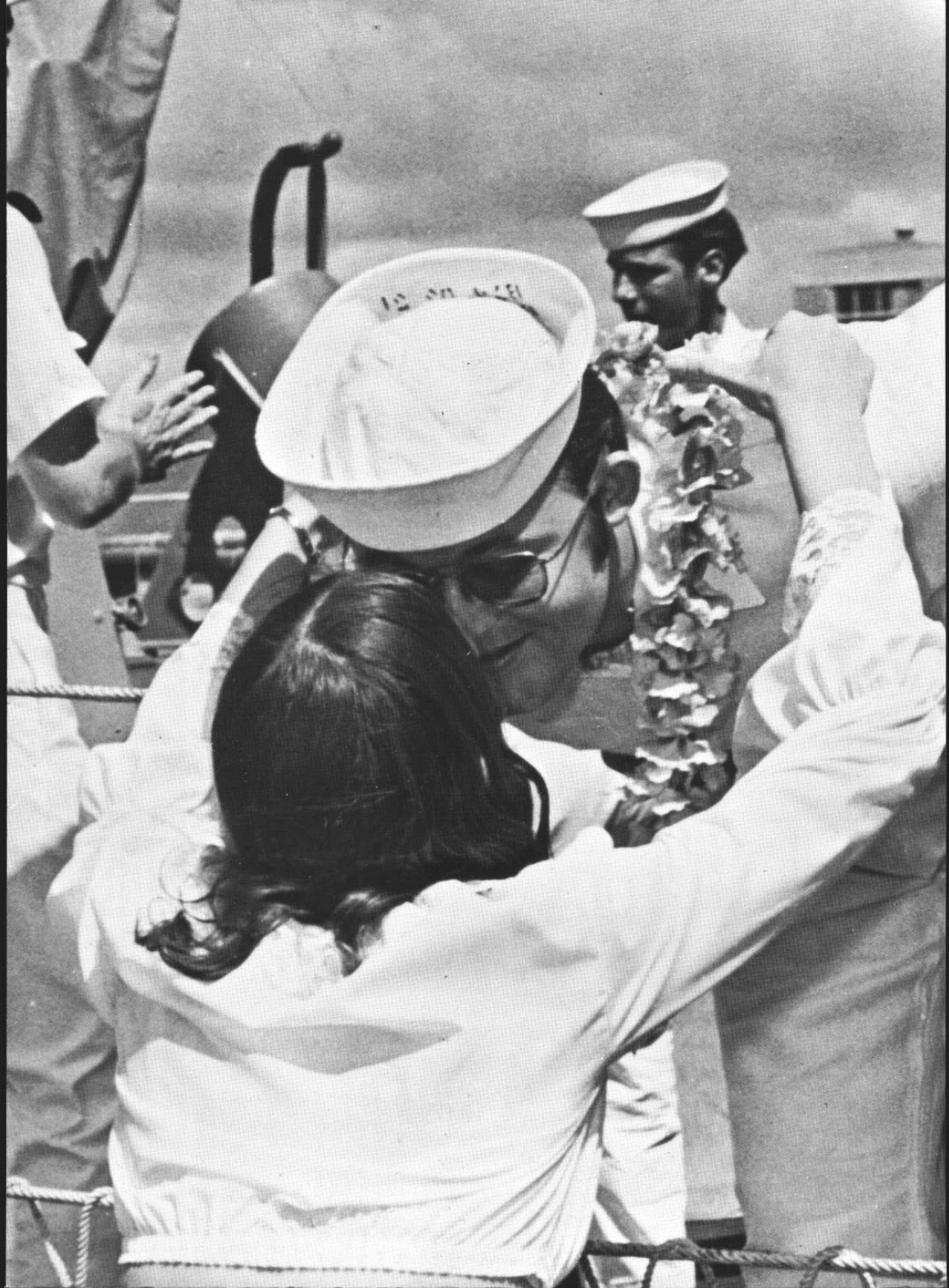


ALL HANDS



DECEMBER 1972





ALL HANDS

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• **FRONT AND BACK COVER:** THE SPIRIT OF CHRISTMAS throughout the Fleet is typified by this colorful display of lights at the Portsmouth Naval Shipyard, Norfolk. We at ALL HANDS join in to extend to all hands and their families the wish for a happy holiday and the hope of a bright future ahead.

• **AT LEFT: ALOHA—AND HOW!!—**Miss Cherrie Wright reaches up to give a lei and a kiss to her returning boyfriend PC3 Edward A. Blusek, aboard the USS McMorris. After more than five months on deployment to the Western Pacific McMorris returned to Pearl Harbor in September.



THE NAVY: IT'S MORE THAN SHIPS AT SEA

PEOPLE HELP



ING PEOPLE

REGULARS AND RESERVES LEND A HAND

ONE OF THE WAYS in which a connotative or personal meaning of a word—as opposed to the formal definition contained in a dictionary—can be discovered is through a series of word pairings. By this method, one person says a word and another person is asked to respond immediately with the first word that comes to mind, such as: snake—bite; sky—blue; grass—green; and so on. Specific responses vary among individuals, but probably the most common reaction to “Navy” would be “ships”—a response which is certainly understandable, but which needs to be expanded.

The back cover of ALL HANDS August issue, designed by DM1 Norman Butman, contained the theme that “the Navy is more than ships at sea” and mentioned some of the things which Navy means to its people. With an insider’s view, Navy people and their families are, of course, well aware of all that the Navy represents—the opportunities provided, the challenges presented, and the many services rendered.

But what does the Navy mean to civilians of the nation and elsewhere? To many civilians, particularly those affected by floods in the eastern United States and also in the Philippines this past summer, the U. S. Navy meant assistance—and, for some, survival. The stories recounted below are typical of many others in which U. S. Navy units—men, women and equipment—pitched in during the year now coming to a close, to help people escape and recover from these disastrous floods. Chances are good that if you asked people involved in these floods what the Navy meant to them, they’d respond with something the Navy has always been to people in trouble—a helping hand.

And not only the Regular Navy—the members of the Naval Reserve in communities throughout the country have played an important role in these efforts. Here are just a few examples.

A DRAMATIC LIFESAVING OPERATION was mounted by helicopter squadrons out of NAS Lakehurst, N. J., as a result of this summer’s flooding of the eastern United States caused by Hurricane Agnes—said to be the worst in the nation’s history. Heavy rains began on 22 June and for four straight days high winds and

onrushing flood waters ravished many areas of Pennsylvania, Virginia, Maryland, New York and elsewhere.

Within an hour after the first call for help came that first evening, HC-2 had a helicopter in the air and on the way to Pottstown, Pa. Piloted by Commander Mike Marriott, the squadron executive officer, the helo was flown through heavy rains, strong winds, despite tension wires, tall trees and television antennas in a search for flood victims. “I have to say that in the 15 years I’ve been flying, I’ve never encountered tougher conditions,” the commander said later.

His mission was just the beginning, however. The men of HC-2, HS-15, HS-75, the Marine Air Reserve Training Detachment and the Army Aviation Detachment worked almost continuously during those four days snatching victims from the rising flood waters.

During the next 84 hours these squadrons continued round-the-clock operations, using searchlights to fight the darkness and lifting victims from the ground and rooftops. Several times aircrewmembers were lowered to help homeowners gather themselves and a few belongings together.

DANGER WAS CONSTANT and came from many sources—even, inadvertently, from some of the flood victims. One man was found stranded on the roof of his house and when a chopper lowered a cable to help him, he hesitated and decided to go back into the house for something he had forgotten. Unbelievably—to make sure the helo wouldn’t leave—the man tied the rescue cable to his chimney. Before he returned, a strong gust of wind buffeted the helo and tore the chimney from the top of the house. (After checking the cable and gear, the helo crew lowered it again and finally got the man out.)

On the Susquehanna River, helicopters handled a different operation. Sandbags were being used to shore up the dikes near Wilkes-Barre, and an H-53 chopper was dispatched to transport the bags. Despite the 12,000 bags this helo delivered, the waters rose too fast and the dikes broke early in the afternoon. Within an hour every available helo at Lakehurst was taking part in the operation to search out and rescue still more victims.

Ground and air crews worked until the rains and waters eventually began to subside. Some of the men worked for 28 hours with little rest and no sleep—but it paid off. During the 84-hour period, HC-2, for ex-

Left: A small boat pulls away from the USS Coyuga (LST 1186) with a load of emergency rations for flood victims on Luzon in the Republic of Philippines, hard hit by rains.

PEOPLE HELPING PEOPLE

ample, rescued or transferred 611 persons—more than a third of the number they had previously rescued during all of the squadron's 25-year history.

WHILE THE LAKEHURST HELO SQUADRONS were busy combating the flood with their air operations, the Naval Reserve Center in nearby Avoca, Pa., was providing essential communications and logistic support. Lieutenant Commander Howard Glad, who was promoted to his present rank during the height of flood operations, had arrived a few weeks before to take command of the Reserve Center at Avoca, located between Scranton and Wilkes-Barre.

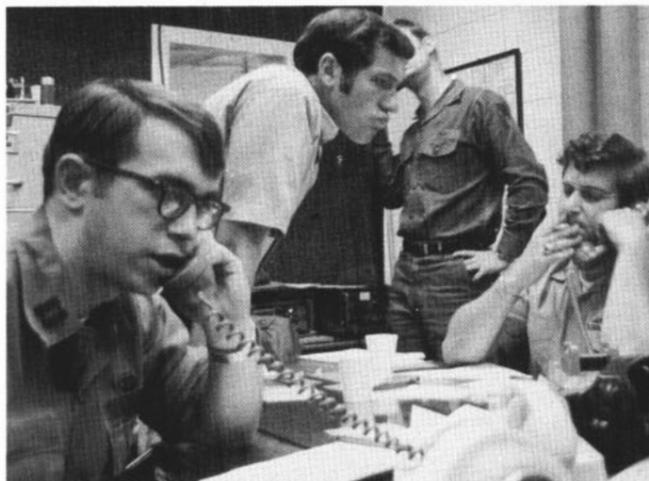
LCDR Glad first heard flash flood warnings while returning home from work on the evening of 22 June and a quick look at the 38-foot dike across the street from his apartment was enough to convince him that trouble was on the way. The center's executive officer, Chief Petty Officer William Golden, helped LCDR Glad move some furniture upstairs and suggested that Glad, his wife, and their baby spend the night at Chief Golden's house which was farther from the dike and set up on a high foundation.

Before going to bed that night, LCDR Glad called the state police to offer the Naval Reserve Center for emergency use if necessary. This night proved to be a short one—they were all ordered to evacuate at 4:30 a.m. At this point the chief, his family, some neighbors and the Glads went up to the Reserve Center. Since their house seemed to be in no apparent danger, the Golden's took only what they were wearing—not knowing that by the afternoon there would be three feet of water in the upstairs portion of their home.

ONCE AT THE CENTER, Glad began organizing for the worst. He knew that the center was well suited to become a command post if necessary, since it was well above the river and only a few minutes away from the airport. The commander started calling for food and provisions and asked radio stations to broadcast a call for Naval Reservists in the area to report to the center. Without hesitation he committed himself and his Reservists to the task ahead.

A call came in for sandbags and pillow cases to shore up the dike, so LCDR Glad called the Naval District Disaster Control Officer in Philadelphia who arranged for Marines to fly 17,000 Army sandbags to Wilkes-Barre. Meanwhile, people began reporting at the center. Other Navy men who had been forced out of their homes were arriving with their families and by 9:00 a.m. there were 20 dependents at the center.

Most of the sailors were helping to fill sandbags, while LCDR Glad kept calling for more provisions—still more sandbags, 37,000 cots, 40 telephone lines. Thinking back over the first few hours, Glad said, "Nobody knew exactly what we needed or how many, so I figured it was better to go ahead and place an order than to spend hours doing arithmetic. There wasn't any accounting—I didn't even know to whom I was talking. When I found someone who could produce, I took his name so I could get his help again.



Top: An HC-2 Fleet Angel hauls in a flood-trapped citizen in Pottstown, Pa. Above: For days the nerve center for the relief operation was LCDR Glad's office in Avoca, Pa.

I just told them what we needed—and that we needed it now."

DESPITE THE JOINT EFFORTS of hundreds of men and women, civilian and military, long-haired and short-haired, the dike gave way in Wilkes-Barre at 1130 on 23 June. Ordered away from the break with the other volunteers, the Reservists immediately sought other places where they could help.

PO1 Leonard Dermont, PO2 Thomas Kenney, and some other Reservists began working on radio communications problems at the center and were able to throw together a hastily contrived system—but one that worked. At last there was a way for the Civil Defense headquarters, state police, relief workers with PRC25 radios, the airport tower, evacuation helicopters, military field units, hams and the Naval Reserve Center to talk to each other.

This communication system was immediately put to use in directing helicopter evacuations. The Reserve Center told the helos where they were needed and PO1 John Murphy guided them to the spots



Top: The ground control center at the Scranton/Wilkes-Barre airport. Above, left: Putting together a communications network for relief operations. Above, right: Cooking for hundreds of men.

where he helped get victims into the aircraft from the hoist.

"The pickup that worried me most," Murphy said, "was when we had to get a bedridden woman of about 85 out of a house. We had to tie her to a stretcher, pass her through a broken window and then hoist her to the helo from a fire escape platform. I was nervous, but it worked."

OPERATIONS CONTINUED at a frantic pace even though the number of volunteer Naval Reservists swelled from 19 to almost 400. LCDR Glad told these men early in the operation that there wasn't time to pass all decisions to him or a congressman, who had arrived at the center shortly after the dike broke. Glad told the men to make their own decisions in most cases and he would back them up. The men in the center ended up controlling the arrivals and departures of aircraft at the airport, the rescue operations, and the receiving, storage and distribution of food and relief supplies. And the system worked.

The men on the radios continued their talkathon

for days in the center as they moved through crisis after crisis. PO1 Dermont received a call from an emergency hospital set up on a local college campus which needed isolettes for two premature babies just delivered there. Dermont was able to locate the equipment at a Scranton hospital and, since weather conditions ruled out an air drop, he got the state police to send a car. But the isolettes wouldn't fit in the car so he sent a Navy truck from the center. Once loaded, it reached the emergency hospital via a 90-mile back road with police escort. The babies—which the attendants had wrapped in aluminum foil, of all things—were saved.

FLOOD WATERS of the meandering Susquehanna also took their toll in the area of Bainbridge, Md. Once again Navy people were instrumental in helping to minimize the disaster. Responding to a call for assistance from state police on the morning of 22 June, Navymen from NTC Bainbridge immediately went to work in helping to evacuate more than 370 persons from nearby towns and formed emergency crews at the Bainbridge dispensary and galley to assist these people after their arrival.

During the flood's preliminary stages buses were used to evacuate people from Port Deposit. When the water rose too high for buses, Bainbridge sailors, using 12 boats, rowed door-to-door through the town evacuating anyone who wanted to leave. Eventually the current became too swift for the boats—forcing the men to get out in chest-deep water and push them to dry land—but an Army amphibious craft made a final sweep of the town to ensure that everyone was evacuated.

Emergency quarters staffed by medical teams were set up in barracks and special wards, manned by about 35 corpsmen throughout the crisis, were designated for 178 ambulatory evacuees from the Perry Point Veterans Hospital. Meanwhile, commissarymen remained on emergency status to feed 370 evacuees—preparing a total of about 2000 extra meals—and emergency crews from the supply department provided continuous logistic support to keep all these operations going.

WHILE FLOOD VICTIMS were being cared for at NTC Bainbridge, two Navy Seabees and a civilian public works employee paddled into the swift current of the Susquehanna in a daring exploit which put back into operation a water pump serving both Bainbridge and Port Deposit. UTI Robert Woods, BU1 Paul Dunn and a civilian, Paul Arnold, rowed their boat directly upstream in order to hit a fence surrounding the pumping station—a small error in direction would have carried them into the mainstream of the dangerous current.

Fortunately their aim was perfect and, once at the fence, Mr. Arnold swam underwater to unlock the gate which was in about six feet of water. When he returned to the other men, however, the boat began drifting into the swift current and, had they not grabbed onto the fence, chances are the three and the boat

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would have been lost. Finally they managed to get beyond the fence, climb up the pumping station structure, and put the pump back into full operation—thereby restoring the crucial water supply for Bainbridge and Port Deposit.

THE ELMIRA-CORNING AREA in southern New York State was another victim of Agnes' fury and when the Chemung River overflowed her dikes, Naval Reservists of Surface Division 3-62 in Horseheads, N. Y., wasted no time in getting organized. Commander Roger Wadsworth, CO of 3-62, immediately contacted Third Naval District headquarters in New York City and requested helicopters and pumping and communications equipment.

Within 24 hours a special naval communications team arrived and began operating the Military Affiliate Radio System (MARS)—which provided the stricken area with its only source of outside communications. Using this system, civic leaders were able to contact the state's Civil Defense director in Albany, and requests could be sent for food, water, equipment and medicine.

Teletype communications also played an important role in this community. Since telephone lines were down, the Navy provided special assistance by which citizens were able to notify relatives anywhere in the U. S. of their condition via this teletype service—at no cost to the individual. More than 5500 messages were sent during one week.

The Navy's pumping operations provided another vital function during this disaster. Assisted by men and equipment from various other Reserve units throughout the state, 3-62 set up four-man pumping teams that worked around the clock. Initially these teams worked at civic buildings such as city hall, the post office, fire houses, and schools; later they branched out to the hardest hit neighborhoods, pumping out basements and ground floors of private homes. In one area, four pumps operated continuously for more than 50 hours, pumping about six million gallons of water.

Flood victims in this area were aided by still another service provided by the Naval Reserve. A medical center, under the direction of Commander Milton Lapp (MC), was set up outside of Corning where about 10 corpsmen worked with CDR Lapp in treating more than 2500 patients.

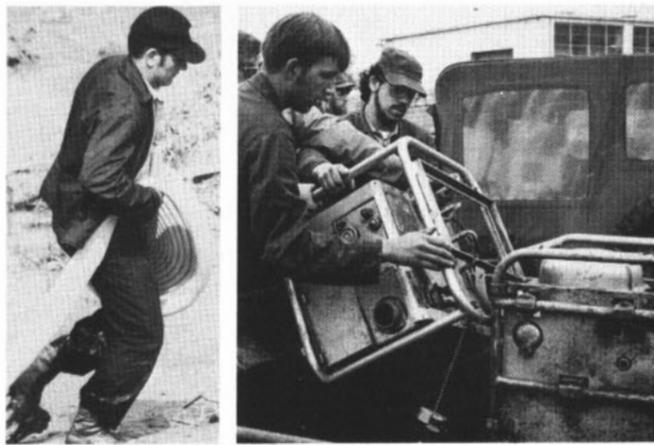
EVENTUALLY, Hurricane Agnes' force dwindled, rivers slowly receded to their normal levels and people returned to their homes—or what was left of them. The danger was gone, but for many the tragedy was just beginning. The destruction was incredible—many were left homeless, farmers often lost a whole year's crops and income, cars floated away, roads collapsed, buildings and furniture were totally ruined, and businesses were wrecked. Sometimes entire communities were devastated.

Navy people couldn't prevent the tragedy — any more than they could stop the floods — but, as during the floods, Navy people were there to help.

At NTC Bainbridge an old "grinder"—previously used to train World War II and Korean conflict recruits—was converted into a mobile home park to house families left homeless by the floods. The Navy combined its efforts with those of several other federal organizations and "Flood City," now capable of housing up to 52 families, quickly sprang up on the grinder. Within two months after the floods, about 25 mobile homes were occupied, an eight-foot high fence was erected around the site, and Gate 10 to Bainbridge, which had not been used for several years, was reopened.

About a month after the flooding Susquehanna devastated the Wilkes-Barre/Scranton area of Pennsylvania, Navy Seabees from throughout the United States began converging on the area to provide emergency flood relief. Working out of the Avoca Reserve Center, about 50 Seabee construction electricians from units in Davisville, R. I., Gulfport, Miss., and Port Hueneme, Calif., spent about two weeks in the area connecting home electrical service meters to primary circuit boxes. By the time they were through, the Seabees had provided electrical service connections to about 13,000 homes.

Below, left: A weary Naval Reservist trudges his way into another flooded area. Below, right: Pumping team preparing gear for another long day. Bottom: The relief operations at Pocono Downs went on day and night in wake of Hurricane Agnes.



NOT LONG AFTER HURRICANE AGNES left her mark on the eastern United States, people in the Republic of the Philippines suffered through monsoon rains that were reportedly the heaviest and most damaging in recent history, surpassed only by the record rainfall in 1930. More than 30 continuous days of torrential rainfall caused extensive and disastrous flooding in places like Olongapo City—which at one point was between 50 and 75 per cent under water. Subic received about 70 inches of rain, Clark Air Force Base about 80, and Baguio City—located in the hardest hit province of Central Luzon—reported more than 185 inches of rain and about 700 homes washed away.

When it became obvious that the heavy monsoon rains were probably going to continue much longer than expected, the Philippine National Disaster Coordination Center requested—and got—U. S. military assistance. Relief operations were conducted under the direction of Rear Admiral John H. Dick, USN, COMNAVFORPHILIPPINES at Subic Bay Naval Base. Relief goods were supplied by the Philippine Government, United States Agency for International Development (USAID), various Philippine charitable agencies and U. S. military bases in the Philippines.

Below: Navy Seabees pitched in to clean out the debris resulting from Agnes. Bottom: Food and emergency supplies were loaded aboard Navy helicopters at the Scranton/Wilkes-Barre Airport distributions center.



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ONE OF THE NAVY SHIPS ON HAND to provide assistance was the helicopter carrier *USS Tripoli* (LPH 10) and her contingent of about 25 Marine transport helos. These units evacuated refugees and distributed relief food and other supplies in the severely flooded Central Luzon area.

When *Tripoli*, which was already engaged in other disaster relief operations, got the call for helicopter assistance, Captain Hal Stewart, Chief of Staff to RADM Dick, quickly responded by organizing the collection of relief supplies and arranging for a *Tripoli* helo to fly these materials to isolated barrios, or villages, that previous relief flights hadn't reached.

The much-needed supplies — largely provided through Project Handclasp and collected by *Tripoli* crewmen—consisted of rice, breakfast cereals, baby foods, "nutribuns" (vitamin-packed bread), instant breakfast, powdered fruit drink and soap—all totaling nearly two tons. Supplies were loaded on board the helo at Subic Bay Naval Base and two hours later were in the hands of grateful Filipinos in several isolated barrios.

At each stop the helo made, flood-ravaged villagers eagerly helped unload the greatly appreciated food supplies. "Man-o-man," exclaimed one of the helo crewmen after a run, "when that old lady in Maguisguis was jumping up and down with happiness and then put her arms around me and gave me a hug and kiss on the cheek, saying 'thank you' with that big smile of hers, it made everything worthwhile."

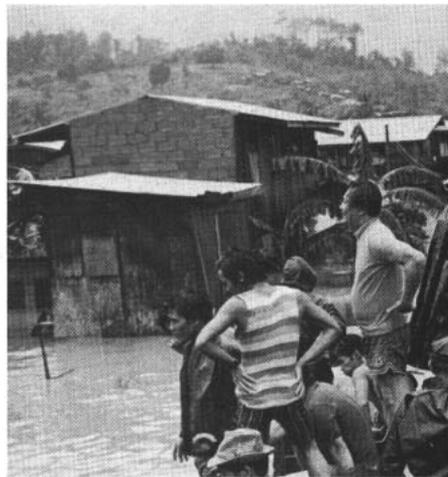
WORKING IN CONJUNCTION WITH *TRIPOLI* in providing relief assistance was *USS Cayuga* (LST 1186), anchored in the Lingayen Gulf off the shore of northern Central Luzon. *Tripoli* helos made shuttle flights between *Cayuga* and nearby Lingayen Airport transporting rice, bread and milk for distribution to nearby cities. The helos made 13 flights from *Cayuga's* helicopter platform, carrying about 3500 pounds of food on each run, and *Cayuga* also served as a refueling station.

Approximately 30 concerned sailors from *USS Hancock* (CVA 19) made good use of an in-port period in Subic Bay to help three missionaries hit hard by the floods. Their first undertaking was the New Tribes Missionary Training School about nine miles north of Olongapo City. The school, used to train Filipino missionaries for work in the mountains, had been hit by raging waters of the Bulate River which runs through the school's grounds.

SOME OF *HANCOCK'S* MEN helped the missionaries divert the river in three locations, saving a road and creating a small swimming hole for the children in the process. Others went to work on the school's electrical system and, by the time they were finished, were able to fix two generators and install about 1500 feet of cable in the six buildings that comprise the training complex.

