statement should be written "forwarded" with the signature of the contestant's commanding officer or designated representative.

Entries from dependents of active duty Navymen should bear this statement: "I am a dependent of . . . , rate, grade, etc."

All entries should reach the Bureau of Naval Personnel (ATTN: Pers G11) by 1 July.

BuPers Notice 1700 of 22 Jan 1968 has the details.

Your Good Friend, the TransMan, Offers Some New Advice

WHEN IT COMES time for a permanent change of station move, one of your best friends might well be the *Enlisted Transfer Manual*. Like everything else in the Navy, however, the *Manual* must remain flexible to meet changing conditions.

For instance, more than 11 changes appear in the recent revision of the *Manual*, some of which are briefly described below. They cover a wide span of subjects—from overseas extensions to TAD orders to a new standardized request form entitled Enlisted Transfer and Special Duty Request (NavPers 1306/7) (3-67).

This new Navy-wide form, which replaces the Enlisted Evaluation Report (NavPers 1339) discontinued on 31 December, was developed with two aims; first, to improve the distribution and rotation procedures of enlisted men and women and, second, to reduce the paperwork in the field for processing transfer and special duty requests.

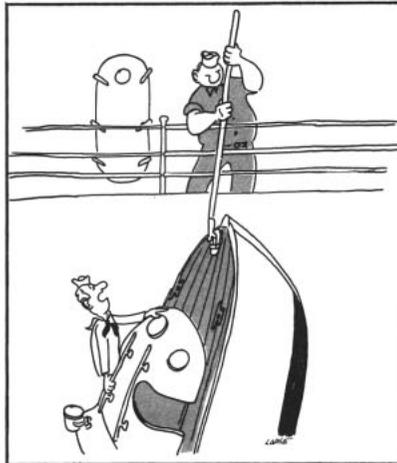
If you want to request a transfer to any of the various duties, schools, or programs administered by the Fleet and Type Commanders, EPDOs or BuPers, then the proper form to use is NavPers 1306/7 accompanied by a worksheet, NavPers 1306/8. The worksheet is used to provide space for endorsements by your division chief, division officer, department head and executive officer.

The new transfer form should not be used, however, in place of the current Rotation Data Card which you still use when you submit your duty preferences under the Seavey/Shorvey programs. Nor should the form be used to request humanitarian or first-term reenlistment incentive assignments. *ETM* Chapters 18 and 27, respectively, direct you in these matters.

Another change concerns the authorization for individuals to extend their enlistment for shore duty rather than extending for the sole purpose of being placed on the effective Seavey list, and the procedures to follow when canceling extension agreements.

To be entered on the Seavey, you must have sufficient obligated service

Billups E. Lodge, CDR, USN



"No! No! Tiny, that's not what a boat-hook is for."

to provide at least 24 months of active duty obligated service from the last order-issuing month of the Seavey for which you are eligible.

For example, to qualify for Seavey B-68, your active duty obligated service must run to September 1970 or later. Should you wish to extend your enlistment or period of active duty in order to be entered on the Seavey, you may do so provided you are otherwise eligible for additional naval service.

A statement of your intentions in this regard is not sufficient, however. The agreement must be signed and the necessary entry made in the command's personnel diary. Otherwise, you will not be entered on the Seavey.

Your agreement to extend your enlistment or to remain on active duty must be met halfway, so to speak, by the Bureau in that you are to receive a Seavey shore assignment, either overseas, to Hawaii or somewhere in CONUS. Not only must the assignment condition be met, but it must be received by the end of the month following the last normal order-issuing month of the Seavey for which you have extended.

Extensions of less than 12 months may be used in order to meet the minimum 24-month obligated time required.

Furthermore, it's a good idea to check and make sure that at the time

you make your agreement to extend, appropriate diary entries are made by your command before your Rotation Data Card is returned to PAMI. If the entry is not made, you will not be entered into the effective Seavey listing in BuPers which means you will experience a lengthy delay in receiving a shore assignment.

If you do not receive a Seavey shore assignment in accordance with the agreement you made, your commanding officer is authorized to cancel your extension before it becomes effective—if this is your wish.

If you do not wish to have the agreement canceled, or if the extension has already become effective, then the shore duty order guarantee will become void and you will remain on the effective Seavey until shore duty orders do arrive.

A change concerning overseas tours now states that if you are now on such a tour of duty, you must either be transferred in the month of your tour completion date, or have your overseas tour extended. However, when there is not a current shore requirement for your rate or rating and an overseas extension is not feasible, then you will be re-assigned to sea duty, receiving a "Sea Tour" extension up to 14 months, dating from your overseas tour completion date.

A 14-month sea extension, however, will not be granted unless well justified and approved by BuPers (Pers-B21). Under such an extension, you will be kept in the ineffective Seavey until four months before the expiration of your extension. At that time your name automatically will be entered into the latest effective Seavey being used in BuPers and you will be notified by punch card of this action.

Each individual assigned to overseas service will be interviewed before his command prepares any STOs to determine if he and his dependents meet the eligibility requirements outlined in Chapter 6 of the *ETM*.

When, for any reason, the command considers an individual or his dependents to be unsuitable for overseas service, then delivery of the orders must be withheld and BuPers promptly notified of the reason. One

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of three courses of action will be taken by the Bureau: either the individual will be sent with his dependents as originally planned; he will be sent without his dependents for a lesser tour as the case may be; or the orders will be canceled altogether.

One major change affecting an individual's delay in reporting from shore duty to sea duty is the increased time in delay from 15 days to 30 days, all of which counts as authorized leave under normal rotations.

The length of normal tours ashore has changed for certain Group V and Group IX rates and ratings. With the exception of the DP and TD ratings (tour lengths are published in BuPers Inst 1306.14) and tours concerning enlisted women (outlined in Chapter 14 of the ETM), here are the shore duty tour lengths of billets currently available in the continental United States:

Rate	Length (Mos.)	Rate	Length (Mos.)
BMC	#24	GMT2	36
BM1	24	GMT3/GMTSN	24
BM2	24	FTC	24
BM3/BMSN	24	FT1	24
QMC	#24	FT2	24
QM1	24	FT3/FTSN	24
QM2	24	MTC	36
QM3/QMSN	24	MT1	36
SMC	#24	MT2	24
SM1	24	MT3/MTSN	24
SM2	24	ETC	36
SM3/SMSN	24	ET1	30
RDC	#24	ET2	#24
RD1	24	ET3/ETSN	24
RD2	24	DSC	36
RD3/RDSN	24	DS1	36
STC	#24	DS2	36
ST1	24	DS3/DSSN	36
ST2	24	IMC	#24
ST3/STSN	24	IM1	24
TMC	#24	IM2	24
TM1	24	IM3/IMSN	24
TM2	24	OMC	#24
TM3/TMSN	24	OM1	24
MNC	42	OM2	24
MN1	42	OM3/OMSN	24
MN2	36	RMC	#24
MN3/MNSN	24	RM1	24
GMMC	#24	RM2	24
GMM1	#24	RM3/RMSN	24
GMM2	24	YNC	#48
GMM3/GMMSN	24	YN1	*36
GMGC	24	YN2	*36
GMG1	24	YN3/YNSN	36
GMG2	24	CYN3/CYNSN	36
GMG3/GMGSN	24	PNC	#48
GMTC	36	PN1	*36
GMT1	36	PN2	*36

Rate	Length (Mos.)	Rate	Length (Mos.)	Rate	Length (Mos.)	Rate	Length (Mos.)
PN3/PNSN	36	BTC	24	BU3/BUCN	24	AMEC	###54
SKC	24	BT1	24	SWC	#24	AME1	###54
SK1	24	BT2	24	SW1	24	AME2	###54
SK2	24	BT3/BTFN	24	SW2	24	AME3/AMEAN	###54
SK3/SKSN	24	EMC	24	SW3/SWCN	24	AMHC	*30
DKC	#36	EM1	24	UTC	#24	AMH1	42
DK1	36	EM2	24	UT1	24	AMH2	###46
DK2	24	EM3/EMFN	24	UT2	24	AMH3/AMHAN	###46
DK3/DKSN	24	ICC	24	UT3/UTCN	24	PRC	###54
CSC	24	IC1	24	ADRC	###52	PR1	###45
CS1	24	IC2	24	ADR1	###52	PR2	###45
CS2	24	IC3/ICFN	24	ADR2	###52	PR3/PRAN	###39
CS3/CSSN	24	DCC	#24	ADR3/ADRAN	###52	AKC	###54
SHC	#24	DC1	24	ADJ2	###52	AK1	###54
SH1	24	DC2	24	ADJ1	###42	AK2	###54
SH2	24	DC3/DCFN	24	ADJ2	###46	AK3/AKAN	###54
SH3/SHSN	24	PMC	24	ADJ3/ADJAN	###46	AZC	###54
JOC	#48	PM1	24	ATC	###46	AZ1	###54
JO1	48	PM2	24	ATI	###46	AZ2	###54
JO2	48	PM3/PMFN	24	ATR2	###39	AZ3/AZAN	###52
JO3/JOSN	36	MLC	24	ATR3/ATRAN	###27	PHC	###46
PCC	24	ML1	24	ATN2	###36	PH1	###45
PC1	24	ML2	24	ATN3/ATNAN	###27	PH2	###41
PC2	24	ML3/MLFN	24	AXC	36	PH3/PHAN	###27
PC3/PCSN	24	SFC	24	AX1	36	PTC	30
LIC	24	SF1	24	AX2	30	PT1	30
LI1	24	SF2	24	AX3/AXAN	24	PT2	30
LI2	24	SF/SFFN	24	AOC	*33	PT3/PTAN	30
LI3/LISN	24	EAC	#24	AO1	*31	ASC	*36
DMC	#48	EA1	24	AO2	24	AS1	*36
DM1	48	EA2	24	AO3/AOAN	###30	ASE2	*36
DM2	48	EA3/EACN	24	ABC	24	ASE3/ASEAN	*36
DM3/DMSN	36	CEC	#24	AB1	24	ASH2	*36
MMC	24	CE1	#24	AB2	24	ASH3/ASHAN	*36
MM1	24	CE2	24	AB3/ABAN	24	ASM2	*36
MM2	24	CE3/CECN	24	AEC	36	ASM3/ASMAN	*36
MM3/MMFN	24	EOC	#24	AE1	###42	HMC	48
ENC	24	EO1	#24	AE2	###45	HM1	48
EN1	24	EO2	#24	AE3/AEAN	###37	HM2	42
EN2	24	EO3/EOCN	#24	AQC	###48	HM3	36
EN3/ENFN	24	CMC	24	AQ1	###48	HN	24
MRC	#24	CM1	24	AQB2	###45	DTC	#48
MR1	24	CM2	24	AQB3/AQBAN	###45	DT1	48
MR2	24	CM3/CMCN	24	AQF2	###45	DT2	36
MR3/MRFN	24	BUC	24	AQF3/AQFAN	###45	DT3	36
BRC	#24	BU1	24	AMSC	###54	DN	24
BR1	24	BU2	24	AMS1	###54	SDC	#24
				AMS2	###52	SD1	24
				AMS3/AMSAN	###52	SD2	24
						SD3/TN	24

LTJG P. McVay, USNR



"Say, Chief, we seem to be having a little teensy problem loading the new missile into the rack."

