

ALL HANDS



JULY 1973

W. J. ...





ALL HANDS

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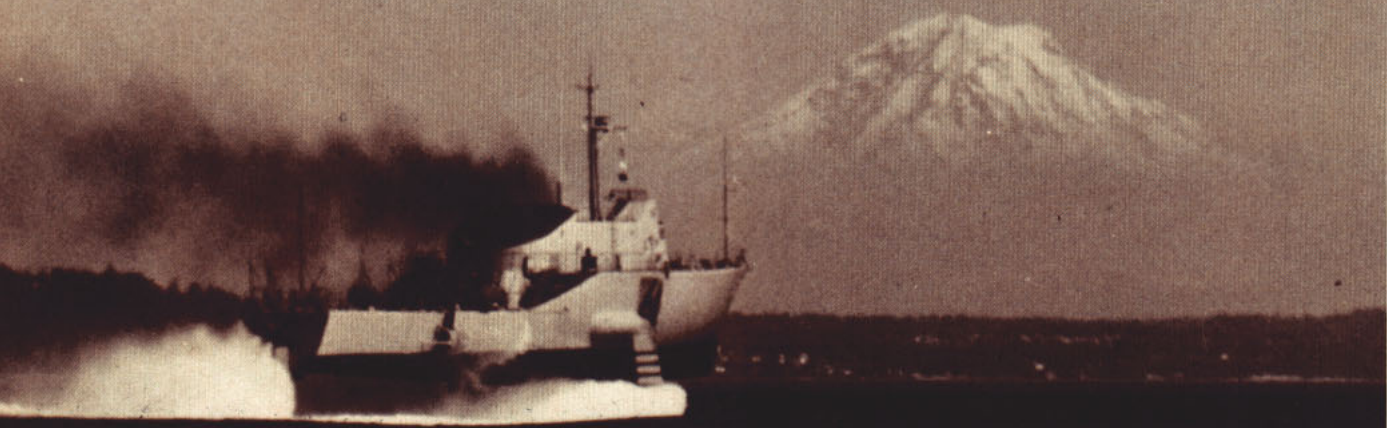
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◊ **AT LEFT:** A NEW CROP OF POTENTIAL NAVYMEN pay a farewell visit to their parent ship USS Joseph P. Kennedy (DD 850) which sponsors their branch of the Junior Naval Cadets of America. The Kennedy is scheduled for decommissioning this month after serving the Pawtucket, R.I., cadets for ten years as a base for instruction in Naval orientation, navigation and seamanship.

The HYDROFOIL- Fast Patrol Ship



WINGS UPON THE WATER

FOR ABOUT A DECADE NOW, experimental hydrofoils have been "flying" around Puget Sound, Wash. Always engaging in experimental research and testing and undertaking trials on various equipment, the hydrofoils *High Point* and *Plainview* have been rightly tagged as prototypes for a new patrol hydrofoil executing an equally new means of surface transit.

But after each extensive testing and trial period, these experimental craft were always ready to forge ahead for just another year of strenuous sea trials. Few people were in agreement as to exactly what mission the flying boats would have or when this mission would even be formulated for consideration in the production of the craft. One might wonder if these two craft, *High Point* and *Plainview*, and their sisters, *Tucumcari* and *Flagstaff*, were not flukes from NavShips' drawing boards.

But the U. S. Navy has proved to be on the right track not only for our own benefit, but for members of NATO as well. Between now and 1978, in fact, as many as 30 hydrofoils could be manufactured. Two NATO members, Germany and Italy, are actively participating with the United States in planning, financing and constructing a Patrol Hydrofoil (Guided Missile) Ship (PHM) for their own use.

Demand for a unique ship such as the hydrofoil began in mid-1969 when CinCSouth presented to NATO a need for a large number of fast guided missile patrol boats to counter the threat posed by fast, missile-armed, patrol craft in the Mediterranean. Then in 1970, another NATO study group concluded not only that a fast craft was needed, but also that a hydrofoil craft proposed by the U. S. Navy was most suitable for meeting the NATO requirement. Thus, the PHM was conceived and the Navy's experiments with hydrofoils headed for the production line.

THE ROLE THE NEW HYDROFOIL will play is no longer so obscure, according to NATO participants—from the reaches of the Baltic to the waters of the Mediterranean, there is a need for a ship that can maneuver easily and effectively even in high sea states. Where a craft of PT boat design would pound herself to pieces in rough seas, the hydrofoil has proven her ability by going above the waves, so to speak.

As the latest addition to the family of hydrofoils, the PHM resembles a conventional patrol craft with one important distinction—when she gets up and goes, she literally raises herself out of the water. At higher speeds, the hull is raised completely free of the water and is supported by fragile-appearing hydrofoils. Having eliminated the drag of her hull through the water, the PHM is capable of speeds greater than 40 knots even in high sea states.

Left: The experimental hydrofoil *Plainview* (AGEH 1) on trial runs in Washington State's Puget Sound with Mt. Rainier in background, the craft's regular operating area.

ACTUALLY, when speaking of the PHM, one has to discuss the craft in terms of a NATO Standard type. Since the ship was designed to fulfill the needs of several navies, the differences in each country's manner of operations had to be taken into account to ensure the effectiveness of operations within their waters. By having a NATO Standard PHM ship, retaining sufficient design flexibility to allow for the individual variations of each navy, the problem was solved. Differences in design were basically of an equipment nature—each navy had its own particular missile and fire control system which it wanted to mount in the ship.

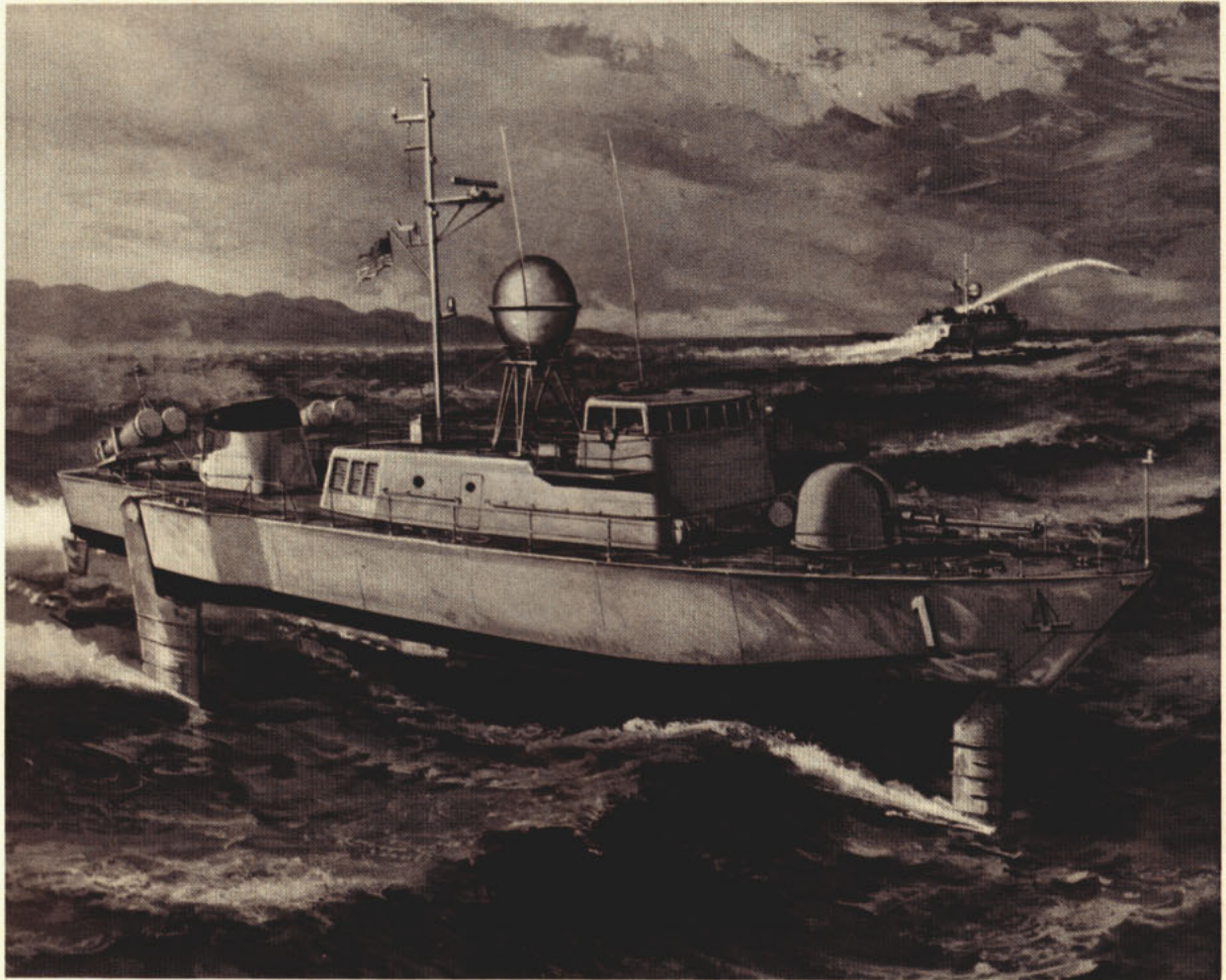
The NATO Standard PHM is about 40 meters in length and displaces about 220 metric tons. Meters? That's right. This family of hydrofoils will be the first U. S. Navy ship constructed to the metric system—a significant step toward the universal adoption of that system.