Still another group of *Hancock* sailors repaired portions of a two-inch pipe that runs from the school to

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a natural spring reservoir about 400 feet upstream. Part of that pipe had been washed away by the river and, until the sailors arrived, the missionaries didn't have any tools for repairing it. Besides helping to divert the river, repairing the pipe and doing electrical work, *Hancock* sailors also provided these missionaries—and two others in separate locations—with boxes of food, clothing and medical supplies.

IN THE ZAMBALES PROVINCE of Central Luzon, 10 Seabees from Construction Battalion Maintenance Unit 302 worked continuously for more than 20 hours to replace a washed-out bridge—and this was only the beginning. This bridge, located about 13 miles north of Subic Bay, is the only land link between the naval base and San Miguel Naval Communications Station—and the only route by which supplies and rescuers could reach the northern part of the province.

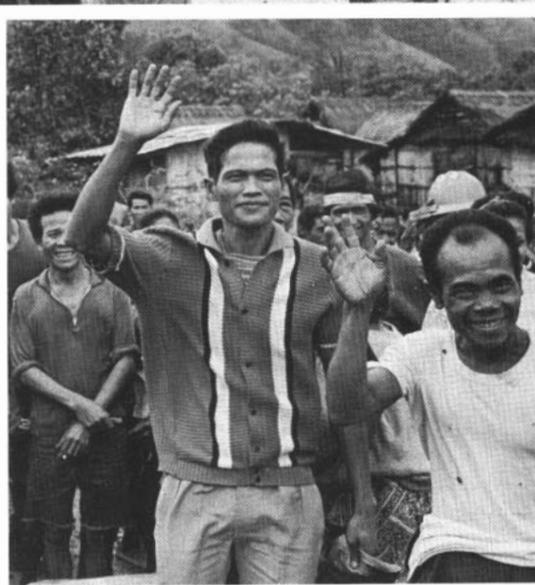
Seabees got the call for help early on a Saturday morning and by two o'clock that same day they were on the road in convoy, transporting the necessary

equipment—including more than 40 tons of steel and timber—on a trailer. Traveling over an extremely potholed and water-eroded road, the slow-moving convoy took about three hours to reach the washed-out bridge.

First reports indicated that both approaches to the bridge were washed out, isolating people on both sides of the rampaging river. Upon arrival, however, the Seabees found that only the south approach was completely washed out, leaving a gap of about 20 feet. The north approach had one lane washed out, but the other remained firmly in place.

The first 20 hours was only the beginning of intensive work which lasted about a week—but their efforts did not go unappreciated or unadmired. One time as they came through the gate at Subic Bay, the Marine sentry remarked, "Pass on—you Seabees are the only people I know who could work like that."

NAVY PEOPLE STATIONED AT SUBIC BAY were also busy during the floods. Chief petty officers from the naval station and their wives assisted the Project



Handclasp coordinator in the Philippines in collecting clothing. Beach Master Unit No. 1's detachment used a light amphibious reconnaissance cargo (LARC) in evacuating more than 500 Filipino families from deep water and rooftops along the Santa Ana River.

Subic Bay Naval Station Food Services Division baked and prepared thousands of nutribuns for delivery to flood victims. These buns, similar in appearance to American hamburgers, contain more than 17 grams of protein and other vital food elements fulfilling nutritional requirements for one person for a day. The nutribuns were distributed by volunteers from the base public affairs office and transient barracks.

FOR PEOPLE IN THE PHILIPPINES and those in the eastern United States, last summer's floods are still more than a memory, in many ways it's a bitter memory, of the danger and the incredible destruction.

But in at least one sense it could be termed a sweet memory—one of people helping people. Any person involved in these floods—whether in trouble himself

Clockwise from left: Navy men worked 'round the clock baking nutribuns for flood victims. (2) Rescuing Filipino families in Olangapo City. (3) A Navy helicopter brings emergency relief supplies. (4) Grateful villagers wave to a Navy helicopter. (5) Rescuing a blind Filipino flood victim. (6) Seabees load food aboard helicopter at Pocono Downs, Pa. (7) Loading food for distribution in Luzon. (8) Light Amphibious Reconnaissance Cargo Vehicle.

or helping others get out of trouble—is not likely to forget his or her experience for a long time. The challenge was enormous, but it was met head on by an even greater force—the cooperation of people who care about people.

The unbroken spirit of determination which persisted throughout these crises was probably best summed up on an improvised sign hanging in the Avoca Reserve Center. It was an adaptation of a slogan popularized by Seabees overseas, and read: "We have done so much with so little for so long, we can now do the impossible with nothing."

—JO2 Jim Trezise

PEOPLE HELPING PEOPLE: Minnesotans show their appreciation

HOSPITALITY CENTER FOR SERVICEMEN

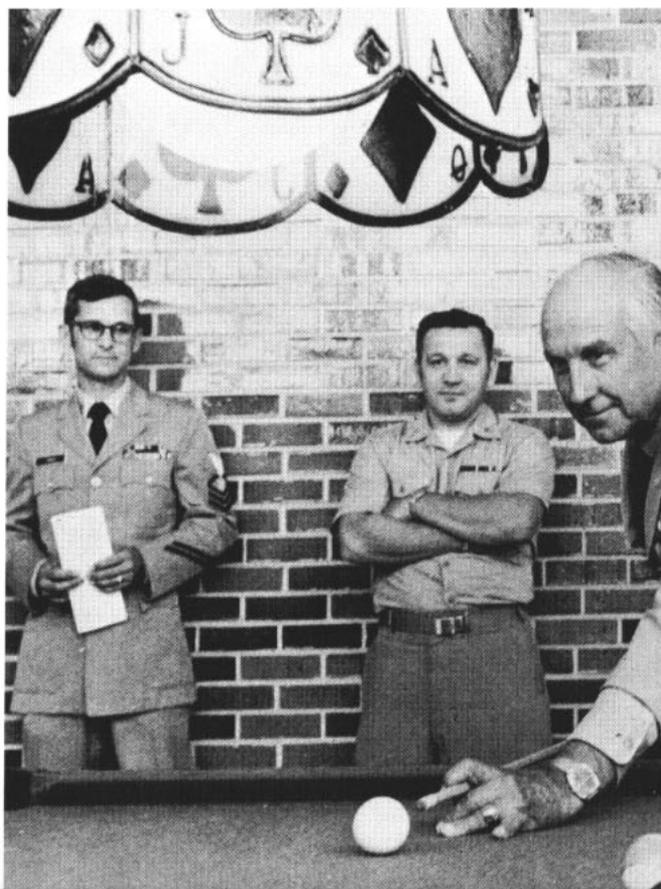
ANYONE WHO HAS LOGGED TIME curled up on a hardwood bench waiting to make air connections would certainly appreciate a layover in the Twin Cities International Airport in Minnesota. Not necessarily because the benches there are softer than anywhere else, but because the airport houses a Servicemen's Center that features bunk beds with clean, crisp sheets.

Of course, not all of the 36,000 servicemen who registered in the guest book since the Center opened a little more than two years ago have bunked-in, but most have enjoyed many of the accommodating features. Many, perhaps, were in awe that such a facility actually did exist, and to such an extensive degree.

Right: ADM Thomas Moorer, Chairman of the Joint Chiefs of Staff, enjoys a game of pool at the Servicemen's Center. Below: Guest register is signed by CAPT R. G. Altmann, deputy commander, Naval Air Reserve Forces, during a tour at the airport.

But it does, and in an atmosphere that nearly rivals that of an exclusive club. Within a spacious 2100-square-foot area of the terminal, the Twin Cities Servicemen's Center offers a lounge, complemented with over-stuffed furniture; a kitchenette, stocked with hot dogs, luncheon meats and sundries; a game room, equipped with pool table and ping pong table, and, as mentioned, a sleeping room.

It costs a visiting serviceman nothing to make himself at home here. He can find everything necessary to sew on a loose button, or press a wrinkled jumper, or shine a pair of shoes, or write a letter home, or shave a five-o'clock shadow at two o'clock in the morning. All these services—from food to stationery—are





furnished free of charge and are available around the clock, seven days a week.

It could be said that the Servicemen's Center of Minnesota is truly a civic success in that no financial support is received from any government or United Fund agency. Instead, expenses are offset by donations from veteran, military, fraternal and other organizations and their auxiliaries, along with private business and individual contributions, mostly local.

SUPPORTED BY VOLUNTEERS who man the Center to help keep expenses to a minimum, the organizers estimate that one dollar is spent on each visitor and each volunteer devotes from four to six hours at a

stretch toward the cause.

Such effort has not gone unnoticed these past two years. Many favorable comments and letters from guests and concerned citizens have been addressed to the Center, including a complimentary letter from the White House. The volunteers have also earned the respect and admiration of the military departments and display a Navy Certificate of Appreciation, and a Marine Corps Recruiting Service Award among their recognitions.

Every day an estimated 75 traveling servicemen visit the Servicemen's Center, some faced with extended layovers. No wonder the Twin Cities Airport has so many benches.

Above: A traveling serviceman relaxes in the lounge of the Center.
Below: RADM E. J. Zimmermann inspects berthing facilities available to traveling service personnel at Twin Cities, Minnesota.



MAPPING THE O

WHILE THE CHARTS MOST USED BY MEN in ships are those which help them navigate harbors and operate near the shore, the Defense Mapping Agency Hydrographic Center (DMAHC) also compiles and publishes bathymetric charts. These not only indicate the underwater features of areas close to shore but in blue water as well. By comparing available information on surveyed ocean areas with the soundings obtained by his ship, a navigator can get a good idea of where he is in the seemingly trackless ocean.

The fix a navigator will obtain, however, is only a relative one for the art of making bathymetric charts is really in its infancy. Some might be surprised to learn that man knows less about underwater geography than he knows about the surface of the moon. The reason for this gap in seagoing knowledge, of course, has been man's inability (until fairly recently) to penetrate the ocean depths. This, coupled with a lack of any real need to know, resulted in a spectacular dearth of information concerning the mountains, ridges, plains, and canyons which lie beneath the world's oceans.

It wasn't until the 1850s that U. S. Navy ships, operating under instructions prepared by Lieutenant Matthew Fontaine Maury, gathered information for the first chart which showed the North Atlantic Ocean basin's topography. Much of this information was based on guesswork. Inadequacies of early charting notwithstanding, the very fact that a bathymetric chart could have been made at that time was remarkable and was due largely to the Navy's persistence in attempting to improve the sounding techniques of that

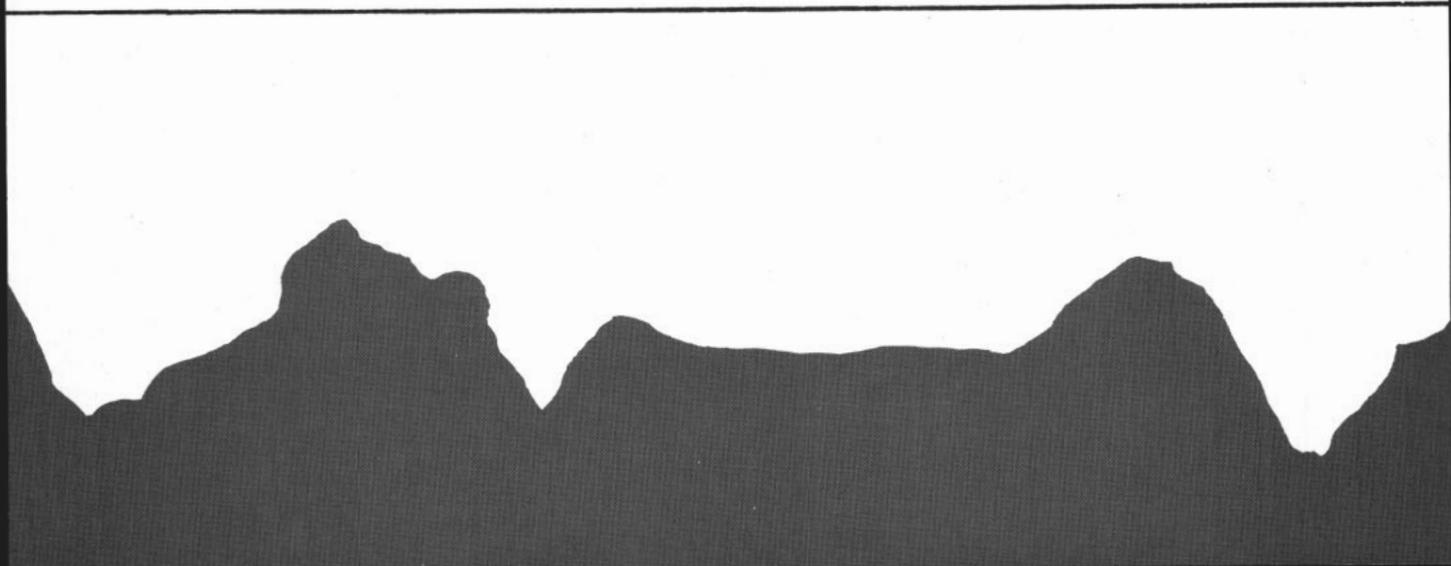
rather unscientific period of history.

The relatively primitive sounding techniques of the day were coupled with a lack of interest in the ocean bottom. It wasn't until the laying of a trans-Atlantic telegraphic cable captured American imagination that the nation took the first step toward bathymetric charting. In the latter half of the 19th century, Congress gave the Navy the responsibility of making daily depth soundings when in blue water. By 1885, so many soundings had been taken, that a series of plotting charts were prepared by the Navy Hydrographic Office for the purposes of recording and presenting the newly obtained data.

WHEN DR. HARVEY C. HAYES of the U. S. Naval Experimental Station at Annapolis invented his sonic depth finder in 1921, the number of actual soundings of more than 550 fathoms was tallied and found to total nearly 15,000—an average of one sounding for each 5500 square miles of the Atlantic; one for each 10,000 square miles of the Pacific; and one for each 10,500 square miles of the Indian Ocean.

This of course was sparse information, but it was valuable and provided the springboard which (if you'll pardon the pun) got bathymetric charting off the ground.

The big advantage of the Hayes depth finder was that a ship using it could gather data without first having to stop. The first time the new device was tried, 900 deep soundings were made on a voyage between Newport and Gibraltar. Later, after a 1922 earthquake in Chile, two Navy destroyers, *uss Hull*



OCEANS' HIGHWAYS

(DD 330) and *Corry* (DD 334), were fitted with the new invention so that they could make earthquake investigations off California. In 1923, these two ships ran about 5800 miles of sounding lines between San Diego and San Francisco between the 100- and 2000-fathom curves. These, together with other soundings, resulted in a survey of about 34,000 square miles.

THE PRODUCT was the first bathymetric chart compiled by the Navy Hydrographic Office exclusively from sonic soundings. Because of the excellence of their work, *Hull* and *Corry* were later called back for an encore—sounding a cable route between Seattle, Wash., and Seward, Alaska.

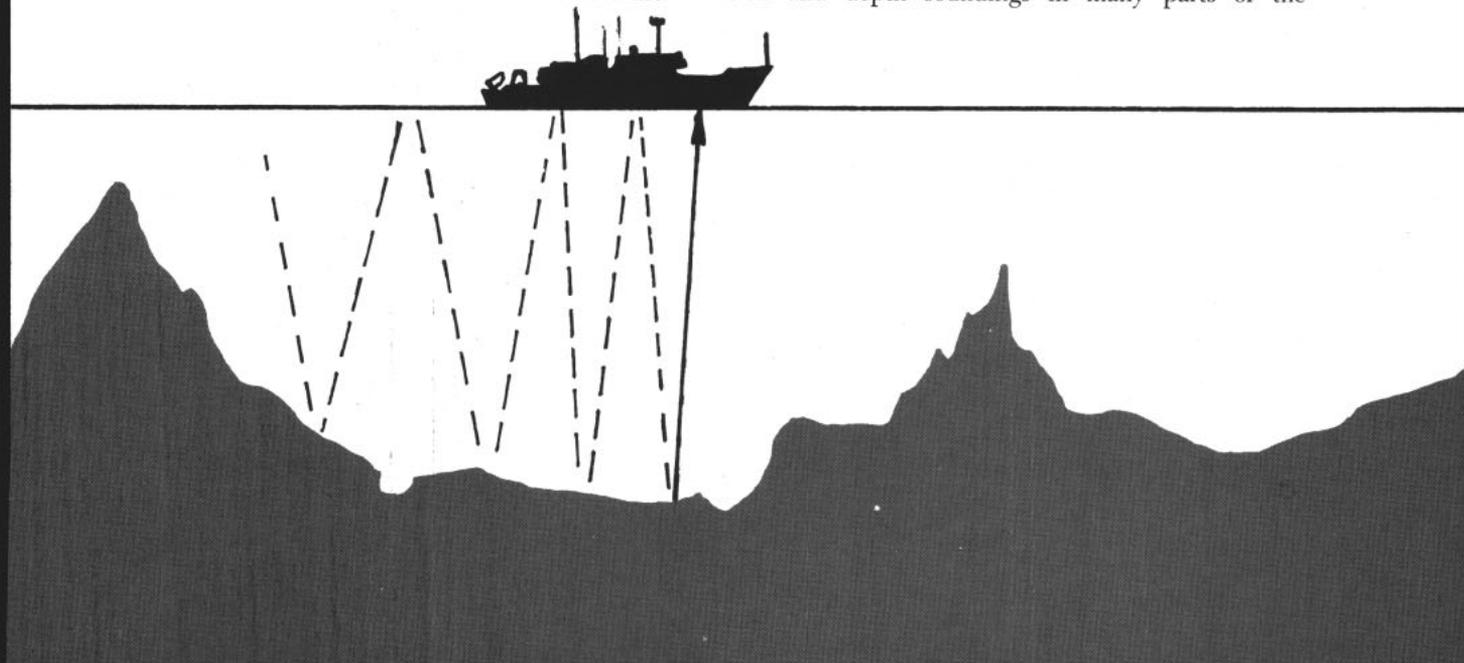
By 1925, the Coast and Geodetic Survey ship *Lydonia* had installed a sonic depth finder called a "Fathometer" and bathymetric charts intended primarily for surface ship navigation began to appear. A chart of the coastal waters between San Diego and Santa Rosa Island showed a combination of depth curves and soundings to emphasize underwater configurations rather than the many soundings with few depth curves which was the usual procedure. This new technique better brought out the ridges, valleys and other characteristics of the ocean floor, making it possible for a navigator to correlate the depth information shown on marine maps with the data picked up by his own ship's sounding apparatus.

Of course, most sailors know that depth contours are now in common use on all conventional marine charts to show significant features such as channels and shoals. For those who aren't familiar with marine

charts, however, it might be well to mention here that a contour map of underwater areas looks very much like a surface topographical map except that depths are indicated rather than heights as on land maps.

A GOOD RULE OF THUMB in establishing a chart's reliability has always been: the more soundings, the greater reliability. However, there is a recent trend to show fewer soundings on conventional charts where underwater features are well known but this isn't to contradict the importance of soundings in establishing a chart's reliability. On the contrary, when fewer soundings are shown, chart makers must be very selective in choosing soundings for use with the contour lines on their charts, especially those used for navigating inside the 100-fathom curve.

As might be expected, there are only a few scattered areas of the oceans in which accuracy of ocean depths and contours has been achieved. The reason: limited information available to the Defense Mapping Agency Hydrographic Center on which to base a completely reliable bathymetric chart. At the present time, only the major features of the ocean floor are sufficiently well known to provide any great assistance to navigators. That isn't to say that there aren't large numbers of echo soundings now in the Hydrographic Center's computer memory banks. The difficulty lies in the fact that much of the information gathered by Navy and other ships was acquired before modern navigation systems were installed in ships and echo sounders had achieved today's accuracy. As a result, both position and depth soundings in many parts of the



oceans are seriously questioned when they are available at all.

By 1949, the Navy Hydrographic Office (a predecessor of DMAHC) had developed a bottom contour chart on a scale of two inches per degree of longitude in the higher latitudes and four inches per degree of longitude for latitudes of less than 64 degrees. The uniform scales facilitated the transfer of plotted fixes and tracks from one sheet to another. Such charts quickly became known as BC charts.

THEY DIFFERED from standard nautical charts in that, on the standard product, a navigator would see fathom curves and many individual soundings, each of which represented the shallowest point in that area. He could assume from the listings that there were no submerged mountains between two soundings. He couldn't, however, tell whether the ocean bottom was relatively smooth or whether a deep trench lay under his ship. Also, danger curves around shoals or rocks on the conventional chart indicated there were no depths seaward less than those indicated by the curve, but the navigator was in the dark concerning depths in excess of the curve to be found landward.

The BC chart, on the other hand, explores individual soundings to arrive at its contour lines, which are determined from a statistical analysis of all sounding data available.

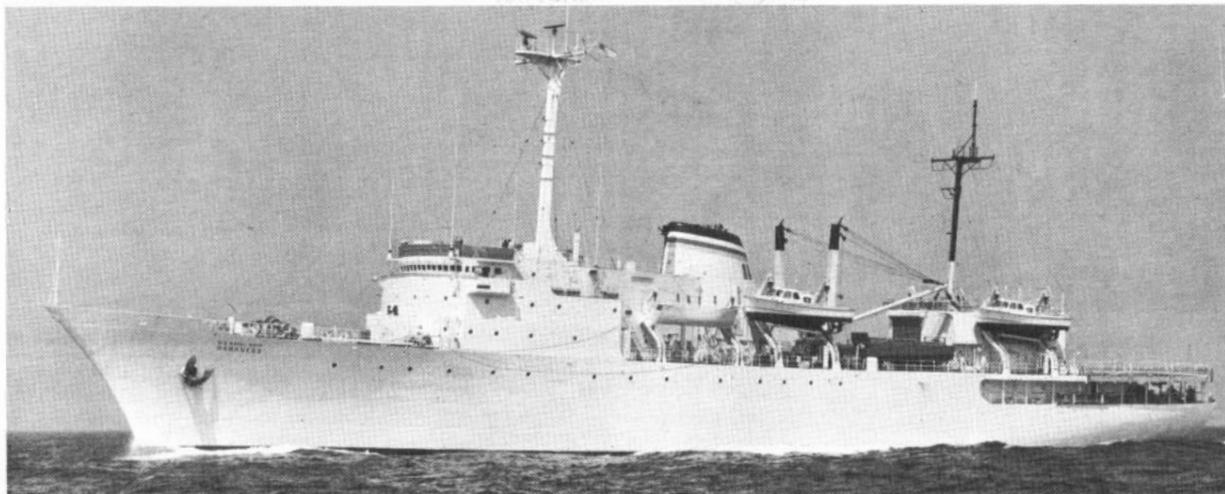
Although scores of ships contribute to gathering bathymetric data, it is principally the Navy's Military Sealift Command and Coast Guard ships which sound out the deep-sea areas of the world. Their tracks don't necessarily follow the world's shipping lanes and thus often provide useful information on the less-traveled areas of the oceans.

DMAHC also avails itself of soundings taken by other maritime nations as reflected in foreign media and on foreign nautical charts. This data, however, doesn't carry as much authority as information obtained from primary U. S. sources. Soundings from secondary sources could have been copied from one chart to another and might have changed slightly with each transfer.

ON A BC CHART, DMAHC also takes into consideration such criteria as the type of echo sounder and navigational control used along with several other factors. Then each report is rated and assigned a category based on its relative accuracy. The best data from this screening is then transferred to the area's master collection sheet which has no tracks and therefore more room for sounding information. This data is then used to interpolate contours which are then drawn on the chart compilation.

Because of sounding errors and discrepancies in positions, contours are always the last thing to be





Above: USNS Harkness underway. Facing page: USNS Chauvenet, a sister surveying ship. Right: In the main laboratory space of a surveying ship, a technician works at the console of a computer. Harkness and Chauvenet are each equipped with other types of computers, one for "on-line" collections, the other for "off-line" operations. Both are sealift command ships.

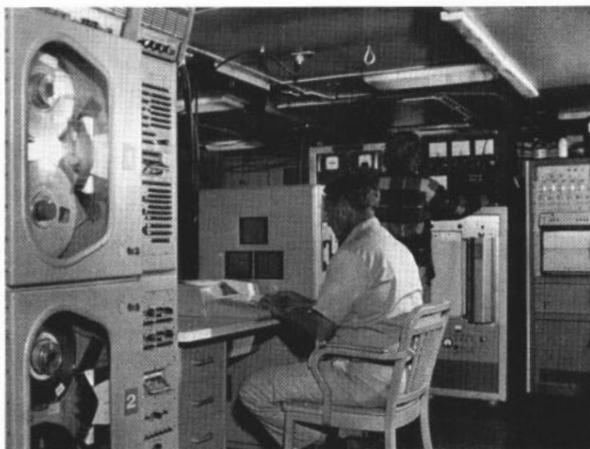
drawn into a BC chart and they are also the most difficult.