#—Effective for personnel received for a normal tour of shore duty on or after 1 Jul 1966.

##—Effective for personnel received for a normal tour of shore duty on or after 1 Jul 1966 and personnel with a TCD of 1 Jan 1967 or later.

###—Effective for personnel received for a normal tour of shore duty on or after 1 Apr 1967, and for those personnel who are presently serving ashore and who have a TCD of 1 Aug 1967 or later.

*—Effective for personnel received for a normal tour of shore duty on or after 1 Apr 1967.

NOTE: Exigencies of the service may require a departure from the above tour lengths.

Individuals in pay grades E-4, E-5, E-6 and E-7 who hold NEC 0161 (Tugmaster) and/or NEC 0162

(Boat Captain, Yard Craft), are assigned 48-month tours only if assigned to service craft units classified as shore duty having a separate service craft allowance.

All other rated service craft crewmen, regardless of rating, are assigned 26-month tours while non-rated crewmen are assigned 24-month tours. Nonrated individuals having less than 13 months' active obligated service beyond their tour completion date for rotation to sea duty are normally given a tour completion date that coincides with their EAOS.

The last of the recent changes to the *Enlisted Transfer Manual* authorizes commands to grant leave in connection with temporary additional duty orders issued to enlisted persons either within or outside the continental limits of the U. S.

For any TAD of two weeks or more, including courses of instruction, leave of any length may be granted at discretion of command.

For any TAD of less than two weeks, leave granted should not exceed the length of the temporary additional duty. Chapter 23 of the *ETM* discusses this subject in detail.

Assignment Procedures for Hospital Corpsmen Adjusted to Equalize Vietnam Duty

The continuing need for hospital corpsmen for service in Vietnam has resulted in further changes to the HM assignment procedures which went into effect early last year (*ALL HANDS*, July 1967).

As announced in BuPers Notice 1306 (14 Nov 1967), the revised assignment procedure is designed to provide sufficient corpsmen for service in Vietnam and elsewhere, while making sea-to-shore rotation schedules as fair as possible.

The new program applies to all male hospital corpsmen except those in pay grades E-8 and E-9. Note that the tour lengths specified below are subject to further revision. Here's a rundown:

Vietnam Returnees—Corpsmen eligible for Seavey who complete Vietnam tours of 12 months or more may be assigned 24 months of shore duty. The Vietnam service must involve 12 consecutive months: in a shore-based

Joseph P. Fitzgerald, RM1, USN



activity in Vietnam; with combat forces of the Fleet Marine Force deployed in Vietnam on a full rotational tour; or on board a ship continuously deployed to Southeast Asia in support of Vietnam operations. (The ships are listed in OpNav Inst. 4600.16 series.) Those who are not eligible for Seavey may be ordered to approximately 18 months of shore duty following 12 months of Vietnam service.

Corpsmen who do not have sufficient obligated service to complete the 24- or 18-month tour of shore duty will have their shore tour completion dates modified to coincide with their expirations of active obligated service.

Those with 90 days of obligated service or less who do not intend to extend or reenlist may, upon completion of the Vietnam tour, be separated from active duty. (*BuPers Manual*, article C-10306, applies.)

Shore-to-Sea—Corpsmen completing tours of shore duty, including preferred overseas shore duty, will normally be assigned to approximately 15 months of sea duty.

Sea-to-Vietnam—Corpsmen completing 12 or more months of sea duty may be assigned to Vietnam for a 12-month tour.

Exceptions to the new rotation cycle involve HMs who complete 12 or more months of sea duty and are then assigned to overseas shore duty, preferred overseas shore duty or toured (non-rotated) arduous sea duty. Following these tours, HMs may be available for duty in Vietnam.

No HM may be ordered to con-

secutive unaccompanied tours unless he so requests, and Corpsmen may not be transferred within three months of their return from a deployment of four months or more.

Those with critical enlisted classifications not usually needed at sea may be assigned longer tours of shore duty, and may not always be assigned to Fleet billets between shore duty and duty in Vietnam.

Class "A" Basic Hospital School graduates may be assigned to selected medical treatment facilities, ashore or afloat, which possess inpatient care training capabilities. Following two or more months of such training, these corpsmen may be reassigned to sea duty or Vietnam duty.

Corpsmen are made available to BuPers for assignment to sea duty six months before completing their 18- or 24-month tours ashore.

Those who complete 12 months or more of sea duty in the Pacific Fleet may be reassigned by the Enlisted Personnel Distribution Office, Pacific, to unaccompanied or "in country" tours.

Corpsmen in the Atlantic Fleet for 12 months or more may be reassigned to the Pacific. However, HMs serving with the Fleet Marine Force, Atlantic, may be reassigned at any time to meet requirements.

Overseas shore tours for HMs may be for no less than 24 months. Those on overseas shore duty who are accompanied by dependents may not be transferred until the dependents have been physically located at the overseas activity for at least 12 months.

Corpsmen who complete the Vietnam tours are encouraged to indicate broad duty preferences (by naval district) when requesting shore duty. (The increased turnover of HMs between Vietnam and U. S. shore duty often rules out assignment to a specific area or duty station.)

Vietnam returnees are given priority consideration for assignment to class "B" or "C" school. Selected Corpsmen third class may request Advanced Hospital Corps School Class "B" in accordance with BuMed Notice 1510 of 7 Jun 1967.

All school choices should be indicated on the rotation data card submitted before the hospital corpsman completes a tour in Vietnam.

Hawaii, Hub of the Pacific — The Good Word, On & Off Duty

HAWAII HAS, for many years, been Mr. Big in the Navy's Pacific scheme of life, but what with the Vietnam situation, it is really becoming mammoth.

The relatively small island of Oahu, for example, is now the military nerve center of the Pacific, coordinating the U. S. Armed Forces' efforts over nearly half the earth's surface.

The top command is the Pacific Commander in Chief (CINCPAC). This military complex encompasses some 85,000,000 square miles; includes more than 870,000 fighting men of all services; and directs 560 major combat and support ships and 6000 combat and support aircraft.

The staff of CINCPAC is drawn from all services. His major subordinate forces are the Pacific Fleet, Pacific Air Forces, Pacific Army and the Pacific Fleet Marine Force, all with headquarters on Oahu.

The Pacific Fleet is in direct communication with its chief striking force, the U. S. Seventh Fleet, operating in the Western Pacific.

The Commander Fleet Marine Force has headquarters at Camp H. M. Smith.

The relatively new command of Commander Antisubmarine Warfare Force, U. S. Pacific Fleet, directs ASW efforts of fleet units from Ford Island, in the middle of Pearl Harbor.

Commander Fleet Air Hawaii and Commander Fleet Air Detachment Barber's Point, are directed from Barber's Point Naval Air Station in Leeward Oahu.

Other commands supporting the Pacific Fleet are the Hawaiian Sea Frontier, which directs search and rescue operations within 10 million square miles of the central Pacific; Commandant 14th Naval District, who is the area coordinator of the Navy shore activities in Hawaii and Midway; and the Commander Pearl Harbor Naval Base.

Coordinating the training and administration of more than 50 nuclear, conventional and missile launching submarines in the Pacific is the Pacific Fleet Submarine Force Commander. The headquarters of the Pacific Fleet Submarine Force is the Pearl Harbor Submarine Base. It is

All-Navy Cartoon Contest
J. H. Paoli, IC1, USN



"Think the Recreation Committee should have invested in a candy machine instead?"

easily identified when entering Pearl by its 136-foot-tall escape training tank.

Within Pearl Harbor itself, an elaborate command supports the Pacific Fleet.

There is the Shipyard, some 60 years old. It has become the largest industrial organization in the Pacific. With four drydocks, two marine railways and many specialized shops, it services more than 800 ships in an average year.

The Naval Station, formerly a receiving station, provides in-port services for ships of the Navy's operating forces. It also receives and processes records of men heading for duty with western units of the Fleet, as well as those returning. Most of the naval base recreation activities are administered by this command.

As a storehouse for the Fleet, the Naval Supply Center receives and issues material to local activities and forces afloat. The Center stocks over 177,000 different types of items, valued at \$92 million and occupying over 3.7 million square feet of storage space.

The Fleet Training Group graduates an average of 1000 men a month from 56 courses of study. Several million dollars worth of radar, sonar, gunnery and other equipment is used by the school's 60 enlisted instructors. Men of all services attend these schools.

The Naval Ammunition Depot, the largest in the Pacific, covers 11,000

acres at Lualualei, Waikale and West Loch.

Commander Fleet Air Hawaii, with headquarters at Barber's Point, commands the Naval Air Station Barber's Point and Naval Station Midway. The Barber's Point activity is one of the Navy's largest, and is a supporting base for aircraft.

A major destroyer command has its hub at Pearl Harbor, Destroyer Flotilla Five. Its three squadrons provide destroyers for antisubmarine warfare operations.

The commander of the Seabees is a rear admiral who is also the director of the Pacific division of the Naval Facilities Engineering Command.

There are, of course, other facilities attached to the command, but that's enough to give you the general idea. It's a big outfit. If you have received your orders to Hawaii, they'll find room for you somewhere. Don't worry about it.

Here's a rough outline of what you can expect before and after you arrive or the island, according to those who have been through the mill before.

In the first place, Hawaii is approximately 2400 miles southwest of San Francisco and consists of a narrow archipelago stretching 1500 miles in a northwest-southeast direction.

The principal portion of the chain consists of seven islands located in the extreme southeastern portion of the group. These islands are called, from southeast to northwest, Hawaii, Maui, Lanai, Molokai, Oahu, Kauai, and Niihau. Honolulu (which is the capital, chief city and port) and Pearl Harbor are on Oahu.

According to an early 1967 estimate, Hawaii's population is 748,000. About four-fifths of the people live on Oahu. There are about 112,000 armed forces personnel and families stationed in the Islands.

As a city, Honolulu is comparable to mainland cities of the same size. Department stores, banks, schools, entertainment opportunities and availability of material and supplies are on a par with comparable mainland cities.

Climate—Hawaii's climate is great. Situated in mid-Pacific and influ-

enced by the ocean currents and tradewinds from the northeast, the Islands enjoy an average temperature which is lower than the latitude would indicate, and which makes climate subtropical rather than tropical. Because of the mountains, the amount of rain which falls varies within a short distance.

The temperature is just about perfect. For many years the average daily range has been 9.5 degrees. The average temperature at Honolulu is 75.2.

One point to bear in mind—Hawaiian Standard Time is two hours behind Pacific Standard Time. At last report, the Islands do not observe Daylight Saving Time.

Housing—(Note: Reports on housing are subject to change, and the information printed below may well have been revised by the time you read this or by the time you receive your orders to Hawaii. With these reservations in mind you may find this report on housing helpful. However, always check with the Family Services Center nearest you when you receive your orders to your next duty.)

