

ALL HANDS



DECATUR



JOHN PAUL JONES

DAHLGREN



FARRAGUT



BAINBRIDGE



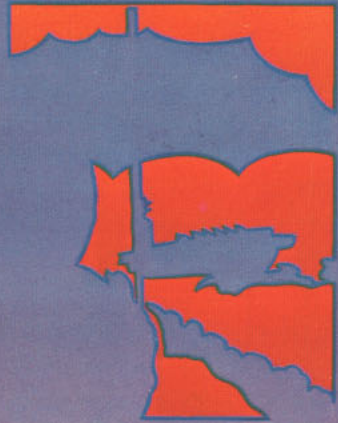
MAHAN



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OCTOBER 1972

PERRY



DEWEY





ALL HANDS

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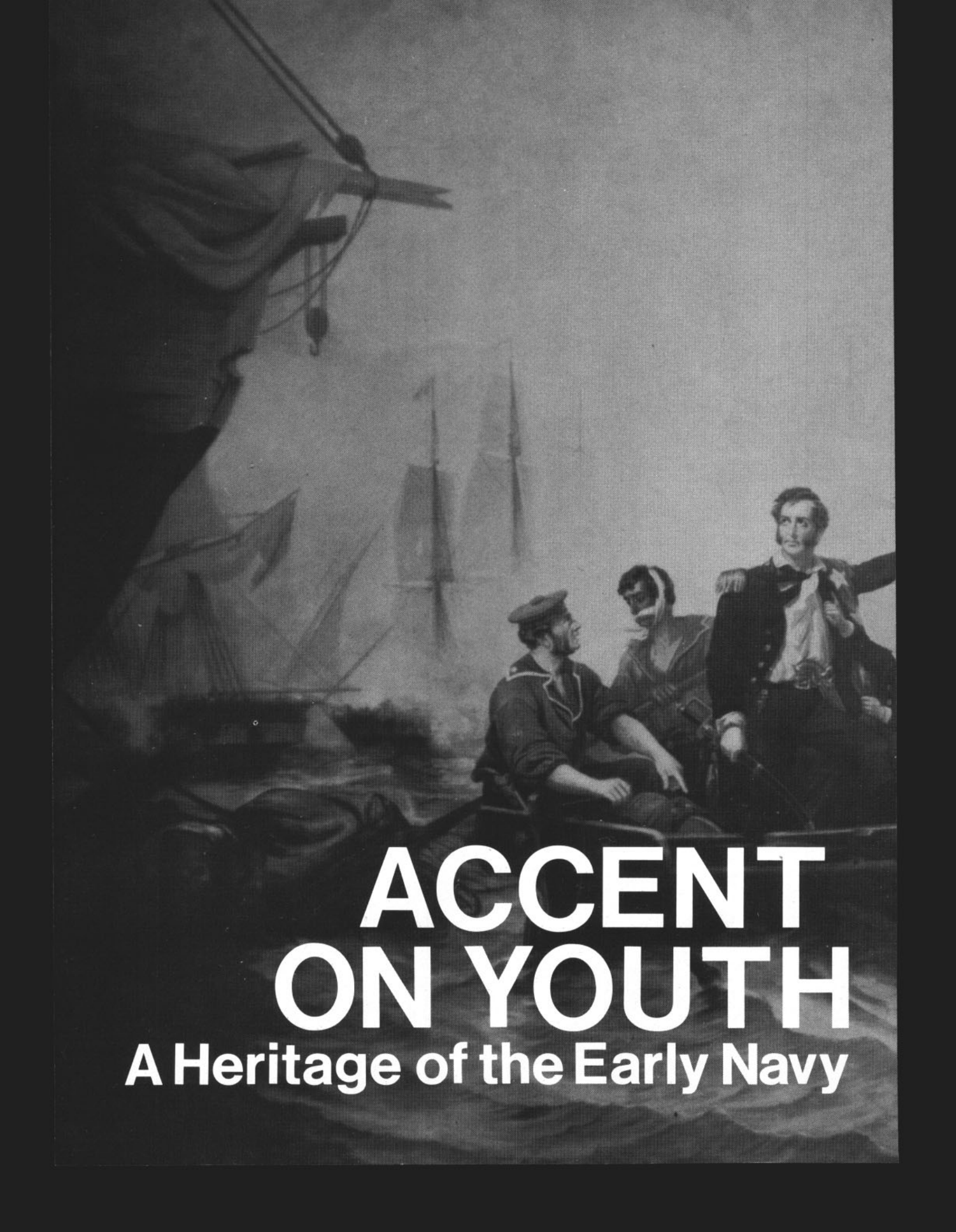
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• **FRONT AND BACK COVERS: TRADITIONS AND THE MEN** whose influence helped form the modern, scientific Navy are the subject of this month's issue. In celebration of the Navy's 197th anniversary, ALL HANDS honors a representative group of great leaders whose influence is felt in the New Navy as exemplified in representative scenes of men at work. Front cover design by JOC Bill Wedertz; back cover design by JO3 Dale K. Wagner.

• **AT LEFT: THUMBS UP FOR THE NAVY LIFE**—This photograph of flight quarters aboard USS Saratoga (CVA 60) was taken with a fisheye lens positioned between the catapults. Photo by PH1 Arnold A. Clemons.





ACCENT ON YOUTH

A Heritage of the Early Navy



ANYBODY WHO GOES on board a Navy ship can't escape the conclusion that the modern Navy places an accent on youth. Even in the days of sail the Navy had a youthful appearance—one might even say a boyish look, for in those days young men still in their teens were sometimes placed in command of ships. There was even one midshipman in the 19th century who was commissioned at the age of three (although he wasn't ordered to report until he reached the ripe old age of eight).

A successful 12-year-old today might be the youth who swings a mean bat in sandlot baseball and pleases his proud parents with passing grades on his sixth-grade report card. The young nippers of the late 1700s, early and mid-1800s had other things to do. David G. Farragut, for example, served as prize skipper on a captured British ship and celebrated his third

year of active duty as a commissioned naval midshipman when he was 12.

Destined to become the first admiral in the United States Navy, Farragut's early indoctrination was not exceptional; many young men of the early Navy went to sea at a tender age. In an era when the Naval Academy and formal recruit training were yet unborn, Navy men learned their profession on the quarterdeck and before the mast.

WHICH BRINGS US BACK to that youthful Navyman who got started at the age of three. This was young Samuel Barron, who belonged to a family that was so nautically minded that 21 of its 27 male members followed the sea. In fact, Samuel's family had a motto to the effect that there was "always a Barron in the Navy." Young Samuel became a Navyman (oops,

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a Navy babe) because his Uncle James had been suspended from 1808 to 1813, thereby, for all practical purposes, depriving the Navy of a Barron.

Naturally, this was quite a blow to such a salty family and someone, between 1810 and 1812, conceived the idea of securing a midshipman's warrant for young Sam'l. Before the tot learned to stand steadily on his land legs, he was commissioned into the sea service.

As stated before, he had to wait until he was eight before being ordered to report to Norfolk Navy Yard in 1816. His first cruise was in his 11th year, in the Mediterranean. After that, he fought pirates when he was only 14, sailed in the frigate *Brandywine* which carried General Lafayette back to France in 1825 and made lieutenant after being a midshipman for 15 years. He commanded several warships, guarded Americans in Syria and Liberia, and sailed many seas. During the Civil War, he became a flag officer of the Confederate naval forces in Europe and died on 26



Feb 1888 at the age of 79. His record as midshipman at the age of three is likely to stand for quite a while, and perhaps for good.

OF COURSE, a naval career beginning at age three was pretty unusual even in the 18th and early 19th century American Navy (although not in Europe). John Paul Jones, who first went to sea at age 12 as a cabin boy on board a Scottish merchant ship is more typical of the seagoing youngsters who made

history in our early Navy. Born simply John Paul (Jones was added later), the young sailor was 17 when he achieved the rate of third mate. He obtained his first command through default after the death of the master and chief mate of a brigantine in which he sailed from Jamaica to Scotland. Young John Paul brought the ship in safely and was appointed master by her owners.

It wasn't until 1774 that John Paul Jones became seriously involved in the affairs of Britain's American

colonies. It was then that he met Joseph Hewes, a member of the Continental Congress, who persuaded Jones to go to Philadelphia where, in 1775, he received a commission as a senior lieutenant in the newly formed Continental Navy.

Sailing in *Alfred*, a ship having 20 nine-pounders, Jones reached the Bahamas in March 1776 where his knowledge of the islands' topography led to the bloodless capture of New Providence together with considerable ordnance.

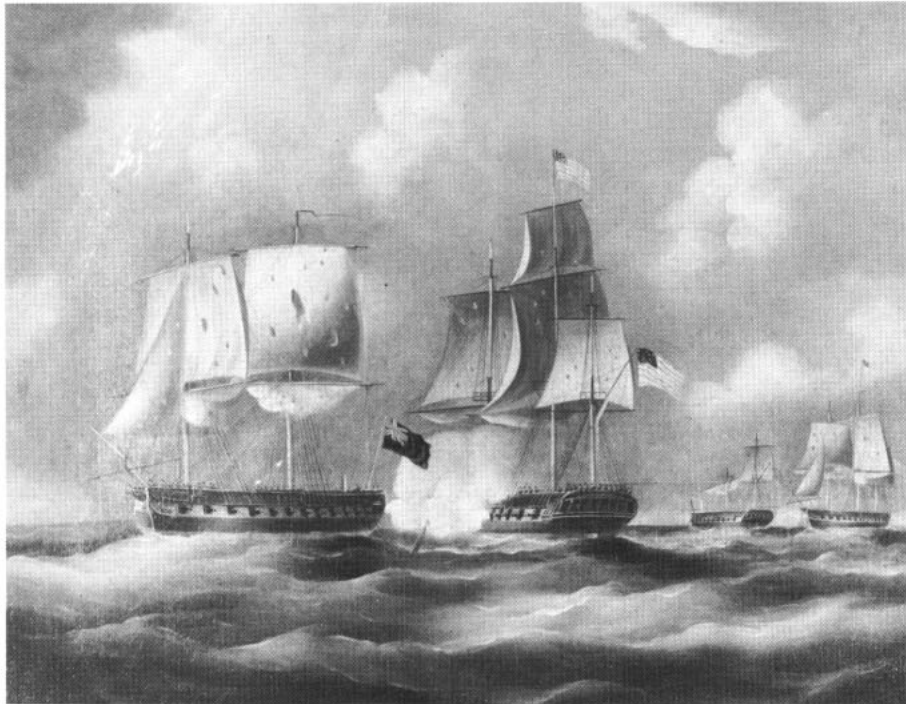
Jones was placed in command of the sloop *Providence* and given a commission. In a cruise which lasted nearly seven weeks, Jones twice outsmarted the British frigates *Solebay* and *Milford*; took eight ships as prizes and sank or burned eight additional ships—not a bad record even for someone named John Paul Jones.

ON 14 JUN 1777, the same day the Stars and Stripes became our official national emblem, Jones was placed in command of the newly built *Ranger* and, in November, sailed for France bearing the news of Bur-

dition actually got underway. Jones was in the now legendary *Bonhomme Richard* which was named in honor of Benjamin Franklin and his "Poor Richard's Almanac." The fleet, in addition to *Richard*, consisted of *Alliance* (a U. S. ship commanded by the French Peter Landais), two small French ships, *Pallas* and *Vengeance*, and three privateers which soon left the fleet.

It was off Scarborough, England, on 23 September that Jones, aboard *Bonhomme Richard*, fought one of the more famous battles of naval history. His small squadron met a Baltic convoy of British merchant ships protected by *Serapis*, which was rated at 44 guns (actually, she had 50). Another formidable opponent was the British *Countess of Scarborough*, with

Far left: The French were the first foreign power to recognize the American Flag as it flew on board *Ranger* in Quiberon Bay. Center: A portrait of John Paul Jones. Below: Action between Jones' *Bonhomme Richard* and the British *Serapis*.



goyne's surrender. In Paris, the U. S. commissioners there gave him permission to cruise European waters and, before sailing, he received the first salute given by the French Fleet to our new ensign in Quiberon Bay on 14 Feb 1778.

There were encounters at sea which so impressed the French that, when Jones returned to Brest on 8 May, he found himself a hero whom the French Minister of Marine tagged for a future foray; however, it wasn't until the middle of August 1779 that the expe-

dition actually got underway. Jones was in the now legendary *Bonhomme Richard*, it might be noted, had only 42 relatively light guns, some in doubtful condition.

During the fight, *Richard* and *Serapis* became locked together in a death embrace which lasted for more than three hours. The situation was desperate for *Richard* and wasn't helped by *Alliance*, which should have been Jones' ally but which, instead, sailed around both *Serapis* and *Richard* firing indiscriminately. The two ships were in worsening condition.

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When the British captain, Richard Pearson, finally struck his colors, *Bonhomme Richard* was sinking and Jones had to transfer his crew to *Serapis* which was only in slightly better condition than *Richard*. Ashore Jones brought charges against Landais, who nevertheless escaped punishment. Jones, on the other hand, was given the hero's treatment which he deserved. Louis XVI presented him with a gold-hilted sword and made John Paul Jones a Chevalier of France. Later Jones also received the thanks of Congress for his victory.

THOMAS TRUXTUN WAS ANOTHER of our early Navy's juvenile sailors. He was born in 1755 and, when he was only 12 years old, went to sea in the London



trade and was importing powder when the American Revolution began. The 20-year-old Truxtun became the skipper of his own ship, and shortly after joined up as a Revolutionary privateer.

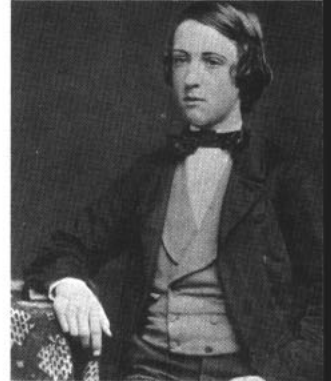
Privateers, in those days, were authorized by a government to prey upon the enemy's shipping—a relatively profitable undertaking, inasmuch as everybody on board a ship which took a prize usually benefited financially when the prize was sold. For the captain, the sum was usually substantial and even the lowliest seaman received a few gold coins to spend ashore.

In 1794, Truxtun was appointed to the rank of captain by President Washington and oversaw the work on *Constellation* as she was being built at Baltimore. Later, he commanded her when France and the young American republic were at sword points over liberties the French were taking with United States ships on the high seas.

Truxtun became famous in 1799 when he took the French *Insurgente* in a spectacular fight off the island of Antigua. His reputation was enhanced when, a year later, he defeated France's *Vengeance*, driving her into the port of Curacao. *Vengeance*, with no masts or sails, was eight days getting into Curacao.

PERHAPS TRUXTUN'S own account of his battle with *Insurgente* best tells what happened off the Caribbean island of Nevis on 9 Feb 1799:

"I continued bearing down on her and at a quarter



past three P.M. she hailed me several times; and as soon as I got into a position for every shot to do execution, I answered by commencing a close and successful engagement which lasted until about half past four P.M., when she struck her colors to the U. S. Ship *Constellation* and I immediately took possession. She proved to be the celebrated French national frigate *Insurgente* of 40 guns and 409 men, lately out from France, commanded by Monsieur Barreaut, and is esteemed one of the fastest-sailing ships in the French Navy. I have been much shattered in my rigging and

sails and my foremast rendered from wounds, useless—you may depend the enemy is not less so. . . .

"I must not omit in this hasty detail to do justice to M. Barreaut; for he defended his ship manfully, and from my raking him several times fore and aft, and being athwart his stern, ready with every gun to fire, when he struck his colors, we may impute the conflict not being more bloody on our side; for had not these advantages been taken, the engagement would not have ended so soon; for the *Insurgente* was completely officered and manned."

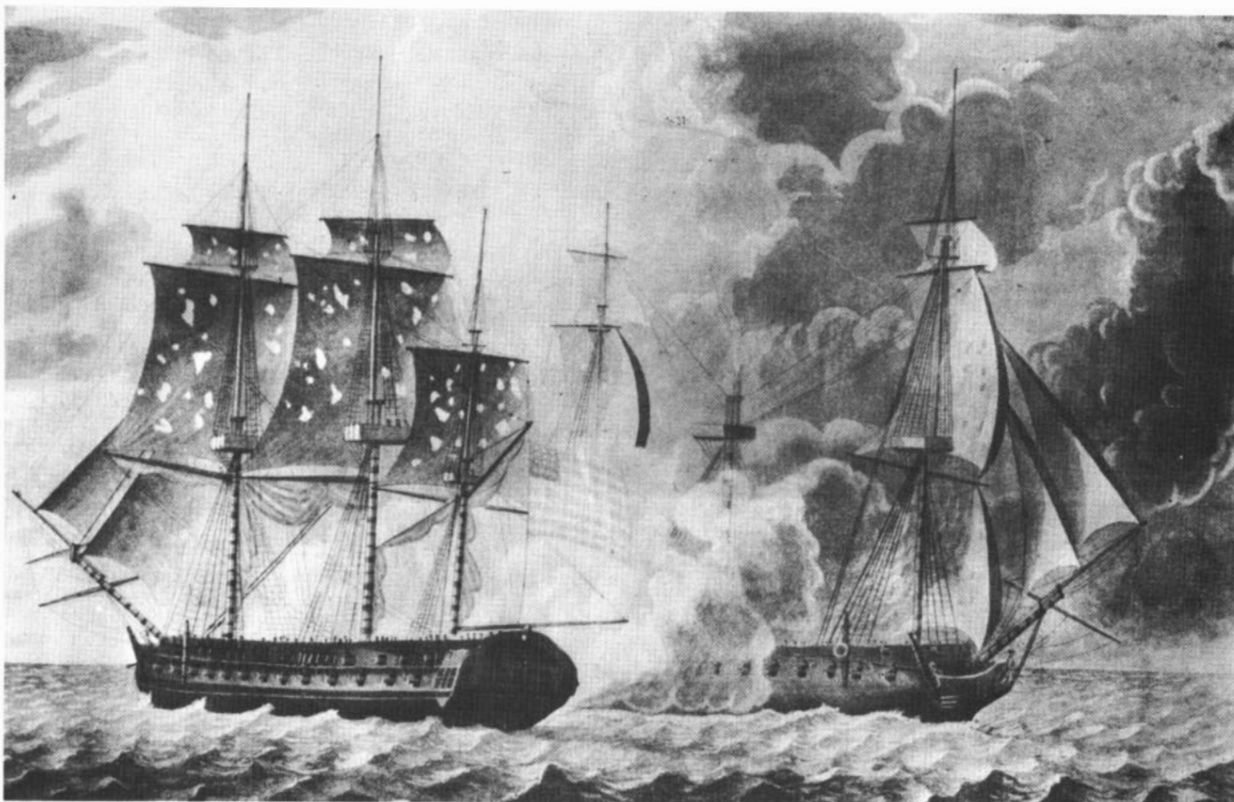
It might be said at this point that Truxtun's victory can be further measured by the fact that only three men on board *Constellation* were wounded (and one man shot for deserting his quarters). *Insurgente's* loss, on the other hand, was 29 dead and 41 wounded.

In Truxtun's encounter with *Vengeance* the next year, he gave orders that the crew not "Throw away

out of Philadelphia. At 18 he was chief mate, and by 21 he had his own command.

He fought in three different conflicts during his career, and in a space of a decade and a half was captured twice by the enemy, wounded at least twice, was the hero of one of the famous sea battles of history, for which he later received the thanks of Congress and won a gold medal for gallantry. Highlights of that sea battle are reported below.

Far left: Oliver Hazard Perry, hero of the Great Lakes. Center grouping, clockwise: William Bainbridge; the Navy's first admiral, David G. Farragut; an early photo of the future naval historian and rear admiral, A. T. Mahan; Stephen Decatur. Below: Painting of the victory of the USS *Constellation* over *Insurgente*.



a single charge of powder and shot, but to take good aim and fire directly into the hull of the enemy." The battle raged far into the night and, although *Vengeance* twice struck her colors, she escaped from Truxtun's grasp in the dark of night. *Constellation*, which had lost her mainmast in this engagement, was unable to pursue.

WILLIAM BAINBRIDGE WAS ANOTHER early Navyman who went to sea as a youngster for he was only 15 when, in 1789, he sailed on board a merchant ship

Bainbridge served in both the Navy and the Merchant Marine, but it was during the War of 1812 when (in his late 30's) he was given command of *Constitution*, he scored his most notable victory. The battle took place in the South Atlantic off Brazil between *Constitution* and the British frigate *Java*.

During the early phases of the battle, *Java* tried to maneuver into a raking position while *Constitution* avoided her. This was quite a difficult job for Bainbridge inasmuch as *Java* was the more maneuverable of the two ships, nor was the situation helped when a

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round of shot from *Java* deprived *Constitution* of her wheel, making it necessary for the steering to be handled by relieving tackles two decks down.

Another plus for *Java* consisted of a musket ball wound in Bainbridge's hip and a copper bolt driven deep into his thigh by the same shot which smashed the ship's wheel. Despite his two wounds, however, Bainbridge remained on deck throughout the battle.

If *Java* had taken advantage of her opportunities, the battle might have turned out differently. As it was, she missed a chance to rake *Constitution* and lost her bowsprit along with the jib and jib-boom. *Constitution* then passed under *Java's* stern and raked her while *Java* was lying helpless. The British ship tried to lay alongside *Constitution* but failed, and from that point the Americans had the advantage, sailing around the stricken *Java*, shooting away everything but her mainmast, which survived until a few minutes after *Java's* surrender when it, too, went by the board.

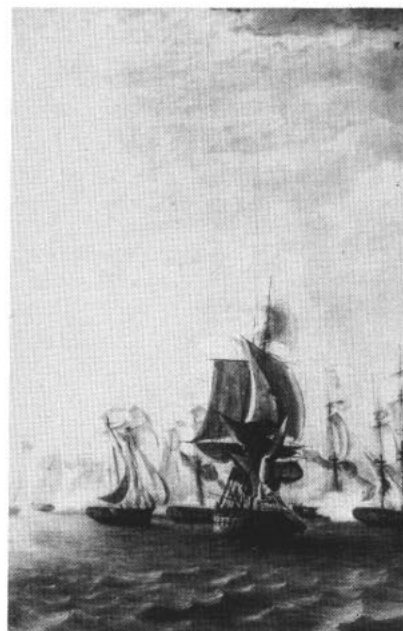
Bainbridge's losses on board *Constitution* during the battle with *Java* amounted in all to 12 killed and mortally wounded, and 22 wounded. On board *Java*, how-

Tripoli's harbor of the captured American frigate *Philadelphia* in February, 1804. That story has all the elements of high adventure which led Britain's Lord Nelson to call it "The most bold and daring act of the age."

Philadelphia—under Bainbridge—had no sooner fallen into the hands of the pirates at Tripoli than schemes were advanced for either liberating or destroying her. Preble selected Decatur for the job. Decatur selected five officers and 62 enlisted men from *Enterprise* and added five officers from *Constitution* plus a Sicilian pilot. Using a captured Tripolitan ketch which had been rechristened *Intrepid*, the small vessel, since she was rigged in the Mediterranean manner, entered the harbor before nightfall on 16 Feb 1804 with all on board except six men concealed so as not to excite suspicion. Those who were visible on deck were dressed as Maltese sailors.

The ketch steered toward the captured *Philadelphia* and was hailed. The pilot answered, saying the ketch had lost her anchor during a recent gale and wished to make fast to the frigate until morning.

Permission was granted and the ketch rested about 20 yards from *Philadelphia* and directly under her guns. As the ketch inched her way closer to *Philadel-*



ever, the official count of casualties was considerably higher—22 killed and 102 wounded.

STEPHEN DECATUR WAS A relatively old man of 19 years by the time he entered the Navy as a midshipman in 1798. He was promoted to the rank of lieutenant and served in both the undeclared war with France between 1798 and 1800 and held important commands during the War of 1812. His most noteworthy accomplishment, however, was the burning in

phia, the Tripolitan crew on board became suspicious but, by then, the Americans were near enough to board and were soon on *Philadelphia's* decks.