A layman can obtain some idea of a cartographer's problems if he imagines he is trying to make a contour map of Utah and Nevada (which is roughly the same area as is covered by a bathymetric chart). The information available to the nautical cartographer is based on readings taken five to 10 miles apart along lines from two to 50 miles apart where his position for each elevation reading could be in error by several miles.

MOST CARTOGRAPHERS faced with such difficulties would succumb to despair, nevertheless a reasonable accuracy can be achieved with such data although, obviously, absolute correctness wouldn't and probably never will be, possible. If BC and other bathymetric charts are so vague, one might wonder why anybody bothers with them at all. Actually, BC charts represent the best of all available knowledge recorded in greater detail than on a standard navigational chart of the same scale. Also, BC charts usually are on a larger scale than the standard products which are available for the open ocean areas.

Without doubt, a BC chart is an important adjunct to standard nautical charts both of offshore and coastal waters. Where the detail of the ocean bottom on BC charts has been developed through the use of accurate data, ships using echo sounders can use the charts to obtain lines of position and running fixes. BC charts can also be used for routine dead reckoning and position plotting and a host of scientific purposes.

Because of the difficulty in obtaining reliable data for bathymetric charts, many navigators find working from deep-sea features extremely frustrating and many lose confidence in the system before giving it a fair try. The best approach, according to the experts, is to try bathymetric navigation techniques under the



most favorable conditions and, as familiarity grows, use them as a standard practice.

FOR SEVERAL YEARS, BC charts have been evaluated and they have played to mixed reviews. Without doubt, seafloor charting has progressed considerably since Maury's day, which indicates the effort may well be worthwhile if improvement continues—and there is no reason to believe that it won't. After all, the quality of data being collected is improving and better methods of portrayal are being developed.

Sounding devices and depth recorders continue to improve and now we have computers and the Transit Satellite System for worldwide navigational control. All these factors can be expected to contribute to tremendous advances in ocean knowledge during the next decade. It seems probable, in fact, that future developments will make BC charts and their successors play a prominent role in a more effective use of the sea.

(The preceding article on mapping the ocean highways is based on information made available by Vincent T. Miscocki. Information in the article above is credited to Vincent T. Miscocki and Frederick M. Edvalson.)

Chartmaking... everybody

A NAVY SHIP, of course, wouldn't put to sea without an adequate supply of charts. If she did, the old bromide about the perplexed navigator insisting the ship was in the nave of Westminster Abbey might become a reality. The charts a ship employs probably come from the Defense Mapping Agency Hydrographic Center (DMAHC) which is one of the major federal government producers of marine charts for the U. S. Navy, Merchant Marine and other users.

DMAHC doesn't keep its wares secret. Its charts can be purchased by anybody in almost any major seaport of the world. Although the agency in its present form came into existence only last year, its predecessors, including the former U. S. Navy Hydrographic Office, have been important to the Navy and the nation since 1830.

In its many years of service (through its predecessors) DMAHC has published thousands of nautical charts which are primarily used by oceangoing ships to get from one place to another. It also publishes many others for special purposes such as harbor dredging, special salvage operations and ocean engineering projects.

Actually, the production of special charts is surprisingly high. New ones have, in fact, been produced at a ratio of three-to-one over new conventional nautical charts since 1967. Compared to navigational charts, the special charts are relatively uncomplicated because they are intended for limited use by a limited clientele. Conventional charts, on the other hand, are published for worldwide distribution and include many foreign areas.

Both have at least one thing in common, however, for both must be kept up to date and that's a business in itself.

For more than a century, DMAHC has used newly acquired data to correct bulk stocks of conventional charts when a new edition or a revised printing wasn't justified. The process which was used, however, was largely manual making the job extremely monotonous and producing a high employee turnover. Nor was the situation helped by the large number of changes which constantly had to be made.

UNTIL RECENTLY, the process of altering charts required more than 80 full-time workers wielding

electric and air-driven erasers to remove incorrect information. From then on, it was a job for hand stamps, pasting or stapling into place newly compiled and printed chart corrections and even occasional free-hand inking and lettering.

To navigators, of course, these laboriously made changes were well worth the effort expended for they included information concerning buoys and lights which had either been recently established, moved or discontinued. Symbols for wrecks often had to be inserted or deleted as well as noting the depths of cable crossings, shoals and other hazards to navigation. Although its efforts were appreciated, DMAHC found it was hand-correcting nearly five million chart copies each year and still not keeping up with the need. Obviously something had to be done to mechanize the updating operation.

The dilemma was solved by using a combination of relatively new processes and blending them with older techniques. The old, albeit improved, art of using a silk screen (made of steel, nylon, polyester and monofilament fabrics) was used together with a cylinder press and drying equipment. By employing this process, 2000 overprint impressions could be made on charts in an hour producing a better end-product than had been turned out before.

DMAHC distribution office screen printing press corrections are overprinted on charts in green inks so as to be readily identified by mariners. Rather than using more than 80 people who formerly did the mind-numbing work of making corrections to charts, the press operation uses only three people and processes about 16,000 impressions during an eight-hour working day. The new technique makes it possible for DMAHC to have bulk stocks at distribution offices corrected in a couple to three weeks before chart changes are distributed to individual sailors in the "Weekly Notice to Mariners."

FOR THE MAN AT SEA who has to correct his own charts from information he finds in the "Weekly Notice," however, the screen printing press at DMAHC distribution centers isn't worth much. Nevertheless, DMAHC has an answer for him, too, when it comes to making major corrections to charts. It consists simply of printing, on thin opaque white paper, the areas

gets into the act

of charts which have changed extensively. This *chartlet* is distributed with the "Notice to Mariners" and can be pasted to the original chart in its correct position, and still be stored without damage in a rolled or folded form.

Although cartographers have been making nautical charts for hundreds of years (the earliest surviving specimen dates from the 13th century), today's products look pretty much like they did in earlier days. The difference lies in improved surveying and charting techniques, better equipment and the increased amount of international cooperation now enjoyed by the world's chartmakers.

SINCE SURVEYING AND CHARTING the world's oceans is such a titanic job, only the largest maritime countries attempt it. Those which do, of course, duplicate some of the efforts of others in the same business and will continue to do so until all nations which have the capability of charting the seas cooperate completely with each other. Although there are many gaps in the international cooperation scene, there is, nevertheless, a remarkable amount of give-and-take not only among the larger nations but also among smaller countries which actively cooperate in international efforts.

The mood of cooperation which is prevalent today has some historic precedents. In the United States, for example, Matthew Fontaine Maury's reputation in the mid-1800s was sufficiently international for mariners from many countries to contribute data for the compilation of Maury's wind and current charts. But, despite this early start, it wasn't until 1921 (when the International Hydrographic Bureau was founded) that international cooperation increased phenomenally. Now, about the only difficulties which exist are occasioned by language barriers, varying national priorities and finished product standards.

DMAHC obtains much of the information on which it bases its work upon copies of field results of both U. S. Navy and other surveys, foreign charts and foreign atlases. In using these sources, there isn't much that DMAHC can do about the general problem of language barriers and differing national priorities, but there is some improvement in the field of standardization. Australia, the United Kingdom, New Zealand,

Canada and the United States, of course, have been accustomed to showing the depth of water in fathoms rather than meters as is customary throughout the rest of the world. Of these four, the United Kingdom was first to begin using the metric system on its charts and is now converting all its weights and measures to metric standards.

There are moves afoot which may eventually bring the metric system into universal use for the need of standardization of worldwide weights and measures is felt in industrial as well as scientific endeavors. Symbols and abbreviations on charts are other items which benefit from international standardization and much progress has already been achieved here.

IN ADDITION to an exchange of hydrographic survey material, surveys of foreign territorial and contiguous waters are sometimes done by U. S. survey ships with ships of the host country participating equally. There are also times when countries which don't have a charting capability of their own turn to the United States for even greater assistance in surveying their own coastal areas.

Oceanographic-hydrographic training programs supplement cooperative surveys and include both instruction and field experience. Since these programs were inaugurated in 1950, naval officers from many countries have been exposed to U. S. surveying and charting equipment and given instruction in applying U. S. standards, methods and techniques to their own charting problems.

Nowadays, thanks to the Defense Mapping Agency Hydrographic Center and its counterparts elsewhere on the globe, there isn't a coastline in the world which hasn't been charted, if only from reconnaissance surveys. Despite this reasonably thorough coverage, however, there is still plenty of work to be done. Coastlines and other navigating conditions change so charts must continuously be redesigned to accommodate different users. Marine charts also become more complex because the needs of mariners increase. This makes surveying the sea a pretty important activity if men in ships are to make the best of the earth's navigable waters. DMAHC intends to do what it can to give the mariner the advantage in areas where road signs are decidedly few.



traveling.. family

AT NEWPORT, Norfolk and Charleston, the scene was much the same, streams of Navy wives with children in tow boarded the destroyer tender *USS Puget Sound* (AD 38), for transportation to their husbands' new overseas port—Athens, Greece.

It was all part of Operation Pegasus, the Navy's method of moving dependents overseas who would be otherwise ineligible for transportation at government expense, thus resolving the problem of families being

separated for a long period during the overseas deployment.

The *Puget Sound* crew had precedents to follow. *Samuel Gompers* (AD 37) and *Little Rock* (CLG 4) had already moved dependents to Japan and from Italy. Even so, it was no simple task to obtain and load a sufficient quantity of baby food and the many other necessities for the trip. For example, refrigerated spaces were crammed with, among other items,

2205 gallons of fresh milk, 5565 pounds of hot dogs and 54,360 pounds of beef. There were also about 50 new line items brought aboard. Take, for instance, 540 quarts of baby formula, 36,288 sets of diapers, cosmetics and other necessities not to mention a variety of pet foods.

The dairy bar, soda fountain and snack bars were prepared to dispense 189,000 servings of ice cream, 48,000 canned drinks (in addition to the 1068 gallons of soft drink syrup) and 38,194 candy bars. Vending machines were available to dispense such goodies all day, seven days a week.

ASIDE FROM LOADING the unusual supplies, the crew made other departures from the usual shipboard routine. Weather decks were enclosed with chicken wire to prevent rambunctious Navy juniors from plunging overboard before the brakes could be applied. Swings, jungle gyms and other amusements were set up in a space which had been converted into a playroom.

In each of the three U. S. ports of embarkation, Navy bands played on the pier. As the serpentine curled downward from the decks, women and children waved goodbye. Some wept because they were leaving friends ashore, others because they were apprehensive of the days ahead. For most, however, fears proved to be unfounded. Although there were the inevitable gripes, most of *Puget Sound's* female and juvenile passengers fared well.

If some suffered from boredom, it was not through lack of trying to please on the part of the ship's crew. Each family was assigned a sponsor from the crew who had volunteered his assistance. It was his job to answer questions, help with the kids and generally make things easier for the itinerant families who were about to be transplanted. To provide a modicum of privacy where otherwise there was none, curtains and partitions were installed throughout berthing areas

basic elements of the Greek language, showing them how to read maps and the more important signs. By the time the DesRon 12 families disembarked, they presumably were somewhat familiar with cultural differences they would encounter and be able to communicate sufficiently to find housing and to order a meal. A professional instructor in Greek language who was hired for the cruise said he hoped his pupils would continue their studies in the language for, "To read about Greece in Greek or talk in Greek is to get the flavor, to get into the very soul."

As *Puget Sound* steamed eastward, most of the wives and children on board developed a sturdy pair of sealegs. Some of the pets, however, weren't so lucky and suffered from varying degrees of seasickness. Fortunately for everyone, the weather was reasonably good during the entire trip and the sun deck was a popular place where wives vied with each other for the best tan before setting foot on Greek soil.

But tanning wasn't the only use to which the sun deck was put. Small children splashed in a wading pool and mothers gathered there just to relax in the deck chairs. Nevertheless, they kept a wary eye on the small fry who played happily around their feet or stared out at the placid Atlantic.

WHEN CHOW TIME ROLLED AROUND, passengers aboard *Puget Sound* found that mess lines were frequently long. Most of the ladies, however, agreed that the food was worth waiting for and there was high praise for the mess cooks. To help feed the drastically increased ship's population, young passengers were inaugurated into the "society of bushwhackers" and made honorary members of the galley crew. Some of the kids worked in the scullery and others waited on tables. Elsewhere in the ship, Navy juniors could be seen making themselves useful, too. One of the mothers on board mentioned that, "Pat worked in the ice cream bar and Eric worked all

style

where clothes could be changed. Bassinets and cribs were placed in the women's sleeping compartments so that mothers could be near their small children. Those doing the paperwork necessary to keep tabs on the ship's passengers did their work with a maximum of efficiency and a minimum of harassment.

CREWMEMBERS who were able to speak Greek and a husband and wife team taught the passengers



over." She then added "Eric really enjoyed it, even though this was the first time he had to get up at six in the morning and really get moving."

The older youths on board were bunked in a compartment which was aptly dubbed "boys' town" and many took part in the ship's big brother program which gave the youngsters an opportunity to work with the crew on various ship's activities.

But the youngsters weren't the only passengers on board who volunteered their time and energy to make the trip a success. Many of the wives volunteered their talents which generated activities to make the time pass more rapidly. For example, there was Linda Carlson who conducted art classes and had a story time for children. Many of the women volunteered to baby-sit while others helped in the ship's offices. They even took over the galley periodically to produce a festive "Italian Night," "Mexican Night," "Soul Night" and "Greek Night"—to mention a few. One of the ladies took over the closed-circuit TV and the radio broadcasting for several nights in a row.

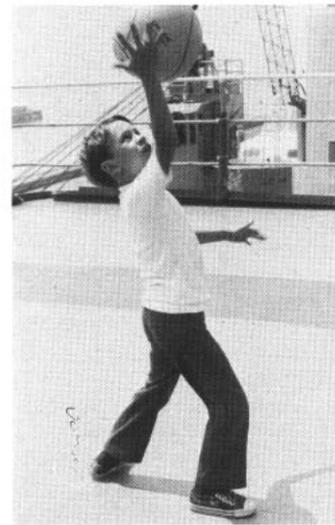
The ship's closed-circuit television system was a major factor in keeping the passengers on board occupied and the entire crew worked hard to bring the latest news to everyone on board. Movies, canned television serials and other programs were run daily. News was also presented in the "Pegasus Bugle" which was published daily while the ship was underway.

In this way, the Navy dependents on board not only kept up with the latest happenings in the world but also received the latest word from husbands and fathers on board DesRon 12 destroyers. Charts showed the sail tracks and progress of the squadron as it steamed toward Athens.

THE MEDICAL AND DENTAL departments on board were among the busier places to be found on *uss Puget Sound*. The Medical Department, which had been bolstered by the presence of a pediatrician and four Navy nurses, completed 431 immunizations and gave 251 school physicals so that small fry would be ready to plunge into the books upon arrival in Greece. In addition, the medics also handled over 1000 sick call visits, filled 1500 prescriptions, made lab tests and took 75 X-Rays.

The dentists were no less busy for they offered examinations, dental work and fluoride treatments to each dependent. The department also established a permanent dental record for everyone over the age of four. During the voyage, the Dental Department chalked up 4193 dental procedures (examinations, X-Rays, extractions, restorations and the like) done in a total of 1152 sittings. This took a load off the dental facilities at the Fleet Support Office in Athens which was still being developed.

As the distance between the United States and Greece began to close, alien identity cards were issued to all the Navy dependents on board and driver training courses were given. Those who passed the tests were provided with licenses to operate an automobile while in Greece. Two instructors, Yeoman second class John McLaughlin and Chief Yeoman





George Ouellette had been given special training in Athens which qualified them as driving instructors and were on board for the job.

LONG BEFORE the ship had crossed the Atlantic, wives had acquired a better knowledge of the work their husbands performed. One said the journey had "helped me to better understand what my husband does and what he is expected to do."

Another wife added wistfully, "I can understand more the feelings that must go along with being out at sea, the beautiful sights, the loneliness, the feeling that you've been dropped out in the middle of nowhere." One wife was heard to say, "Now I know how he feels, being at sea and having someone there waiting at the pier when he comes home."

It was a big day for everybody when the ship passed through the Strait of Gibraltar and the Navy families could see the Atlas Mountains towering above Africa on the right and the immense bulk of Gibraltar on their left. The African scenery may have been thrilling but probably the thoughts in most of the women's minds concerned Gibraltar which symbolized the beginning of their journey's last leg. They could then look forward to reunion with their husbands and settling down in a friendly country with which many were already familiar.

On 3 September, *Puget Sound* stopped in Sicily to pick up Greek immigration officials. Two days later, the blue shoreline of Greece could be seen through the early morning haze. In a flurry of good-byes amid thanks to sponsors and others aboard who had made the voyage pleasant, the wives gathered their children, their baggage and themselves, and prepared to meet their husbands waiting on the shore.

'We Came Over on The Nashville ...'

GENERATIONS FROM NOW, the families of the Navy-men stationed in Athens, Greece, may—as a sign of their social status—say, "Our ancestors came over on the *Nashville*." While that may not replace the "We came over on the *Mayflower*" symbolism which distinguishes many old American families, it can certainly be said with some excitement, nostalgia and pride by the families of DESRON 12.

uss *Nashville* (LPD 13) was the means of transportation for 51 wives and 101 children from Norfolk to Athens late this summer. The 15-day voyage—tagged "Operation Pegasus"—was part of the Chief of Naval Operations' plan to homeport fleet units within the Mediterranean, cutting down on deployment time and greatly reducing family separations.

Nashville is particularly well suited for such a task because of her many comfortable living spaces, great cargo capacity for autos and household goods, many possible recreation areas and an experienced crew led by Captain T. H. Replogle. Returning from a deployment in early August, rapid preparations were made to ready the ship for Operation Pegasus. Safety

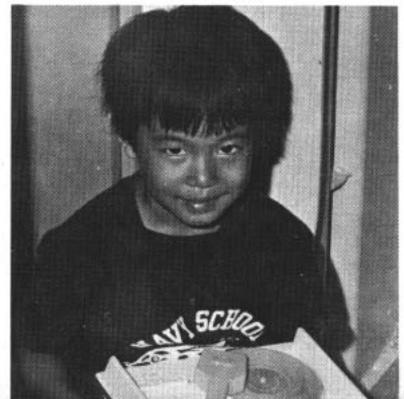
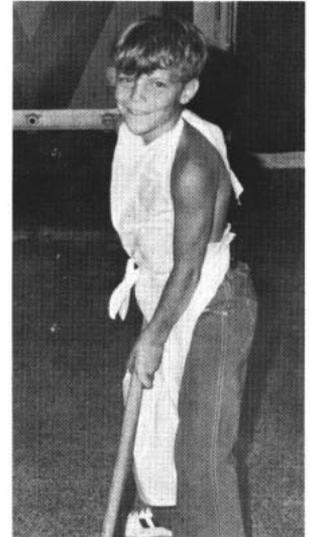
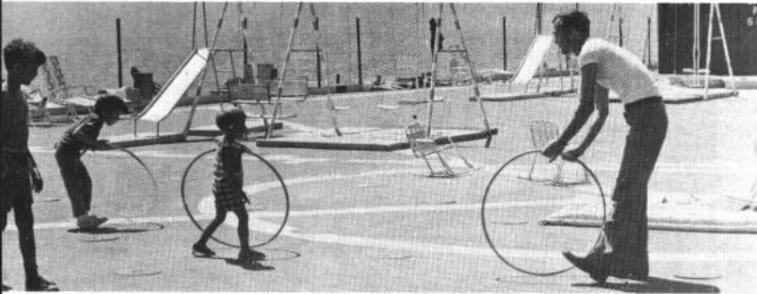


wire was strung around all weather decks and hand-rails; and an assortment of essentials including diaper pails, baby baths, cribs, irons and ironing boards, were brought on board. Every thought was given to the dependents' well-being, including nurses to supplement the medical team, a problem referral office manned around the clock and security gates at the entrance to all ladders to assure that no small children could accidentally fall down a ladder.

THE DEPENDENTS FINALLY ARRIVED and were met by their "Big Brother" for the cruise. This crewman escorted the dependents to their rooms and made sure all the baggage was on board. The next day *Nashville* was underway to pick up a small group in Charleston and then head east to Athens. From then on ship weather decks were covered with swing sets, sandboxes and wading pools; the ship's store stocked disposable diapers, baby food and pacifiers. The captain's stateroom became a nursery, his galley a bottle-warming center.

The voyage was an adventure for dependents and crew alike. The day began at 0740 with breakfast and that old Navy tradition, muster reports. After breakfast Mom might leave junior in the nursery for the morning while doing some ironing—on the flag bridge, of all places. Here they were provided irons, ironing boards and a beautiful view of the open sea.

After completing the day's ironing, language lessons or "Living in Greece" lectures might be next on the agenda. A language instructor on board schooled the dependents on the basics of Greek and phrases



that would be essential in everyday life. The "Living in Greece" lectures provided practical knowledge on everything from house-hunting to food shopping.

The flight deck was a favorite after-lunch meeting place. While her youngster romped in the swings, sandbox, wading pool, or piggyback on his or her favorite sailor, Mom might visit the family pet in the helicopter hangar kennel and take him for the daily walk in an area set aside especially for this purpose. The ship even provided a genuine fire hydrant complete with plastic turf.

MANY OF THE WIVES stood nursery watches enabling other wives to leave their small children in a safe place for a time and catch up on some work or lessons or just relax. If not occupied with one of these watches during the afternoon, Mom might see the ladies' matinee in the crew's lounge or possibly sunbathe in an area reserved exclusively for ladies on the 04 level of the ship. Meanwhile, her older boys and girls would most likely be trying their hand at arts and crafts.

Dinner was at 1745 and a touch of elegance was added to the mess decks with a bouquet of flowers on every table. After dinner many relaxed on the flight deck watching the sunset as the crew played both country and western and rock music.

"Taps" didn't necessarily mean bedtime. Little pajama-clad people appeared in passageways, coloring, playing with cars and trucks or visiting their fav-

orite playmate—the ladder security guard who was placed at the entrance to each interior ladder to aid dependents in any possible way. Crewmembers often doubled as a storyteller, playmate or just providing a nice lap to sit in.

WHEN MOM FINALLY got all the children into bed the remains of the day could be seen scattered in every passageway; a tiny lone sneaker the owner had misplaced, a little toy truck and possibly a lollipop stuck to the deck.

The operation ended when the ship pulled up to the Athens pier and Dad—this time standing on shore waiting for his family's ship to pull in—greeted Mom and the kids with a big hug. The trip was something all of the participants, crewmen and families alike, will remember for a long time to come.

(CREDITS: For the reports on these family moves to overseas locations, ALL HANDS is indebted to a number of sources. For the account on USS Puget Sound contributions came from the ComCruDesLant Public Affairs Office, and from the ship itself, including Claudia Brinson, a Navy wife who was herself a passenger, Ensign J. K. Hamby, JO3 Mario Flores, SN Ruben Guzman; Puget Sound photos are by MRC Hudson Walls, Jr., PH2 Eric Thompson, PH3 Donald Posten and AN George Rogers. The report on USS Nashville is by Ensign Conrad Marosek, with photos by RDSN Keith C. Eckerd.)

Intrepid Cruise

WHILE SOME NAVY FAMILIES steamed eastward with Operation Pegasus, wives of crewmembers aboard USS *Intrepid* (CVS 11) traveled westward on a different kind of cruise. About 100 wives took advantage of the ship's invitation for a brief sea voyage between Rotterdam, Holland, and Portsmouth, England.

The wives became amply acquainted with the knee-knocking capabilities of hatchways and the hazards presented by overhead pipes, but minor mishaps notwithstanding, the ladies made their way intrepidly down ladders, through passageways and between aircraft, listening as their husbands explained such things as the functions of an E-1B *Tracer* and "Those pretty purple pipes."

After supper on the mess decks or in the wardroom, there were walks on the fantail and a concert by the ASW Group Four Band in the hangar bay. For night owls, there were late movies on the ship's television circuit. Those who preferred to sleep did so in the ship's library, sick bay and in some staterooms.

The next morning, the wives were reminded of one difference between being a member of the crew and

being a civilian in a Navy ship. The ladies were lined up in the hangar bay where British officials checked their passports before they were permitted to go ashore.

