

# ALL HANDS

NOVEMBER  
1971







# ALL HANDS

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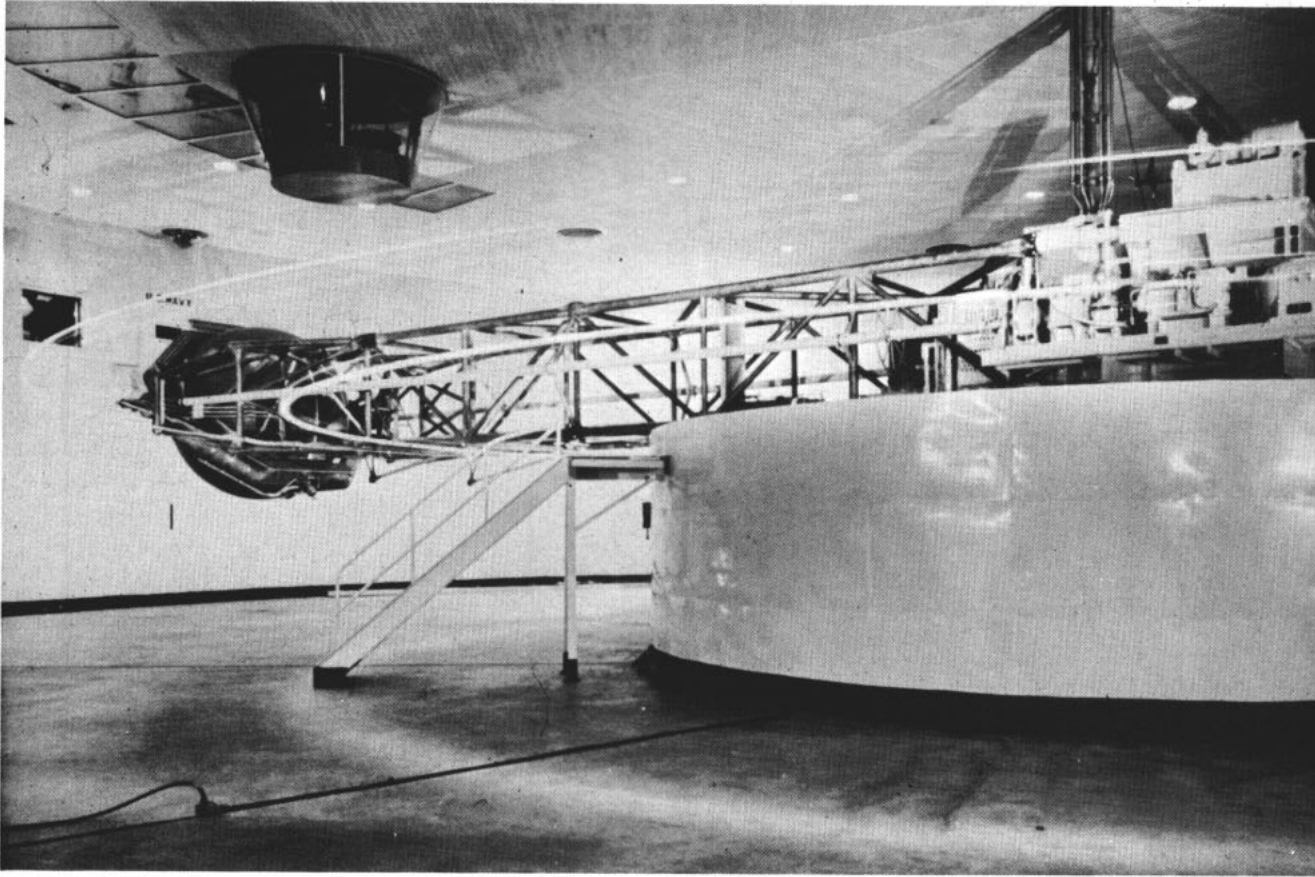
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• **FRONT COVER: BEAUTIFUL!**—The ship's bell of the amphibious assault ship USS New Orleans (LPH 11) is silhouetted against the setting sun.—Photo by PH2 T. B. Davis.

• **AT LEFT: LIFESAVERS IN TRAINING**—Crash crewmen smother the smoldering hulk of aircraft used for instruction with light water from an MB-5 crash and rescue truck during testing at U. S. Naval Air Station, Miramar, Calif.—Photo by PH1 R. E. Hoods

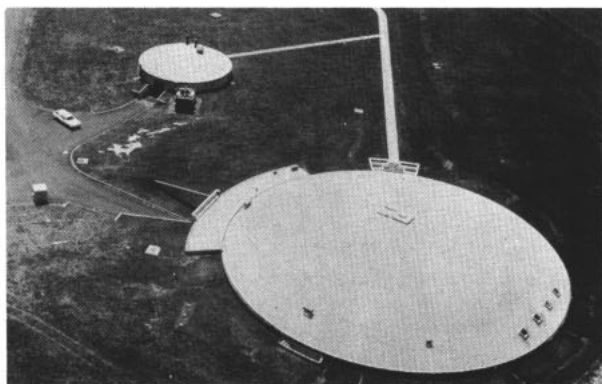


# NADC

*Research  
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**FRONTIERS  
OF  
KNOWLEDGE**

Left: NADC's Human Centrifuge can produce complex force fields such as those which occur in combat maneuvers, out-of-control flights, and moon launches. Below, top to bottom: the Inertial Navigation Facility, where systems, precision gyros and accelerometers are developed and evaluated, has 12 granite piers bonded to the stable bedrock below the center; the Vibration Simulator gathers data on the relationship between helicopter vibration and crew effectiveness; the A-NEW computerized ASW system developed by NADC is carried by a P-3C Orion aircraft giving 10 times the effectiveness of previous systems.



**T**HE NAVAL AIR DEVELOPMENT CENTER at Warminster, Pa. (in Bucks County) probably is best known to Navymen and the public at large for the tremendous centrifuge which was widely publicized in the early days of manned space flight. With it NASA endeavored to learn what effect the forces of gravity would exert on man as he departs from and returns to the earth after space flight.

The centrifuge is still there and it is still the biggest in the western world but, extraordinary though it is, the accomplishments of the Air Development Center do not revolve around it and the men who use it.

The Center is today, as it has been since 1949, a leader in the nation's research and development of aeronautical systems and in aviation medicine. Its work has not only benefited the Navy, but also its results have been felt in other arms of the government and in civilian application as well.

The fascination of the Center lies in newness—what it does has not been done before. When one is told that the Center is developing a simple blood test to detect combat fatigue or schizophrenia, it is even possible to say that it is operating on the frontier of human knowledge.

**O**THER EFFORTS are, perhaps, less dramatic, but certainly as useful. The Center is, for example, working on a system which would eject a pilot and his seat from a crippled plane and then let the pilot "fly" the seat to safety. Its operations research program for sophisticated weapons systems can be adapted to predict a city's proposed highway or expressway patterns before expensive land acquisition or roadwork is begun. It has even developed the science of data storage through laser technology to the point at which all the pages of the entire Warminster Free Library System could be stored on a single small crystal.

As the Center's name implies, however, its business is primarily aeronautical research and development. To do its job, the facility is impressively equipped. The centrifuge can duplicate conditions expected in high-speed air or space travel. It has a spherical gondola mounted at the end of a 50-foot arm which is driven by a 4000-horsepower motor.

When in motion, the arm can spin the gondola and a load of up to 1000 pounds so that the load will weigh 40 times its normal weight (40 Gs). Air pressure and temperatures at altitudes up to 100,000 feet can also be duplicated in the centrifuge. Its powerful motor can change G-loading at the rate of 10 Gs every two seconds. Throughout the Center, there are also other pieces of power and environmental equipment which test ideas and materials. They include structural testing devices which can exert tension or compression up to five million pounds.

A building which keeps noise and vibrations to an almost nonexistent point is also a feature of the Center. The "quiet" building seems buried in the earth

Below right, clockwise from top: an aerial view of the NADC facilities, 20 miles north-east of Philadelphia, showing the beginning of its 8000-foot run way; a specially equipped helicopter tries out NADC's LAMPS program aimed at extending the eyes of destroyer-type ships; the NADC Air Combat Simulator trains pilots without danger to life; Astronaut Neil Armstrong, first man on the moon, exits NADC's Human Centrifuge after undergoing acceleration tests for the flight.

# NADC

and its testing area contains 12 piers which are bonded to bedrock deep beneath the surface. These are used as vibration-proof platforms on which objects which require such conditions can be evaluated.

**T**HE MEN AND WOMEN who work at NADC will take on about any job concerned with naval air systems—a comparatively simple item like a pilot's fire-resistant suit or a more complicated item like devising a system of computerized instruments by which men in aircraft can detect the presence of submarines. Such a system was developed at the Center and was christened A-NEW. It combines radar, electronic sonobuoys, infrared and other scanning equipment and magnetic anomaly detectors, and feeds the information it gleans into a computer whose program instructs it to disregard false alarms.

The results of the sensors' probes and the selective processes of the computer appear on a simplified central display. The A-NEW's operator then knows at a glance where the sub is and what she's doing.

A-NEW has become standard Fleet equipment. In fact, the P-3C aircraft is already using the integrated avionics system.

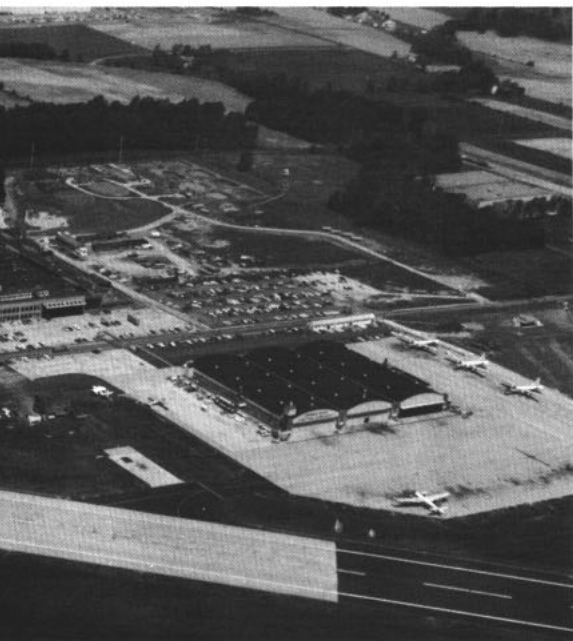
NADC has also been a leader in developing devices which will simulate critical situations for pilots who learn how to cope before the situation really rises.

One such device is called the air combat simulator. Essentially, it consists of two plane cockpits with instruments that are computer-controlled to show the pilot inside that his plane is performing almost any antic known to any aircraft in the world. Even the pilot's view is simulated so that he sees what his instruments tell him is happening.

**W**HEN THE NEOPHYTE PILOT uses this simulator, he can become engaged in a dogfight which, if he wins, is fine. If he loses, however, he at least comes away with his plane and his life even if his pride is temporarily injured. Meantime, valuable data on aircraft capability and combat tactics have been acquired.

Another simulation produces a spin as it might be experienced by the pilot of an F-4B. When a pilot finds himself and his plane headed precipitously toward the earth at a high speed, nothing helps like the knowledge of what to do to get himself out of such a mess. The lack of this knowledge would inevitably





lead to the loss of the pilot's plane, and probably his life, but the spin simulator gives him the benefit of experience without the accompanying disaster.

Many of the ideas which take form at the Center spring from the minds of staff members who have garnered their share of patent awards and citations. It is small wonder that so many ideas turn out to be productive, for around 2600 people work at the Center and more than 1000 hold technical and professional degrees.

Technological forecasts predict items which will be needed—a camera, for example, which can record a footprint from an altitude of 40,000. When the staff knows what's needed, its members go to work to convert ideas into hardware. For those who succeed, there is frequently a cash award waiting as well as a patent and the satisfaction of contributing to the nation's security and economy.

Although research and development at NADC are conducted strictly for Navy purposes, the product of its efforts also finds its way into civilian life. In fact, practically everything done has a civilian application of some kind.

For example, a device was developed for helping deaf children by making it possible to hear without transmitting sound waves. This seemingly improbable process was the spinoff from an equally improbable-sounding project called the nonacoustic audio coupling to the head—part of a communications headset for pilots. Another project which benefits nonmilitary as much as military users is a navigation system which measures acceleration and velocities to give a pilot his exact location without benefit of reference to stars or other navigational techniques.

**N**ADC COMPUTERS have also been put to work to solve community problems which otherwise would have been settled through wasteful trial and error methods.

These and many other projects are part of the "double life" which the Naval Air Development Center leads as the products of its military work find their way into the civilian economy.

But nonmilitary uses of its work notwithstanding, NADC is definitely Navy and, as in the past it has gone, it continues to go about its work of providing superior naval airpower through research and development.

—Robert Neil

# New Construction





ONE OF THE THINGS you can count on in the Navy is change—change designed to meet the needs of its people, the American society, and the demands of modern warfare. A reliable gauge of this change is the construction of new ships to replace the old, and new types of ships with increased capabilities.

Among those joining the new Navy last year were escort ships, submarines and tank landing ships which, in replacing many World War II ships, represent many new ideas in ship design.

Ocean escort ships are the most numerous of the newcomers. These *Knox*-class ships are 438 feet long and displace 4100 tons. Armed with ASW homing torpedoes and a five-inch, 54-caliber gun each, their main mission is antisubmarine warfare. Torpedoes may be launched by conventional tubes or by antisubmarine rockets (*Asroc*). Variable depth sonar, manned helicopter facilities and a missile system are scheduled to be installed in this class of DE in the near future.

Among the newly commissioned DEs are *uss Lockwood* (DE 1064), *uss Harold E. Holt* (DE 1074); *uss Ouellet* (DE 1077), *uss Reasoner* (DE 1063) and *uss Joseph Hewes* (DE 1078). *Lockwood*, commissioned 5 December, and *Holt*, commissioned 26 March, have been assigned to the Pacific Fleet Cruiser-Destroyer Force. *Holt* is named after the late prime minister of Australia, while *Lockwood* bears the name of Vice Admiral Charles A. Lockwood, Jr., the famous submarine commander in the Pacific during World War II.

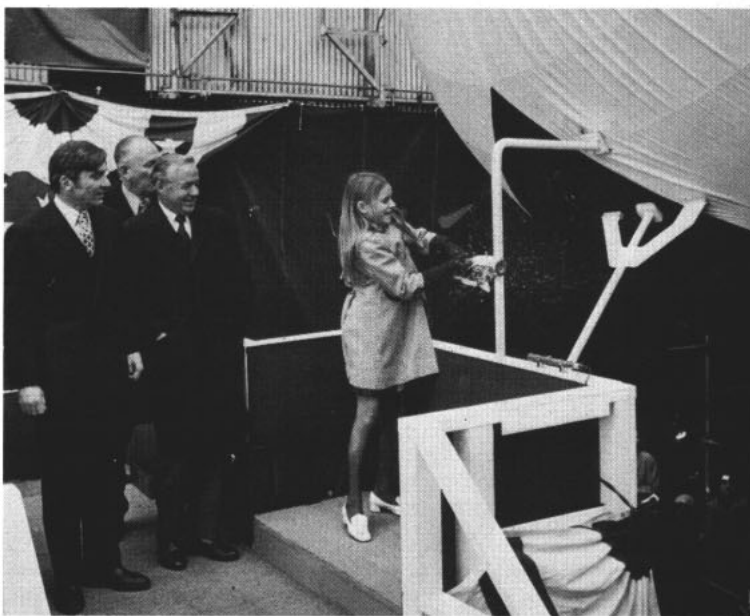
*Reasoner* and *Ouellet* are named for two Medal of Honor holders killed in the Republic of Vietnam. The one named for First Lieutenant Frank S. Reasoner, USMC, was commissioned 31 July and DE 1077, named for Seaman David G. Ouellet, was commissioned 12 Dec 1970.

Joseph Hewes held a position in the Continental Navy similar to today's Secretary of the Navy; DE 1078 is the second ship named in honor of him.

TWO MORE ESCORT SHIPS are on their way to the Fleet. *McCandless* was launched 20 March and *Brewton* was launched 24 July. *McCandless* is named after two members of the same family, the late Rear Admiral Bruce McCandless and his father, Commodore Byron McCandless. *Brewton* honors Lieutenant John C. Brewton, USN, who was killed in Vietnam combat. Another ship under construction is *Jesse L. Brown* (DE 1089), whose keel was laid in April; she's named for Ensign Jesse LeRoy Brown, a pilot who died in combat in 1950.

Nuclear submarines are being added to the fleet at a fast rate. Two subs which have been commissioned are the *uss Bluefish* (SSN 675), 8 January, and

Opposite page: Mike Reasoner applauds the boarding of *USS Reasoner*, an ocean escort named for his father. Top right: Mary Conover Warner, daughter of Under Secretary of the Navy, John W. Warner, christens *USS Archerfish*. Center: *USS Hewes*, an ocean escort, is the second ship to be named in honor of Joseph Hewes. Bottom: *USS Bluefish*, a nuclear submarine, was added to the Fleet last January.



## New Construction

*Billfish* (SSN 676), 12 March. *Billfish* is the 92nd nuclear submarine on the active duty list. The new subs bring to 51 the total number of fast attack submarines in the Fleet.

Three other submarines are about to join the Fleet—attack submarine *Archerfish* (SSN 678), launched 16 January, and *Silversides* (SSN 679), launched 4 June. Within 24 hours of *Silversides'* launching, the keel was laid for the "quiet" nuclear sub *Glenard P. Lipscomb* (SSN 685). She is named for the California congressman who died in 1970.

**M**ORE OF THE REDESIGNED TANK LANDING SHIPS are joining the Fleet. Characterized by a destroyer-type hull, which doubles the speed of the World War II designed LSTs, the ships have "over the bow" ramps which eliminate the need for bow doors at the waterline. The new LSTs are expected to improve, markedly, the efficiency of the Navy's amphibious force. *uss Saginaw* (LST 1188) joined the Atlantic Fleet on 23 January and on 27 March, *uss San Bernadino* (LST 1189) took her place in the Pacific Fleet. *San Bernadino* brought to 13 the total of new LSTs. Two other new LSTs were launched 19 Dec 1970 and 13 February. *uss Fairfax County* (LST 1193) is expected to be homeported in Little Creek, Va. The February launching of *uss La Moure County* (LST 1194) made her the second ship named for that South Dakota county.

The last of the improved amphibious transport docks authorized under the present building program were commissioned this year.

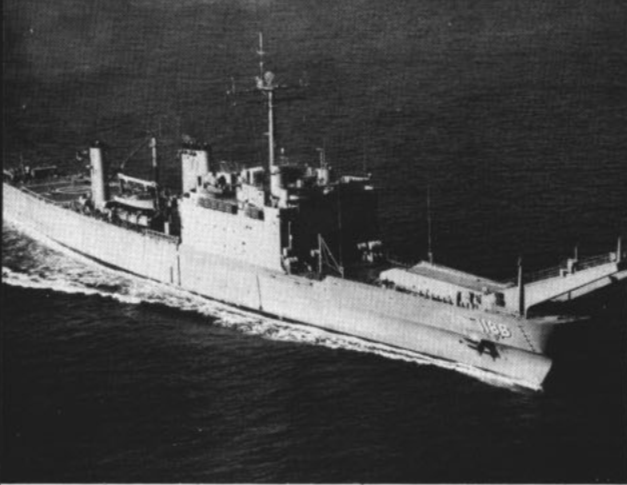
This class of 15 ships is an enlarged version of the original LSDs and they are designed to carry a balanced load of about 900 assault troops and their equipment. *uss Shreveport* (LPD 12) was commissioned 12 Dec 1970 and assigned to the Atlantic Fleet Amphibious Force. *Trenton* (LPD 14) also became a member of the Atlantic Fleet on 6 March.

*uss Ponce* (LPD 15), commissioned 10 July, marked the end of the LPD building program. (LPDs are named for U. S. cities whose namesakes were explorers or developers of America.)

**A**NOTHER ADDITION to America's amphibious fleet is *uss Mount Vernon* (LSD 39). Member of a new class of dock landing ships and launched 17 April, she is designed to operate as an integral part of a bal-



Top: USS *Billfish*, the 92nd nuclear submarine on the Fleet's active duty list. Center: CDR Albert Henry, Jr., CO, escorts Mrs. Chester Ouellet aboard new ocean escort named for her son. Bottom: Mrs. James W. O'Grady prepares to christen USS *Fairfax County*, the Navy's newest tank landing ship.



anced and modern amphibious force, transporting preloaded landing craft to the assault site and launching them from the flooded well deck.

The ammunition ship *uss Mount Hood* (AE 29) joined the Atlantic Fleet 1 May. This *Kilauea*-class ship has a length of 564 feet and is capable of a sustained speed of 20 knots. *Mount Hood* uses both helicopters and conventional underway replenishment techniques during resupply operations—AEs are named for volcanoes and explosives.

Second in a new class of submarine tenders, *uss Dixon* (AS 37) was commissioned in Norfolk on 7 August. She can provide logistical support to as many as 12 submarines. She can service four subs alongside at once and has helicopter facilities. *Dixon* is named after Lieutenant George E. Dixon, a Confederate Army engineer and commander of the first submarine to sink a ship in combat. He lost his life in the historic attack of the Confederate sub *Hunley* on *uss Housatonic* at Charleston, S. C., on 7 Feb 1864. *Dixon* is homeported in San Diego.

*uss Mount Whitney* (LCC 20) was commissioned 15 January; the 620-foot *Whitney* is second of the *Blue Ridge* class of amphibious command ships.

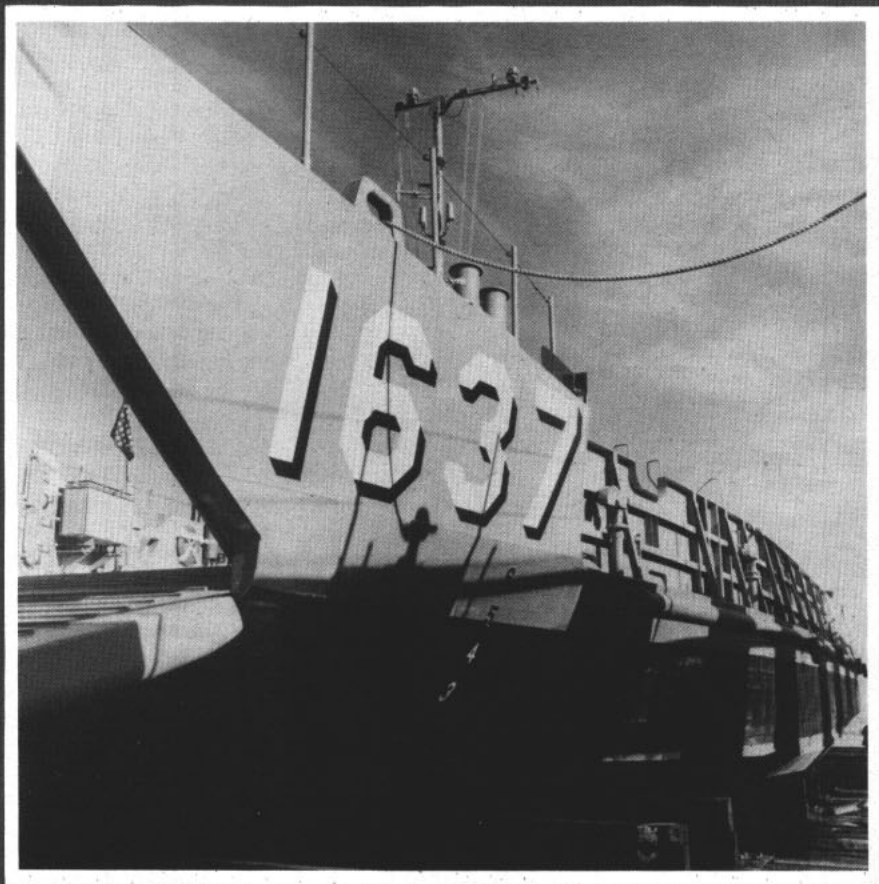
**T**HREE GUIDED MISSILE FRIGATES have been recommissioned. They are *uss Worden* (DLG 18), recommissioned 16 January, *uss Dewey* (DLG 14), recommissioned 13 March, and *uss England* (DLG 22), which returned to active service on 26 June. The three ships were decommissioned in 1968 and 1970 and underwent extensive modernization to upgrade their anti-air warfare capabilities. As part of that modernization program, a computerized Navy Tactical Data System was installed to aid decision-making in countering high-speed air threats. Also added were new *Terrier* missile directors, improved air search radar and more powerful turbo generators. The ships also retained their antisubmarine warfare capabilities.

Not only do most of the new ships and those recommissioned represent progress in the development of warfare equipment, but also they include labor-saving designs in cargo handling and reflect new emphasis on crew habitability. The ships boast facilities that are easier to maintain and have added conveniences in the berthing areas. They are visible examples of the new Navy's policy of making it easier for a man to do his job.

—JO2 R. Mercer

Top: *USS Saginaw*, a new tank landing ship. (2) *USS Mount Hood*, a *Kilauea*-class ammunition ship. (3) *USS Dixon*, a new class of submarine tender. Bottom: *USS Worden*, a guided missile frigate.