THE SURPRISE had been so complete that most of the Tripolitans jumped overboard, although some were killed and one was captured. *Philadelphia* was set afire, as planned, at a given signal and at several different places. The fire spread more rapidly than expected, however, and the raiders were hard put to

make their escape ahead of the flames. All told, the Americans had spent about 20 minutes on board *Philadelphia*.

Once back in the ketch, however, danger still lay ahead for the shore batteries, which until then had remained silent, opened up on *Intrepid* and, for about 30 minutes, nearly 100 guns were firing at the ketch as she sailed from the harbor. Fortunately, however, the aim of the Tripolitans was extremely bad—"with no other effect than one shot passing thro' our Top Gallant Sail."

Once out of the harbor, *Intrepid* was intercepted by *Siren* which had accompanied her as far as the shores of Tripoli. Decatur had become a hero and the blow to the pride which the youthful nation had sustained when *Philadelphia* was first captured was somewhat assuaged.

OLIVER HAZARD PERRY BECAME a young salt at 14 when he joined the Navy as a midshipman. He served against the Barbary pirates and, when the War of 1812 began, he commanded a flotilla at Newport but, in February 1813, he was transferred to the Great Lakes. There he, with the help of a detachment of men who had also come from the Atlantic coast, equip-

ped six schooners and a sloop with which he later defeated his British opponent off Amherstburg and coined the phrase, "We have met the enemy and they are ours."

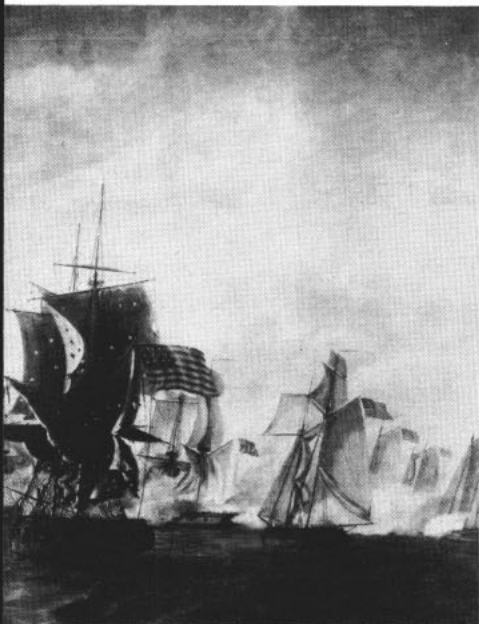
Perhaps the prelude to the Battle of Lake Erie is more impressive than the battle itself, for the building and equipping of ships at that time and place was quite an undertaking. For example, Perry and his men had to tow the brig *Caledonia* as well as the schooners *Sommers*, *Tigress* and *Ohio* and the sloop *Trippe*

against the strong current of the Niagara River. Also, he was blockaded by the British at Presqu'isle (Erie) where the brigs *Lawrence* and *Niagara* and three more schooners were being built. This put him in an embarrassing position because he couldn't get his brigs across the bar at the mouth of Erie Harbor with their guns mounted, and to cross the bar without guns would have courted disaster even if it had been at all possible.

For some reason, however, the British sailed away and Perry ordered that *Lawrence* be towed to the deepest part of the bar and her guns removed. *Lawrence* crossed the bar and the following contemporary account describes how it was done:

"Two large scows, prepared for the purpose were hauled alongside and the work of lifting the brig pro-

Far left: LT Stephen Decatur boarding a Tripolitan gunboat during the attack on Tripoli by CDR Preble. Center: The Battle of Lake Erie. Below: Examining recruits for the U. S. Navy in the early 1870s. Officers tested "boots" on seamanship.



ceeded as fast as possible. Pieces of massive timber had been run through the forward and after ports when the scows were sunk to the water's edge, the ends of the timbers were blocked up, supported by these floating foundations. The plugs were now put in the scows and the water was pumped out of them. By this process the brig was lifted quite two feet though when she was got on the bar, it was found that she still drew too much water. It became necessary, in consequence, to cover up everything, sink the scows

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anew and block up the timbers afresh. This duty occupied the whole night." Fortunately for Perry, *Niagara* crossed the bar without difficulty.

It should suffice to say that Perry won the battle of Lake Erie and that his energy is credited with creating a superior flotilla which gave the United States control of Lake Erie, the upper lakes and their adjacent territory.

AMONG THE MEN who served with Commodore Perry when he won a key battle against the British on Lake Erie was John Johnson, one of 15 Black sailors on board. "His name ought to be registered in the book of fame and remembered with reverence as long as bravery is a virtue," Perry said of him.



During the battle Johnson was struck in the hip by a 24-pound cannonball and was nearly cut in half. As he lay dying on the deck, Johnson said over and over, "Fire away, my boys," exhorting them to fight on and not haul the colors down.

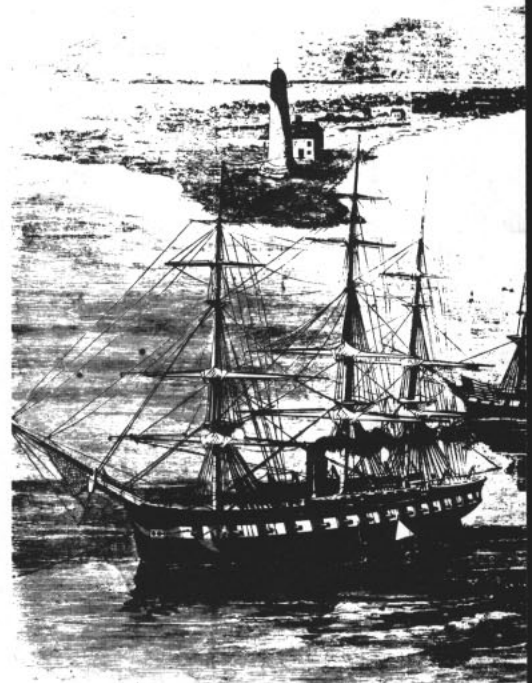
Many other Black Americans served valorously in the War of 1812—in fact, one of every six sailors was Black. Earlier, in the Revolutionary War, 1500 Blacks were part of the sea service, loading guns, working sails, manning boats and piloting coastal vessels.

In the Mexican-American War (1846 and 1848)

some 1000 Black Americans served in the youthful Navy of the United States, and the Union Navy numbered 30,000 Blacks among its members in the Civil War.

MANY OTHER BLACKS also served on Confederate ships. Among them was one Black sailor, of uncertain age, who apparently started out at an early age because he was an experienced pilot.

It was this training that enabled Robert Smalls to carry out a daring escape to the Union side. On 12 May 1862 he was serving as coastal pilot on the Confederate steamer *css Planter*. At 0400, when the ship's officers were ashore, Smalls and his escape party of 15 slaves got the ship underway, and moved slowly from the wharf in Charleston Harbor near Confederate headquarters. Boldly sailing past several Confederate forts which guarded the harbor entrance, his



Confederate flag flying, he gave the correct signal each time with the ship's whistle, and was successful in allaying any suspicions.

As he passed finally beyond the range of the huge guns of Fort Sumter, Smalls hoisted a white flag and then sailed his ship toward the Union fleet blockading the harbor, turning it over to them. For their bold efforts, he and his Black crew were awarded half the cash value of the ship and its cargo and, further, Smalls was named captain of the vessel. He served as its skipper until it was decommissioned after the war.

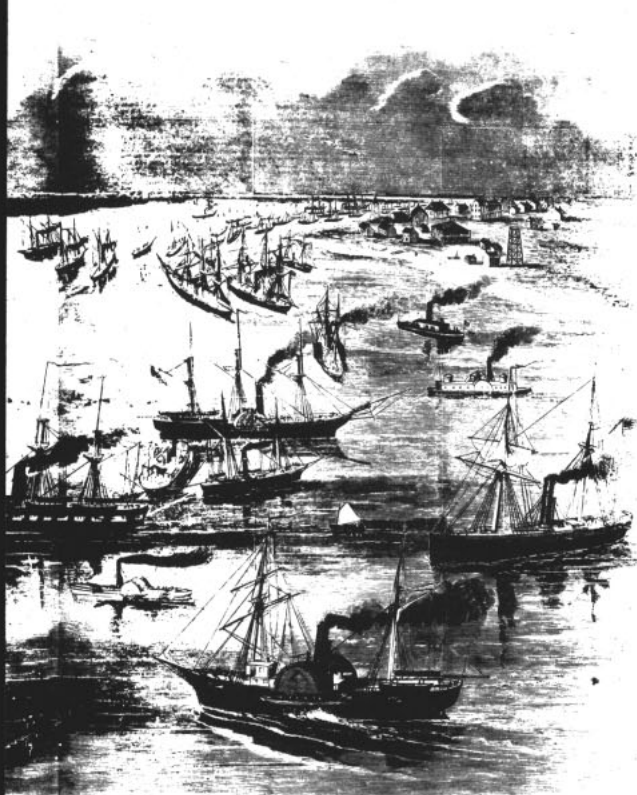
THESE, OF COURSE, have been only short sketches of the careers of a few men who went to sea at relatively tender ages in our colonial days and our early years as an independent nation. A boy going to sea was by no means the exception in those days, for it was considered perfectly right and logical for a young boy to "grow up with the Navy." Indeed, growing up either with the Merchant Marine or the Navy was the only method for learning seamanship and for later rising to command of a ship. The United States Naval Academy didn't exist until slightly more than a century ago (126 years, to be precise), and recruit training such as we know it today had not yet been conceived.

To return to the naval hero first mentioned in this report, David G. Farragut was a good example of what constituted the potentialities of an early Navy education afloat. Farragut joined the Navy when he was

ting against the bottom. Farragut's wooden ships forced the surrender of the Confederate ironclad *Tennessee* and the subsequent surrender of Mobile Bay's forts.

It was largely the interest developed by Stephen B. Luce in training young men for both the Navy and the Merchant Marine which evolved into a blueprint for improving training in general. During his naval career, Luce produced a text on seamanship and commanded both fighting and training ships. He was also the father of the Naval War College at Newport—a training

Far left: An early photograph of Navymen taken during the 1860s. Center: Commodore Farragut's squadron and CAPT Porter's mortar fleet entering the Mississippi River. The wooden ships for the Union stood up well to the Confederate ironclads. Below: USS *Hartford* boat crew — 1866.



only nine years old and never missed an opportunity to shoulder responsibility. He learned to speak Spanish, Italian, French, and even Arabic; he commanded a prize ship when he was only 12; and was considered an accomplished officer before he was 20 years old. It was much later that his big moment finally came—when he ordered his ships into Mobile Bay, which was sown with mines (then called torpedoes). After seeing one ship blown to bits and his others hesitate, Farragut damned the torpedoes and headed his own ship, *Hartford*, across the mines, which could be heard rat-

idea which was not only copied by the U. S. Army, but by the armed forces of other countries as well.

Although the concept of formal training for both officers and enlisted men, together with changing social conditions, have put an end to the practice of sending young boys to sea, the fact that midshipmen no longer go to sea at the age of eight, and that boys of 12 or 13 no longer command ships, in no way removes the accent from youth in today's Navy. Nowadays, however, the Navy separates the men who made it from the boys who didn't. —Robert Neil

NAVY'S VOLUNTEER CCC

CLEAN-UP CONSERVATION CAMPAIGN



"IT IS BETTER," quoth the sage, "to light one little candle than to curse the darkness." While many decry the ecological damage done to the world, a number of individuals and small groups (including a sizable number in the Navy) have taken the sage seriously and cleaned up the corner of the world which they inhabit.

Spring is the traditional time for conducting clean-up campaigns and Newport's Naval Officer Training Center didn't let the opportunity pass without disposing of accumulated debris which made the waterfront at Coddington Point a major eyesore.

Equipped with large plastic bags and a sense of outrage, about 600 military and civilian participants gathered the trash and litter which had either floated in from elsewhere or had been thrown there during seasons past. When they had completed their labors, they found they had picked up 29 tons of rubbish. The flotsam ranged in size from the ubiquitous aluminum can to decaying pilings which required the strength of several men to move.

Spring at Pearl Harbor also saw the beginning of a campaign which those participating expected to last from 12 to 18 months. The territory to be covered was no less than all the Navy-controlled Pearl Harbor shoreline and waters. The object in view was to clear away considerable litter and debris, some of which was left from the 1941 attack.

An A-frame "ecology barge" equipped with a winch was built by the men of Harbor Clearance One at



Pearl and pressed into service to help rid the harbor of its abandoned waterside structures and sunken hulks. According to Fourteenth Naval District Headquarters the project ties in with a long-range program to free Pearl Harbor from all pollution in an effort to preserve the area's environment and natural beauty.

EVEN NAVYMEN who have been stationed at Pearl might be surprised at the number of abandoned harbor facilities and sunken craft which dot the shoreline. Many of them are in advanced stages of decay and sometimes break up to present hazards to navigation. By the time clearance work is completed, Fourteenth Naval District Headquarters expects the only sunken hulls remaining in the harbor to be those of *uss Utah* and *uss Arizona*, both of which are designated as memorials.

At the Great Lakes Naval Station, Navymen belonging to an organization called GLEAM (for Great Lakes Ecology Association for Military), with their wives and children, met to elect officers in June 1971 and to set their objectives for the year ahead of them. The program they outlined was aimed at beautifying the base, marking cycling trails, sustaining wildlife and natural areas, reducing waste, litter and pollution, and supporting national conservation organizations.

By the end of the summer, their objectives had largely been accomplished. Bicycle trails on the base had been marked and a program was worked out to recycle glass, metal cans and paper. Everybody pitched in to clean up the debris and the refuse which spoiled Nunn Beach, a large recreation area along Lake Michigan's waterfront. Club members also joined forces with Downey Veterans Hospital personnel to improve a 10-acre park.

After learning that each ton of paper they collected and recycled saved 17 trees from the pulp mills, the club organized paper drives and also placed receptacles near buildings for cans and bottles, as well as papers. The papers collected by the club members

were sold for \$220 which was earmarked for the purchase of flowers, shrubs and trees to beautify the base.

GOING FARTHER AFIELD, more than a hundred volunteered to clean up a creek which had become a dumping place for wastepaper, cans, bottles, plastic sheets, rubber tires, steel barrels and wooden doors. Within three hours, the job was done and six dumpsters were filled with trash which would otherwise have been an eyesore.

After the creek had been conquered, the GLEAM volunteers set to work on a base-wide field day and filled 70 dumpsters with trash. After the work had been done, the GLEAM members took time out to review what they accomplished. Their tally included 1190 trees saved from pulp mills through the collection of paper for recycling. They also had the thanks of everyone on the base who appreciated the fall colors and spring flowers provided by the new plantings. Both parents and kids appreciated the newly marked bicycle paths, but perhaps the greatest achievement was the growing awareness that such everyday items as newspapers, cans and bottles can be reused.

Nor are the members of Great Lakes' GLEAM the only Navy people who have discovered that throw-away articles can be recycled. At Bainbridge's Naval Training Center, metal cans have been collected door-to-door and shipped to Baltimore to reuse.

IN THE PAST, Bainbridge has exhibited considerable official concern for environmental protection, but the idea for the door-to-door collection of cans was sparked by Ensign William Hymes, a Naval Academy Prep School English instructor. A committee of Navymen concerned about the spreading of environmental pollution was formed for the distribution of information on preparing cans for collection, then days were designated for picking up the cans.

Even the younger generation at Bainbridge did its part for ecology when Boy Scouts, out to earn merit badges, helped stock nearby streams with about 2000 rainbow trout which were supplied by the Maryland Inland Fisheries and Game Commission. The fish were put into Basin Run and Principio Creek.

And speaking of Bainbridge, the nuclear-powered guided missile frigate *uss Bainbridge* (DLGN 25), doesn't take a back seat to the shore-based installations in ecological efforts either. Under the leadership of Lieutenant Kenneth S. Levinson, a *Bainbridge* Ecology Club was founded a year ago.

The club began a shipwide recycling program for metal and paper by placing receptacles in convenient locations about the ship. Periodically, the aluminum items are collected and transferred to the Cruiser-Destroyer Flotilla Three Collection Center at Long Beach's Naval Station. Other reclaimable material is taken to the California State College Recycling Center at Long Beach.

The ecology club also initiated an education program on board and has sponsored a cleanup drive on an R&R beach in a WestPac port. The club was also

From left: Clean-up campaign at Newport (top), Pearl Harbor (center) and Bermuda (below).



instrumental in earning the honors accorded to *Bainbridge* in ComFirstFleet's 1971 Pollution Control Award competition.

Lieutenant Dell Keehn aboard *uss Camden* (AOE 2) was another prime mover in a pollution control effort. He persuaded the ship's crew to collect cans for recycling. From cans, the crew branched out to collecting glass and newsprint. During a yard period last year, the effort began to show a profit when the ship's crew was augmented by yard workers. It was then that *Camden* donated between \$400 and \$500 to California State College at Long Beach which the *Camden* men used as a collection point and which has an ecology program of its own. It might also be said that *Camden's* crew, while at sea, stores its reusable refuse until the ship returns to port and the trash can be taken to a collection point.

CAMDEN'S CREW also tackled the problem of detergent nutrients by doing its laundry with low phosphate detergents. LT Keehn also persuaded other ships and stations in the area to establish recycling programs of their own.

A recycling project also began at Norfolk's Naval Station when steel drums were placed at vending machine locations late last year. The soft-drink cans which were collected were picked up by the station disposal crew, taken to a recycling center to be crushed, then shipped to a Maryland steel plant for reuse.

THERE HAS ALSO BEEN a tendency toward education in environmental preservation and cooperation with civilian organizations to reach environmental objectives. For example, the San Francisco Bay area citizens who wanted to monitor sealife in San Francisco Bay found property rights of others made access to critical points almost impossible. The Navy, however, offered to permit interested high school students who were engaged in Project MER (for Marine Ecology Research) to take samples of the fish population and also mud samples from the Supply Center's 1000-foot water frontage. It also offered 3000 square feet of unused classroom space at its fuel farm at Point Molate near the north end of San Francisco Bay.

Teachers and volunteers, students from the Contra Costa County School System, in cooperation with the Alameda County Superintendent of Schools, went to work and painted the classrooms and converted them into marine biological laboratories. During the past school year, they were used by 30 public and private high school students each day who came from the entire bay area.

The students learned how to test bay water for salinity, turbidity, oxygen content and dissolved nitrates and phosphates.

Farther west, in Hawaii, the Fourteenth Naval District conducted an environmental conference last spring—the third in a series. Two hundred attended the seminar to learn about tools being used to monitor pollution and how to establish measurements in pollution control.

WHILE OTHERS were cleaning up land and surface water areas, other Navymen donned scuba gear and went after the trash accumulated beneath the water. For example, a scuba club known as the Bermuda Reef Roamers from the Naval Air Station and Bermuda's NASA site, went to work scouring the bottoms of inlets, bays and small harbors, removing tons of debris. In addition to their underwater activities, they swept the beaches clean.

Such drives are a major part of a campaign carried on by both the Bermuda government and the U. S. Navy to keep pollution from spoiling this island on which thousands of American vacationers enjoy sunshine and fine beaches. Unfortunately, those who spend their vacations on Bermuda don't always share the Reef Roamers' concern. In one of the dives conducted by the club, the scuba men brought up 3000 pounds of trash left behind by careless campers.

At Gaeta, Italy, where *uss Springfield* (CLG 7) is homeported, men from the guided missile cruiser also got into their scuba gear and, taking advantage of a non-workday, set out to clear the Fleet landing of rubbish. The "Underseadogs" worked an area 120 feet along the seawall and at depths of about 10 feet. All the soda pop bottles they brought to the surface were given to members of the base's Boy Scout Troop 85 who planned to sell them for reuse and fatten the troop's treasury.

Forrest Andrews, a Navy lieutenant stationed at Atsugi, Japan, together with several of his fellow officers, conducted one of the more sophisticated ecological efforts undertaken unofficially. The group became concerned by quantities of oil which fouled the river which ran through the base's golf course and threatened to close a popular recreation area at Enoshima Bay, into which the river emptied, about 11 miles



from Atsugi's Naval Air Facility.

Besides damaging the golf course and the bay, the farmers around Atsugi who depended on the river's water, found their crops being damaged. LT Andrews and his fellow officers decided to do something about the situation. The company which was polluting the river proved to be cooperative and sought to find a solution which would be mutually acceptable.

LT Andrews remembered seeing advertisements of a new Japanese chemical at a trade fair he had recently attended. According to its manufacturer's claims, the new compound soaked up oil from watery surfaces.



Below, left: The Underseadogs survey a wide array of litter. Left and above: Members of the Bainbridge Ecology Club during clean-up operations.



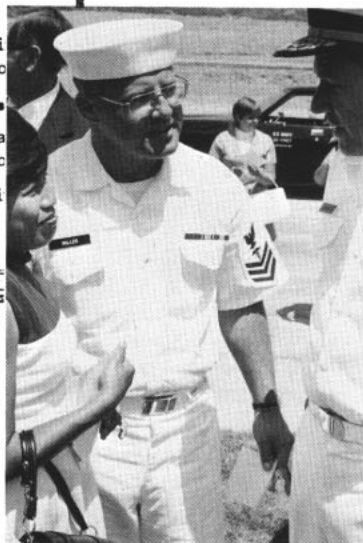
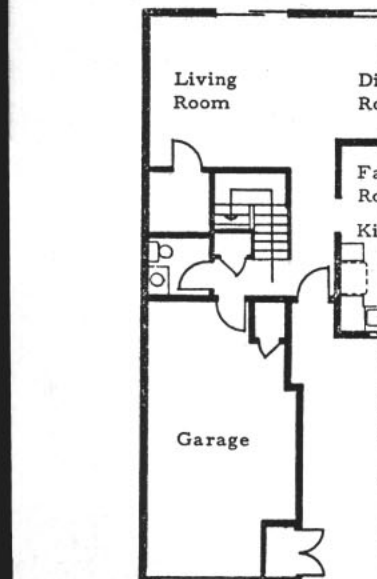
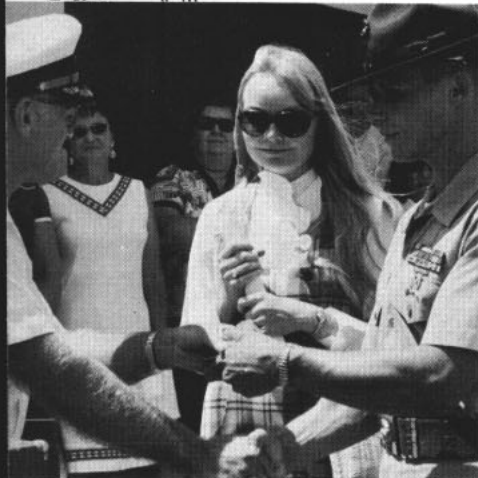
AFTER AN INVESTIGATION, the conclusion was reached that merely stopping the oil flow from the plant would not immediately remedy the situation. The oil was stored by nature in a swampy area and would, for a long time to come, continue to pollute the river, especially during rains.

With this in mind, the group combined its efforts to construct a baffle system which could be placed in the river. The device proved to be successful because it caused much of the oil to collect upstream in a pool from which it could easily be pumped. Farther downstream at a dam, the new chemical which LT Andrews had seen advertised at the trade fair was placed in a mesh bag and stretched across the dam's front to soak up oil which eluded the baffle.

The solution proved to be effective during the river's normal flow and the officers had high hope that it would continue to keep the river free of oil when spring rains increased the flow.

Of course, the efforts reported here are only samplings of those being made by Navymen around the world. They are doing what they can do simply because they are concerned. Most certainly their efforts, and those which have gone unreported, are noteworthy and are more than commendable. Rather than "letting George do it," these Navymen are lighting their candles to alleviate the darkness. —Robert Neil

NAVY HOUSING SAN DIEGO STYLE



SAN DIEGO IS A NAVY TOWN, and housing, assuredly, has been a critical need of the military located there. This need is well on the way to being met through increased military construction and private community support housing.