Housing and cost-of-living allowances may be authorized to minimize the average higher costs of living. At the present time, the cost-of-living allowance is not authorized on Oahu; it is, however, payable while serving in Kauai, Maui, Molokai, and Hawaii. The housing allowance is payable except when government quarters are assigned to, or occupied jointly by, you and your dependents.

Oahu is the most populous island in the Hawaiian chain and this creates certain problems if you are not eligible for housing. The cost of living is considerably higher than on the mainland. The cost of homes on Oahu is inflated; a high percentage of suitable land holdings are controlled and not sold outright; costs of materials are high because of the scarcity of local industries and the costs of shipping from the mainland; and the competition for rental housing is keen.

There are two Navy Family Services Centers (Pearl Harbor and Barber's Point) which provide extensive Welcome Abroad Information Kits and are ready and able to provide information and assistance in any area.

Food prices are relatively high.

Finding a Place to Live—You should have little trouble finding furnished hotels or hotel apartments with cooking facilities. There are many; most are in the Waikiki area. Rental rates range from \$70 to \$150 a week, depending on location and size.

The Armed Services Community Housing Office at Fort DeRussy will help you to find temporary accommodations.

Dependent Travel—Since entry approval to the Hawaiian area is not required, you will have to decide whether or not the family should travel with you.

However, because it takes so long to find local housing and because the cost of living in temporary quarters is so high, you are encouraged to leave your dependents on the mainland until you find a place to live. Many men have been unable to find permanent quarters before their Temporary Lodging Allowance expired, and this has led them into serious financial difficulty.

If you *must* bring your family, concurrent travel will be arranged by your command in accordance with BuPers Inst 4650.14 series. The Commandant, 12th Naval District, makes

booking assignments.

The normal overseas shore tour length for Hawaii is 24 months without dependents; 36 months with them. If your dependents arrive in a tourist status, or if you become married in the area, Com14 will approve requests for declaration of "command-sponsored" dependents, provided you are in pay grade E-4 with more than four years' service, or above, and you have enough obligated service to complete a normal tour (36 months) computed from the date your tour commenced. The obligated-service requirement for command sponsorship does not apply to afloat personnel.

If you are in pay grade E-4 with less than four years' service, or below, and bring your family to sunny Hawaii, you are going to run into trouble unless you have a rich uncle watching over you. The higher cost of living on Oahu, as compared to many locations on the mainland, is made worse by the shortage of reasonably priced rental housing. Available rentals are almost without exception at a rate much higher than you would expect to pay.

Navy Family Housing—Furnished (or unfurnished, if you prefer) ade-

NOW HERE'S THIS

AP—Enlisted Aviation Pilot

Although they are a fading breed, there are still 34 enlisted pilots on active duty in the Navy. One of them is Master Chief Air Controlman Robert K. Jones, who presently flies



for the Naval Support Activity in Saigon.

Chief Jones is a pilot for "Air Cofat," Nav-SuppAct's seven-plane airline serving the four corps areas of South Vietnam. He averages over 100 hours' flying time each month and has over 7000 hours' total flying time. He is qualified to fly 25 various types of aircraft, including seven jets, newest of which is the A-4 Skyhawk.

Chief Jones flies six days a week for Air Cofat's Market Time flight support missions, transporting passengers and cargo to and from the 11 detachments of Naval Support Activity Saigon.

He entered the Navy in March 1943 and served in a Fleet oiler in the Atlantic and Pacific Fleets during World War II. He later entered St Mary's College in Berkeley, Calif., for pre-flight training, then attended flight training at Corpus Christi, Tex., and Pensacola, Fla. He received his wings in 1947, as Aviation Pilot First Class.

quate public quarters up to four bedrooms are available to officers.

Also, furnished or unfurnished adequate public quarters up to four-bedroom size units, in-lease housing and unfurnished inadequate public quarters up to three bedrooms are available to enlisted personnel.

Adequate public quarters are normally furnished with basic items of furniture and major appliances. However, housekeeping items such as curtains, draperies, linens, dishes, pans and minor appliances (such as radios, TV and toasters) are not provided. A limited number of aloha kits are provided by many of the commands, the Navy Relief Society and Navy Wives clubs.

You do not, of course, receive BAQ when you occupy adequate government quarters.

In-lease civilian housing is available within reasonable commuting distance. To alleviate the shortage of adequate public quarters, DOD has authorized the Navy to lease privately owned housing. The Navy negotiates leases with private landlords and makes the units available to personnel on the waiting lists. Assignment is on the same basis as for adequate public quarters. You do not receive BAQ. Some of the units have common laundry facilities with coin-operated washers and dryers. If you live in one of these places you may store your personally owned washers and dryers in Navy nontemporary storage without cost.

Inadequate public quarters are normally furnished with only a range and refrigerator. However, a minimum set of furniture may be rented for as long as three months for a nominal amount and, in some circumstances, this period may be extended.

The units are designated "inadequate" on the basis that they are old buildings of temporary construction and are located relatively close together. Rental rates, including utilities (except telephone, of course), are 75 per cent of your BAQ regardless of the number of bedrooms.

The Navy provides school bus transportation where required to local public schools and some private schools if you live on federal property. This includes only those who live in adequate and inadequate public quarters. No school bus service is

Lt. Melville C. Murray, SC, USNR



"Are you sure this was the detergent you got at the ServMart?"

provided if you live in in-lease housing.

Waiting periods vary during the year and from year to year. During the summer months there is usually a large turnover, and the waiting period is relatively short if you arrive in May, June or July.

There are a number of Navy and Marine Corps housing areas on Oahu, and quite a few are available to individuals assigned to the Pearl Harbor area. In short, the actual waiting period depends to a considerable extent on the activity or location to which you are assigned, the housing area chosen and the time of arrival during the year.

Housing applications are accepted upon the arrival of you or your dependents on Oahu. You must have at least six months' foreseeable duty in the area at the time your name is reached.

Upon reporting to the area, if you want Navy family housing, contact the Housing Officer of the command to which you are being ordered. Your name will be placed on the waiting list if your application is submitted within 30 days of arrival. If you wait for more than 30 days, your name will be put on the list on the date it is received.

Information on local conditions and current waiting periods is provided by the various commands that administer family housing. A list of these commands may be found in the current edition of the Oahu living conditions pamphlet.

Temporary Lodging Allowance—If you are eligible to have your dependents accompany you to Hawaii, you are eligible for TLA. This allowance is paid when you are unable to find suitable government or civilian housing and must use civilian hotel-type accommodations.

TLA may be authorized for as long as 30 days after arrival for duty or for reassignment to another Pacific area. Payment may be extended for another 30 days at the discretion of the commanding officer. It is also authorized for the five days before your departure upon transfer from Hawaii. This, too, may be extended for another five days at the discretion of your CO.

If you are transferred to or from ships homeported in Pearl Harbor, you are also entitled to TLA. However, if you go to sea for one day or longer, you personally lose your portion of the allowance while you are at sea. Payment in this case would be authorized only for your dependents. Better keep this in mind if it looks as though you might pull some sea duty shortly after your arrival.

You are expected to arrange for permanent housing as soon as possible after your arrival.

If you want to make hotel reservations before your arrival (and it's wise to do so) contact the person you are about to relieve or, if you are an enlisted man, the personnel officer of the command to which you are ordered. Another satisfactory alternative is writing to the Director, Armed Services Community Housing Office, APO San Francisco 96558. The office is jointly staffed by representatives of all armed forces components on Oahu and serves personnel of all grades.

Private Rentals—This office also maintains listings of available rental units and will help you to find what you are looking for. You'll need all the help you can get.

Bear in mind that although Hawaii is a year-round tourist attraction, the laws of supply and demand still operate. The demand for housing has exceeded the supply for some time. In short, you can expect to pay more and get less in housing than you would have on the mainland.

You can expect to take a month or more to find what you want. One-

bedroom units for couples or families with one child are normally available between \$85 and \$120. You'll find most of these in the Waikiki and central Honolulu areas. Although multi-bedroom units are available, you may have to look harder and wait longer. Two- and three-bedroom units range from \$100 to \$325. Living quarters with four-bedrooms are scarce and still more expensive.

Normally, rents are lower for larger units located on either the Windward or Leeward sides of the island. "Windward" refers to the coastal plain lying on the north-eastern side of the Koolau mountains; "Leeward" refers to the coastal plain on the southwestern part of Oahu west of Honolulu and also that part west of the Waianae range.

Utilities are relatively higher in Hawaii than on the mainland. Generally, the higher your home is above sea level, the cooler and damper are the conditions which exist. Few homes have permanent heating systems.

You will be expected to pay for all utilities, yard service and other such fees, and to deposit a fee to cover damage during occupancy. You may have to pay two months' rent in advance.

Older houses may have termites. If so, they may get into your furniture. When looking at prospective rentals, check for signs of termite damage. Termite dust, which looks something like sawdust, is the fatal clue.

If you are eligible to live ashore and draw your basic allowance for quarters, you will also be eligible to draw a station housing allowance. Here are the daily rates, effective as of 11 April 1967:

Grade	With Dependents	Without Dependents
O-10 through O-7	\$3.70	\$2.95
O-6	3.10	2.55
O-5	2.90	2.40
O-4, W-4	2.65	2.20
O-3, W-3	2.40	1.95
O-2, W-2	2.20	1.75
Rate		
O-1, W-1	2.00	1.55
E-9, E-8	1.60	1.15
E-7	1.55	1.00
E-6	1.45	.95
E-5	1.40	.95
E-4 (over four years)	1.40	.95

The Station Housing Allowance is not granted automatically; you must apply for it. The command to which you are attached will help you to fill out the necessary forms.

Utilities—Electricity is the same as on the mainland—110 volts, 60 cycle, AC. In some areas, 220 volts is available for major appliances.

Gas is piped into some public housing areas, not to others.

Household Goods—You are entitled to have your household goods packed and shipped at government expense. You are also entitled to temporary storage of household goods at government expense for 90 days and, if circumstances warrant, they may be held for an additional 90 days. However, to avoid unnecessary expense to the government, you should make every effort to furnish a delivery date as soon as possible after your arrival.

It is suggested that, before shipment, you talk to the Household Goods Section of your shipping activity regarding the liabilities of carriers, and the advisability of insuring your goods.

Shipment of Autos—Officers and enlisted personnel of pay grade E-4 (with more than four years' service)

and higher grades may ship without charge their privately owned autos to Hawaii in MSTs and commercial vessels.

As soon as possible after receiving your orders, notify the facility at NSC Seattle, NSC Oakland or NSC San Diego, enclosing two certified copies of your orders. The time of receipt of your application may govern the priority of shipment of your car, so prompt action in submitting your application will be to your advantage.

It may take several weeks before your auto arrives from the mainland; longer if it comes from another overseas area.