# ALUMINUM BOATS



**T**HE OLD NAVAL ADAGE, "wooden ships and iron men," is being changed—at least as far as Naval Beach Group One is concerned. To this West Coast amphibious activity the correct term is "aluminum ships and iron men."

The Navy, in its continuing effort to improve effectiveness, versatility, and personnel comfort in the landing craft of its amphibious Fleet, has introduced aluminum hulls and construction.

One of the main advantages of aluminum is obvious—no rust! Now the hours spent chipping and painting

can be put to tasks that are more technically oriented as well as more agreeable. Aluminum also affords greater craft speed and maneuverability.

Naval Beach Group One and its components commands, at Coronado, Calif., now have in operation several aluminum craft. These include the following types:

- LCA (Landing Craft, Assault).
- LCU (Landing Craft, Utility).
- LCM (Landing Craft, Mechanized).
- LARC (Lighter Amphibious Cargo Craft).
- LWT (Light Warping Tug).



The first three categories of aluminum craft are the pride of Assault Craft Unit One. The fourth is in operation with Beachmaster Unit One, and the warping tug is proving itself with Amphibious Construction Battalion One.

**B**ACK IN WORLD WAR II, landing craft were constructed of different materials. The widely used LCVPs, called "poppa boats," were originally made of marine plywood over a wooden frame with one-quarter inch armor plate. Eventually, they were constructed of fiber glass.

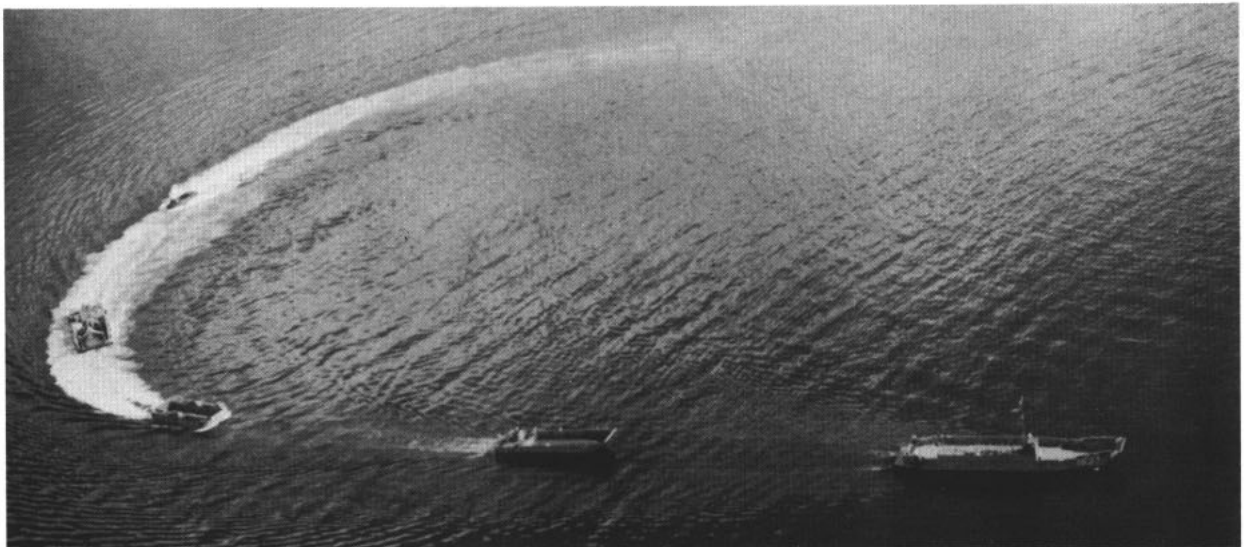
Some of them changed shape or grew in size. The LCM-3s, for example, were enlarged by six feet. The present version, LCM-8, were first constructed in 1959.

The basic design of these rugged and self-proved boats, however, has remained unchanged since WWII.

The LCUs were designed to accomplish the ship-to-shore movement of the heavier cargo during an amphibious operation. This is still their primary mission, although the older class of LCUs with their steel hulls became a familiar sight off the Vietnam coast and on its rivers, moving supplies and vehicles of various types.

The LARCs, assigned to the Beachmaster Unit, are used primarily as salvage vessels. The warping tugs, doing service with the Amphibious Seabee Battalions,

Far left: The Navy's first LCU sitting in drydock for pre-sea trial inspections. Left: The LCA-2 has carried many dignitaries including several admirals and the Secretary of the Navy. Below: The Aluminum Task Force on operations off San Diego.



# ALUMINUM BOATS

have been around for quite some time. Their duties may range from helping LSTs install causeways to assisting the amphib ships in the transfer of cargo.

With the advent of the aluminum hulls, these seasoned veterans of the landing craft Navy should be even more versatile.

**T**HE ONLY RELATIVELY new member of the Fleet, which does not have a lineage of steel-hulled predecessors, is the LCA.

Boatswain's Mate 1st Class H. L. Ellis is coxswain of the new aluminum LCA. "The LCA-2," he says, "is an outstanding craft and a credit to naval design." His experience with amphibious craft spans a 15-year period, and includes eight years with various amphibious ships, a Vietnam tour with River Squadron 15, and his present tour with ACUNIT One.

The LCA-2 has participated in various types of amphibious exercises—and Ellis declares her to be highly maneuverable, and easy on upkeep, thanks to her aluminum construction.

**T**HERE IS NO NEED to worry about broaching in the surf, because of her true amphibious ability. Other facts about the LCA-2 are:

- She requires only a flick of a switch to transfer from tracks to water jets or vice versa;
- She needs no assistance when entering or leaving the well deck of an LSD or LPD.
- LCA-2 can marry up with LCUs or other LCAs to form a causeway when operating with LSTs.

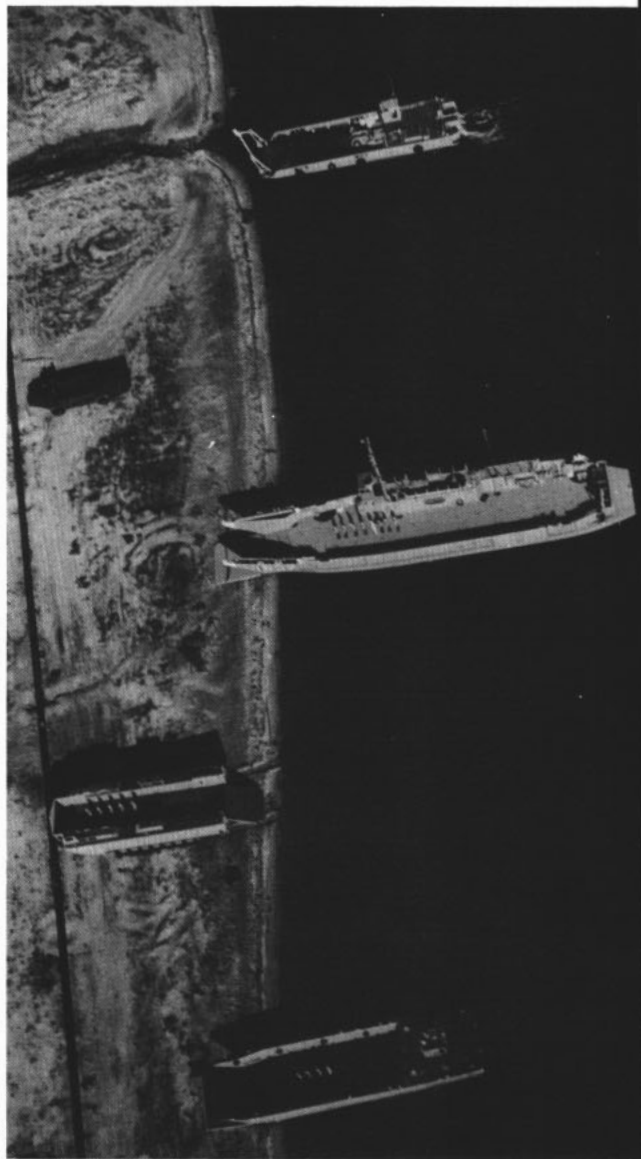
The prevailing idea behind construction of LCA-2 was to prevent backlog of cargo and personnel on the beach area. With the LCA there is no need to unload cargo on the beach and then load again to take cargo inland.

The original LCA was constructed in 1962. Powered by a gas turbine and an inboard-outboard prop engine, the craft can make 22 mph on land with a cruising range of 400 miles, or 11 knots in the water with a cruising range of 200 miles. She uses a water jet propulsion system when in the water and a tank tread system on land. She can ascend a 60 per cent grade with a full load of 30 tons, yet is so maneuverable she can stop and turn in the water within her own length.

ACUNIT One has another "one of a kind," in addition

to the LCA. This is LCU 1637, which was received last December and is still undergoing trials. Officer in charge of the 1637 is Chief Boatswain's Mate Bobby Casey, whose excellence in handling the 1634 made him the obvious candidate to test the LCU 1637, the aluminum craft.

**C**ASEY'S COMMENTS are in agreement with numerous other opinions of aluminum craft in general. "The craft is lighter, faster, and upkeep is minimal and she is highly maneuverable."



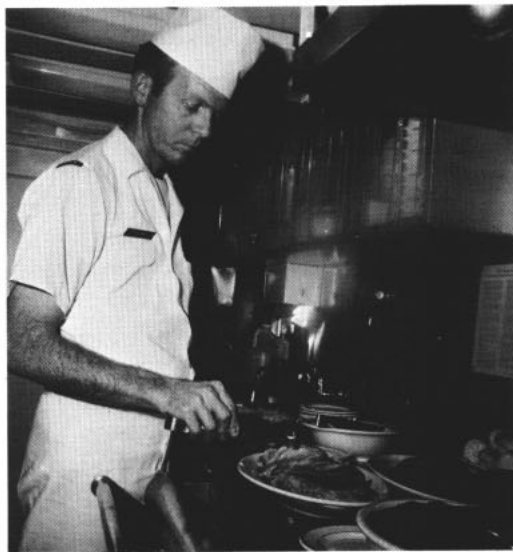
Right: On the beach, the Aluminum Task Force stands ready with crews assembled on deck. Right top: EM2 Wayne Kerns mans his station as radioman aboard the LCA-2. (2) CS2 Leo Bishop prepares dinner aboard the LCU 1637. (3) Naval Beach Group One's Aluminum Task Force steams in formation through San Diego Bay. Right bottom: The task force hits the beach, performing the primary job of the Amphibious Force.

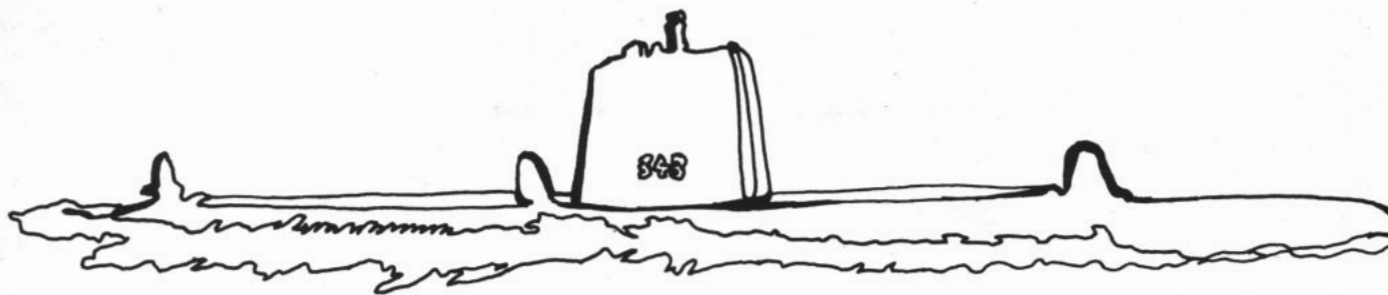
Electrician's Mate 1st Class A. R. Pogorelski, LCU-1637's electrician, noted several of the craft's other outstanding characteristics—the use of a hydraulic system rather than the conventional battery start system for turning the engines over; the larger generator which affords more control over the ramp at any given time; and the greater simplicity in the electrical switchboard design.

Chief Engineman Michael Roerich feels that the aluminum hull gives an increased high-speed capacity to the improved diesels which power the craft.

The aluminum craft that have been around for a while longer than the two newcomers—the LCM-8s, LWTs and LARCs—have already proved themselves to be capable craft. The aluminum LCM-8, for instance, although 23 tons lighter than its steel-hulled predecessors, can carry 10,000 pounds more cargo. Increased maneuverability of the new LARCs and LWTs makes them very effective in the surf where they primarily operate.

If their acceptance is any indication, aluminum craft are here to stay in the small boat Amphibious Navy.





**A**LTHOUGH still a conventional sub in this age of nuclear power, *uss Clamagore* (SS 343) has a proud crew. Many men of *Clamagore* say they wouldn't leave their present duty assignment for any nuclear-powered submarine in the Fleet. It's almost as though some of that diesel fuel is flowing in their blood. They know their role in the nation's defense is an important one.

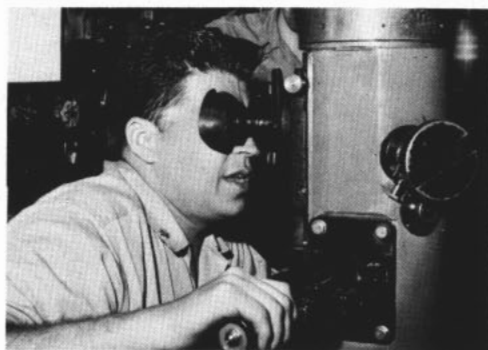
The men who designed, built and first served in *Clamagore* back in 1945 would hardly recognize her today, were it not for the telltale number 343 painted

on her sail. When first launched, *Clamagore* cast a typical World War II-style silhouette, easily distinguishable by the deck guns mounted fore and aft of the bridge, and a clipper bow.

Then in 1948, she got her first face-lifting. At the U. S. Naval Shipyard, Philadelphia, she was modified into a *Guppy II*-type, complete with the then newly developed snorkel system.

Fourteen years later and a lot of water over the bridge, more change was indicated. As one of the old-style submarines selected for conversion under the

# USS CLAMAGORE







FRAM (Fleet Rehabilitation and Modernization) program, *Clamagore* was drydocked at the Naval Shipyard, Charleston, S.C.

During her five-month stay at NSY Charleston, *Clamagore* was cut completely in two, and a brand-new section was inserted amidships. The result: she grew 15 feet in length and gained some 55 tons in weight in adding the space necessary to house the modern equipment (including advanced electronic and communications systems) and new weapons. There's increased living space too, plus added fuel capacity. In addition, when equipment was placed back aboard following the overhaul, it was done according to the "human engineering" concept — in other words, so located as to be most easily accessible to the operators who use it.

**R**ECOMMISSIONED as a *Guppy* III in 1962, SS 343 was back in service, fit and ready to provide more years of efficient service to the Fleet. *Clamagore*, like the rest of the Navy's diesel-powered submarines, still conducts necessary operations on overseas deployments and off our coastlines.

They are not, by any means, limited to training operations, although *Clamagore* does train junior officers of *Polaris* submarines in shiphandling. However, the men of *Clamagore* know such operations, whether overseas or at their home port at New London, Conn., with SUBRON Two, are vital in protecting this country and at the same time keeping our sailing men the best trained in the world.

Among the varied duties aboard *Clamagore*: taking periscope bearings, manipulating the air manifold to surface the ship, keeping watch over the area waters, supervising work topside and communicating orders from the bridge. The combined effort keeps the sub running like clockwork.





**T**HERE WAS LIGHT ENOUGH TO SEE, but the sun was still below the horizon. The surface of the ocean was calm and dark; a pinpoint of light—miles away—flashed on—off, and back on.

"It's our customer, Captain," the signalman said. "Set the underway replenishment detail," came the reply from the captain.

The loudspeakers repeated: "Now set the underway replenishment detail. Man stations 4 and 6."

The peace and silence aboard *uss Mispillion* (AO 105), a Navy oiler, ended. Hundreds of feet beat a rhythm across steel decks as men swarmed about, gathering life jackets and protective headgear. A hospital corpsman took a medical kit hanging ready by the

## UNDERWAY REPLENISHMENT USS *Mispillion* (AO 105)

**Left:** the 644-foot *Mispillion* rides high in the water after pumping most of her liquid cargo into thirsty Seventh Fleet ships. Fully loaded, she carries almost 5½ million gallons of ship fuel, over 2 million gallons of jet fuel, and more than 350,000 gallons of aviation gasoline. **Above right:** black oil hose snakes across turbulent water to a destroyer. **Below right:** a line is shot to *USS Endurance*.

hatch and made his way to the cargo deck. A yeoman in the ship's office left his work and ran up a ladder to the combat information center to stand a phone circuit watch.

Wiping sleep from their eyes, shipfitters, radarmen, electrician's mates, and seamen checked gauges, flipped switches, and made sure fuel lines were laid out correctly.

**A**N UNDERWAY REPLENISHMENT—unrep—may appear to be routine to the onlooker but not to the seasoned veterans. They know there is always an element of

danger involved when two or more ships steam a mere 100 feet apart for over an hour.

"I think our basic problem is to ensure we have exactness from the bridge on down," says one of her senior officers. "The concept of always working in conjunction with another ship brings with it the necessity to be real sharp. If the guy on the helm oversteers, then you've got a collision and all the other beautiful work is down the drain.

"Destroyers, once they go into operation, can do their job independently. They can steam in a big circle and shoot their guns. We can't perform an evolution alone, and we're always aware that we have to pump oil out and across the water.

"I feel, in talking to the crew, that they know those ships are not going to move without them. They see the messages coming in: emergency requirements for oil. They know that if they don't get that fuel into

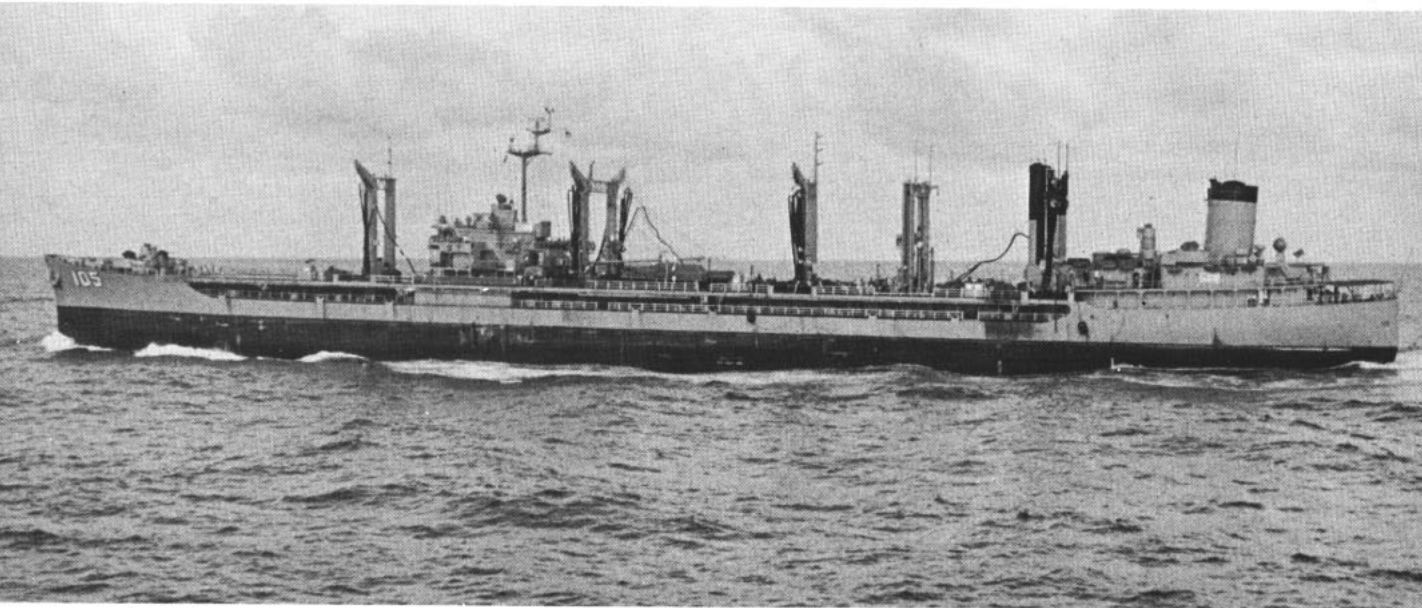
blessed with more than my share of good people.

"If you scrape these guys down, you'll find they're real proud of this ship. In the year I've been aboard, we've never aborted one mission. We've never missed one commitment."

*Mispillion* was honored not long ago for this fine record—she was awarded the Meritorious Unit Commendation for performing over 250 unrepes during a six-month period, pumping more than 53 million gallons of petroleum products.

Winches suddenly whined, pulleys creaked, and the fuel hoses began their return to *Mispillion*. The customer's tanks were full.

**T**HE CREW, TIRED AND SWEATING IN THE HOT MORNING SUN, began to put away their gear. They laid it out carefully, awaiting the next time it will be needed. Some of the men finished early, but they moved about,



that ship, there aren't many filling stations she's permitted to use."

The amplified voice of the boatswain's mate on the bridge broke the tension as the "customer," an ocean minesweeper, took position about 80 feet away.

"Good morning; welcome alongside. Stand by to receive shotlines forward and amidships. All hands topside, take cover."

Whistles sound on both ships, warning the crews; with a muffled "pop," lines are shot across the void between the ships. Heavier lines are then attached to the shotlines and rapidly hauled across. Soon spanwires, retrieving lines, the outboard and inboard whips, and huge hoses stretch between the two ships. Incredibly confusing to a stranger, but to the crew of *Mispillion*, it's as easy to understand as lacing a boot.

The division officer says, "Sometimes I just sit up here and shake my head in absolute amazement at the amount of work that these kids can turn out. I've been

helping the others.

The captain began to relax. "In this ship, nobody can wash his hands and say, 'Well, I've finished mine, good luck to you, fella, and I hope you finish before the night's over.' They're all going to be out there, and they're all going to stand by until that rig finishes its work."

Quiet again settled over the ship as the minesweeper steamed away. The loudspeakers blared, "Secure from unrep stations. Set the regular underway watch on deck: watch section two."

Some of the men had been awake all night and were exhausted. They were only interested in getting some sleep. The others looked forward to a hot breakfast. "We read so much these days about the kids . . . all I know is that the ones I'm around are workers," said the captain.

—Story and photos by PH3 Dennis P. McCloskey

# COOPER RIVER

# PORT

**T**HE COOPER RIVER is treacherous—especially if you are responsible for maneuvering a large ship out of her berth, then toward the sea. You definitely need help, but you can count on the men of Charleston Naval Station Port Services to give you that help.

Chief Boatswain's Mate R. J. Gabel has been master of a yard tug here since June 1968. In those three years he has plied the Cooper, Chief Gabel has come to know the river well. He says the Cooper's tides are most difficult to master.

"Even old hands have trouble at times," he says. "But you learn to make the tide work for you after you've been on the river for awhile."

Being on the river is really the best way to learn the trade. A tug master needs experience and to gain that experience, the newly assigned tug master learns by doing.

He is instructed by the old hands and hopes to catch on but, says Chief Gabel, "some men never do make the grade." Of course, others seem like natural rivermen. It takes an average of five months to learn the ins and outs of a tug master's job.

Other things take more time; idiosyncrasies of different ships' captains is knowledge acquired only after a long period. A few skippers think a tug's duty involves merely coming alongside, tossing a line to her and hauling her away from the pier. Actually, a tug master must be deft as a surgeon, with a sense of balance as fine as a tightrope walker. One wrong move can be the end.

**O**NCE ALONGSIDE a ship, the tug debarks the river pilot, a man—who in the tradition of Mark Twain—knows the river like his own driveway. After lines connecting tug and ship are secured, the essential teamwork between pilot and master is demonstrated. The master maneuvers his tug parallel to the ship's keel to make the pilot's job easier. The pilot gives commands to the tug by using a walkie-talkie. The master answers with various toots on the tug's whistle.

For instance, if the pilot orders the tug to back down, the tug master responds with two short blasts of the whistle. One short responds to an order to

The guided missile destroyer Semmes prepares to enter channel assisted by Yard Tug Yanaba.

# SERVICES

go ahead or stop—four toots is full speed in either direction, and one long and two shorts answers the order to cast off.

After breasting the ship into the river, the tug's job is usually ended. A tug will not ordinarily accompany a ship downstream unless the ship expects trouble or has difficulty, such as a steering problem. If a tricky channel is to be maneuvered, such as the Wando River, the tug will escort a ship on her captain's request.

Success of a tug depends not only on the skill of the master and pilot, but also on eight other men aboard.

Each man holds a vital position. An engineman tunes the diesel engines; an electrician maintains wiring and circuitry of the electrical systems; deck seamen handle lines (a job Chief Gabel says "either makes or breaks the operation"), and there is the cook whose importance can never be overstated.