There are an estimated 40,000 to 50,000 servicemen in the San Diego area with their families. At present, there are about 3500 units of public quarters available for assignment under the San Diego Navy Public Works Center operation.

Because of the general housing shortage, the Navy has encouraged its families in the area to purchase homes under a new home-purchase subsidy in which the government contracts to pay that part of the home mortgage payments which exceed 20 per cent of a Navyman's adjusted income.

Past figures indicate that nearly 10,000 families were listed as homeowners but it is unknown how many were bought under the subsidy program. Approximately 17,000 military families rent civilian homes in the area, with rents ranging from \$200 to \$300 monthly. Lower- and moderate-income military families are also receiving much benefit from government-subsidized rental housing. Five hundred units of rental housing, subsidized by government assistance payment to the sponsor, which is reflected in reduced rents, have been allocated for Navy at San Diego for priority occupancy by military families. Two hundred and seventy of these units are already occupied and the remaining projects are under construction or firmly planned. In addition, at the last report over 3000 Navy families were occupying other government-subsidized housing in the San Diego area.

Good housing is high on the Navy's priority list. The end payoff is obvious and here's the reason why.

THE NAVY TAKES PRIDE in a modern, well-equipped and professionally manned military force. The efficiency of that professional force is affected by the stability of the home life of each of its men and women.

Many factors determine whether a Navyman will have the peace of mind which permits him to operate at peak efficiency in the performance of his military duties. A well-housed family at home reflects back to the military man the happiness and the contentment his family is experiencing because of its favorable environment. Therefore, a well-planned Navy housing community not only reaps benefits for the local community but it also provides a source of pleasure and

• CAPT Ralph B. Grahl, CO of the San Diego Navy Public Works Center speaks at the dedication ceremony.

• SGT and Mrs. Karl Lofquist were one of the first families given the keys to a Murphy Canyon home.

• HM1 and Mrs. Robert Miller talk with RADM Herbert Stoecklein following dedication ceremonies.

satisfaction to all military men living in that community.

Preliminary steps have been taken toward alleviating the serious housing shortage for San Diego area military families. They are reflected in plans of the Murphy Canyon Navy Housing Project. The project is being built on 710 acres of Navy-owned land about 10 miles from downtown San Diego.

The Navy's master plan for development of the area will permit about 2335 units of Navy housing to be built as requirements dictate. The master plan includes a number of recreational amenities and community services.

It also includes space for construction of elementary and secondary schools, a fire station, recreation building, management and shop maintenance facilities and a branch store of the Navy Exchange. In addition, there will be an assortment of "tot-yards" with children's playground equipment.

The first units under Murphy Canyon Phase I, consisting of 900 units, have been completed and the contract for an additional 600 units under Phase II has been awarded.

THE HOUSING PROJECT was recently dedicated and a Navy enlisted man and his family moved in immediately. Some 70 units were included in the first block of housing in Murphy Canyon which was ready.

The new housing is being built under a new concept dubbed the "turn key." Under this program the contractor provides a full range of services from design to construction and then turns the finished house over to the Navy.

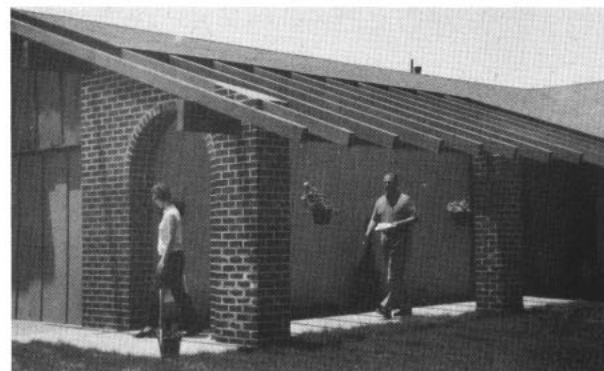
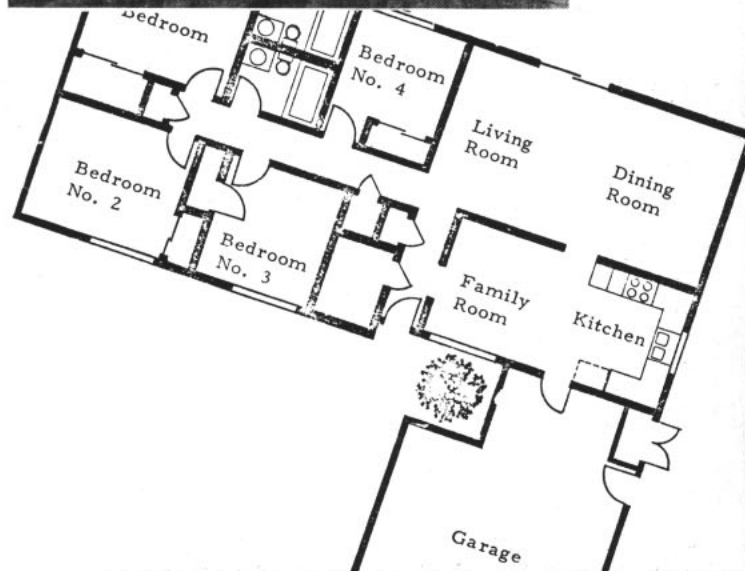
Murphy Canyon is not the only turn key project being constructed by the Navy. At the recent dedication ceremony, San Diego area resident officer in charge of construction (Captain J. G. Devlin, CEC, USN) called it the largest and best of the Navy's projects underway to date.

Looking back, the Navy originally estimated the first 900 units in Murphy Canyon would cost \$18 million to build. But the contract was awarded in early 1971 for just over \$16 million.

UNDER THE PHASE II CONTRACT for 600 additional units, dirt is now being turned at the start of construction with a price tag of \$12.8 million. Of the total units under this contract, 596 dwellings will be erected in the second phase of Murphy Canyon, a Navy project which adjoins the large civilian development Tiersanta with homes up into the \$40,000 price range. The four remaining homes will be built at the San Diego North Island Naval Air Station for use by flag and senior officers.

All units under the first contract are scheduled for completion in mid-1973; for the 600 additional units, the first are expected to be completed by mid-1973.

- Two-story, three-bedroom units take shape in the Murphy Canyon Navy Housing Project.
- A three-bedroom unit in the enlisted section of Murphy Canyon nears completion.
- During recent open house, prospective San Diego area military families get a personal view of the new Navy homes.



All units of the second phase are scheduled to be completed by February 1974.

It sounds like a big project. However, to put it in its king-sized perspective, it's best to consider some facts and figures.

Enough earth will have been moved by the time the first 900 units are complete next year to create about 130 acres of building site.

DEVELOPMENT OF THE 900-UNIT housing complex includes roads, underground utilities, full landscaping with common green belt concept, and fully equipped adult recreational areas and the children tot-yards.

The Navy's new Murphy Canyon Navy Housing Project in San Diego offers an appealing alternative to the typical dormitory-style design of many older Navy developments. Actually, it is the first such Navy residential development for its people in the county.

All Navy housing in the area falls under the operational control of the San Diego Navy Public Works Center. Murphy Canyon will bring the total to seven



Top: Navy families inspect during open house. Below: Strolling around the still-developing project. Facing page: ENS Bruce Kinney and family were among the first to move in.



for Navy housing projects in the area.

Head of the PWC Housing Dept. Al Reisweber, said that the new concept in military housing, evident in Murphy Canyon, should result in better morale among local Navy residents.

"When the project is complete it will be just like a small town. It is all new housing and, most important, it's centrally located," Reisweber said.

THE ENLISTED MEN'S UNITS OFFER two- and four-bedroom, single-story designs and two-story design with three bedrooms. Officers' units are offered in single-story, three- and four-bedroom designs.

Government-furnished accessories for all units include drapes for all windows, refrigerators, gas ranges with oven-cleaning capabilities, and dishwashers. Each unit also has a trash enclosure on the outside by the garage.

There are five basic color schemes with wallpaper in the kitchens and bathrooms. All units have central heating with overhead ducts. Flooring is vinyl tile and the three-bedroom enlisted men's homes have carpeting on the stairs and upstairs hall.

Sliding glass doors lead from the living room to outside covered patios with landscaped yards. Paved walkways through the back yards lead to a play area on each block.

Tubs and showers in all units are of fiber glass and the shower in the master bath is fitted with a sliding glass door. Fiber glass is also used as insulation in ceilings and walls.

A MAJOR FEATURE is the amount of storage space—each bedroom has a large closet with sliding doors and each house has a walk-in storage closet. There is additional storage space in the garage.

Added features include available cable television, garbage disposal, and washer-dryer hookups in the garage. All utilities and maintenance will be paid by the Navy.

Pets are allowed—one dog or one cat or both, however, is the limit per family.

Enlisted men's homes have a single-car garage; four-bedroom officers' units have a two-car garage. There is a recreation park with a variety of facilities for enlisted men and a separate area for officers.

One drawback of the project is the present lack of school facilities for children. However, arrangements have been made by the Navy with about 13 schools throughout San Diego. When the Navy family moves in, children are assigned to specific schools. Attempts are made, though, to assign all children of the same family to the same school.

Land has been reserved for construction of four elementary schools and sites are being acquired by the school district for additional school facilities.

MURPHY CANYON is primarily a Navy housing project but the homes are available to all San Diego area military.

The houses were designed in keeping with tradi-

tional California styles such as Spanish, contemporary and ranch, and are offered in 20 separate exterior elevations. Exteriors are stucco and brick—the variety of styles gives a certain character to the community.

At the June 1971 groundbreaking ceremony for Murphy Canyon, Commandant of the Eleventh Naval District Rear-Admiral Joseph Williams, Jr., said, "This ceremony is the culmination of many months of work and effort on the part of military and civil officials to help provide suitable living accommodations for our servicemen and their families."

The first two military families presented with keys to their homes in Murphy Canyon, during the recent dedication ceremony, stated their views.

Marine SGT Karl R. Lofquist, assigned as a drill instructor at the Marine Corps Recruit Depot, said, "The new housing is the best I have seen in my seven years of service."

He and his wife, Elizabeth, occupy a two-bedroom unit; they're expecting their first child soon.

THE SECOND FAMILY, that of Hospitalman First Class Robert Miller, Sr., includes his wife, Jovita, and their four children. They now occupy a new four-bedroom home in Murphy Canyon.

Miller, a 13-year Navy veteran, is an X-ray technician at the Balboa Naval Hospital. He said, "The new housing is outstanding and I have never seen anything in the Navy like it before. I don't think it's possible for the Navy to provide better housing."

Like SGT Lofquist, Miller said, too, there's a direct relationship between his home life and his work.

"When you know your family is settled in the kind of surroundings, such as these, one is able to forget about a lot of his worries and concentrate more on his job." There's a happier end result, Miller said.

Navy Civil Engineer Corps Ensign and Mrs. Bruce Kinney presented the officer point of view concerning Murphy Canyon. Mrs. Kinney said, "This is my first time to live in a new home; it's exciting, and far better than living in an apartment. We have to get used to the extra space, now that we have three-bedroom quarters.

"The house is especially nice and roomy, and the back yard . . . it's a beautiful view."

ENS Kinney said, "It's some of the nicest Navy housing I've seen, and the construction is up to par."

Al Reisweber of the San Diego Navy Public Works Center explained some of the "thought process" which went into the Murphy Canyon Navy Housing project.

"In the past, cost competition was the major factor concerning the Navy in new housing construction. But the new turn key program additionally calls for design competition. This means the successful bidder is tasked with providing the highest quality housing per dollar. It indicates the Navy is getting more house per dollar."

THE TURN KEY CONCEPT APPEARS to have gained favorable response from the construction industry. The program permits use of the latest concepts in subdivision, development design and construction.

"Part of the overall plan is the Navy's policy which dictates that new housing construction be compatible with the surrounding environment in the civilian community. Factors considered before starting construction in Murphy Canyon included such items as location of green belt areas, recreation areas, public schools and community facilities," Reisweber added.

Why is the Navy in the housing business?

Department of Defense policy stipulates that the Armed Services should basically depend on a local community to provide housing for military families. But when there's insufficient housing within the economic means of military families within the private sector, it's necessary to build government housing. The reason in San Diego is apparent—there are about 50,000 military families and only 3500 Navy housing units.

Today, the Navy is making giant strides in construction of new housing for its families. In San Diego, Murphy Canyon is one large step towards providing good housing for the local Navy community.

—By Gerald R. Boling



pushing the fleet around

THE MEN ABOARD a Navy tugboat succeed in doing what few others have dared try—namely pushing the United States Fleet around. Over the years, they have done it so often, in such widely separated places, and under such diverse circumstances that a kind of sea lore has grown up around the vessels, which range in size from small to not so small.

The smaller craft are to be found in the Fleet Service Force and the larger, ocean-going tugs are designated support ships. As might be expected, the Fleet Service Craft and the Fleet Support Ships have their own kind of work to do. The latter, for example, include Fleet tugs (ATFs) and auxiliary tugs (ATAs) which are larger and wider ranging than the Navy's service craft. Sometimes they provide their skippers with opportunities to display seamanship virtuosity. Take, for example, the Fleet tug *uss Moctobi* (ATF 105).

A couple of years ago, when *Moctobi* was moving along a narrow river in Vietnam with a tow in charge, another ship suddenly was seen bearing down on the tug from the opposite direction. *Moctobi's* tow made stopping out of the question. The skipper, a young jaygee, quickly saw that the only salvation for both ships was for one to veer to the extreme starboard and that it was extremely important for both to know which ship was to zig and which was to zag. The Fleet tug took the initiative, hugging the starboard bank while the other ship squeaked narrowly by. A mid-stream collision narrowly averted, *Moctobi's* crew mopped its collective brow, then broke into a cheer.

AT THAT TIME, *Moctobi* carried a crew of 85 men in the 205-foot deck space between her bow and her stern. Her four sets of diesel engines could produce more than 3000 horsepower, which was ample for her needs and gave her a speed of 16 knots without a tow. *Moctobi's* primary mission was long-distance towing and, in that line, she could pull the Fleet's largest aircraft carrier behind her for 2000 miles without stopping.

Moctobi's towing ability notwithstanding, she was also called upon to do salvage and rescue jobs and to take on diving assignments. Some of her more out-



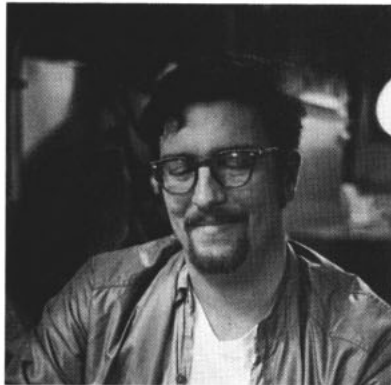
standing duties included being a primary search and rescue vessel during the 1969 fire aboard *uss Enterprise* (CVAN 65), helping dock cavalry division transports in the first days of the occupation of Japan, and towing the disabled stores ship *uss Procyon* (AF 61) for 800 miles. The latter might have been no more than a run-of-the-mill tow job for *Moctobi* except that she and *Procyon* reached their destination in two days less than the best estimates advanced by others.

Perhaps *Moctobi's* most unusual tow was an 84-year-old, four-masted Scottish ship which she brought to Honolulu through what sometimes was a 20-foot sea whipped to a froth by 40-knot winds. The Scottish four-master, incidentally, was brought to Hawaii to serve as a seagoing museum.

ALTHOUGH AN AUXILIARY ocean tug is about 60 feet shorter than a fleet tug and, consequently, carries a smaller crew (five officers and 41 enlisted men) some have had pretty unusual careers. The former *uss Kalmia* (ATA 184) is a case in point.

Kalmia (which was loaned to Colombia in 1971) was commissioned in November 1944 and operated in the Philippines until 1946 when she was decommissioned and placed in an inactive tug division. After a brief rest, however, she was recommissioned and fitted with a landing platform for a drone aircraft, thereby making herself known throughout the Navy as the world's smallest aircraft carrier.

But *Kalmia's* role as a carrier ended in 1967 when,





in June, she was reassigned to the Service Force, Pacific, under the operational control of Service Group One in San Diego. Her drone-launching capability was removed and she began to act like just another tug.

During her later years, *Kalmia* towed two barracks ships from Panama to Long Beach and she has also tugged a barge, submarine, minesweeper and buoy. She has even had the dubious pleasure of towing ship gunnery targets including those used by the battleship *uss New Jersey* (BB 62). Later, she saw service in Vietnam.

Kalmia has done her part for underwater research, too, by towing the research craft FLIP to Panama and by helping *uss Reclaimer* (ARS 42) in the installation of the Inter-Seamount acoustic range transmitter off the coast of Southern California.

One of the largest tows of *Kalmia's* career occurred when she moved the cruiser *Vincennes* (CL 64) from San Diego to a berth at San Clemente Island. It might be noted here that the cruiser which *Kalmia* towed was more than four times longer than the tug and had 10 times her displacement.

THE NAVY'S service craft include large harbor tugs (YTBs), the medium harbor tugs (YTMs) and the small harbor tugs (YTJs) which have no names, although the Navy has 21 of them in active service and one in reserve. The service tugs are a tough little breed apart from their larger relatives, the Fleet support ships.



Although the "B" in "YTB" grandly stands for "big," these tugs are only 109 feet long; nevertheless, they can develop 2000 horsepower and can push around the Navy's largest aircraft carriers.

Most YTBs are skippered by seasoned 1st class or chief boatswain's mates. To these men, tugs are the best duty in the Navy because it gives them all the responsibilities associated with command. Like the COs of other ships, the men who command the YTBs are selected on the basis of their background, experience and knowledge.

A YTB normally has a crew of from 10 to 12 men including a cook, quartermaster, boatswain's mate, engineman and electrician's and machinist's mate apprentices for the engineering department.

The YTB's little brother, the medium yard tug (YTM) carries a crew which numbers about eight men. Like most of their fellow tugboaters, the YTM crewmen like to take things as they come.

FOR EXAMPLE, the men aboard the medium yard tug *Takos* (YTM 546) agree that work aboard a tugboat at Newport's U. S. Naval Station is great sea duty but there is one small difficulty: duty aboard *Takos* isn't considered sea duty at all; it's shore duty. So the crewmembers shrug—at least they don't go far from shore.

The workday aboard *Takos* begins at about 0600 for some and, a half-hour later, others of the eight-man crew are on deck. By 0700, she's underway to pick up her daily operating orders at the tugboat stop located between piers one and two.

Takos' workday usually is a busy one helping ships get underway, easing ships out at the piers, and towing fuel barges and other such jobs. Even when the men think they have knocked off for the day, emergencies sometimes call them back. Take, for example, the time *Takos* had to pull away from the pier at 0300 to help two Greek ships which had run aground in the Newport Channel. After *Takos* finished that job, she and her crew picked up their instructions and started work on their daily assignments.

Men in *Takos'* crew below pay grade E-6 stand security watches every five days. Every six days they stand tugboat duty with those in pay grade E-6 and above. Consequently, the sailors are in a three-section duty status and frequently find themselves standing more duty than most of their other "shore-based" buddies.

A tugboat man will be quick to add with a grin, however, that there are compensations, and food is one of them. Aboard *Takos*, the crew votes on what goes on the table at chow time and the majority rules. The cook draws what he needs from the naval station galley and sees that the men get what they vote for. Smallness is another advantage to serving aboard a tug. Everyone gets to know everybody else, and each finds the other members of the crew a great bunch of guys.

—Text concerning *Takos* by Photographer's Mate 2nd Class A. D. Waugh; *Takos* Photos by Photographer's Mate 1st Class M. E. Fox.



COMSERVPAC SERVICE TO THE FLEET



AS THE PACIFIC FLEET SERVICE FORCE had completed its third decade and was well into its fourth, it continued to provide the fleet with fast and complete service, although working with fewer men and ships than in the past.

Founded on 27 Feb 1942, the Service Force is a unique organization with the mission of providing logistic support for the massive U. S. Pacific Fleet.

To the Service Force, this means getting the fleet what it needs, when it's needed and where it's needed; for the past 30 years it has done just that—during World War II, Korea and Vietnam.

Providing countless supplies and services to sustain the fleet's combat operations is the responsibility of Commander Service Force, U. S. Pacific Fleet (COMSERVPAC).

From its headquarters at Makalapa in Pearl Harbor, the force, with a staff of 364 officers and enlisted men, commands a mobile operational logistics system composed of 84 ships of 18 types, 23 major shore activities, Seabees, numerous service craft and other support units operating throughout the Pacific area. It totals over 28,500 officers and men.

Theodore Roosevelt was an early advocate of a strong naval arm. As president, he sent the Great White Fleet around the world in a show of U. S. naval might. At that time the science of naval logistics was so little understood that 73 per cent of the coal needed for the voyage had to be obtained from foreign sources, even in San Francisco.

WITH THE END OF WWI, most of the United States Fleet was transferred to the Pacific Coast. It was then that the Fleet Base Force—forerunner of the Service Force—was formed on 24 Dec 1921. Later the designation was changed to Base Force.

During WWII, the United States Navy in the Pacific was opposed by an enemy whose fleets operated thousands of miles from America's shores. To fight such a war effectively, logistic planning and techniques were developed to a fine art. When the fleet moved, so did huge numbers of mobile logistic support ships and craft. Underway replenishment became an accepted routine—a distinct tactic which kept the fleet ready and mobile.

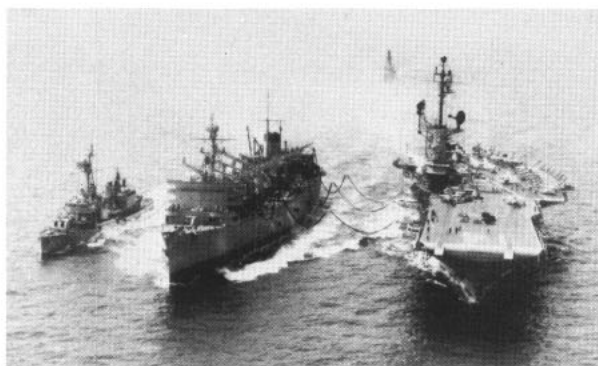
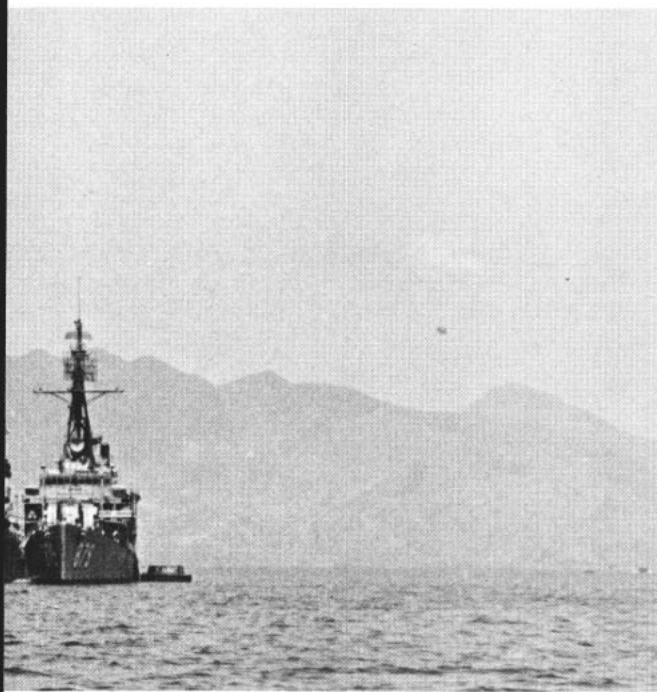
In the early 1950s the Service Force was called upon again to supply and service a mighty U. S. fleet operating far from the shore of the United States when the United Nations acted to preserve the Republic of Korea.

During the conflict in the Republic of Vietnam, the many-faceted contributions of the Service Force have been extensive and crucial.

In addition to the Force's dependable ammunition ships, store ships, fleet oilers and tankers, the newer ship types—fast combat support ships, combat store ships and replenishment oilers—are leading the way in underway replenishments for the fleet.