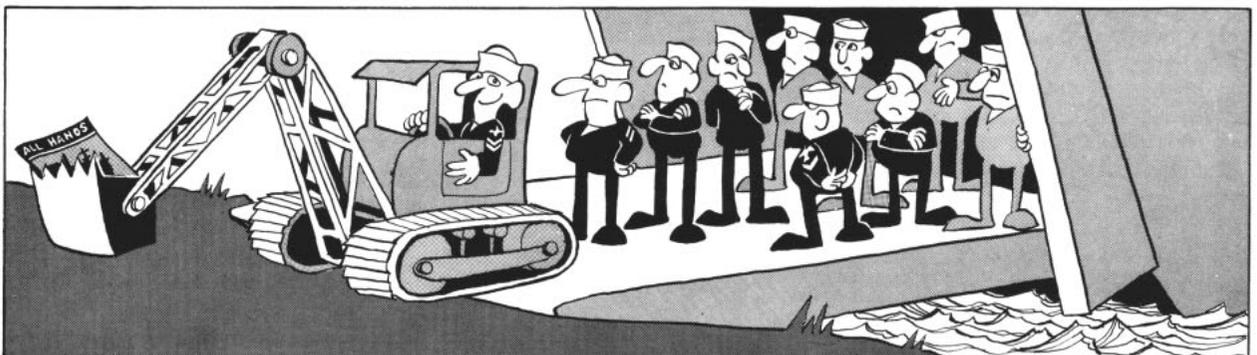
Upon your arrival, let the people at the Household Goods and Automotive Section know where they can get in touch with you. You'll get your car quicker.

Auto Registration and License—Within 10 days after your car arrives in Hawaii, you must obtain either Hawaiian license plates and registration, or a motor vehicle permit which entitles you to continue to use your out-of-state plates and registration.

Requirements for obtaining an Armed Forces Vehicle Identification decal include liability insurance coverage and a Hawaii safety inspection sticker. Navy Exchange garages are authorized to make inspections and issue inspection stickers.

Information on registration procedures may be obtained from the Naval Supply Center at the time you pick up your car or from your personnel office or the Pass Office of your installation.

Nonresidents 20 years or older who have a valid driver's license from another state may drive within the State of Hawaii for 90 days. After



GET THE SCOOP from ALL HANDS, but be sure to pass it on as there are nine other shipmates waiting to read it.

that time, a Hawaii driver's license must be obtained.

A special operator's license is required to operate a motorcycle, motorbike or scooter. The current fee is \$3.00.

A minor (15 to 20 years) is not permitted to drive in Hawaii until he has filed a notarized parental consent card with the Honolulu police and obtained a Hawaii driver's license. Mainland licenses issued to minors are not valid in Hawaii and there is no 90-day grace period as provided for adults.

All branches of the Armed Forces in Hawaii require that an operator or passenger on a two-wheeled motor-driven vehicle wear an approved helmet properly fastened when on military reservations. You are also required to wear such a helmet when off-base in uniform.

Wardrobe—Summer uniforms are authorized for year-round wear. Winter uniforms should be brought for use during possible temporary duty to other military bases where seasons include cold weather. You may wear civilian clothing during off-hours on shore.

Men's aloha shirts are the standard informal garb, and are acceptable in most hotels, clubs and restaurants without the coat and tie.

Play clothes, shirts and slacks are part of everyday living for women. Sundresses for afternoons and cocktail dresses for special evenings are a must.

For the winter months, lightweight wool clothing will be used on many days and most evenings. Sweaters and a raincoat are necessary. A mainland summerweight coat is almost too warm.

Recreation — Recreation facilities are outstanding. Year-round golf, swimming, fishing, tennis, boating and team sports are possible. Many pools and some beaches are maintained by the military for Armed Forces use. Hunting is permitted in some areas. Kilauea Military Camp affords extensive recreation facilities for personnel on leave and their dependents.

Medical and Emergency Services—Outpatient care is provided for service personnel and their dependents at the facility that maintains the sponsor's medical records. When necessary, further care will be ar-

ranged at the Army's Tripler General Hospital which, by joint agreement, is responsible for hospitalization of naval personnel and their dependents.

Schools—Kindergarten classes are available at most elementary schools, but attendance is not compulsory. Children who will be five years old on or before 31 December of the current school year are eligible.

First grade students must be six years of age on or before 31 December of the current school year. Attendance is compulsory for all children between the ages of six to 16.

Students who register in Hawaii schools for the first time must have a birth certificate, a health certificate signed by a physician and a record of immunization against smallpox, diphtheria, and typhoid fever. Physical examinations for school entry are available at military dispensaries. Students who transfer from other schools must have a transcript of their previous school records.

Because of the high rate of transfer and enrollment in schools near military installations, it is advisable to register your children as soon as you know where you are going to live. Schools are open during the summer for this purpose.

Additional information regarding special facilities may be obtained by writing to the Department of Education, P. O. Box 2360, Honolulu, Hawaii 96804.

There are several private and parochial schools available. Information should be obtained directly from the school in which you are interested. Write to the school as early as possible, because many have more applications than vacancies.

The University of Hawaii is located in Honolulu and offers a wide selection of courses in undergraduate and postgraduate college work. A variety of evening non-credit courses is offered to anyone interested. Information may be obtained by writing to the University of Hawaii, Director of Admissions, Honolulu, Hawaii.

Other colleges that offer bachelor degrees include Chaminade College of Honolulu, the Church College of Hawaii at Laie, Oahu, Hawaii, and Hawaii Pacific College of Honolulu.

In addition, there are several private business and technical schools in Honolulu.

Pay Increase Means Shift In BAQ for Some Grades

Along with the recent 5.6 per cent pay increase came some changes in basic quarters allowances for certain pay grades.

For example, if you are in pay grade E-4 or above with four or more years' service and have no dependents, you are entitled to a BAQ while in a travel or leave status between permanent duty stations. This includes time granted as delay en route or proceed time when you are not assigned to quarters of the United States.

Furthermore, if you were in a PCS travel or leave status which started before 1 Oct 1967 and ended after that date, you are entitled to BAQ funds for that period of time after 1 October. Credit will be substantiated by a copy of your orders, containing all endorsements, or by leave papers.

If you should occupy government quarters for less than 30 days while a transient carrying PCS orders, you will still be entitled to BAQ. Retroactive adjustments on your pay record may be made if you have previously been denied BAQ since 1 October; however, you must have been on active duty on 16 Dec 1967 to be eligible.

Except for member with three or more dependents, the rates of BAQ for pay grades E-1 through E-4 with four years or less service were increased by the new pay bill. This increase requires that Q allotments for dependents be increased in many

All-Navy Cartoon Contest William R. Maul, CTC, USN



"How do you like it so far? . . ."

cases. For example, Q allotments in the earlier amounts of \$95.20 and \$123.10 are required to be increased to \$100 and \$130.60 respectively, effective 1 Jan 1968.

These changes were made automatically by the Navy Finance Center in Cleveland.

If your Q allotment was automatically increased and you wish to allot more than the minimum amount required, you first must stop the automatic allotment and then register a new allotment which will become effective the following month. Do so before the middle of the month to allow sufficient time for the administrative changes to be made.

New Clothing Allowance Changes Are Announced

New clothing allowance rates which became effective on 1 January reflect a substantial increase in one category, and reductions ranging from 12 cents to \$8.30 in others.

The initial clothing allowance for Naval Aviation Cadets and Aviation Officer Candidates was increased by \$7.08—from \$269.51 to \$276.59. Reductions include cuts ranging from \$8.30 in the initial, one-time allowance for enlisted men (recruits), to 12 cents less in the partial initial allowance designated for enlisted women.

The new rates became effective six months after the previous change. Normally, clothing allowances are revised once a year, with new rates effected on a fiscal, 1 July basis. The allowances are governed by actual costs for clothing, as determined by Navy and Department of Defense study groups.

Here are the new rates:

- Initial Clothing Monetary Allowance (ICMA)—Generally reflects the cost of a seabag for recruits. Enlisted men, \$211.32 (down from \$219.62). Enlisted women, \$314.76 (down from \$315.00). Naval Aviation Cadets and Aviation Officer

Candidates, \$276.59 (up from \$269.51).

- Partial Initial Monetary Allowance—Reflects cost of completing a seabag for Reservists upon reporting for active duty. Enlisted men, \$55.03 (down from \$57.05). Enlisted women, \$174.64 (down from \$174.76). Naval Aviation Cadets reverting to enlisted status, \$168.13 (down from \$175.58).

- Basic Maintenance Allowance (BMA)—Monthly clothing allowance included in regular pay during first three years of active duty. Enlisted men, \$4.80 (down from \$5.10). Enlisted women, \$5.70 (same).

- Standard Maintenance Allowance (SMA)—Regular monthly clothing allowance included in pay after three years of service. Enlisted men, \$7.20 (down from \$7.80). Enlisted women, \$8.70 (same). It should be noted that the standard monthly allowance for men and women in pay grade E-7 or above is \$7.20 monthly.

New Program Grants Extended Leave to Earn Medical Degree

THROUGH A NEW medical education program, study toward a medical profession has been made possible for Regular Navy officers of other categories.

It is a program whereby USN-type officers from other fields, who have served at least two years on active duty, may take an extended leave of absence to study for a degree of Doctor of Medicine.

Here are the details. Extended leave, as it is referred to here, would normally be granted for a maximum of five years: four years to complete medical school and one year to complete a civilian internship. In the event intern training is preferred through a naval internship, then a four-year leave of absence would be sufficient.

Regardless of the length of the leave, the individual must bear all expenses incurred because, unlike many share-cost education programs sponsored by the Navy, this one must be financed solely by the individual. This might prove to be exceedingly difficult for some since all pay and allowances during an ex-

tended leave period are discontinued.

However, applicants may accept scholarships approved by the Chief of Naval Personnel (Pers-B623) to help pay their school costs. As a rule, scholarships authorized by BuPers are those offered by tax-exempt corporations, foundations, funds or educational institutions organized and operated primarily for scientific, literary or educational purposes.

A request for authorization to accept a scholarship should contain complete information on the type of scholarship, including the applicant's eligibility, name of the foundation, corporation or fund which provides the award, a copy of the letter granting the award, and the total value of the award.

As with most educational programs offered by the military, there are certain obligations an individual must fulfill if he is to participate in this program. Primary among them is the length of time to be served in return for the leave of absence. In this case, for each year of extended leave granted, the officer is required

to obligate himself to six months' active service.

In addition, he must agree to retain his commission in the Regular Navy for as long as he has obligated himself. This obligation will be in addition to any other obligated service unfulfilled at the time he applies for the Medical Education Program. The officer must also agree to apply for an appointment in the Medical Corps in the grade and lineal position for which he is professionally eligible. This must be done within six months after he completes his academic requirements for the MD degree. If he is not selected for such an appointment, then he must agree to accept an appointment in the Medical Corps, Naval Reserve, should it be offered.

Applicants accepted for the Medical Education Program will be assigned to the naval activity nearest the medical school to be attended.

For a more thorough explanation of the program, refer to BuPers Inst 1520.101: Subj: Medical Education Program for Regular Officers (Excess Leave).

**Naval Personnel Eligible
As 'Leadership Interns'
In Government Assignments**

For the second year, a presidential commission has appointed young men between the ages of 23 and 36 to serve as leadership interns in high echelons of the federal government. Appointees are known as White House Fellows.