**TUGS ARE ONLY PART** of the operation at port services.

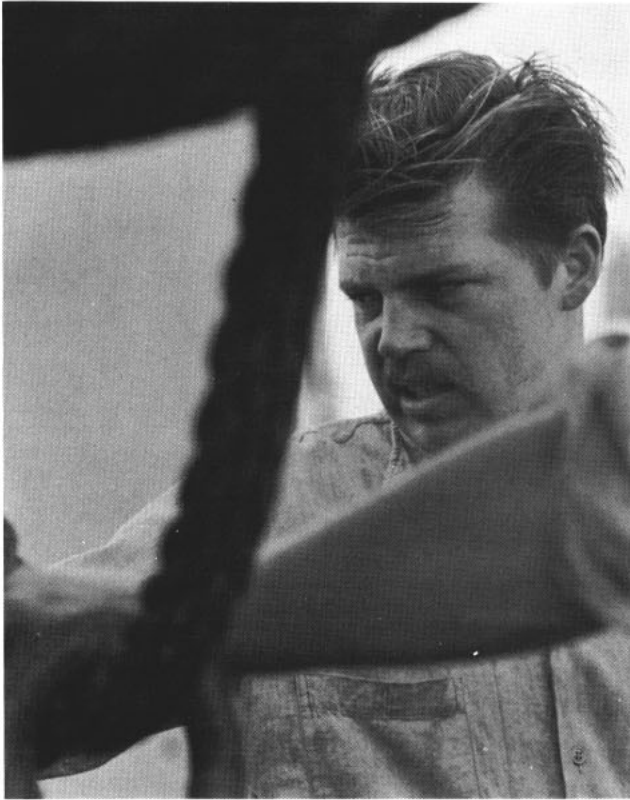
Tugs are scheduled daily at Navy Station Building X-20 where they are directed from job to job by radio.

Senior Chief Signalman J. W. Johnson schedules the tugs; when he receives a request, such as a destroyer



# COOPER RIVER / PORT SERVICES





asking for a sludge barge or an oiler, he checks the tides and the time required to do the job. He then assigns a tug to the job.

Besides Chief Johnson there are two other dispatchers: Boatswain's Mates 1st Class C. C. Pinkerton and L. W. Hyatt. These men take charge of as many as five tugs at a time depending on the day's activity. Altogether there are nine service tugs assigned to port services, along with three yard oilers, one sludge barge and five small tugs. Usually all of the service tugs are ready to go. When one tug is being overhauled, another is in upkeep and two are "standing down" to allow liberty for the crews. After working hours one tug is on duty and one on standby.

Like other Navy organizations port services feels the pinch of personnel cutbacks; of the 106 men usually assigned, there are now only 88 aboard. Chief Boatswain J. H. Richey, assistant port services officer, reports the yard oilers are reduced to skeleton crews so the tugs can be manned.

**M**EN WORKING in the port services department are assigned to one of two divisions. Support division mans the small tugs, is in charge of the boathouse and provides supplies, maintenance and material for the large tugs. Dispatchers are also assigned to this division. The other division, service craft, provides crewmembers for the large tugs.

The Navy tugs also provide service outside the Navy. For instance, last December when the commercial tanker *Eastern Sun* went aground in the Cooper River, port services dispatched tugs to help free her.

And that is only one example. Often port services' job goes unheralded and is noticed only on those rare occasions when it cannot meet a commitment.

Even so, morale is high among port services men. They know the Cooper is treacherous and their job can be dangerous. But it's four blasts on the whistle and full speed ahead on any task for Naval Station Port Services.



Life aboard a Navy Yard tug—work and recreation. During operations or just relaxing over a game of pinochle, Port Services is determined to provide outstanding help to Charleston-based ships.

# WHAT'S GOING



## SELF-HELP IV

**N**OTICE ANYTHING NEW AROUND your base lately? Well, take another look! Self-Help programs have, excuse the expression, sprung up in every size, shape and form, from modernization to new construction, deletions to additions, and it's all been the result of doing it yourself.

Using personnel assigned, Seabees and the "down-to-earth" opportunities (many of which have been there all the time), bases, stations and centers have turned to and created new out of the old. The Self-Help projects include useful, constructive and/or entertainment facilities that will provide enjoyment for not only military personnel, but also their dependents.

In the list below we have scratched only the surface of all the projects rising under the skillful saws and hammers of willing personnel "doing their thing," and bases the world over are starting to take on a new look.

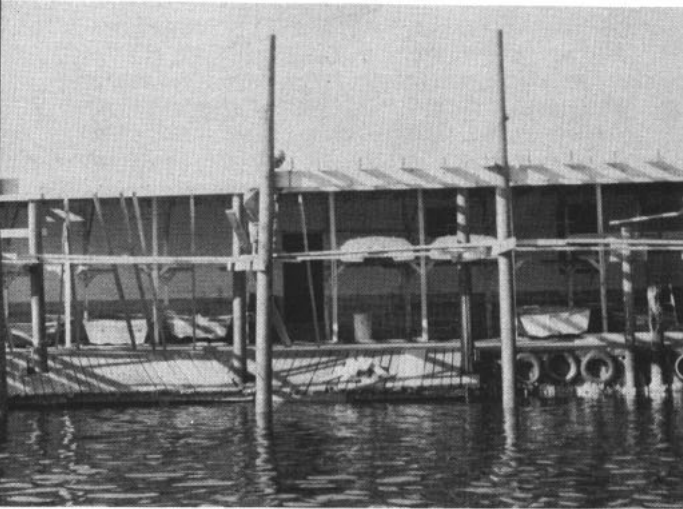
If we left you out, it wasn't exactly a mistake. Self-Helpers have really gone into full swing and with so many ideas, hopes and dreams taking reality, we could never complete the list.

### PACIFIC AREA

*EM Club Modernization*—at Naval Communication Station, San Miguel. Project carried out by Fleet Sea-



# ON HERE?



bees with station self-helpers. Completion date: December 1971.

**Barracks Modernization**—at Naval Station, Pearl Harbor. Project carried out by CBU 413, with station self-helpers. Completion date: October 1971.

**Barracks Modernization**—at Naval Air Station, Cubi Point. Project carried out by Fleet Seabees with station and station tenant self-helpers. Completion date: December 1971.

**Beach Recreation Facility, "Andy's Hut"**—at Naval Station, Guam. Project carried out by Fleet Seabees with *uss Proteus* self-helpers. Completion date: August 1971.

**Conversion of Mess Hall to Gym**—at Naval Air Station, Barbers Point. Project carried out by CBU 413 with station and station tenant self-helpers. Completion date: December 1971.

## WEST COAST

**Acey-Deucy Club**—at Adak, Alaska. Project carried out by 31 NCR with station self-helpers. Completion date: October 1971.

**Hobby Shop**—at Mare Island, Calif. Project carried out by CBU 409 with Naval Shipyard and Naval Schools Command self-helpers. Completion date: November 1971.

**Recreation Complex**—at Alameda, Calif. Project carried out by CBU 409 with Naval Air Station and tenant squadrons self-helpers. Completion date: mid-1972.

**Tamaback Lodge**—at High Sierras near Lemoore, Calif. Project carried out by CBU 406 with Naval Air

Station and tenant squadrons self-helpers. Completion date: mid-1973.

**Gator Beach**—at Coronado Silver Strand, Calif. Project carried out by ACB 1 with Naval Air Base self-helpers. Completion date: mid-1970.

## NORTHEAST AND CENTRAL

**Picnic Pavilion**—at Naval Air Station, Lakehurst, N.J. Project carried out by RMCB-21 with "B" Division self-helpers. Completion date: May 1972.

**Carports**—at Navy Ships Parts Control Center, Mechanicsburg, Pa. Project carried out by quarters residents. Completion date: October 1971.

**Dolphin Community Center**—at Submarine Base, New London, Conn. Project carried out by PWD and RMCB 13 with Submarine School transient self-helpers. Completion date: July 1970.

**Marine Barracks Recreation Center**—at Naval Base, Newport, R. I. Project carried out by CBU 408 with Marine Barracks self-helpers. Completion date: 25 Jun 1971.

**Mobile Home Park**—at Naval Base, Great Lakes, Ill. Project carried out by CBU 401 with Naval Service Schools Command and Little League Association self-helpers. Completion date: November 1971.

## SOUTHEAST

**EM Club**—at Naval Air Station, Saufley Field, Pensacola, Fla. Project carried out by CBU 402 with Training Squadrons 1 and 5 self-helpers. Completion date: 8 Jan 1971.

**Five BEQ Lounges, Modernization and Air-Condition-**



Master Chief Petty Officer of the Navy John D. Whittet (left) cuts the ribbon with the aid of CAPT G. E. R. Kinnear, II, at the opening of the first unit in a series of Self-Help barracks modernizations at NAS Miramar, Calif. Helping with the ribbon-cutting is BU2 Jim Supon of CBU 405. Below: Self-helpers on the job.



ing—at Naval Air Station, Glynco, Ga. Project carried out by PWD with Naval Air Station and Naval Air Technical Training Center self-helpers. Completion date: September 1971.

**Lake Area Recreational Project**—at Naval Air Station, Chase Field, Beeville, Tex. Project carried out by station Seabees and weekend Reservists with Squadrons VT 24, 25 and 26 self-helpers. Completion date: December 1971.

**Barracks Rehabilitation**—at Naval Air Station, Meridian, Miss. Project carried out by station Seabees with Squadrons VT 7 and VT 9 and station self-helpers. Completion date: October 1971.

**Partitions in Marine Barracks**—at Naval Weapons Station, Charleston, S. C. Project carried out by CBU 412 with station Marine self-helpers. Completion date: October 1971.

#### MILITARY DISTRICT OF WASHINGTON

**Upgrade of Barracks**—at U. S. Naval Academy, Annapolis, Md. Project carried out by CBU 403 with Marine Barracks and Naval Base self-helpers. Completion date: October 1971.

**New Multipurpose Building**—at U.S. Naval Academy, Annapolis, Md. Project carried out by CBU 403 with Marine Barracks and Naval Base self-helpers. Completion date: January 1972.

**Modernization of Hospital Corpsman Barracks**—at National Naval Medical Center, Bethesda, Md. Project carried out by two Seabees from Solomons Island with barracks corpsmen self-helpers. Completion date: early 1971.

**Two Handball Courts**—at Naval Air Station, Patuxent River, Md. Project carried out by station resident self-helpers. Completion date: early 1971.

**Six Sets of Playground Equipment**—at Naval Air Station, Patuxent River, Md. Project carried out by station resident self-helpers. Completion date: early 1971.

#### ATLANTIC AREA AND EUROPE

**Community Center**—at Naval Station, Norfolk, Va. Project carried out by CBU-411. Completion date: September 1971.

**General Mess Rehabilitation**—at Naval Air Station, Norfolk, Va. Project carried out by CBU-411 with air station self-helpers. Completion date: October 1971.

**Parking Lot, Wading Pool and Patio at Fleet Recreation Park**—at Naval Station, Norfolk, Va. Project carried out by CBU-411 with station special services self-helpers. Completion date: October 1971.

**Softball Field**—at Naval Shipyard, Portsmouth, Va. Project carried out by CBU-411 with USS *Forrestal* self-helpers. Completion date: August 1971.

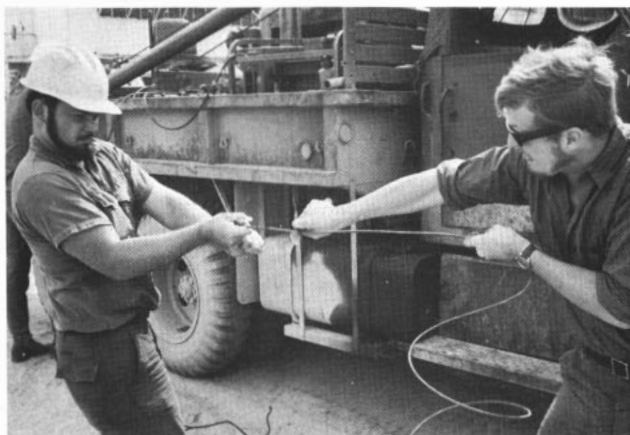
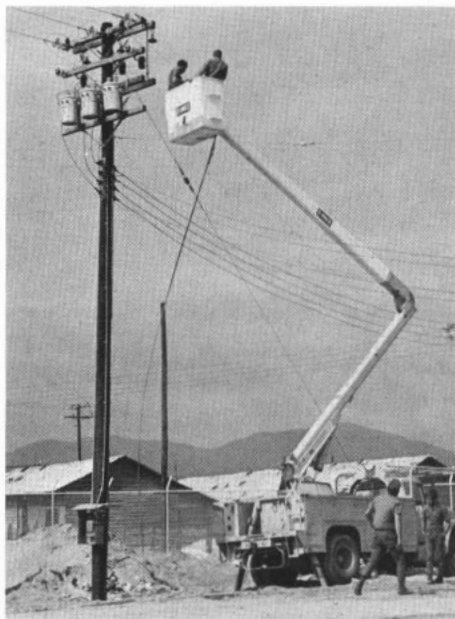
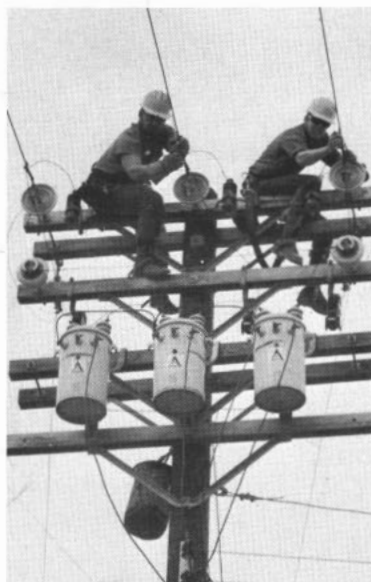
**Mobile Home Park**—at Naval Air Station, Oceana, Virginia Beach, Va. Project carried out by Phib CB 2, NMCB 4, and NMCB 74 with Youth Opportunity Corps; Antiaircraft Warfare Training Center, Dam Neck, Va.; and air station self-helpers. Completion date: November 1971.

# VIETNAMESE NAVY HOUSING

**S**EABEES have been busy both at home and overseas. Here's just one example of what one three-man unit accomplished earlier this year in Vietnam.

Vietnamese Navy families living in the Seabee-built shelters at Nha Trang are now able to light their homes with electrical power.

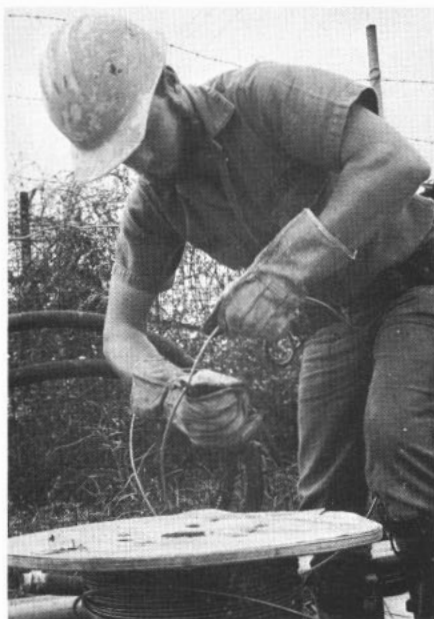
The new convenience is due to the early completion of power distribution lines by Special Team 30204, a three-man detachment of construction

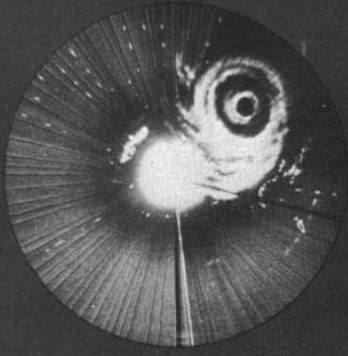


electricians from Naval Construction Battalion Maintenance Unit 302.

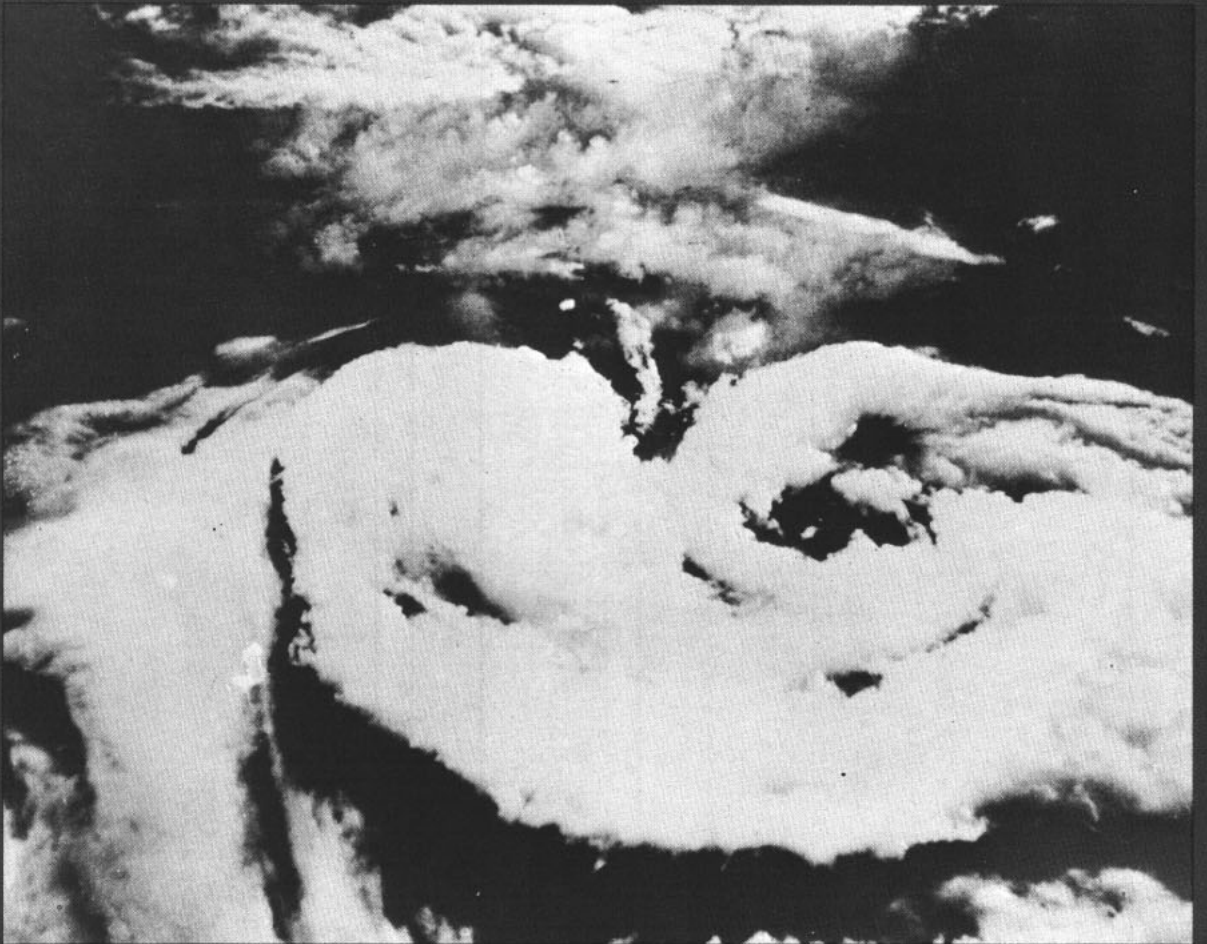
The crew not only installed the necessary exterior power distribution lines, but also rewired 10 classrooms for a new course in electronics and communications that is being taught at the Vietnamese Training School.

The whole project, completed in less than five weeks, involved the erection of 15 electrical poles to hold 3000 feet of high voltage wire, installation of 12 large transformers, insulation materials associated with high voltage work, installation of air-conditioners to keep the electronic equipment cool, and the use of 2500 feet of conduit pipe which houses 5000 feet of wire for the operation of all the electronic equipment.





# ***TYPHOON TRACKERS***





**T**HE SEA near the Republic of the Philippines was a boiling, seething kettle of leaping gray waves. A blasting wind chopped the 30-foot waves in half and dissolved them into a howling, whistling spray.

Lieutenant Donald C. Martin, 10,000 feet above the angry sea, tightly gripped the controls of his weather research plane. He had just given the customary order to his crew to strap themselves into their seats and secure all sharp objects.

The crew was preparing to do what they had done many times before — they would fly their specially equipped WC-121N *Super Constellation* of Fleet Air Reconnaissance Squadron 1 (VQ-1) into a typhoon. They would read the storm's characteristics, fly out, then head home. It was a routine mission, but the men were tense and quiet.

To the west, an Air Force twin-engine EC-47 earlier had taken off from Da Nang Air Base. The crew had been briefed that a typhoon was swirling along the eastern coast of the Republic of the Philippines but would pose no threat since they were to land on the opposite side.

Deep inside the other aircraft, the VQ-1 weather reconnaissance plane, Lieutenant (jg) Roderick W. Dame watched the raging typhoon on his radarscope. It appeared as a revolving white ring in a field of electronic snow.

It was noon. The pilot of the smaller plane scanned the horizon and saw a wall of heavy, dark clouds. They looked like a line of common thunderstorms, and the plane continued on course.

**S**TRAPPED into his seat near the tail of the Navy plane the meteorologist looked out through the port but could see nothing but the endless gray fog and spray. The aircraft was flying "blind"—by instruments only.

Just as the Guam-based *Super Constellation* banked slightly and aimed for the typhoon's center a voice came crackling over the radio. "Mayday! Mayday! We are experiencing severe turbulence," yelled the strained voice. "Our wings are about to come off!"

VQ-1 copilot, Lieutenant Alton E. Wyatt, heard the desperate call and jerked his hand up to cup his earphone. He answered, but there was no reply. A few moments passed and again the voice came . . . "Mayday! Mayday!!"

Again LT Wyatt answered. This time the troubled plane heard the call and repeated its plight.

Copilot Wyatt immediately called back to LTJG Dame strapped in at the radarscope and told him that

a plane had strayed into the typhoon. He scanned the screen and spotted the white blip which was the endangered aircraft's radar reflection. The plane was at 7000 feet—the worst possible height—and headed straight for the typhoon's eye. If it didn't change its course soon, it would be grasped by Typhoon Harriet's unsympathetic hands and smashed to pieces.

**O**UTSIDE, the rain and 80-knot winds beat against the aircraft. Its two engines struggled against the blast of wind. Fear gnawed at the pilot as he noticed that one of his engines was threatening to die. The plane's radar was completely washed out by the storm. They had no idea how they flew into a storm which was supposed to be on the other side of the islands.

Almost out of control, the struggling plane rolled and pitched at the mercy of the high wind. It had no choice but to be swept around in Harriet's circular path. Opposing gusts of wind tore at the fuselage as if trying to tear the plane in half. Rivets popped. Rapid jolts threw the men back into their seats, then immediately forward with belts straining. A heavy blast of wet wind crashed into the tail, twisting it. A hatch was suddenly torn off its hinges and the thunderous winds roared into the plane. The sick engine grew weaker. Inside, the men thought they were doomed.

LTJG Dame watched the plane on his radar screen and relayed what he saw up to the cockpit where the pilot radioed it to the battered twin-engine EC-47. The lieutenant could actually watch the plane and the typhoon come closer to each other. He quickly plotted a safe course for the aircraft and relayed the information. All his thoughts focused on his radar screen as he guided the crippled plane away from the typhoon.

**S**LOWLY the white blips moved across the screen and away from the swirling storm. Inside the damaged plane the men were silent. They knew what would have happened if the VQ-1 weather plane had not been there to guide them out of the storm.

LT Martin banked his plane and returned to the course from which he was sidetracked. After completing the planned penetration of the typhoon he headed for Clark Air Base where he and his crew, on landing, once again met up with the Air Force team, this time under slightly more favorable conditions.

The two crews shook hands.

"We appreciate your assistance," said the smiling Air Force pilot.

No doubt they did.

—PR2 Robert Alexander



*From top to bottom*

# Recruiting Command

*has a new look*



Rear Admiral William M. A. Greene congratulates PO1 Kenneth E. Hedwell and wife on "Outstanding Recruiter of the Year" honor.



Admiral Elmo R. Zumwalt, Jr., and wife with recruiters at Pentagon ceremony.

**F**ROM TOP TO BOTTOM, Navy recruiting has acquired a new look. For the first time in history, the recruitment of Navy men and women has been placed under one command.

Not only has organization been altered; methods have been examined and improved, physical facilities have been upgraded and new criteria have been established for selecting the command's most important people—the recruiters and their commanding officers.

The changes merely reflect the times. After World War II, naval warfare became increasingly complicated. Well trained men were needed to use and maintain the sophisticated electronic and mechanical systems which international competition obliged the Navy to adopt.

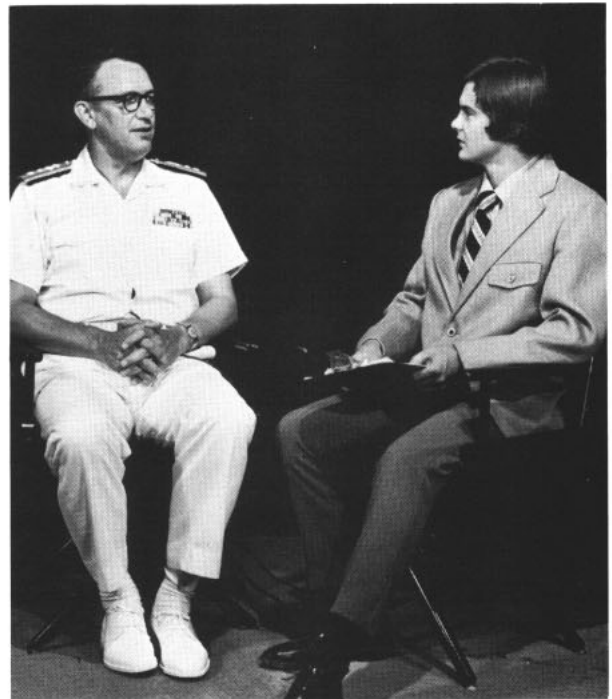
During the '60s, there was a general rise in the educational level of enlisted Navymen which enabled recruiters to fill Navy manpower requirements even though the Navy needed more and more people who could fill technical billets.