Since 1965, the Force has added eight of these multiproduct replenishment ships — *USS Sacramento* (AOE 1), *Camden* (AOE 2), *Mars* (AFS 1), *Niagara Falls* (AFS 3), *White Plains* (AFS 4), *San Jose* (AFS 7), *Wichita* (AOR 1) and *Kansas City* (AOR 3). These new workhorses provide one-stop service with a variety of products such as ammunition, ship and aircraft fuels, and movies, perform repairs and distribute mail.

Also, the salvage of ships aground and the clearance of damaged ships and other obstructions from the rivers of the Republic of Vietnam are accomplished by SERVPAC salvage ships, fleet tugs and a harbor clearance unit.



Above: AD 37, USS Samuel Gompers. Right from the top: The fast combat support ship USS Sacramento (AOE 1) replenishes an aircraft carrier and destroyer. (2) The San Diego Naval Station is one of six Service Force naval stations. (3) A rigging crew aboard USS Cacapon (AO 52) takes up the slack on a line.

A WIDE AND VARIED RANGE OF SERVICES is offered by the Service Force shore activities. These activities include a naval base at Subic Bay; three ship repair facilities, at Guam, Subic Bay and Yokosuka; three supply depots, at Guam, Subic Bay and Yokosuka; two magazines, at Guam and Subic Bay; two ordnance facilities, at Sasebo and Yokosuka; three fleet activities, at Yokosuka, Sasebo and Ryukyus; and a headquarters support activity at Taipei.

Other activities under SERVPAC are the shore electronics engineering activity at Pearl Harbor; six naval stations, at Subic Bay, Guam, San Diego, San Francisco, Long Beach and Pearl Harbor; and the Fleet Post Office at San Francisco.

Another part of the Service Force team, the naval construction battalions, or Seabees, are responsible for construction of airfields, port facilities and camps—in addition to the various community relations building projects they carry out throughout the Pacific.

THE CONCEPTS AND TECHNIQUES used by the Service Force in providing logistic support are continually being advanced. Today, vertical replenishment by helicopters is combined with traditional replenishment methods such as the ram-tension highline to provide the ships of the fleet the “beans, bullets and black oil” necessary for sustained operations in any area of the vast Pacific.

This is the continuing job of the Service Force—“Service to the Fleet.”

NAVY SUPERMARKET SERVMART



MECCHANICAL PENCILS, power tools, doorknob assemblies, paint, toasters, these are just some of the types of merchandise that make up an almost endless inventory of widely varied materials packing the shelves of your local SERVMART. Sailors shopping through aisles of merchandise on display at SERVMART stores can find most of the routine supplies they need to keep their units running efficiently.

For a little more than a decade, the Navy's supermarket approach to routine resupply has been allowing ships and shore units to gather the bulk of their supplies with speed and convenience. Before this concept was introduced into the Navy supply system, most shopping for common supplies had to be done from catalogs, using part numbers, stock numbers and



complete descriptions. Once the item or items were located in the catalog, a separate requisition had to be submitted for each item ordered from a supply center.

Today, with SERVMARTS located throughout the Navy, a member of the supply department needing routine supplies for his command can use a single document (Form DD-1348) to purchase a multitude of supply items. And with SERVMART, the time required to receive the material is usually no longer than it takes the man to shop through the store and select his supplies—in most cases, less than an hour.

BACK in 1961 when the Navy first experimented with the concept of self-service resupply, it wasn't called SERVMART. The first supermarket supply store in the Navy was opened by the Newport Naval Supply Center on a destroyer pier at the Newport, R. I., naval base—and appropriately dubbed PIERMART.

PIERMART was an instant success with the fleet units it initially served at Newport. It represented a resupply method tailored to meet the needs of a rapidly changing Navy and, as word of its success spread, the idea of self-service resupply was soon adopted by other supply centers. Within a short time stores patterned after PIERMART began operation throughout the Navy under such names as SPEEDYMART, QUICKMART and MOMART.

In 1965, PIERMART and all similar stores that had cropped up on supply bases around the world were standardized and officially designated SERVMARTS. At that time, the Naval Supply Systems Command established standard management procedures for all SERVMARTS, but wisely left guidelines loose to allow each store to adjust its operations to suit local customer needs.

THE ORIGINAL PIERMART showed the way. Now designated SERVMART, it was moved to larger facilities on the Newport naval base where its inventory tripled to include more than 3100 items. And more recently, the Newport store was moved for the third time to an area within the supply center which allows even larger stock expansion.

Today the Newport SERVMART extends service to fleet and shore units in the local area. Most of the store's customers come from the more than 50 ships homeported at the Newport naval base. During an average week at the store, more than 300 customers will purchase some \$30,000 worth of routine supplies for their commands.

SERVMARTS have come a long way since PIERMART appeared as a vanguard of the idea. Self-service supply has become big business in today's Navy, and indications are that it's growing all the time. With their chrome-plated turnstiles, shopping carts, displayed merchandise, and supermarket checkout counters, SERVMARTS have proven their worth to the Navy and—until a still better supply support system comes along—it seems that they'll continue to grow.

—Story and Photos by PHC David W. Joy

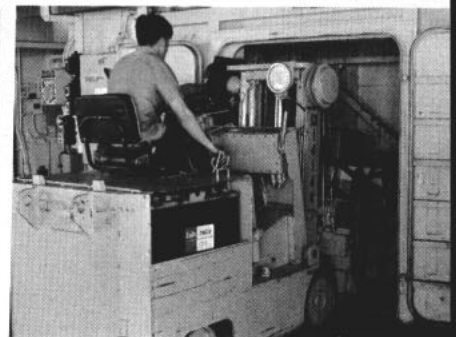
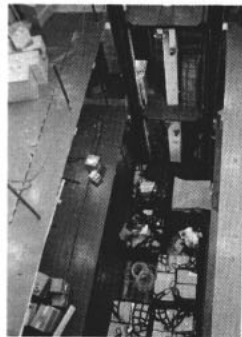


Facing page: Sales are rung up at the check-out counter, but no cash is accepted. A standardized Navy Supply form is used for all SERVMART sales. Facing page, bottom: A "customer" pauses to look over the wide selection of tools stocked by SERVMART for distribution to fleet units.

Above: The propane fuel tanks being stocked on display shelves are just one of many items stocked by SERVMART.

Below: Lubricating oils and cleaning compounds are the items being looked over by a "customer" from an escort ship.





IN A TINY ROOM barred by a door marked "restricted area," a classified message has been received and is fed into a computer. Thus begins the initial stage of "keeping the customer satisfied" aboard the Seventh Fleet combat store ship *USS Mars* (AFS 1).

Messages received from various ships operating in the Western Pacific request everything from coffee to

inside and out. Each man aboard *Mars* could send a letter home once a day for the next year and a half with the envelopes she stocks. The ship essentially serves as a warehouse.

WHEN INFORMATION IS RETURNED to the customer concerning the supplies ordered, a date is set

SUPERMARKET USS

papayas; white hats to socks; medical supplies and transistors; and even greeting cards to shoe polish.

Mars' computer traces various items and yields information on what is in stock, quantities and possible cutting down of the number of supplies ordered. *Mars* is the first Seventh Fleet ship to make use of this type of computer.

The combat store ship has combined the functions of a refrigerated stores ship and a stores issue ship. She's designed to steam with fast carrier strike forces and carry sufficient stocks of supplies to satisfy the needs of the task force.

Mars receives orders from the largest and the smallest ships and is able to fulfill the wants of an aircraft carrier with as much skill as she supplies an ocean minesweeper.

With the vast amount of stores that she carries, the 2000 people of her namesake, Mars, Pa., could be fed for the next six years. Their homes could be painted

for that ship's rendezvous with *Mars*.

The request is then transferred to the "green team," made up of crew members from various divisions under the supervision of the supply department. Unlike other stores ships which must wait until the actual replenishment operation before bringing the stores to the main deck, *Mars* — with a modern enclosed main deck — can allow goods to remain on deck for several days without risk of exposure from the weather.

The enclosed deck eases preparations more than any other existing factor, other than the large number of conveyor belts and elevators that enable men to carry out their jobs with greater safety, efficiency and ease.

After the stores are broken out, the order is handed over to the "red team." This team is responsible for the successful transfer of stores to the customer during replenishment.

In getting the supplies across to the customer, there are two methods of operation: the standard connected

STORE SHIPS provide one of the most vital links in the logistics operations chain of the U. S. Navy. They enable ships to remain away from port for longer periods, and in this day of both manpower and ship reduction, this particular job is becoming increasingly critical.

The services, and consequently the problems, connected with these ships are myriad. The work and preparation begin several months before the actual transfer of stores is made. The home ports and other supply depots are the sites for many hours of staging, loading, studying and moving in order to assure that ships carry the maximum load in the minimum space.

From the very beginning, as with all ships in the

Navy, safety is a prime consideration during the replenishment evolution. Problems here are many. Bad weather, of course, cannot be controlled, but it can be anticipated to some degree and watchstanders are constantly vigilant, looking for signs of sudden storms or high winds.

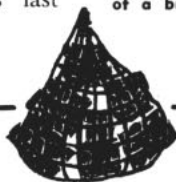
Equipment is checked and rechecked at many points during the replenishment evolution, but there always remains the possibility that a sudden roll will snap lines or cables holding the two-ton cargo nets between ships or from helicopters. The backlash from a snapped line can be devastating. Other possible dangers which cannot be completely prevented include fully loaded swinging nets and loose cargo



replenishment, where the two or more ships are actually joined by cable, and stores are transferred by connecting lines (in the past, it was the only way replenishment was accomplished); and the newer method which is vertical replenishment, where the two ships do not come in physical contact but stores are transferred by helicopter lift. During *Mars*' last

Photos from left: USS *Mars* (AFS 1) comes alongside a carrier to begin replenishment operations. (2) Three decks below the main deck, crewmen load stores aboard the ship's largest elevator for transfer to the main deck. (3) A forklift removes supplies from one of the many conveyor belts that ease operations in bringing them from the cargo hold. (4) One of *Mars*' two Sea Knight helos moves cargo during a vertical replenishment. (5) The end of a busy day for the men aboard the *Mars* AFS 1.

AT SEA MARS



line period, 80 per cent of her total replenishments and 60 per cent of her total tonnage capacity were accomplished through vertical replenishment by helicopter.

Although it is less popular, the ship's commanding officer, Captain Thomas O. Nutt, Jr., emphasizes using the connected replenishment method occasionally in order to keep the men skilled in both phases of the operation and in case helicopter operations are impracticable.

NIGHT REPLENISHMENT is almost commonplace with *Mars*. The crew is just as efficient with night replenishments as during daylight operations and *Mars* is forever demonstrating her ability as a vital and reliable unit of the Fleet. Obstacles such as poor weather conditions and heavy seas are repeatedly overcome.

Mars has even replenished ships between gunfire support missions off the Vietnam coast.

When the requesting ship is within close range, the "red team" goes to work. The helicopter is readied and the crew begins moving the stores to the flight deck. When the ships are in position, the helicopter crew (and in connected operations, the linehandlers) begin their particular phase of the operation.

Following transfer, a large hook, attaching the stores to the underside of the helo, is released once stores are resting on the customer's deck. This process is repeated until all goods are delivered.

Upon completion, the ships go their separate ways, and while the customer steams back to her designated area of duty, *Mars* begins preparations for yet another replenishment.

Commissioned in December 1963, *Mars* spent six years homeported in Yokosuka, Japan, before transfer to her present home port of Alameda, Calif.

By JOSN William C. Ervin

hooks, slippery decks, and falling stores.

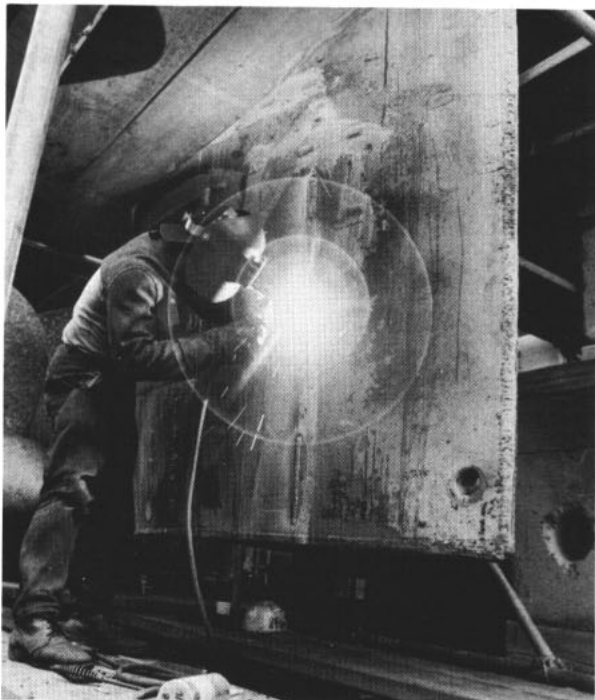
VERTICAL REPLENISHMENT — involving the use of helicopters for transfer of stores items—creates as well as solves many problems. The copters can save much time by eliminating the need for transferring all of one ship's cargo at the same time when there are several ships waiting for stores.

Helicopters do not provide the stability which line transfers give in less than calm seas. They must come within approximately five feet of the deck so that stores can be unloaded safely by the equipment. Achieving this feat is often nearly impossible in a high sea state.

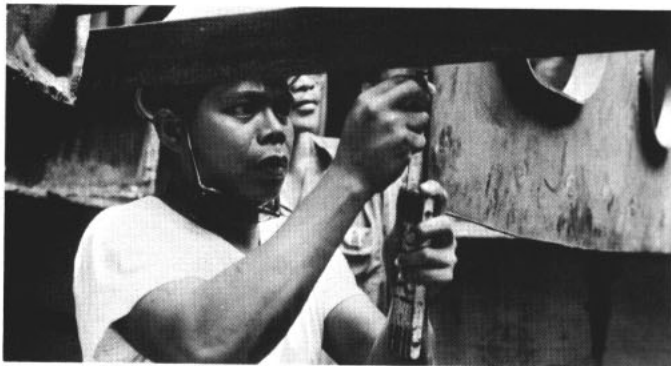
Cargo carried by ships is as varied as the problems which store ships encounter. A housewife would find the variety of foodstuffs in one of these ships greater than at her local supermarket. Many thousands of pounds of franks, steaks, fillets and other delicacies are sent with each voyage; there is always an extra amount of turkey for Thanksgiving and Christmas, ham for Easter, and soda syrup for the summer.

It is safe to say that transferring cargo is no easy and simple process. Replenishment of a carrier group can take 10 hours under good conditions—many more if the conditions are not right. Yet it is a job which must be completed for the smooth operation of the entire fleet.

SRF, Subic gets USS



Above: Besides the rush repair work, SRF performed routine maintenance. Below: Prefab parts were measured meticulously before installation. Bottom: Men toiled day and night in 12-hour shifts.



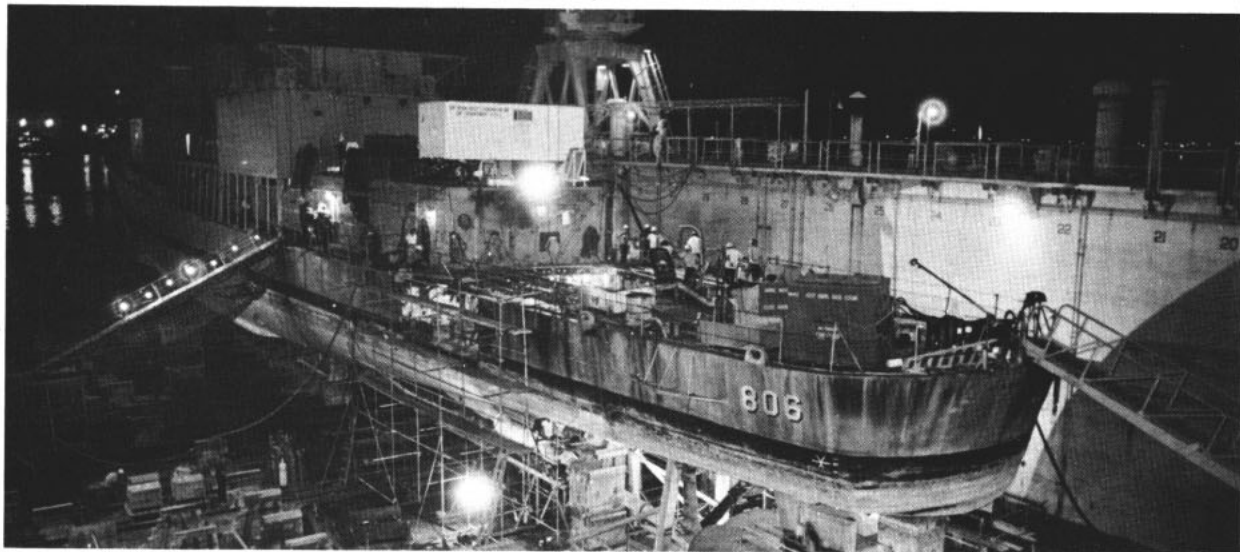
USS HIGBEE (DD 806) was back in action in late spring minus her aft gun mount, but with her structural damage repaired. The fast work was completed by the Ship Repair Facility at Subic Bay, Republic of the Philippines.

Thirty-five days earlier, *Higbee* had entered Subic Bay with significant battle damage. A 250-pound bomb dropped by a *Mig* aircraft had completely destroyed her after gun mount, magazine and adjacent berthing compartments.

(The *Mig* which hit *Higbee* wasn't so lucky—it was the direct-hit target of a *Terrier* missile fired from the guided missile frigate USS *Sterett*.)

Higbee was placed in Subic's AFDM-6 floating drydock and the work was begun. Nearly 45,000 gallons of fuel oil, from two ruptured fuel tanks, was pumped out of the ship, and approximately 1200 rounds of 5-inch projectiles and powder cases were removed. The destroyed 5-inch gun mount and all the twisted, charred metal that supported it was cut away—the warped bulkheads, decks, everything—until the after portion of the ship was only an empty shell.

REPAIRING *Higbee* was a big job for SRF. But it could be called more of a rebuilding job than repair work. It involved complexities that hadn't been encountered since SRF repaired a 90-degree bend in the bow of USS *Picking* (DD 685) back in 1961.



Higbee — back into action

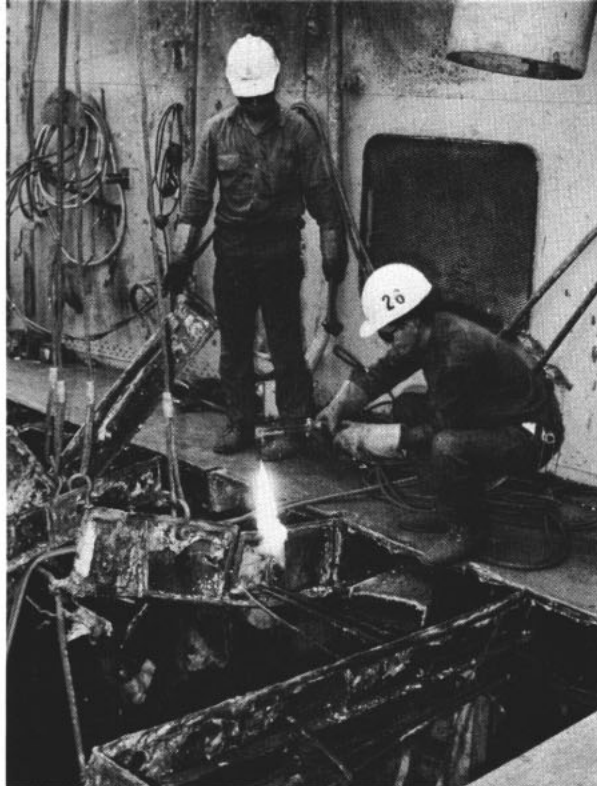
With 271 men, on day and night shifts, SRF rebuilt the hollow aft end of *Higbee*. Following blueprints, and with the aid of photographs taken of a sister ship, 80,000 pounds of steel were used to reconstruct *Higbee* sections. These prefabricated sections were then transported to the ship, where they were trimmed and arc-welded into place.

The biggest problem was how to replace the destroyed gun mount. The Ship Repair Facility had no spare 5-inch gun mount on hand and there was no indication when one would be available. With this, the decision was made to build the foundation for the new mount, complete the interior repairs, and install the new mount at a later date.

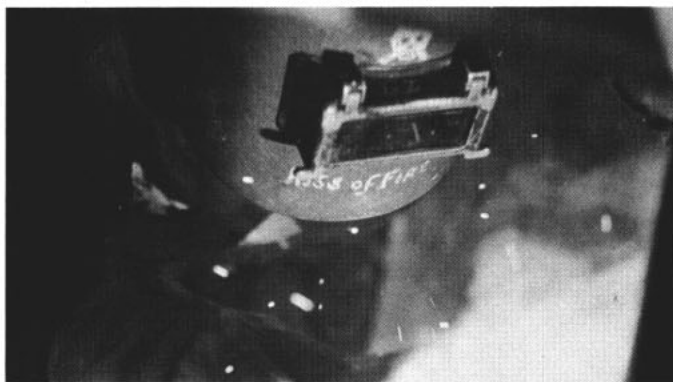
Work completed, *Higbee* set out for a one-day sea trial. The renovated crew quarters had bunks, lockers, lights, and tile-covered decks. Bulkheads were covered with insulation, painted, and myriad lengths of piping and electrical wiring needed to operate the ship had been installed and water-tight doors were in place. The foundation for the new gun mount was filled with sections of heavy anchor chain to compensate for the weight of the missing mount.

Fully two days ahead of the original SRF repair schedule *Higbee* was steaming across the ocean, returning to her duties; thanks to the "Can Do" spirit of the Ship Repair Facility, Subic Bay.

—Story and Photos by PH2 D. Cunningham



Above: All damaged metal was cut away before repair began. Below: An arc-welder goes to work on the repair of *Higbee*. Bottom: USS *Higbee* heads to sea two full days ahead of schedule.



THE FIRST COM



MAND



"I BELIEVE it is the ambition of every man to have his own command."

Lieutenant Timothy A. French makes this comment as he waits patiently, and perhaps nervously, in the narrow passageway of *uss Asheville* (PG 84) for the ceremony to begin that will give him his first command.

The ceremony takes place in Apra Harbor, Guam, where LT French relieves Lieutenant Commander Joseph O. Desrochers as commanding officer of the coastal patrol boat *Asheville*.

Pacing the tiny, cramped stateroom, waiting for it to begin, you check your gloves and sword for the umpteenth time, just to have something to do with your hands.

Turning to the small mirror, you look at the Command-at-Sea insignia pinned on your service dress white jacket. How long you've waited. It's not a big command, but it's a good command.

You look over the shoulder of the outgoing CO as he signs the log, wondering how he feels after two years of command. He looks up a moment, then down at his own insignia.

"Guess I'd better change this to the left side, being no longer in command," he comments softly. "How we doing on time?"

You check your watch. "Fifteen minutes," you answer, wondering if he can see how nervous you are. You watch as he finishes signing the log and hands it to you to look over. Your first log.

You check the log again, still pacing. It's that time. Buckling on the sword, you glance in the mirror once more, then you leave, following the man you are about to relieve. Somehow you feel a little sorry for the man because you are taking over his command.

SITTING ON THE PLATFORM, you listen as Captain A. J. Kodis, Commander Naval Forces Marianas, praises the small ships of the Navy and their crews, praising your ship and your crew. Now you begin to feel the pride that you know a CO feels for his ship and crew. You listen as LCDR Desrochers makes his farewell speech.

Now is the time!

You stand. The outgoing CO turns and salutes you.