The White House Fellows Program was established by the President to give rising leaders one year of firsthand, high-level experience with the federal government and to increase their sense of participation in national affairs.

Past assignments have included work with the White House Staff, with the Vice President and each of 10 cabinet officers. In addition to their duties as special assistants, White House Fellows will take part in an orientation program conducted by the President's Commission and White House Fellows staff.

Appointments can be made from among both civilian and military candidates and, although the qualifications are simple, the competition is strong.

Selection is limited to those who:

- Comply with age requirements as of the year of selection.
- Are citizens of the United States.
- Have graduated from an accredited four-year college.
- Have demonstrated unusual ability, high moral character, outstanding motivation and a broad capacity for leadership.
- Show exceptional promise of future development.
- Are dedicated to the institutions of the United States.

Candidates may apply as individuals or they may be nominated by an organization (normally the organization which employs them).

Candidates may also be nominated by an individual or group having special knowledge of their abilities and potential.

Navymen who are awarded a White House Fellowship receive their normal pay and allowances. If they are selected for special training at an institution which charges tuition, their educational expenses are paid by the government.

Applications and nominations are

J. H. Paoli, IC1, USN



"Sorry it has to be this way . . . but we don't have any replacements for R-21 on board."

usually accepted for White House Fellowships beginning in the fall and closing in January. Nominating letters should be addressed to the Chairman, Commission on White House Fellows, The White House, Washington, D. C. 20500.

Individual applications should be made on a special form which may be obtained from Mr. Thomas W. Carr, Director, Commission on White House Fellows, The White House, Washington, D. C. 20500.

All candidates are interviewed by one of 11 regional panels and the most outstanding applicants are recommended to the President's Commission on White House Fellows. This commission makes the final recommendations to the President.

Navymen who apply for a Fellowship and receive notice for an interview with one of the regional panels, should notify the Chief of Naval Personnel (Pers C 312).

Announcement of the program was made in BuPers Notice in the 1560 series.

**List of New Motion Pictures
Available to Ships and
Overseas Bases**

The list of recently released 16-mm feature movies available from the Navy Motion Picture Service is published here for ships and overseas bases.

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

The Tall Women (C): Western; Anne Baxter, Maria Perschy.

Hawaii (WS) (C): Drama; Julie Andrews, Max Von Sydow.

Two for the Road (WS) (C): Comedy; Audrey Hepburn, Albert Finney.

I Deal in Danger (C): Melodrama; Robert Goulet, Christine Carere.

The Gnome Mobile (C): Fantasy; Walter Brennan, Ed Wynn.

Frozen Alive: Drama; Mark Stevens; Marianne Koch.

The Blue Max (WS) (C): George Peppard, James Mason.

Hombre (WS) (C): Western Drama; Paul Newman, Frederic March.

The Fantastic Voyage (WS) (C): Science Fiction; Raquel Welch, Stephen Boyd.

The Quiller Memorandum (WS) (C): Mystery Drama; Senta Berger, Max Von Sydow.

The Murder Game: Drama; Ken Scott, Marla Landi.

That Tennessee Beat (C): Musical Drama; Minnie Pearl, Merle Travis.

Panic in the City (C): Drama; Anne Jeffrey, Nehemiah Persoff.

A Guide for the Married Man (WS) (C): Comedy, Walter Matthau, Inger Stevens.

In Like Flint (WS) (C): Mystery Comedy; James Coburn, Lee J. Cobb.

Come Spy With Me (C): Mystery Comedy; Troy Donahue, Andrea Dromm.

Goldsake (WS) (C): Mystery Drama; Stanley Kent, Annabella Incontrera.

Women Times Seven (C): Comedy Drama; Shirley MacLaine, Alan Arkin.

Ride the High Wind (C): Adventure Drama; Darren McGavin, Maria Perschy.

The Greatest Story Ever Told (WS) (C): Biblical Drama; Max Von Sydow, Dorothy McGuire.

The Family Way (C): Comedy Drama; Hayley Mills, John Mills.

The Viscount (WS) (C): Melodrama; Kerwin Mathews, Edmond O'Brien.

The Dirty Dozen (C): Melodrama; Lee Marvin, Ernest Borgnine.

How to Steal a Million (WS) (C): Comedy; Audrey Hepburn, Peter O'Toole.

The Bobo (C): Comedy; Peter Sellers and Britt Ekland.

TIME TO TALK TAXES

There was a young sailor named Max,
Whose pay filled up six gunny sacks.
But don't worry, Sam,
He's in Vietnam,
So Max needn't pay income tax.

NEEDLESS TO SAY, the above lines weren't extracted from an Internal Revenue Service directive. As hard as the federal Internal Revenue Service tries to make its income tax information readable and easily understood, it hasn't yet descended to writing limping limericks.

Yet the basic facts are true. If Max is an enlisted Navyman in the Vietnam combat zone, his service pay is not taxed by the federal government no matter how much he may earn. (But his home state might have other ideas.)

Max and his friends need not even file federal income tax returns until 180 days after they leave the combat area or are discharged from a hospital outside the United States where they were hospitalized for injuries received in a combat zone.

Commissioned officers, on the other hand, don't receive the blanket exemption that enlisted men enjoy. Nevertheless, the first \$500 they earn each month in a combat zone or while hospitalized as a result of combat zone duty, is not taxed. The exempted service pay is, therefore, not included on their form W-2. The same applies to officers in Vietnam on TAD.

Officers, like enlisted men, are not obligated to file a federal income tax return until 180 days after leaving the combat area or a hospital outside the United States after recuperating from injuries received in a combat zone. All Navyman who are missing in action or taken prisoner in a combat zone are also subject to this provision.

Every Navyman who delays filing his tax return should write at the top of form 1040 "Served in combat zone as a member of the Armed Forces from (date) to (date). Postponed due date is (date)." The applicable dates, of course, should be filled in by the Navyman making the return. Delayed returns should be filed on Form 1040 rather than 1040A.

Servicemen not in a combat zone are expected to file a federal income tax return by midnight on 15 April

unless they are outside the United States in which case they can wait until 15 June. Those choosing the later date, however, must pay interest on the balance of tax due. Navyman must also comply with the income tax laws of the state in which they are domiciled.

In addition to federal and state income taxes, some servicemen may be liable to income taxes imposed by their county or city. No blanket statement can be made concerning who need pay such taxes so each Navyman should inquire of his judge advocate or local county and city concerning his tax liability.

They will find, for example, that military personnel domiciled in and considered residents of New York City are taxed on their income as are those domiciled in Baltimore and all Maryland counties.

On the other hand, all Ohio, Michigan and Pennsylvania cities exempt servicemen from taxation on their military pay. Other local jurisdictions may, of course, have other laws.

The state entitled to receive your tax payment is that in which you are domiciled—not necessarily the state in which you are stationed.

Your domicile is your permanent legal residence and the state in which you vote and exercise other prerogatives of a citizen. It is considered to be your home state and the place to which you intend to return permanently.

William R. Maul, CTC, USN



"There's one of life's little tragedies. Enlisted right out of school . . . volunteered for the Seabees to get over here . . . But, just couldn't overcome the handicap of his name . . . Victor Charlie Cong."

Nevertheless, the state in which you are stationed can also tax you as a nonresident on wages earned from moonlighting, from income received from rental property or other such income earned within its jurisdiction.

There are some new laws applicable to taxation of income earned during 1967 as well as court and Internal Revenue Service rulings concerning income tax deductions, obligations and procedures. Some of these apply specifically to servicemen while others have only indirect application. A few are listed here:

Deductions for Charity—The cost of tickets sold to raise funds for charities is not deductible unless the amount you paid exceeds the value of the ticket.

Education Expenses—You can deduct expenses for training needed to improve or maintain skills required by your job or which are expressly required by your employer.

This deduction now applies even though the education you receive may lead to a degree. It does not apply, however, to education needed to meet minimum educational requirements for employment or to learn a new trade or business.

Fatigue Uniform Expense—The cost of purchasing or maintaining fatigue uniforms can't be deducted unless local military regulations require that the uniform be worn while on duty. The only time fatigues can be worn while off duty so far as income taxes are concerned is while the wearer is directly on his way home.

FICA for Domestic Help—Navyman who employ domestic help and pay the employer's FICA tax can't deduct the amount from gross income because such taxes are deductible only as trade or business expenses.

Loan Origination Fees (Points)—If you bought a house, especially under the GI loan guaranty plan, you will undoubtedly remember that you paid a loan origination fee—usually called points. Points are not deductible when you buy a home and you can't take them into consideration when figuring your gain or loss when selling the property at a later date.

Medical Expenses—Heretofore, the medical expenses of persons over

65 years of age did not need exceed three per cent of their adjusted gross income and their drug expenses did not have to exceed one per cent of their AGI to be deductible as an itemized expense. This is no longer true. The same rule applies to your relatives over 65 as well as to younger people.

Another provision of law concerns the deduction of medical insurance.

Now, one-half of premiums up to \$150 can be claimed as a deduction without regard to the three per cent rule. The balance can be added to other medical expenses subject to the three per cent rule.

The same law provides that you can deduct only the portion of the insurance premium that covers payment of medical expenses—the insurance policy or company can tell the insured how much this is.

Membership Dues—Federal officers and employees who pay dues for

membership in a Chamber of Commerce or similar organization may deduct the cost if membership in the organization substantially assists them in carrying out their federal duties.

Pre-addressed Return Forms—Taxpayers who filed a return last year receive a preaddressed form for their convenience. It is also a convenience to the Internal Revenue Service—please use it and, if necessary, correct the address.

Reserve Force Readjustment Payments—Reserves who are involuntarily released from active duty must report their readjustment payment as gross income in the taxable year in which the payment is made.

Reservists have the right to use an income averaging computation on Schedule G, Form 1040. Those who subsequently become entitled to retired pay need not pay taxes on retirement pay until three-fourths of

any reserve readjustment payment previously received is fully recovered by the government.

Self-Employed Pension Plans—A self-employed taxpayer can invest 10 per cent of his earned income up to \$2500 a year in qualified investments or special U. S. Government Retirement Plan Bonds and deduct all the amount invested in 1968 from his gross income. So far as tax year 1967 is concerned, however, only one-half can be deducted. The amounts previously deducted plus earned income while invested, become taxable when paid after retirement.