**T**HE CHANGE in educational quality is best realized when one considers that, in 1960, the Bureau of Naval Personnel's files listed only 348 enlisted men who were college graduates. By 1968 the number had increased to 7800 and today, there are more than 13,000 enlisted men who have college degrees—an increase of more than 3800 per cent in the past decade.

Although the abundance of college-trained enlisted men was certainly a welcome windfall, the Navy was under no illusion that the situation would last. The rising educational level, of course, was due to the pressure exerted under the Selective Service Law which caused high school and college students to consider a tour with the Navy.

Other factors were the Selective Service amendment which eliminated graduate school deferments and the decision of many college-educated men to join the enlisted ranks rather than to seek a commission.

If the All-Volunteer Force becomes a reality, as the Administration hopes it will by 1973, the nation's entire supply of military manpower will depend upon



RADM Greene makes TV appearance for Navy Recruiting.



Advertising is a valuable asset in selling recruits on the rewards of Navy training. This one in '69 was a winner.

the ability of recruiting teams to sell the idea of military service to one's country as a way of life.

That is a big order. Many young people today are imbued with an anti-military viewpoint. The Navy Recruiting Command, which has existed since 28 Apr 1971, will not have an easy task persuading them that a military establishment is a necessity in the less-than-perfect world in which we live.

**D**ESPITE its relatively short life, the Recruiting Command has taken some giant strides in altering its approach. It has, for example, improved its screening processes to produce a better quality recruiter. Commanding officers at recruiting stations are also of higher quality and higher rank than ever before.

Better working conditions have been provided for recruiters in the form of office space and facilities. These now compare favorably with a first-class business office located in an area, such as a shopping center, which a young man or woman is likely to visit.

The mobility of Navy recruiters has also been improved. They are being provided with new eight-cylinder cars, all of which are painted white and are equipped with air-conditioning. NAVY is spelled out on the sides in big blue letters.

Advertising agencies have been retained and an increased emphasis has been placed on public service advertising. A journalist is assigned to each recruiting station to conduct a more professional media relations program. Communication is being increased with Navy-oriented organizations and programs to reach high school and junior college students are being undertaken.

Today's prospective recruit need only visit one recruiting station to obtain information on all programs. The system under which only Regular recruiters enlisted men and women only for active duty while Reserve recruiters were confined to Reserve program enlistees has been abandoned.

**T**HE NAVAL RECRUITING COMMAND is also spending considerable effort in learning what a prospective Navyman wants, needs and aspires to. It takes the information gleaned from its studies and uses it to tailor programs to meet these desires and needs.

The Command has also retained such tried and true methods for reaching young people as taping and broadcasting concerts of rock, soul, and country and western music, then following the concert with a Navy message. These are aired on local radio stations throughout the nation.

A concerted effort has also been made by the Navy Recruiting Command to overcome personnel shortages in several specific areas such as minority groups, medical and nurse personnel, and nuclear, electronic and aviation people.

The Navy aims toward recruiting 15 per cent of its total strength from within minority groups. Of these, it hopes 12 per cent will be black men and women.

Black people represent 12 per cent of the United States' population but only a little more than five per cent of all naval enlisted men are black. The gap in the officer ranks is even wider—less than one per cent of all naval officers are black. If all goes well, this percentage will be raised to five by end of fiscal 1976.

To achieve these goals, the command has assigned minority recruiting specialists to each of the main recruiting stations and area headquarters staffs. It will be their job to tell minority groups, whether they be black, Indian, oriental, Mexican-American or others, what the naval service offers them as individuals.

**M**EDICAL PERSONNEL have long been in short supply and their recruitment is a soft spot in the Navy's efforts. Even now, the Navy must draft physicians; several hundred nurses are also needed above the number who join the Navy each year.

To make the service more attractive, the Navy has offered medical and osteopathic scholarships to physi-



cians who enter the service. There is also a scholarship program for Nurse Corps candidates who are still enrolled in nursing school.

Special recruiting teams visit medical, dental and nursing schools, but these teams are under no illusions concerning the job they must do. There is already a nationwide shortage of medical people and salaries in the civilian field are much higher than those the Navy offers.

For the young dentist, physician or nurse, however, the Navy does offer a wide range of equipment and situations which a physician, dentist or nurse might spend much of his life without seeing, using or experiencing.

Because men selected for nuclear and advanced electronics training programs must be exceptionally well qualified before they can meet the training curriculum's demands, recruiting for these programs is receiving special attention from the Recruiting Command.

Each main recruiting station has a special recruiter for these programs who is fresh from a nuclear sub or surface ship or from a seagoing electronics billet. With fresh sea duty behind him, he should be able to answer any questions which might arise.

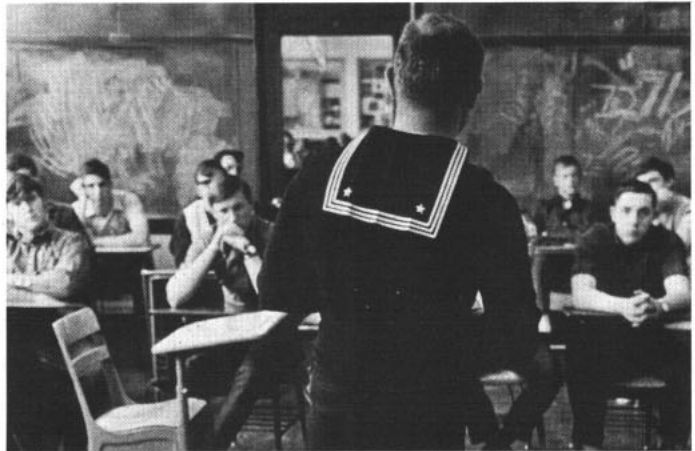
The Navy's aviation programs are also receiving considerable attention from the recruiters who usually must contact about 100 applicants for each one who passes the stringent mental and physical qualifications and actually earns his Navy wings.

A hospital corpsman is now being assigned to each station to make a preliminary examination of naval aviation candidates, thereby weeding out those with easily detected defects without further inconvenience to the candidate or expense to the Navy.

**A**LTHOUGH the Navy Recruiting Command is working hard to eliminate problem areas, most of its effort is aimed at high school graduates, because experience has proved that they are far superior to men who are not high school grads in their performance, effectiveness, motivation and retention. Hopefully 100 per cent of all new recruits will be high school graduates. For the current fiscal year, nearly 84 per cent of all enlistees held high school diplomas.

Incentives are being offered, such as a school guarantee program. A high school graduate enlisting in Boston or San Francisco may be guaranteed a school seat in one of 67 programs after recruit training. This program may be expanded later. —Robert Neil

- Right: EM1 Russ Bailey talks with high school seniors about the advantages of the Navy.
- Below: Examining recruits for the Navy in the 1870's.
- Below right: A recent swearing-in of 80 Wisconsin recruits at football halftime.



## • NAVY WIVES WRITING CONTEST

If your wife thinks she might have a flair for writing and would like to share some of her Navy experiences with others, now's the time to give her talent a whirl. The Department of the Navy is sponsoring a Navy Wives Writing Contest, open to all Navy spouses interested in conveying the positive experiences of their service-connected lives. Articles should be between 1000 and 2500 words and may be written about any facet of a Navy wife's life (for example, "Our Favorite Duty Station" or "A Career as a Navy Wife" or "How the Navy Looked After Me During My Husband's Deployment"). These subjects are merely suggestions; each writer should choose a subject which best fits her particular experience.

Entries must be submitted by 1 Apr 72 to the head of the Media Services Branch, Public Information Division, Office of Information, Navy Department, Washington, D. C. 20350. Articles will be judged by a Navy board composed of officers and enlisted people, male and female, and chaired by the head of the Media Branch.

ALL HANDS Magazine will publish the winning article in its June or July (1972) issue, and the top authoress will receive a commemorative plaque for her accomplishment.

Typewritten copy is preferred, but articles composed in neat handwriting are acceptable; in either case, use only one side of the paper. Be sure to include your name and address, and your husband's name and service/social security numbers, at the top right-hand corner of the title sheet; identify your entry in the top left-hand corner by "Navy Wives Writing Contest." Entries cannot be returned.

## • APPLICATIONS FOR NAVAL ACADEMY APPOINTMENTS DUE SOON

If you're interested in attending the Naval Academy and think you can meet the qualifications, you should see your career counselor immediately. You must submit a request for nomination to your commanding officer no later than 1 December. If your CO endorses the application, he must then forward it to the Naval Academy by 15 December--so there's no time to lose.

Each year the Secretary of the Navy may appoint 85 enlisted men from the Regular Navy or Marine Corps and 85 men from the Naval or Marine Corps Reserve (active or inactive) to the Naval Academy. This is an outstanding opportunity for qualified young men to embark on a career as officers in the Navy or Marines. Students at the Academy are Midshipmen, U. S. Navy, receiving pay of one-half an ensign's base pay per month--plus tuition, room and board. Graduates receive a Bachelor of Science degree in one of the 26 majors offered, and a commission in the Regular Navy or Regular Marine Corps. They must serve at least five years on active duty after graduation.

See your career counselor today if you're interested and can meet the following qualifications: GCT/ARI of 120 or higher; between 17 and

# briefs navy navy navy navy navy

22 years of age on 1 Jul 72; U.S. citizen; never married; good scholastic record; excellent physical condition; and a member of the naval service since 1 Jul 71.

Under another program the Secretary of the Navy, acting for the President, may appoint to the Naval Academy 100 young men who are sons of career officers and enlisted men. Appointments are limited by law to sons and adopted (prior to their 15th birthday) sons of Regular or Reserve servicemen in the Army, Navy, Air Force, Marine Corps or Coast Guard who are either on active duty (and have served continuously on active duty for the past eight years), or are retired with pay or died while retired with pay. This, however, does not apply to Reservists who retire at age 60.

In addition, there may be 40 midshipmen who are sons of members of the Armed Forces who were killed or died of, or have a service-connected disability rated at not less than 100 per cent resulting from wounds or injuries received or diseases contracted in, or preexisting injury or disease aggravated by, active service.

The deadline for applications is 31 Jan 72 for the class entering in June 1972. For additional information, the 1971-72 U. S. Naval Academy Catalogue, and application forms, write to the Superintendent, (Attn: Candidate Guidance Office), U. S. Naval Academy, Annapolis, Md. 21402.

## ● PO3s MAY USE PETTY OFFICERS' MESSES AND CLUBS IN FUTURE

Formal plans are now being drawn up which will make it possible in the future for 3rd class petty officers to patronize PO1&2 Messes and SPO Messes which will be redesignated as "Petty Officers' Messes Open." Giving advance notice of the formal conversion, Admiral Zumwalt announced in NAVOP 152 that "as one means of underscoring the responsible status of PO3s, and to provide them with an additional privilege in recognition of their position within the naval organization, "PO1&2 and SPO open messes will be redesignated as petty officers' messes open, such sections of EM clubs will become petty officers' sections, and 3rd class petty officers will be eligible to use these facilities. More details are expected in a forthcoming NavOp.

## ● ADVANCEMENT FOR VIETNAM VOLUNTEERS

Special consideration is being given to Navymen who have not met certain professional growth criteria if they volunteer for advisory duty in the Republic of Vietnam. This includes those men who have not passed an examination for advancement to CPO by the end of 20 years' active service, or who are not CPOs after 23 years and may not obligate themselves for future service. Volunteers are particularly needed in the following ratings: RD, GMG, ET, RM, YN, PN, SK, DK, CS, EN, EM and UT.

Volunteers who are accepted for duty in Vietnam are entitled to full

benefits as U. S. Navy advisors and will be granted additional obligated service sufficient for a two-year tour after completion of their Vietnam tours. In most cases, this will give the man at least six more opportunities for advancement to CPO to qualify for service to 30 years. Navy-men who wish to volunteer for this program must submit waiver requests (in accordance with BuPersInst 1133.22B) to the Chief of Naval Personnel (Pers-B2211), stating that they are Vietnam volunteers under the provisions of NavOp-166.

## ● LOCAL STORAGE OF HOUSEHOLD GOODS FOR INVOLUNTARY MOVES

If you're ordered to occupy or vacate government quarters and, because of space or other restrictions, cannot move your household goods into your new quarters, the government will pay local moving and storage costs while you're in this situation. All Navy men and women, without regard to rank or grade, are entitled to hauling and storage for any involuntary moves which are directed by competent authority. Junior enlisted people who do not have a weight allowance prescribed are entitled to the same amount as an E-4 with over four years' service. More details on this subject, which was brought up in one of 55 recommendations made by the WAVE Retention Study Group, can be found in Joint Travel Regulations, Para. M8309.

## ● FLAG OFFICER'S WRITER BILLETS FOR YEOMEN

Yeomen who are interested in working directly with the Navy's top leaders should contact the YN detailer now about a Flag Officer's Writer billet with one of the many staffs or shore activities. Those selected attend Yeoman Class "C" School at Bainbridge, Md., where a curriculum of English Usage, Naval Correspondence, Social Correspondence and Stenography is offered. Graduates receive an NEC of YN 2512/2514 and are assigned to a staff. (A brief job description can be found in the Formal Schools Catalog NavPers 91769). YN2 and above are eligible, but waivers may sometimes be granted for qualified YN3s. For more details, contact the YN detailer by telephone at OX4-8171/8365 (commercial) or 224-8171/8365 (autovon) or by letter (Pers B2151).

## ● SERVICE STANDARDS SET FOR SHIPS STORES AFLOAT

Standards of patron service for Navy Ships Stores Afloat (SSA) have been published by the Navy Resale System Office as the third phase in improving customer service throughout the Navy Resale System. The SSA standards provide a comprehensive guide for upgrading the quality of service that is to be expected from the retail and service outlets aboard ships.

More than 80 standards are listed for retail operations at sea, and another 93 items cover the services offered to Navymen aboard ships. Areas covered include hours of operation, check-cashing, suggestion boxes, special orders, refunds, merchandise and stock, selling price lists, courtesy, displays and other subjects.

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- STUDY GROUPS PROVIDE IMPETUS FOR NAVY PROGRAMS

The Navy will continue its retention study group program which has already made over 1000 recommendations to the Chief of Naval Operations and has provided the impetus for many of the Navy's new people programs. Periodically, study groups composed of Navymen from every community will meet to review new programs and policies. This feedback from the Fleet will provide a way of measuring the programs' effectiveness and will help ensure that the Navy's budget and legislative priorities are tailored to meet the needs of its people.

- MORE NAVYMEN ELIGIBLE FOR SMALL CRAFT INSIGNIA

Authority to wear the Navy's small craft insignia, which is now available at Navy exchanges, has been extended to Navymen in addition to those eligible under the categories listed in NavOp Z-51 (23 Oct 70). U.S. Navy advisors who served in "in charge" positions, and officers and men whose units were turned over to the Vietnamese Navy before they had acquired six months' eligibility as officer in charge, boat captain, etc., are authorized to wear the small craft insignia, provided their total time (operational plus advisory) on the craft equals six months or more.

- EX-NAVYMEN MAY REQUEST REVIEW OF DISCHARGES

Persons who have been separated from the Navy with Undesirable or General Discharges may request a review of their records and discharge. The review, conducted by the Navy Discharge Review Board and the Board of Correction of Naval Records, is not automatic -- it must be requested by the individual. Any person desiring a review of his discharge may contact the Navy Discharge Review Board, Department of the Navy, Washington, D. C. 20370. The following organizations also have the necessary information and provide free counsel to appear with petitioners before the board: The American Red Cross, the American Legion, The American Veterans of World War II, the Disabled American Veterans, the Jewish War Veterans of the USA, and the Veterans of Foreign Wars.

- CHECK THOSE WAR SOUVENIRS

The CNO recently cited a considerable increase in the incidence of military passengers carrying or shipping contraband explosive items, usually war souvenirs, in aircraft. In many cases, individuals are unaware of the restrictions against such transport until they're confronted by this information at air terminals. When this happens, the hazardous items are often abandoned in or near the terminal, endangering the lives of others in the area. A joint service publication is currently being developed to define clearly prohibited items and outline more stringent inspection procedures.

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

## Project Transition



MCPON JOHN D. WHITTET

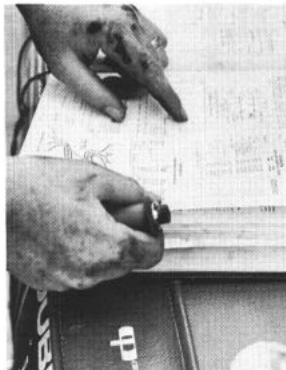
**F**REQUENTLY we hear the question, "Why isn't Project Transition afforded each person on an equal basis?" This question stems from a general misunderstanding and misinterpretation of the relationship between the over-all Transition Program and training opportunities offered through Transition.

First of all, every Navy man or woman is eligible for one or several of the services offered by the program.

Project Transition offers four interrelated services: counseling, training, educational assistance and job or training referral assistance.

The majority of personnel served by Transition receive counseling, educational assistance, and job or training referral assistance. Training is not automatically offered. Neither is an individual guaranteed nor does he rate a set amount of training time.

**Immediate right:** A former Navy SEAL Team member gains experience in his Project Transition auto repair course. **Middle right:** On-the-job training for a West Coast training course. **Far right:** Planning and paperwork are the first steps in building a TV receiver at a private industry school for training military men leaving the service through Project Transition



**O**BVIOUSLY, a nonrated man without any marketable skills—the primary target of the training portion of the program—could be released for as much training as possible. Assignment to training is based upon three factors: the needs of the man; the ability of the command to release him without replacement; and the length of his particular training program. The six-month period preceding the man's release from active duty (EAOS, transfer to the Fleet Reserve, or retirement) is the time frame during which he is eligible to participate in training provided through the Transition Program. The portion of this period that is used for training is based upon the three factors listed above.

Petty officers who, through educational achievement, previous experience, service-acquired skills and natural abilities have a readily marketable skill, are in an excellent position to negotiate civilian employment without additional training. Their participation in Transition most often consists of counseling directed toward furthering their educational goals and/or assisting them in obtaining suitable and worthwhile employment.

It is not intended to deny petty officers, as a group, the opportunity for Transition training during duty hours. It is, however, intended that their participation in training be as a result of an established need as determined by Transition site personnel and the parent command. Neither the Transition Program nor the Navy's budgetary and manning constraints can support or justify the release of personnel—during duty hours—other than those who have a bona fide need for the training.

In conjunction with Transition, the Referral Program is of special interest. This program, which was established solely for the retiree, provides invaluable assistance to the retiring Navyman seeking civilian employment.

Information for both programs is available from your command personnel office, career counselor or Transition Officer.

# Charter Flights: Repeat Performance

**D**UE TO THE SUCCESS of the charter flights arranged during the 1970 Christmas period, the Navy is continuing its charter flight program for Navy families and Department of Defense civilian employees.

These flights have been arranged by the Chief of Naval Personnel for aircraft carrying dependents to overseas destinations and returning to the point of origin with Navymen from deployed units desiring to return to CONUS for leave purposes. At the close of the charter period the process will be reversed, and the aircraft will depart the CONUS point of origin with Navymen returning to deployed units and pick up dependents for their return to the States.

**P**EOPLE ELIGIBLE for these flights include active duty military, DOD civilian employees, retired military personnel and the immediate families of people in any of these categories. This includes wives and children, parents, and brothers and sisters who live with the sponsor. Fianceses are not eligible, nor are members of the immediate family—other than wives and children—who do not live with the sponsor. An unmarried serviceman may claim his parents' home as his address and members of his immediate family living in this house are eligible. These are not Navy or charter agent decisions, but are Civil Aeronautics Board regulations concerning charter flight eligibility.

The charter agencies receive all nominations for these flights and handle all administrative details including the processing of applications, where appropriate, ticketing and distributing flight information. Shoftour is handling a round-trip flight between Oceana, Va., and Athens, Greece (20 Dec through 2 Jan; cost: \$195 plus tax), and the Davis agency is arranging a similar flight from Oceana to Nice, France (22 Dec through 4 Jan; cost: \$167 plus tax). The addresses of these agencies are:

•Davis Agency, Inc., 147-31 176th St., Jamaica, N. Y. 11434, Phone: 212-978-1100.

•Shoftour Charters, Inc., 723 Church Lane, Yeadon, Pa. 19050, Phone: 215-MA 6-1113.

**S**INCE THE BASIC PURPOSE of the Navy's charter program is to minimize the impact of extended absences on Navymen with deployed units and their families, priority consideration is given to applicants who are members of immediate families of Navymen deployed or stationed overseas during the charter period desired.

To receive this priority consideration, a person must be nominated directly to the charter agent by the sponsor's command. Nominations must be received by the agent at least 30 days before the actual flight, so the sooner you apply, the better.

A non-refundable deposit of \$25.00 is required for each nomination received by the charter agent before the chronological order of receipt priority is established. Final confirmation of seats will be made only

after the full fare has been received. In all cases, the full payment of fare must be received before the established 30-day prior to flight time deadline in order to protect priority consideration. Individuals sending payments received after the deadline will be given consideration only on a first-come, first-served basis along with all other eligibles. All individuals who are not eligible for priority consideration must apply directly to the designated charter agent.

**A**LL PARTICIPANTS in the charter program are responsible for making their own supporting arrangements, such as accommodations at the destination and securing the necessary passports or visas. Assistance with accommodations is normally provided directly to sponsors through command coordinators.

In addition to the flights listed above, two Pacific area ships—uss *Oriskany* (CVA 34) and uss *Midway* (CVA 41)—have arranged charter flights. The *Oriskany* sponsored a flight from the San Francisco area to Tokyo for the period 10-23 August, and the *Midway* flight went from San Francisco to Hong Kong from August 24 to September 3. Information concerning flights in the Pacific area later in the year will be furnished as soon as it becomes available.

## MAC Flights: At Your Service

**I**F YOU'VE FLOWN SPACE AVAILABLE ON a Military Air-lift Command (MAC) flight since 1 September, you probably noticed some changes in procedure which made traveling easier for you. If you haven't taken a MAC flight recently, you're in for some pleasant surprises the next time you do.

The services have jointly put into effect, on a worldwide basis, a new policy on space available travel which has resulted in significant improvements for servicemen and their dependents who wish to travel on MAC flights. The new system is more responsive to the travel-ready passenger, provides a more realistic list of persons who are ready to travel, and makes it easier for terminal personnel to make use of all seats which are available.

You no longer have to validate your status twice a week by roll call or periodic personal appearance, as was the case under the old system. Instead, you sign up just once—but you must be present the first time your name is called for the flight. If you don't respond and make the flight, your name is removed from the list (except in the case of an opportune flight not posted 24 hours in advance).

When you sign up as a space available passenger, you'll be able to determine how far down the list you are and, by checking the flight schedule board, you can see which flights may offer space available seats for your particular destination. All scheduled and op-

portune flights which may offer space available seats are posted at least 24 hours in advance.

When space available seats become known to the terminal personnel—which is usually 1½ to two hours before flight time—names are called in the terminal from the roster until all the seats are filled. Passengers who have registered in person at the MAC air terminal are given space available seats on a first-come, first-served basis.

### Ex-Supply Officer Claims 'First,' Switches to Line, Gets DD School

**T**HERE'S A FIRST TIME for everything and the records indicate that Lieutenant (jg) Alton D. Fryer, III, has performed a first. He not only has been authorized to change his designator from Supply Corps to Unrestricted Line, but also he has been accepted by the Naval Destroyer School. Although neither is particularly uncommon, accomplishing both at the same time is a feat no one could recall.

While assigned as the supply officer aboard *uss William R. Rush* (DD 714), the young LTJG qualified as officer of the deck (formation steaming) and as command duty officer. He qualified while the ship was on a Sixth Fleet deployment. Upon notification of his change in designator, he applied for the destroyer school and was accepted.

### Two Mercy Missions Completed By Combat Stores Ship in Med

**U**SS SAN DIEGO (AFS 6) spent a busy summer in the Mediterranean where she saved four Greek seamen and helped a Greek village preserve its historic past.

The combat stores ship spotted the Greek interisland freighter *Chion* disabled and in flames near the Greek

island of Mikonos. Arriving on the scene early in the day, *San Diego* launched three small boats and two helicopters to assist. Four *Chion* crewmembers were rescued in good condition, but another man died despite attempts to revive him. A Greek merchantman reported rescuing 10 more *Chion* crewmen. A search for two other men reported missing was conducted, with no results.

Ending the search, *San Diego* continued on to Patmos with the rescued sailors. She was invited to the island by the abbot of Patmos' monastery. The request was made through the U. S. embassy when village attempts to move air-conditioning equipment, needed to protect the ancient contents of the monastery's library, failed.