The ship is powered by two independent propulsion systems separated from each other by watertight boundaries. Two diesel engines of European manufacture provide hull-borne propulsion. The diesel is capable of economical, long-range and close-in cruising, while the relatively lightweight marine gas turbine is available for immediate high-speed foilborne operation when required. Essentially, the turbine is a reconfigured aircraft jet engine—the same that powers the U. S. Air Force C-5A *Galaxy* transport. With a jet engine which has been made suitable for the marine environment, it is not surprising that the pilothouse of the hydrofoil resembles an aircraft cockpit more than the bridge of a ship.

When it comes to hydrofoils, "second takes" are common because of the craft's foils or legs. Built on the same principle as the wings of an airplane, their purpose is to raise the hull of the ship out of the water and they operate in water about the same way airplane wings do in air. Motion through the water creates a decrease in pressure on the upper surface while it increases pressure on the lower surface—the result being an upward force or "lift." This lifting force, however, is much easier to attain in a hydrofoil. Since water is 800 times denser than air, a foil must be only a fraction of the size of an airplane wing to achieve the same resulting lift.

THE WAY A FOIL CAN BE MOUNTED on a ship differs too. The PHM ship will fly on one of the two basic types of hydrofoil systems—the fully submerged foil system which remains at a constant depth below the surface of the water. Some commercial hydrofoil craft use surface-piercing ladder type foils, a simple setup in which the lifting structures resemble venetian blinds welded between struts going into the water. Here again the water passes over this venetian blind-like device and lifts the craft almost free of the water. More often these foil arrangements are shaped like the letters "V" or "U." Either way, they raise the craft in proportion to its speed.

(—→)



Above: Artist's conception of the new, versatile PHM hydrofoil now being jointly developed and to be utilized both by the U. S. and her NATO allies. Below: No, this is not the cockpit of a modern jet airliner but the bridge of a Navy hydrofoil, in this case Plainview (AGEH 1), an experimental craft.



Although surface-piercing foils are rugged, simple and economical, they are not effective in rough water. As the name implies, surface-piercing foils raise and lower following the contours of the water. This is fine on smooth surfaces, but in an uneven surface like a rough sea, the ship could barely remain foiborne. As a result, this structure was not considered suitable for oceangoing hydrofoils.

THE FULLY SUBMERGED SYSTEM puts the lifting surface completely below the surface of the water. Because the lift on the foils is no longer dependent on the water surface, an automatic control system that maintains flying height is needed. In the PHMs, the foiborne control surfaces are much like the flaps on the wings of airplanes. When manipulated, they provide trim and tilt control, and allow banked turns. They are governed automatically through a computer system which senses ship attitude, motion rates and accelerations—then generates electrical commands to hydraulic actuators that position the control surfaces. With this type of arrangement, the foils of the PHM are subject only to the water below the surface. With a little

speed and the proper flap control, they can lift the hull right out of the water for a smooth ride over waves as high as 12 feet.

A structure on the PHM which is new is the retractable hydrofoil system. Like previous experimental hydrofoils, the struts, at the end of which sit the foils, are attached to the hull by pivot pins. However, the PHM's main struts are designed to rotate aft and are coupled together by one continuous foil surface.

Why is the United States leading this project? There are a number of reasons, but the crux is that only the United States, particularly the U. S. Navy, had the know-how to satisfy NATO requirements. Though many nations over the years have investigated hydrofoils as a way to reduce overall drag on conventional waterborne vehicles, the United States has emerged as the leader in this field.

This is where years of sea trials around Puget Sound off San Diego and in Vietnam have paid off. Through the Navy's experimental craft, hydrofoil ships that are operational over a reasonable period of time have become a reality. In the past 10 years, the Navy has produced four hydrofoils accumulating more than 2700 hours of foilborne operations. During every trial run, data was recorded, then reviewed and analyzed. New instruments were subjected to the most strenuous tests—and from the experimental craft, the best was combined to construct the PHM.

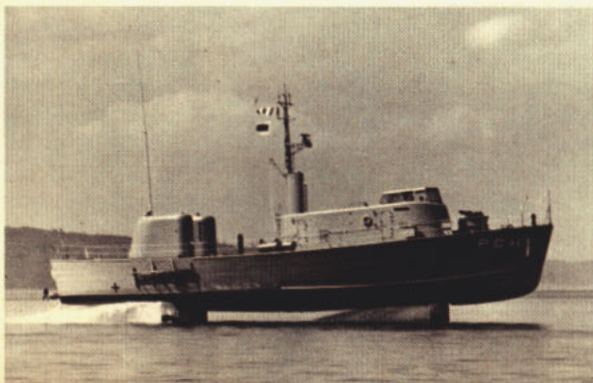
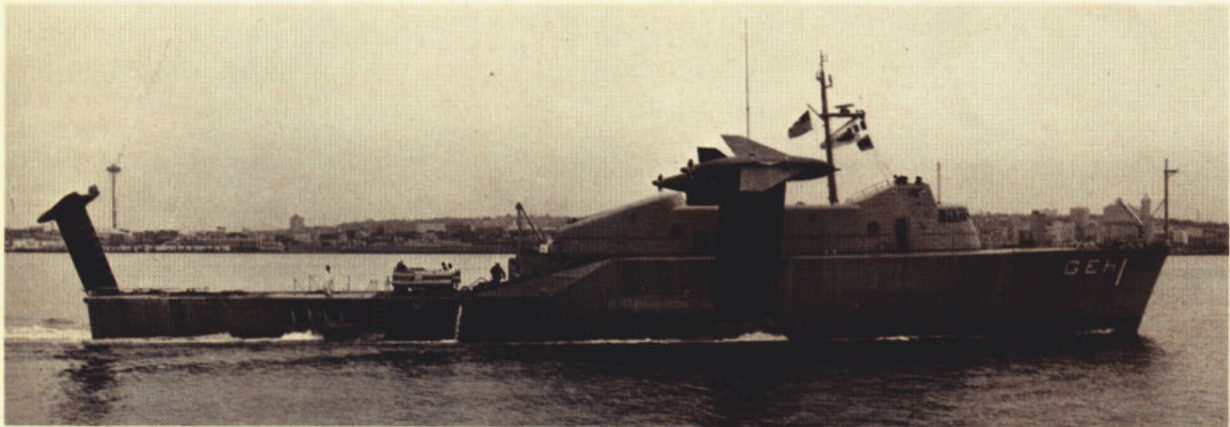
In 1963, the Navy's first hydrofoil, *High Point* (PCH 1), was delivered. This 120-ton craft is still in operation and continues to test and evaluate the capabilities of a seagoing hydrofoil. However, there is one aspect of construction that has not been incorporated into the PHMs, and that is the propeller-driven propulsion system.

IN ORDER TO BE DRIVEN by a propeller, a hydrofoil needs a complex drive train. From the gas turbine engines used for foilborne operations to the titanium propeller located at the end of the strut, power must be transferred through a complex system of right-angle bevel gear transmissions. To an engineer, this is asking for trouble, since half the drive shaft is under water (although free of moisture). In addition, struts must be retracted and the shaft had to disconnect; therefore, difficult propulsion engineering problems developed.

The alternative is a waterjet system—a system in which water enters through ducts in the struts, through a pump and is then jetted out by nozzles under the stern. This is a far simpler arrangement than heavily loaded gears and long transmission systems. At high speeds, the waterjet propulsion system becomes worthwhile—and it was speed that was wanted. The result is there is not one propeller on today's PHM.

It was in *Tucumcari* (PGH 2), and to some extent in *Flagstaff* (PGH 1), both completed in 1968, that these waterjet systems were perfected; these two ships are smaller than *High Point*, each displacing about 70 tons. They have since been operating with the Navy's amphibious forces.