—Story by CTR(PN)3 Michael P. Martin
—Photo by PH3 Henry Mojica



'Look, Ma, I'm on TV!'

THE WHOLE STATION IS ON LOCATION

ROLL 'EM, action—cameraman and actors follow the director's orders. A Hollywood movie set? No, it's a film unit on location at Naval Station Roosevelt Roads, Puerto Rico, doing a series of eight Navy recruiting TV spots.

The director said that using the naval station for location provided a realistic background with its "multimillion-dollar props."

These "props" include aircraft from Composite Squadron Eight, a combat ship—USS *Turner* (DLG 20), aircraft hangars and many other buildings on the naval station.

Navy men attached to Roosevelt Roads were the prime source for actresses and actors for some of the spots. Enlisted Navy women depicted some of the many ratings women can strike for in the Navy; enlisted men were photographed going about routine jobs in both aviation and surface ratings. No costumes were required, everyday working uniforms were used in the shootings.

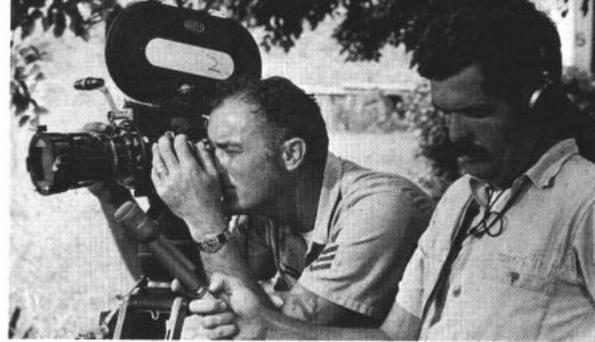
The Atlantic Fleet Weapons Range provided a multimillion-dollar set with its combat information center which enabled a film sequence to be shot showing Navy men operating elaborate electronic equipment. Several sequences used regular civilian actors and actresses.

THE STATION PROVIDED its recruiting office and the local recruiters for the main sequence. Roosevelt Roads' high school football team played against the

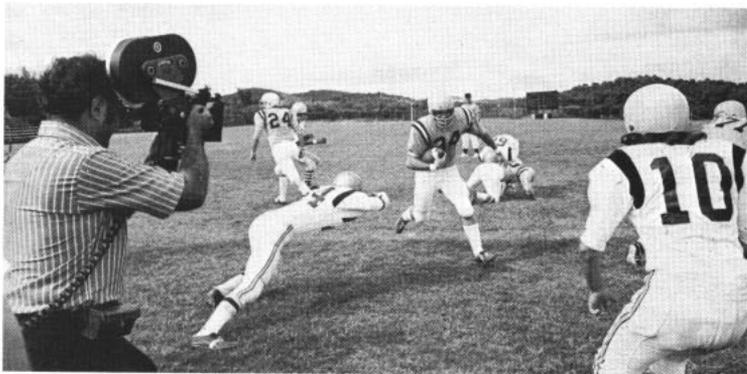


Above: Director Oscar Orzabal shoots an A-4 Skyhawk. Right: Cheering Navy men and their dependents "act" as fans for the filming of a football game. Bottom: Preparing a scene with SA Wendy Fujinaga, who works with motion picture film. Below: Actress Deborah Colette portrays a yeoman in a commercial.





Top: PH1 James Warren and PH2 Douglas Stokes were involved in a commercial for the aviation ratings. Above: A carnival provides setting for filming off-duty activities. Below: Roosevelt Roads clashes with the station's high school football team.



naval station's team in a sports sequence while off-duty sailors and their dependents were the "fans" for that game. They appeared as enthusiastic and realistic as any Hollywood extras.

Local recreation activities were filmed in part during the station's Labor Day Carnival. Amusement rides, shooting galleries, games, snow cones, and bingo all gave an authentic American background. Again, men on liberty and their dependents were the spectators and participants.

Caribbean Detachment of the Atlantic Fleet Combat Camera Group acted as liaison between the local film makers and the naval station. The detachment provided technical assistance and arranged for location and production shots for the Navy Recruiting Command. In all, a total of eight recruiting TV spots were produced and the Navy "actors-for-a-day" were told to expect to see themselves on nationwide television by early next year.

—Story by PHC C. L. Bassi

—Photos by PHAN T. Page, PH3 J. Breckenridge, PH2 W. S. Muecke, and Bassi





Trained They Are: Clean They're Not



ENEMY FIRE, amphibious assaults, gathering intelligence, survival—they're all part of the course work for the Basic Underwater Demolition/SEAL Training Department (BUD/S) students at NavPhibScol, Coronado, Calif.

From the listing above, one can tell that this isn't the usual Navy advanced school. Rather, the training reflects the operational performance of UDT and SEAL professionals.

The school first teaches by way of lectures and demonstrations, but then it tries to simulate actual working conditions as much as possible. During this time, the men's training and conditioning are taxed to the limit as they must meet many challenges despite a minimal amount of sleep, relaxation or comfort, yet with an alertness which could save their lives.

Three weeks of preliminary training, including running, swimming, drownproofing (a water survival technique), lifesaving, and instruction in use of



inflatable small boats (IBS) lead up to a final week of 150 hours of constant challenge.

WHEN THE WEEK BEGINS, the trainees are divided into six-man crews which compete against each other. Some of the lighter activities include swimming races and a 14-mile, round-trip run between Coronado and Imperial Beach. During these "jaunts," the men engage in group singing to keep up the morale.

But then there is the serious business of intelligence-gathering and an introduction to demolitions. Rather than emphasizing the stress of these operations, the emphasis is placed on the practical completion of the exercise.

One of the operations is a 36-hour field problem, set up to test the innovative abilities of the men. Conducted at "Camp Swampy" near Border Field State Park, the operation requires the men to paddle their rubber boats from the base at Coronado to Border Field. The students then set up tents, subsist on "C" rations and conduct training techniques involving stealth, concealment and camouflage.

The second operation takes place in the base swimming pool and is aimed at testing the students' underwater skills. Since properly tied knots may prove vital to an effective demolition charge, the men tie different knots at various depths while still under the fatigue and stress of the grueling week.

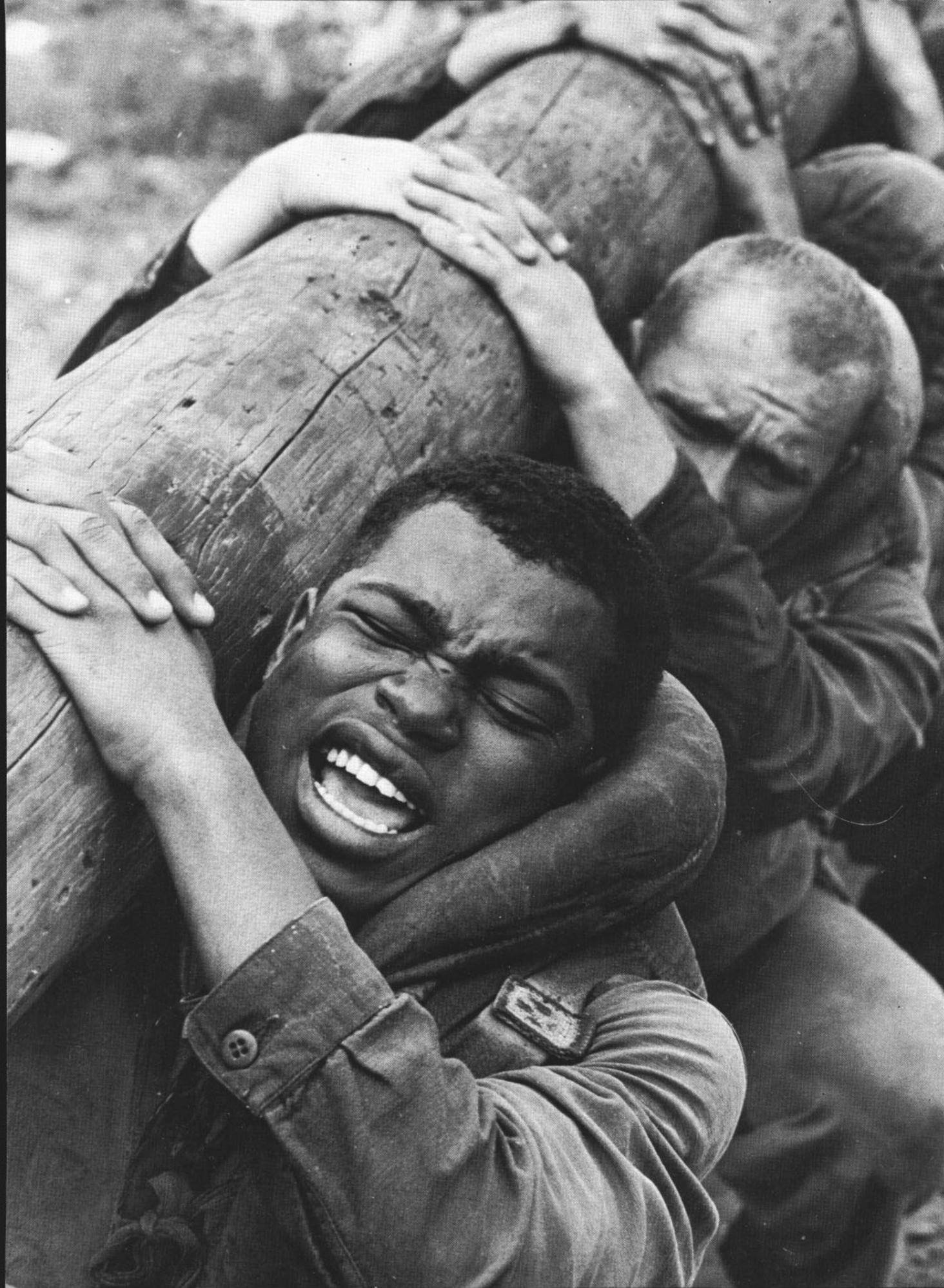
FINALLY, the field exercise to top them all occurs in the demolition pits of the Silver Strand Beach. Donning steel helmets after a forced march, the students must crawl under barbed wire and through a deep, water-filled mudhole—during which time half-pound TNT blocks are exploding all around them. (For safety's sake, of course, the shots are carefully monitored.)

Appropriately, on this particular day, the students begin drawing demolition pay.

A maxim in BUD/S training is that a man can go without nourishment or sleep for a long period of time, but not without both. Since sleep during this last week is held to a minimum, the students are given four meals daily to provide sufficient energy in maintaining their arduous schedule. An interruption every six hours, however hasty, becomes a welcome respite for the trainees.

The aim of the BUD/S curriculum is to insure that the graduate of today is mentally and physically competent and that he also has knowledge and experience of his own—and of others—on which to build.

Left, top to bottom: The obstacle course is a "relaxing" crawl through barbed wire and exploding TNT charges; Climbing the cargo netting is part of a UDT recruit's training; Everywhere the trainees go, the crew carries a rubber boat, sometimes with a lookout. Right: Carrying a telephone pole around builds a team's physical fitness and sense of teamwork. It's also tiring!



UDT, Seals and EOD teams are trained in the dangerous tasks of mine detection, bomb disposal and clearing shorelines of hazardous obstacles. Here are four units of COMNAVINSWARLANT...

On The Job



IT WAS A DAY FOR DEMONSTRATION involving each of four units brought together into one new command—Commander Naval Inshore Warfare Command, Atlantic (COMNAVINSWARLANT).

The four units are Commander Naval Special Warfare Group Two, Inshore Undersea Warfare Group Two, Coastal River Squadron Two and Explosive Ordnance Disposal Group Two. Each gave live demonstrations and static displays of its mission.

The new command, established July 1971, has its headquarters at the Little Creek Amphibious Base in Norfolk, Va. Function of the NIW Command is to serve as principal advisor to Commander Amphibious Force, U.S. Atlantic Fleet, on inshore warfare matters and to conduct combat and combat support operations in coastal, river or delta waterways. The purpose is to extend the traditional naval control of the seas into inland and coastal waterways.

The demonstration on 17 August was the first of what is to become an annual happening for Naval Inshore Warfare Command, Atlantic; each unit simulated actual war and peacetime demonstrations with amazing reality.

Using live ordnance, the SEAL Team captured and destroyed an enemy outpost. Then they were picked up by a swift-moving river squadron boat. Before the SEALs moved in on the enemy location, an Underwater Demolition Team had provided a reconnaissance of the coastline, and enlisted the help of Explosive Ordnance Disposal Group Two (EOD) to deactivate live mines. It was a demonstration of unity and precise naval teamwork.

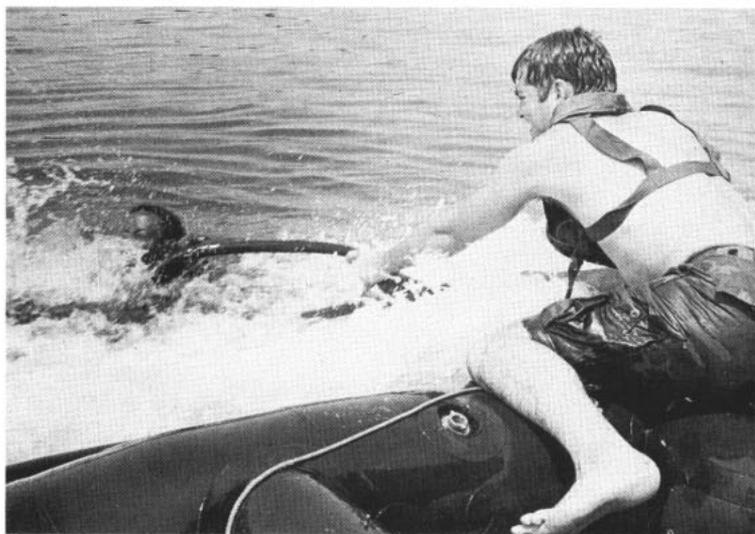
Explosive Ordnance Disposal Group, as its name implies, trains men in the detection of hazardous ordnance material and how to render it safe. They also dispose of all U.S. and foreign surface and underwater conventional explosives. Teams are also trained in underwater diving, demolition of explosives and rendering nuclear weapons safe.

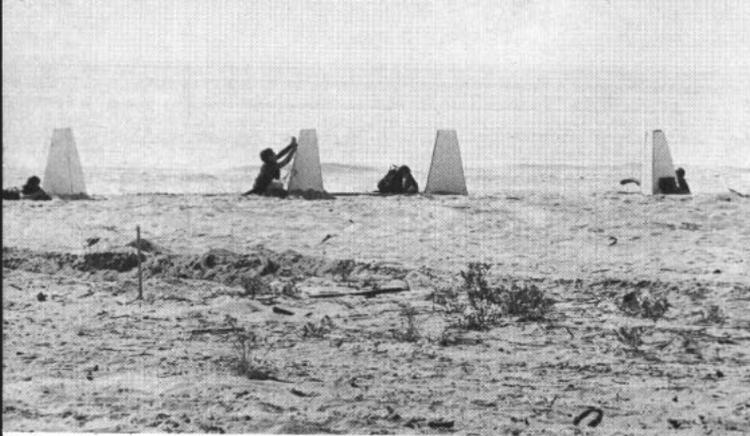
Explosive Ordnance Disposal Group Two is located at Fort Story, Virginia Beach, and coordinates all explosive ordnance disposal activities within the Atlantic Fleet. This includes 23 permanent detachments located throughout the Western Hemisphere. They also maintain mobile teams on standby for response to emergencies, and have three-man teams embarked aboard various deployed ships of the fleet.

THE EOD PROGRAM began in 1946 to deactivate the long-delay, booby-trapped bombs used by Germans in the Battle of Britain. The bomb disposal technicians saved many lives, and millions of dollars worth of property.

Today, supported by the latest electronic and mechanical equipment, the Navy EOD man can render safe any weapon from a Civil War cannon

Left: A careful watch is kept to insure safety during swimming training. Right, top to bottom: The "cast and recovery" technique is vital to the success of the mission of the UDT and SEAL teams. Traveling at better than 25 knots, members of UDT 21 are pulled from the water in a "high-speed pick-up." Such pick-ups are hit and miss until such time as a man is well trained.





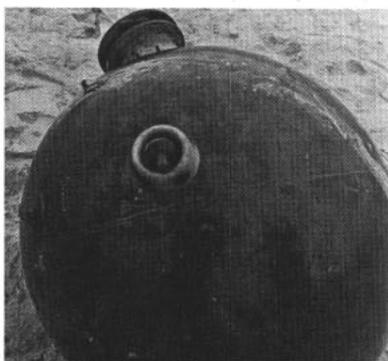
ball to modern ICBM. The most recent examples of their skill are the recovery of nuclear weapons off Palamares, Spain, the retrieving of a barge containing dangerous chlorine which recently sank in the Mississippi River and providing EOD support for Navy operations in the Republic of Vietnam.

Another one of the unique units of NIW is Inshore Undersea Warfare Group Two (IUWG), at Little Creek. Formerly called Harbor Defense Unit Two, this unit consists of 11 officers and 138 enlisted men, divided into two mobile units along with a headquarters unit. Their task is to safeguard friendly forces in coastal and harbor areas against enemy submarines, swimmers, and high-speed surface craft.

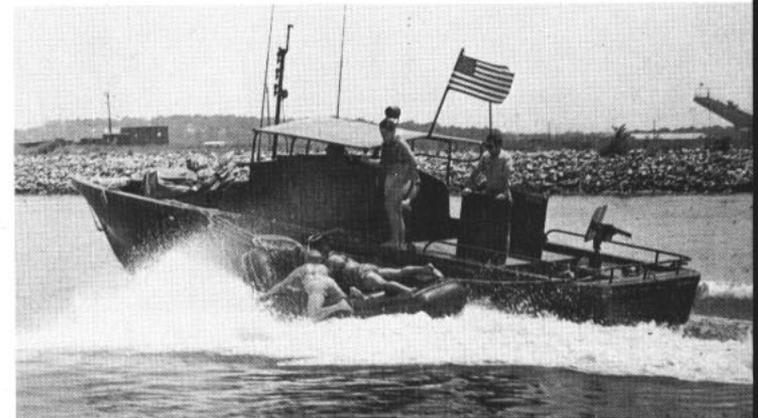
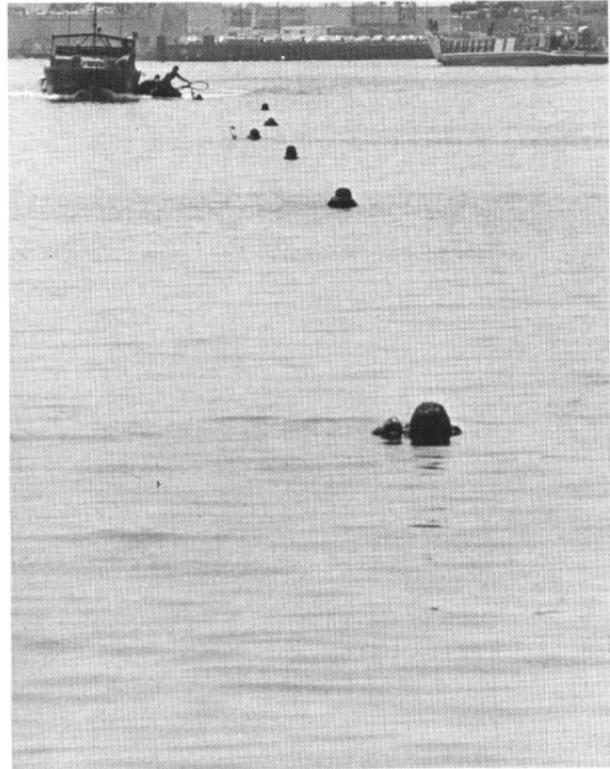
THE USE OF THE NET AND BOOMS for harbor defense has been replaced by highly sophisticated electronic equipment detecting, classifying and pinpointing the enemy to be neutralized or destroyed. They also provide close-in antisubmarine detection for ships in an amphibious anchorage. A vital additional mission is to train Reserve units in the above missions.

Naval Special Warfare Group Two was reorganized and placed under the operational and administrative command of NIUWLANT to supervise and coordinate naval special warfare units within the Atlantic Fleet and Europe. This unit is composed of SEAL Team Two, Underwater Demolition Team 21 and FLTCORGRU Two.

The activities of Naval Special Warfare Group Two include interdiction, hydrographic reconnaissance, submerged operations with submarines and swimmer delivery vehicles, demolitions, diving, parachute



Top, left: UDT 21 and Navy SEALs plant explosives along a row of beach obstacles. Center, left: Loading dismantled bombs into steel and concrete containers for transport. Far left, above: Detecting and disarming mines during a demonstration on "rendering safe" activated ordnance.



jumping, military training teams, combatant craft operation and specialized operational planning assistance to Fleet Commands.

Coastal River Squadron Two, the newest component, provides coastal riverine surveillance and interdiction. The squadron also supports naval inshore operations and develops, tests and evaluates small boat tactics, for use with future generation high-speed craft for operations in coastal and restricted water warfare. Like the other units, the squadron also trains Reserve units, including foreign navymen, in coastal and riverine warfare technology.

FULLY MANNED, the squadron has 26 officers and 232 enlisted men. Almost half of the members are Naval Reservists. Of the remainder of active-duty personnel, all are Vietnam veterans.

The squadron is made up of the hydrofoil gunboat *Tucumcari*, three patrol gunboats and five torpedo boats. In addition, it includes one landing craft utility boat and assorted types of high-speed small craft used in support of the UDT and SEAL Teams.

These five functional units comprise the specialized Naval Inshore Warfare Command. They continue to maintain a high state of readiness during peacetime, while always being ready in the event of war.

—Story and Photos by PH2 Joseph C. Leo

Above, left: A member of SEAL Team Two guides himself toward a pinpoint landing on enemy sand. Top: Gulping his last air, a swimmer prepares to breathe from his tanks as his partner submerges their swimmer delivery vehicle. Center and above: "Cast and recovery" operations by UDT 21 and River Squadron.

• Z-GRAM 117 SPEAKS OUT ON DISCIPLINE

Z-Gram 117 was issued by Admiral Elmo R. Zumwalt, Jr., Chief of Naval Operations, on 14 Nov 1972, requesting that it be given the widest possible distribution to all hands. Here is Z-gram 117:

"On 10 November I addressed the question of recognizing the importance of assuring equal opportunity and fostering mutual understanding in race relations at all command levels of the Navy. My remarks were directed primarily to all in a position of leadership, urging them to direct their fullest efforts at ensuring these programs were being carried out in full.

"At that time I also stated that there must be no substitution of one prejudice for another. That the prejudice against good order and discipline is as bad as the prejudice of race. It is to this point that I would address all hands.

"Admiral Ernest King, in speaking to my graduation class, stated that true military discipline is the 'intelligent obedience of each for the effectiveness of all.' As I have said before, it is through enlightened leadership that we obtain that true military discipline about which Admiral King spoke some 30 years ago.

"During the past 28 months I have set as my objective bringing about a Navy environment that would assist our naval commanders in providing that enlightened leadership that would ensure 'intelligent obedience for the effectiveness of all.' I believe that we have been successful. We have outstanding performance by our people who have responded with bravery and dedication to the recent massive invasion of South Vietnam. They have done so in the face of greatly extended and early deployments, reduced shipboard manning and over-long hours seven days a week. Navywide, we have seen overall disciplinary and confinement rates reduced from their earlier figures with commensurate reductions in shore patrol requirements. I am proud of Navy's performance, for it has truly been superb.

"On the other hand, it occurs to me that this is perhaps a good time to reiterate to those of our more junior personnel who have entered the Navy in this period of transition and whom I have not had the opportunity to speak with in the past year, my personal philosophy regarding their responsibility to leadership in our Navy. I do this especially since I note that, of those who have been involved in recent incidents of violence or other disruptive activities, the overwhelming majority are those in the 18 to 20 year age category and with less than one year of Naval service.

"This says to me that many of those who are new to the Navy very well may not be aware of the framework within which we have been working to make the Navy a challenging, interesting and rewarding career, nor of what their responsibilities are to the Navy within that same framework.

"Let me speak to you, in turn, of your responsibilities to the Navy and our country. What is required of you is self-discipline, especially in these times of extended deployments and reduced manpower. It is your duty to your shipmates and those who are responsible for your welfare in time of peace and especially in time of war to conduct yourselves in a manner that

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contributes to the overall good and welfare of your division, your ship, your station and, in the long run, of your country. You have taken an oath to do so and the Navy will expect nothing less nor will it accept anything less.

"This self-discipline and subordination of self for the good of all is absolutely mandatory for any organization, civilian or military, to function properly. It cannot be any other way.