A *Sea Knight* helicopter lifted the equipment in 1½-ton loads up the 500-foot slope and lowered it into position. Then, the helo returned to the ship and picked up several pallets of material donated by *San Diego* to the monastery.

### Sub Crew's 'Increased Productivity' Results From Efforts of Distributors

**T**HERE IS NO GLAMOR in preparing a ship for the Reserve Fleet; it's a time-consuming and disenchanting task. The officers and men of the Pacific Fleet submarine *uss Menhaden* (SS 377) can testify to that fact. The pleasant prospect of good reassignment orders, though, can help alleviate the negative aspects of the inactivation and decommissioning process.

In these days of more "people-oriented" programs and planning, distribution and assignment personnel kept this thought in mind as they set about reassigning *Menhaden's* crewmen. Personnel in two separate offices—BuPers' Submarine Distribution Control Branch

## The Ladies Pledge Their Support

Nearly everyone associated with the Navy knows the mission of minesweepers, but few people outside a mine force really know the ins and outs of daily life aboard these small ships.

Recently, 50 members of the Officer, CPO and Enlisted Wives Clubs of the San Miguel Communication Station at Subic Bay, R. P., got a chance to learn about the mine force when they boarded the minesweeper *uss Pledge* (MSO 492) for a day's cruise.

Welcomed aboard by *Pledge's* CO, Lieutenant Commander Vernon L. Rosson, the guests were given guided tours through various parts of the ship. The XO, Lieutenant James Loomer, gave a running commentary on the ship's history and pointed out some of the historical sites in the Subic Bay area.

Sponsored by the executive officer of the San Miguel Communication Station, Commander Mark Hopkins, and coordinated by his wife, the cruise was the first chance for many of the wives to

see what a Navyman's life aboard a ship was really like.

"It's the first time that some of these women have been aboard a Navy ship," explained Mrs. Hopkins, "and I think that the small size of a minesweeper and its crew gives the ladies a chance to get a more personal view of shipboard life."

A simulated mine hunting exercise in the Subic Bay area gave almost every one of *Pledge's* 69 crewmembers a chance to explain his job and its relation to the over-all mission of the ship.

A steak barbecue on the fantail provided a pleasant rest before the afternoon's activities. By the time *Pledge* tied up to the pier back at Subic Bay, both the wives and sailors had learned a lot.

"I never thought they would have so many questions to ask," said one seaman, "and I never realized how much I really knew about the ship and the Navy until I started answering them."

—PH1 James A. Davidson, USN.



# A Fond Farewell to Our Shangri-La

**A**T the Boston Naval Shipyard's South Annex, *uss Shangri-La* (CVS 38), a proud old lady stripped of her armament, but not her heritage, recently joined the inactive fleet. As many of her former crewmembers watched, the famed World War II carrier was decommissioned for the third time in 27 years.

The crowd was thin at the farewell ceremony compared to the 100,000 who jammed the Norfolk Navy Yard in February 1944 when she was launched. The 40,000-ton carrier was commissioned in September of that year, but she was born in the minds of the American people more than two years earlier.

After the famous raid on Tokyo in 1942, President Franklin D. Roosevelt told newsmen at a press conference that the planes had originated from a secret base in "Shangri-La." Actually, the B-25 bombers had taken off from the flight deck of *uss Hornet* (CV 8) which had carried them to within 800 miles of Japan. It was for security reasons that the President chose to tell the press they had taken off from the mythical mountain utopia that was the setting of James Hilton's popular novel, "Lost Horizon."

The presidential quip had provided the name to honor the *Hornet's* feat, and a special fund drive by the U. S. Treasury in July 1943 provided the \$131

million needed to construct the new *Essex*-class carrier that would actually bear that name. Actually, the nation had responded to the drive by purchasing over \$900 million in war bonds and stamps.

**F**OLLOWING her commissioning *Shangri-La* was assigned to the Pacific Fleet and quickly proved herself worthy as she launched raids against the enemy's ships and industrial targets. Her numerous air strikes during July and August of 1945 earned her the nickname "Tokyo Express."

More recently *Shangri-La*, also affectionately known as "Shang," participated in an extended deployment to the Western Pacific. This time her aircraft, from Carrier Air Wing Eight, flew interdiction operations in support of the troops of the Republic of Vietnam.

Now after 27 years of faithful service to her country *Shangri-La* has been inactivated. Descendants of those same Americans who so anxiously paid for and built her, have preserved the skeleton of a ship which has reached obsolescence.

*Shangri-La* was towed to Bayonne, N. J., where she joined other ships of her age in the Reserve Fleet.

—PHI R. Pendergast

and the ComSubPac representative in the Enlisted Personnel Distribution Office, Pacific—devoted many hours of work to the chore at hand.

The result, and perhaps an all-time first, *Menhaden* personnel—down to the last man—are completely satisfied with the orders they've received. According to the Bureau's director of the officer personnel division, "increased productivity" by the sub's satisfied crew "contributed immeasurably to the early completion of the inactivation process."

## 'Passed But Not Advanced' Problem Now Under Study in Effort to Enhance Advancement Process

**H**AVE YOU STUDIED hard for an advancement examination and then been quoted as "passed but not advanced" because you were in a "tight" rate and your final multiple was not sufficiently high to qualify you for advancement? It may now be some consolation to know that the Navy has under study a number of means of giving multiple credit for being PNA'd on future examinations.

In an Enlisted Personnel Survey (NPS 70-1), about 82 per cent of the respondents indicated they would be in favor of some advancement multiple credit to be given to those who passed an examination but were not advanced due to quota limitations. There was very little difference of opinion between men of different pay grades. Owing to the overwhelming positive response, the Chief of Naval Personnel has taken under study a number of options as to how to

incorporate a PNA factor into the advancement multiple. (See last month's Navy News Briefs.)

**S**IMILAR PROPOSALS have been studied in the past but were rejected, because the studies found that the incorporation of a PNA multiple factor would favor the people who have been in longer and, in most cases, taken more tests. For example, if three points were awarded for each PNA, a PO1 with five PNAs would get 15 points for his multiple, whereas a PO1 with one PNA would get only 3 points. If both of these men passed every chief's test that they took, the first man would be favored because of his longevity—in other words, he had been able to take more tests.

A number of alternative point systems for the PNA factor have been formulated, and these are now being tested by analysts at the Naval Examining Center, Great Lakes, Ill. In their research, these analysts must determine how each change to the point system would have affected past advancement populations, and then determine whether these changes would have had a positive or negative impact on the quality of the candidate being advanced.

This study is very complex and time-consuming, but the analysts hope that it will be completed within the next six months. At that time a decision will be made as to whether or not it is possible to include a PNA factor in a Navyman's advancement multiple. If a change can be made which will enhance the advancement system, it will be used. It must not, however, detract from the equitability of the advancement process. Look for a report on a later date.

# ON THE SCIENTIFIC FRONT

## Naval Undersea Research Center Studies Sea Mammals' Migration

**A**NY NAVYMAN who sees a porpoise, dolphin or a whale with a tag on his dorsal fin, should report the sighting location to the biologists at San Diego's Naval Undersea Research and Development Center. The center has been tagging the sea mammals as part of a study of migration patterns of porpoises and associated species.

Humane methods are used to capture the sea mammals which are then outfitted with a numbered nylon disc (button tag) which is placed on the animal's dorsal fin and a radio transmitter with a depth sensor by which the animal can be tracked for 72 hours after his release.

Spaghetti-like streamers have also been affixed to the animals as they ride the bow wave of a moving vessel and freeze branding has been used on several bottlenose porpoises in Florida waters.

The success of the program, of course, depends on sighting of tagged animals and on the return of recovered tags. For that reason, scientists have requested the cooperation of commercial and sport fishermen and other seafarers. Whenever they see porpoises with tags, fishermen are asked to report the date, time, location and the description of the tag to the Marine Bioscience Facility, Naval Undersea Research and Development Center, San Diego, Calif. 92132.

**T**HE BUTTON TAGS should be visible as an animal surfaces to breathe or to ride a bow wave. The radio

tag can be seen even at a considerable distance as the small whip antenna breaks the surface of the water. The orange, yellow, white and green spaghetti tags stream to conform to the contours of the animal's body as he swims but may wave around when he is on the surface.

These are visible only at a fairly close range; however, they can't be detected at all when the animal is moving.

Tags recovered from animals washed upon the beach should also be reported. There is a small reward for all tags returned to the Center.

The results of the study so far have been encouraging. For example, a bottlenose porpoise tagged late in 1970 off Magdalena Bay, was recovered by an American tuna boat off Manzanillo, Mexico, in January 1971. In less than three months, the animal, who was previously believed to be a member of a resident population, had traveled at least 400 nautical miles.

## Prop Shroud, Patented by Officer, Protects as it Increases Thrust

**A** NEW CONCEPT for a propeller shroud has been patented by a naval officer attached to the Office of Naval Research. It is a ring or hollow cylinder made of rigid material and fitted around the propeller. Evaluation conducted by ONR has proven that the new shroud can increase the prop's thrust and protect it from obstacles.

Propeller shrouds work on the principle of the airfoil or airplane wing over which air flows faster on

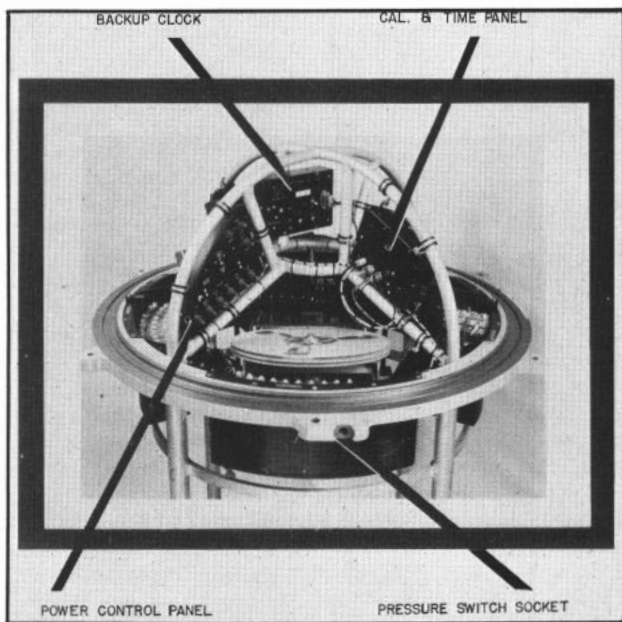
## NEW BUOY

**A** BUOY WHICH CAN BE LEFT IN PLACE for 40 days to monitor acoustic signals in the ocean's remote areas has been developed by the Naval Research Laboratory at Washington, D.C.

The buoy is anchored on the ocean bottom and monitors noises. When necessary, it can be brought to the surface acoustically or by means of a clock timer.

Although the Navy has similar devices, the new buoy has features which others lack. For example, data gathered from the new device will be uncontaminated by noise generated by wave action on extraneous mooring gear and surface floats and noise produced by attending ships. Also, since the buoy needs no logistic support, it can collect data over extended periods of time.

The buoy's framework and housing are designed for acoustic research, and the section which records ambient noise includes, among other items, four hydrophones. The acoustic signals are recorded on a four-channel magnetic tape which can operate for as long as 18 days. The system's instrumentation capsule can be moored as deep as 25,000 feet.



the top surface than it does on the bottom. The resulting lower pressure on top creates the lifting force.

In calm seas, the new shroud can be positioned to provide an upward thrust similar to that of a hydrofoil. When the sea is rough, a downward thrust can be exerted to keep the aft part of the ship down and the propeller in the water.

### Office of Naval Research Contracts With University to Eliminate Termites

**I**N SOME AREAS OF HAWAII, colonies of termites happily chomp their way through the wooden portions of every building they infest. Unfortunately, they are no respecters of government property and U. S. Naval installations are not immune. That's why the Office of Naval Research has contracted with the University of Hawaii to study ways of eliminating the pests, known as Formosan termites.

Of course, poisons may be used but the use of insecticides has ecological repercussions and, when used on termites, are not always effective, anyway. The wily insects in some cases walled off sections where insecticides had been applied so that the entire colony wouldn't be exterminated.

Researchers then thought of introducing a deadly disease into the colony, thereby doing in every termite who ever reduced a wooden building to a pile of sawdust. They selected a parasite known as nematode DD-136. It was highly infectious to all stages and castes of the termite family and was apparently just the thing that was needed.

When it's effective, it takes the nematode DD-136 about seven days to kill a termite—ample time for the diseased insect to travel through the colony spreading infection among all his friends. Large numbers of termites were therefore trapped, infected, then returned to the colony to do their dirty work.

But some termites weren't so dumb, after all. They recognized that some of their fellow wood chompers were sick and proceeded to collect them, wall them off and thereby limit the spread of the infection.

Not all colonies, however, were smart enough to quarantine their sick members and the researchers' tactics worked to a great extent. At the same time the researchers are looking around for other biological materials to do their work. The most promising agent, they suspect, will be very special bacteria and fungi which can thrive in the dark recesses of the termite galleries. When they find it, the wooden structures aboard naval bases and, indeed, the whole of Hawaii may no longer be subject to the ravages of the Formosan termite.

### Flowmeter, Using Sound Waves, Helps Monitor Divers for Bends

**N**OT MUCH IS KNOWN about how a diver gets decompression sickness. One theory holds that gas bubbles in the blood stream impede blood flow in the smaller blood vessels. If this theory is correct, a new

sensor called a "Doppler Ultrasonic Flowmeter" (DUF) may be helpful. The device is being tested under the direction of the Office of Naval Research and the Bureau of Medicine and Surgery.

The flowmeter sends sound waves which have known frequencies through predetermined places in the blood stream. When the frequency of the waves varies, because of the presence of bubbles, the machine sounds a warning.

Sheep which were made susceptible to decompression sickness were used in the tests, and results indicated that a surgically implanted DUF sensor could detect the formation of microscopic bubbles long before physical indications of the bends occur. In addition to the surgically implanted DUF, there is also a hand-held model which can monitor a human during decompression.

Use of the DUF will probably help in developing more accurate decompression tables for divers and it may possibly be used as an early warning device that will tell the diver undergoing decompression that he is about to get the bends, thereby enabling him to take preventative action before the symptoms occur.

### Silent, Carbon Dioxide Weapon Makes Sharks Float on Surface

**W**HEN NAVY SWIMMERS attached the flotation collar to the *Apollo 15* capsule, they and the astronauts used a new kind of shark protection.

The new device wasn't designed to kill the shark, only to bring it helpless to the surface and keep it there. The device consists of a dart with a hollow steel needle which can be shot from a spear gun, attached to a lance, or held in the swimmer's hand.

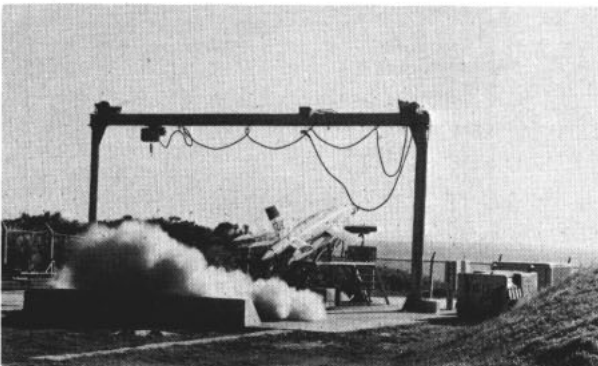
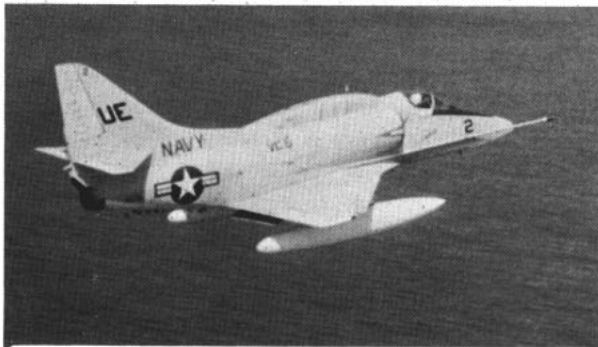
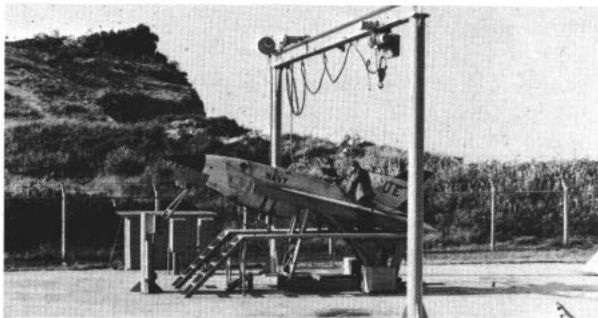
The *Apollo 15* astronauts carried a four-foot telescope lance model which is worn in a leg sheath and contains four cartridges. Each cartridge varies from the others in size so that the astronauts could cope with different-sized sharks at various depths.

Since a shark, reportedly, has an extremely crude nervous system, it is particularly difficult to kill. *Apollo 15* astronauts and swimmers, therefore, depended upon releasing carbon dioxide into the shark's body, making it float like a water toy on the surface, thus becoming a helpless "fish out of water."

Unlike many other methods used to kill or disable sharks, the carbon dioxide system is completely silent.



# DRONES



UNIQUE SERVICES ARE A TRADEMARK of Fleet Composite Squadron Five (VC-5) based at the Naval Air Facility Naha on Okinawa. Primarily assigned to provide target services for units of the Seventh Fleet in the Western Pacific, VC-5 uses many aircraft and men in fulfilling its mission.

One of the more sophisticated and expensive pieces of equipment used is the BQM-34A *Firebee* target drone.

The *Firebee* is a remote-controlled, near-sonic target. It can be either air-launched from the squadron's DP-2E *Neptune* or ground-launched from the Navy's White Beach launch facility on the eastern coast of Okinawa.

Basic mission of the target is to train ships' crews, and test weapons systems employing surface-to-air missiles and conventional anti-aircraft guns. Flight capabilities range from 300 feet to 50,000 feet at airspeeds from 300 to 500 knots. The wide range of capabilities offers flexibility to make several different types of presentations during each launch, such as an initial high altitude flight followed with another attack from a low altitude.

Providing BQM drone services to the Pacific Fleet is a demanding exercise in squadron teamwork, requiring several aircraft and countless individual responsibilities. During the pre-launch activities, a thorough checkout of the drone is made to ensure that all systems are functioning properly and that the drone will operate according to the requirements of the exercise.

Squadron personnel at White Beach must check all electrical systems and all flight controls to prevent any possible malfunctions during flight. Concurrent with the ground launch preparations, the control facilities personnel at White Beach check their equipment and also coordinate last-minute changes in the exercise with the firing ship.



**W**ITH ALL CHECKS COMPLETE, the countdown is set and a squadron A-4 *Skyhawk* is positioned to serve as a chase aircraft for the drone. As the A-4 arrives over the launch site and the signal for firing is given, the technicians within the blockhouse initiate the firing of the JATO (Jet Assisted Take-Off) rocket which fires the drone from the launch platform.

As the drone reaches flying speed, the JATO falls away and the A-4 has the responsibility of observing the drone in flight to ensure that it is responding to the electronic commands from the White Beach control van.

The drone is then ready for the exercise. As the drone begins its attack runs, the ship commences firing with either surface-to-air missiles or conventional anti-aircraft guns. The accuracy of the shooters is measured electronically by a device in the drone.

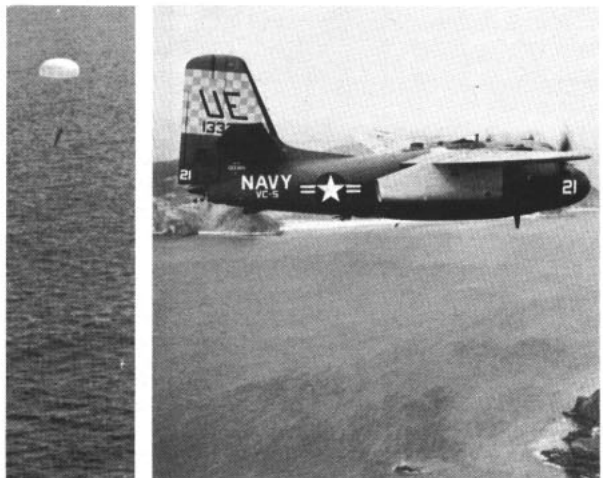
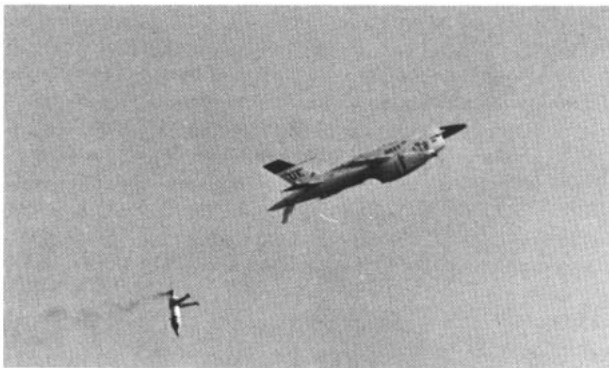
**A**FTER THE FIRING EXERCISE IS COMPLETED, the controllers return the drone to White Beach for recovery.

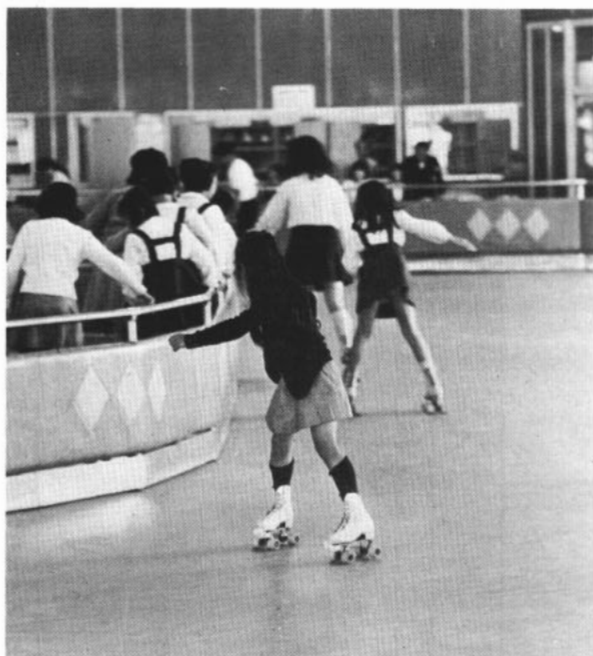
Upon a command signal, the drone parachute is deployed and a slow and controlled descent is made into the Pacific ocean. At this time, another squadron aircraft, the US-2C *Tracker* is employed in the search for the drone. With the drone in sight, a VC-5 UH-34D *Seahorse* helicopter is called in for the recovery. While hovering over the drone, crewmen aboard the helo deploy a recovery hook to lift the BQM from the water. With recovery complete, the helo then returns to the squadron area at Naha Air Base, where a thorough freshwater decontamination is completed. After a brief but thorough checkout by VC-5 personnel, the BQM-34A is again ready for another target exercise.

The squadron, commanded by Commander Alfred C. Johnson, Jr., provides prompt and versatile support for the Seventh Fleet in a proud manner. Keeping the Navy's "Sharpshooters" in trim is the squadron's primary task.



Counterclockwise from top of facing page: Drone's electrical systems are checked before launch. (2) Flight controls are given a final check. (3) An A-4 moves into position to serve as a chase aircraft for the "firebee." (4) JATO ignites as the drone is launched. (5) Shortly it will be airborne. (6 & 7) "Firebee" reaches flying speed and the JATO falls away as the run begins. (8) Parachute lowers drone into the water after run is completed. (9) Tracker aircraft begins its search for the spent drone. (10) Crewmen deploy a recovery hook to lift the BQM-34A from the water.





## ALL HANDS VISIT



**F**OR THE NAVYMAN AND HIS FAMILY arriving at Yokosuka, Japan, as well as for those living and working there, the recreation facilities provided by Fleet Activities, Yokosuka, Special Services are almost unlimited. Yokosuka Special Services is renowned throughout the Navy as perhaps the largest and best equipped operation of its type.

Whether it's day-long recreation or just an evening spent relaxing, the variety of opportunities appeals to a wide variety of tastes. Slogan of special services is the same as that of Fleet Activities—"Service to the Fleet." By providing athletic and amusement facilities for forces afloat besides Fleet Activities and tenant commands, special services makes that slogan a recreational reality in Yokosuka.

The special services headquarters building houses some of the recreation facilities and the management offices. For those who enjoy reading, the main library there boasts a selection of more than 25,000 books, including many current best sellers, reference material, college bulletins, magazines and hometown newspapers.

This library also has a large selection of classic and popular records that can be checked out or played in one of the four listening booths available. Branch libraries are maintained at the Nagai Heights Dependent Housing Area, 10 miles from the base, and at the Naval Hospital for the patients' use.

**A**T THE MAIN TOURS OFFICE, hotel and travel arrangements can be made for trips to any point in the Far East including arrangements for tickets to Tokyo theaters and plays, or to see the big-name entertainers hosted frequently on the base. In addition, the tours office sponsors weekend ski tours, sight-

seeing jaunts to local points of interest, and even shopping trips for bargain-conscious dependents.