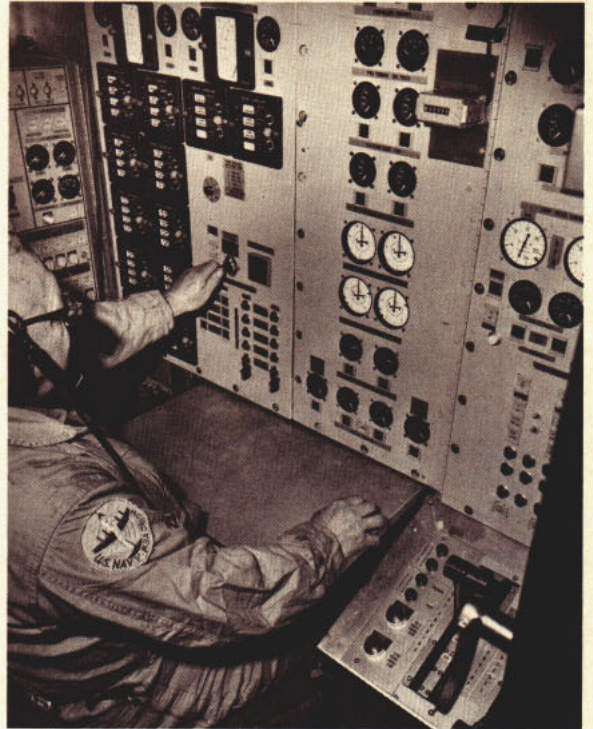
Yet, there is another phenomenon called "cavitation" with which hydrofoils have to cope. As explained previously, lifting forces of a foil came from a decrease in pressure on the upper surface. Even at low temperatures, this pressure can get so low that water literally boils, forming a cavity of vapor over the foil. Flow characteristics change drastically and when a vapor-filled cavity collapses, high impact pressures result. Severe erosion in the form of small cavities results unless suitable construction materials are used. (→)



Above: Plainview, with her foils retracted to reveal props that provide "lift" for the craft. In the new PHM a water jet system will replace foil props. Left: The Navy's first hydrofoil patrol craft was High Point (PCH 1), delivered in 1963. Evaluation of this vessel provided much data for designing of future craft.



Above: Small and agile, Tucumcari (PGH 2) was launched in 1968 and has since actively operated in the Fleet. The sleek 310-ton Plainview (AGEH 1), facing page top, was placed in service in 1969 and is the world's largest hydrofoil. The vessel is sophisticated, as complex engineering control station (above right) clearly reveals. Her foilborne propulsion comes from massive and modified jet aircraft engine (facing page right).

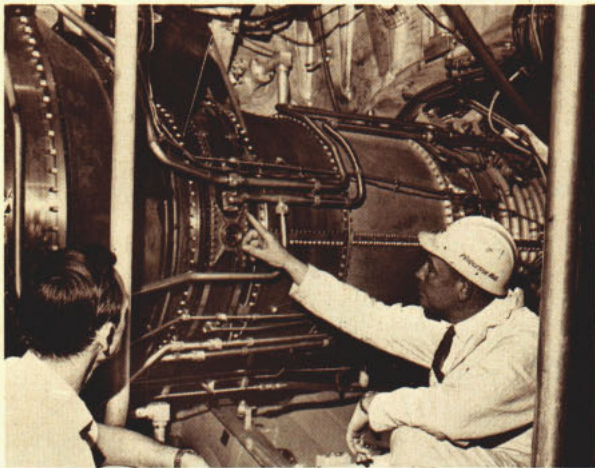


In the PHM, special types of steel were selected for construction of the propulsion pumps, struts and foils because it combined the necessary qualities of strength and hardness and light weight.

PLAINVIEW (AGEH 1) was launched in 1969 as the Navy's fourth and the world's largest hydrofoil. Built as a study centering on large scale hydrofoils, Plainview is 212 feet long with a displacement of 310 tons. Like *High Point*, she is fully instrumented to provide the most exact performance study. From this large, open-ocean ship, the first missiles were fired in December of 1972.

These tests confirmed that missiles would perform properly when fired from a foilborne ship. Further testing is scheduled in *High Point* on the *Harpoon* surface-to-surface missile system which is slated for the U. S. PHM.

As mentioned, participating nations will indicate their preference for individual missile systems, since the design of the PHM is flexible and can accommodate a variety of surface-to-surface missiles. The addition of missile systems to such a fast ship will provide a punch which transforms the PHM into an offensive threat, surpassing her patrol boat label. All three navies have a lightweight, fully automatic, 3" gun, developed by the Italian Navy as their secondary armament.



The PHM can accommodate a crew of 21 men—4 officers and 17 enlisted men. Although specific enlisted rates will fill requirements, no man will be assigned simply to chip paint; nor will the person thoroughly trained in one field and totally oblivious of the rest of the ship's operations be able to find a billet in a

PHM crew. In a fast-moving, compact ship, specialists who cannot work in other areas are considered as much a hindrance as a help. They will therefore be cross-trained to operate the ship as well as perform their own specialty. There is no school to train men for this type of duty—the ability to be skillful in several roles and learn quickly the intricacies peculiar to such a ship are definite prerequisites. The PHM ship will be the school.

EARLY IN 1900 the Wright brothers climbed a small hill in Kitty Hawk, N. C., and launched the first successful aircraft. Historically, they only dabbled in the design of hydrofoils. It was not until 1918 that Dr. Alexander Graham Bell, no less, gave hydrofoils their start in the U. S. by building and testing a hydrofoil boat which had ladder foils and was propelled by two aircraft engines.

Since those early days, the study and application of aerodynamics have resulted in the production of an astounding number and types of airborne vehicles. Now, with a successful moon landing under its belt, the science of aerodynamics has moved into an era of unprecedented sophistication. With the support of the U. S. Navy today, and with the introduction of the PHM, aerodynamics is taking itself underwater—and only beginning to get its wings wet.

—JO3 Alan Shethar



SUMMER IN THE YOU'LL LIKE IT IN WINTER,



The May 1973 issue of ALL HANDS contained an article covering the home ports at 11 locations around the world. Here is a follow-up article in depth pointing up the interesting opportunities available to the Navyman and his family homeported in Gaeta, Italy.

NINETY MILES south of Rome, Italy, on the coast of the Tyrrhenian Sea, lies a small resort and fishing village called Gaeta.

Until January 1967, Gaeta (pronounced GUY-ATE-AH) was scarcely known in U. S. Navy circles. That was the date when home port of the Mediterranean Sixth Fleet flagship was changed from Villefranche, on the French Riviera, to Gaeta, bringing a small American community to this Italian seaport. No Americans had been stationed here before. Support facilities were nonexistent and it was necessary to start from the ground up.

However, during the next six years, and especially the first few months of 1973, things have been happening in Gaeta. More and better things in the way of



MED TOO

Facing page top: A statue of the Virgin Mary overlooks the picturesque harbor of Gaeta. Facing page bottom: Quaint fishing vessels add to Gaeta's Mediterranean charm. Above: Old and historic Gaeta at the harbor's edge. Below: A scenic tour of the area is available by an old-fashioned horse and buggy.

facilities—both domestic and recreational—for the Navymen and their dependents stationed here.

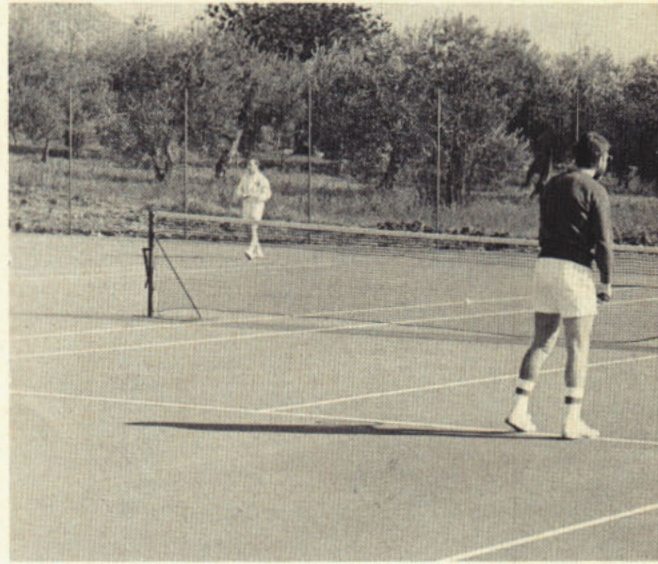
For starters, a new \$100,000 EM club opened in late January. Called the "Sea Breeze Club," the new facility consists of over 10,000 square feet of floor space in a three-story building. Aside from normal facilities of ballroom, cocktail lounge and restaurant, the new club has a game room, balcony patio, athletic area and multipurpose room for club meetings. Previously, only an overcrowded community center was available for entertainment and relaxation. Now the enlisted men and their families have a club second to none in the Mediterranean.

NEXT ON THE LIST is a three-court tennis complex which recently opened in the nearby city of Formia. This was a joint intercultural relations project between the American and Italian communities. Both use the courts.