"The responsibilities of command are not easy in this modern day of complex machines and even more complex men. Your commanding officer has responsibilities to higher authorities and to his country that stagger the imagination and the magnitude of his responsibilities has been made even greater by the fact that world tensions are not always what we would like them to be. These past nine months have been even more strenuous because of the increased efforts off the coast of Vietnam.

"On the day that I took command of the Navy I said that I was assuming as my first task the improvement of all aspects of the Naval career. I have dedicated myself to that task and have made many changes designed for that purpose. I also said, and I repeat, that those changes will only be made within the framework of the maintenance of good order and discipline, and that those few who would abuse these privileges must be held to account.

"For those of you who are new to the Navy or who may not be aware of my statements in this regard, let me assure you that I meant what I said then and have reiterated in every succeeding change that could be interpreted to have an effect on personnel behavior. I expect, and will continue to insist upon, the strictest possible adherence to our disciplinary standards in every respect. Those who do not accept these standards can expect to be promptly and fairly disciplined and held responsible for their actions in accordance with the UCMJ.

"Other changes made during the past two years are designed to assist both the individual and those in command to draw on the assistance of their superiors to resolve problems beyond their immediate ability or responsibility. These include matters such as personnel assignments, transfers, personal services, etc. These are not intended nor in any way can they be construed to mean an acceptance of 'short circuiting' the legitimate chain of command. Commanding officers recognize these for what they are--a tool to be used when solutions are outside his area of responsibility. You should also recognize them for what they are, a solution to problems that cannot be solved within your own command structure.

"Finally, let me conclude my addressing the matter of your personal responsibilities to the maintenance of good order and discipline, for in this matter there can be no compromise. I addressed myself to our naval leadership on this subject on 10 November. Now, let me tell you what I expect of you. I am fully aware of the extra hours worked and the overlong deployments experienced by many; but the Navy is no different than any other institution in that it requires complete and total obedience. It can be no other way.

"I pledge my continuing efforts to ensure that all of our Navy men and women will continue to receive my full support in making this Navy of ours an exciting, challenging environment in which to work and live with the

equal opportunity which can only be achieved within a framework of discipline. In turn I look to you to match the contributions of those who are your seniors in working toward the same goals."

- NAVAL SEA CADET CORPS COMPLETES DECADE OF YOUTH TRAINING

The U. S. Naval Sea Cadet Corps, a Navy-oriented training program for young men between the ages of 14 and 17, celebrated this year its 10th anniversary. This volunteer program, first charted by Congress on 10 Sep 62, affords Sea Cadets the opportunity to train at naval installations, complete the advancement practical factors requirements aboard Navy and Naval Reserve ships and, when qualified, to enlist at the advanced (E-3) rate. Sponsored by the Navy League and supported by the Navy Department the program is administered by dedicated civilian Naval Sea Cadet officers who volunteer their time, talents and money.

For further information, please contact the Executive Director, Naval Sea Cadet Corps, 818 18th Street, N. W., Washington, D. C. 20006, or the Chief of Naval Personnel, Naval Sea Cadet Corps Support Branch (Pers-D22), Washington, D. C. 20370.

- FIRST PACIFIC FLEET "MOD SQUAD" FORMED

The first Pacific Fleet "Mod Squad" is currently being formed and is expected to become operational in January 1973. Based on recommendations made by the Commander in Chief Pacific Fleet, Chief of Naval Operations Admiral Elmo R. Zumwalt, Jr., approved formation of a PacFlt destroyer squadron commanded by a junior captain. Under the "Mod Squad" concept--which was first applied by the Atlantic Fleet's Destroyer Squadron 26 in June 1971--commanding officers, executive officers and department heads of each ship will be one grade junior to those ordinarily assigned to these billets. Formation of a Pacific Fleet "Mod Squad" represents a continuation of the Navy's policy of providing earlier opportunities for demanding and challenging jobs to deserving, performance-tested Navymen.

- NAVY, MARINE FLIERS HAILED FOR SAFETY RECORD

Navy and Marine Corps fliers were recently awarded letters of commendation and plaques from Chief of Naval Operations Admiral Elmo R. Zumwalt, Jr., for breaking all existing aviation safety records during fiscal year 1972. During FY 72 the accident rate dropped to .88 per 10,000 flight hours--the lowest in the history of naval aviation. Forty squadrons were honored for showing significant improvements in their safe-flying records, including 23 Navy squadrons, 11 Marine and 6 Naval Air Reserve.

- LATEST "LINK" HAS ASSIGNMENT AND RATING INFO

The October 72 LINK, Enlisted Personnel Distribution Bulletin, has just hit the streets--look for your copy. It is packed with assignment and rating information that unravels the mystery of how your orders, assignments, and tour lengths are what they are. This issue contains general information regarding VRB/Pro-Pay, shore billets for long-sea-tour ratings, performance evaluat-

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ions, path of advancement, Fleet Reserve transfers, how to "Make the System Work for You", and much more. Again, the heart of the bulletin is the "Details" section containing your detailers' informal conversations with you to apprise you of schools, NEC's, new equipment, advancement information, and other rating concerns. Finally, there is a special new classified ads section, called "Opportunities!" It advertises special billet opportunities where personnel are needed: PEP, Deep Freeze, recruiting, new construction, sub duty, instructor duty, and others.

Keep your eyes open for a copy of LINK now!

- ASSIGNMENT POLICIES ALTERED TO FIT PCS FUNDING

The Bureau of Naval Personnel recently announced significant changes in assignment policies and tour lengths due to a projected Permanent Change of Station (PCS) fund shortage for fiscal year 1973. The changes, which are subject to certain exceptions, affect both officers and enlisted people who do not already have PCS orders. In effect, the lack of PCS funding is being absorbed by cutbacks in "operational" moves between commands stationed or homeported in CONUS and "rotational" moves between a permanent duty station in CONUS and a permanent duty station overseas. Cutbacks in these two areas are expected to result in sufficient savings to live within the budgetary constraints imposed upon the PCS account. Your personnel officer can give you the details contained in BuPersNote 1306 (11 Sep 72). Look for an in-depth article on page 43.

- TACTICAL ACTION OFFICER (TAO) COURSE STARTED

A Tactical Action Officer (TAO) training course was recently established at the Fleet Combat Direction Systems Training Center in San Diego. The course is essentially a revision of the Combat Information Center Multi-Threat Evaluator training program, and the term "TAO" has replaced "CIC Evaluator." TAOs receive highly specialized training in recognizing multi-threat and time-critical environments, evaluating their significance, selecting the optimum action to be taken and--under authority granted by the commanding officer or unit commander--taking that action. TAOs will be assigned to both ships and staffs.

- GETTING OUT? CHECK ON TAX BREAK FOR JOB RELOCATION

If you're getting out of the Navy soon and have found a civilian job, you should know about the income tax advantage associated with job relocation. For instance, if your new occupation requires you to relocate, the Internal Revenue Service allows a deduction on your tax return up to \$1000 from your total income that is subject to taxation. This allowance is for traveling expenses--including travel, meals and lodging during house-hunting trips--to a location where employment has been found. For more information and complete instructions about how to file a claim, see your legal officer for the latest edition of the pamphlet, "Armed Forces Federal Income Tax, NavSo P-1983."



A REPORT ON THE DOD

**DRUG
TESTING
PROGRAM**

LAST JULY, the Navy and its sister services completed their first full year of operation under the Department of Defense Drug Testing Program, which has proven to be invaluable both as a method for identifying drug abusers before they develop a serious dependence or addiction, and as a deterrent to future drug abuse. This program represents only one of several aspects of the services' campaign to prevent drug abuse among military people—and to rehabilitate those who are already involved.

It has been surrounded by some controversy, primarily because of a lack of knowledge about the program and a corresponding misunderstanding of its objectives. The following information is based on a discussion of the DOD urinalysis testing program with Brigadier General John K. Singlaub, USA, who is serving as Deputy for Drug and Alcohol Abuse to the Assistant Secretary of Defense for Health and Environment. It includes history, methods, results and expectations for the future.

THE DEPARTMENT OF DEFENSE first noted a significant increase in the use of hard narcotics during the middle of 1970. At that time the use of heroin among troops stationed in parts of Southeast Asia became evident through the rising number of deaths attributed to overdoses and through numerous investigations conducted by various military investigative agencies. Before that time the primary drug of abuse was marijuana—and even today hashish, a derivative of the cannabis sativa plant, is still the major drug of abuse, at least in the European area.

On the other hand, what was commonly called the "heroin epidemic" in Vietnam during that period referred not to a large number of troops using heroin, but rather to a situation in which the use of heroin was spreading throughout units in that area because of the easy accessibility of high-grade heroin at low prices and the tendency of users to entice others to start the habit. The potential hazard stemming from this combination of factors led the President to establish an Armed Forces-wide drug abuse prevention and education program, part of which involves urinalysis testing.

Within 12 months the rate of individuals uncovered in Vietnam through the urinalysis testing program—which tested people at the time of rotation—went from a high of four per cent to a low in March 1972 of 1.3

per cent of those tested. Recently there has been a slight increase which may be attributed to the return of the last combat and combat support troops—those who have spent a full 12 months in Vietnam and may have become drug users during that period—to the United States.

Unfortunately, the punitive or disciplinary aspects which were associated with drug abuse before the services' exemption programs were established seem to linger in the minds of many people, thereby blocking their understanding of what the DOD is now trying to do. Previously the criminal activity, frequent arrests and prostitution that were associated with civilian drug addiction led most people to believe that disciplinary or punitive action was the only way it could be handled.

TODAY, attitudes about drug abuse and addiction—and methods for dealing with these problems—are much more enlightened. The Department of Defense, like the American society of which it is a part, now considers drug abuse and addictions to be health—rather than criminal—problems. Viewed in this light, the DOD's primary aim concerning drug abuse among its people is prevention. If that fails, the objective is restoration of an individual to health and continued service through a variety of in-service treatment and rehabilitation programs. For the most part, these rehabilitation efforts have been highly successful, particularly when they involve people who are sincere and cooperative, and who want to return to duty.

The DOD Drug Testing Program has been subject to some controversy stemming from complaints by a few people to the effect that the involuntary submission of a specimen for urinalysis violates basic rights. However, these tests are used for medical purposes only—and not for any kind of criminal prosecution—so, in essence, this urinalysis testing is no more a violation of civil rights than is the urine specimen collected to detect diabetes. These specimens are used only to identify and treat users—not to punish them for using drugs.

In other words, the urine specimen requirement is similar to physical examinations which are required on a regular basis for all active duty military people. These physicals are required for a purpose—protection of the individual—as are certain inoculations which are given to prevent outbreak of a disease. (→)

DRUG TESTING PROGRAM

SINCE ITS BEGINNING the DOD Drug Testing Program has been extremely successful in identifying drug users in the military, and a look at the procedure may explain some of its success.

When urine specimens arrive in the laboratory, they're first subjected to a screening procedure known as the Free Radical Assay Technique (FRAT) or another called Thin Layer Chromatography (TLC). These testing procedures are very sensitive and also fairly rapid.

If the FRAT or TLC determines that a particular specimen is negative, testing is concluded. If the specimen yields a positive result, the sample then goes through a confirmatory procedure known as the Gas Liquid Chromatography (GLC) system. This test is more exact than either the FRAT or TLC, but the analytic procedure is slow and complicated and therefore not suitable for mass screening.

(It is known that these screening and confirmatory procedures are about 98 per cent effective in detecting and identifying most of the commonly used drugs for a period of at least two to three days following the last use. Incidence of false positives resulting from this screening method is also extremely low—less than one-half of one per cent.)

IF AN INDIVIDUAL'S specimen is confirmed positive by the GLC, it indicates that he has some drug in his body—but it still doesn't mean that he's a drug abuser. There must be a personal medical examination on the individual by a physician before he or she can be positively identified as a drug abuser. In other words, everyone tentatively identified through biochemical means as a drug user is personally seen by a doctor to determine if, in fact, the test results were attributable to drug abuse.

When DOD originally began testing for drug abuse there was some question concerning the accuracy and sensitivity of these tests. This was because urine testing for drugs was originally devised as a prognostic tool for civilian drug rehabilitation centers. These centers did not need a very high degree of sensitivity in their tests, since they were dealing largely with addicts whose body fluids contained heavy concentrations of drugs which were relatively easy to detect.

The military services, however, wanted to be able to identify anyone involved with drugs—even the cas-

ual user or experimenter, hopefully before he or she became heavily involved. As a result, techniques developed and used by DOD have been refined and sharpened to detect 1/10th or even 1/20th the level of drugs that was previously possible. These high standards for laboratories and various quality controls which have been incorporated into this program have enabled testers to detect low levels of drugs in any person.

IN ADDITION TO THE DEVELOPMENT of highly refined laboratory techniques, the DOD Drug Testing Program has incorporated several other important changes designed to broaden its scope and increase its overall effectiveness.

Last July the Tri-Service Random Urinalysis Drug Testing Program was initiated at military installations and activities throughout the world. Under this program all members of the Armed Forces are subject to random, periodic testing for detection of drug abuse. The tri-service arrangement provides that the Navy, Army and Air Force are each responsible for handling urinalysis testing for all services within their designated geographical areas throughout the world.

Besides expanding the testing program worldwide, DOD has established high, moderate and minimum risk areas, mainly determined by the availability of drugs in those areas. In high risk areas such as Vietnam, the Philippines or Okinawa, servicemen will be tested an average of three times per year. In moderate risk areas servicemen and women will be tested an average of 1.6 times per year and in low risk areas an average of 1.2 times per year. By random selection of the individuals to be tested, an individual is just as likely to be tested again tomorrow—even though he was tested today—so test dates cannot be forecasted.

ANOTHER IMPORTANT CHANGE in the program was the decision that mandatory drug testing is no longer required for individuals 29 years old or older. Although commanders still have the option of including individuals from older age groups in random testing for drug abuse, it was decided—on the basis of past testing which indicated an extremely low incidence of drug abuse among older military people—that these tests could be put to better use in the highest risk groups.

What have been the results of the DOD Drug Testing Program to date? For one thing, this procedure has successfully identified thousands of servicemen who were using dangerous drugs—and who might have developed a serious physical or psychological dependence had they not been discovered through this biochemical means. To date, more than two million specimens have been checked and nearly 41,000 of these—or about two per cent—have been determined to be positive for dangerous drugs. (This, however, does not represent 41,000 drug users, as some of these involved duplicate or repeat tests of the same individuals.)

Another important result has been the actual development of an effective procedure by which DOD can now detect very low levels of drug use on a mass screening basis; and this kind of random testing is serving as an increasing deterrent to even casual or experimental use. Because a member of the Armed Forces never knows exactly when he or she will be required to take the test, the chances of experimenting with narcotics without detection have diminished considerably.

THIS PROGRAM has also yielded a better picture of drug use among military people. In addition to the age and geographical considerations mentioned above, it has been found that those individuals who have been confirmed as drug users fall into one of two general categories: the experimenter who, if identified early enough, can usually be prevented from developing an addiction and can normally be fully rehabilitated; and addicts who cannot forego use of the drug and who need full treatment programs that the services can offer.

Two related points should be made here. First, although the DOD Drug Testing Program—in combination with other aspects of its fight against drug abuse among military people—has been highly successful, an individual who becomes involved with drugs and then realizes that he doesn't want to stay involved should not wait to be identified through this program. Rather, if he sincerely wants to get out of the drug scene, he should use his own freedom of personal choice and take that first step himself. Once he admits his involvement, he'll find plenty of knowledgeable, professional people more than willing to help him out.

Secondly, if a person is identified as—or voluntarily admits that he is—a drug user near the end of his or her enlistment, the services will do everything possible to assist him or her under current law—which, essentially, means referring the person to a Veterans Administration facility where treatment is available. At present the military services cannot hold an individual beyond a current enlistment for treatment unless he voluntarily extends his term of service, and there is no means of forcing a drug abuser to accept VA or civilian treatment.

WHAT ARE THE FUTURE EXPECTATIONS of the DOD Drug Testing Program? At this point it's impossible even to estimate how long such a program may be needed in the Armed Forces. If drug abuse has become as endemic in our society as some people say, the DOD may need a biochemical testing program for many years—if only to prevent entry into the services by drug abusers and to serve as a deterrent in high risk areas.

It is expected that the amount of testing will be reduced in the future as further reliable data are gathered from the current worldwide program (this was the rationale behind exempting people 29 or older from the random testing procedure). On the basis of large amounts of statistical data that is continually being compiled, the military departments will be even better able to define high risk age groups—which may result in lowering the maximum age for testing even further.

The same holds true for geographic considerations. For instance, if it is found that specific areas have a very low incidence of drug abuse, it may be possible to cease testing completely in those areas. These kinds of evaluative studies will further increase the program's effectiveness by allowing DOD to concentrate its testing on age groups and geographic areas of greatest risk.

FINALLY, the crucial test for this program is currently underway. Statistics from the 12-month period ending June 1973 will indicate whether or not this random testing program has resulted in a worldwide decrease in the use of drugs among military people. Officials within the program are confident they'll see that decrease.

—JO2 Jim Trezise

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

'Have Money, Can't Buy'



MCPON JOHN D. WHITTET

MANY TRAVELING or retired Navy men and their dependents mistakenly assume that they can shop freely at American commissaries and exchange facilities overseas. I have several letters on file from traveling and retired shipmates who have been frustrated or otherwise disappointed when they have pre-

sented their I.D. cards for exchange and commissary purchases abroad.

It is the policy of the Department of Defense that traveling or retired military personnel and their dependents will be accorded, insofar as possible, all the privileges to which they would ordinarily be entitled to in the United States. However, this is not always possible. Host countries usually limit commissary and exchange privileges to active duty personnel, their dependents and accompanying civilian personnel actually stationed in the country.

COMMISSARY AND EXCHANGE privileges do not extend, automatically, to active duty or retired personnel who are living or traveling in a foreign country. Under status of force agreements between countries, all foreign residents, even those stationed in a country pursuant to official orders, are subject to the customs, tax and fiscal laws of the host country. In those instances where the host country has permitted the establishment of U.S. military exchanges and commissaries, formal and informal agreements are made which determine the type of individuals who may utilize these outlets and the extent to which they may do so. Typically, these agreements reflect the economic

interests of the host country and are designed to prevent the flow of American goods into channels where they could become items of gift, barter or sale to local citizens.

Let me give you a few examples of the problems that have come to my attention.

In transit from Lakehurst, N. J., to Quonset Point, R. I., a Navy family drove through Newfoundland recently for a camping and fishing trip. Thinking that they could replenish their supplies and fill the car with gas, they detoured about 100 miles in order to swing by the naval station in Argentina. They were shocked and disappointed to learn that they were not entitled to commissary and exchange privileges at the naval station.

Another Navyman was disappointed when his wife, who had come to visit while his ship was in port, was refused entry to the Subic Bay exchange in the Republic of the Philippines. In fact, his wife did enter the exchange, but only after obtaining a permit which limited her combined commissary and exchange purchases to \$25 and one carton of cigarettes.

Clearly, these Navy men and their families were not prepared for the experiences they encountered. Information regarding exchange and commissary benefits overseas is often hard to come by. Conditions may vary distinctly from country to country and are subject to change. Generally, traveling and retired personnel are entitled to the use of facilities which are exempt from the host countries' customs and tax laws.

Medical care, for example, along with guest and transient quarters is authorized on a space available basis at U. S. military facilities throughout Europe. Temporary quarters however, are extremely limited, especially in the summer. Theaters, libraries, craft shops, laundry and dry-cleaning, clothing stores and legal assistance are generally available as well. Keep in mind, now, that we are talking about transient and retired personnel rather than active duty members and dependents officially stationed in a foreign country.

UNDERSTAND THAT AS A RETIRED or traveling Navyman or Navywoman, you simply cannot count on enjoying the same privileges overseas that you may have had while on active duty. You may even be restricted from using military post offices and be subject to other disadvantages such as tuition fees for school-age dependents.

Before traveling overseas, and certainly before retiring in any foreign country, you should contact the senior area commander in the country or countries in which you desire to travel or retire. Improve your trip or retirement by knowing what to expect! Be prepared both mentally and financially for the possibility of inconvenience.

New Directive Details Current

ASSIGNMENT POLICIES AND TOUR LENGTHS

OVER THE PAST SEVERAL YEARS, funds for travel, transportation and associated entitlements supporting the Permanent Change of Station (PCS) moves of Navy people have become increasingly scarce; the shortage of PCS funds for fiscal year 1973 is more severe than ever. The Bureau of Naval Personnel has initiated many changes in assignment policies and tour lengths for both officers and enlisted people (see the Navy News Briefs section of ALL HANDS November issue) to compensate for this lack of funds.

These changes are expected to result in fewer officer and enlisted moves in FY 73 than in FY 72. New assignment policies and tour lengths are listed below for officers and enlisted people.

OFFICER ASSIGNMENT POLICY revisions are as follows:

- Surface warfare officers serving in initial assignments at sea, failed of selection LCDR/CDRs, officers serving in post command tours, and officers not command-selected may be reassigned before the completion of a specified tour length provided a "no cost" move is involved and the total time in the same area is at least equivalent to the initially prescribed tour length.

- Officers will not be assigned to Post Graduate School or Service College before completing their prescribed tour, and tour lengths of officers scheduled to attend will be extended as necessary to coincide with the school's convening date.

- Assignment to National War College or Industrial College of the Armed Forces will normally be a part of a minimum three-year Washington area tour.

- Promotion selectees (including captain) will not normally be moved before completion of their prescribed tours unless reassignments can be made at no cost to the government.

- Where possible, long tours will be prescribed for specialties.

REVISED OFFICER TOUR LENGTHS are retroactive and apply to all officers not currently in receipt of orders. Officers' Projected Rotation Dates (PRDs) will be adjusted to the revised tour lengths, which are as follows:

- Surface warfare officers' initial assignment at sea (including CVA/CV/LPH) will be for 36 months.

- Surface warfare officers' subsequent assignments at sea other than as a CO/XO (including CVA/CV/-

LPH) will be for a minimum of 24 months, or 36 months if split toured.

- Shipboard tours of all aviation officers in the grade of commander and below (including CARDIV staffs) will be 24 months.

- Initial shore tour of fleet experienced aviation officers who are assigned to a flying billet will be 30 months.

- USNA/NROTC Staff tours will be 36 months.

- Failed of selection LCDR/CDR CONUS shore tour will be five years.

- In general, the length of accompanied overseas shore assignments will be as indicated in BuPersInst 1300.26E plus six months (unless stipulated otherwise by a country-to-country agreement).

- CONUS shore assignments for officers serving in post-command tours and officers not command-selected will be four years.

ENLISTED ASSIGNMENT POLICY revisions are as follows:

- Except in cases where moves can be arranged at no cost—such as going from one Norfolk-based ship to another with no household or family move involved—the policy of allowing split sea tours for deprived ratings has been suspended. This will result in leaving some people at one sea activity for an entire sea tour. Exceptions to this policy are people in the engineering and hull ratings (Group VII) involved in the Atlantic Fleet Phased Rotation Test Program (Phase-vey) who will continue to have PRDs established in accordance with that program.

- Overseas assignments are limited to people with three dependents or less where available inventory permits, unless a billet requiring a critical skill dictates otherwise.

- Overseas shore billets (Type Duty 3 and 6) will generally be filled by a person in a pay grade one lower than that specified.

- High cost overseas moves will be decreased by "gapping" some overseas billets (except those serving in Type Duty 4). About one of every three vacancies will not be filled in FY 73, although this gapping will vary with different commands.

REVISED enlisted tour lengths are as follows:

- Those assigned to activities designated Type Duty 1, 2, 4 (except SSBN) and 5 whose PRD is in January 1973 or later will be extended three months—al-

(continued on next page)



Dream Come True



SEAMAN REBA SUE SIM of Abilene, Tex., described her feelings about being assigned near her husband, Seaman Michael J. Sim, at the Subic Bay Naval Base in the Republic of the Philippines as a "dream come true." The assignment is not only a personal triumph for her but it's a precedent for women in the Navy.

Mrs. Sim is the first enlisted woman in the Navy to be assigned to duty in the island republic. She and her husband are also the first and only U. S. Navy enlisted married couple serving there.

SN Reba Sue Sim has not only been reunited with her husband, DKSN Michael Sim, but also has the distinction of being the first enlisted woman to serve ashore in the Republic of the Philippines.

(continued from previous page)

though this does not affect a person's EAOS, since enlistments will not be involuntarily extended. People subsequently assigned to these type duties will have a PRD established three months beyond the normal tour length. However, those who are completing a six-year sea tour and those serving in the Sixth and Seventh Fleets whose PRD has already been adjusted are exempt from this extension.