A smaller tours and information office is maintained at the Fleet Recreation Center directly adjacent to the main dock area, for easy access by visiting sailors. A new branch of the tours office is located in a small building near the main gate.

The headquarters building also has two slot-car tracks, six pocket billiard tables, and two bumper pool tables. Many tournaments are held there, with personnel from naval commands all over Japan participating.

**C**ONVENIENTLY LOCATED on the second deck of the same building are the wood hobby shop, hobby craft shop, and hi-fi and electronics hobby shop. Anything for the "do-it-yourselfer" can be found in these shops, as there are plenty of hand or power tools and supplies. Slot cars, model trains, ships, and planes in both plastic and balsa wood kits can be found in the hobby craft shop. An ample supply of tools and wood is on hand in the wood hobby shop for carpentry enthusiasts.

Recording facilities are available in the hi-fi and electronics hobby shop, where thousands of tapes and records can be copied for private and shipboard use.

Next to the hi-fi and electronics hobby shop is the truck and car rental office so that people with wanderlust or a "load to tote," can rent a variety of cars or trucks for local or long-distance trips.

The third deck of the special services building offers a 16-lane bowling alley and a photographic hobby shop. The photo hobby shop has all the equipment and supplies necessary for one to develop and print his own black-and-white photographs.

# SPECIAL SERVICES IN YOKOSUKA



Facing page, left: The Special Services-operated skating rink. Center: A sukiyaki dinner is served aboard tatami floats. Below: One of three swimming pools operated by Special Services, Yokosuka. Pools are open all year around with the addition of a plastic "bubble."

Other hobby facilities include an auto hobby shop, with all the tools and technical manuals needed to repair almost any part of any car or truck including the body. Qualified mechanics are on hand to give advice or aid when necessary.

The family services center and the special services community center coordinate all the youth and community activity programs. Information on wives' clubs, various youth activities programs, and aid for those new to Japan are available at either of these places. The community center also schedules many of the classes in the finer points of Japanese culture including flower arranging, pattern drafting, painting, tea ceremonies and the martial arts.

**T**HREE PICNIC AREAS ARE ALSO MAINTAINED by special services: two are adjacent to the softball fields and one is at the yacht basin. Incidentally, the yacht basin boasts a quality and quantity of various sized sail and powered boats unequaled in the Navy's recreation facilities. A sailing instructor is available full-time to help the novice.

Yokosuka has been a pioneer in establishing two unique facilities not previously adopted by other special services branches in the Navy. One is Skateland, next door to the fleet lounge, and part of the fleet recreation center. There are more than 500 pairs of show skates available for use. The rink has a separate area serving both beginners and people who "haven't been on skates in years."

Another fairly recent attraction is a golf driving range enclosed in netting, for people who just want to practice their form without chasing the balls. For those who need practice in putting, there is also an attractively decorated miniature golf course.

"Ham" operators can find all the equipment they need to make contacts all over the world at the special services' Military Amateur Radio Station (MARS). Classes in radio code and theory and stateside radio-telephone service are available at the station.

The Thew Gym-Berkey Field area provides many sporting facilities ranging from basketball to wrestling, football to horseshoes. Athletic gear can be checked out for just about every use, including golf clubs for playing at nearby Hayama Kokusai Country Club or the NAS Atsugi golf course. The fleet gym, another part of the fleet recreation center, offers many of the same features for forces afloat.

**T**HE ROD AND GUN FACILITY offers a large variety of equipment and activities for sport and recreation. Skeet and trap shooting and archery are available, and there is also the opportunity to check out camping, hunting and fishing gear.

Three movie theaters are maintained by special services at the enlisted men's club, at Nagai Dependents' Housing area, and on base at the Benny Decker Theater. All movies are shown at a 25-cent charge to all authorized personnel.

During fair weather months, three swimming pools are available: one enlisted, one officer, and one for all hands — with a fourth pool being constructed. From November to March, the largest pool is stocked with trout for excellent fishing. During this time, an overall plastic cover along with a water heater renders the enlisted pool quite a comfortable place to "swim your winter away."

It can truly be said that something for every type of personality is offered by Fleet Activities, Yokosuka's Special Services; be it the outdoorsman, student, athlete, do-it-yourself hobbyist or just someone looking for some fun, it is here. The giant web of special services spreads from the base to the mountain regions of Japan, to the open sea, and to the excitement of the world's most populated city—Tokyo.

**S**PECIAL SERVICES does its very best to fulfill every need in the way of recreation for men of the fleet as well as those ashore. With facilities to satisfy both the body and the mind, it is very comforting to the Yokosuka visitor to know that some form of play, amusement or relaxation is always available—provided by special services.

—JO3 Harry M. Kaplan

# Manuals and Directives

THERE ARE MORE than 620,000 men and women now on active duty in the Navy. They're spread around the world in thousands of ships, stations and other units, doing thousands of jobs ranging from flemishing down a mooring line to commanding an incredibly complex mobile undersea missile platform.

They must all be trained to do their jobs, transferred from one duty station to another, advanced or promoted as they gain experience.

And they have human needs. They must be fed, clothed, given medical care and paid. Their families

## — A Guide for

must be cared for; they need some time off occasionally to visit loved ones; they enjoy recreation, education, music and just plain relaxation after a hard day's work. They want news, career information—and often spiritual counsel.

Running the Navy in an orderly way, taking into account all the needs of men, ships and stations, means that rules must be made on how those needs can be filled. And then the people who need to know must have copies of the rules available for easy reference.

In brief, that's why the Navy has so many publications—manuals, regulations, instructions, notices, training courses, handbooks, informational pamphlets and all the rest.

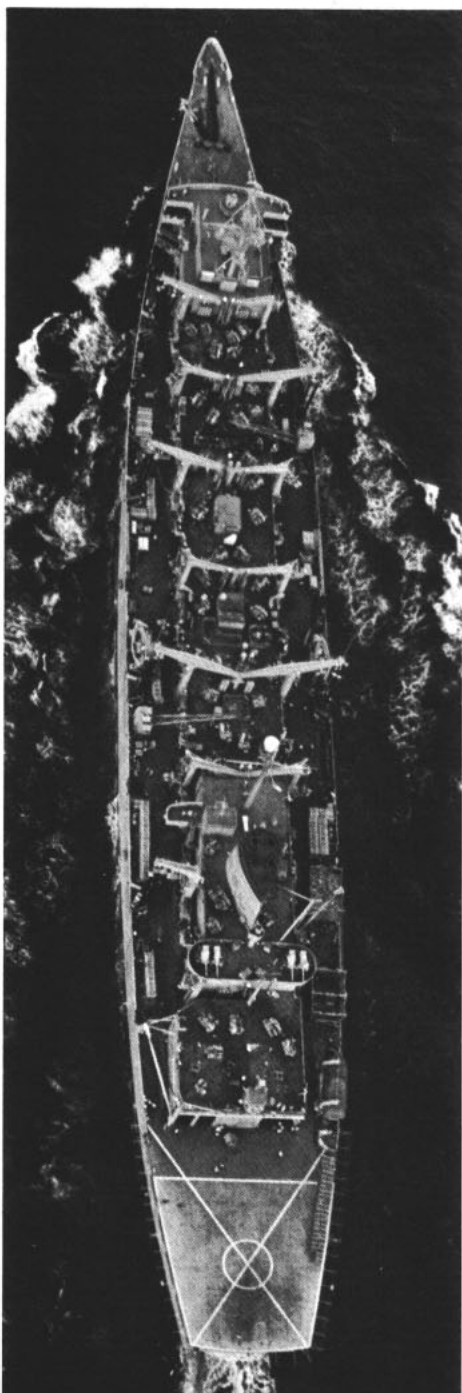
THERE ARE THOUSANDS of them—so many that it sometimes seems hopeless even to look for the information you want. (Maybe that's why many Navy-men get into the habit of asking the guy across the mess table about regulations instead of trying to find out from the books.)

But as a matter of fact, every one of the Navy's publications serves a purpose, whether it's a one-page notice or a 10-volume manual. That purpose is to put out the straight, official, legal word on some Navy policy or program that directly affects YOU.

Some of these books are intended to give the complete unabridged rules themselves; they're written in legal language, but once you plow through them, you know absolutely everything that can be known about their subject matter. The *DOD Pay Manual*, for example.

Others, usually much smaller, are meant only to give an outline of the subject so that those who are interested can find out, for instance, whether they may be qualified for a particular program. You've seen the little pamphlets in the career counselor's office on the STAR and SCORE programs. There are many other little books of this kind.

And then there are the training manuals and other how-to books. These, like the information pamphlets, aren't regulations in themselves; but they bring together the knowledge gained from decades of study and experience to present the best way the Navy has found to get something done, whether it's talking on





a sound-powered phone or doing the work required by your rating or designator.

**I**N THIS ISSUE, ALL HANDS presents a sampling of official publications which we think will be of interest to active-duty Navymen in many general fields. It includes all three classes of publications we've just mentioned, plus a few selected instructions dealing with each subject.

It isn't a complete list of all the Navy's manuals, regulations, and information and training publica-

to order them from the Naval Publications and Forms Center. The list comes in several parts, each containing the names and numbers of many of the publications of one or more commands and bureaus. Each part is updated from time to time as needed.

**T**HE STOCK LIST includes manuals, and informational publications, such as those listed below—plus other kinds of printed matter: forms, posters, lithographs, decals, language phrase books and phonograph records, and guidebooks to practically all the

# the Inquiring Navymen

tions, by any means. It takes a sizable publication (NAVSUP 2002, listed below under "Publications") just to name those that are stocked in the Navy Supply System.

But it does contain information on the *basic* pubs in each field. In most cases, if you consult one of the publications we've listed, it will refer you to still others for details on some subjects.

And we haven't tried to list the technical manuals, training manuals for individual ratings, or similar publications of limited interest.

In order to make the list more usable and to keep it from becoming outdated too quickly, we've listed only the series numbers of publications and directives. The present *BuPers Manual*, for example, is NAVPERS 15791B; we've listed it simply as NAVPERS 15791. The latest instruction on the Navy Scholarship Program, at this writing, happens to be SecNavInst 1500.4C; it's listed below as 1500.4. And we've listed hardly any notices, because of their short life.

It's important, of course, to use the latest version of a publication; previous editions are obsolete. To make sure that the copy you have is up to date, check the latest edition of the first two publications listed below under "Publications" and note the revision letter (A, B, C, etc.) If the publication gives a later alphabetical letter, your directive is out of date.

Similarly, if your copy of the Navy Scholarship Program instruction is SecNavInst 1500.4B and the catalog of instructions says that the latest version is 1500.4C, you need to get a new copy of the instruction.

Here, then, are the Navy's basic books. If you want to know anything about anything, you'll find it here.

## BASIC LISTING OF PUBLICATIONS

**Y**OU CAN FIND practically any Navy publication you want, including those listed on this and the following pages, in the *Navy Stock List of Publications and Forms, Cog Symbols 0I and 0II*, NavSup Publication 2002. This catalog lists the general-purpose ("Cog I" in official parlance) publications and forms used by the Navy, with their publication numbers and stock numbers, and provides information on how

countries of the world.

It will even help you get copies of non-Cog I publications—information on identifying and requisitioning non-Cog I printed matter is in Appendix E, Section I of the *Stock List*.

The storekeeper aboard your ship or station can help with the mechanics of ordering publications from the Naval Publications and Forms Center.

## NAVY INSTRUCTIONS

**A**S COMPREHENSIVE as the *Stock List* is, there's one class of publications that requires a separate catalog: Navy instructions. The way to find all the current instructions on any subject is to consult the *Department of the Navy Directives Issuance System Index of Unclassified Instructions*, NavPubInst 5215.4 series. This index, better known by its short title of *Index of Unclassified Instructions*, revised annually, lists all current instructions (alphabetically by subject) distributed outside the issuing Washington systems commands, bureaus and other headquarters organizations. It is updated periodically as required.

No one command will receive all the directives issued by all the headquarters organizations. Each organization uses a different distribution list to send its instructions and notices only to the commands which are directly affected by its policies. An activity may find out whether it was on the list for a certain directive by using the *Department of the Navy Directives Issuance System Consolidated Check List*, NavPubInst 5215.3 series, which is sent to all ships and stations every year and updated periodically.

If the *Consolidated Check List* shows that your command didn't receive a certain instruction, but you need a copy anyway, you may order one by the procedures outlined in NavSupInst 5215.7 *Requisitioning Procedures for Navy Departmental Instructions*.

A useful catalog for administrative offices is the *Index of Forms and Publications* sponsored by the Office of the Secretary of the Navy and Department of the Navy Staff Offices, NAVSO P-2345. Items listed in this index run the gamut from the 10-volume *NavCompt Manual* to boxes of notepaper for flag officers.

The *DOD Index of Specifications and Standards* is an important publication for naval activities. It lists unclassified federal, military and departmental specifications and standards and related standardization documents, along with private industry documents which have been coordinated for DOD use.

**I**F YOU'D LIKE to build up a personal library of Navy publications, write to Superintendent of Documents, Government Printing Office, Washington, D. C. 20402, and ask for the free *Price List 63: Navy*. This booklet lists and describes scores of books, pamphlets, posters and other publications dealing with the Navy, Marines and Coast Guard, books on navigation and naval history, and much more. The price list includes instructions on how to order publications.

Ranging farther afield, other GPO price lists describe government-sponsored books on practically every subject imaginable. Navy men and their families might find some of these subject areas of interest: Home Economics (Price List 11); Education (31); Government Periodicals (36); Tariff and Taxation (37); American History (50); Health and Hygiene (51); Infant and Child Care (ask for Price List 71, Children's Bureau); Defense and Veterans' Affairs (85); and Consumer Information (86).

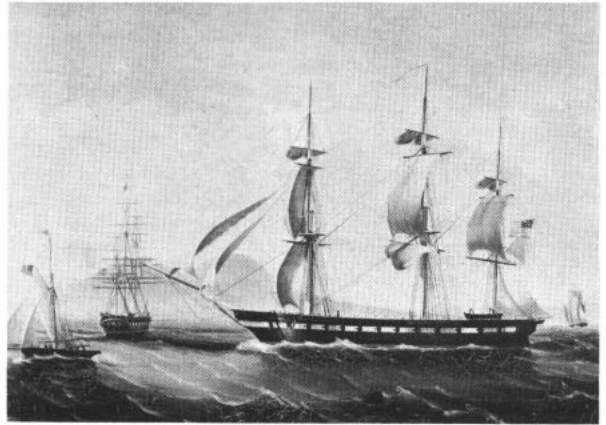
These and other price lists will be sent to you free if you write to the Superintendent of Documents at the above address.

Some useful instructions dealing with publications, with an indication of their subject matter, are:

- |                    |                                                                                                                                     |
|--------------------|-------------------------------------------------------------------------------------------------------------------------------------|
| NAVPUBINST 5215.6  | Services provided in connection with the directives system                                                                          |
| SECNAVINST 5210.11 | Standard subject classification for instructions, notices, correspondence, reports, forms, etc.                                     |
| BUPERSINST 5605.1  | Publications allowance for individual ship classes, aircraft squadrons and staffs                                                   |
| AOINST 5600.45     | Procurement, distribution, stocking and replenishment of Cog I publications                                                         |
| NAVPUBINST 5604.8  | Procedures for new and replenishment procurements of Cog I publications                                                             |
| BUPERSINST 5215.3  | Issuance and distribution of Reserve directives                                                                                     |
| NAVPUBINST 5605.13 | Daily delivery service for directives from NavSta Washington, D. C., to bureau, office and command mailrooms in the Washington area |

#### BASIC REGULATIONS

**T**HE BASIC LAWS of the Navy are *U. S. Navy Regulations, 1948*. Familiarly known as *Navy Regs*, they



Painting of USS Constellation by De Simone.

outline the general principles of Navy management: the organization of the Department of the Navy (including the Marine Corps) and the duties of CNO and his chief assistants; rights, duties and restrictions of all members of the naval service; and rules on command and precedence, discipline, quarters and messes, standards for vessels, security, supplies and money handling, and honors and ceremonies. Navy manuals and directives expand on *Navy Regs*, but they aren't allowed to contradict them.

Usually kept in the same binder with *Navy Regs* are *Navy Department General Orders*. They provide for regulation of such areas as organization of naval districts, administration of the Navy Department, and similar matters of Navywide scope such as policy on alcoholic beverages, quarantine regulations, and the Code of Conduct for members of the armed forces.

The basic regulations on disciplinary matters—the *Uniform Code of Military Justice*, the *U. S. Manual for Courts-Martial*, now JAG INSTRUCTION 5800.8—and their amplifying publications, are listed below under the heading "Discipline and Corrections."

*U. S. Navy Uniform Regulations*, NAVPERS 15665, describes the articles of the various Navy uniforms, lists required and optional items, gives guidelines about occasions on which each uniform may be worn, tells how medals and awards should be arranged, and includes notes on uniform care.

The *Navy and Marine Corps Awards Manual*, SECNAVINST 1650.1, gives the basic information and rules on all current awards, from the Medal of Honor to campaign ribbons. Included are sample citations for the various awards, lists of units eligible for unit awards, and other useful material.

#### HISTORY

**T**HE NAVY DEPARTMENT, particularly its Naval History Division, has published many books on all aspects of naval history. If you like to spend spare time refighting past battles, you'll find information on how to get books that interest you in the Government Printing Office price lists mentioned in the column at left.

One major work of the Naval History Division that

is available through the supply system for official use is the *Dictionary of American Naval Fighting Ships*. At this writing, four of its projected 10 volumes have been published, providing a list of all the ships in the Continental and U. S. navies with names beginning with A through M, a brief history of each, and appendices listing ships by type and other useful information. Stock numbers for ordering DANFS through the supply system may be found in NAVSUP P-2002; prices and information on ordering personal copies are in the GPO price lists.

Some publications on general subjects in American history and government include *Our Flag*, NAVPERS 92591; *The Congress, Our National Legislature*, DOD GEN 32, and many similar books and pamphlets.

If you become involved with gathering material for your own ship's history, you could use a copy of OPNAVINST 5750.12, a guide for the preparation of command histories. Another OpNav instruction dealing with historical matters is 4560.1, which gives information on relics to be removed from vessels being sold or scrapped.

### CEREMONIES AND CUSTOMS

**M**ATTERS OF COURTESY and ceremony are often played by ear, simply because those involved don't know that there are official pronouncements on the subject—in *Navy Regs*, for example. Two other major publications which should be checked when questions of etiquette or formality are to be decided are *Flags, Pennants and Customs*, DNC 27(A), and the *Landing Party Manual*, OPNAV P 34-03. Both are official publications with the force of directives, and both contain guidance on all kinds of ceremonies and courtesies.

A brief compilation of the rules and traditions on military etiquette is *Naval Courtesy*, NAVPERS 10013. This booklet, a reprint of an ALL HANDS special feature of February 1959, includes information on saluting, boat etiquette, and other matters of courtesy.

Music has always been a part of Navy ceremonies. The *Navy Song Book*, NAVPERS 15047A, is the official collection of Navy songs—both official (the National Anthem, "Anchors Aweigh," etc.) and unofficial ("15 Men on a Dead Man's Chest," "Barnacle Bill the Sailor," and the like).

Some directives dealing with ceremonial matters include:

- SECNAVINST 5060.20 Policy concerning initiation or similar activities
- SECNAVINST 10520.2 Procurement and use of official U. S. Navy flag
- OPNAVINST 5030.2 Display of plaques on ships and aircraft

### DISCIPLINE AND CORRECTIONS

**T**HE BASIC REGULATIONS on military life and on the courts-martial which try offenses are the *Uniform Code of Military Justice* (known as UCMJ), a copy of which is posted at prominent places in all ships

and stations, and the *U. S. Manual for Courts-Martial*, JAGINST 5800.8. The UCMJ, passed by Congress as a regulation for all the services, lists and defines offenses, trial rights, and the limitations of punishment by various levels of judicial procedures. The *Manual for Courts-Martial* explains in detail the types, jurisdiction and procedures of military trials.

**S**UPPLEMENTING THE BASIC *Manual for Courts-Martial* (now JAGINST 5800.8) are the *Manual of the Judge Advocate General* (commonly, and officially, abbreviated to *JAG Manual* (JAGINST 5800.7A), which gives further information for legal officers on how to conduct various legal procedures, and the periodical *Court-Martial Reports*, which report decisions of general interest by the Court of Military Appeals and service Boards of Review.

For those involved with detention of prisoners, the *Corrections Manual*, NAVPERS 15825, provides the basic guidance for COs operating naval places of confinement to assure uniform treatment of prisoners. It is a joint publication of the Navy and Marine Corps, approved by the Secretary of the Navy. This manual is presently out of print and not available through the supply system.

### LEADERSHIP AND COMMAND

**T**HE FATE of the Navy depends on the quality of its leaders—from the admiral in command of a fleet to the seaman in charge of a working party. As part of its continuing efforts to build good leaders at all levels, the Navy has published a great amount of material dealing with the problems and techniques of leadership.

The *Leadership Support Manual*, NAVPERS 15934, provides basic information and guidance for a leadership support program and discusses what is meant by leadership—its principles, practices and techniques.

**T**HERE'S A WEALTH of material to use in such a program—or for individuals to use on their own to make themselves better leaders. For instance, *The Armed Forces Officer*, NAVPERS 15923, outlines the philosophy, ideals and principles of leadership that both officers and petty officers can use to become better leaders, with material on responsibility, customs and courtesies, morale, and how to handle men. *The Division Officer's Guide* presents a simple technique of leadership management, which if applied in real-life supervision will help attain a high level of morale, discipline and efficiency. *Naval Leadership*, a U. S. Naval Institute publication, is another excellent presentation on the subject, covering all phases of basic psychology, moral leadership, and good positive leadership techniques.

A practical publication for leadership training is *Principles and Problems of Naval Leadership*, NAVPERS 15924. It presents down-to-earth, hypothetical situations of the kind a naval officer can expect to face, and explains the principles involved in making good decisions. It gives the situations in narrative form, useful for individual study.

## GUIDES FOR ORGANIZATION AND ADMINISTRATION

**T**HE NAVY puts out publications for managers of all kinds of activities and programs—from commanding officers down through petty officers—which tell how to organize and run things. Dozens of such manuals and other publications are listed under the areas affected in other parts of this list—special services, public affairs, career counseling, and so on.

When it comes to guides for organization and administration in specific fields, the list of publications available is almost endless. It ranges from the *Maintenance and Material Management (3M) Manual*, OPNAV 43P2, for officers and men working with that program, or the *Manual for Messes Ashore*, NAVPERS 15951, giving the regs on officer, CPO and enlisted messes, down through treatises on *Snow Removal*, NAVDOCK TP-PW-29, and similar special jobs.

Some directives of interest to organizational managers include:

- |                     |                                                        |
|---------------------|--------------------------------------------------------|
| OPNAVINST 5214.1    | List of recurring reports required by operating forces |
| BUSHIPSINST 12452.3 | Processing of beneficial suggestions                   |
| OPNAVINST 5050.19   | Preparation of executive briefings                     |
| SECNAVINST 1650.11  | Food service Ney awards                                |
| SECNAVINST 6240.6   | Pollution control program                              |
| OPNAVINST 2700.14   | Administration and operation of Navy post offices      |

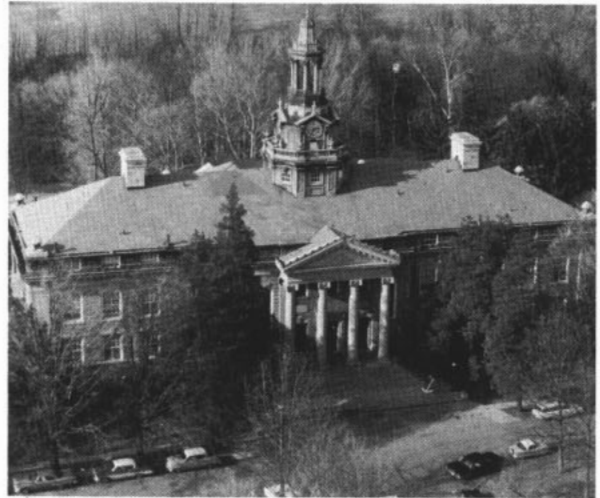
## PERSONNEL ADMINISTRATION

**A**S EVERYONE KNOWS, the basic publication on personnel matters is the *Bureau of Naval Personnel Manual*, NAVPERS 15791. The *BuPers Manual* gives the rules on practically everything that can happen to a Navyman or officer—enlistment, appointment, classification, special qualifications, distribution, advancement, promotion, leave and liberty, performance evaluations, discipline, education and training, separation and retirement. It sets up the proper method of keeping up entries in service records and contains valuable information on various personal affairs.

As you can tell from the number of references **ALL HANDS** articles make to it, the *BuPers Manual* is an invaluable reference for the career Navyman. Personal copies may be bought from GPO for \$14.00 for domestic mailing or \$17.50 for foreign mailing. Ask for catalog number D208.6/2:969.

*Personnel Management*, NAVPERS 10848, is a useful guide for all officers, especially as an introduction to the job for new personnel officers. It gives the principles, organization and methods of the Navy personnel system in a form suitable for study.

Other manuals dealing with personnel administration are listed below under the specific areas they cover.