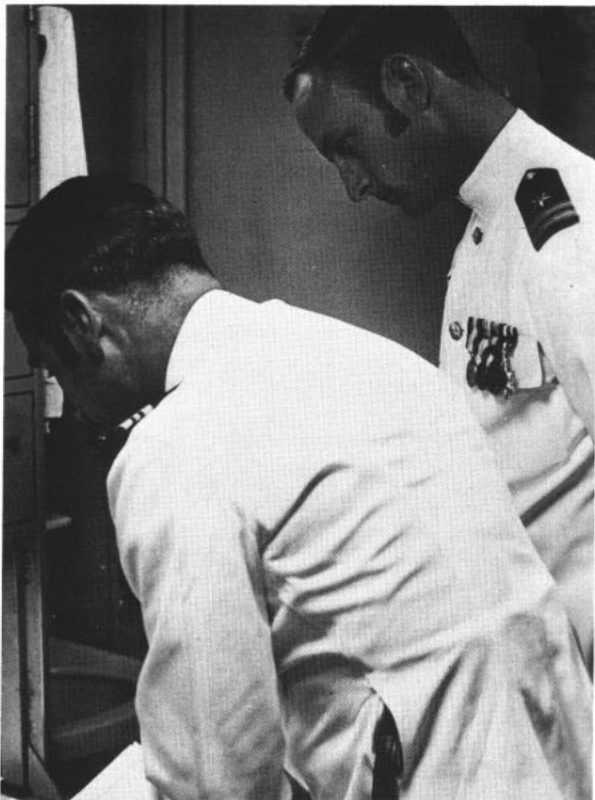
The command is now yours! Your first!

LT French, a graduate of Vanderbilt University, reported to *Asheville* from duty as the engineering officer aboard *uss Francis Hammond* (DE 1067). He joined the Navy a little over five years ago, and saw duty aboard *uss Berkeley* before reporting to *Hammond*.

LCDR Desrochers was piped ashore from *Asheville* for duty as Flag Secretary and Aide to COMTRALANT in Norfolk, Va.

THIS IS THE SHIP on which LT French will experience his first responsibilities as CO.

Asheville was the first of a "revolutionary" class of warship back in 1966, designed to punch fast and hard in coastal and river operations such as those then be-



• LCDR J. O. Desrochers makes his last entry in the Asheville log before turning it over to LT T. A. French.



• LCDR Desrochers steps away from the podium as he relinquishes command of the Asheville.

ginning in the Republic of Vietnam.

For a gunboat she is sizable: 165 feet long, with a 240-ton displacement. This gives her cruising capability on the high seas. Her nine-and-a-half-foot draft allows her to penetrate relatively shallow rivers.

But her most volatile features are her speed and armament.

A J-79 jet aircraft engine, installed as a secondary power plant (main power: twin 875-horsepower diesels), accelerates her from dead stop to 40 knots in slightly more than one minute.

Variable-pitch propellers can bring her to fullstop from that speed in less than one minute.

High-speed maneuvering calls for fastened seat belts.

When the PG's jet engine is "lit" she has 14,000 horsepower ready to be gear-shifted onto the propeller shaft.

Asheville's prime armament is a rapid-fire, three-inch gun, aimed by an advanced (Mark 63) electronic fire control system. She also has a 40-mm automatic cannon and a pair of twin .50-caliber machine guns.

Other unusual features are the use of aluminum for her hull structure and a combination of aluminum and fiber glass in her superstructure.

NAMED FOR THE CITY OF ASHEVILLE, N. C., the PG was the prototype of the new patrol motor gunboat class, with a total of 12 scheduled for ultimate

construction. Back in 1966, she was the first U. S. Navy gunboat to be built in more than 40 years. She has a crew of 24, including CO French and two other officers.

From the late 19th century to the early days of World War II, gunboats were employed in protecting American interests in Asia and Central and South America. Their shallow draft allowed them to move deep into shallow coastal areas.

There were two previous warships named *Asheville*. The first was a 24-foot, 1270-ton oceangoing gunboat commissioned in July 1920. She operated in Central and South American waters until 1922, when she was ordered to the Asiatic Fleet. *Asheville* was assigned to China Station, which meant river and coastal patrol duty.

After Pearl Harbor the gunboat saw duty in the southwest Pacific. She was sunk in action while in a convoy heading for Australia.

The second *Asheville* was a patrol frigate commissioned in March 1943 and assigned antisubmarine duty in the Atlantic.

No. III is operating out of Guam, where her low silhouette is a familiar sight to the rest of the Fleet. She is an exciting "first" command.

—JO1 Jerry C. Davis

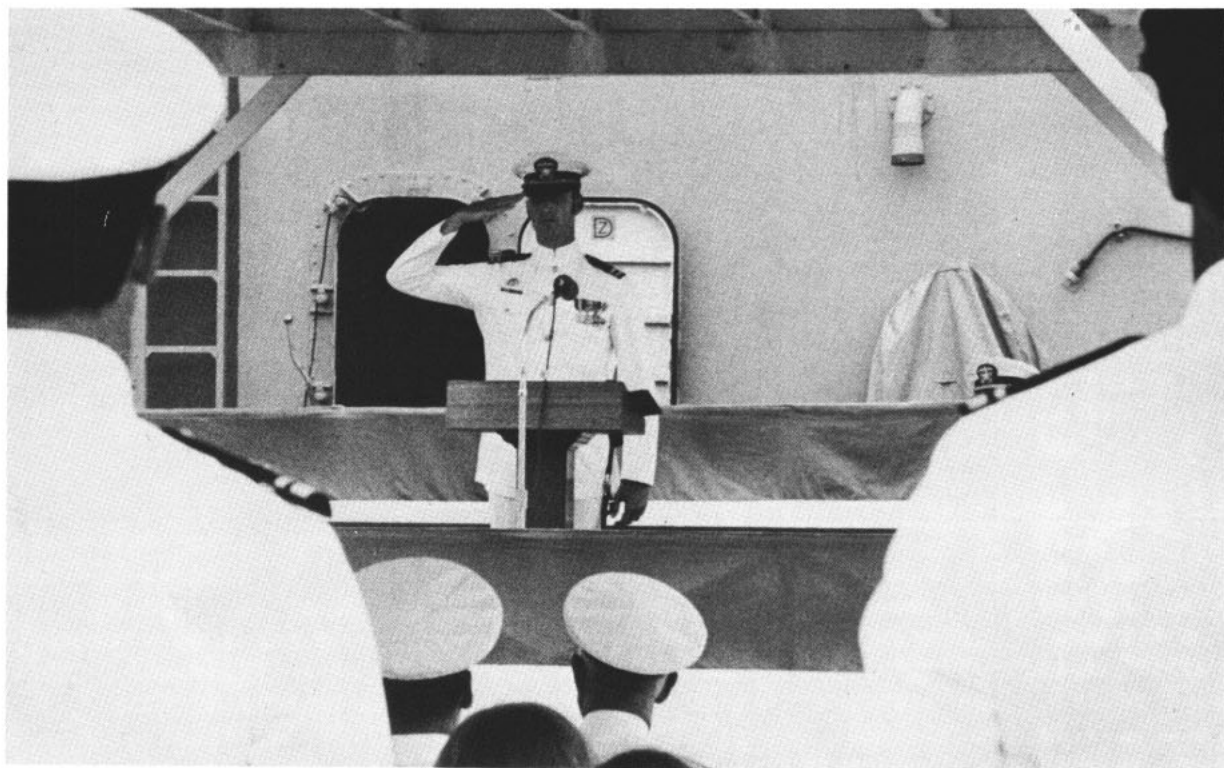
• LT French salutes the Commodore and becomes the full-fledged skipper of PG 84.



• LT T. A. French accepts command of the USS Asheville (PG 84)
... his first command.



• An interior view of the patrol gunboat, an example of the type
of ship LT French now commands.



- BELLBOTTOMS OPTIONAL FOR NEW DRESS BLUES

Moderately flared bellbottom trousers have been approved as an optional item for wear with the new dress blue uniforms--except at military formations or inspections. Officers and CPOs may begin wearing flared trousers as soon as they are available at uniform shops. The same option will be afforded other enlisted people as they begin wearing the new uniform. The flared trousers are an optional uniform item--meaning they won't be issued, but must be purchased at the individual's own expense. A previous but related change in Uniform Regulations was the approval of wool or polyester double-knit dress blues as an optional item for officers and CPOs, which will be extended to all hands in July.

- AFRTS RADIO TO REACH ALL SHIPS AND SUBS

Beginning in fiscal year 1974, all ships and submarines will receive radio programs produced by the American Forces Radio and Television Service (AFRTS) on seven-inch, long-playing tape reels. Each reel will contain six hours of programming, and ships will be provided with 84 hours of programming each week. These tapes can be played over ships' entertainment systems using inexpensive, four-track stereo tape recorders; since programming is virtually automatic, no additional people will be required to operate these systems. This service was first requested by ComSubRon 16, but it was decided to expand the service to all Navy ships regardless of size.

- SEA DUTY FOR EDOs: INCREASED EMPHASIS

Chief of Naval Operations Admiral Elmo R. Zumwalt, Jr., recently announced that Engineer Duty (Ship Engineering) officers will be given more sea duty billets as engineers of 1200 PSI destroyer types. This is part of an upgrading of the engineering officer billet in DDGs, DLGs and the DD 931 class destroyers to LCDR. About half of these billets will be allotted to EDOs, the balance remaining as 1110 billets. This program is designed to provide a superior level of technical training and background for fleet engineering officers and provide more sea duty opportunities for these designers and builders of ships of the future Navy. The change in designator assignments is scheduled to be phased in over the next two years and should result in assignment as engineering officers those best qualified from both the 1400 and 1100 officer communities.

- SECNAV ANNOUNCES SELECTION OF 17 WOMEN TO NROTC

Secretary of the Navy John W. Warner recently announced the names of 17 women who have been selected for appointment to the Naval Reserve Officers Training Corps. Female eligibility for NROTC was announced last spring. These women will receive the same scholarship benefits as their male counterparts, including four years of tuition, instructional fees, textbooks, and a \$100 monthly subsistence allowance. They will study at Purdue University, Jacksonville and Southern Universities, and the University of Washington. Upon graduation, these women will be commissioned as Reserve officers in the Navy or Marine Corps.

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- NEW RATING IN CAREER COUNSELING/RECRUITING? MAYBE

The possibility of a new rating in career counseling and recruiting is currently being considered by the Navy's Rating Review Board, following a BuPers workshop attended by career counselors and recruiters which completed a preliminary study. If adopted, the new career counselor/recruiter rating would be open to people in paygrades E-6 through E-9, and duty assignments would alternate from recruiting ashore to career counseling at sea. Men or women in this rating would be required to have a thorough knowledge of Navy training, recruiting and retention policies and programs.

The Rating Review Board will reach a decision only after a full-scale study of fleet needs, attitudes and training costs. If results are favorable, the Rating Policy Control Board would prepare a recommendation for the Chief of Naval Personnel, Chief of Naval Operations and Secretary of the Navy. Only final approval by SecNav makes a new rating effective.

- MCPON NOW HAS TELEPHONE RECORDING SYSTEM

The office of the Master Chief Petty Officer of the Navy (MCPON) is now equipped with a new telephone recording system, which means that calls received after normal working hours may be recorded for playback on the following working day. This new system should enhance communications for those in different time zones and others who have difficulty phoning the MCPON office. Persons using this system should call OX4-4854 (commercial) or 224-4854 (autovon).

- UP-TO-DATE INFORMATION ESSENTIAL FOR SGLI

The current law on Servicemen's Group Life Insurance (SGLI) provides for automatic distribution of proceeds in event of a death when there is no written designation of beneficiary. However, if you have designated a beneficiary under SGLI, you should make sure it reflects your current desires. For instance, if your marital status has changed, you may want to change your beneficiary. Keeping your beneficiary information up to date is essential if you want to get the maximum benefit from your SGLI policy. BuPersNote 1741 (17 Aug 72) discusses some considerations for people who have designated a beneficiary in writing, desire to cancel a prior designation or change a beneficiary.

- COMMAND ASHORE/PROJECT MANAGER INSIGNIA ESTABLISHED

A new breast insignia is being developed for wear by commanding officers ashore and project managers in recognition of their responsibilities and support of operating forces. This insignia, which is expected to be available in Feb 73, will be authorized for wear by officers in the grade of captain or below on active duty who are serving or have previously served in a CO shore billet and those who have served or are serving in certain project manager billets. For more information about the Command Ashore/Project Manager Insignia, see BuPersNote 5030 (2 Aug 72).

- CONTINUATION BEYOND 20 YEARS FOR CTs

Navymen in the communication technician ratings--except for master and senior chiefs--who wish to continue on active duty beyond 20 years must re-

quest approval from the Chief of Naval Personnel. Screening of such people eligible for transfer to the Fleet Reserve is necessary to provide a viable career progression for junior, career-motivated petty officers within the cryptologic community. For more information, see your career counselor about BuPers Instruction 1133.24.

- EXTENSIONS FOR OFFICERS WITH PREGNANT WIVES

Extensions on active duty for up to one year may be granted to officers whose estimated loss date (ELD) falls within their wives' pregnancy or postnatal period (which covers two months following birth of the child). Eligible officers must officially request an extension of active duty in accordance with BuPers Manual 1030150; this request, which must include a statement of either a military or civilian physician verifying the pregnancy, providing an estimated date of delivery and similar information, must be forwarded to the Chief of Naval Personnel at the earliest possible date. Officers extended for maternity care benefits will normally remain at their present duty stations unless unusual circumstances dictate a transfer. For more information, see your personnel officer about BuPersNote 1133.

- NFCU REDUCES INTEREST RATE ON LOANS

If you're thinking about taking out a loan to finance that new car, pay for your long-awaited vacation, make home improvements or practically any other good reason, a good place to start looking is the Navy Federal Credit Union. One of the reasons, recently announced by NFCU President Rear Admiral V. A. Lascara, is that until 31 Dec 72 all new loans to members will be made at a reduced interest rate of 8.4 percent. Depending upon their financial situation, NFCU members may borrow up to \$2,500 on their signature and up to \$15,000 with sufficient collateral.

Navy Federal is authorized to serve all Navy and Marine Corps officers, active and retired, and enlisted personnel on duty in the Washington, D. C., Philadelphia, and New York City areas, as well as those stationed or homeported in a foreign country or deployed overseas.

- NTDC NOW NTEC

The Naval Training Device Center--which you read about in the June 1972 issue of ALL HANDS--has been renamed Naval Training Equipment Center. This new name better reflects the role of the center, which is involved in the wider scope of training material--not just of training devices.

- SARATOGA, VF 96, VA 27 WIN AVIATION AWARDS

USS Saratoga (CV 60), which recently became the Navy's first CV, has been selected as this year's recipient of the Admiral Flatley Memorial Award for outstanding achievement in all aspects of naval aviation safety. This award, presented annually by the Chief of Naval Operations to the aircraft carrier which exhibits the highest standards of aviation safety, is based on total flight activity during the year and contributions to safety from ship's company or embarked air wing personnel. CNO also announced recently that two Pacific Fleet Naval Air Units have been selected as the outstanding fighter

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and attack squadrons of 1972. Fighter Squadron 96, based at NAS Miramar, Calif., received the Admiral Joseph Clifton Award as outstanding fighter squadron, and Attack Squadron 27, stationed at NAS Lemoore, Calif., was selected to receive the Admiral C. Wade McCluskey Award for outstanding attack squadron of the year.

- DUPONT, O'HARE GIVEN AWARDS

USS DuPont (DD 941) and USS O'Hare (DD 889) were recently named as winners of the Marjorie Sterrett Battleship Fund Award (for FY 72) and the Engineering Excellence Trophy, respectively. The former award is presented annually to a ship in each fleet standing highest in battle efficiency competition among ships of its type; the award rotates among various types of ships, with this year's competition including ships of the Cruiser-Destroyer Forces. O'Hare's award is particularly noteworthy since the ship is a FRAM I destroyer which has consistently outshone many new construction ships.

- EXCELLENCE THE RULE ABOARD INCHON

Excellence was the standard aboard USS Inchon (LPH 12) last year, as evidenced by the four awards this PhibLant ship recently collected. Inchon's kudos included: the Admiral Flatley Award for meritorious achievement in aviation safety; the Battle Efficiency "E" Award; the Amphibious Assault Award for excellent performance in amphibious warfare; and the Black "E" for the highest aircraft maintenance effectiveness in an Atlantic Fleet LPH. Inchon also walked away with four out of six departmental excellence awards.

- SEATTLE WINS NDTA UNIT AWARD

USS Seattle (AOE 3), homeported in Norfolk with the Atlantic Fleet Service Force, was recently selected as the Navy's recipient of the seventh annual National Defense Transportation Association (NDTA) Unit Award. The NDTA makes the award to the military transportation or logistic unit from each of the services that has distinguished itself in an operational transportation mission. Previously these awards were given only to units in a combat or combat support role in Southeast Asia; this year's competition, however, was worldwide.

- TWO FAST PATROL BOATS TO BE BASED AT GREAT LAKES

The first afloat units to be based in the Great Lakes since 1970, two fast patrol boats, are currently on their way to their new home port of Great Lakes, Ill. Since departing Norfolk at the end of August, the two boats have been making a six-week cruise of inland waterways--including port calls at 14 cities where they've been conducting "Go Navy Cruises." The patrol boats are 80 feet long and can operate at speeds above 40 knots. At Great Lakes they will be assigned to the newly established Naval Reserve Coastal River Division 21 and will be used to train Reservists in naval inshore warfare tactics.

- ADCOP OBLIGATED SERVICE REQUIREMENT LIBERALIZED

Commencing next fiscal year (beginning 1 Jul 73) career petty officers selected for the Associate Degree Completion Program (ADCOP) may no longer have to obligate for six years, according to a recent change in the program. The obligated service requirement has been liberalized to reflect actual "in-school" time. For instance, upon assignment to junior college, an ADCOP student will be required only to enlist, reenlist, extend his enlistment, or agree to extend it in order to acquire a two-year service obligation. Furthermore, he must agree to reenlist and/or extend for a period equal to a two-for-one payback for school attended. This program is for people with less than 45 college credits who are applying for the FY 74 ADCOP session. For further information about eligibility requirements and application procedures, see your career counselor about BuPersNote 1510 (28 Jul 72).

- TAX RELIEF AVAILABLE FOR FLOOD VICTIMS IN DISASTER AREAS

The office of the Judge Advocate General recently announced that immediate tax relief is available to people who suffered property losses as a result of floods or storms this year in any area of the country that was declared a disaster area. Individuals or families may either file an amended tax return for 1971 and receive a prompt tax refund, or claim their casualty on their 1972 tax return. The procedure is to use Federal Tax Form 1040X and deduct the value of the property lost from the total taxable income declared in the 1971 or 1972 return. A new tax figure is then computed and the difference between the previously filed tax figure and the new one is the amount that may be claimed. For additional information and assistance, see your legal assistance officer.

- COMMISSARIES TO CARRY HEALTH CARE AND GROOMING PRODUCTS

If you've been to the local commissary lately, you may have noticed some new items--various kinds of health and personal grooming aids--on the shelves. Depending on their location, Navy commissary stores both in CONUS and overseas are now--or soon will be--carrying items such as shaving and hair care products, first aid articles, oral hygiene items, and nonprescription drugs. Addition of these items is designed to increase the value and convenience of your commissary store privileges; when various sizes of an item are available, commissaries will carry the large or family size.

- VOTING: A RIGHT AND A RESPONSIBILITY

This year, as always, voting will be an essential part in the formation of a government "by the people," and Navy people are an important segment of the nation's population. Absentee balloting enables service members away from home to cast their votes, and voting assistance is available throughout the Navy. Becoming familiar with the candidates, their proposals, and voting is the responsibility of all U. S. citizens. Yet in past years as few as 30 per cent of all eligible voters cast their ballots--and when the majority has no vote, the majority has no voice. Exercise your right--and assume your responsibility--by voting this year.

- THE 3-M SYSTEM: A CONTINUING EFFORT

The Navy's Maintenance and Material Management (3-M) System is a tool for maintaining effective control over the readiness of complex equipment and weapons systems. 3-M is a management system that works best when it is simplified as much as possible, so cutting the number of repair job reports and simplifying those which must be submitted is a continuing process. The main goal of 3-M is to keep our ships in peak operating condition; good supervision of the 3-M effort is essential in ensuring a constant flow of proper feedback-- a vital element in the system which is a communicative link between maintenance man and the Naval Material Command.

- CNO SITREP FIVE: "LEADERSHIP IS THE KEY"

The fifth film in the CNO SitRep series is currently being distributed to major fleet and shore commands. An important follow-on to SitRep Three ("The Challenge of Change"), "Leadership is the Key" takes a look at how Navy people at all levels of responsibility are approaching problems of leadership during the current transitional period in the Navy. It particularly emphasizes the viewpoints and concerns of mid-level officers and petty officers--is their authority being undercut, or is it a question of developing more effective ways to lead and motivate men? Are we inventing new leadership principles or merely redefining old ones? These and other areas of concern are discussed in SitRep Five by Navy people of all levels.

- PHILATELIC MAIL FOR APOLLO 17

The Navy's Manned Spacecraft Recovery forces in the Atlantic and Pacific will cachet and cancel philatelic mail for the planned December 6 launch of Apollo 17. A maximum of two covers per collector will be canceled on the date of Apollo splashdown (about 18 Dec). To ensure proper time for handling, covers should arrive at the coordinators before 1 Nov 72. Addresses for the coordinators are: Apollo 17 Covers, Task Force 140, Naval Air Station, Norfolk, Va. 23511; and, for the Pacific, Chief in Charge (Apollo 17), Task Force 130, Navy Terminal Post Office, FPO San Francisco 96610.

- PHILATELIC MAIL IN THE ANTARCTIC FOR DEEP FREEZE 73

Philatelists may have covers postmarked this year at the Amundsen-Scott South Pole Station in Antarctica and aboard three U. S. Coast Guard icebreakers working with the Navy in support of the National Science Foundation during Operation Deep Freeze 73. Collectors are limited to two covers per person from each of the activities.

Philatelic mail to be postmarked in Antarctica must be marked as such and reach the Antarctic post office by 1 Feb 73 in order to be processed by the Navy's "wintering-over" crew that remains isolated there from early March until October. Covers to be canceled in the Antarctic must have either U. S. postage at the letter rate or an International Reply Coupon enclosed to defray postage on covers going to foreign lands. Covers should be mailed to: DEEP FREEZE Philatelic Mail Clerk, Commander Antarctic Support Activities, FPO San Francisco, Calif. 96692. Covers must reach this address by 1 Nov.

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

"An Idea Whose Time Has Come"



MCPDN JOHN D. WHITTET

NO LONGER just a nice idea or a lot of idle talk, the All-Volunteer Navy is rapidly becoming a reality.

It has all happened so fast. In March of 1969, President Nixon appointed a commission, under the chairmanship of former Secretary of Defense, Thomas S. Gates, Jr., to study and make recommendations con-

cerning the elimination of the draft and implementation of an All-Volunteer Force. The Gates Commission recommended that steps "should be taken promptly" to move in the direction of an All-Volunteer Force.

In April of 1969, the Secretary of Defense convened the Project Volunteer Committee which has served to develop and coordinate programs within the Department of Defense. Shortly thereafter, the Navy Department established a Project Volunteer Coordination Branch here in the Bureau of Naval Personnel.

MEANWHILE, significant legislative actions were taking place. For each of the past two fiscal years, the Congress has authorized nearly 3.5 billion dollars for the development of the All-Volunteer Force. Two and one-half billions of the yearly appropriation are used to fund the big pay boost granted primarily to junior officers and enlisteds on 14 Nov 1971. Remaining Project Volunteer funds have been programmed and dispersed throughout a broad range of commands and activities.

Considerable emphasis has been placed on more and better recruiting. Total Department of Defense recruiting expenditures have jumped 80 per cent in two years and the number of people assigned to recruiting has risen by some 50 per cent. The Navy Recruiting Command may expect to receive some 47 million Project Volunteer dollars in next year's budget. Navy recruiters now receive special duty assignment pay and officials are giving some thought to a special rating for recruiters and career counselors.