•Overseas tour lengths will be extended to DOD policy limits except for those serving in "differential" and "all others" tours. A forthcoming change to BuPers Inst 1300.26 will contain revised tour limits corresponding to DOD policy.

•The minimum tour at any activity is now 24 months; in general, an individual must have a minimum of 25 months of obligated service remaining at the time of transfer in order to be eligible for transfer. Exceptions to this policy—such as Naval Reservists with a two-year initial active duty obligation, volunteers for special programs, and career petty officers with ten or more years' active duty—are detailed in BuPersNote 1306 (11 Sep 72).

General Educational Development Tests Achieve High School Diplomas for Many

HOW OFTEN HAVE YOU HEARD somebody say, "I didn't graduate from high school, but that was a while ago and I've sure learned a lot since then. Besides, I'm smarter than a lot of guys who did graduate or who even went to college." Or how often, too, have you said that to yourself?

Well, the Navy has a way of letting you put your

brain where your mouth is—and then letting you benefit from it. Through the United States Armed Forces Institute (USAFI), a person who didn't complete high school can take the General Educational Development Tests (GED) to find out how far along he has come. Many colleges and other educational institutions use GED scores in place of a high school diploma.

Just how far GED can take you is exemplified by the story of the young man who dropped out of the 10th grade and joined the Air Force. He took the GED tests and wound up in the 96th percentile; that is, he scored above 96 per cent of all those taking the test. The man was soon admitted to the Air Force Academy on the basis of this score.

All 50 states now grant some form of diploma or certificate on the basis of GED tests, and some of them actually authorize local high schools to issue a diploma or equivalency certificate. To find out more in this area, you should ask your educational services officer to check the State Department of Education Policies, Bulletin #5.

One of the most powerful incentives for taking the GED tests is money. Statistics from the U. S. Department of Labor show that high school graduates may earn as much as \$38,000 more in their lifetimes than non-graduates. The chances of high school graduates or those who have taken GED tests—are much greater for finding jobs in the first place.

Civilians who take GED tests pay as much as \$10, but if you're in the Navy, you can get the tests free. The educational services officer at your command can give you all the details. After you've taken the tests, USAFI will keep the results on permanent file so you'll always be able to obtain copies when they're needed.

The couple had been serving in different duty areas for the first six months of their marriage, but they were determined to be near each other even if this was only in the same geographical area. The military personnel office of Helicopter Squadron Eight at NAS Ellyson Field, Pensacola, Fla., was Mrs. Sim's last duty station. Her husband, a native of Santa Barbara, Calif., is a storekeeper at the Naval Ship Repair Facility, Subic Bay.

The two were first introduced to each other by Michael's best friend while they were attending different Class "A" courses in the same building at the San Diego Naval Training Center. After his assignment to the Philippines, Seaman Sim submitted a transfer request through official channels, asking for either reassignment in Pensacola or that his wife be assigned in the Subic Bay area. The latter request was approved.

"MY GIRL FRIENDS at Ellyson Field sympathized with me for being so far away from my husband," she said, "but they told me a transfer for personal reasons such as ours wouldn't be approved. They

assured me since we had both been in the Navy for less than a year, it just wasn't possible."

Mrs. Sim said she really had made no plans for joining the Navy and hadn't thought of getting married. She escorted her grandmother to the local Social Security office in the post office building one day and stopped by the Navy Recruiting Office there. She became convinced that her place was in the Navy where more women were needed.

"I'm an adventurous person," she said. "Perhaps it's because I've a relative who is a commander in the inactive Reserves and my father, an oil driller, has traveled throughout the world. Since I was little, he would tell me of the customs and the way of life of peoples of different lands. I've always been keenly interested in what my father used to tell me."

Mrs. Sim said she is glad that more fields are being opened to women in the Navy. "Women who are qualified should and are now being given a chance to assume greater leadership authority and even serve aboard ships in the Navy. I personally would not object to going to sea, that is, if my husband were also assigned to the same ship."

A Bachelor's Degree Is Educational Goal For Physician's Assistant WO Program

NAVY HOSPITAL CORPSMEN are now eligible for another program in their long list of career opportunities—the Physician's Assistant Warrant Officer Program. Training under this program will enable men and women to take over some of the duties previously performed only by doctors.

The Physician's Assistant Training Program will be conducted in two phases. The first is a 12-month period at either George Washington University, Wash., D. C., or the U. S. Air Force School of Health Care Science located at Sheppard AFB, Wichita Falls, Tex. The second phase is a 24-month clinical apprenticeship at a naval hospital. Only after both of these phases are completed can the trainee be selected and appointed a Physician's Assistant Warrant Officer.

THE EDUCATIONAL GOAL for physician's assistants is the bachelor's degree, but this is not a bar to the warrant officer appointment. This goal can be accomplished through off-duty study before, during, and after the training period, and it is likely that, especially during the training period, selectees will be able to pick up credits toward their degree. By obtaining a degree, the corpsman will be eligible for other Navy programs such as commissioned officer appointment through the Medical Service Corps Inservice Procurement Program and the Medical Corps Scholarship Program.

It is envisioned that Physician's Assistants could be used in a wide variety of capacities. Their tasks will be outlined mainly by the supervising doctor with

whom they will be working, and the work may include obtaining medical histories, performing physical examinations, interpreting data from diagnostic studies, and prescribing limited therapy.

To be eligible for the program, a corpsman must be a U. S. citizen, have both a GCT and ARI of 55, be a high school graduate, and be in pay grade E-5 or above within the following time-in-service range:

	Minimum	Maximum
E-5	4 years	6 years
E-6	6 years	10 years
E-7	8 years	12 years
E-8	11 years	14 years
E-9	13 years	16 years

Waiver of time in service and age may be requested. The corpsman must obligate for 54 months of service from the time his training begins.

ALONG WITH THE APPLICATION—which should be submitted to the Chief, Bureau of Medicine and Surgery between 1 Jan and 1 Mar 1973—individuals should also send a copy of high school or college transcripts. Those applying will then be interviewed at their commands by a board of three officers, one of whom should be a medical officer. Each interviewer will then submit a separate evaluation. The application also requires a command endorsement.

Selectees for the program will be named by a board to be convened by the Chief, Bureau of Medicine and Surgery, during March, and they will be notified by letter, as will those who are not selected.

Recreation Directors

ORGANIZED SPORTS and recreation make up a large part of the physical fitness needs of today's Navyman. This is why the Navy is applying special attention to the area of Special Services.

Lately, the emphasis has been on organization and Navy recreation directors around the world have been attending a specialized school in which they receive instruction in the latest methods of recreation management.

Although the Navy Recreation Management School is at Patuxent River, Md., classes of instruction are scheduled periodically at various naval installations across the nation. Last August, for instance, the first graduating class received its instruction at the Naval Air Station, Memphis, Tenn. Two more classes were slated in 1972, at the Naval Stations Long Beach and Norfolk, with another planned to be held next March, again in Memphis.

The first two weeks of the four-week course are spent by the student directors becoming involved in on-the-job situations, from issuing and renting sporting and camping gear to reviewing daily financial records. Progress leads to learning how to run a horse stable, raise fish to stock a man-made lake and how to set up a hobby shop garage suitable to accommodate the needs of the do-it-yourself automobile buff.

During the second half of the course, students receive formal classroom instruction, including the scope and nature of the Navy recreation program, its structure, administration and financial management. Also, they are instructed in the procurement of equipment and supplies, insurance and safety, personnel promotions and community relations.

The host-school concept is twofold. It offers directors the opportunity to witness in the field a variety of recreational activities while encouraging them to share with their peers those techniques found to be successful within their own programs.



William Clement talks to his first class in the new program.

Retention Study Gro

THE AUGUST 1972 ISSUE of ALL HANDS carried an extensive roundup on Retention Study Groups as a new technique of communication and action in today's Navy. This is a continuing program, and shown here are recommendations made by the Machinist's Mate Retention Study Group that had not been previously considered. Listed also is the specific action which resulted from the various recommendations:

Recommendation: Provide recruiters with small portable audio-visual projectors and short movie or slide programs covering individual ratings and rating groups to supplement the written material now available.

Action taken: The Chief of Naval Training and Commander Naval Recruiting Command have begun negotiations for commercial contract production of super 8mm film cassettes that will provide five-minute presentations of the 68 rating groups.

Recommendation: Provide quarterly listing of enlisted shore duty billets available for each rating so that meaningful choices for shore duty can be made by individuals.

Action taken: A summary listing of all shore duty billets will be published semiannually by BuPers. The first such listing, BuPers Notice 1306, was published on 1 Jul 1972.

Recommendation: Improve MM rating exams in regard to quality of printing, accuracy of illustrations, and relevancy of questions.

Action taken: The Naval Examining Center and Naval Training Support Command examined the last two series of the MM exams, E-4 through E-7, and determined: (a) a few illustrations should and will be improved; (b) the quality of printing conforms to normal government publication standards established by the General Services Administration; and (c) the relevancy of the exam questions is adequate considering that the exams must sample the knowledge required to do the tasks required of all MMs.

Recommendation: Increase emphasis on PMS feedback reports in order to reduce unrealistic PMS requirements.

Action taken: An article was published in the NavShips Technical Manual which describes the continuing efforts being taken to keep shipboard engineering maintenance requirements to a minimum. These actions include a reduction in the "open and inspect" type of PMS requirement and the Total Ship Systems Test and Trial Program.

Recommendation: Build the planned MM/BT Applied Instructional Building at the Naval Training Center, Great Lakes, as soon as possible.

Action taken: Funds for this badly needed building have been included in the tentative 1974 budget.

up Recommendations

Recommendation: Restructure MM "A" School to include a basic MM course of about four to six weeks, followed by two concurrent six- to eight-week courses during which the trainee could concentrate on either main propulsion or auxiliary machinery. Graduates of such a curriculum could then be assigned one of two NECs identifying their respective areas.

Action taken: The Chief of Naval Training conducted a study of MM staffing patterns in the fleet, resulting in the finding that 76 per cent of MMs are in propulsion-related billets and 24 per cent are in auxiliary machinery billets. Revisions are to be made to the MM "A" School curriculum as a result of evaluations made by the MM Training Task Analysis Team at Great Lakes but a complete restructuring of the school is awaiting further detailed study into the problems that may arise from designating a number of MMs as auxiliary machinery specialists.

Recommendation: Establish MM Class "B" School for advanced professional marine engineering training.

Action taken: The MM Task Analysis Group is working closely with the Chief of Naval Technical Training to determine if the establishment of an MM "B" School can be justified by fleet requirements. Look for more RSGs in future issues.

Community Youth Program Is a Big Success in Second Year at Annapolis

BOAT RIDES, bus rides, dairy farms and picnics were an important part of summer for more than 700 Annapolis youngsters this year. So were the U. S. Naval Academy and Annapolis Naval Station.

For the second consecutive year, as part of a Navy-wide effort to aid communities with summer youth activities, the Academy and Naval Station provided transportation, food and recreational facilities for the hundreds of boys and girls, ages nine to 15, in the Annapolis City Recreation and Parks Department Summer Youth Program.

Many of the activities, such as movies in the Naval Station theater and rides aboard Navy boats on the Severn River, took place at the Academy and station facilities. Some of the summer's highlights included a tour of the Naval Academy Dairy Farm at Gambrils, Md., and a track meet at the Academy field.

The summer youth program also kept the Academy and Naval Station galleys busy during July and August, when they provided free box lunches for excursions and hot meals as well. A huge picnic in a city park was prepared by the Midshipmen's mess as the program drew to a close.

Because of the participation of the Naval Academy and Naval Station, the city of Annapolis has been able to greatly expand its summer youth program in the past two years.

MOTORCYCLE SAFETY



"VROOOMM!"—the sound can be heady and stimulating. But, on the open road, the motorcycle can also be dangerous.

National Safety Council statistics show that a person riding a motorcycle is nine times more likely to have an accident than a car driver. About 75 per cent of all motorcycle accidents involve collisions with automobiles.

Navy stats only confirm these facts: 54 members were killed on motorcycles in fiscal year 1971, and that number rose to 71 in fiscal 1972. During that two-year period 1066 Navy people were disabled because of motorcycles.

What can be done about this? Officials at NAS, Cecil Field—in trying to find an answer to this vexing problem—have established a Motorcycle Safety School. There the problem had become particularly acute.

"There are about 150 to 175 civilian and military bike owners at Cecil in a year's time," Lieutenant Commander C. C. Wells, Jr, the Safety Officer, explained.

"We are not anti-motorcycle; we are pro people," he said.

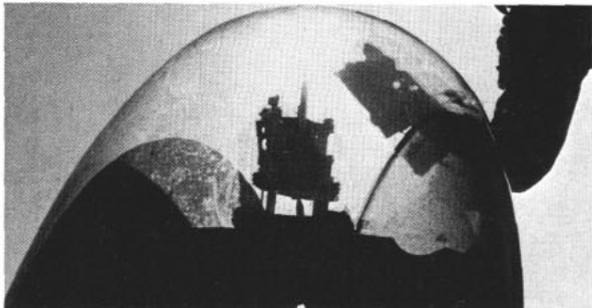
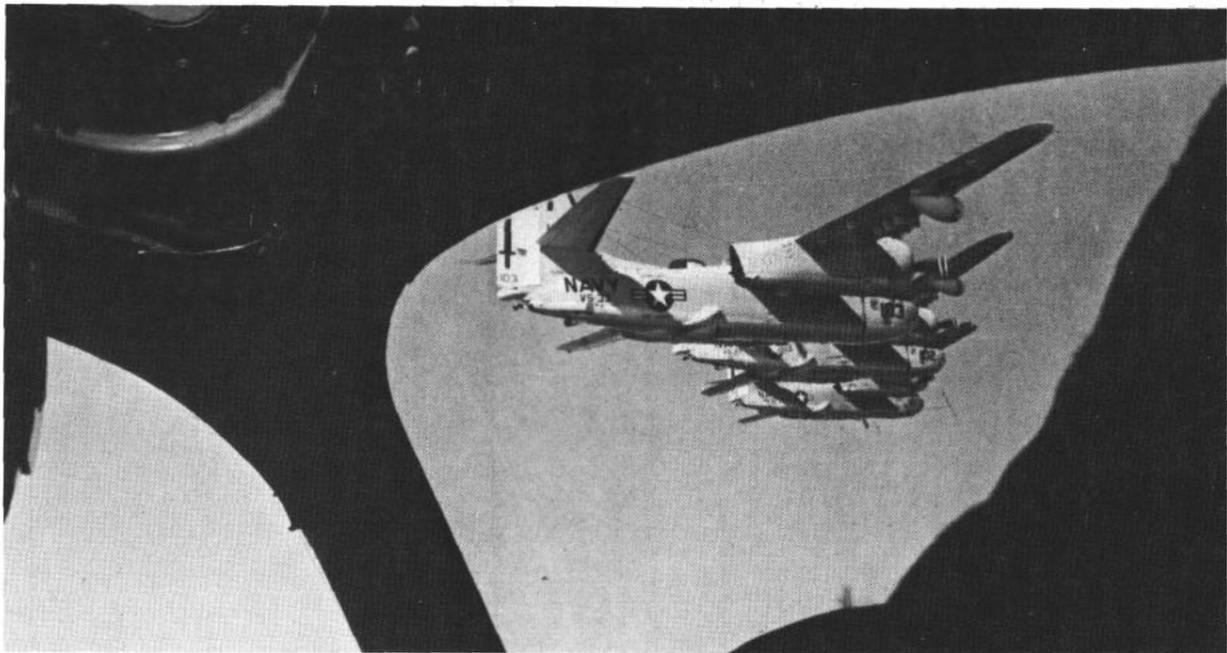
To stem the high accident tide, the command got together with the local sheriff's department to set up the school. Now the motorcycle safety program provides for periods of classroom instruction and driving on a skill course in order to improve the rider's physical and mental coordination of safe operational procedures.

Classroom instruction includes lectures on motorcycle safety as well as two training films. Members of the Traffic Division of the Duval County Sheriff's Department have given their assistance to both the classroom and skill course portions of the program.

Successful completion of the course is required if a person plans to maintain or ride his bike on the base. Courses are scheduled about a month apart and held spontaneously each time a new squadron arrives on board.

Those in charge of the course hope that, in addition to decreasing casualties, it will increase the self-confidence of the rider and stimulate effective techniques of defensive or "anticipation" driving.

Above all, safety is the watchword. It's the only way motorcycling can be fun.



IF NORTH-ISLAND BASED ASW Squadron 33 were looking for a slogan, they might say that "Safety is their most important product" because, for over 12 years, the squadron's pilots have flown 71,000 accident-free hours which, according to their reckoning, is the longest accident-free period in carrier naval aviation history.

From the commanding officer down, the squadron's men believe that flying safety is important but that 90 per cent of their safety record depends upon maintenance. Trained pilots, of course, know how to fly safely but, if their aircraft aren't maintained properly, all their skill and care will go for naught.

The squadron's CO, Commander R. L. Whittaker, like his predecessors, places the emphasis on training—at all levels—with particular attention to safety aspects. It pays off.

According to Lieutenant James E. Novitzki, the VS-33 safety officer, the squadron achieved its record by "stressing safety at all levels in all work; safety procedures are not just tacked onto the job. The goal is a complete safety program encompassing all its aspects rather than separate programs for flight safety, shop safety and flight deck safety.

"Seventy thousand of anything is a lot. When the figure represents accident-free hours, it is quite an achievement. VS-33's last accident occurred when the present skipper, CDR Whittaker, was a lieutenant. This spans a period of a dozen years—the longest in carrier naval aviation.

"If safety is separated into specific jobs or situations, then, when the job is done and forgotten, safety is also forgotten. Safety must become an attitude toward all that is done."

THIS FEELING IS SHARED by the men who maintain the squadron's planes for they feel that good maintenance "starts with the man who turns the first bolt and ends with the man who makes the final inspec-

it figures: **12** *for 71,000* *and still* *going strong*

tion. Good maintenance is the mechanic who takes pride in his work and has an interest in his job. It involves the concerned individual."

The principal ingredients in a good safety record, the squadron's men say, are vigilance, hard work and an attitude which equates good work with saving a human life.

The success of a safety program over this long period of time is the result of a cumulative effort. Each member of the squadron makes his contribution and the job is taken over by his successors as he moves on to his next duty.

A former skipper of this North Island-based squadron, Commander W. D. Bodensteiner, had this to say. "Safety is 90 per cent maintenance. Trained pilots know how to fly safely, but if their aircraft are not maintained properly, it doesn't matter how careful those pilots might be in the air."

THE SAFETY OFFICER has a direct pipeline to the skipper. He is free to communicate directly at any time and this freedom allows the safety officer to handle problems before they become serious. He also works very closely with the squadron's maintenance officer, LCDR Carl V. Lind.

Good maintenance, along with pilot skill, is one of the factors expressed by Senior Chief Aviation Machinist's Mate T. R. Smith, who was the squadron's maintenance control chief until his transfer earlier this year. "I won't release an aircraft I wouldn't fly myself. When I sign off a job, I'm signing for a human life," Smith said. The same attitude is endorsed by the squadron's new maintenance control chief, AMCS J. Venable, USN.

Good maintenance is an important part of the secret and the officers and men of VS-33 know it. The rest of the formula is made up of skilled pilots, trained crews and an aggressive safety program.

That's the story of 71,000 accident-free hours.



"When you sign off a job, you are signing for a human life," is the watchword during safety briefings, and the series of rigorous checks and inspections necessary to maintain top quality work. Frequent cleaning, repairs and doublechecks, plus an up-to-date Visual Information Display System (VIDS) board, keep the squadron on top of any safety problem that may arise.



Air Control Maintenance Training

COMPUTERS, radar systems and other electronic devices routinely are teamed up in everyday naval air operations. They are used to guide, search, track and, if necessary, land an aircraft hands-off onto a pitching deck of an aircraft carrier.

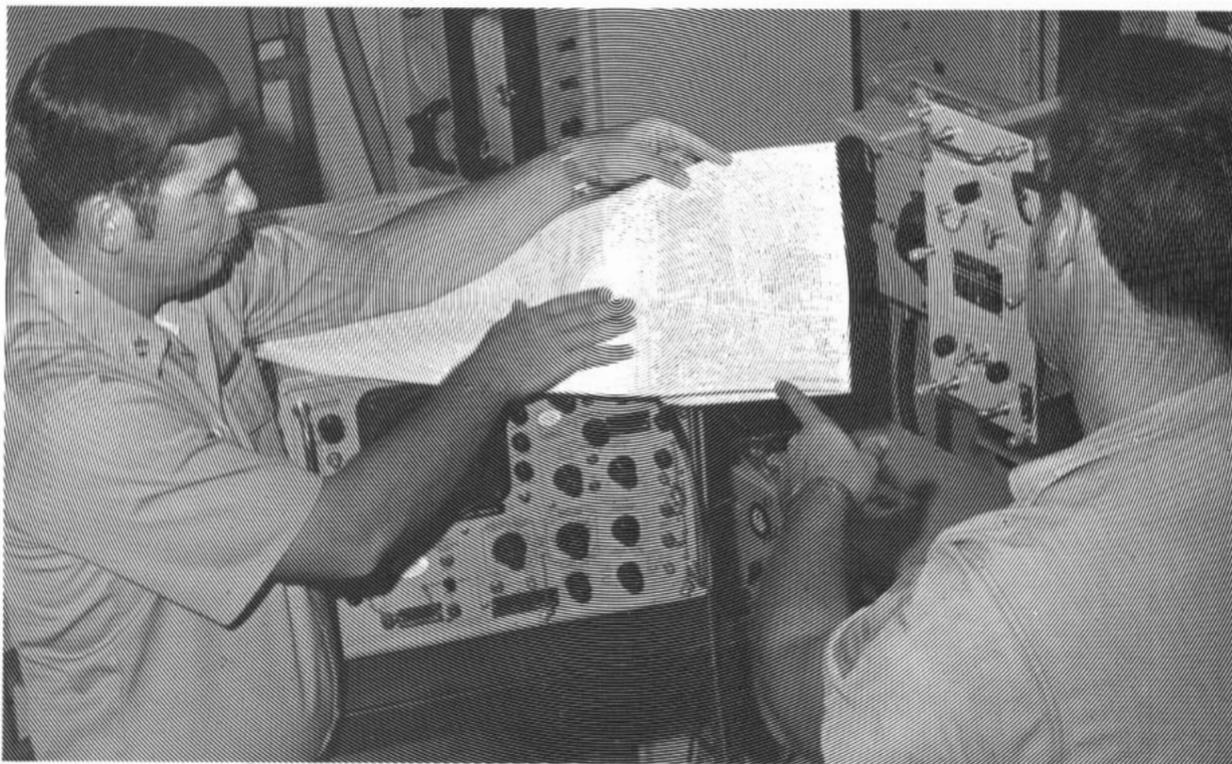
Training the men needed to maintain these systems is the mission of the Air Traffic Control Equipment Maintenance Schools of the Naval Air Technical Training Center, Glynco, Ga.