In mid-February a new \$100,000 Navy Exchange opened, offering both exchange and commissary services. However, this store is fairly limited and most



THE MED



Above: The newly opened Sea Breeze Club now entertains the Navy enlisted men at Gaeta. Above right: The base has facilities to provide automotive repair assistance. Center: A new tennis court complex in Formia is shared by Americans and Italians. Below: The base Navy Exchange in Gaeta stocks over 500 items.

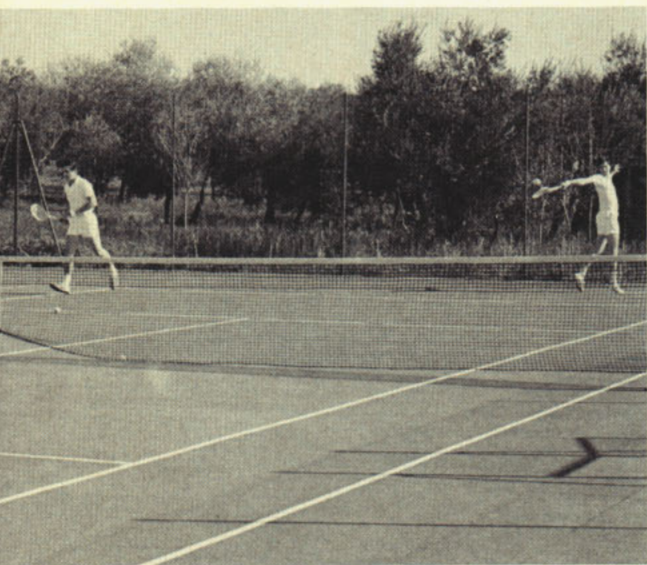


large shopping trips are made to Naples, 50 miles to south. Naples remains the center of U. S. Naval activity in Italy with its large commissary, exchange, support activity, hospital and air facility.

Formia, near Gaeta, is home for many staff and flagship families. Dozens of new villas have been built south of Formia and a sizable American concentration exists in that area. A U. S. Navy-staffed medical clinic is available for routine dependent visits in Formia. Naples has a modern Navy hospital for major medical or dental work.

A recently acquired Navy recreation park, called "Falcon Field," is located about 20 minutes away, near the mountain village of Itri. Among other things the park has picnic tables, camping, ball fields and a skeet range. There are additional military recreational facilities located at the AFSOUTH/NSA complex in Naples such as the Admiral Carney Recreational Park.

Other facilities at Gaeta include an athletic area on Fleet Landing with soccer and softball fields; practice basketball court; a community center with snack bar



and movie theater; post office; a Navy Relief Society branch; housing assistance office; a small library; child care nursery; and the Joshua Barney elementary school (kindergarten through eighth grade).

The current elementary school is spread out over three separate areas. A new elementary school, consolidated under one roof with an indoor gym and playground facilities, is under construction for an early 1974 opening. No American high school is available in the Gaeta area. Dependents of high school age either commute daily to the Forrest Sherman High School in Naples or attend a DOD boarding school in Zaragoza, Spain.

TRAVEL FROM GAETA to all points in Italy and Europe is convenient by car and train. The railroad station is located in Formia, and on one of Italy's fast modern trains it takes only an hour and a half to reach Rome, and 55 minutes to Naples. Rome provides the sightseeing and nightlife; Naples is the gateway to Pompeii, Sorrento and the Isle of Capri. Gaeta's



Top: The soccer and baseball field is utilized both by the U. S. and Italian military and their dependents. Middle: Falcon Field, near the town of Itri, offers camping facilities. Above: The mountain village of Itri also includes a glimpse into Italy's past.

THE MED



Only a few hours away from Gaeta tourists can enjoy the sights of Rome, including the Arch of Constantine (left), the Coliseum (above) and the ruins of Pompeii (below), near Naples. Facing page: Swedish bathers (upper right) enjoy the sun at the resort beaches in New Gaeta (right). Many historical churches (far right) enrich the city. Festive lights on Gaeta's main street (far right bottom) glorify the Christmas season.



geographical location makes it accessible to other famous Italian cities such as Florence and Venice and to the countries of France, Switzerland, Austria and Germany.

Seashore recreation abounds in Gaeta. Some of the finest beaches in Europe are located in this area. The year-round population is about 20,000, but swells to around 80,000 during the summer months. Vacationers swarm in from northern Italy as well as from Germany and Sweden. Sailing, waterskiing, skin diving, and in the winter, snow skiing in nearby mountain resorts are popular.

Around the Gaeta area are ruins dating back to the Roman Empire. It was a summer resort for some of the Caesars and is the site of what is commonly believed to be Cicero's tomb. There are also several churches dating back hundreds of years. Within 20 minutes' driving time are remains of the old Appian Way, which once spanned the length of Italy. A few miles down the road are an old Roman coliseum and part of the famous Aqueduct that supplied water for Rome.



IN THE NEARBY MOUNTAINS are quaint little villages which have changed very little during the past few hundred years. Rome, Pompeii, Anzio and Cassino are within easy driving distance.

And, of course, some of the scars of World War II are still very much in evidence, especially around the cities of Cassino and Anzio. A cemetery with over 20,000 graves of German soldiers is located in Cassino, as are British and Polish military cemeteries.

Gaeta relies not only on tourism and its fishing fleet, but also has a large oil refinery, bottle factory, and a boat-building industry.

Including the commander's staff, the Sixth Fleet flagship has a crew of 1200. Wives and children of these men bring the total to more than 2000 Americans in the Gaeta area. Through hard work and cooperation, flagship and staff personnel and their families have become part of Gaeta.

It is in this setting that a small American Navy community has been established. The photos on these pages tell the rest of the story.

—JOC Steve Smith



CAPTAIN OF THE RATHBURNE



EIGHT-YEAR-OLD Ming E. Chang often watched as the U. S. fleet sailed in and out of Shanghai. It was 1932 and his father was a petty officer in the American cruiser *Marblehead*. Even more than most boys his age, Chang dreamed of some day going to sea in those ships.

Today Chang's dream has been more than realized—not only is he going to sea but also he is in command of one of those ships. As a commander in the United States Navy, he is believed to be one of the first naturalized Americans ever to be selected for command of a U. S. warship. A year ago in ceremonies at Pearl Harbor, Commander Chang took over as skipper of one of the Navy's most advanced ocean escort ships, *uss Rathburne* (DE 1057).

Until recently, a naturalized American could not obtain the security clearance necessary to hold a position in the Navy where a knowledge of classified information was required—one of those positions, of course, being command of a ship.

CDR Chang remembers getting his orders to *Rathburne* after being eligible for a command of a ship for about two years. He laughs at a tongue-in-cheek suggestion of racial prejudice on the Navy's part as the reason for his delay.

"It was just a question of waiting," says Chang. "There are always more eligible officers in line than there are available ships."

RECENT RACIAL DISTURBANCES in the Navy have resulted in accusations of service discrimination against minority groups. "I don't believe the Navy is racially discriminatory," CDR Chang says. "Most of the prejudice I've seen is individual, and it isn't always racial. But it's very easy for an argument between people of different races to become one of race, even when the original dispute was over something quite different."

The 41-year-old commander was born in Shanghai during the fighting between China and Japan. When the Japanese took Shanghai in 1939, he and his mother were trapped in the city. Occupation officials were aware of Chang's father being aboard a U. S. Navy ship, but since Chang and his mother were Chinese nationals, they were never placed in internment along with Americans then in the city.

"Most of the time we were harassed," remembers Chang. "For the first two years we lived on what others could give us, as we couldn't get any money from my father. I did a lot of scrounging; it wasn't an easy time."

In 1946, when he was 14, the commander came to the States. "I couldn't speak a word of English, so I was put in the fourth grade when I started school. Because of this it didn't take me long to learn English,"

Left: The ocean escort *Rathburne* (DE 1057) at her berth in Pearl Harbor. **Right:** CDR Ming E. Chang, captain of *Rathburne*.





Above, left: CDR Chang. Above: CDR Chang is greeted at Rathburne's quarterdeck. Below: CDR Chang speaks with Rathburne's crew in an informal meeting on the ship's mess deck. Right: The Chang family near their home in Aiea, not far from Pearl Harbor.





recalls Chang. "And it took me even less time to learn to fight—Brooklyn, N. Y., isn't one of the most genteel areas in the nation."

By the time CDR Chang and his family moved to Fairfax, Va., he had skipped three grades and caught up with other boys of his age. Fairfax proved to be the second "cultural shock" of Chang's life.

"It was almost as different from Brooklyn, as Brooklyn was from Shanghai. Not exactly better, just different; it was a lot more rural and everything went slower."