## CAREER COUNSELING

**T**HE *Career Counseling Guide*, NAVPERS 15878, is the must reading for men taking on career counseling assignments—and is useful for division officers and others involved in career motivation. It contains information about counseling methods and techniques and suggestions on ways to disseminate career information.

Another book no counselor should be without is the *Career Information and Counselors Kit*, NAVPERS 15959. This binder contains brief sheets for quick reference to facts on Navy educational programs, officer procurement, pay, personnel distribution, retirement and other career benefits.

To help him talk to Navymen trying to decide on their future, the counselor can use the booklet *A Long Look for Short-Timers*, NAVPERS 15136. It helps the prospective reenlistee to compute the true value of his Navy pay and benefits and compare them with what he might expect in civilian life. *Comparative Occupational Pay Briefs*, NAVPERS 18436, are more specific; they compare Navy pay and benefits for particular ratings with the pay and costs of civilians in related jobs.

**M**ANY PUBLICATIONS on specific career programs are available—for instance, *SCORE*, NAVPERS 15141, and *STAR: A Special Way*, NAVPERS 15140. Others are listed under subject headings on these pages.

Some directives that should be useful to career counselors—among many others, of course—are:

- |                    |                                                    |
|--------------------|----------------------------------------------------|
| BUPERSINST 1133.3  | Navy retention program                             |
| BUPERSINST 1133.18 | VRB program                                        |
| BUMEDINST 1510.12  | Career incentives for medical and dental personnel |
| BUPERSINST 1133.13 | Incentives for STAR program                        |
| BUPERSINST 1440.27 | SCORE program                                      |
| BUPERSINST 1133.22 | Reenlistment quality control program               |



## EDUCATION AND TRAINING

**T**HE NAVY'S wide range of programs for teaching its men can be divided into two large areas: training for specific jobs and responsibilities in the Navy itself, and voluntary education for general self-improvement.

Training is done either on the job, through correspondence courses such as Navy rating courses or books dealing with job-related knowledge and skills, or through Navy service schools. Voluntary educational programs may range anywhere from individual courses taken purely for fun to full-time attendance at college to become a medical or legal officer.

**T**RAINING FOR ENLISTED men begins on the first day of boot camp, when the new recruit receives his first "blue book"—the *Bluejackets' Manual*. Believe it or not, the *BJM* isn't an official government publication; it's published by the U. S. Naval Institute, Annapolis, Md.—an organization which, despite its close ties of interest with Navymen, is not a government agency. The *BJM* gives the first introduction to the Navy and its ways of doing things—history, uniforms, customs and courtesy, regulations, organization, ships, and so on.

As an enlisted man moves up the advancement ladder, his knowledge of general Navy subjects grows both from experience and from the *Military Requirements* training manuals: *Basic* (NAVPERS 10054), *PO 3&2* (NAVPERS 10056) and *PO 1&C* (NAVPERS 10057).

In his specific field of work, he learns what he needs to know from the Navy rating manuals (the familiar blue or green books such as *QM 1&C* or *BT 3&2*), from other job-related Navy manuals (*Basic Electronics*, for example), or from attending a service school ("A" school, submarine school, and so on).

For special duties unrelated to his rating, the Navyman can consult such guides as the *Sound-Powered Telephone Talker's Manual*, NAVPERS 14005, *U. S. Navy Shore Patrol*, NAVPERS 10059, a training manual for SP members, or *Instructions for*

*Keeping Ship's Deck Log*, NAVPERS 15876.

**A** NEW OFFICER will probably have received his introduction to the Navy from *Naval Orientation*, NAVPERS 16138, the officer's equivalent of the *BJM*. It provides basic information on naval organization, courtesy, routine and regulations from the officer's point of view.

On graduation, officer candidates are issued *Useful Information for Newly Commissioned Officers*, NAVPERS 10802. Living up to its title, this booklet gives information on orders, travel, uniforms, personal affairs, daily routine and customs, records, and the professional reading that will help the new ensign to be an asset to the Navy.

A more detailed reading list is *A Reading Guide for Officers of the U. S. Navy and Marine Corps*, NAVPERS 92356. It includes titles of books on strategy, tactics, logistics, military history, international relations, technology and other areas of interest to military officers. SECNAVINST 1520.5 also includes a recommended book list.

For guidance in specific fields, officers can consult one of a multitude of manuals and courses. A sampling: *U. S. Navy Shore Patrol Manual*, NAVPERS 15106 (providing guidance for administration, operations and jurisdiction of an SP unit); *The Weapons Officer*, NAVPERS 10867; *Writing Guide for Naval Officers*, NAVPERS 10009; and even such far-out subjects as a *Space Navigation Handbook*, NAVPERS 92988.

**M**ORE GENERAL SUBJECTS of importance to all Navymen are covered in such publications as *The Department of the Navy*, NAVEXOS P-435; *The Expanding Scope of Seapower*, NAVPERS 15233, and *PW: Your Rights and Obligations Under the Geneva Convention*, NAVPERS 15239.

You can find out whether you qualify for a service school by looking into the *Formal Schools Catalog*, which lists the purpose, location, length and requirements (such as GCT/ARI scores, security clearances, etc.) for all courses at Navy schools. The catalog consists of several separate lists put out by the various Navy agencies concerned with training. The list of courses at schools sponsored by BuPers is NAVPERS 91769; other sections are published by BuMed, CNA-TRA, the Atlantic and Pacific training commands, and type commands.

Those who are directly involved with the administration of service schools need to read *Navy School Administration*, NAVPERS 10496; *Manual for Navy Instructors*, NAVPERS 16103; *Guide for In-Service Training of Navy Instructors*, NAVPERS 93338; *Fundamentals of Navy Curriculum Planning*, NAVPERS 93510; and other statements of school policy and guidance.

**O**F INTEREST to officers and POs involved with training both ashore and afloat are the *Manual for Use in the Preparation and Administration of Practical Performance Tests*, (NAVPERS 91961, and *Constructing and Using Achievement Tests*, NAVPERS 16808.

The Navy's *List of Training Manuals and Corre-*

*spondence Courses*, NAVPERS 10061, lists both officer and enlisted manuals and courses. It is revised periodically.

Rules on the Navy's voluntary educational programs are outlined in the *Educational Services Manual*, NAVPERS 15229. Designed as a guide for educational services officers, it gives the word on USAFI, GED, Tuition Aid, GI Bill, and other related matters.

If you're interested in taking advantage of courses offered by the U. S. Armed Forces Institute (USAFI) on the high school, college and vocational level, check the *USAFI Catalog*, NAVPERS 15857, which lists courses offered directly by the Institute, or the catalog of *Correspondence Courses Offered by Colleges and Universities Through the USAFI*, NAVPERS 15819, which describes courses that are ordered directly from the participating schools.

And for an overview of the Navy's entire educational program, see *Educational Opportunities in the Navy*, a reprint of the December 1967 special issue of ALL HANDS. It may be ordered through the supply system with stock number 0506-038-2000.

**E** DUCATIONAL PROGRAMS leading to a commission, such as NESEP, are discussed below under the heading "Officer Appointment and Promotion."

Here are some of the major directives dealing with education and training:

- SECAVINST 1560.3 Mission and functions of the Armed Forces information and education program
- BUPERSINST 1510.107 ADCOP program
- BUPERSINST 1520.92 Burke program for junior line officer advanced scientific education
- BUPERSINST 1520.98 College degree program for officers
- OPNAVINST 1040.4 Enlisted career educational plan and objectives
- SECAVINST 1500.4 Scholarship program
- BUPERSINST 1520.97 Procedures for application to undergraduate program



- BUPERSINST 1550.41 Foreign language education and training provided through Defense Language Program
- OPNAVINST 1500.22 Command planning guide for general military training
- BUPERSINST 1520.99 Excess leave program for law study by officers
- BUPERSINST 1520.101 Excess leave program for medical study by officers
- OPNAVINST 3500.32 Responsibilities for shipboard training organization
- BUPERSINST 1551.17 Requesting training devices

## ENLISTED ADVANCEMENT

**T**HE RULES on advancement in rate are in two separate manuals, often kept together in the same binder. The *Manual of Advancement*, NAVPERS 15989, provides for administration of the advancement system and lists all the eligibility requirements for advancement *except* professional and military qualifications.

The *Manual of Qualifications for Advancement*, NAVPERS 18068, establishes the minimum professional and military knowledge and practical standards for every rate and rating in the Navy—and for the E-3 apprenticeships. Commonly known as the *Quals Manual*, it tells you exactly how much you must know and do to be advanced to the next step of the advancement ladder. The book also outlines career paths for all ratings up through warrant officer and LDO, information on physical requirements, test information, and a table of relationships between Navy ratings and civilian jobs.

The training manual for the correspondence course in your rating includes a reading list (just before the first chapter) which you would be well advised to notice. Questions on the advancement exam will be taken from *all* the publications in that list, not just from the training manual.

You may also profit from the catalog of *Bibliography for Advancement Study*, NAVPERS 10052, which lists all the mandatory and suggested courses for each rating. If you take all the courses listed, you can't help but be an expert in your specialty—and the advancement exam should be a snap.

## OFFICER APPOINTMENT AND PROMOTION

**M**OST OF THE INFORMATION officers need about appointment and promotion is in the *BuPers Manual*. However, separate manuals and directives provide the word on special programs.

For instance, all the information you'll need on the knowledge, duties and responsibilities expected of warrant officers and LDOs is found in the *Manual of Qualifications for Warrant Officers*, NAVPERS 18455, and the *Manual of Qualifications for Limited Duty Officers*, NAVPERS 18564. Besides specifying

the requirements for appointment to each designator and specialty, these manuals include information on selection, assignment and career planning.

The Naval Reserve Officer Training Corps program is administered according to *NROTC Regulations*, NAVPERS 15034. For everyday use in the headquarters office of an NROTC unit, the *NROTC Office Procedures Manual*, NAVPERS 92539, provides detailed guidance on enrollments, disenrollments, leave and other matters of administration.

*Regulations Concerning Instruction and Administration of NESEP Students*, NAVPERS 92964, is distributed to a man entering the Navy Enlisted Scientific Education Program and to officials of the participating schools. It should answer most questions on academic and performance standards and general administration of NESEP.

The *Processing Manual for Officer and Officer Candidate Applications*, NAVPERS 15979, gives detailed information on handling applications to activities concerned.

To find out about any individual officer in the Navy—his designator, grade, date of commission, seniority, education and other vital statistics—all that is necessary is the *Navy Register* (officially known as the *Register of Commissioned and Warrant Officers of the U. S. Navy and Marine Corps and Reserve Officers on Active Duty*), NAVPERS 15108. Published annually by BuPers, the "Blue Book" lists officers both lineally and alphabetically.

For the same information on Reservists, check the *U. S. Naval Reserve Register of Commissioned and Warrant Officers*, NAVPERS 15009.

**T**HE FOLLOWING DIRECTIVES contain important rules and guidance on officer programs. The first six listed deal with opportunities for enlisted men and women to qualify for commissions.

- BUPERSINST 1120.35 Officer Candidate School programs open to active duty Navy enlisted personnel
- BUPERSINST 1120.18 Appointment of U. S. Navy personnel to warrant officer and LDO programs
- BUPERSINST 1300.36 Appointment of enlisted Navy personnel to military academies
- BUPERSINST 1120.37 Enlisted nursing education program
- BUPERSINST 1120.15 Appointment to Medical Service Corps commission
- SECNAVINST 1001.30 Medical service early commissioning program
- SECNAVINST 1000.7 Interservice transfer of Reserve officers
- SECNAVIST 1421.3 Criteria for eligibility for temporary promotion of officers
- SECNAVINST 1412.6 Procedures for temporary appointment of ENS to LTJG

- BUPERSINST 1533.64 Procedures for appointment of ROTC and NESEP graduates
- SECNAVINST 1412.7 Temporary appointment of WO1 to CWO2

## PERSONNEL CLASSIFICATION

**N**AVYMEN—both enlisted and officers—are taught a bewildering variety of complex skills. The job of identifying these skills and matching them with the jobs that need to be done is classification.

Enlisted specialties are listed in the *Manual of Navy Enlisted Classifications*, NAVPERS 15105, updated semi-annually. The NECs described in this book identify special skills which are not reflected in a man's rating, for use in identifying both billet needs and available qualifications.

The equivalent publications for officers are BUPERSINST 1210.14, which lists officer designator codes, and the *Manual of Navy Officer Classifications*, NAVPERS 15839.

The *Manual of Enlisted Classification Procedures*, NAVPERS 15812, gives specific instructions on enlisted classification, assignment and selection for recruiters, recruit training commands, and others involved in choosing the right man for the right job.

Other helps for men working in classification are the *Guide to Interviewing*, NAVPERS 15826, which is also useful for recruiters and career counselors, and *How to Use the Dictionary of Occupational Titles*, NAVPERS 15786, a guide for classifiers using the U. S. Employment Service *Dictionary of Occupational Titles*. The *Dictionary*, also available through the supply system, is a valuable aid in fitting a man's civilian experience into a Navy job.

## TRANSFER AND TRAVEL

**A**N ENLISTED Navyman with questions about the transfer system can find most of the answers in



the *Enlisted Transfer Manual*, NAVPERS 15909. The *TransMan* describes in detail the Seavey/Shorvey system, procedures for distribution of Waves, and such special matters as assignment to overseas duty, schools, special programs such as the nuclear power program, recruiting duty, and so on and on. Recently added chapters cover the assignment procedures for the top three enlisted grades and for BuPers-controlled ratings.

The *TransMan* deals with your selection for a specific duty station. The details on how you actually get yourself, your family and your furniture from one duty station to another are in *Joint Travel Regulations, Uniformed Services*, NAVSO P 6034. It sets up uniform rules for all the services on PCS or TAD travel, dependent's travel, dislocation allowances, special allowances for overseas locations, and similar matters. *U. S. Naval Travel Instructions*, NAVSO P 1459, amplify the rules in *JTR* as they apply to Navy men and Marines.

People engaged in administering and accounting for permanent-change-of-station funds receive guidance from the *Financial Management Handbook for Permanent Change of Station Travel*, NAVPERS 15982.

If you're being transferred, the pamphlet *It's YOUR Move*, NAVSUP 380, will help you arrange for getting your household goods moved properly.

If you have a specific question, turn to the *TransMan* for detailed information on PCS transfers. Here are some other directives dealing with transfers:

- |                    |                                                                                               |
|--------------------|-----------------------------------------------------------------------------------------------|
| SECNAVINST 1300.9  | Humanitarian transfers                                                                        |
| BUPERSINST 1300.26 | Overseas duty: length of tours, rotation and dependents' information                          |
| OPNAVINST 4630.20  | Foreign travel privileges for military and civilian personnel and dependents                  |
| SECNAVINST 1412.4  | Assignment to duty with joint, combined, allied and OSD staffs                                |
| SECNAVINST 4050.9  | Temporary storage of household goods                                                          |
| NAVSUPINST 4050.37 | Filing claims for damaged or lost household goods                                             |
| BUPERSINST 2340.1  | Abbreviations to be used in transfer and assignment messages                                  |
| BUPERSNOTE 1306    | Seavey cutoff dates for eligibility for transfer to shore duty (published three times a year) |

#### PERSONAL AND FAMILY AFFAIRS

**U**SEFUL INFORMATION for all Navy men is in the booklet *Your Personal Affairs*, NAVPERS 15900. It gives facts on family and survivor benefits, life insurance, banking, retirement and other areas of personal interest. Most helpful of all, the booklet tells where you can go to get help with specific problems.



Your career counselor—or on base, your Family Services Center—can often help you find answers to your questions on service benefits for you and your family. He usually has a stack of pamphlets or fact sheets such as *Military Medical Benefits Expanded*, DOD FS 38, which gives the rules on medical care for your family; the *Homeowners Assistance Plan* brochure, DOD 1304.20; the *Serviceman's Group Life Insurance Handbook*, VA 29-66-1; and many other publications on similar matters. (Some of the others are listed under other subject headings on these pages.)

**A** SAMPLING of instructions containing Navy policy on personal and family affairs would include:

- |                     |                                                               |
|---------------------|---------------------------------------------------------------|
| SECNAVINST 1741.4   | Mortgage insurance for servicemen building or buying housing  |
| SECNAVINST 5801.1   | Program, policy and information on legal assistance           |
| BUPERSINST 1760.4   | Soldiers' and Sailors' Civil Relief Act of 1940 information   |
| SECNAVINST 11101.49 | Assignment of public quarters to service members              |
| BUPERSINST 7040.3   | Dependent assistance provided by the Navy Relief Society      |
| SECNAVINST 6320.8   | Dependents' medical care                                      |
| SECNAVINST 1750.4   | Assistance in applying for dependents' passports              |
| BUPERSINST 1750.5   | Issuance of ID cards to members and dependents                |
| SECNAVINST 6320.15  | Family planning services furnished by Navy medical facilities |
| BUPERSINST 1750.8   | Navy Wifeline Association portfolio for the Navy bride        |



- SECNAVINST 1300.6 Overseas rotation and related policies affecting dependents
- SECNAVINST 1755.4 Policy on government payment of tuition for education of dependents overseas

#### PAY

FOR MOST EVERYDAY purposes, all you need to know about your pay is in the familiar little wallet-size folder, *Facts for Figuring Your Future*, NAVPERS 15132, which gives rates of enlisted basic pay and information on allowances, special pay and weight allowances for moving.

But, as you might imagine, the complete rules on such a complex subject as pay are considerably weightier. To understand the whole Navy money management system, you'd have to peruse all 10 volumes of the *Navy Comptroller's Manual*, which outlines the procedures for accounting, disbursing, budgeting, statistical reporting, and funding the operating forces.

Your CO and division officer will have to be familiar with some of the provisions of the *NavCompt Manual*, since it regulates the amount of money the ship or division can receive to do its job. But you as an individual are more likely to be affected by the *DOD Military Pay and Allowances Entitlements Manual*, NAVEXOS P 6048 (commonly known as the *DOD Pay Manual*). It tells all the rules about all kinds of pay—how much you can get under what circumstances. Basic pay, BAQ, BAS, pro pay, VRB, sea pay, special duty pay, per diem, and any other money the Navy pays to its members are all covered in detail.

Your disbursing office will often consult *Navy and Marine Corps Military Pay Procedures*, NAVSO P 3007, to keep the books balanced and the paperwork properly done.

Amplifying these basic manuals are such directives as:

- SECNAVINST 7220.57 Regulations on pay and allowances (except travel allowances)
- OPNAVINST 7220.5 Submarine pay
- SECNAVINST 11101.49 Basic Allowance for Quarters
- SECNAVINST 7220.11 Clothing allowance
- BUPERSINST 1430.12 Pro pay
- SECNAVINST 7220.53 Flight deck pay
- BUPERSINST 1133.18 Variable Reenlistment Bonus program

#### SEPARATION AND RETIREMENT

FOR NAVYMEN transferring to the Fleet Reserve or Retired List, an especially valuable publication is the *Navy Guide for Retired Personnel and Their Families*, NAVPERS 15891, which advises retirees of their rights and benefits from federal and state agencies, restrictions on employment, and family protec-

tion and survivor benefits.

Men who are getting out of the service—whether just finishing up one hitch or retiring on 30—can learn about their benefits as veterans from two information-packed booklets: *For You—From a Grateful Nation*, VA 20-67-2, and *Once a Veteran*, NAVPERS 15855. Both contain information on GI Bill educational assistance, housing and employment rights, and other benefits for former servicemen.

TO HELP THE SHORT-TIMER get ready for his adjustment to civilian life, Project Transition may give him some training in skills he will need to get a job on the outside, and provide counseling and job referral. Guidelines and suggested procedures for commands administering the program are in the *Project Transition Manual*, NAVPERS 93947, and in BuPersInst 1510.106.

As an aid to Navymen counseling men leaving the service, the *Referral Directory for Navy Veterans Counselors*, NAVPERS 15832, lists the names and addresses of agencies to contact on veterans' affairs—offices of the Veterans Administration, the American Red Cross, and other agencies. For information on job prospects on the outside, the *Occupational Outlook Handbook* (Labor Department Statistics Bulletin 1550) outlines the required training, earnings, prospects and duties of more than 700 occupations. The handbook can be ordered through the supply system with stock number 0506-059-0200. A veteran who is a college graduate can get even more specific information from the *College Placement Annual*, an unofficial publication (also available through supply—stock number 0506-052-0009) which lists companies across the country which are looking for college graduates.

Men who are being separated for physical disability should receive a copy of *Disability Separation*, NAVPERS 15863, which gives facts on procedures and benefits available to them.

Personnelmen involved in the disability separation procedure will use the *Disability Separation Manual*, NAVEXOS P 1990.

Here are some of the directives dealing with separation and retirement:

- BUPERSINST 1811.1 Nondisability retirement of regular personnel
- SECNAVINST 1811.2 Officer voluntary retirement
- BUPERSINST 1750.1 Dependent annuities under Retired Serviceman's Family Protection Plan
- BUPERSINST 1571.16 Reemployment rights for Navymen
- SECNAVINST 5350.11 National Urban League veteran's affairs program
- BUMEDINST 6620.2 Veterans' dental treatment

#### RECRUITING

IF YOU'RE EXPECTING assignment to a recruiter billet, the first book you should read is the *U. S. Navy Recruiting Manual*, NAVPERS 15838. Its a ready reference to the qualifications required of applicants for all the Navy's enlisted and officer programs, pro-

cessing procedures for enlistment, and rules for administering the recruiting service. (This manual is not available through the regular supply system; it is stocked at BuPers.)

While talking with prospective Navymen, the recruiter will often use the *Navy Career Planner*, RAD 68134, the successor to the *Navy Occupational Handbook*—an outline of the duties, skills and training of all Navy ratings to help the prospect decide on a specialty.

Both the enlisted recruiter and the CO of a recruiting station can profit from studying *Principles and Practices of Recruiting Management*, NAVPERS 15942, which gives techniques for effective management of a station. (Like the *Recruiting Manual*, this publication is stocked at BuPers only.) Also useful is *Science and Art of Navy Recruiting*, NAVPERS 15940, a compendium of techniques of successful recruiting and mistakes to avoid.

Other publications helpful to recruiters are listed above under the headings "Career Counseling" and "Personnel Classification."

### PUBLIC AFFAIRS

**N**AVY *Public Affairs Regulations*, NAVSO P 1035, is a book every journalist and PAO should know by heart. The rules it gives cover every aspect of PAO work from VIP visits to news releases.

A JO working with the base paper or ship's magazine should also be familiar with *Department of the Navy Publications and Printing Regulations*, NAVEXOS P 35, which sets up the rules governing all such publications.

If you've just been appointed PAO of your unit, or even if you've held the post for some time, you can profit from *You Have the Watch: A How-To Approach to Navy Public Affairs*, NAVSO P 3021. Designed especially for the PAO of a small unit, it gives guidelines for developing a practical, effective public affairs program.

Tips on the real spadework of putting out publications—writing and editing news, how to use various reproduction processes, and other useful material—are in the *Armed Forces Newspaper Handbook*, NAVEXOS P 2062. A companion booklet, the *Armed Forces News Style Guide*, NAVSO P 2456, provides standard usage in punctuation, capitalization, abbreviations and similar areas. The *NavNews Directory*, NAVSO P 3004, is a list of all the Navy's official periodicals, including ship and station papers and magazines.

General rules on community relations are in *Public Affairs Regs*. One special area of concern to many commands is discussed in *The Command and Minority Groups*—A Commanding Officer's Guide for Establishing Minority Community Relations, NAVSO P 2483.

Some directives having to do with public affairs include:

OPNAVINST 3150.6      Photography manual  
OPNAVINST 5070.1      Acquisition of cruise books

SECNAVINST 1710.3      Armed forces professional entertainment program overseas  
SECNAVINST 1700.8      Mission of American Forces Radio and Television Service  
OPNAVINST 3128.8      Sources for fleet units to obtain English translations into foreign languages  
SECNAVINST 5726.5      DOD support of youth opportunity programs

### SPECIAL SERVICES

**T**HE *Special Services Manual*, NAVPERS 15869, contains the policies, regs and procedures for a recreation program for Navymen and their dependents, including information on administration of recreation funds. More detailed guidance on money handling is in the *Handbook for Navy Recreation Funds Centralized Accounting*, NAVSO P 2460.

The *Guide for a Vigorous Voluntary Sports Program for Ship and Station*, NAVPERS 15975, gives practical guidelines for the special services officer in planning and managing a sports program.

If the special services officer is in charge of the library, he needs a copy of the *Naval General Library Manual*, NAVPERS 15862, for the rules on establishment, administration, operation and support of the library. For information on how to get entertainment movies for the crew, he can consult the *Navy Fleet Motion Picture Manual*, NAVPERS 15970; and the man who actually shows the flicks should study the *Projectionist's Manual*, NAVPERS 91983, to learn how to maintain and use slide opaque, and movie projectors.

### SUPPLY

**T**HE FOUR VOLUMES of the *Naval Supply Systems Manual* give the word on the complexities of keeping the Navy stocked with everything from staples and chipping hammers to anchors and trucks. It covers material procurement and expenditures; receipt, custody and stowage of goods; purchasing; clothing and ship's store operations; disposal of excess Navy property; and much more.