Support for Child of Divorced or Legally Separated Parents—Generally speaking, the divorced or separated parent who has custody of a child for the greater part of the year is entitled to claim the dependency deduction for the child. If, however, the other parent contributes at least \$1200 a year to the support of the

SUMMARY OF INCOME-TAX LAWS OF STATES

- NOTE:**
1. "Married couple" or "married" as used in this summary means husband and wife living together.
 2. A married serviceman or woman is considered to be living with his or her spouse when separated only by reason of military orders.
 3. Most States now have provisions for filing declarations and payment of estimated taxes.
 4. The following States do not impose individual income taxes on residents generally: Connecticut, Florida, Illinois, Maine, Nebraska, Nevada, New Jersey, Ohio, Pennsylvania, Rhode Island, South Dakota, Texas, Washington, and Wyoming. New Jersey imposes a "commuter tax."
 5. Under section 513 of the Soldiers' and Sailors' Civil Relief Act (50 USC App. 573) a member may defer payment of taxes, without

Least Income Requiring Residents to File Returns	Personal Exemptions and Credits	Where to Obtain Forms and File Tax Returns	Exclusions and Deferrals for United States Armed Forces Personnel
ALABAMA:			
Net income of: \$1500 if single, \$3000 if married or head of family. Gross income of \$3000.	\$1500 if single, \$3000 if married or head of family, \$300 for each dependent.	State Department of Revenue, Income Tax Division, Montgomery, Ala. 36102.	All 1964 military pay exempt. Effective 1 Jan 1965, all military pay for combat zone service is exempt. See note below.
NOTE: Members outside continental United States may defer filing, but with interest, until 30 days after return to the U. S. Consideration is given to waiving penalty for good cause.			
ALASKA:			
Gross income of \$600 from sources within the State.	Same as Federal.	Department of Revenue, Alaska Office Bldg., Pouch 5A, Juneau, Alaska 99801.	All active-service pay exempt after 1950.
ARIZONA:			
Net income of: \$1000 if single, \$2000 if married. Gross income of \$5000.	\$1000 if single; \$2000 if married or head of household; \$500 additional if blind; \$1000 if 65 or older; \$600 each dependent.	Arizona State Tax Commission, Income Tax Division, State House, Phoenix, Ariz. 85007.	\$1000 active-service pay, all mustering-out pay and all terminal leave pay is exempt. Members outside continental U.S. may defer filing and paying, without interest or penalty, until 180 days after release or termination of present emergency, whichever is earlier.
ARKANSAS: (15 MAY due date)			
Gross income of: \$1750 if single or separated from spouse, \$3500 if married or head of family.	Tax credit of: \$17.50 if single, \$35 if married or head of family, \$6 for each dependent.	Income Tax Division, State Revenue Dept., State Revenue Bldg., Little Rock, Ark. 72201.	All active-service pay is excluded.

child and also claims the exemption, the burden of proving the child's dependency is placed on the parent having custody. In some cases, a court decree or a parental agreement may also entitle the parent not having custody of the child to the dependency deduction if he pays at least \$600 towards support of the child during the year.

Mess Bills Afloat—A naval officer permanently stationed aboard a ship which has living and messing facilities is not traveling, he's at home—at least for federal income tax purposes.

After 1 January 1968, mess bills and other expenses incidental to travel, therefore, cannot be deducted as travel expenses so long as the officer is in his ship. They can, however, be claimed as deductions on the federal return filed by officers for tax year 1967 but this will be the last time.

Traveling Expenses on Temporary Additional Duty—The Supreme Court of the United States upheld the Internal Revenue Service position that, if you travel on official duty, you can deduct the cost of your unreimbursed meals only if your trip lasts long enough to require you to stop for sleep or rest. This is familiarly known as the overnight rule and shouldn't bother anyone who is issued a meal ticket or who is reimbursed for the expenses of his trip.

Uniformed Services Savings Deposits Program—Interest on money deposited in the Uniformed Services Savings Deposits Program must be included as gross income on federal income tax returns but only when it is received—usually when the Navy depositor returns to the United States or its possessions.

This procedure is distinct from the method of reporting income such as earnings and interest on shares and

deposits in credit unions, savings and loan associations and banks. Income of this kind is taxable in the year it is earned regardless of whether it was actually withdrawn.

The Office of the Judge Advocate General has published some information which Navymen can consult, if they wish, for the official word on 1967 federal income tax returns. It can be found in the 1968 edition of a memo entitled "Federal Income Tax Information for Armed Forces Personnel."

And that's what has been happening in the wonderful world of federal income taxes. Now for news concerning state income taxes consult the following tables which are based upon another useful and official document—JAG Notice 5840 "Summary of Income Tax Laws of States and Possessions of the United States."

AND POSSESSIONS OF THE UNITED STATES

interest or penalty, until six months after discharge if ability to pay is materially impaired by reason of active service. Service in the combat zone, or missing status as a result thereof, may qualify as grounds for delayed payment of taxes. Returns must be filed on time, however.

6. Most States have provisions for extension of time for filing returns upon application by a taxpayer to the tax officials of his home state.
7. Various cities and municipalities levy a personal income tax. Where a question exists, each member should contact his home municipality to ascertain if he is liable for a tax.
8. Returns and payment of the tax are due on 15 Apr 1968, unless otherwise noted after the state's name.

Least Income Requiring Residents to File Returns	Personal Exemptions and Credits	Where to Obtain Forms and File Tax Returns	Exclusions and Deferments for United States Armed Forces Personnel
CALIFORNIA:**			
Adjusted gross income over: \$2750 if single or head of household, \$5500 if married.	Tax credits of: \$25 if single; \$50 if married or head of household; additional \$8 for taxpayer or spouse if blind; \$8 for each dependent.	State of California, Franchise Tax Board, 1025 P Street, Sacramento, Calif. 95814.	\$1000 active and inactive service pay, all mustering-out pay and all terminal leave pay is exempt. See note for PCS outside Calif. Filing and paying deferred without penalty or interest until 180 days after return to U.S. from duty outside 50 states.
**NOTE: Domiciliaries of California on permanent duty outside the state are classified as nonresidents, for that State's income tax purposes only, and need not file returns on income derived outside the state. If married and the wife remains in California, however, she would be taxable on one-half of their community income plus her separate income, if any.			
COLORADO:			
Gross income in excess of \$750 (\$1500 if 65 or older).	\$750 for each exemption allowed on Federal tax return.	State of Colorado, Department of Revenue, State Capitol Annex, E. 14th Avenue and Sherman Street, Denver, Colo. 80203.	Same as Federal, including combat zone exclusion and postponement for filing and paying, effective 1 Jan 1965.
DELAWARE:** (30 APRIL due date)			
Gross income of: \$600 if single or separated from spouse, \$1200 combined gross income of married couple.	\$600 for taxpayer; \$600 for spouse; \$600 additional for taxpayer and spouse if blind, 65 or older; \$600 for each dependent.	State of Delaware, State Tax Department, 843 King Street, Wilmington, Del. 19899.	Same as Federal, including combat zone exclusion and postponement for filing and paying, effective 1 Jan 1967. See note below for exemption of legal residents who satisfy all three conditions therein.
**NOTE: §1101 of the Delaware Income Tax Law provides in part: "'Resident' means only natural persons and includes any person domiciled in the State, except a person who, though domiciled in the State, maintains no permanent place of abode within the State, but does maintain a permanent place of abode without the State, and who spends in the aggregate not to exceed 30 days of the taxable year within the State; . . ."			

THE BULLETIN BOARD

Least Income Requiring Residents to File Returns	Personal Exemptions and Credits	Where to Obtain Forms and File Tax Returns	Exclusions and Deferments for United States Armed Forces Personnel
DISTRICT OF COLUMBIA:			
Gross income in excess of: \$1000 if single or separated from spouse, \$2000 combined income of married couple.	\$1000 if single or separated from spouse; \$2000 if married; \$1500 if head of family; \$500 additional for taxpayer and spouse if blind, 65 or older; \$500 for each dependent.	District of Columbia, Finance Office, Revenue Division, Municipal Center, 300 Indiana Avenue, N.W., Washington, D. C. 20001.	Upon application, deferment for filing or paying granted until six months after the return is due; one year for members outside continental U.S.
GEORGIA:			
Gross income of: \$1500 if single or separated from spouse, \$3000 combined gross income of married couple.	\$1500 if single; \$3000 if married or head of family; \$600 additional if blind, 65 or older, or a student; \$600 each dependent; \$1200 each child who is student above secondary level; additional \$600 for dependent retarded or handicapped child under 21 unable to attend public school and not ward of State.	Department of Revenue, Income Tax Unit, State Office Building, Atlanta, Ga. 30334.	First \$2400 officer and all enlisted and warrant compensation for Vietnam combat zone service, 90 or more days hospitalization because of such service or service against an enemy or hostile force, is exempt. Filing and paying deferment without penalty or interest granted members outside continental U.S. until six months after return to the U.S.
GUAM:**			
Same as Federal.	Same as Federal.	Division of Revenue and Taxation, Department of Finance, Government of Guam, Agana, Guam 96910.	Same as Federal, including combat zone exclusion effective 1 Jan 1964; but, as to service compensation, the Government of Guam in practice has not imposed the Guam income tax on individuals subject to the United States income tax.
**NOTE: Guamanians serving with the U.S. Armed Forces are liable to the Government of Guam on income from all sources with credit for any U.S. tax paid.			
HAWAII: (20 APRIL due date)			
Adjusted gross income of \$600 (\$1200 if 65 or older).	Same as Federal except \$5000 in lieu of normal exemption for blind taxpayer. Educational and individual tax credits also available.	Hawaii Director of Taxation, 425 Queen Street, Honolulu, Hawaii 96813.	All service pay excluded through 1965; same as Federal, including combat zone exclusion, effective 1 Jan 1966.
IDAHO:			
Gross income of \$600 (\$1200 if 65 or older).	Same as Federal, plus \$10 tax credit for each exemption.	State Tax Commission, 317 Main, Box 36, Boise, Idaho 83707.	Same as Federal, including combat zone exclusion (\$500/mo for 0-1 and up, effective 1 Jan 1966). Members absent 180 days or more in a year are taxable as nonresidents on Idaho income only. If OUTCONUS may defer filing and paying until six months after discharge.
INDIANA:			
Gross income of \$1000 or more.	\$1000 for taxpayer, \$500 for spouse; lesser of \$1000 or adjusted gross income of each spouse (minimum of \$500 each) on joint return; \$500 additional for taxpayer and spouse if blind, 65 or older; \$500 each dependent; sales tax credit.	Indiana Department of Revenue, State Office Building, 100 N. Senate Avenue, Indianapolis, Ind. 46204.	Combat zone exclusion same as Federal (\$500/mo for 0-1 and up, effective 1 Jan 1967). First \$2000 taxable active and reserve inactive service pay exempt, effective 1 Jan 1967. Sales tax credit applies regardless of duty station.
IOWA: (30 APRIL due date)			
Net income of: \$1500 if single or separated from spouse; \$2350 if married; or \$2000 combined if filing separate returns.	Tax credit of: \$15 if single, \$30 if married or head of family, \$15 additional if blind, 65 or older, \$10 each dependent. Also sales tax credit, see instructions.	State Tax Commission, Income Tax Division, State Office Building, Des Moines, Iowa 50319.	Same as Federal, including combat zone exclusion effective 1 Jan 1964. Ninety-day extension granted with interest upon timely application, with additional time for good cause.