WHEN HE GRADUATED with a degree in physics from William and Mary in 1955, CDR Chang took the first step toward making his boyhood dreams of some day going to sea come true. A year later as a newly commissioned ensign, he was serving aboard the aircraft carrier *Lexington*, the first of many ships he was to be aboard.

Now, after a year as captain of the sleek ocean escort *Rathburne*, the commander is more than happy, both with the ship and with the men who sail her.

"We took this ship to Vietnam," he says, "and we spent 67 days on the gunline. We fired 8800 rounds from one gun without a single major equipment casualty. When another destroyer had a fire aboard and

went dead in the water, we towed her back to Subic Bay for repairs.

"*Rathburne* did all we asked her to do, and more. Maybe it sounds like I'm bragging," says Chang, "but I am. We've got the best ship and the best crew in the Navy." Incidentally, the ship's crew boasts of a variety of backgrounds. The communications officer, for example, is a native-born American of Japanese ancestry, and the ship's supply officer is Hawaiian. The chief master-at-arms is a Black American.

THE AFFECTION he feels for his crew is returned by many of the men.

"Don't get the wrong idea," says one seaman, "he's one of the best. However, if you go to mast aboard this ship and you're wrong, you'll wish you never went."

CDR Chang's wife, Charlotte, was born in the city of Soochow. "This is supposed to be where all the most beautiful women in China come from," laughs Chang. "She never lets me forget it."

He and his wife met not in China, but in Washington, D. C. She was living there with her father and mother.

"My father was the air force attache at the Nationalist Chinese Embassy," says Mrs. Chang. "For my four sisters and me there were many parties and dances, and there weren't many young Chinese girls in Washington at the time."

Her father, William L. Chung, went to work for the U. S. government following his retirement from the Nationalist Chinese Air Force. He is now a U. S. citizen. Her sister, Connie, is familiar to many American television viewers; she's a news correspondent for CBS.

CHANG'S 16-year-old son Danny attends Aiea High School near their home in Hawaii and is on the school tennis team. Their only daughter, 13-year-old Donaldda, attends Aiea Intermediate School and, according to her father, "gives Danny a pretty good game of tennis already."

When in port, Chang often uses his gig to "go to work" and back. Dan and Donaldda often accompany their father to the boat landing near their home when the commander leaves for the ship each morning. It's a part of the day *Rathburne's* genial skipper likes best.

"I like the walk to the landing," says Chang. "It gives me a few minutes with the kids, and I have time to relax again in the gig, and go over things in my head during the ride to the ship. Then in the afternoon I can erase all the problems of the day on the way back to my family."

Wistfully he says, "It would be nice to go back to Shanghai one day. It was one of the most beautiful cities in the world, even then. But I wouldn't trade this job for all the tea in China," he says, with a straight face, no less.

—JO1 Kirby Harrison

NAVY WIVES

Information School



Above: Mr. George Wood gives a lecture on Navy pay and allowances to a group of Navy wives at Treasure Island, Calif. Below: A Navy Wives' organization at NAS, Brunswick, Maine.

THERE'S A SAYING that goes "Behind every successful man there's a woman." If you change that phrase slightly to read "Behind every career Navyman . . ." you'll see why the U. S. Navy places increasing emphasis on the Navy wife. From the recruiter straight on up to the unit commander or the ship's CO, the role of the Navy wife is recognized as pivotal in establishing an individual's lasting relationship with the sea service as a career and a way of life.

Within a few years, in the emergence of the all-volunteer force, this will continue to take on added importance. The Navy wife—the woman who keeps the home fires burning during extended separations—increasingly is becoming an integral part of the morale endeavor of many commands.

One aspect of this effort is in the area of communications—keeping the Navy wife informed. This task has taken the form of an information-dispensing serv-



ice which has been popping up in one form or another at many commands around the world.

These may be small, informal gatherings of wives—where the older, more experienced, wives can give tips to the younger ones—or they may be formal gatherings sponsored on a continuing basis by the local wives' club—officer or enlisted. The primary goal here is to make sure that all wives have access to the vital information concerning the local command and the part their husbands play in achieving the command's mission.

One of the forms of these services which is growing in popularity and effectiveness is the large, carefully planned one-, two-, or possibly three-day meeting, with the command setting up an agenda and inviting guest speakers to make presentations. Such meetings have recently taken place at naval bases in Charleston, S. C., Brunswick, Maine, and Long Beach and Treasure Island in California.

AS THE SCHOOL'S NAME IMPLIES—Navy Wives Information School—the main purpose is dispensing information or giving a wife an in-depth picture of the many things affecting not only her life but also the lives of her husband and children. These information seminars present speakers and question-and-answer sessions which often supply information in some of the following areas:

- What is the Navy Relief Society, who contributes, and how could it possibly aid my family?
- If one of my children becomes seriously ill and my husband's presence is needed, whom should I contact?
- Who fixes the prices at the local commissaries and exchanges, what causes them to go up and down?
- When my husband retires, what will be our benefits?
- Is there a place at my husband's command which can help me find adequate housing if my husband is

on an extended deployment?

• If I get into a situation in which I need legal help, who can supply it?

The above is only a sample; the list could go on and on. That's why the range of subjects covered at these information schools and seminars is as wide as possible. For example, a standard listing of the topics discussed could include:

Housing and housing referral, survivors' benefits, legal assistance, household effects, medical services (including CHAMPUS), the command's personal services center, disbursing/finances, exchange and commissary policies, special services, military service opportunities, chapel facilities and chaplain's aid, Red Cross, Navy Relief, and wives' club information.

THE INITIAL CONCEPT of a formal wives' school was implemented on a continuing basis by Commander, Naval Air Atlantic, at NAS Norfolk, Va. The school gives the wives of Navymen of all ranks formal training in many of the above-listed subjects. The school is a three-day affair, but not all of them have to be that long.

In fact, the recommended approach is for a command to find out the particular needs of wives and then figure out the most convenient way to dispense the information. Planning and any financing involved can be done on an ad hoc basis.

For instance, at Brunswick, Maine, the Naval Air Station holds a three-day school for wives once every month. The service accommodates about 30 wives each session, and they total about 16 hours of presentations and questions and answers.

Another example of this ad hoc planning is the semiannual wives' orientation which takes place at the Treasure Island Naval Station. Two of these orientations were held last year and two more are planned for this year; they are under the direction of Lieutenant Lillie McKnight Prettyman, the command's personal services center officer.

THE BASIC PLAN which LT Prettyman follows is a one-day orientation program packed with speakers making short presentations about their organizations or departments; provisions for lunch, nursery and transportation; and a well-thought-out publicity campaign which includes a personal letter-invitation to as many wives as possible. About 120 wives have attended each of the first two orientations.

According to LT Prettyman, the wives "received the orientation beautifully. We were thrilled with the response."

For the first orientation, which was held last June, the lieutenant held planning meetings with members of the local wives' clubs and the base chapel club. One key to the success, she felt, was sticking to an



NAVY WIVES

Information School



Above and bottom: General views of the Navy wives organization at the Naval Air Station, Brunswick, Me.

original plan once it was decided upon. Then came the job of contacting the different organizations for speakers—and cautioning them to keep their presentations as short as possible. The big task, though, was contacting the wives and getting commitments.

“Nothing beats a personal letter inviting the wives,” she said. “We tried a number of other things, such as announcements in the Plan of the Day, the base newspaper, and asking husbands to carry the message home to their wives. But I think the thing that is most effective is that letter.”

Getting the addresses of the wives and sending the letters off was another major job. For this, LT Prettyman said she had help from volunteers from the different local organizations who were also aiding in the orientation. She said approximately 1500 letters were sent out, and 150 wives responded.

FROM PLANNING the program and getting responses, the next step was setting up physical facilities.





One of the most important aspects in this area was availability of a nursery. "If the younger wives know that their children are going to be cared for—at no charge—then they'll be more willing to attend," LT Prettyman said.

Finally, once the day had arrived and the program began, the problems then involved keeping it all on schedule. At the last session at Treasure Island, some 19 people were scheduled to speak in just one morning and afternoon. "We had to emphasize to all the speakers to get the most important facts out as quickly as possible," she said. Miraculously, it worked, and the program stayed on schedule most of the day.

The wives' reaction was almost unanimously good," she said. "We asked the question on the evaluation sheet: 'Would you recommend this kind of program to another Navy wife?' and not one of them said no," LT Prettyman said.

The personal services center officer considers the Treasure Island program a success, but she says there is no magic formula involved.

"It's a lot of hard work, don't kid yourself," she says, "but our program could be adapted by most any other command."

ACCORDING to LT Prettyman, the second and subsequent orientations aren't as hard to organize as the first; there may be a few changes in the program but its basic outline is followed pretty closely. All she

had to do, she says, is give the people who participated another call and ask them to do it again.