THE BIG PUSH in recruiting is beginning to pay off. Navy planners and recruiters are rapidly adapting to the zero or near zero draft environment. More women are being recruited (91 per cent more than the previous year) and more broken-service enlistments are being accepted.

Of course, the total effort to achieve an All-Volunteer Navy has figured heavily in many areas other than recruiting. Z-grams, new uniforms, centralized detailing, homeporting overseas, more equitable sea/shore rotation, numerous shipboard and shore station habitability improvements, expansion of temporary lodging units and spaces for mobile home owners, additional ADCOP billets, family services centers, minority cultural awareness programs and leisure-time activities have all made a contribution.

In fiscal year 1972, 5.5 million Project Volunteer dollars were spent on barracks rehabilitation, constructing T.V. lounges, upgrading heads, laying new decks and even providing more electrical outlets. An additional \$2.1 million were spent on new furniture alone. Over \$8 million was spent this past year to upgrade commissary services and improve medical and dental facilities. Many a dispensary has been refitted with new reception rooms, lighting, furniture, parking lots, etc. Bureau planners are expecting some \$92 million worth of new initiatives in next year's budget alone.

ALL THIS IS BUT A SCRATCH upon the surface. These facts and figures all boil down to one thing—a better Navy with more professionals and more pride. The All-Volunteer Navy is an idea whose time has come. There is a lot of "steaming" to do but the All-Volunteer Navy is underway. As the President has said, the draft will end by 30 Jun 1973. Navymen and women should "get on board" and lend a hand to make our Navy a real volunteer outfit!

HUMAN RELATIONS --

Memphis-style

**YOUTH SERVICES
RACE RELATIONS
CPO INDOCTRINATION
DRIVERS' TRAINING
DRUG EDUCATION
DRUG REHABILITATION**

"HUMAN RELATIONS"—two words which cover a wide variety of generally nebulous topics. At NATTC Memphis, however, human relations refers to a number of specific programs which are helping make the base and the surrounding community a better place in which to live.

Under the heading of a Human Relations Program, the command at NATTC Memphis instituted a Drug Education Program, a Special Drug Rehabilitation Program, a Race Relations Program, a Youth Services Program, an Indoctrination Program for Newly Selected Chief Petty Officers, and an extensive Drivers' Training Program. Each one reports a varying degree of success, but taken together, they represent a concerted effort by many members of the command to attack community problems.

Because NATTC Memphis has such a large student population—nearly all the Navy's enlisted aviation personnel are there at one time or another during their careers—it provides an ideal location for a thorough drug education program. Using civilians from local institutions such as the University of Tennessee, Memphis State University, and the Tennessee Narcotics Bureau, the program provides discussion presentations on drug pharmacology for groups of 20 to 25 students. Ship's company personnel receive a longer and more in-depth presentation.

The purpose of such presentations is to provide a common basic knowledge of drugs and to dispel many of the myths that currently surround them. Such knowledge, it is felt, will aid those charged with helping curb the abuse of drugs. Plans are now underway to expand the program to more discussions of behavioral aspects of drug abuse and to provide education for officers and dependents.

THE SPECIAL DRUG REHABILITATION PROGRAM has three purposes: to create a self-awareness on the part of an individual of his attitudes and behavior, to assist an individual in viewing his life style and how he makes decisions, and to provide an environment in which an individual explores means of self-expression and develops latent talents through means other than drugs. NATTC is now taking steps to provide residential facilities and an intensive counseling program for individuals who want help in curbing drug abuse.

The Navy is making a continuous effort to over-

come problems with racial prejudice, and NATTC Memphis, like other Navy commands, has coordinated its own efforts with the Navywide proposals and suggestions of the Chief of Naval Operations to reduce racial misunderstanding and conflict. These efforts include classes and films in racial relations and the appointment of a minority affairs advisor to the command to recommend programs to promote racial understanding.

THE INDOCTRINATION PROGRAM for Newly Selected Chief Petty Officers is a two-week curriculum on the needs and responsibilities of prospective CPOs. The course is given monthly and consists of a week of material from uniform regulations to performance evaluations and naval correspondence. An additional week covers subjects such as personal development, person-to-person relationships, and an introduction to various management theories.

The Drivers' Training Program is a 36-hour, state-approved course designed to train students less than 25 years old in the skills necessary for them to qualify for government or state drivers' licenses. The school also helps retrain and retest persons involved in accidents in government vehicles and those personnel applying for license renewal.

The course consists of 21 hours of classroom work, including a Defensive Driving Course, 12 hours of instruction in a driving trainer, and three hours behind the wheel. Completion of the course entitles each student to a government license and a certificate which, in some cases, may mean a reduction in insurance rates. While the success of such a school is hard to measure, it has been shown that traffic death-by-accident rates have decreased among the naval community while in the civilian world those rates have increased.

THE YOUTH SERVICES PROGRAM is now expanding to reach more young people with a wider variety of activities. Working with community funding to provide recreational activity for older teenage boys—ages 15 to 17—the command is providing some of the physical facilities for the activities. Such a program has become the basis for other such programs throughout the nation.

With all of these programs, "human relations" is more than just a phrase at NATTC Memphis. Hundreds of people are being reached directly and indirectly by the efforts being made there. What Memphis has is a perceptive and forward-looking leadership, a cooperative local community, and a willing and working group within the training center—all the ingredients for success.

Oklahoma Welcomes "Sooner Company" At Cowboy Hall with Buffalo Steaks

FEW NAVYMEN have started their careers with greater fanfare than 81 Oklahomans recruited especially for a "Sooner Company." The night before the recruits were to be sworn in by Rear Admiral Emmett H. Tidd, a native of Oklahoma City, the young men and their families were guests of honor in the Cowboy Hall of Fame at a banquet which featured buffalo steaks.

The next day, at the Anchor Memorial in downtown Oklahoma City, the Sooner Company arrived in a police-escorted motorcade of new cars. The Governor proclaimed the date to be "Sooner Navy Day;" a beauty queen christened a model of the FBM submarine to be named for the Oklahoma humorist Will Rogers; and congratulatory messages were read from the President of the United States, the Secretary of the Navy and the captain of *uss Oklahoma City*.

After the swearing-in, as a flight of Navy jets roared overhead, the new Navymen climbed back in their cars for the motorcade to Will Rogers Airport where they spent an hour with their families enjoying refreshments in the airport's servicemen's lounge. By 1430, they were on board a jetliner bound for the Naval Training Center at Orlando, Fla.

Navy's Transition Program Enters 4th Year; More Than 260,000 Navymen Have Been Aided

THE NAVY'S TRANSITION PROGRAM—a general aid program for individuals separating from active duty—has entered its fourth year and since 1968 has served more than 260,000 persons. Designed to increase the employability of Navy veterans, the Transition Program has four services: counseling, educational assistance, vocational training, and job referral services.

The training phase of Transition is available to people with no skills employable by the civilian world and

those in ratings that have little civilian application. Sometime during the last few months of their service, these persons may receive three to eight weeks of training on a full- or part-time basis if they can be released from duty by their commanding officers.

Such training is limited to a comparatively few individuals and, indeed, is only a small part of the thrust of Transition. Helping individuals find a place in the civilian world—whether that place is in a job, an apprenticeship, or a school—is really what Transition is all about. One of the major aids which Transition can provide is vocational counseling. Others are finding the right school, information about the GI and other benefits available, and resume writing.

The Navy has 14 Transition sites available for individuals who need to use any of their facilities. In addition, each command has a Transition Officer with all the latest information about Transition. If you're getting out of the Navy soon, look into the Transition Program; it can help you.

"Stay in School" Features Benefits of High School Diploma Plus Navy Education

"STAY IN SCHOOL" may not be what comes to mind when you think of a Navy recruiting slogan. The fact is, though, that the Navy has been using that theme for quite some time. "Stay in School" is the title of a small, attractive booklet which is available at any Navy recruiting station.

Rather than the old "Join Now!" pitch, the booklet encourages young men and women to wait, finish school, see what's ahead for them in life, and then look at what the Navy has to offer.

The booklet is pretty straightforward about it:

From long experience, the Navy knows that the more education a person acquires, the more training he can absorb later. And because the Navy is a huge

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RUB-A-DUB-DUB . . . three recent graduates of Radioman "A" school at Bainbridge, Md., are headed for sea. RMSA Patricia L. Seasock, RMSA Mary K. Morningred and RMSA Laurnene D. Jelten graduated in the top five per cent of their class and are assigned to the USS Sanctuary currently drydocked in San Diego.



technical organization as well as a great fighting machine, it requires well-educated and well-trained men and women to operate its many units.

The booklet mentions the many excellent opportunities for career and social advancement in the Navy. But it does so only after it has explained the benefits one acquires by gaining a high school diploma. Of course, one can acquire a diploma even after he has dropped out of school, but that's the hard way. The time required by night school plus the difficulty of getting back into the academic groove make getting through high school by that method a tough grind.

The technical training offered in the Navy makes it essential that trainees have good backgrounds.

"The Navy is often a pioneer in applying scientific principles and new technology to equipment for Navy use," the booklet says.

"The personnel who operate and maintain such equipment require precise Navy training in addition to a strong basic foundation provided by a high school education. A dropout seldom qualifies for the required Navy training."

First Non-Line Officer Selected to Head Women Officers' School at Newport

A NAVY NURSE has become the first non-line officer to be named military director of the Women Officers' School in Newport, R. I. Lieutenant Commander Susanne Russell, a graduate of the Stanford University School of Nursing, directs the uniforming, administration of student quarters, physical training and drill of the 600 women officer candidates and Nurse Corps officers, both men and women, at the school.

LCDR Russell has completed tours at Bethesda Naval Hospital, as well as the Oakland and San

Diego, Calif., naval hospitals. She also served aboard USS Sanctuary (AH 17) which operated off the coast of Vietnam in 1968.

Navy Women Can Earn College Degrees Through Various Educational Programs

NAVY WOMEN who are ambitious, intelligent, and have an aptitude for nursing, dietetics, science, mathematics or engineering can earn a college degree and a commission through one of the following programs:

NESEP (Navy Enlisted Scientific Program)—Offers up to four years of uninterrupted education at one of the 21 participating civilian universities. After completing all requirements, including 10 weeks of Officer Candidate School during the summer of the senior year, candidates receive a baccalaureate degree in one of 18 major fields of science, mathematics or engineering. They are then commissioned ensigns in the Regular Navy.

NENEP (Navy Enlisted Nursing Education Program)—Covers four years at a university chosen by the Bureau of Medicine and Surgery and leads to a degree in nursing as well as a commission in the Nurse Corps, Naval Reserve.

NEDEP (Navy Enlisted Dietetic Education Program)—Offers up to three years of college, a degree in medical dietetics and a commission in the Medical Service Corps. The length of the course depends upon the applicant's prior college work.

These educational activities are open to men as well as women but the Navy is making a special effort to increase the participation of women in the programs. Those who want to take advantage of these opportunities should contact their career counselor or educational services officer for further details.

PERSONALITIES in the FLEET

SHE'S NOW A PH2



VICKY JAMES, the only enlisted woman assigned to the staff of Commander Naval Forces Marianas on Guam, breathed a sigh of relief. "Whew! I'm glad that personnel inspection is over," she said. "It was hot out there.

"I'm not very enthusiastic about inspections, but I feel that a periodic one is necessary to stay prepared for formal occasions like Presidential visits or change-of-command ceremonies."

Vicky, a 1966 graduate of McClure Senior High School, Florissant, Mo., attended Southeast Missouri State College at Cape Girardeau before joining the Navy in 1969. After a short stint of basic training at Bainbridge, Md., she graduated from the Navy's Photography School at Pensacola, Fla. She's now a photographer's mate 2nd class.

"When I joined the Navy," says Vicky, "I thought I could be an air controller, but my eyesight wasn't good enough. I'm really happy now that I chose to be a photographer, because of the tremendous pressures and tension associated with being an air controller. I prefer asking people to hold their smiles rather than telling jet pilots to hold their landing patterns."

IT WAS AT PENSACOLA where she met aerial photography instructor, Tom James, of Albany, Ga. The love bug bit and they decided to form the team of Mr. and Mrs. Thomas G. James.

"Tom had orders to Guam before we got married



and everyone told us that it was impossible for me to accompany him. We decided to get married anyway and hope for the best," recalls Mrs. James.

With the help of her leading chief, Vicky, still a student at Pensacola, wrote to the Bureau of Naval Personnel requesting permission to join her husband on Guam. Beaming happily, Vicky recalls, "The good old Navy came through and I was on my way."

Now she works in the ComNavMarianas Public Affairs Office and is very happy in her job as a staff photographer. "It's a lot more challenging than being a secretary in some nondescript office building," she said.

She readily admits that the \$8000 bonus she received for signing on the dotted line when she reenlisted recently for six years played a major role in her decision to ship over.

Meanwhile, the vibrant young couple really enjoy driving their newly acquired 1972, fire-engine red foreign sports car around.

Reflecting, Vicky said, "I was really nervous the first time that I had to take a photo of a four-star admiral, but not nearly as terrified as when President Nixon posed alongside me for a photo, on his historic trip to China last February. It all happened so fast. There I was, being watched by the Secret Service while taking pictures of the President and Mrs. Nixon. Then all of a sudden, the President motioned for me to come over and stand alongside him.

"I was stunned and didn't know what to expect."

She said that the President took her camera, hurriedly handed it to one of his military aides and directed him to take a photo of her and the President.

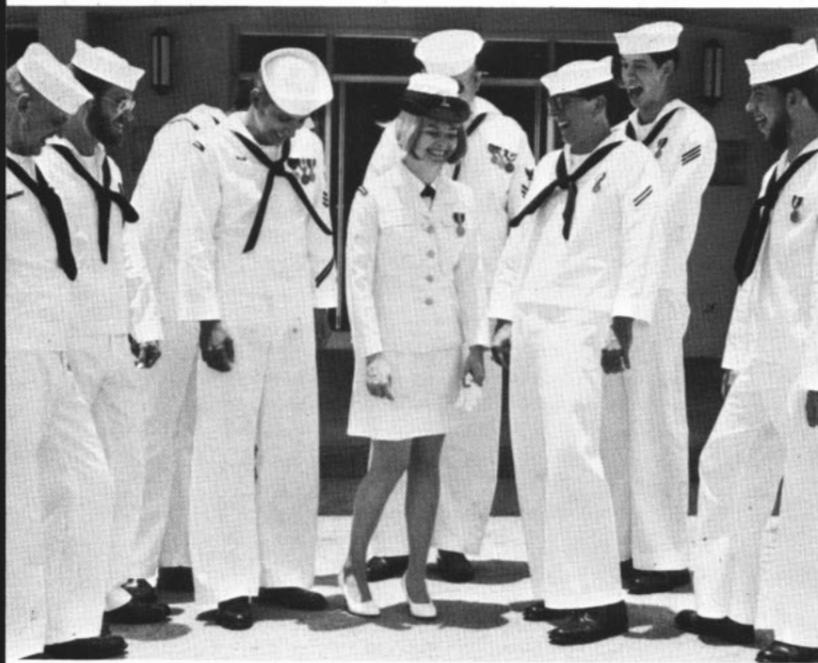
Unfortunately, the amateur photographer was also quite nervous, and the resultant once-in-a-lifetime photo was out of focus.

WHEN ASKED ABOUT MAKING THE NAVY A CAREER, she said, "Being in the Navy is a lot of fun, but I don't recommend it for an immature young lady. As for myself, only time will tell."

Vicky said that as a result of her reenlistment, the Navy is sending her to a six-month advanced photography course at Pensacola. Her husband will also be attending the same school.

She happily remarks, "The Navy has really been good to us. First, they sent me to Guam to join Tom, and now we're being transferred together to attend one of the best training courses that the Navy offers. It's really a good deal!" —LCDR Tony DeMarco

Counterclockwise: "The devil made me do it," Vicky mischievously replied when asked why she reenlisted in the Navy; "I'm really happy that I chose to be a photographer's mate," says PH2 Vicky James; Vicky James prepares a photographic job order as part of her daily routine; "Why are you guys always teasing me?" giggles Vicky; CDR Phillip D. Anthony gives PH2 James the "once-over."



PERSONALITIES in the FLEET

A SEABEE FIRST



Above: Portrait of a female Seabee—EOCN Camella Jones, the Navy's first woman Seabee, sits behind the wheel of a road grader. Below: EOCN Jones lowers the scoop on a back-hoe. Bottom: "Cam" Jones relaxes with some friends.



AND NOW THERE'S ANOTHER FIRST—a woman Seabee. Camella Jones of Gold Beach, Ore., a 20-year-old U. S. Navy enlisted woman, has become the first to qualify as a heavy equipment operator constructionman (EOCN). The Navy has authorized Camella to cross-rate from seaman to constructionman and to move into the equipment operator specialty. Since this is a construction rating, she will wear the working uniform of a Seabee, also a first for women in the Navy.

Well qualified for the job and with the Seabee "cando" spirit, Camella is currently assigned to the Public Works Heavy Equipment Crew at the Naval Air Station, Kingsville, Tex.

Only last 7 August, Admiral Elmo R. Zumwalt, Jr., Chief of Naval Operations, announced in a Navywide Z-gram message that ". . . women in the Navy will have equal opportunity to contribute their talents and background to accomplish our missions . . ." One step he took was to authorize limited entry of enlisted women into all ratings.

Camella Jane Jones proves the point. She came into the Navy on 14 Apr 1971 with an above-average mechanical aptitude score of 62 achieved in general classification tests. The average is 45 to 54. Through her own efforts, she has learned to operate many types of heavy mobile machinery.

"Cam" Jones has learned to operate such heavy equipment as bulldozers, cranes, graders, back-hoes, front-end loaders, semitractor trailers, aircraft runway sweepers and other heavy equipment. She has worked overtime and on weekends to qualify as an equipment operator.

Cam, a blue-eyed blonde, weighs 125 pounds and is 5'-3½" tall, but she is strong enough to move tons of machinery around. Although she has become a familiar sight at Kingsville, when she goes to other bases she receives strange stares from people who aren't used to the olive drab Seabee uniform being worn by a woman.



LEADING CHIEF

YOU'VE GOT A PROBLEM with no solution, a question for which the answer must be sought from someone who has more information, experience, and practical know-how than you have. So where do you go? While you're in the Navy, the logical person to see is your leading chief; and, if you were attached to air operations at NAS Cecil Field, Fla., your leading chief would be a lady.

In August, Master Chief Air Controlman Lue L. Haas was promoted to the position of leading chief of air operations at Cecil Field—shortly after Z-gram 116 announced the Navy's new policy of equal opportunity for women. This particular position is new, but ACCM Haas is familiar with the job—the veteran of 27 years was previously leading chief of her division, Radar Air Traffic Control Facility, a post she had held since early 1971.

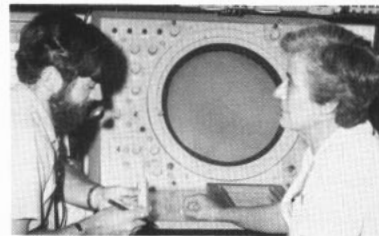
Chief Haas has been "liberated" for several years. She was the first woman ever graduated from Ground Control Class "C" School in 1964. The number of people under her direction has increased from 63 to 220, including her old division, four new divisions, and two subdivisions. Her duties, in effect, are to serve as a liaison between divisions and to coordinate the functions of air operations.

CHIEF HAAS describes air operations as the "traffic cops" of the air. "We control every plane in the air or on the ground within a five-mile radius of Cecil Field," she explained, "enforcing 'rules of the road' pertaining to air traffic while maintaining visual, radar and radio contact with all aircraft. Our motto in air control is to maintain safe, orderly and quick handling of all aircraft, grounded or flying."

Early in her career, Chief Haas served as a dispatcher, involved mostly with desk work and flight planning, and has worked in control tower operations for the past 17 years. Lately she has been opening up better lines of communications within and between her divisions in order to more effectively coordinate efforts, prevent duplication of functions, and promote harmony among the department's men and women.

As might be expected, the chief has had some barriers and worn-out traditions to overcome, but they've presented no major problems for her. An attractive and good-natured person, she actually enjoys some of the ribbing she receives from men. Chief Haas finds it easier working with men than women and, in describing their reactions to her position, she said that some of the men work confidently with her while others are still in a state of shock.

"Many of the men consider this a learning experi-



Leading Chief of Air Operations at Cecil Field, Lue L. Haas is an ace problem-solver, with 27 years of experience.

ence to work with a woman chief, while others consider it a challenge," she said.

One of her colleagues, Senior Chief Air Controlman L. D. Center, said that working with her was no different and that she was very efficient. Another co-worker, Senior Chief Air Controlman A. E. Vickers maintained that Chief Haas required more gentle treatment than a man.

Chief Haas finds it somewhat humorous that many male sailors are experiencing a minor crisis in altering their conversational habits to those suitable in the presence of a woman. "The men in the radar room have devised a code—'language condition bravo'—to be sounded upon my arrival," she said.

The chief believes that opportunities for women in the Navy are excellent. Asked if other women should consider serving in the Navy, she replied, "Yes, but a woman should first decide what she wants for herself. It will never hurt her and she will mature and benefit from experiences and educational advantages the Navy offers."

Chief Haas cannot foresee the American woman in a combat role, but is aware that other societies, such as the Israelis and North Vietnamese, train women to use armaments and assign them to combat duty. During World War II, she was checked out on the servicing, loading and firing of 50-caliber machine guns and other weapons used for defense against hostile aircraft.

—JO2 J. W. Fleming, Jr.

On a recent trip made by the Chief of Naval Operations to the Western Pacific, a number of highly pertinent questions with Fleet-wide impact were put to Admiral Zumwalt by Navy-men. In an effort to disseminate this and other important information, covering a broad area, ALL HANDS presents here the answers to their questions which you may also have asked.

NEXT QUESTION?

Q. *Has any evaluation been made as to the effectiveness of many "People Programs" you (the CNO) have generated?*

A. The Chief of Naval Personnel is continually measuring the effectiveness of our retention and career motivation efforts. However, due to the complexity of the career decision, it is difficult to obtain absolute and quantitative measures of the success of the programs.

We continually use Navywide and special personnel surveys to sample public opinion and study the value of methods now being used. As an example, the most recent survey indicated that 79 per cent of those Navymen sampled believed the changes which have taken place in regulations have improved Navy life. Seventy-five per cent of those sampled in their third or subsequent enlistments felt that the recent changes within the area of leave and liberty and personal services have also improved the quality of Navy life.

"Feedback" is provided by our personal liaison with the fleet, that is, our visits to the operating forces. This takes the form of thousands of letters and phone calls along with a continuing program of field trips during which we sample opinion at the unit level in the Fleet.

Retention rates give another indication of our success in this area. Although they are not decisive, the increase in the first-term reenlistment rate from 10 per cent in 1970 to 17 per cent in 1971, to 21 per cent in FY-72 (through January) reflects solid success. During this same period, career reenlistment rates have also improved to levels allowing substantive quality control programs. In other words, we endeavor to retain the best men, not just the greatest numbers.

The Retention Studies—decidedly different from mere rate figures—are still another method we use to measure the effectiveness and desirability of current programs. We value this source of fleet feedback and make every attempt to keep it fresh and unadulterated by unrelated or meaningless input. Our real hope for effective implementation of the people-oriented initiatives rests with indications we see that the feeling of pride and professionalism is on the increase within the naval service.

Q. *The "quality Navy" has been stressed—what effect will that have on recruiting and retention of lower IQ or underprivileged personnel?*

A. Because of the highly technical nature of today's Navy, we must recruit a very high percentage of school-eligible or readily trainable people. We do not want to get into the business of accepting large numbers of non-high school graduates. Past experience has taught us that personnel in this category have a tendency toward early attrition for behavioral and psychological reasons. A high school diploma is a strong indication that an individual has the potential and desire to achieve still more in the way of education. Providing that a sailor achieves E-4 in his first enlistment, he can reenlist with no problem. His op-

portunity for promotion and a professional Navy career is based on his performance and achievement.