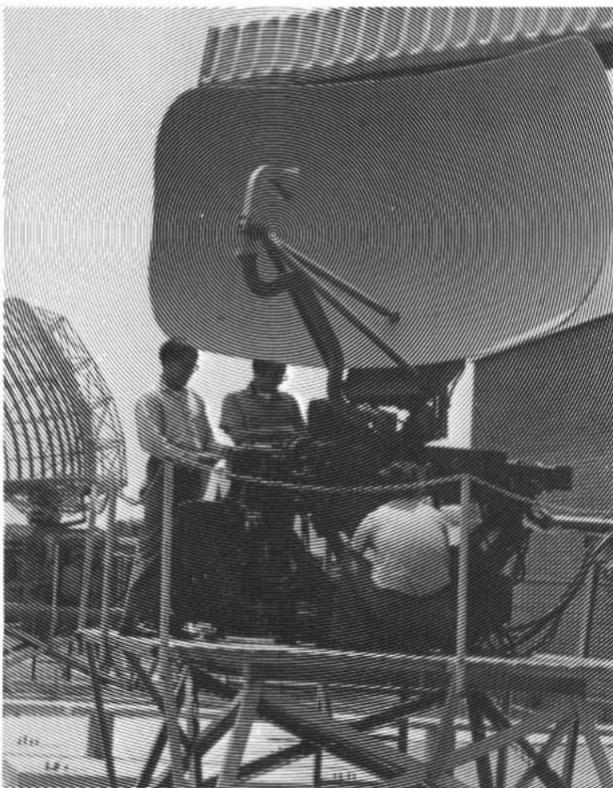
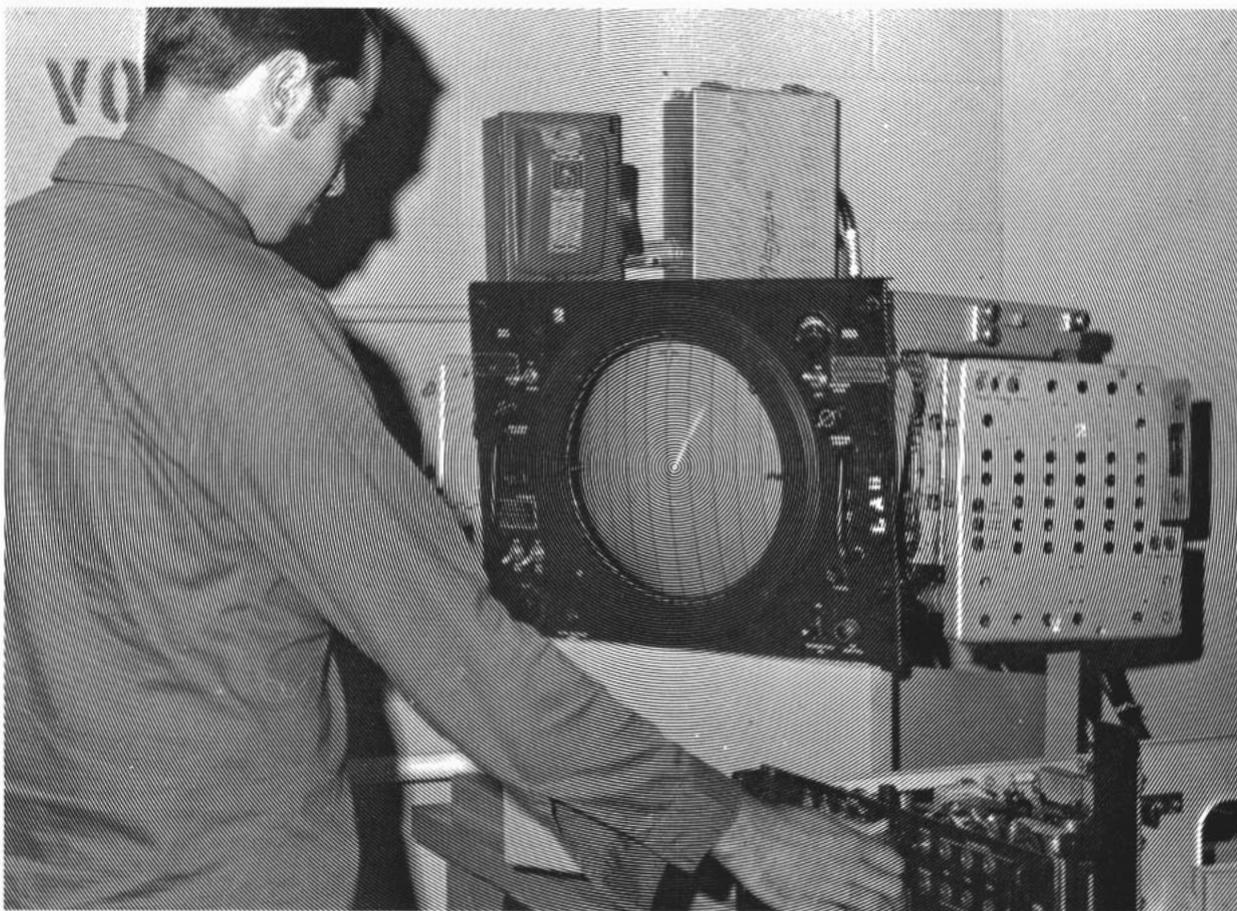
The schools have 18 radar maintenance courses conducted in the sprawling Air Traffic Control Building in which Navy and Marine Corps electronic technicians are trained in preventive and corrective maintenance of radar systems and associated equipment used in ground control approach and carrier air traffic control units.

Classes are purposely small and limited; five students per class is usually the average. This results in streamlined courses with the number of weeks' training required depending on a system's complexity and the number of associated areas to be studied, such as computers, recorders, consoles and the like.

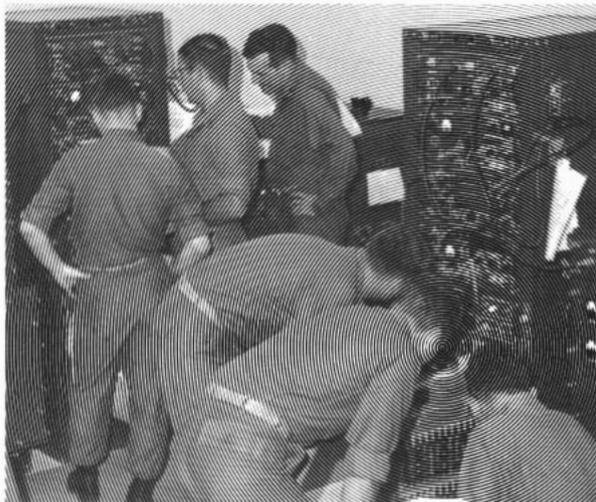
With more sophisticated electronic air control systems on the drawing boards for tomorrow's Navy, the need for highly reliable maintenance technicians increases daily, especially if "hands-off" landings on carrier decks are to become routine.

—Story and Photos by JO2 A. Y. Martell





Facing page: Instructors on the SPN-42 automatic carrier landing system study diagram of the installation before conducting maintenance instruction on the system. Above: Student checks the search radar used for initial pickup, identification and vectoring of aircraft within 60 miles of air station. Left: Students learn to repair and align radar installations which dot the area around the Air Traffic Control Building at NATTC Glynco. Below: Maintenance class on the TRN-29 tactical air navigation system.



CNO DROPS IN



"IS THAT THE Z'S HELICOPTER?"

"Yeah, that's him."

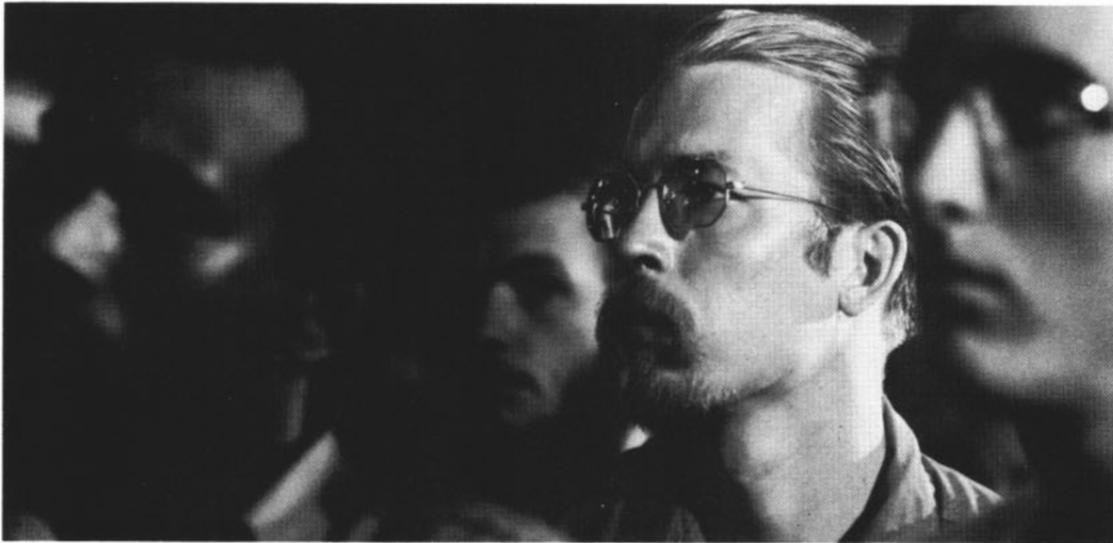
"I never thought he'd come to a ship this small."

It began with applause aboard a Seventh Fleet ship in the Gulf of Tonkin. It ended several days later with the Chief of Naval Operations praising the "extraordinary efforts" of the men in the Seventh Fleet.

The praise from the fast-moving CNO, Admiral

Elmo R. Zumwalt, Jr., brought to an end three jam-packed days during which he visited 17 ships—including three aircraft carriers, a cruiser, amphibious support ships, destroyers and auxiliary ships.

Through "eyeball-to-eyeball" sessions on hatch covers and fantails, and through closed-circuit television aboard the larger ships, ADM Zumwalt talked to at least 20,000 officers and men.



Facing page: ADM Zumwalt is lowered to the deck of a Seventh Fleet ship from a hovering helicopter.

Above: A Seventh Fleet sailor listens intently as the CNO responds to questions from crew in "eyeball-to-eyeball" session.

MEEETING WITH CREWMEMBERS was a key part of the admiral's visit to the Seventh Fleet units, his second such visit this year. The flurry of memos surrounding his trip referred to the visit as "a general indoctrination and on-site inspection of current operational procedures." But it was clear that ADM Zumwalt's sessions with the enlisted men were the highlight of his visit aboard each ship.

Among those accompanying CNO from the Pentagon was Master Chief Petty Officer of the Navy John Whittet. They left Washington, D. C., last August and were greeted when they joined the Seventh Fleet by Commander, Seventh Fleet, Vice Admiral James L. Holloway, III.

The schedule varied from ship to ship to permit a meeting with all the crewmembers. Usually the men gathered in the forecastle to listen to, and later question, the man who had brought so many changes to their lives. Their reaction to the CNO during the one-hour session set the tone for the remainder of the visit.

Not every ship's crew felt unrestrained enough to burst into spontaneous applause when the CNO arrived. Yet, there they were, on ship after ship, waiting patiently, hanging from the boat davits, manning the rail, the ladders, braced in hatchways, lining the signal bridges, cameras in hand, waiting.

The first full day's plan called for visits to the guided missile frigates *uss Biddle*, *uss Truxton* and *uss Preble*, the amphibious transport dock *uss Cleveland*,

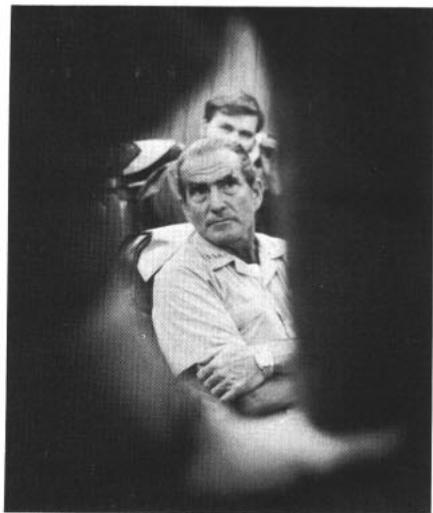
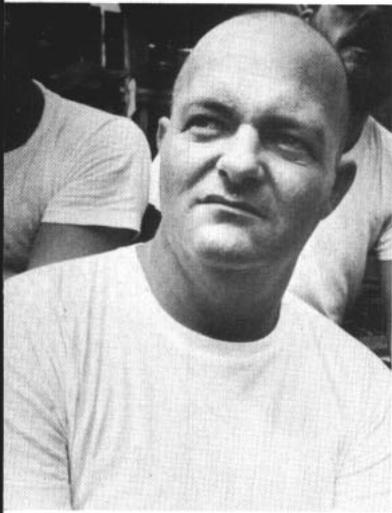
the guided missile destroyer *uss Robinson* and the attack aircraft carrier *uss America*, where the admiral remained overnight after addressing the crew.

THE FULL SECOND DAY'S ACTIVITIES started with a 45-minute visit aboard the amphibious assault ship *uss Okinawa*, followed by visits to the tank landing ship *uss Manitowoc*, the guided missile light cruiser *uss Providence*, guided missile destroyers *uss John S. McCain*, *uss Lawrence*, and *uss Towers*, the destroyer *uss Richard B. Anderson*, the ammunition ship *uss Mount Katmai*, and the fast combat support ship *uss Camden*.

ADM Zumwalt concluded his fleet visit that night aboard the aircraft carrier *uss Midway*, where he appeared on a half-hour ship's television program. He departed the following morning for Naval Air Station Cubi and Naval Station Subic Bay, Republic of the Philippines.

The schedule was a tough one. It took CNO from easy landings aboard the four-acre flight decks of the giant carriers to the barn door-sized platforms on the fantails of the smaller ships. On at least six occasions he found himself being winched down to a pitching deck from a hovering helicopter. He looked, at those times, like any other sailor who ever had to clutch the leather harness slung beneath his arms. Yet no watching sailor could doubt who it was.

"Hey, look at that life jacket he's got on. Look at



Above, left to right: Not every sailor was ready to adopt the CNO's new standards for hair length. (2) ADM Zumwalt during briefing. (3) "It's good to see the man who is responsible for so many changes in the Navy."—ADJ1 Walter Jackson, USS America. (4) ADM Zumwalt is briefed on U. S. Navy air support operations while aboard the carrier USS Midway. (5) "His visit proved to me that a CNO can be interested enough to drop in on the crew of an LPD."—IC3 Kurt Fritz, USS Cleveland. (6) "He's the guy who made it easier for first-termers to make the transition from civilian to Navy life."—LTJG Alan Armstrong, USS Cleveland.

The end was always signaled by the loud roar of the admiral's helo returning to pick him up. It was only aboard the carriers, where he remained overnight, that ADM Zumwalt had time for longer visits with the crews, and time to meet with the pilots who had been on flight operations in support of the allied effort in Southeast Asia.

that big "Z" on the back."

"Yeah, and look at that hardhat. You ever see four stars on a hard hat?"

With six ships to visit the first day and 10 the second, the admiral's time aboard each was brief, some visits lasting only 20 or 30 minutes. For some ships it was almost as if a wind-driven waterspout had stirred briefly across their decks. The CNO would drop down from a helicopter, move swiftly to the captain's cabin for a fast briefing, then gather with the crew to thank them for their efforts and answer "any question that you may have."

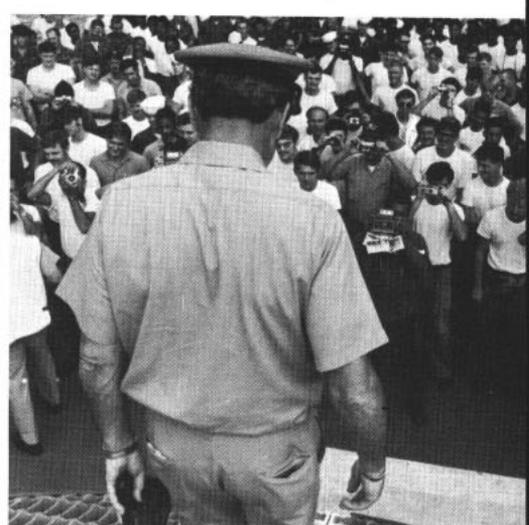
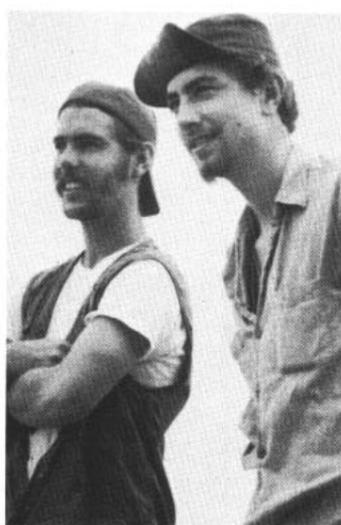
Only rarely did a session stretch beyond schedule.

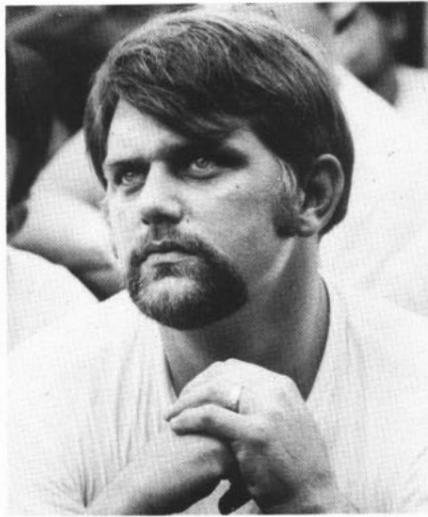
EVERYWHERE HE WENT, the admiral was presented with a plaque, a button, a memento of the ship and his visit.

Master Chief Petty Officer of the Navy John D. Whittet, who accompanied the CNO on the visit to the Seventh Fleet, described the tour as an enthusiastic success (see ALL HANDS, November 1972, page 42).

Throughout his visit, ADM Zumwalt repeatedly prefaced his remarks by stressing his appreciation for the job each man was doing. "The sacrifices you have made have not gone unnoticed at the highest government levels," he told them.

The question-and-answer sessions that followed were nearly all alike, whether on the forecandle of uss





America or on number three hatch of *Mount Katmai*. If a question touched on a personal problem, ADM Zumwalt promised to find an answer when he returned to the Pentagon. "You will hear from us," he promised.

ON SOME SHIPS it almost seemed that the officers and senior petty officers hung back from the question-and-answer period. But, if one accepted the reasoning of Lieutenant (jg) Alan Armstrong aboard *USS Cleveland*, it was not because of indifference.

"They aren't hanging back," LT Armstrong said. It's more like the young seamen are crowding up close to the CNO. He's the guy who made it easier for the first-terms to make the transition from civilian life to Navy life. They believe in him."

Other sailors had these views on the admiral's visit: ADJ1 Walter L. Jackson, VA-82 aboard *America*: "It's good to see the man who is responsible for so many changes in the Navy."

CS1 Earnest Heard, *Mount Katmai*: "I really think he's sincere. He really means it."

IC3 Kurt N. Fritz, *Cleveland*: "His visit proved to me that CNO can be interested enough to drop in on

the crew of an LPD (amphibious transport dock ship)."

GM3 Gary Eyesinger, *Manitowoc*: "You just don't expect somebody with that much rank to come out and say 'thanks' and ask if you have any problems."

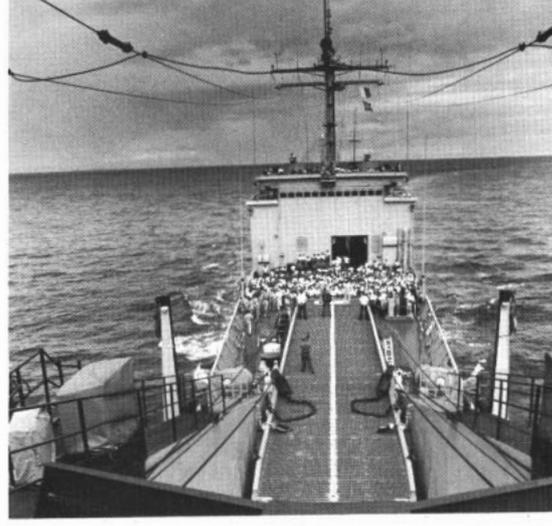
Perhaps the comment of Navyman Dan Cromwell, aboard *Truxtun*, best reflected what many sailors would have expressed:

"I enjoyed the admiral's visit. I just wish we could have met him halfway. Say like in San Diego."

Had it been possible, the CNO would have liked that, too.

—Story and Photos by JOC Lee L. Thompson, USN

Below, left to right: In hard hat and life jacket, ADM Zumwalt chats with a crewmember of a Seventh Fleet ship while waiting for his helicopter. (2) USS *Truxtun* crewmembers climb to get a better look. (3) While cameras click away, ADM Zumwalt steps forward to hear questions from sailors in the Gulf of Tonkin. (4) The most popular letter in the Navy identifies its wearer, ADM Elmo R. Zumwalt, Jr., CNO. (5) "I really think he's sincere. He really means it."—CS1 Earnest Head, *USS Mount Katmai*. (6) *USS Manitowoc* crewmembers gather around CNO.



...and now for the **QUESTIONS & ANSWERS**



Assignment/Rotation

Q. Are waivers ever granted on the three-month limitation for early separation for college?

A. No, in order to be fair, it must be strictly followed.

Q. What factors does the detailer consider in preparing a person's orders?

A. He reviews the man's duty history and preference card to determine the type of duty for which he is eligible and the area and type of duty desired. Then he scans the assignment priorities dictated by the manning control authorities: CINCLANTFLT, CINCPACFLT and BuPers. These priorities determine the order which he is required to fill available billets. There are other factors which may affect an assignment, they include: special training/NEC; number and location of dependents; availability of permanent change of station funds; and security clearance.

Q. As an ETR3 and selectee for ETR2, I would like to convert to the OT rating. Can I do this and still be eligible for advancement to E-5?

A. You would be required to pass a new pay grade examination in your rating.

Q. Where can I find a compilation of possible shore assignments available to an officer of my grade?

A. Check the Semi-Annual Officer Billet Summary (Junior Officer Edition) NavPers 15994, and the Annual Officer Billet Summary (Senior Officer Edition) NavPers 15993 in the administrative office of your command.

Q. I'm married to a foreign National who intends to apply for citizenship. Now, if I'm transferred overseas and my wife accompanies me, how will that affect her naturalization procedures?

A. If your wife accompanies you, or she is authorized to join you, she may be naturalized without regard to prior residence or a specified period of actual presence in the U. S. or within the jurisdiction of a naturalization court. Check BuPers Manual 6210200 for details in submitting an application for "instant" naturalization.

Q. I have been told that I can be separated only 10 days before my college class convenes. A friend of mine with the same EAOS has been accepted by the same college, but he will be getting out 30 days early. How come?

A. Perhaps your friend is married or returning from deployment. BuPers Manual 3850220 allows as much as 30 days before class convening dates for those wanting to move their families. This also applies to men returning from deployment, as long as the 30-day period falls within a three-month limit.

Q. How long must I serve aboard ship—in this case a nuclear-powered one—before I can request instructor duty at one of the Navy's Nuclear Power Training activities?

A. Article 5.8 of the Enlisted Transfer Manual lists the requirements for instructor duty—one is that an individual must serve two years in a nuclear billet before he can be transferred.

Q. *What is the proper time frame for submitting my duty history and preference card?*

A. Four to six months after reporting to a new duty station as a result of a PCS transfer, and approximately six to seven months prior to PRD. Otherwise, the card should be submitted whenever a change in personal data or duty preferences occurs.

Q. *As an E-5, I am being transferred from Norfolk to Alameda, Calif. I plan to get married while on leave between the two stations. Will I be entitled to transportation for my wife to Alameda?*

A. Certainly. Since you will be married on or before the effective date of your PCS orders, you will be entitled to transportation for your wife from your place of marriage to Alameda. However, the mileage cannot exceed the distance from Norfolk to Alameda.

Q. *How can I be transferred to a Naval Mobile Construction Battalion in Gulfport, Miss.? I'm serving my second enlistment in the Seabees.*

A. BuPers Note 1306 of 7 Oct 1971 established a pilot program for Guaranteed Homeport Option for Construction Group VIII (Seabee) personnel. A Seabee serving on his first or second enlistment may apply for assignment to the home port of his choice as a reenlistment incentive. Home ports available are Gulfport, Port Hueneme, Calif., and Davisville, R. I. If the request is approved and the man reenlists for four years, he is guaranteed assignment to his chosen home port for all type II sea duty assigned during the period of his enlistment.

Q. *As an enlisted woman, I would like to be stationed near my fiance so that we can make our wedding plans together. Is this possible?*

A. There is no provision for transfer for your specific case since you are not yet married. However, you could submit a request for transfer at no cost to the government in accordance with the Enlisted Transfer Manual (Article 16.6).

Q. *What ratings require A school graduation for advancement to E-4?*

A. AME, DT, EW, FTB, HM, MT, MU, PN, PR, and PT.

Q. *With 18 years of completed service, can I apply for a twilight tour?*

A. No, these tours are reserved for persons completing 30 years.

Q. *How many sea tours may an aviation officer normally expect before selection for commander and subsequent aviation command.*

A. Normally, three—two of these should be in a warfare specialty squadron such as VA, VP, HS, VF, VS, VAQ, VQ, VAW, HC or HM. The third will be

disassociated from squadron duty and would include ship's company or on the staff of a sea command.

Q. *After serving in the Navy for four years, I became a civilian for three years. A year ago I reenlisted for two years and now I plan to reenlist for six years. Will I be eligible for VRB when I do this?*

A. No. You must serve 21 months immediately before your reenlistment for such bonus.

Q. *Where can I obtain information about the new duty station to which I've been ordered?*

A. Many stations have personal services centers where such information can be obtained. The Navy Sponsor Program also provides information to many persons on PCS orders. BuPers Manual Article 1810580 describes the procedures one should follow to insure receipt of this information and/or assignment of a sponsor.