Finally, LT Prettyman said there is one element that is essential to the success of any program of this kind, no matter how large or small. That is command backing and approval. The commanding officer at Treasure Island, Captain B. W. Setzer, has taken a personal interest in the program from the start, and he has done much toward personally pushing the project.

The important thing, of course, is to find out what the wives who participate in the programs think of them. A three-day information school was held in Long Beach, Calif., last fall, and an attempt was made to ascertain the feelings of those who took part.

The general reaction was highly favorable. The wife of a petty officer 3rd class said, "Please have it again." A 1st class petty officer's wife called the orientation "an answer to a prayer," while the wife of one chief said, "It's a great way to learn what husbands won't tell their wives."

IN THE SURVEY that was taken in Long Beach—in which the majority of those attending were wives of E-4s, E-5s, and E-6s—it was found that most of them first heard about the school through the letter sent by the commanding officer. Other sources of information included the wives' clubs, husbands, and Navy-connected organizations.

Portions of the program at Long Beach (which included most of the items listed earlier) considered popular with the wives were those dealing with medical benefits and CHAMPUS, special services of the command, pay and allowance explanation and survivors' benefits. Other items which generated a lot of interest were the commissary policies explanation and a discussion of the Navy Relief Society.

As with the orientation program at Treasure Island, all of the nearly 130 women who participated in the program at Long Beach said they would recommend this kind of a course to others.

EXPERIENCES AT COMMANDS at Long Beach, Treasure Island, Charleston, Norfolk, Brunswick and others with these presentations to Navy wives indicate a growing awareness and importance that are being placed on the role of the Navy wife. After all, when the ship goes to sea, it is the wife who has to be the head of the household. She has to take the car in for repairs, get the kids to the dispensary, replace the screen door that has fallen off its hinges, and play the combined role of mother and father to her family.

But even more than that, she has to make a lot of the decisions which will mean so much to her husband, herself, and her family. The Navy wants to make sure that she has as much information as possible to use in making the correct decisions.

—JO2 Jim Stovall



Personal Services Center NAS Brunswick WELCOME!

TRYING TO RELOCATE in a new area, as any Navy wife well knows, can be a nightmare if you don't know where to look for help. It's a little easier if you know where to find someone who will aid you; but it's easiest if that helpful someone comes to you and gives you a firsthand account of available community services.

The Personal Services Center at NAS Brunswick is one of these service centers which actively seeks out Navymen and their families upon arrival at the station. The all-volunteer office, staffed by wives, ensures that each new service family receives a personal welcome and a Welcome Aboard packet that introduces them to the new military community.

The packet given to the newcomers is not in any sense just token hospitality. The personal services center staff at NAS Brunswick is quite serious about

making its referral service into something more than simple lip service. Much time and effort have been taken to find out not only what is available, but also to what extent and for how long it will remain available. Included in the packet are maps, information on dependents' medical care, local medical services, credit union programs, recreational activities, religious services and educational opportunities.

AS IN EVERY MILITARY COMMUNITY, a personal services center's program is dependent on the energy expended by its volunteers. The center's job is to get people started on their own so, consequently, its vitality must come from within. Under the management of Mrs. Georgie Skolfield and Mrs. Dot Tobias, Brunswick's PSC has been able to maintain this type of effective and outgoing referral service.

Facing page: Four new enlisted wives volunteers (l to r: Barbara Fairbanks, Janè Molesky, Dorothy Sellers, and Gerlinde Rickel) are warmly greeted by PSC director, Mrs. Georgie Skolfield. Right: In Bath, Maine, PSC volunteers distribute information packets to CDR Taylor, the executive officer of USS Halsey (DLG 23), and his crew. Below: Mrs. Skolfield helps conduct a training seminar for both experienced and new volunteers to keep abreast of new PSC changes and policies.



The women who work at the services center do so in the few spare hours they might have during the day. However, their enthusiasm and enjoyment of their work make for an efficient organization. At the information center, the volunteers have shown themselves to be well-versed in matters which might not be of immediate importance to the new family—such as passports, voting and legal assistance—but are still valuable pieces of information. These women can pinpoint your needs and quickly give them direction.

Semiannually, a training seminar is presented; the program is given in three phases with each instructor specializing in one particular aspect of the PSC office procedures. These periodic sessions keep the volunteers up with changes, procedures and new policies both on the station and in the community. The volunteers promote the professionalism of their organiza-

tion in better serving the NAS Brunswick area.

LAST YEAR, the service center's workers put in over 2400 hours of their free time keeping the center receptive to the newcomer. During that time, about 1147 Welcome Packets were distributed to incoming Navymen and legal advice was offered to more than 200 persons.

A good referral service can be made to work provided it's modeled along the lines of that found at NAS Brunswick. However, such success takes people and there's always a need for concerned volunteers. If you're a Navy wife looking for some worthwhile endeavor, in an area where you know your efforts will be appreciated, why not check with your local personal services center—your free time will be put to good use helping others like yourself!

Soldier's, Sailor's, Marine's and Airmen's Club



Top: Francisco Salsis, a retired Navy chief, works at the registration desk and oversees check-in procedure. Center: The club library is a quiet place to relax with a book or to write home. Above: The recreation room provides pool and table tennis.

FOR MOST OF THE LAST 100 YEARS, the Soldier's, Sailor's, Marine's and Airmen's Club in Washington, D. C., has been taking care of young men on active duty who have found themselves in the nation's capital for some sightseeing. Now the people at the club are into something a little different—they're also taking care of the service girls who come to town.

This all started in January, just after the SSMA had celebrated its 100th year in existence. With more and more women in the armed services—and more of them coming to Washington—the club's manager, Mrs. Mary Beard, proposed to her board of directors that they allow women to stay at the club overnight, just as the men are allowed to do.

"Our by-laws were for enlisted men on active duty. In July of last year I made a presentation to our board, explaining the pros and cons of having service women here overnight," she said. "I read several letters from the girls saying that they do the same jobs as men and should be able to stay here as well. The board voted it in—unanimously, I might add!"

GREAT, but just what is SSMA? There are a lot of people who never heard of it.

The original idea was conceived back in 1872 by a Mrs. E. Throop Martin of Albany, N. Y., who formed the Ladies Union School Association. Mrs. Martin and her friends were devoted to the "spiritual and temporal welfare of American men in arms."

She moved to Washington, D. C., five years later and there formed the Army and Navy Auxiliary and, in 1899, that group set up the original Soldier's, Sailor's and Marine's Club. They took over a building on Eye Street and then let it be known that servicemen needing some temporary lodging or hot food were more than welcome.

Since 1923, the club has been located at 1015 L Street—more in the center of town than the original location—and offers men and women in the service one of the best deals in town. You can put up there for the night for just \$3.50, a fraction of what a hotel anywhere in the vicinity would cost.

But the price is not the only thing SSMA has going for it these days. The building offers a quiet shelter from the elements and plenty of chances for recreation. There's a lounge, pool table, and library, with an assortment of hundreds of books and plenty of

quiet. There are also plenty of comfortable, overstuffed chairs and sofas—and anyone who has ever walked around Washington knows what these afford.

THERE IS ALSO A CANTEEN which offers meals at a reasonable price or just a snack if you're in a hurry. And in abundance there are helpful suggestions from all the staff members about what to see in Washington, the best way to get there, and the cost of it all.

SSMA is operated by an executive board headed by the First Lady, Mrs. Richard Nixon, as honorary president. Honorary vice presidents include the wives of the Chairman of the Joint Chiefs of Staff, the Secretary of Defense, the Secretary of Transportation and the five military service chiefs. Volunteers from all services man the desk on weekdays and the canteen's cash register on weekends.

The club's executive board consists of officers' wives from every branch of service; the presidency of the board rotates from one service to another yearly. Financial support comes mainly from memberships and donations from officers' wives' clubs around the world. Membership fees are broken down into four categories: Life membership (\$100), Honorary Membership (\$10), Sustaining Membership (\$5), and Annual Membership (\$3).

THE CLUB IS NOW OPEN to any enlisted man or woman on active duty. (There is a similar club in New York City, but it is not affiliated with the one in Washington.) The Washington club is located just a few blocks from the main bus stations downtown, and not too far from Union Station. National Airport is just a few miles away on the other side of the Potomac River.

If you're coming into town, the best way to get there is to hail a cab. "Our greatest friends here are the taxi drivers," one of the volunteers at the club says. "Because, when these young people come to town, they are looking for a place to stay and all the cab companies know about the club and often direct them to us."

That's the Soldier's, Sailor's, Marine's, and Airmen's Club—now for all service people, of both sexes—and it's one of the best bargains in town.