As for finding a specific item you need, there are two ways. Ashore, you may consult the *Federal Supply Catalog Identification List*, which contains descriptions and the all-important stock numbers for all Navy-interest items. On shipboard, the massive size of the *FSC List* presents problems in stowage and maintenance; so the *Navy Illustrated Shipboard Shopping Guide*, a smaller and more readily usable catalog of items needed afloat, was developed.

For a more thorough view of how the Navy's supply system works, you may wish to consult the following NavSup publications: *Field Purchasing* (NavSup P-467); *Afloat Supply Procedures* (NavSup P-485); *Food Service Management* (NavSup P-486); *Ship's Store Afloat* (NavSup P-487); and *Transportation* (NavSup P-488).

tation of Personal Property (NavSup P-490).

In addition, each ship has an individual *Coordinated Ship's Allowance List*, commonly abbreviated to COSAL, which lists repair parts and supplies authorized to be carried for that particular ship's needs. Handtools, office supplies, and other items which may be needed either ashore or afloat are listed in the *General Services Administration (GSA) Catalog*.

Other publications useful to supply officers and storekeepers are listed in the *Storekeeper 3&2* training course, NavPers 10269.

The *Fitting Out Guide for Prospective Supply Officers*, NavSup 251, is invaluable for officers assigned to new ships under construction. For Navy executives and managers, *Supplying the Navy*, NavPers 10487, provides a comprehensive description of the supply system.

And for the junior line officer who finds himself assigned to a supply billet on a small ship where there is no Supply Corps officer, the *Guide for Line Officers Performing Supply Duties*, NAVPERS 10779, could be a lifesaver.

### THE CHAPLAIN

**T**HE *Chaplain's Manual*, NAVPERS 15664, gives the regulations, procedures and guidelines for chaplains, their assistants, and others involved in religious work.

Besides conducting religious services (for which he can order any of several versions of the Bible through the supply system), the chaplain gives character guidance talks to groups of Navymen and counsels them individually. The Navy offers several publications to help him in his counseling task—for example, *Thoughts on Preparation for Marriage For Better and For Worse*, NAVPERS 15904; and *Our Moral and Spiritual Growth Here and Now*, NAVPERS 91962, a guide for discussion leaders in character guidance classes.

A less pleasant part of the chaplain's duties is often the responsibility of contacting the next of kin of Navymen who have died. The *Manual for the Casualty Assistance Calls Program*, NAVPERS 15879, gives advice and help to the chaplain or other officer who performs this duty and the related tasks of making arrangements for funerals, memorial services, escorts for the deceased man's family, aid to the family in applying for survivors' benefits, and other details.

Two other publications give helpful advice on the subject of funerals: the *Manual for Escorts of Deceased Naval Personnel*, NAVPERS 15955, which outlines the responsibilities of men involved in transportation of remains, and *Navy Funerals at Arlington National Cemetery*, NAVPERS 15956, which describes the duties of all participants in funeral ceremonies.

### CORRESPONDENCE

**N**O MATTER WHAT RATING or designator you're in, you'll probably have occasion to write Navy letters—or

at least memos—at various times. The rules on format for all official correspondence (margins, spacing, where to put the Froms, Tos, Refs, and so forth) are in the *Department of the Navy Correspondence Manual*, Manual, SECNAVINST 5216.5.

While you compose your letter, you may need to refer to the *Dictionary of U. S. Military Terms for Joint Usage*, JCS 1, to be sure you're using military words and phrases correctly. If you dictate the letter, *Writing Out Loud*, NAVEXOS P 1515, gives pointers on how to overcome common dictating faults and make the best possible use of dictating equipment and skills. A more general guide to improving your letters is *Better Correspondence Practices*, NAVSO P 2320-3.



When it's ready to send, you can address the letter using the *Standard Navy Distribution List*, Part 2, OPNAV PO9B3-105, the authoritative official list of all shore (field) activities of the Department of the Navy; and, if the letter is going to a commanding officer of a ship, the address will be found in the SNDL, Part 1, OPNAV PO9B3-107, classified "CONFIDENTIAL." If you're writing to a unit of another service, look into the *Department of Defense Activity Address Directory*, DSA Handbook 4140.1.

Correspondence and other office procedures are the subjects of these directives:

SECNAVINST 5211.3	Standard procedures for establishment, maintenance and disposition of files
OPNAVINST 5213.1	Forms control program for operating forces
SECNAVINST 5213.4	Index of DOD forms approved for use
NAVPUBINST 5600.5	Chap. 6, Sec. 3 - Official letterhead stationery

### SECURITY

**S**ECURITY of classified information is everybody's business. The basic directive in this field is the *Department of the Navy Security Manual for Classi-*



fied Information, OPNAVINST 5510.1, which sets up procedures for classifying documents and for safe handling of them after they've been classified.

Supplementing the *Security Manual* is the *Guide for the Handling and Control of Classified Matter*, OPNAVINST 5510.49. The *Guide* provides assistance to responsible officials (which means everyone from the CNO to the LPO of an office) in evaluating the procedures used to safeguard classified materials in order to improve security.

Every Navyman should have a working knowledge of these two manuals. Sooner or later he'll have some classified material in his charge; he should know beforehand how to keep it safe.

#### HEALTH AND FIRST AID

**T**HE TWO BASIC manuals for doctors and corpsmen are the *Manual of the Medical Department* and the *Handbook of the Hospital Corps*. The *Manual* sets down the duties of medical officers, medical service officers, nurses and corpsmen and procedures for handling medical supplies, health records and reports. The *Handbook* deals with actual techniques of treatment.

If you aren't a corpsman, probably only one chapter of the *Handbook* would be of particular interest to

you: the chapter on *First Aid*, Chapter 3. But the same information is contained in several other publications that are handier to carry around.

The basic one is the *Standard First Aid Training Course*, NAVPERS 10081. Designed for either group or individual study, the course is written for all Navyman, with emphasis on shipboard first aid.

**A**NOTHER BOOK, which ranges over a broader field than simple first aid, is the *Medical Compend (for Navy Activities to Which No Medical Department Representative is Attached)* NAVMED P-5026. Written for use on board ships or field units so small that even a corpsman is not assigned (or for use in other isolated circumstances, such as on a liferaft), the *Medical Compend* is a guide to emergency treatment of a great number of injuries and diseases using field, liferaft or shipboard medical kits.

Another aspect of medical emergency training is covered in the *Syllabus of Lesson Plans for Teaching First Aid, Self Aid and Related Duties in Mass Casualty Situations of Conventional, Nuclear, Biological-Chemical Warfare—All Non-Medical and Certain Medical Personnel*, NAVMED P5056, which needs no further introduction.

The Navy's official physical fitness program for both men and women is set up in BuPers Inst. 6100.2 series.

Some other directives dealing with health and medical matters are:

- |                   |                                                                                                           |
|-------------------|-----------------------------------------------------------------------------------------------------------|
| BUMEDINST 6820.4  | Required medical and dental professional and technical publications and books for Navy medical activities |
| SECNAVINST 6600.1 | Preventive dentistry program                                                                              |
| BUMEDINST 3500.1  | Teaching and training materials for first aid                                                             |
| BUMEDINST 6200.3  | Functions of preventive medicine units and methods of requesting services                                 |

#### SAFETY AND DAMAGE CONTROL

**S**AFETY and the closely related field of damage control are part of every job a Navyman does. All the basic training manuals cover these subjects—*Seaman, Fireman, PO 3&2, PO 1&C*, and the others.

The most complete introduction to shipboard damage control, naturally enough, is in the *Damage Controlman 3&2* (NAVPERS 10571) and *Damage Controlman 1&C* (NAVPERS 10572) training courses. The same material will be in the *Hull Maintenance Technician* training courses when that new rating is established in 1972, replacing the DC and SF ratings.

Another good text on the subject, available through the supply system, is Kelly's *Damage Control: A Manual for Naval Personnel*, stock number 0506-266-0000.

Official safety programs on base will be run in



accordance with the *Department of the Navy Safety Precautions for Shore Activities*, NAVMAT P 5100, which gives both mandatory and suggested safety procedures in all common areas of operations ashore.

*Disaster Control: Ashore and Afloat*, NAVPERS 10899, is a guide on how to minimize the effects of natural disasters or enemy action on the effectiveness of ships and stations, written for use by COs, damage control officers and CEC officers. More specialized is *Natural Disasters*, NAVDOCK P 88, a guide for public works personnel on how a shore base can ride out severe weather with a minimum of injury or damage.

**T**HE SUBJECT OF DRIVING safety has been one of such great concern to the Navy for such a long time that it would be useless to try to list all the publications that have dealt with it. The basic guide, however, is the *Navy Driver's Handbook*, NAVFAC MO-403, which contains instructions on safe driving, tips on maintenance of vehicles, and rules and regulations for drivers of official cars and trucks.

Some important directives on damage control and safety are:

- |                     |                                                                          |
|---------------------|--------------------------------------------------------------------------|
| BUSHIPSINST 9880.27 | Books, information and policy on damage control                          |
| OPNAVINST 3541.1    | Damage control training program for ships                                |
| OPNAVINST 11200.6   | Safety inspections of private motor vehicles                             |
| BUPERSINST 5101.2   | Motor vehicle safety program for off-duty military personnel             |
| OPNAVINST 5100.8    | Implementation of safety program                                         |
| OPNAVINST 5100.6    | Index of safety precautions documents applicable to the operating forces |

*And, believe it or not, that's not all. However, the foregoing report gives you an idea of what it takes to operate a ship, or run a naval station, or to manage a single shipboard division, or an entire Fleet command, or the Department of the Navy itself. Every single individual has a role to perform. The purpose of these publications is to help each of us do our jobs better, by being better informed.*

# letters to the editor

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, PERS-31, Bureau of Naval Personnel, Navy Dept., Washington, D. C. 20370.

## Uniform Poll I

SIR: In reference to your article on the new enlisted uniforms in the June issue of ALL HANDS, could you tell me what poll was taken, when, by whom, and who was polled? At the end of your article, it was said that "one chief grumbled about losing another tradition . . ." I have asked some other chiefs their feelings about the new uniform, and it seems by their response that the "grumbling" chief was speaking for the vast majority of Navy chiefs.

Today's chiefs have all worked hard for their "brown shoes and hard hats" and what pride will the new and modern Navyman have for the chief's and officer's uniforms when he gets his without the hard work and tests that are now required?—CSC (SS) F. W. E., USN.

• *The poll was conducted by the Naval Personnel Research and Development Laboratory Survey Teams on 16 and 17 Dec 1970 at Newport, R. I., Norfolk, Va., Pensacola, Fla., and San Diego, Calif. The poll was taken at the request of the Chief of Naval Operations and was announced by NavOp 99 in December.*

*The respect that the new and modern Navyman will have for the officer/CPO uniform should not diminish as he will be wearing the same uniform with equal pride. We would hate to think that the respect due officers and CPOs or any other man is just because of the type of uniform he wears.—Ed.*

## Uniform Poll II

SIR: I have two questions regarding the new dress uniform change. First, what were the age groups polled of the 1200 officers and 1700 enlisted men and why were officers polled when E-1 through E-6 Navyman will be the ones affected by this uniform change? Second, owing to the ever-increasing clothing prices, is the government going to guarantee that over the next four years (1 Jul 71-1 Jul 75) the cost of these uniforms will remain at about \$108?—SK1 M. W. G., USNR.

• *In reply to your first question, the purpose of the Navywide poll conducted in December 1970 on uniforms was to determine the reactions of*

*Navyman toward changes to the officer and enlisted uniforms. The poll was administered by experts in this field using techniques developed for quick reaction studies, and the results are representative of the total Navy population, including all ages, ranks and rates. The most popular reasons given for desiring a change to the jumper style uniforms were that it would increase personal pride, status and would provide a uniform modern in appearance.*

*In reply to your second question, the government cannot guarantee the cost of uniforms which is based on the most advantageous prices in competitive bidding by manufacturers. However, the cost of \$108 is based on price estimates for the two-year period of July 1971 to July 1973.*

*As a matter of fact, information recently received indicates the \$108.00 figure may be lowered.—Ed.*

## Fleet Reserve Facts

SIR: If an E-7 transfers to the Fleet Reserve with 25 years and six months of active federal service and no constructive time, would his retainer pay be \$509—based on 26 years' longevity—or would it be \$435—based on 25 years' longevity?—J. B. H., PNC, USN.

• *We have been informed that if an enlisted member transfers to the Fleet Reserve with 25 years and six months of service for basic pay purposes, his retainer pay will be based on the applicable basic pay for over 26 years' service. In the example given, the retainer pay would be \$509.—Ed.*

## Distinguishing Rank

SIR: Although I like the idea of the new uniform, I am curious as to how we are going to tell the rate/rank of a man when he has his coat off? We already have the same problem distinguishing between CPOs and officers in blues.—G. W. M., AZC, USN.

• *There'll be no way to recognize the rate/rank of individuals when the jacket is removed with the new uniforms. However, there's apparently been no problem in the past and none is expected in the future. In the first place, there is no provision in Uniform Regs for removal of the service dress*

blue jacket, but, in those instances when they are removed—say in the office—all one has to do is ask a man his rate or rank.—ED.

### Canon's Combat Record

SIR: I have read with interest and great pleasure your two recent articles on patrol gunboats of the Asheville (PG 84) class. However, one thing puzzled me in both instances—your stories stressed the speed and versatility of the patrol gunboat, but did not provide concrete examples of these desirable qualities.

This may have been because your article focused on gunboats stationed in San Diego, as opposed to those stationed in Guam which have actively demonstrated their utility and versatility while serving in the Republic of Vietnam.

Take, for example, the ship which it is my pleasure to command, USS Canon (PG 90). Currently she is serving her second tour in and around the littorals of the Republic of Vietnam.

In her first deployment last summer, Canon distinguished herself in combat as no other commissioned ship has in this conflict. Besides performing the usual functions of Market Time Patrol and of a naval gunfire support ship, Canon also served as an escort and patrol craft up the hazardous and enemy-infested Song Bo De.

Engaged in combat numerous times, Canon twice encountered large enemy forces and effectively impeded their actions. While serving as a riverine escort for a group of swift boats and USS Brule (AKL 28) on 14 July last year, Canon was hit in her engine room and went aground on the river's banks. Stranded for a couple of hours, she was able to right her-

self and return to Cam Ranh Bay under her own power.

Nearly a month later—on 11 August—Canon journeyed upriver again for a routine patrol. The enemy, however, had laid a trap and ambushed the ship from both sides of the river simultaneously. Canon took hits from eight B-40 rockets to port and starboard and numerous small arms rounds.

Despite the hail of fire, Canon's crew fought back sharply and escaped from the trap with all hands alive. Even so, 14 of the 28 men on board suffered wounds and three of four officers had to be medevaced.

For their heroism, the members of the crew received three Silver Stars, five Bronze Stars, and three Navy Achievement Medals, in addition to numerous lesser awards. Two higher citations are still pending.

This year Canon has again distinguished herself in the combat zone. Due to the diligent efforts of her crew, she has so far escaped the operating problems which have recently plagued patrol gunboats in Vietnam. Underway 23 of her first 25 days and 33 of the last 42 days, Canon has performed the duties of Market Time Patrol without fail and has responded with all speed available to aid a destroyer in pursuing suspected enemy trawlers.

For the past two years, Canon has had a combat record unusual for her class and, considering her size, her crew may be the most decorated per capita of any since the Korean conflict.

It is felt that an action story such as Canon's portrays the unique capabilities of the Navy's patrol gunboats. Hopefully, in the future when you plan an article on patrol gunboats, you'll consider those stationed in

Guam which also see action in Vietnam. LT S. G. Kmetz, USN.

• ALL HANDS Magazine must rely largely on individual reports from ships and other units of the Fleet for information of the nature described in your letter. Your interest in writing to ALL HANDS is appreciated, and now that we've heard about Canon we are pleased to report on her capabilities to the ALL HANDS audience.—ED.

### Musicians' Uniforms

SIR: In regard to the new dress uniform change discussed in your June issue, will Navy musicians still be authorized to wear the CPO type uniforms for special occasions, or will the new uniform (silver buttons, special hat insignia, etc.) be required instead?—MU2 W. M. F.

• Except for those serving with the Navy Band, Washington, D. C., and the Naval Academy Band at Annapolis, Navy musicians will conform in all respects with the Navy as a whole. The required changes to the current MU uniform will coincide with the conversion to the new uniforms by the rest of the Navy's enlisted men. Navy Band and Naval Academy Band personnel will remain in the uniforms currently specified by Uniform Regulations.—ED.

### Stateside MARS

SIR: I must be the 10th man to receive a given copy of ALL HANDS. I'm thinking of the April issue, which contained an article explaining the Military Affiliate Radio System (MARS).

For your information, many stateside Navy and Marine installations have MARS radio stations which send and receive morale and quasi-official messages on behalf of military personnel and dependents. These stations handle messages to overseas areas such as Japan, and to areas within the continental U. S.—AT1 R. W. L., USN.

• We know, and valuable indeed are the stateside MARS stations. The articles "Navy MARS in Yokosuka" and "Thank You, Over and Out" last April merely described the workings of MARS and used Yokosuka as an example.—ED.



• ABOVE: The patrol gunboat USS Canon (PG 90) underway off Puget Sound, Wash. She is currently serving in the Pacific.

## Steward Rate Change

SIR: I recently got approval to change my rate from TN to SN and will participate in the next Navywide exams for my desired rate. However, I am still attached to the S-5 division and was told that I cannot check out of it until an on-the-spot relief arrives for me—which prevents me from getting the training and experience now which would help me prepare for the exams. What can be done about this situation?—TN R. E. D.

●The Bureau of Naval Personnel has received similar letters from other TNs who, upon changing their rating, are unable to leave their existing billets. Many times this occurs because a relief is not on board to replace their services.

An important factor to remember is that the final decision on the use of personnel is given to commanding officers. Because you are changing your rating to better yourself and the Navy, your best bet would be to request a conference with your executive officer. Then you could bring to his attention your desire to receive training in the rating to which you're converting, and you could stress that this would be of great assistance to you in the Navywide exam. If he is unable to have you placed in your new rating, he might be able to arrange for you to have on-the-job training in a part-time status.—Ed.

## Alien's Visa

SIR: I am a naturalized citizen of the U. S. trying to bring my fiancée from the Philippines in order to get married. She is experiencing problems in obtaining a tourist visa for the U. S. Could you please advise me of the legal procedures needed to speed up her entry?—AN A. B. B.

●Under the provisions of Public Law 225, 91st Congress, approved 7 Apr 1970, an alien may be issued a visitor's visa to enter the United States for the purpose of marriage to a U. S. citizen. The marriage must take place within 90 days of her entry. Then the visa is changed from that of a visitor to an immigrant for permanent residence. Military approval is not required for marriages performed in the United States. Contact the nearest office of Immigration

and Naturalization for the applicable forms and instructions to file a petition for the entry of your fiancée.—Ed.

## Return to Philippines

SIR: If a retiring Filipino serviceman wishes to return to the Republic of the Philippines to live, is he required to pay taxes on the household effects he brings with him? And, since these taxes would be imposed by the Philippine Government, would it make any difference if the serviceman had become a naturalized U. S. citizen?—SD2 H. C. B.

●A retired Filipino serviceman who returns to the Republic of the Philippines to establish his residence is subject to tariffs imposed by the Philippine Government on the importation of his property. He is also subject to local taxes, if any, on tangible property. Whether or not the retired serviceman is a naturalized American would not be a factor. This type of tax liability is based on importation and presence of property rather than the citizenship of the owner.—Ed.

## Uniform Comment

SIR: Since the Navy has seen fit to change the uniform for all persons PO1 and below, following a poll to sample public opinion, why then is it planned to do away with the service dress khaki blouse for officers and chiefs? I recall no poll regarding this or the phasing out of the service dress whites, both of which are sharp and distinctive uniforms that I, for one, would like to see retained.—HMC O. H., Jr.

●It appears that the CPO Service Dress White uniform has never been popular, since over the years it has been the subject of more letters of complaint than any other article of uniform. Initial reaction to its phasing out has been very favorable.

As for the Service Dress Khaki uniform, it similarly has been most controversial. Because of its nature, it was never accepted as a true dress uniform and it is inappropriate for a work uniform. Its deletion is a major step forward in eliminating expensive items from the officer/CPO bag which are not popular with the great majority.—Ed.

## Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Pers-P31, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

●USS ABSD 1—A reunion, for July 1972, is now in the planning stages. Contact Robert Tuxford, 349 W. 150 St., Harvey, Ill. 60426, for more information.

●USS Lexington (CV 2)—The 19th annual reunion will be held 21-24 Jun 1972. RADM Marvin P. Evenson, USN (Ret), will be the keynote speaker. Contact LCDR Walter D. Reed, USN (Ret), 5410 Broadway, Oakland, Calif. 94618, for details.

●USS Attu (CVE 102)—Reunion is planned for 18-19 Aug 1972 in Kansas City, Mo. Details are available from Louis Perazzo, 232 Sequoia Dr., San Anselmo, Calif. 94960.

●Patrol Squadron 1 (VP 1)—A reunion during the summer of 1972 is in the planning stages. For information, contact CDR J. A. Corsi, AIMD, NAS Whidbey Island, Wash. 98277.

●CASU 17—This unit, which started in 1943 and occupied Tarawa, is attempting to contact former members for a proposed reunion in 1973. Send your name and address to Harry V. Minnich, 876 Cliffside Dr., New Carlisle, Ohio 45344, or to RADM Wm. H. Ginn, USN (Ret), 10936 Chalon Rd., Los Angeles, Calif. 90024.

●Enlisted "Blue Angels" Crewmembers—All former enlisted "Blue Angels" crewmembers interested in a reunion and future social gatherings are invited to contact AFCM T. R. Black, Career Information Team, Chief of Naval Air Training, Pensacola, Fla. 32506.

●USS Essex (CV 9)—A reunion will be held 3-5 Aug 1972 at Oklahoma City for all ship's crew and members of air groups who served aboard the carrier. For information write, USS Essex (CV 9), Inc., P.O. Box 10123, Louisville, Ky. 40210.



SN Robert Pesce



LCDR Billups E. Lodge



LCDR(SC) Melville C. Murray



IC1 Jeremiah H. Paoli



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LTJG(SC) Frederick W. Weil



DMSA Robert J. Benson



# TAFFRAIL TALK

**W**HATEVER YOUR NAME IS, when you write to the Veterans Administration, be sure to include your full name, address and claim number, if you have one. It will help the VA process your inquiry and, as a result, you'll get a much speedier response.

There's good reason for this advice—VA's master index file, which is one of the largest in the federal government, contains 34 million names, and many of them are duplicates. Take the name Smith, for instance. There are 315,400 of them on file at the VA, as well as 215,440 Johnsons. Williams appears 159,160 times, Jones 150,520, and Brown 149,000.

There are also many other notable names in the VA file—like 1860 people named Robert E. Lee, 47 named Ulysses S. Grant, and the 600 George Washingtons.

Unusual names? The VA has those, too,—like "Love-n-Kisses Love" or, for racing fans, Christopher Runs Above, Clarence Everett Runs, and Gene Runs Close. The master file can even put you in the holiday spirit—it includes the "Claus" family 950 times, the "Noel" family 2300 times and other festive names such as Choice Christmas, G. I. Christmas, Nick Christmas and Saint Christmas.

And then, of course, there's always Samuel Kauionaleiniano-kauakukalahale Kupihea, and good ole Lleiusszuieusszszes Hurrizissteizzii—which, believe it or not, are the real names of real people.

★ ★ ★

**"THIS IS MAJOR BROWN, I have the deck."**

Major Who? What deck? Well, as a matter of fact, it was Army Major Charles Brown (that's right, Charlie Brown) taking the deck of *uss New Orleans* (LPH 11) as she steamed into Subic Bay—and, we might add, just after he had qualified as an officer of the deck, underway.

Attached to TACRON 13 Det Alfa on exchange duty aboard *New Orleans*, Major Brown devoted a great deal of time to studying and watchstanding in the OOD training program. In addition to his regular duties with the TACRON, he stood normal rotation JOOD, shot stars with the navigator, and qualified as CIC watch officer.

In view of his formidable task of cross-training from Army and aviation terminology and practice to practical seamanship, it was fitting that Major Brown's first watch as OOD was not simple independent steaming, but an entry into a WestPac port in company with another ship.

An Army helicopter pilot, Major Brown felt right at home aboard the helo carrier, which serves as flagship for the Seventh Fleet Amphibious Ready Group ALFA.

★ ★ ★

A lot is written about aviation safety—in the air. But what about all that traffic on the ground? Such aircraft moves, commonly known as "ground flights," must be carried out with skill and precision if the moves are to remain accident-free. TRARON 28 has done just that—the squadron's Ground Support Equipment Personnel recently completed their 10,000th accident-free aircraft move.

*The All Hands Staff*

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

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number is not received regularly.

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

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

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• **AT RIGHT: SCHOOL FOR FIRE-FIGHTERS**—Instructors provide on-the-job training in extinguishing magnesium fire at Fleet Training Center Firefighting School, U. S. Naval Station, San Diego, Calif.—Photo by PH3 Jeffrey L. Black.



**ON THE BEAM...**

**PLOTTING A STRAIGHT  
COURSE TOWARD  
ADVANCEMENT IN THE  
CAREER NAVY**