Least Income Requiring Residents to File Returns	Personal Exemptions and Credits	Where to Obtain Forms and File Tax Returns	Exclusions and Deferments for United States Armed Forces Personnel
KANSAS: Net income of: \$600 if single or separated from spouse, \$1200 if married, (plus age and blind exemptions). Gross income of \$4000.	Same as Federal, except that \$600 income limitation applies to child of any age unless a "student."	State of Kansas, Director of Revenue, Income Tax Division, State Office Building, Topeka, Kans. 66612.	First \$1500 active service pay exempt until termination of present world crisis as determined by Executive Council of Kansas, or Federal combat zone exclusion (but \$200/mo for 0-1 and up), as elected by taxpayer. Combat zone postponement for filing and paying same as Federal.
KENTUCKY: Net income of: \$1000 if single or separated; \$2000 if married, head of household, blind, or age 65. Gross income of \$1200 and \$2500 respectively.	Tax credit of: \$20 for taxpayer, \$20 for spouse, \$20 additional for taxpayer and spouse if 65 or blind, \$20 each dependent.	Commonwealth of Kentucky, Department of Revenue, Frankfort, Ky. 40601.	Same as Federal, including combat zone exclusion (but \$200/mo for 0-1 and up). Members may defer filing and paying until earlier of 12 months after termination of service or national emergency.
LOUISIANA: (15 MAY due date) Net income of: \$2500 if single or separated, \$5000 if married. Gross income of \$6000 or more.	\$2500 if single, \$5000 if married or head of family, \$400 for each dependent (less 1 for head of family); Plus \$1000 per person, including dependents, who are blind, mentally retarded or have lost a limb.	State of Louisiana, Collector of Revenue, Baton Rouge, La. 70821.	Effective 1 Jan 1966, all military compensation earned outside U.S., its territories & possessions is exempt until Cong. or Pres. terminates Vietnam Service Medal qualification period.
MARYLAND: Gross income in excess of: \$800 if single or separated, \$1600 if married.	\$800 if single; \$1600 if married; \$800 each dependent (including one under a multiple support agreement); \$800 if blind, 65 or older (also for dependents 65 or older).	State of Maryland, Comptroller of the Treasury, Income Tax Division, Annapolis, Md. 21404.	Combat zone exclusion same as Federal, effective 1 Jan 1966. Members outside continental U.S. may defer filing until three months after return to U.S.
MASSACHUSETTS: Earned income of \$2000. Other taxable income in any amount.	\$2000 if single, married filing separately; lesser of \$4000 or \$2000 plus smaller business income of either spouse if joint return; \$500 for spouse with income of \$2000 or less; additional exemptions for blind or aged; \$400 each dependent; plus tax credits of \$4 each for taxpayer and spouse, \$8 each dependent, if income on joint return is \$5000 or less.	The Commonwealth of Massachusetts, Department of Corporations and Taxation, Income Tax Bureau, 100 Cambridge St., Boston, Mass. 02202.	\$2000 additional personal exemption each taxpayer member who served at any time during taxable year in combat zone, effective 1 Jan 1966. If requested and if for due cause, up to six months extension may be granted.
MICHIGAN: (Imposes individual income tax beginning 1 Oct 1967.) Same as Federal.	\$1200 for each exemption on Federal return.	Michigan Department of Treasury, Revenue Division, Income Tax Section, Lansing, Mich. 48922.	All military pay is subtracted on member's income tax return. Automatic extension for filing return for period of Federal extensions plus additional 60 days.
MINNESOTA: Gross income in excess of \$750 if single or combined gross income in excess of \$1500 for married couple or if the tax on taxable income exceeds the allowable credits.	Tax credit of: \$19 if single, \$38 for married couples; additional credit of \$20 if over 65 years. Blind single person additional \$20, married person \$25. Credit for each dependent \$19.	Minnesota Department of Taxation, Income Tax Division, Centennial Office Building, St. Paul, Minn. 55101.	Same as Federal, including combat zone exclusion and postponement for filing and paying effective 1 Jan 1964, plus exclusion of \$3000 military pay and all mustering out pay. Additional exclusion of \$2000 military pay for service wholly performed outside Minnesota, effective 1 Jan 1967. Members outside U.S. have automatic extension until six months after return for filing and paying.

THE BULLETIN BOARD

Least Income Requiring Residents to File Returns	Personal Exemptions and Credits	Where to Obtain Forms and File Tax Returns	Exclusions and Deferments for United States Armed Forces Personnel
MISSISSIPPI:			
Gross income in excess of personal exemptions and standard deduction.	\$5000 if single, \$7000 if married or head of family.	State Tax Commission, Income Tax Division, Box 960, Jackson, Miss. 39205.	None.
MISSOURI:			
Gross income in excess of: \$1200 if single, \$2400 if married or head of family.	\$1200 if single, \$2400 if married or head of family, \$400 each dependent.	State of Missouri, Department of Revenue, Income Tax Department, P. O. Box 629, Jefferson City, Mo. 65101.	\$3000 of active-service pay exempt after 1950. Director of Revenue may allow extension of time for filing without penalty or interest until one year after discharge.
MONTANA:			
Gross income of: \$600 if single, \$1200 if married.	\$600 if single; \$1200 if married; \$600 additional if blind, 65 or older; \$600 each dependent.	State of Montana, Board of Equalization, State Capitol Building, Helena, Mont. 59601.	Same as Federal, including combat zone exclusion effective 1 Jan 1964.
NEW HAMPSHIRE: (1 MAY due date)			
Any amount of taxable interest or dividends. Joint returns not permitted.	\$600 for each taxpayer.	State Tax Commission, Division of Interest and Dividends, Box 345, Concord, N. H. 03301.	None.
NEW JERSEY:			
Gross income in excess of personal exemptions if derived from N.J. by N.Y. resident.	Same as Federal, plus tax credit of: \$10 single; \$12.50 if married and filing separately; \$25 if married and filing jointly, or head of household.	New Jersey State Emergency Transportation Tax Bureau, Division of Taxation, Trenton, N. J. 08625.	All active service pay exempt. Persons in active service with the Armed Forces of the United States who may be prevented, by distance, or injury or hospitalization arising out of such service, may be allowed an extension of six months for filing.
NEW MEXICO:			
More than \$1500 net income for married filing joint Federal return or single with one or more dependents. More than \$600 gross income if single.	Same as Federal.	State of New Mexico, Bureau of Revenue, Income Tax Division, P. O. Box 451, Santa Fe, N. M. 87501.	Same as Federal, including combat zone exclusion. Commissioner may defer filing and paying for 12 months for good cause. Extension automatic for Vietnam hospitalization or service.
NEW YORK:**			
If federal income tax return is required to be filed or if New York adjusted gross income exceeds exemptions.	Same exemptions as Federal, plus tax credits: \$10 if single; \$12.50 if married, filing separately; \$25 if married filing jointly, or head of household, or "surviving spouse" with dependent child.	New York State Income Tax Bureau, The State Campus, Albany, N. Y. 12226.	Same as Federal, including combat zone exclusion. Filing and paying deferred during combat zone service or hospitalization as a result thereof inside or outside N. Y. (only outside N. Y. before 24 Apr 1967) plus next 180 days. See note below for exemption of legal residents who satisfy all three conditions therein. Instructions state that living in assigned or rented government quarters is not maintaining a permanent place of abode.
**NOTE: Sec. 605(a) of the New York State Income Tax Law provides in part: "A resident individual means an individual: Who is domiciled in this state, unless he maintains no permanent place of abode in this state, maintains a permanent place of abode elsewhere, and spends in the aggregate not more than thirty days of the taxable year in this state, . . ."			
NORTH CAROLINA:			
Gross income in excess of personal exemption without inclusion of exemption for dependents.	\$1000 if single, married woman; \$2000 if head of household, married man, widower or widow with a minor child or divorcee with minor children and no alimony; \$1000 additional if blind; \$300 each dependent.	State of North Carolina, Department of Revenue, Individual Income Tax Division, Raleigh, N. C. 27602.	Hostile fire duty pay exempt effective 1 Jan 1965. All other active duty pay, including that earned in a combat zone, is taxable.

Least Income Requiring Residents to File Returns	Personal Exemptions and Credits	Where to Obtain Forms and File Tax Returns	Exclusions and Deferments for United States Armed Forces Personnel
NORTH DAKOTA:			
If federal income tax return is required to be filed.	Not applicable as Federal taxable income is used as starting point on return, except that if a husband and wife file a joint return, they may deduct \$300 from Federal taxable income.	State of North Dakota, Office of Tax Commissioner, State Capitol Building, Bismarck, N. D. 58501.	All active service pay is subtracted on member's income tax return.
OHIO:			
No individual income tax. Some cities impose income taxes, but military pay is exempt by State law.			
OKLAHOMA:			
Gross income of: \$1100 if single or separated from spouse; \$2200 if married.	\$1000 if single, \$2000 if married or head of family, \$500 each dependent.	Oklahoma Tax Commission, State of Oklahoma, Income Tax Division, Oklahoma City, Okla. 73105.	\$1500 of active-service or retirement pay is excluded. Filing and paying by member outside the United States or hospitalized in the U.S. deferred until 15th day of 3rd month following return or discharge from hospital.
OREGON:			
Net income of: \$600 if single or separated from spouse; \$1200 if married. Gross income of \$4000.	\$600 if single or separated; \$1200 if married; \$600 additional if blind plus tax credits of \$18 if blind, \$12 if 65; \$600 each dependent. (\$1 tax credit, maximum \$6, each \$100 partial support of less than 50%).	Oregon State Tax Commission, Income Division, State Office Building, Salem, Ore. 97310.	\$3000 of active-service pay is excluded. Returns and payment of tax deferred for 90 days after return to U.S. from period of duty exceeding 90 days outside continental United States including Alaska.
PENNSYLVANIA:			
No individual income tax, but some Pennsylvania cities and municipalities levy local income taxes. All of them exempt all Navy and military pay for active service.			
PUERTO RICO:			
Gross income in excess of: \$800 if single, separated from spouse or if head of family; \$2000 if married.	\$800 if single or separated from spouse, \$2000 if married or head of family, \$400 each dependent.	Commonwealth of Puerto Rico, Department of the Treasury, Bureau of Income Tax, P. O. Box 9833, Santurce, Puerto Rico 00908.	Mustering-out payments are exempt. Act of 15 May 1947 amended May 1967 allows active-service members of Armed Forces during Vietnam hostilities a qualified special \$500 deduction during ten years following honorable discharge.
SOUTH CAROLINA:			
Gross income of \$800 or more.	\$800 if single; \$1600 if married filing jointly, or only one spouse has income, or if head of household; \$800 additional if blind, 65 or older; \$800 each dependent.	South Carolina Tax Commission, Income Tax Division, Box 125, Columbia, S. C. 29202.	Combat zone exclusion same as Federal effective 1 Jan 1964. Drill and training duty pay of National Guard and Reserve personnel is exempt.
TENNESSEE:			
Income over \$25 consisting of dividends from stock and interest from bonds.	None, except income of blind persons is exempt.	State of Tennessee, Department of Revenue, Income Tax Division, War Memorial Building, Nashville, Tenn. 37219.	None.
UTAH:			
Gross income of: \$600 if single or separated from spouse, \$1200 if married.	\$600 if single, \$1200 if married, \$600 additional for taxpayer and spouse if blind, \$600 each dependent.	State Tax Commission of Utah, State Office Building, Salt Lake City, Utah 84114.	If in foreign country 510 days of any 18 consecutive months may file as a nonresident for each taxable year while so absent for three months or more. Members outside the U.S. may obtain late filing penalty waiver if filing before earlier of 15th day of 4th month after return to United States or discharge.