—Story and photos by PHC James E. Markham



Top: Mary Beard, the club manager, talks with J0SN Cynthia Sullivan in the club lounge. Center: A view of the club's canteen. Above: J03 Martin Szostec inspects the rooms which are similar to barracks, but priced right. Left: Mary Beard is the widow of an Air Force flight surgeon.

TODAY'S NAVY MUSICIANS



**BRINGING IT ALL TOGETHER
WITH MUSIC**

WHEN ANY OF THE NAVY'S 1400 musicians venture overseas where tongues of nations differ, their music becomes a linguistic link in understanding—the universal language.

Such was the case when Navy musicians—"The Commanders"—representing the U. S. Naval Forces in Japan, recently gave a concert for students at Kurihama. The group warmed up with popular American selections, such as "MacArthur Park," and then played renditions of "Gunkan March," "Sukiyaki," and the "Kamen Raida Theme" from a popular Japanese television series of the same name. The program was highlighted by a solo rendered in Japanese by Musician 2nd Class Roland Gilbert.

Meanwhile, two oceans and a sea away, another group of Navy musicians from Carrier Division Four aboard *uss Franklin D. Roosevelt* (CVA 42) set up shop in a shaded courtyard in Casserta, Italy. Nearly 500 citizens encircled the bandsmen and for 45 minutes heard a variety of music, including selections from "Jesus Christ Superstar."



This was only one of 13 performances the 16-man CarDiv4 Band scheduled during a two-week tour of Mediterranean sites. In Naples, they played for audiences at a soccer game, at an amusement park, and the group's combo provided the music for a NATO Teen-Club dance.

IN ANOTHER ASIDE, the Sixth Fleet Music Show performed at a cultural exchange held in West Germany during last year's Summer Olympics; the event included artists and performers from around the world. Assisting the 23-piece show band was a 50-member singing group, made up of men from Com-Sixth Fleet Staff and the Fleet flagship *uss Springfield* (CLG 7) plus their wives.

There are many such occasions when Navy bands—there are 42 official ones—take part in foreign events. One example was the Pacific Fleet Band's participation during "Antarctic Week" festivities held last fall and centered at Christchurch's Harewood International Airport in New Zealand.

Purpose of the week's activities was to acquaint Christchurch citizens with operations being carried out in the Antarctic by New Zealand, the United States and 10 other nations. Of course language was no barrier in New Zealand, yet music supplied the community relations factor as the band held a series of concerts throughout the city. The Pacific Fleet Band was chosen to perform in the newly opened Christchurch Town Hall John Hay Theatre. Press reports of the band's work were laudatory, and emphasized the "versatility and musicianship" of the entire group. Especially cited in the press was the "superb jazz extemporization" of Musician 2nd Class Gary Adams on trumpet, and Senior Chief Musician Oliver Shirley on trombone.

As is generally typical of welcomes given Navy musicians around the world, the PacFlt Band members were treated as celebrities in Christchurch, and many were asked to sign autographs (autograph hunting is a craze in New Zealand). After each performance, questions were answered about American music

Facing page: Music can ring the globe with harmony and our Navy musicians prove themselves ambassadors of goodwill by performing with other nationalities in events worldwide. Flags clockwise from the Stars and Stripes are Japan, Republic of Vietnam, the Olympic Games, New Zealand, and Italy. Left: The U. S. Navy Show Band from the USS Franklin D. Roosevelt (CVA-42) plays for the citizens of Casserta, Italy.

and American musicians, and Navy musicians gave pointers on playing various instruments.

IT WASN'T ALL WORK for the band. During their Christchurch stay, many Navy musicians sat in with local groups at music sessions held at the local musicians' club. Not having the big names in music, New Zealanders are superb at imitating top American musical groups.

The Navy musician is called upon many times to serve as an ambassador of sorts and under varying circumstances. Not long ago, Senior Chief Musician Benjamin H. McHorney, who at the time was band-leader of the Seventh Fleet musicians, paid a visit to Bataan, Republic of the Philippines. His mission: conduct musical good will performances for the citizens of Samal and Abucay while delivering to the children of these villages several boxes containing basketballs. McHorney, no doubt, will be a name bounced around Bataan for some time.

Not all of Chief McHorney's diplomatic missions



NAVY MUSICIANS



were on foreign soil—or in fact on any soil at all. When units of the Pacific Fleet Amphibious Force (TF-76) were operating off the coast of the Republic of South Vietnam, they were visited by the chief and his 16-member band. This homespun good will tour lasted nine days. While various audiences perched on everything from tractors to helicopters—or sat on deck or merely stood—the band played on, offering selections that ranged from early blues to modern rock. It even supplied a certain flavor of humor, through one Musician 2nd Class Steve Sailor (his real name) who appeared center stage dressed as a stripper and billed as “Notorious Flamin’ Mamie.” Sailor would bump and grind to the rhythmic beat of the drummer and encouragement of his captive audience, gradually revealing hairy arms and chest. Although there’s an “obvious need for a brush-up course in the finer points of exotic dance,” as one crewmember put it, the performance was well received. In fact, the laughter generated by Sailor’s off-beat undulations was surpassed only by that triggered when “Mamie,” twirling a moth-eaten shawl, chose the lap of a crewmember (preferably the CO’s) to sit upon.

Above: A 50-member singing group of Navy men and their wives performed at the Summer Olympic Games in Munich last year. **Facing page:** The Seventh Fleet Band (top), under MUCS Benjamin H. McHorney, entertain a captivated Filipino crowd. In Guam, MU3 Chet King and members of the Chinese Academy Band (middle) take time out for cake during rehearsal. MU1 Cornelio Brown (bottom) and his tuba-playing Japanese counterpart converse in San Francisco’s Golden Gate Park where the Japanese Maritime Self-Defense Force Band and the 12th Naval District Band held a joint concert.

SEVERAL TIMES during the band’s trips from ship to ship, rain prevented topside performances, so the unit’s rock group held jam sessions on the mess decks. Crewmembers were encouraged to participate either by singing or by playing an instrument. On occasion, the entire visiting band looked on as an impromptu rock group, comprised solely of crewmembers, took over.

Altogether, Chief McHorney escorted the Seventh Fleet Band, complete with 1700 pounds of instru-

ments and gear, to seven TF-76 ships in the nine days. The effort was acclaimed by the force commander as a "complete success."

Then there's the story from Guam with a bit of twist to it. Seems the Naval Forces Marianas Unit Band had formed on the pier to welcome two visiting Republic of China destroyers. As Bandleader, Senior Chief Musician Larry Brown raised his baton with "anna one, anna two . . .," he overheard music echoing from the approaching ships. Mixing with the U. S. Navy band's crashing cymbals and flourishing horns were more crashing cymbals and flourishing horns. On board one of the incoming ships were members of the Chinese Naval Academy Band. In traditional Asian ceremonial courtesy, they were—in turn—acknowledging their hosts' reception.

Greetings complete, Chief Brown boarded the ship, met with his Chinese counterpart and invited the bandleader and his boys to join the Americans for a combined rehearsal and "Getting To Know You" social hour.

"Our interpreter," recalls Chief Brown, "wasn't a musician and he couldn't express our thoughts musically. It really didn't matter, we knew what to expect from the band and they knew what to expect from us. So, the Chinese bandleader and I alternated in conducting the unified band." For the hospitality shown them during their Guam visit, the Chinese bandmen presented each of their American Navy musician counterparts souvenir tie-tacks and pens.

A SIMILAR CULTURAL EXCHANGE and appreciation for band music occurred in San Francisco when a group of Japanese Navy ships made a visit to the Golden Gate City during a worldwide training cruise. It had been planned that members of a Japanese Maritime Self-Defense Force Band from one of the ships would join members of the 12th Naval District Band for a concert at Golden Gate Park. Musicians from both groups rehearsed together the day before the concert, exchanging music and improvising, too, on Japanese and American selections. But, on the day of the concert, the notorious San Francisco fog surrounded the park's band shell, threatening cancellation of the program. Yet, the resounding brass and trilling woodwinds penetrated the mist and attracted a sizable audience, no doubt lured by the unfamiliar strains of oriental band music. Chief Warrant Officer John E. Ingram, bandmaster of the U. S. group, shared conducting duties with the Japanese leader, LTJG I. Toki. Both bands closed the concert with rousing renditions of their respective navy's march.