Q. *Can a person who applied for scholarship assistance through the Dependents' Scholarship Program and was turned down apply again the next year?*

A. Yes, but that person will have to resubmit an application form; the forms can be obtained by writing the Chief of Naval Personnel (Pers-P511).

Q. *Will I need permission from the Chief of Naval Personnel to reside in Australia after my transfer to the Fleet Reserve?*

A. No, but you must report your departure, expected duration of residence and new forwarding address to the Commanding Officer, Naval Reserve Manpower Center, Bainbridge, Md. You must also report your new address to the Navy Finance Pay Department in Cleveland, Ohio.

Q. *When I reported for a tour of shore duty, I extended my enlistment for 21 months to complete a normal tour. My EAOS, including my extension, gave me a total of 10 years and four months of active service. I desire to cancel my extension and reenlist for two years. Do I have to reenlist for four years—two years plus 13 months beyond PRD to rotate as required by the Enlisted Transfer Manual, Chapter 7?*

A. No, having a total of 10 or more years, computed to EAOS, you are career-designated and orders will be issued regardless of your EAOS. The exception to this rule is if you receive orders to overseas shore duty and you elect an accompanied tour. Then you must have, at time of transfer, sufficient obligated service for an accompanied tour.

Q. *How can I convert my rating?*

A. First, consult your division officer, personnel officer or career counselor to find out what the requirements are for the rating you wish to obtain. Conversions to some ratings may be effected by formal school training or SCORE or other Navy programs. If you can meet the requirements, submit a request for conversion to the Chief of Naval Personnel through the chain of command.

Q. I recently submitted a personal letter to my detailer requesting assignment to another ship in the same home port. Now I'm wondering if this procedure is acceptable or should I submit an official request through the chain of command?

A. You are encouraged to communicate with your detailer whenever you need assistance or information, but to request a specific duty assignment, you should submit a duty history and preference card or an official request via your chain of command.

Q. I am a YN2 interested in becoming a flag writer, and I would like to serve in a billet in Washington, D. C. Just how far up in the government echelon may a writer be assigned?

A. There are now billets for writers on the White House Staff, Joint Chiefs Staff, and in the offices of the Secretary of the Navy and the Chief of Naval Operations. In all, there are over 70 writers' billets in the Washington D. C. area.

Q. When I was transferred to a restricted station, my family stayed at our home in the midwest. I have now received PCS orders to Holy Loch, Scotland, but entry for my family has been denied until housing becomes available. Can I move my family to another location in the U. S. to reside until they are authorized entry approval?

A. Yes. Your second PCS orders constituted a continuation of duty at a restricted station as defined by Joint Travel Regulations, para 1150, item 17. You are still entitled to move your dependents at government expense from your old duty station to a place designated by you under the provisions of the JTR para M7005-2.

Q. May an officer appear personally before a promotion selection board?

A. There are no procedures by which an officer may personally appear before a selection board; however, Title 10, U. S. Code, provides that each officer eligible for consideration by an active duty selection board has the right to communicate with the board through official channels at any time not later than 10 days after the board convenes. Such a communication may invite attention to any matter of record in the Department of the Navy concerning the subject officer which he considers important in his case. The communication may not criticize or reflect upon the character, conduct or motives of any other officer.

Q. I would like to take the EW3 advancement examination but have heard that the EW Class "A" school is required prior to advancement. Is this true?

A. Personnel seeking to qualify in some rates are required to attend service schools before they are eligible for advancement. These are: AME3, DT3, EW3, FTB3, HM3, MT3, MU3, PN3, PR3 and PT3. If you are working for advancement to any of these ratings, you must complete the specified Class "A" School before you can meet the eligibility requirements for advancement.

Pay/Allowances

Q. How can I get paid during a leave period?

A. Your disbursing officer will mail your pay check to a leave address or to your bank for deposit to your account. Enlisted members scheduled for 10 days or more of leave are entitled to draw an advance ration allowance for the period of the leave.

Q. Can leave in excess of 60 days be carried over on an enlistment extension?

A. Yes and no. It can on the second or subsequent extensions but not on the first. This is because the first extension is considered a reenlistment and second or subsequent extensions are considered continuations of the first extension. Leave in excess of 60 days carried over must be taken before 30 June, the end of the fiscal year, or it is lost in the normal manner.

Q. What constitutes competent orders to perform hazardous duties with corresponding entitlement to incentive pay?

A. These are written orders issued by an authorized order-writing authority which are required to carry out the mission of the command. Verbal orders are competent if they are confirmed in writing within a reasonable time.

Q. How long do I have to pay off an advance of pay (dead horse) on PCS orders?

A. Up to six months. However, an extension of up to 12 months may be authorized by the Chief of Naval Personnel when a reassignment requires the expenditure of a large amount of funds. However, it is considered most desirable to repay an advance of pay when travel fund reimbursements are received.

Q. Why was the daily COMRAT allowance dropped from \$1.52 to \$1.46 this year?

A. The annual COMRAT daily rate is based on actual daily food costs throughout the Department of Defense for the first six months of the previous year. The daily average cost of food for the first six months of 1971 was \$1.46.

Q. What is the difference between sea duty for rotational purposes and sea duty for entitlement purposes?

A. Sea duty for rotational purposes is used in computing eligibility for sea/shore rotation of enlisted personnel. A full explanation of the types of duty and how each applies toward sea/shore rotation may be found in Chapter 2 of the Enlisted Transfer Manual (NavPers 15909B).

Sea duty for entitlement purposes is determined by OpNav Inst. 3111.14Q of 5 Aug 1970. If the unit concerned is assigned a home port in the instruction, it is sea duty for entitlement purposes. If the unit concerned is assigned a permanent duty station, it is shore duty for entitlement purposes. Thus, a unit such as a patrol squadron (VP) might be sea duty for rotational purposes and shore duty for entitlement pur-

poses. This is important since it is one factor in determining eligibility for such items as sea pay, basic allowance for quarters for a member without dependents, COMRATS, dependent travel and shipment of household goods.

Q. When is a member entitled to a lump-sum payment for accrued leave?

A. The law prohibits lump-sum payment for accrued leave if the discharge is given for the purpose of immediate reenlistment. The Comptroller General has defined this to mean that an individual discharged within three months of completion of the enlistment is considered to have fulfilled the enlistment. Thus, when discharged within three months of the completion of the enlistment, the member may be entitled to a lump-sum payment for accrued leave, and may still immediately reenlist.

A member who is within three months of completion of the enlistment and executes an agreement to extend the enlistment also is entitled to a lump-sum payment. There is no restriction on the length of an extension, but it is only on the first extension to an enlistment that a member is entitled to lump-sum payment. At the time of a second extension on the same enlistment, the member may carry forward only the accrued leave. There is no provision for lump-sum payment on the second extension because it is not considered to constitute a new enlistment.

An officer is entitled to lump-sum payment of accrued leave only upon separation or discharge. It is possible that a Reserve officer might be entitled to lump-sum payment for accrued leave when being discharged pursuant to augmentation to the Regular component of the Navy, if that discharge is within three months of the contracted discharge date from the Reserve component.

Q. If a member is eligible for the "early out" program and has an excess leave balance as of his revised separation date, is there any way in which he may gain relief?

A. There is provision for enlisted members to request a remission of indebtedness, as set forth in SecNavInst 7220.38A and the Navy and Marine Corps

Military Pay Procedures (NavSup 3007), paras 70771-70778. If an enlisted member will have an excess leave balance at the time of the early out equal to the amount he would normally have earned during the original obligation, this may be remitted. Such request should be processed rapidly, since there is no provision for remission of indebtedness after the member has been released from active duty.

In the case of officers on the other hand, there is no provision under law for remission of indebtedness for pay and allowances to which an officer was not entitled.

Q. When a member is listed missing in action, what happens to his pay?

A. All pay and allowances of a missing-in-action member continue in force. If he has dependents, they receive support payments which have been designated by the member, and the remainder is put in the 10 per cent Savings Deposit Program. If he does not have dependents, all the unallotted pay is put in his 10 per cent Savings Deposit account.

Medical Benefits

Q. My wife and I are planning to adopt a child. Before the adoption becomes final, can we get medical care for this child?

A. Generally speaking, before the adoption becomes final, the child would not qualify as a dependent and thus be entitled to all dependent benefits. Medical care in naval facilities may be authorized by the Secretary of the Navy, however. Consult the Health Benefits Counselor at the nearest naval medical facility or send all particulars to the Chief of the Bureau of Medicine and Surgery.

Q. What portion of the medical bills will the government pay for my wife's maternity care after my discharge?

A. None; the law governing medical care stipulates that entitlement to medical care terminates at midnight on the date of your discharge. Therefore, you would have to pay the entire bill. You might check into the feasibility of extending your active duty for a period of time up to one year in order for your wife to receive maternity benefits.

Q. Having taken advantage of CHAMPUS for the past few years, I am aware of the fact that I must obtain a new outpatient deductible certificate each fiscal year for outpatient medical care. I would like to know, however, what the carry-over rule may be, that is, if my initial outpatient bill after the beginning of the new fiscal year (1 Jul) is more than \$50, can I apply the amount over \$50 to my deductible certificate for the following year?

A. No. The fiscal agent will reimburse the amount of allowable reimbursable charges in excess of \$50. Amounts may not be carried over and be applied to your outpatient deductible certificate for the next fiscal year.





Veterans' Benefits

Q. *I own a home financed with a GI loan. Can I sell the house and get released from liability from the government?*

A. Upon request to the VA when you sell residential property financed with a VA guaranteed loan, you may be released from liability to the government, provided the loan is current and the purchaser has obligated himself by contract to purchase the property and assume all the liabilities and the VA is satisfied that the purchaser is a good risk. This release of liability does not mean that you can have a GI home loan entitlement restored. The VA restores entitlement only when it is no longer liable to the lender on the guaranty, and you are otherwise eligible for restoration. Your release from liability to the government does not change the fact that the VA continues to remain liable on the guaranty until it is paid in full.

Q. *I am attending school and receiving GI benefits. Will my wife be dropped as a dependent if she works and earns a certain amount of money?*

A. No, your wife's income has no bearing on educational assistance you receive.

Q. *After separation, when do GI bill education entitlements expire?*

A. Assuming that you are otherwise eligible and were released from active duty after 31 Jan 1955, you have eight years from date of release from active duty in which to use your benefits, or until 31 May 1974, whichever is later.

Q. *Can the lender who gave me my GI home loan*

legally raise the interest rate on the unpaid balance of the mortgage?

A. No. VA regulations do not permit interest rates to be increased above the contract rate agreed upon when the loan initially was made.

Q. *My uncle, a World War I veteran, needs domiciliary care—is this care available at VA facilities?*

A. Yes, VA has 18 of these facilities and any VA office will help him file an application for this benefit.

Q. *What should I do if my VA benefit check does not arrive on time?*

A. Two things. First, wait a sufficient length of time to be sure the mails have cleared. Second, write or call the VA regional office which has your claim folder, giving your name if you're a veteran, or the deceased veteran's name if it is a death claim, and your VA file number. Only contact the VA, not another government department such as the Treasury Department, because this will only prolong the delay.

Q. *Are GI bill education assistance allowance benefits taxable?*

A. No, they are not considered taxable income by the Internal Revenue Service.

Q. *How much truth is there to the criticism that VA hospitals are so crowded with old and dying veterans and alcoholics that bed space is not available for veterans of Vietnam?*

A. None, veterans with service-connected disabilities or veterans requiring emergency care have first priority for VA medical care, and hospital beds are available. A recent check revealed about 81,200

veterans were occupying hospital beds. Approximately 13.8 per cent of all admissions for the month of July 1972 were Vietnam era veterans.

Q. *I'm in school under the GI bill—am I allowed to change my program of studies?*

A. Yes. VA allows each veteran one change of program. One additional change may be approved if it is found through VA counseling that the proposed switch is more suitable to the veteran's aptitudes, interests and, above all, his abilities.

Q. *I'm in college under the GI bill but I'm having trouble with one of my courses. Other than switching courses, does the VA make any provision for this type of problem?*

A. The VA will pay up to \$50 monthly for a maximum of nine months for supplementary tutorial assistance if the college says it is needed. Yet this benefit is not charged against the veteran's basic VA entitlement.

Q. *I have learned that some national cemeteries have been closed and others will soon close due to lack of space. If the cemetery of the veteran's choice is closed, will VA pay an additional burial allowance toward purchase of a plot in a private cemetery?*

A. No. The law permits VA to pay only the statutory \$250 burial allowance upon the death of a veteran.

Q. *How much time do I have to convert my National Service Life Insurance Policy?*

A. National Service Life Insurance policies cover four separate programs dating from WW II through those currently issued in the Service-Disabled Veterans Insurance Program. They are differentiated by the prefixes, V, H, RS, W, J, JR, or RH.

No term policies were issued in the J-JR-JS Program, so conversion is not an issue. Term policies with the "W" prefix may not be renewed after age 50—thus, a conversion would have to occur prior to that insurance age.

Other term policies may be converted at any time while the insurance policy is currently in force—and to any of the several permanent plans available, except that there may be no conversion to an endowment policy while the insured is totally disabled.

If the insurance is needed throughout the insured's lifetime, consideration should be given to converting from term to avoid the prohibitive term premiums at the older ages. Otherwise, even the permanent plan premium may be too high at the older age—thus causing the individual to sacrifice part or all of his insurance coverage.

Q. *I am 23 years of age and attending graduate school. Could you give me information concerning the availability of financial assistance in the form of scholarships, grants, or loans that may be available through the Department of the Navy?*

A. The Navy itself has no funds for the purpose of

awarding scholarships or any form of student aid. Through the years, however, individuals, institutions, and wives' clubs have generously established scholarship funds for sons and daughters of naval personnel and have designated the eligibility requirements. They are, without exception, for dependent children, officially defined as an individual who is unmarried and under age 21, or under age 23 if enrolled in a full-time course of study at an approved institution of higher learning.

You may wish to contact the Office of Education, Department of Health, Education and Welfare, Washington, D. C. 20202, concerning their "Guaranteed Student Loan Program," or any other programs which offer assistance to graduate students.

Q. *I named my mother as beneficiary of my SGLI insurance while I was single. I have since married, but now plan a divorce. Can I change beneficiaries again?*

A. Yes, VA regulations permit an insured to change beneficiaries as many times as desired.

Miscellaneous

Q. *If a service member and his wife are killed in an automobile accident and their young children are left by themselves far from family and friends, how can they travel to their new home safely?*

A. You painted a very bleak picture but, in such a situation, an escort for the children would probably be provided. The escort may be either a civilian, such as a relative or family friend, or a military member. For approval of such travel of a dependent's escort, the Chief of Naval Personnel (Pers-P52) should be contacted by priority message with full particulars concerning the travel requirements.

Q. *How long will I be covered by my SGLI if I am separated from service for total disability?*

A. Under the provisions of PL 91-291, a person totally disabled at separation has one year from the date of separation, or until the disability ceases to be total in degree, whichever occurs first, to convert SGLI coverage to an individual policy. Care should be exercised to assure that neither delimiting date is passed, which would cause loss of the conversion privilege.

In addition to the SGLI conversion at standard rates, irrespective of physical condition, any person who is separated from service after 25 Apr 1951 who receives a VA service-connected rating which would be compensable if 10 per cent or more in degree, and is otherwise insurable, is also eligible for \$10,000 life insurance under the Service-Disabled Veterans Insurance (RH) Program. Each veteran so rated will receive a notice of his RH eligibility at the time of the VA service-connected rating. If no application is received for the insurance, VA will send a reminder notice about six months later. The eligibility period ceases one year following the date of notice of the VA service-connected rating. RH insurance is at standard premium rates.

letters

Joint Travel Regs

SIR: My interpretation of JTR M4159-5e is that travel pay is payable from Alaska, Newfoundland, etc., to the continental United States (home of record or place of acceptance) upon reenlistment. Is this true? If so, and if a person reenlisted in Alaska and received travel pay to the continental United States and, later, reenlisted a second time in Europe, would he be entitled to travel pay from the point of entry (McGuire AFB or Charleston, S. C.) to his place of acceptance or home of record? Or would he be eligible for any travel pay at all?—J.D. PN1.

• You are correct in your interpretation of the applicability of Joint Travel Regulations (JTR), paragraph M4159-5e, to payment of mileage to a member who reenlisted while serving in Alaska. This paragraph, however, would not be used to determine mileage entitlement when such an individual subsequently reenlists in Europe.

Payment of mileage to personnel who reenlist at locations outside the United States other than the ones specified in JTR M4159-5e is governed by JTR M4159-5b if he elects mileage to a point within the continental United States; or M4159-5d if he elects mileage to another overseas

location. Under these paragraphs, prior to 1 Sep 1972, a member reenlisting in Europe was entitled to payment of mileage from the duty station at which he reenlisted to the aerial port of embarkation serving his station in Europe, plus one of the following:

1. Mileage to the point within the continental U. S. elected from McGuire AFB, N. J., or Charleston AFB, S.C., whichever involves the lesser distance; or
2. Mileage to the point outside the continental U. S. elected from the overseas aerial port of embarkation serving that location.

Change 235 to the JTR, effective 1 Sep 1972, revised paragraph M4159-5d to provide that when a member reenlisting outside CONUS elects payment of mileage to another point outside CONUS, he will additionally be entitled to payment of a mileage for an appropriate distance within the continental U. S. (original 48 states and the District of Columbia) if government-furnished transportation between the two points would involve travel within CONUS. This additional entitlement is payable only to persons separated or reenlisting subsequent to 31 Aug 1972.—ED.

Critical Ratings

SIR: Of 38 ratings listed in Group B of the recent instruction on Career Reenlistment Objectives (CREO) — those manned at 75 to 89 per cent—some 26 receive the Variable Reenlist-

ment Bonus and seven receive Proficiency Pay. This seems to point up an inconsistency on the part of the Navy in clearly defining what a critical rating is.

It is really a disillusionment when ratings which are overmanned (our command has six ETs for an allowance of three) receive VRB and pro pay when other ratings which are undermanned (our command has three SKs for an allowance of six) do not receive these benefits.—H.W.B. PN2.

• Your question is fair and perceptive. In response, Navy planners state that the purpose and criteria for eligibility for VRB or pro pay have not changed, but that a new management tool, the CREO (Career Reenlistment Objectives) Program, has recently been developed and provides the basis for the fiscal year 74 VRB and pro pay plans presently being prepared for submission to the Office of the Secretary of Defense.

Because the CREO Program is the basis for determining the Navywide career manning levels, which with training investment considerations are compelling factors in determining eligibility for VRB and pro pay, fiscal year 1974 plans will be in consonance with CREO. The pro pay plan for fiscal year 1974 will similarly reflect CREO considerations in the ratings. As of 1 Nov 1972 VRB/pro pay plans are more in consonance with the newly established CREO Program.—ED.

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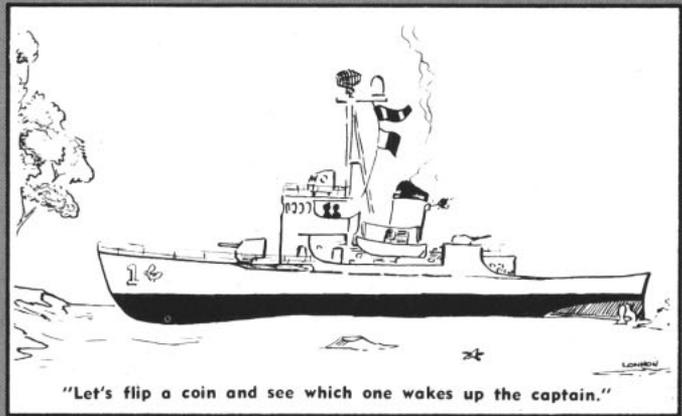
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IC1 Jeremiah H. Paoli



"But, Chief, honey, my Johnnie said this was a dependents' cruise!"

LT Lawrence W. Lonnon



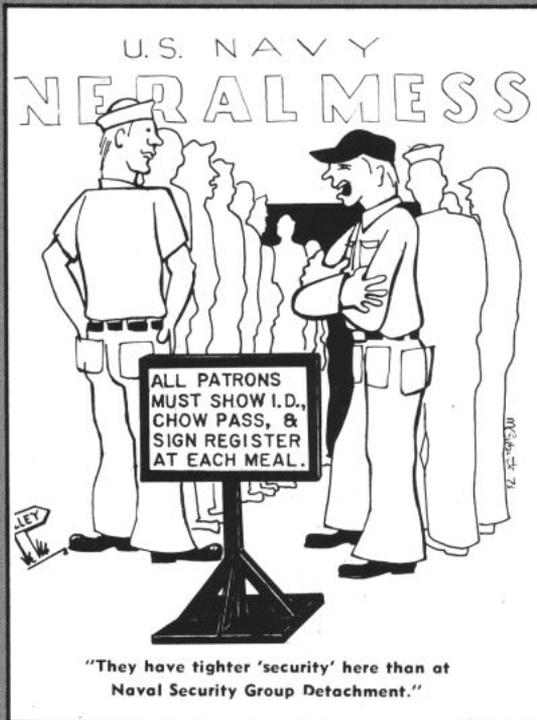
"Let's flip a coin and see which one wakes up the captain."

LCDR Melville C. Murray



"Just think! If I'd never come over here I'd probably never get a chance to see them all in person."

CYN3 Max Avery Gilbert



"They have tighter 'security' here than at Naval Security Group Detachment."

on the
serious side

TD1 Charles D. Perron



"Yes, sir, I know you're supposed to pattern yourself after great naval leaders, but . . ."

SN Richard J. Stensrude



TAFFRAIL TALK

HOW MANY CHIPS could a chip-chucker chuck if a chip-chucker could chuck chips off ships? Well, we don't have an answer for that one, but we do have an amusing story—related to us by JOSN P. Michael Reidy—about a bonafide chip-chucker aboard *uss John F. Kennedy* (CVA 67).

A couple of months ago while *Kennedy* was preparing to anchor off Athens, one person—YN3 Jim Kopf, disguised as a mild-mannered chip-chucker—was at the port quarter looking over the rail. At his feet was a box of small—about four inches square—plywood pieces, and in one hand was a walkie-talkie.

"Chip-checker, this is chip-chucker. How do you read me?" he said into the metal box.

"Loud and clear," came the immediate reply. "Chip-chucker, chip-checker, chuck another one."

YN3 Kopf then reached into the box, grabbed one of the plywood squares and threw it into the water.

An airdale who had overheard this exchange and watched the action asked Kopf what he was doing. When Kopf explained that he was chucking chips to see how fast the ship was moving, the airdale responded with a "Right!" and look of bewilderment before wandering away.

Kopf's next visitor was a chief who quickly informed him that "That's Foreign Object Damage, young man! FOD! F-O-D! Do you understand—you shouldn't do that, it's dangerous." Kopf was trying to explain that it was his job when, fortunately, an order came over the squawk box to "chuck another one"—which he did as the chief walked away shaking his head.

JUST THEN three airdales with hoses informed YN3 Kopf that he'd better move since they were going to wash an airplane directly behind him. Before he could finish explaining that he *had* to stay there because it was his job to chuck chips, water was running off the plane's tail—and onto Kopf's head. While Kopf was standing under this waterfall, another voice—in response to the latest order from chip-checker to chip-chucker to chuck another one—came over the radio saying, "All right, knock off the chatter on the radio—stick to business!"

As if all this were not enough, a *Kennedy* master-at-arms—who had seen Kopf throw a piece of wood into the water and noticed several others already floating—informed the weary chip-chucker that the port quarter was off limits. When Kopf told him that he was merely doing his assigned job—throwing wood in the water to see how fast the ship was moving—the MA, sensing a credibility gap, asked for Kopf's I. D. card.

DESPITE APPEARANCES, this story had a happy ending—*Kennedy* anchored successfully and some of the credit went to Kopf's chip-chucking expertise. You see, even aboard a modern aircraft carrier like *Kennedy*, chip-chucking is necessary to ensure precision anchoring because the Pit Log—a more modern method of speed measurement—is not considered accurate below 12 knots.

The "chip-checker" on the other end of Kopf's radio was a member of the navigation team who—with a stopwatch, a series of marks on a ledge outside his port hole, and a chart—determined the ship's speed with reference to the chips chucked.

The All Hands Staff

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With the prospect of pirates and the high seas twinkling in his eyes, this young seafarer needs very little prodding as he hurries aboard USS Puget Sound for the dependents' move to Greece. See story on page 18. 