Least Income Requiring Residents to File Returns	Personal Exemptions and Credits	Where to Obtain Forms and File Tax Returns	Exclusions and Deferments for United States Armed Forces Personnel
VERMONT:**			
Adj. gross income of \$100 or more, less military pay, from Vt. sources; Vt. income of \$100 or more if nonresident.	\$500 for taxpayer; \$500 for spouse; \$500 additional if blind, 65 or older; \$500 each dependent.	Commissioner of Taxes, Vermont Department of Taxes, Montpelier, Vt. 05602.	All active duty pay exempt. Combat zone exclusion same as Federal. Commissioner may grant extension for filing and paying for good cause. See note below for exemption of legal residents who satisfy all three conditions therein.
**NOTE: Effective 1 Jan 1966, Vermont income tax law provides: "Resident" means one who is a resident individual during all of the taxable year. "Resident individual" means, for any portion of a taxable year, one who is domiciled in Vermont during that portion of such taxable year except that one who (1) maintains a permanent place of abode outside Vermont, (2) does not maintain one in Vermont, and (3) spends no more than 30 days of that taxable year in Vermont, is not a resident individual of Vermont during any portion of that taxable year. Full-time active duty pay is not Vermont derived income.			
VIRGINIA: (1 MAY due date)			
Gross income of \$1000.	\$1000 for taxpayer; \$1000 for spouse; \$600 additional if blind, 65 or older; \$200 each dependent plus \$800 to unmarried taxpayer who has a dependent father, mother, son, daughter, sister, or brother.	Commissioner of Revenue of the county or city of which taxpayer is a resident.	Combat zone exclusion same as Federal, effective 1 Jan 1965. Members may file claims for refund of income taxes paid on 1965 active service compensation qualifying for the exclusion. Filing and paying deferred during combat zone service or hospitalization outside the U.S. as a result of such service plus next 180 days without imposition of penalty or interest.
WEST VIRGINIA:**			
If Federal return is required, or if West Virginia adjusted gross income exceeds exemptions.	Same as Federal.	West Virginia State Tax Commissioner, Income Tax Division, Charleston, W. Va. 25305.	Same as Federal, including combat zone exclusion (but \$200/mo for 0-1 and up) and extension for filing. Members OUTCONUS or in Alaska granted automatic extension for filing. See note below for exemption of legal residents who satisfy all three conditions therein.
**NOTE: Sec. 7 of West Virginia Income Tax Law provides in part: "Resident individual means an individual who is domiciled in this State unless he maintains no permanent place of abode in this State, maintains a permanent place of abode elsewhere, and spends in the aggregate not more than 30 days of the taxable year in this State, . . ." West Virginia instructions state that in living in assigned or rented government quarters one is not maintaining a permanent place of abode.			
WISCONSIN:**			
Gross income of: \$500 if single (\$1000 if 65 or older), \$1200 if married (\$1400 if one spouse is 65 or older, \$1600 if both 65 or older).	Tax credit of: \$10 if single, \$20 if married or head of family, \$10 each dependent. \$15 for taxpayer and spouse if 65 or older.	State of Wisconsin, Department of Revenue, Processing Center, P. O. Box 59, Madison, Wisc. 53701.	\$1000 military pay exclusion plus same exclusions as Federal, including combat zone exclusion and postponement, effective 1 Jan 1965.
**NOTE: Declarations of estimated tax need not be filed by persons on active duty outside continental United States.			

U. S. Olympic Committee Welcomes Contributions

In many countries, participation in the Olympic Games is considered so desirable that the athletes' expenses are borne by the government. In the United States, the U. S. Olympic Committee has always financed the team's participation by popular subscription; that is, by voluntary contributions.

Thus, the extent of the participation of the United States in the Games depends entirely upon the success of the Committee in raising the funds necessary to finance a com-

plete team for the Olympic Games.

Virtually all the work for the U. S. Olympic Committee is done on a volunteer basis, and most of the officers and executives serve without compensation. The heads of all committees, coaches, officials, participants, team managers, trainers, and all personnel having anything to do with the Games also serve without pay.

The Committee has requested that voluntary contributions be solicited from members of the Armed Forces for the over-all support of those athletes who qualify for participa-

tion in the Pan American Games, the Winter Olympics, and the Summer Olympics. As you probably know, several Navy men are among the athletes on this year's U. S. teams.

All funds collected are to be forwarded by the collecting activity directly to the Chief of Naval Personnel (ATTN: Pers-G13) for consolidation and transmittal to the United States Olympic Committee. Remittance should be by check or money order made payable to the Chief of Naval Personnel. It should be marked "Olympic Fund."



Quartermasters on the Job

QUARTERMASERS still use the sextant, compass and charts, and they still navigate by eye and by feel, but they also have a great wad of tricky, complicated gear to back up their basic tools.

A good thing, too. As with almost everyone else, life is becoming more and more ulcer-making for the QMs. Consider the problems of a quartermaster in the Tonkin Gulf.

First, you have three attack aircraft carriers and approximately 25 support ships to keep track of. There are the aircraft and local shipping. Some friendly; some not, but all going in all directions. If you're involved in Operation Seadragon and are called upon for gunfire support missions you have to know precisely where you are—right now.

But it's not all that bad.

The vessels of Task Force 77 are equipped with excellent navigational aids, including the SRN 9 satellite tracker, SINS, Loran and radar.

With the SRN 9, the quartermaster simply feeds data passed from three satellites orbiting 600 miles overhead into a computer to locate the ship's position. SINS, or Ship's Inertial Navigation System locates the ship's position and feeds this to the RA-5C *Vigilante* and A-6A *Intruder* aircraft to guide them to their targets.

Radar and the Loran system both use an electronic beam to find position. Radar waves bounce off land or other stationary objects to give a fix; the Loran system measures the

time it takes for a pulse to travel from one station to another, and back.

Most work done by the quartermaster is on the bridge, but he also may be found in two other places—secondary conning and after steering. Sec Con is an alternate control station and is set up much the same as the bridge.

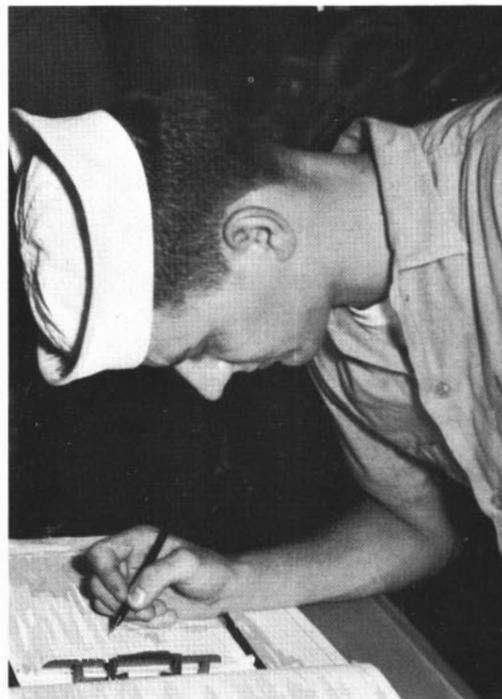
Should something happen to the helm on the bridge, control of the ship can be shifted to Sec Con or, in case of an extreme emergency, control can go to the quartermaster on duty in after steering, located just above the rudders.

There are plenty of problems for the quartermasters of Task Force 77 but, with their experience and excellent equipment, they manage to cope.

—Bill Polick, JOSN.



BUSY NAVYMEN—Clockwise from Top: (1) During underway replenishment in Tonkin Gulf quartermaster takes over the helm. (2) QMs aboard USS *Constellation* (CVA 64) plot carrier's course. (3) Ship's history is recorded by QM of the watch. (4) Quartermaster stands by in the after steering ready to take over in case of an emergency.



TAFFRAIL TALK

THE TRETT FAMILY is in a rather unusual category as an armed forces family. Not from the standpoint of size, as discussed in last month's ALL HANDS (pages 2-6), but from the standpoint of tradition.

Ever since 1918, each Trett generation has provided the services with a chaplain.

First in the series was Chaplain E. L. Trett, who became an armed forces chaplain back in 1918. He served with the Army members of the team, is now a retired colonel, and lives in San Jose, Calif.

His son, Robert L. Trett, chose the Navy for his career as a chaplain. He is serving as chaplain aboard the carrier *uss America* (CVA 66).

In a recent ceremony aboard *America*, Commander Trett had the pleasure of swearing in his son, James E. Trett, as an ensign, joining him as a member of the Navy Chaplain Corps.

Ensign Trett is currently studying at Princeton Theological Seminary.

★ ★ ★

Rear Admiral William W. Ball tells us of an incident he witnessed while pulling alongside a destroyer about to dock in New York City. A brand-new seaman apprentice, sailing—probably for the first time—on a Reserve cruise, had climbed high into the rigging. Apparently he did not want to miss any of the thrill of seeing the Manhattan skyline.

It was cold. He shivered. Finally, he shouted to the multi-hashed Chief Master-at-Arms, who was passing below: "Hey Chief, go down and get my peacoat, will you? I don't want to miss this view."

The grizzled chief's picturesque but unprintable reply, the admiral surmises, produced awe in the young sailor which surpassed even the effect of the famous skyscrapers.

★ ★ ★

The commanding officer of the command ship *uss Wright* (CC 2) believes his crewmen should receive recognition when they do more than is required of them. Thus, Captain F. M. Romanick periodically holds a "Citation Ceremony" during which individual crewmembers receive the ship's official pat on the back. The ceremony is typical of many ships in today's Navy.

Awards presented range from Presidential Unit Citations to USAFI High School Completion certificates.

In a recent ceremony, the "Wright Guys," as they are called, received Letters of Appreciation for donating their time to wrap clothing which was to be given to the Navajo Indians following the Arizona blizzard.

Presidential Unit Citation Medals were presented to five Marines stationed aboard *Wright*, for previous Vietnam service. Two Navy Unit Commendation Medals, also for Vietnam service, and seven Good Conduct Medals went to various Navymen.

Other men were recognized for their contributions to the success of *Wright's* community relations activities.

A recent call for blood donors for a nine-year-old girl who awaited open heart surgery brought 50 *Wright* volunteers.

Wright's crew members are fine examples of the slogan that the "good guys wear white hats."

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.

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject 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.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event should be received preferably eight weeks before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, Pers G15, Navy Department, Washington, D.C. 20370.

● **AT RIGHT: EYE ON THE JOB**—
Warrant Officer L. D. Olson, USN, uses a walkie-talkie to coordinate delivery of ammunition from *USS Mount Kamai* (AE 16) to Seventh Fleet units. For more information on warrant officers see page 32. Photo by Don Grantham, PH1, USN.



THERE'S a need for many
a spot for you



**IN THE ELECTRONIC
SUPERSONIC
NUCLEONIC NAVY**