Q. *Concerning Navymen who hold college degrees and have had advanced education or experience—is there any planned program to identify those young men when they are inducted and to make use of their talents in specialized areas during their period of obligated service?*

A. As a result of the 1967 changes in the Selective Service laws, the Navy received a substantial increase in college graduates within the enlisted ranks. To employ those personnel as productively as possible, a special desk at the Bureau of Naval Personnel was set up to screen the records of college graduates entering active duty. This screening endeavors to direct the graduates toward naval schools that are as close to their fields of study as possible.

However, it must be realized that the Navy has only certain types of requirements to fill and cannot incorporate a system which assures that each person will receive a billet commensurate with his recent formal education. Education majors in such areas as ornithology, zoology, literature and history have no direct application in specific Navy skills, while there are more personnel with majors in business administration, marketing and accounting than can be used in related military skills.

Many of these graduates are encouraged toward the administrative and technical ratings because the knowledge they gained in their undergraduate years can be put to some use. Hence, we find many enlisted degree holders in the Yeomen, Personnelman, Journalist and Communication ratings. Many with engineering backgrounds have found application of their education in the construction rates as well. In every case, each individual receives careful consideration before a selection and assignment is made.

Q. *Every time a new concept of operations is tried, a new aircraft is introduced, or more sophisticated equipment is built into Navy aircraft, the result is another encroachment on living space as the result of new ship facilities and an addition to the number of personnel assigned in order that the various new components can be maintained. Do you foresee a period where the deck loading of a CVA will be less than maximum, in deference to personnel comfort and habitability?*

A. The introduction of new aircraft and more sophisticated equipment has indeed encroached on existing space within aircraft carriers as the number of required maintenance personnel has also increased. Although deck loading of a CVA will probably always be scheduled to the maximum considered desirable from an operational point of view, increased emphasis is being placed on the crew's comfort and habitability aboard carriers. All decisions regarding space allocation receive careful consideration with regard to possible impact on the crew.

Q. Will funding be available in the near future for increasing the desired habitability standards aboard those ships which have been in the Fleet for some time?

A. At present essentially all habitability alterations are Title "D" and subject to type commander priorities and funding. The Title "K" program being prepared by CHNAVMAT will first appear in the FY 74 Fleet Modernization Program (FMP). Ships with few remaining years of service will undoubtedly suffer because of a lack of funds. Ships in early mid-life but built to older standards would be provided higher man-years of comfort per FMP dollar. Essentially, some funding can be expected to be available for creating habitability improvements aboard ships which have been in the Fleet for some time.

Q. What effect has the austerity of funds had on personnel improvement programs?

A. This is tied directly to inflation and the rising costs of sophisticated weapon systems. The Navy has had to tighten its belt and reduce expenditures in many areas of acquisition and operation. However, personnel improvement programs are, and will continue to be, high on the list of priorities the CNO has directed to be accomplished.

The well-being, morale, and job satisfaction of Navy personnel are paramount in order to guarantee the future capability of the Navy in accomplishing its many missions.

There are many CNO decisions that reflect this priority. Some recent examples are: Monday opening

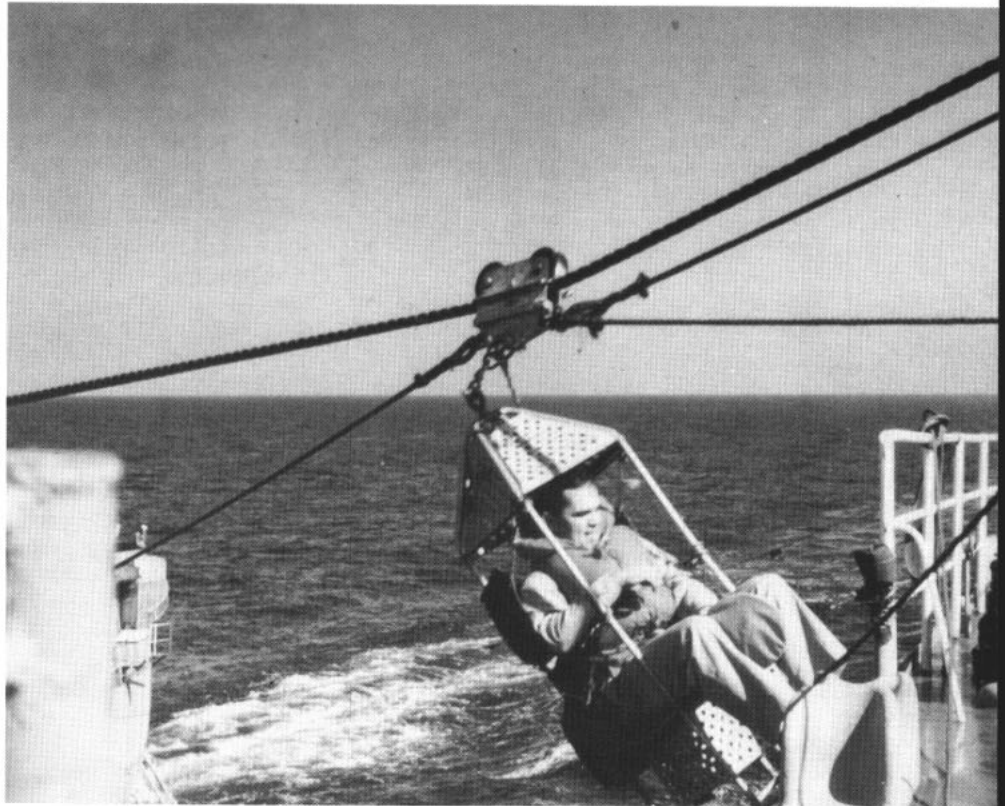
for commissaries, a Medical Van Pilot Program for the San Diego area, secretarial assistance to Doctors, 1200 PSI Improvement program, enlarging the NESEP program, closed-circuit television for ships. These items have competed successfully for available resources and are being implemented both for Navy personnel and their dependents alike. This trend will not be altered.

Retention

Q. It appears that all benefits since 1966 have been geared to making the Navy attractive for the first-timer. Are there any bright retention incentives for the career petty officer in the near future?

A. One must first remember that the Navy's continuing policy is to improve and upgrade benefits for all its men and women in all ranks, not just a selected portion of its population. Specifically, though, a substantial number of the recommendations of the 1966 SecNav Retention Task Force were approved and implemented during the succeeding years. Although most of these recommendations were not directly monetary in nature, they were definitely career enhancing to career petty officers as well as non-career personnel (e.g., ADCOP). Secondly, while the variable reenlistment bonus (VRB) is now applied at the first reenlistment point, this represents an application of funds to fulfill specific needs, such as the inducement of continued service for members in critical ratings.

A legislative proposal is now being prepared (stemming from the 1971 Quadrennial Review of Military



Compensation) which would combine features of the regular reenlistment bonus (RRB) and VRB into a Selective Reenlistment Bonus (SRB). The SRB would be paid if need be at the second or subsequent reenlistment points. Under this proposal, new members would be eligible for the SRB only.

Concerning the first-termer, however, it should be remembered that the Nov 1971 pay increase was the only one of its kind in recent years that was geared for the "under two years" man. Preceding pay increases have neglected this community and that increase, therefore, merely restored those members to their proper place in the military pay system.

At the same time, considering the entire Navy population, quarters increases were provided for all members. Looking at the total career spectrum, the strongest retention incentive for the more senior career petty officers is, of course, a retirement annuity after 20 years of service. Under present laws, all members make an implied contribution towards this annuity during their active duty years, but only those who remain for 20 years receive any benefit for such contributions. This one item alone would seem to tip the balance of retention incentive in favor of the career men. The monetary value of a retirement annuity far exceeds that of any other retention incentive.

Q. *I would like to know what is being done to give senior enlisted (E-6 through E-9) some benefits to replace the ones which they seem to be losing, such as the Acey-Deucey Clubs being changed to Petty Officer*

Clubs. I would like to know also what is being done to rectify this situation and to give 1st class petty officers the recognition they deserve.

A. We do not feel that there has been any loss of benefits by 1st class petty officers merely because 3rd class petty officers are being permitted to make use of the new Petty Officer Clubs rather than excluding them (the 3rd class petty officers) from Acey-Deucey Clubs as in the past. It is strongly felt that this new move gives a certain amount of prestige to 3rd class petty officers, a prestige and a sense of belonging which was denied to them under the old structure of enlisted men's clubs.

In your question, you grouped E-6 (1st class) with chief petty officers (E-7 through E-9) and referred to the whole as "senior petty officers." This is a common error. Although it is true in other branches of the military, the Navy has consistently, and rightly, singled out its chief petty officers in the E-7 through E-9 ranks, referring to them as "senior petty officers," excluding the E-6 rank from such classification. This by no means detracts from the 1st class petty officer rank; it merely clarifies what is meant by the phrase, "senior petty officers."

Quoting from a recent Chief of Naval Operations' endorsement on a letter from the Commandant of the Marine Corps to the Secretary of the Navy, "The marked distinction between petty officers and chief petty officers is essential in the Navy. The privileges exclusively reserved for chief petty officers are one of the strongest motivating factors for advancement, and maintaining the exclusiveness of their privileges is a basic factor necessary to maintain the important status of chief petty officers. It is fully understood why other services include personnel in pay grade E-6 with the other senior enlisted grades in recognition of their station and responsibilities. However, such recognition is inappropriate in the Navy. The term 'chief' has a special import to Navy enlisted personnel that must be preserved."

Q. *Concerning the reenlistment for orders program—it has been explained that if the Bureau approved one of a man's first two choices and he decided not to ship over, he would have to have an extra year "penalty" extension added to his original EAOS in order to take advantage of the new orders. However, one explanation of this program as stated in a recent issue of ALL HANDS didn't mention such a thing as this "penalty" extension. Which statement is correct?*

A. There was a time when reenlistment for orders involved a one-year obligation (which later was canceled if the preferred orders were not received). As of June 1971 (CH. 6 ENLTRANSMAN), the procedure for reenlisting for orders requires no period of obligated service.

Q. *Why must a man have one year of obligated service to make 2nd class? And, due to the designation of a number of personnel in a recent advancement*



examination (Aug 71) as "selectee" with no advancement date, why not waive the obligated service requirement for advancement?

A. The one-year obligated service requirement for advancement to pay grade E-5 was instituted in FY 66 based on a recommendation of the Secretary of the Navy Retention Task Force. This was done with a view toward reserving the advancements for our career or career-oriented personnel. In addition, two points deserve mention:

● It has been established that promotion opportunity is a very strong motivation in a man's reenlistment decision (Navy Personnel Survey 69-1).

● In order for a petty officer to be eligible for assignment where the Navy needs him most, he must have sufficient obligated service to justify the action. Therefore, until a man has made the decision to obligate for at least a year, he is not considered assignable.

In summary, the obligated service requirement ensures that the Navy receives an equitable return for the advancement and thus higher pay given; it ensures, too, that only distributable personnel are being advanced to a higher pay grade; and it assures that promotion goes to the career force rather than those being "lost" through separation.

Assignments/Rotation

Q. Is there such a thing as a "hard" and "soft" rotation date?

A. Not really. The concept of a "hard" and "soft" rotation date was a temporary measure employed to manage personnel rotation systematically during a recent period of PCS funding restrictions. "Hard" and "soft" rotation dates, however, are not part of the centralized detailing and were phased out when the PCS funding picture improved.

Q. I was told while on recruiting duty that it was possible to return again to recruiting duty after completing one year on sea duty. Since then I have checked with the local personnel and career information office but they cannot find any reference to it.

A. The minimum sea tour for all rates/ratings is detailed in BuPers Notice 1306 of 27 Aug 1971. While there are provisions for an individual to request reassignment after one year abroad, there are no provisions to assign an individual ashore to recruiting duty before completing the prescribed sea tour as specified in the above-mentioned notice.

Q. What are the prospects for firm schedules for ships and units becoming a reality?

A. Over a year ago, scheduling authorities were requested to achieve a 40 per cent reduction in the number of employment schedule changes; a significant overall reduction in the schedule changes has been realized. In several instances the 40 per cent goal has even been exceeded. The effort continues toward

identifying "pop-up" commitments in a timely manner and providing crews with considerate notification which reduces impact on personal plans.

Q. Why can't first-term non-career enlisted men in the advanced electronics field perform their sea duty on more than one naval ship in order to gain broader experience and a variety of duty?

A. In our continuing effort to provide stability for the individual and the command activity, it is certain that some members have not received the breadth and variety of duty desired. Some of the benefits gained by the Navy from this type of stability are: savings of PCS expenditures, reduction of shipboard and formal school training, and improved safety and reliability. NavOp Z-75 provides assignment options for petty officers 2nd class and above, whose published sea tours are from four to six years. An individual in this category has three options. He may request rotation to an overseas activity, to a neutral activity, or to another ship. In addition, there are other special programs such as new construction, forward deployment of ships, and the Personnel Exchange Program for which volunteers are being solicited.

Q. Speaking as a junior officer, three years aboard a carrier appears to do little to enhance his career, and may sour a man's attitude. Since carrier duty has this reputation with them, and with career retention as one of the Navy's announced goals, why are so many junior officers being retoured to duty on carriers?

A. The reason is directly related to a shortage of PCS funds—retouring non-career motivated junior officers is a function of effective use of those funds and is not related to ship type. A junior officer's odds of being retoured to a carrier are the same regardless of ship type.

Q. Why is the exec of an aircraft carrier an airdale instead of an officer who carries an 1100 designator?

A. Navy Regulations, Article 1349, specifies that the commanding officer of an aircraft carrier shall be an officer of the line, qualified as a naval aviator. In addition, Article 1353 states that the officer detailed as executive officer shall be an officer eligible to succeed to command.

Pay/Allowances

Q. Why do aviation rates get flight deck pay? BTs and MMs can become injured just as easily in the "hole" as an airdale can on a flight deck. To cite an example, 1200-PSI superheated steam is just as deadly as a jet intake.

A. Hazardous duty pay is designed to function as an incentive so that adequate members of personnel may volunteer to perform duties which have been shown to be of a hazardous nature. The 1971 Quadrennial Review of Military Compensation made a study of hazardous duty pay for flight and subma-

rine duty. A significant finding was that one could not be paid just because there was a hazard connected with a certain duty, but only as an incentive to volunteer for that duty. In other words, because a value could not, and should not, be placed on the risk to the life involved, all the military services are then considered a high risk when compared with most civilian occupations.

Most members of the naval service, by virtue of being in the armed forces, are exposed to hazardous duties and situations at one time or another during a career. Indeed, sea duty itself entails hazards not found ashore or in civilian life. Thus, the degree of hazard must be considered prior to requesting legislation to award incentive pay for hazardous duty.

At the time hazardous duty pay for flight deck personnel was being considered by Congress, the enlisted annual accident rate per 1000 was 148 minor injuries, 32 major injuries. The latest available statistics now show an enlisted annual accident rate per 1000 to be 6.8 minor injuries and 7.1 major injuries.

The estimated accident rate (again annual rate per 1000) for 1200-PSI BTs (based on data reported between 1 Jul 69-1 Nov 71) is 1.4 major injuries and 2.5 minor injuries. The accident rate per 1000 for all enlisted fireroom personnel (1 Jul 69-31 Aug 71 data) is 1.7 major accidents and 0.9 minor accidents. So while a degree of hazard does exist in firerooms, it is relatively low when compared with certain other Navy careers.

Q. *I would like to know the reasoning behind not allowing a person who is not an E-5 or E-4 over four years or above to be eligible for Family Separation Allowance.*

A. Section 37 of the United States Code, Article 427, provides the basis for payment of FSA and states that a "member of the uniformed service with dependents (other than a member in pay grades E-1, E-2, E-3, or E-4 [four years' or less service]) who is entitled to basic allowance for quarters is entitled to a monthly allowance . . ."

The contention that Family Separation Allowance should be received by all married personnel is considered a most valid one. To rectify this inequity and to make our Navy better for all of our members, the Department of the Navy is strongly supporting the extension of dependent entitlements, including FSA, to all military personnel. Extension of FSA to members of pay grade E-4 (less than four years' service) and below will require legislative action. The Navy is seeking support for such a proposal and legislation will be introduced to Congress when approval is received.

Q. *Is pro pay still planned for Boiler Technicians?*

A. Absolutely. BT NEC 4515 Pressure Fire Boiler Operator, 4517-4521 1200 Steam Generating Plant Supervisor, and 4523 1200 PSI Steam Generating Plant Operator were approved by OSD for pay of Shortage Specialty (Proficiency Pay) at level P3-



\$100 commencing 1 Jul 1972.

Q. *Why do married men get paid more than single men doing the same work?*

A. The inequities of pay between members with and without dependents have long been recognized by the Department of the Navy. Trying to rectify these, the Navy prepared a legislative proposal for the 91st Congress which would have provided BAQ for bachelor members on sea and field duty, but this

never cleared the office of the Secretary of Defense.

The Navy then submitted the proposal to the 1971 Quadrennial Review of Military Compensation for study, but it was not addressed. The Chief of Naval Personnel is currently restaffing the proposal and will forward it through legislative channels on a priority basis.

Retirement

Q. *What effect will the study of Uniformed Services Retirement and Survivors Benefits by the President's Interagency Committee have on the career-designated man? Will we have an option?*

A. Were the committee's recommendations to be put into effect as proposed, their input on a career designated man would follow these lines:

- Reduced annuities for shorter service retirees (for 20-24 YOS), two per cent reduction for each year a retiree is under the age of 60 at the time of his retirement, reduction lifted at age 60;

- For 25 YOS or more, two per cent reduction for each year retiree is under age 55 at time of his retirement, reduction lifted at age 55;

- High-three averaging (retirement annuity based on average of basic pay during three years when earnings were highest);

- Social Security annuity at age 65;

- Integration (service annuity offset by ½ of Social Security; vested interest for member separating after 10-19 YOS with option of annuity at age 60 or immediate lump sum (annuity: $2\frac{1}{2} \times \text{hi-three} \times \text{YOS}$; lump sum: five per cent base \times YOS);

- For increased multipliers for longer service (2½ per cent for 20-24 YOS; three per cent for 25-30 YOS; two per cent for 31-35 YOS; maximum multiplier: 88 per cent).

The actual impact of the proposed revision on current active duty members would be reduced by the built-in transition and same pay features, which provide for gradual implementation and guarantee that a person retiring after implementation would receive no less (in terms of dollars but not in terms of percentages) than a similar member retiring just prior to implementation and would affect those who gain eligibility under the new ruling. As presented by the committee, there would be no option available to the member as to which retirement system he could choose.

The committee study is currently under review by a high-level DOD Study Group; thus, its final form remains unknown.

Q. *Most of the senior petty officers never had the option of VRB, and were limited to the total bonus they could receive. However, the option of retirement at 20 years with 50 per cent pay was a very positive incentive to continue in naval service. Will that option be protected during the discussions in Congress?*

A. It is not possible to say at this time whether or



not the retirement at 20 years with 50 per cent of current basic pay can be preserved. However, the Navy is earnestly striving to preserve the retirement expectations of the present active duty force. But the rationale for maintaining this system for future members is considerably weaker because of competitive pay now being paid for a military career and the rising costs of the present system. Service members are not expected to have the option of which system will apply to them.

Q. *A young man accepted a rather healthy lump sum payment for reenlisting but with the prospect of retirement at an early age possibly a thing of the past, he now asks why should he plan to stay in beyond 10 years. As he sees current Congressional actions, they tend to strengthen his convictions that perhaps he should look for another career with possibly a brighter future. Would you care to comment?*

A. At the outset, it should be stated that no one is proposing to make "the prospect of retirement at an early age a thing of the past" just because some possible modifications to the present system are being studied.

Even under the most disadvantageous (to the member) of the alternatives considered thus far, the retirement annuity is still worth a considerable sum of money over the life expectancy of the individual. Along with present pay scales for the active duty force—which are nearly competitive with the na-



tional labor force—it is hoped that whatever revised system is adopted, the incentive will still be strong enough to encourage many highly qualified members to remain for a full career.

Medical Benefits

Q. *Is anything being done to improve medical care for dependents?*

A. Our Navy health care facilities are striving to provide comprehensive care for the entire Navy family. When our capabilities do not permit a complete response to our patients' needs, they may be referred to CHAMPUS. To assist our dependents in this regard, Health Benefits Counselors (HBCs) are available at most of our shore-based treatment facilities, at naval district headquarters, and aboard aircraft carriers. If a dependent has an unanswered question regarding health benefits, the query should be referred to the nearest HBC.

By way of comment, rudeness or discourteous service is not an accepted standard in Navy treatment facilities and is not and will not be tolerated. Any patient who feels he or she has been treated discourteously or even rudely should report this fact to appropriate officials at the treatment rendering facility at the time of the occurrence. This, of course, includes the commanding officer of the facility. If warranted, corrective action will be taken.

On the other hand, politeness and courtesy con-

stitute a two-way street. No provider of health care service, except in the most unusual situations, should be subjected to unwarranted abuse or discourtesies from patients. Besides, more benefit is always gained by a patient who displays a friendly and courteous attitude.

Q. *What proposals have been made to compensate for the planned shortage of doctors?*

A. We're all working together—BuMed, the office of CNO, the Navy Secretary Staff, and the Assistant Secretary of Defense (Health and Environment)—to determine our future physician/dentist needs and we are developing programs to ensure that these needs are met. A partial listing of current programs includes:

- Regionalization is a new approach for delivering Navy health care and was initiated in the greater Norfolk, Va., area. It was extended to 15 other areas by 1 Jul 72. It will cover 14 more by 1 Jan 73. This regionalization will permit improved and expanded health care services for all authorized beneficiaries along with improved patient/staff/command satisfaction, and a more efficient and effective use of scarce health care resources in a geographic area.

- Expansion of number of examining rooms will improve the efficiency of available physicians and reduce waiting room time for patients.

- As funds become available we will implement programs such as administrative and secretarial as-

sistance for physicians/dentists; purchase new equipment for diagnostic and clinical use; and dictation service systems for physicians in the busy outpatient departments will be provided.

- Improving and replacing our obsolete medical/dental facilities ashore has been one continuing program. Many of our older facilities preclude efficient handling of large outpatient loads and seriously hamper effective use of our professional staffs. In 1971 the dire need for new medical construction was recognized by CNO and SecNav. Annually, \$25 to \$30 million (in contrast to an average of \$12 million annually for the past 10 years) will be earmarked over the future years for medical facilities construction.

- Expansion of the current Physician's Assistant and Nurse Practitioner programs will complement the health care team and improve physician efficiency.

- A proposal to provide more competitive incomes for health professionals is contained in the "Uniformed Services Special Pay Act of 1972" which was forwarded to the Congress on 22 Mar 1972 as part of the President's program.

- The currently authorized Medical-Dental/Osteopathic Student Scholarship Program is fully implemented, and additional scholarship billets are being proposed in the Congress.

- Various pilot programs also are underway which are studying the greater use of electronic systems to assist our physicians. Automated devices for patient history-taking, electrocardiogram interpretation, and laboratory analysis are being studied. The use of electronics in our health care system, complemented by specially trained non-physician assistants, can aid in closing the gap created by the physician shortage. Our firm objective is to continue to provide optimum health care.

- The civilian health sector is being looked at to insure its capability to absorb greater portions of the DOD health requirements if necessary.

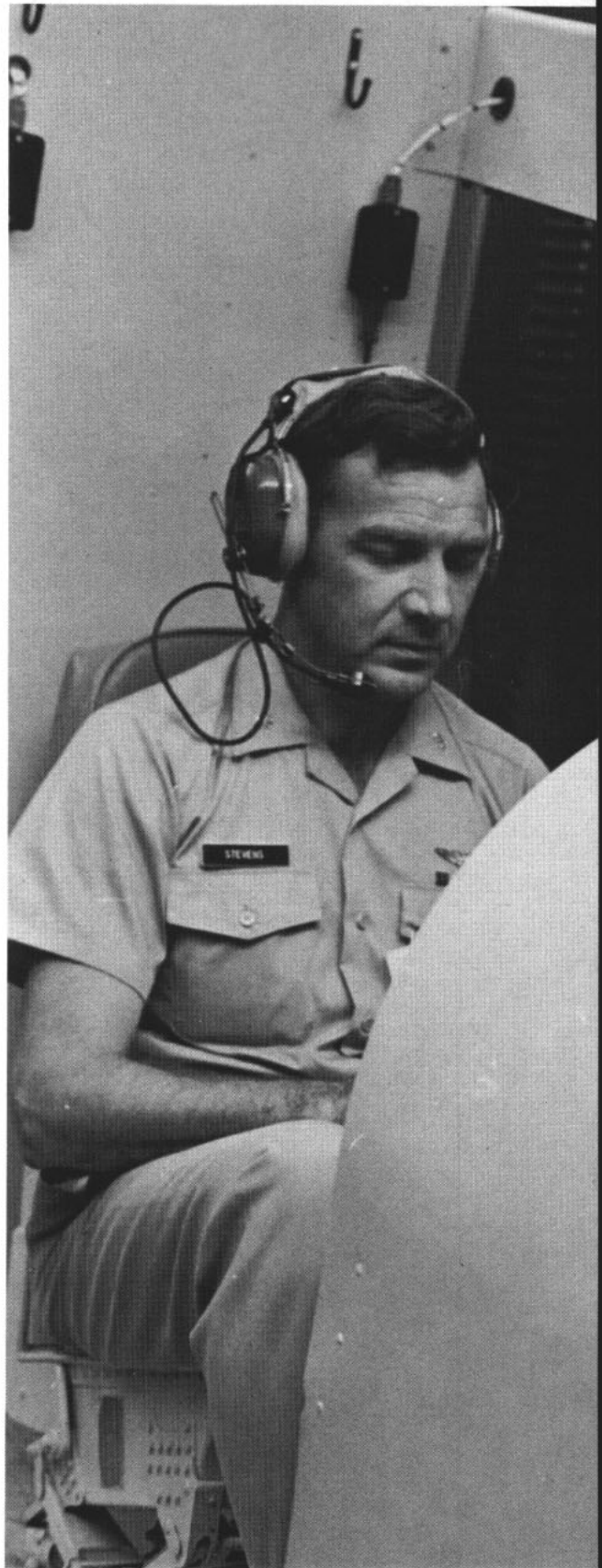
- CHAMPUS is being studied at the DOD level as to the cost-sharing factor. No final action in this area has resulted as yet.

Q. *Do you foresee any possibility of the Navy providing dental care for dependents?*

A. The Bureau of Medicine and Surgery fully concurs with the desirability of finding ways and means by which routine dental care may be provided legally to all categories of eligible beneficiaries. To accomplish this objective, passage of legislation would be necessary to amend the existing law (provisions of Chapter 55, Title 10, USC). In this regard, four bills are pending in the House Armed Services Committee. Unless appropriate legislation is enacted, there is no possibility of the Navy providing dental care to dependents other than that now currently authorized.

Uniforms

Q. *Can you further liberalize the present haircut and beard regulations; are short-haired wigs legal in the Navy?*



A. Our grooming standards are already by far the most liberal of any service. It's felt that a Navyman should be able to express adequately his individuality within the framework of our current regulations, and without feeling out of place in the civilian world. When in uniform or on a military reservation, wigs may be worn only to cover natural baldness or a physical disfigurement. No further relaxation of our grooming standards is being planned.

Q. *Are muttonchops legal in the Navy?*

A. Muttonchops cannot be authorized because to allow that mode would destroy any limitation on sideburn length. It's a situation not considered desirable at this time.

Q. *Can civilian clothes be worn while bringing guests aboard ship and while giving them a tour through non-restricted areas?*

A. Sorry, but only uniforms may be worn while one is aboard ship regardless of the purpose of one's visit. This is to ensure that guests are in fact being escorted by a member of the military. Civilian clothes may be worn when one is returning or departing the ship.

Q. *Is the new utility working uniform intended to replace the undress whites and blues?*

A. No, it's a replacement uniform for dungarees. However, when the new service dress blues are introduced next July, present undress whites and blue uniforms will become optional until they are eliminated when stocks are depleted on 1 Jul 1975.

Commissaries/Exchanges

Q. *Each time the military receives a pay raise, prices in exchanges and commissaries seem to take a significant jump. Is there a valid explanation for this?*

A. This is probably more a coincidence than a fact—there is no direct connection between military pay raises and the costs of goods sold in Navy exchanges and commissaries. Unfortunately, the current national inflationary trend has been manifested in continually rising costs, in all aspects of the American economy. This is reflected in increased wholesale prices to Navy exchanges and commissary stores with resultant increased retail prices to the military patron.

Some confusion may have resulted following the most recent pay raise in Jan 72, which coincided generally with many wholesale price increases following Phase I of the President's Economic Stabilization Program.

As you have no doubt noticed, two major categories of commissary price changes occur at the beginning of each month: changes in daily delivered items such as bread and dairy products, and the expiration of VPR (Voluntary Price Reductions). The latter are used by large manufacturers of supplies, such as the soap and detergent industry, and changes result from price reductions which are effective for a specified period, usually 60 to 90 days. The expira-

tion of VPRs invariably brings about a price increase, effective on the first of the month.

Since January 1972, wholesale prices—beef prices, for example—have reached all-time record highs. It should be noted that the predominant factor which influences the retail price for a given item in Navy Resale activities (just as in a civilian supermarket) is the wholesale price paid for the item.

Housing

Q. *Why doesn't the Navy build houses that are as nice for the lower rated men as those provided for senior enlisted and officers?*

A. "Nice" is a relative term, but the Navy is restricted by the amount of funds appropriated by Congress for construction of new housing. Then again public law imposes square footage limitations on construction of each separate category of quarters (enlisted, junior officer, and senior officer). Rest assured that these limitations are the same for all enlisted quarters.

In an attempt to give a more personalized viewpoint in our housing design, the Navy recently instituted a panel composed of wives (as a pilot program at Newport) to make recommendations with regard to the interior design of Navy housing. In many areas where there is a wide variety of housing, priority is given in eligibility for occupancy in the new family quarters to the senior enlisted and senior officer ranks. This decision is based on the feeling that these small amenities are justifiable in view of the responsibility inherent in the successful attainment of the higher enlisted and officer ranks.

Naval Commitments

Q. *Can we expect our naval commitments in Vietnam to be scaled down still further in the future?*

A. The Navy's commitments in the Republic of Vietnam continue to be scaled down. During the period 1 Feb through 1 May 72, U. S. Navy in-country strength was reduced more than 50 per cent. Force level reductions are related to a number of factors, not all of which are within the direct control of this nation. A principal factor is the progress of Vietnamization; this important program depends not only on U. S. efforts, but also on the South Vietnamese ability to absorb numerous capabilities and, at the same time, counter disruptive actions by the North Vietnamese/Viet Cong.

Further reductions in the U. S. Navy role in the Republic of South Vietnam, which now is advisor-oriented, can be expected as the Vietnamization programs are completed. However, with respect to the U. S. Navy's offshore commitments, the tempo of 7th Fleet operations in the Vietnam area is expected to remain essentially constant for the time being. Carrier air power is becoming increasingly more important as U. S. land-based tactical air strength in SEASIA is reduced. The Fleet's operations are also going to be influenced by major enemy in-



ursion into the Republic of Vietnam and by the level of resupply activity along the Ho Chi Minh Trail.

Q. How do you see the aircraft carrier's role changing as the Vietnam war winds down?

A. The number of carriers in the Western Pacific has fluctuated in the past six years in relationship to the level of the conflict. As the Vietnam war winds down, it is expected that the carrier role will revert more to one of Sea Presence in the Western Pacific. This should result in greater scheduling stability for carriers.

Q. For the last eight years, the majority of allocations for research and improvements has, of necessity, been pointed down toward interdiction of land-based targets. As the war winds down, do you foresee a renewed interest in surface-to-surface weaponry and ASW?

A. Although a portion of the Navy's Research and Development effort has gone to support our mission in Vietnam, we have maintained a balanced approach in the development of new weapons systems for our surface forces. As a result, we are now modernizing our fleet with such systems as the Basic Point Defense Surface Missile System, ASW helicopters (LAMPS), and the Interim Surface-to-Surface Missile.

In the near future we look forward to the introduction of *Harpoon* (a surface-to-surface missile) an automatic Close-in Weapons System and a new 8-inch gun. In short, although involved in a war, our new construction program and the development of new weapons continue. These programs will enable us to maintain our superiority in control of the sea.

Ecology

Q. What is being done regarding biodegradable soaps?

A. Only washing compounds of low sudsing and high biodegradable qualities are now being specified and approved for the Navy's stock system.

Q. What is the Navy doing to eliminate safely the practice of jettisoning excess jet fuel prior to arrested landings aboard carriers?

A. No solution to this necessary safe-landing requirement is in sight. It is considered, though, that the incidence of fuel jettisoning is relatively minor. When it is necessary to lighten the landing weight of carrier aircraft, the effects are minimal. Jet fuel (JP-5) is a pure, high quality, middle-distillate petroleum product which vaporizes readily. It is always jettisoned away from populated areas.

Q. What is the Navy doing to reduce the pollution of our harbors by ships' sewage?

A. Navy programs include the installation of an internal manifold system in most ships during their regular overhaul period. Known as the collection,

hold and transfer (CHT) system, it transfers all liquid wastes (except oily wastes) for pumping to shore-side pier sewers or onto barges for further treatment ashore. Twenty-six ships are scheduled to receive the CHT system during the FY 73 overhaul period. Some ships with operating scenarios requiring continuous operation within the navigable waters (three-mile limit) may be equipped with a marine sanitation device, once such a device has been developed for fleet use.

In effect, Navy ships will be altered to a "no discharge" condition while operating within the three-mile limits. The pier sewers to receive liquid wastes from ships are programmed on a schedule consistent with CHT ship alterations.

Q. What is the Navy doing about oil spills caused by its ships?

A. Fleet commanders have imposed tighter regulations and controls in fuel-handling aboard naval vessels and have initiated improved training programs with respect to oil and oily waste handling on board ship. Beginning with the FY 73 overhaul schedule and continuing at a rate consistent with fund and ship availabilities, shipboard fuel storage and piping systems will be modified. Alterations will include electrically operated magnetic flow controls and alarm systems along with internal rerouting of overflow piping to waste oil tanks.

If a spill does occur, we now maintain greatly improved stock positioning of absorbents, booms and other materials to effect rapid response and cleanup. Further procurement of oil containment booms and skimmers for both harbor and open seas is scheduled for FY 73.

Q. What is the Navy doing about trash and rubbish disposal ashore and afloat?

A. Trash and rubbish (refuse) generated ashore or by a ship in port may not be disposed of overboard within the 50-mile limit. It is recommended that it be packed and packaged with negative buoyancy. Meanwhile, commercially available incinerators and newly developed compactors are being purchased for shipboard study. A research and development program in FY 73 will proceed to develop special shipboard incinerators and trash compactor-encapsulators. All ships will be equipped with adequate and proper incinerators along with compactor-encapsulators as they become available.

Miscellaneous

Q. Some Navy ships have been the object of demonstrations by various groups. Do you have any plans to counteract future demonstrations, or will the responsibility remain with the ships and the homeport activity?

A. Homeport security, under the coordination of district commandants, has been effective for recent deployment sailings. Not only the Navy but also other

government agencies and departments will act to insure physical security of its operations units. The right to peaceful demonstration is recognized and these activities will be tolerated in the future as they have been in the past. However, interference with preparations for deployment of ships and other units cannot and will not be tolerated.

Tempo of Operations

IN A RECENT MESSAGE to the Fleet, the Chief of Naval Operations stated that he was "very much aware" of the hardship of long hours, family separations and unexpected schedule changes" which have all been brought about by the increased tempo of operations involving the Navy today. The full text of his message reads:

"North Vietnam's flagrant invasion of South Vietnam, 30 Mar 1972, required us to double the number of ships and units in Southeast Asia and to greatly enhance their operating tempo. Reinforcements came from all parts of the Atlantic and Pacific fleets, impacting adversely on schedules and operating tempo all over the world. Shore station tempo increased markedly to support increased fleet operations, and manpower was drawn from the shore stations to strengthen the fleet.

"I have noted with pride and pleasure the timely and enthusiastic response of all commands and individuals. I am very much aware of the hardship of long hours, family separations and unexpected schedule changes.

"As the current effort continues, its effects will be strongly felt throughout the Navy and some of the guidance established in previous NavOps must be temporarily held in abeyance. One of my greatest concerns had been to ease the burdens on our operating forces, and to enhance the attractions of a Navy career. Many of our efforts to do so are being strained by the continuing crisis. As national objectives are met, our efforts will be directed promptly toward less arduous schedules. The longer range goal remains to reduce or restructure overseas and underway commitments to increase the time each man spends at home. An immediate goal of each commanding officer and of each supporting staff must be to minimize individual hardships resulting from the increased tempo. Pass the word as soon as possible. Look for ways to bring families together. Process emergency requests expeditiously and with compassion.

"In the interim, all Navymen and their families should take great pride in the accomplishments of the United States Navy and in the knowledge that they, individually, are making major contributions to world stability and to the security of their nation." E. R. Zumwalt, Jr., Admiral, U. S. Navy.

letters

Travel After Discharge

SIR: In the May 1971 issue of ALL HANDS, pp. 46-47, you stated that a citizen of the Republic of the Philippines would normally be returned to the Philippines for separation. I am a Filipino citizen, yet I am eligible for U. S. citizenship at this time. If I become an American citizen before my separation from the Navy, will I still be eligible for travel back to the Philippines at government expense?—TN M. M. A.

• *We have been informed that the citizenship of a member of the Armed Forces does not change the conditions of his entitlement to travel and transportation allowances. If the Republic of the Philippines is your home of record or place of entry into the service, then you will be reimbursed for the travel to the Philippines when you are separated.*—Ed.

Right Ship, Wrong Number

SIR: On page 13 of your May issue you list among the entries in the Augusta Bay Supply Corps' Anniversary Motor Whaleboat Race the boat from *uss Savannah* (CL 42). The entry was in fact from *uss Savannah* (AOR 4) commissioned in December 1970. (*Savannah*, CL 42, was deactivated after seeing considerable action in the Atlantic Theater in 1946 and sold for scrap in 1960.)

Thank you for your mention on page 8 of the same issue of *Savannah's* role in the highline transfer of three admirals with *uss Conyngham* (DDG 17).—CAPT D. E. Moore, USN, Commanding Officer.

• *We appreciate your informing us about the insertion of the old Savannah instead of the present AOR-4. This error was overlooked in the final stages of publication.*

As for the mention of Savannah's role in the highline transfer of three admirals with Conyngham, that's what we're here for.—Ed.

Training Lectures

SIR: Please advise me where I would be able to obtain copies of professional training lectures on the

A-4, S-2, H-3, and P-2 aircraft and lectures of a general nature pertaining to the aviation structural mechanic rating.—AMS2 A. S. H.

• *Lectures as requested are not available. Safety of air operations is dependent upon the quality of training provided those personnel performing aircraft maintenance functions. Since the aircraft mentioned in your letter have many various model designations, aircraft service change incorporations, and mission-peculiar*

modifications, no attempt is made to provide "canned" lectures for fleet-wide use.

It is suggested that the NAMTRADETS providing instruction in the aircraft systems in the local area be approached for assistance in obtaining lesson guides, etc. The Navy Training Courses, Military Requirements for PO 3 & 2 and 1st and Chief, have a chapter devoted to assisting training petty officers in setting up a meaningful training program tailored to fit the specific needs of individuals and command requirements.—Ed.

VRB Payment

SIR: I am currently serving under the Six-Year Obligor Program. I received a Variable Reenlistment Bonus when I went over four years of military service and my enlistment will be up in July of 1973. If I get a college cut, will I have to pay the Navy the portion of that bonus for the time I did not serve on active duty? If so, would the same be true for any cut other than for school?—GMM2 P.E.H.

• *Repayment of pro rata portion of VRB is not required on up to three-month early separations, such as college, civilian police employment, ship deployments, etc.*—Ed.

Women in the Navy

SIR: I enjoyed your July 1972 issue of ALL HANDS. I speak of the articles devoted to women in the Navy. This type of issue is long in coming, but the articles were all written in such good taste and style and truly told the story of women in the Navy.

For too long our Navy men have known little of women in their ranks, our history, our accomplishments, and our desires. I feel stories like those presented in your magazine served to enlighten all men as to the women they work with in the Navy. Your articles on our history were especially well done.—LTJG N. E. M.

• *We feel that you have a point concerning the paucity of articles about women in ALL HANDS magazine. For the most part we depend upon the fleet for local input as (contrary to the widely held assumption) we have only a small staff and can rarely spare the time required for coverage of personnel and activities in the field.*—Ed.

Reunions

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

• *uss Nicholas* (DD 449) — 8-11 Aug 1973, Los Angeles, Calif. Contact USS Nicholas (DD 449) Reunion Committee, 418 West Ellis Avenue, Inglewood, Calif. 90302.

• *uss Essex* (CV 9) or (CVS 9)—21-23 Aug 1973, New Orleans, La. Contact USS Essex CV-9, Inc., P.O. Box 10123, Louisville, Ky. 40210.

• *River Patrol Force* (TF 116), Long Beach Branch, Gamewardens of Vietnam Association — Organization meeting 20 Oct 1972. Contact BM1 Mort Meloe, P.O. Box 4465, Long Beach, Calif. 90804.

• *Great White Fleet Association*—16 Dec 1972, San Diego, Calif. Contact Harry S. Morris, 2880 51st Street, San Diego, Calif. 92105.

• *uss California* (BB 44)—31 Jul-3 Aug 1973, Seattle, Wash. Contact Harold Bean, 220 East Pearl Street, Staunton, Ill. 62088.

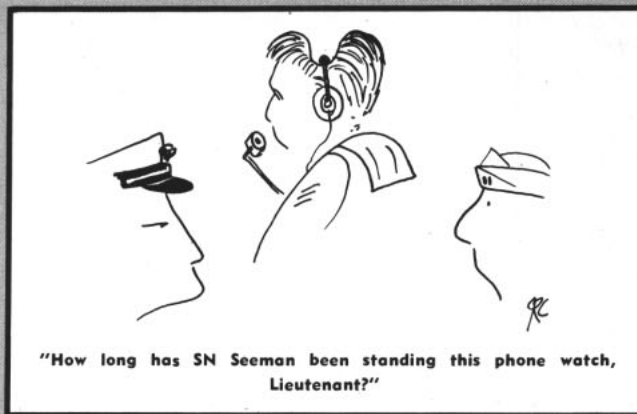
• *uss Lexington* (CV 2) — 20-23 Jun 1973, Seattle, Wash. Contact Walter D. Reed, 5410 Broadway, Oakland, Calif. 94618.

• *uss Helena* (CL 50)—Western reunion, 3-5 Nov 1972, Las Vegas, Nev. Contact A. L. Melone, 3025 Zola St., San Diego, Calif. 92106.

GMG3 Gary W. Sams



YN2 John R. Cooke, II



on the serious side

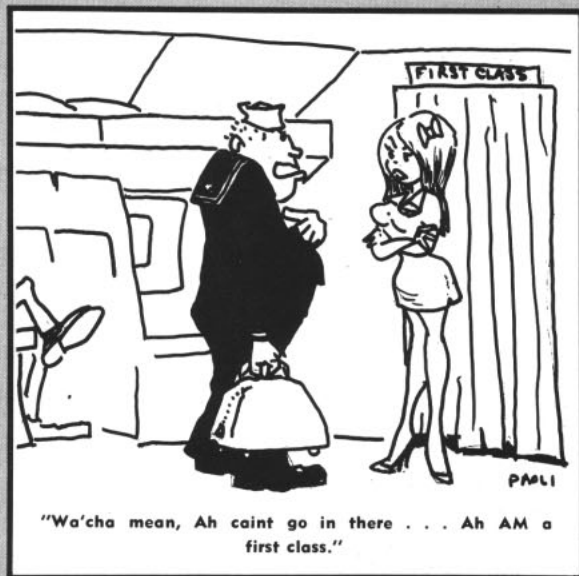
LCDR Melville C. Murray



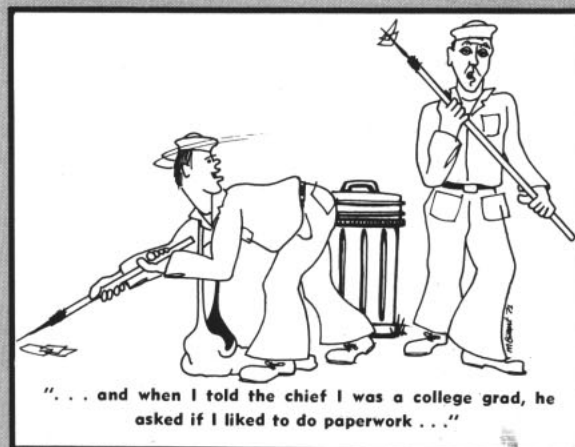
ATC Carl L. Roberts



IC1 Jeremiah H. Paoli



CYN3 Max A. Gilbert



TAFFRAIL TALK

PEOPLE HAVE BEEN KNOWN to do some unusual things in tense situations, yet one of the wildest we heard recently was reported to us by the crew of Helicopter Squadron HC-2 out of Lakehurst, N. J., during the wake of Hurricane Agnes. Commander Mike Marriott, the squadron's executive officer, was on a rugged "damn the TV antennas, full speed ahead" rescue mission in the area of Pottstown, Pa., when he spotted a man stranded on the roof of a house which was—in turn—surrounded by raging flood waters.

His crew lowered a net to the man, fully expecting him to climb aboard so that he could be hoisted to the hovering helo. But the mission didn't quite go according to script. At the crucial moment, the flood victim hesitated and then climbed through a window and back into his house to get something he forgot. But first—to CDR Marriott's and his crew's amazement—he wrapped the rescue cable around the chimney of his house. (The flood victim said later that he did it so the helicopter wouldn't go away.)

The gods were with the helo and its crew that day—a gust of wind jerked the "moored" helo, tearing the chimney loose and sending it flying.

The flood victim was subsequently lifted safely aboard by the copter crew, but the usual welcome aboard address was put aside, no doubt, for a short, on-the-spot lecture on the proper procedure to be followed when one desires to tie down a helo.

★ ★ ★

Uss *Lexington* (CVT 16), the Navy's only training carrier, is the holder of many aviation "firsts"—including her recording of the 300,000th arrested landing in May of this year—and numerous world records. Recently she added another unique distinction—in the form of a fish story, no less—to her already impressive collection. The story, told to us by Lieutenant (jg) S. E. Conroy, went something like this:

Lieutenant (jg) Dev O'Reilly, *Lexington's* OI-Division Officer and leading ichthyologist (the scientific term for a fish-watcher), wanted to keep a close watch on two of his more colorful fish; they had paired off and the female was noticeably pregnant. The problem was that *Lexington* was going to sea for carrier qualifications during the "due" date week. The solution: set up a fish tank on board.

The fish, two Pink Convicts, are tropical, spiny-finned, freshwater fish of the cichlid variety, and their tanks must have fresh water that meets all requirements of temperature, circulation and cleanliness. These two parents-to-be came aboard *Lexington* two weeks in advance to allow the expectant mother to adapt to her new environment before delivery.

LTJG O'Reilly maintained a close vigil at the tank and kept a daily log on the pair. Finally the big day arrived—and so did about 150 new Pink Convicts so small they were practically invisible. The blessed event marked another first for *Lexington* and, according to LTJG O'Reilly, it was also the first time any freshwater fish had spawned in the Gulf of Mexico—or at least on it.

The All Hands Staff

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PERSONAL COPIES:

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• At left: SAN DIEGO LEAVES NORFOLK — Tugs help maneuver the combat store ship USS San Diego as she leaves her dock in Norfolk, Va. Photo by PH1 Bill Hamilton.



NAVY DAY

October 13
Navy's 197th
Birthday 1972