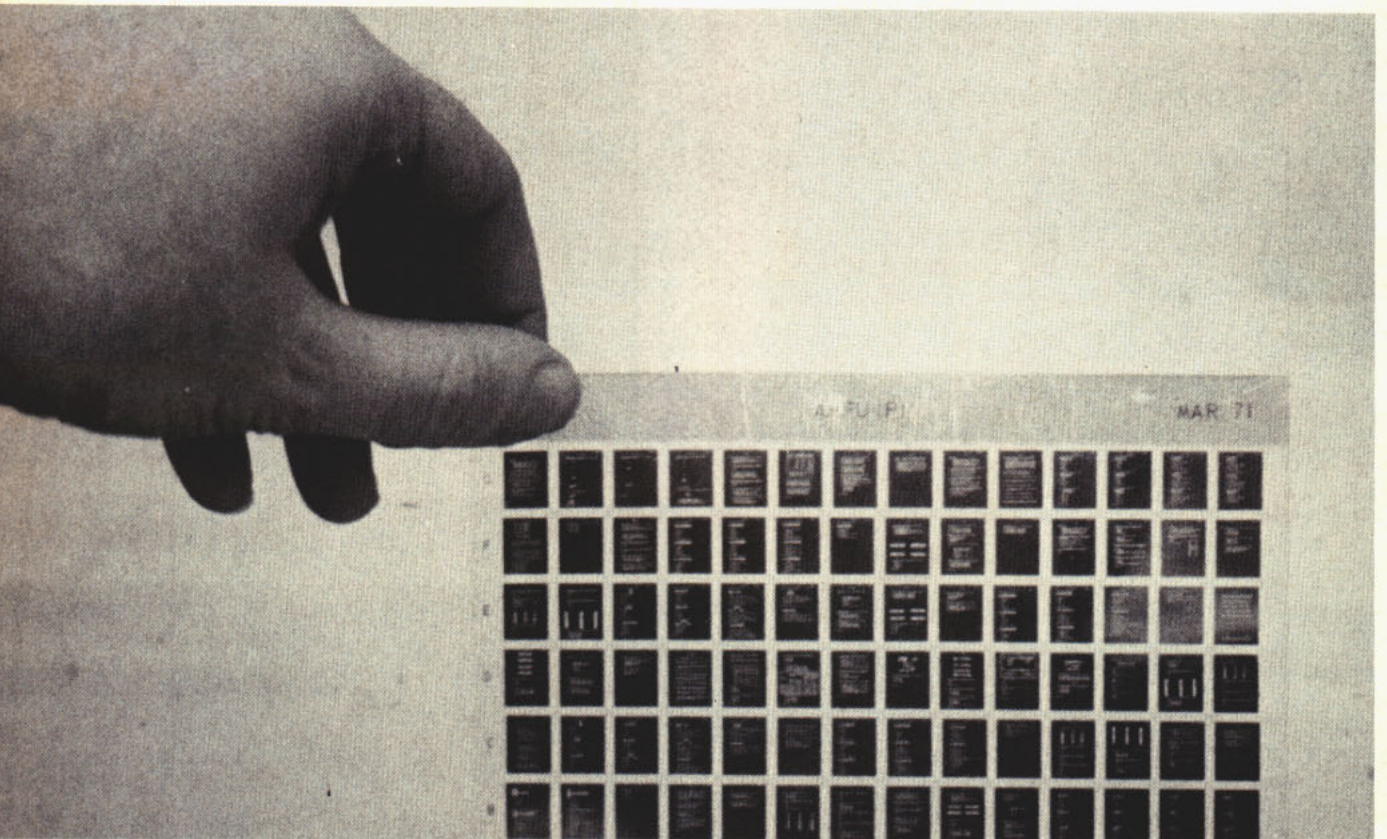
And so it goes almost daily. Wherever a Navy band is in the world, there's certain to be an account of how its members used their universal language to foster better understanding among mankind.

—JOC Marc Whetstone, USN



MICROFICHE

... reducing
paper down
to size



IMAGINE YOURSELF nearing the end of your enlistment. You are in a clerical rating and so far you've enjoyed your time in the Navy. Reenlistment is a definite possibility.

Then comes the time to update the publications in your command's office. Break out the correction notebook, search through the most recent publication and find the outdated page, rip it out, and insert the page change. Flip through some more publications and replace other page changes. Go to a different publication, make and insert more pen and ink changes, and so on, until you have filed about 100 new pages.

Not more than a month later, a few hundred more pages have come in—some to replace those that you have inserted—and you find yourself repeating the same tedious chore. Only now, you're counting the days until your discharge.

This kind of tale has become so common that it might be considered part of being "salty." But unlike the tales of the old salt, this one is not being taken lightly. The Navy is not about to accept paper-pushing as inevitable nor is it about to let paperwork become a reason for your not reenlisting.

In the October '71 issue of *ALL HANDS*, a one-year test program for using microfilm to replace paper documents was reported. The burdensome maintenance of thousands of administrative and technical documents was becoming more than a shipboard joke—especially after a retention study group emphasized the adverse effects of paperwork on reenlistments. Microfilm look-

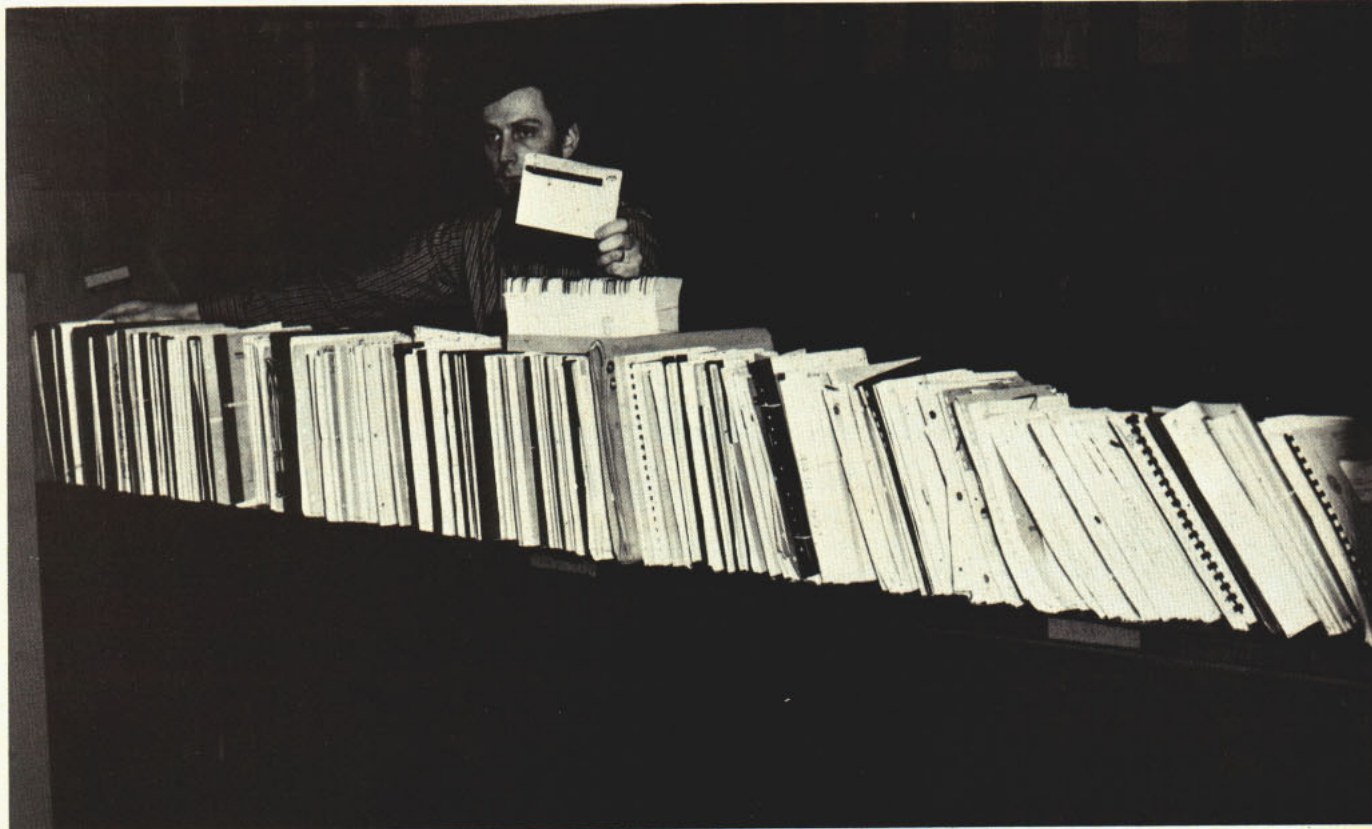
ed like the only solution for cutting down the volume of hard copy publications.

THE TEST PROGRAM has been completed. The results are favorable. As of March 1973, the Chief of Naval Operations approved the gradual conversion of most of the Navy's technical publications to microfilm. For quite some time the Navy has taken advantage of microfilm, but it was only recently that a need developed for using the medium on such a large scale.

More than ever before, the Navy has become reliant on sophisticated technology to maintain its effectiveness. New weapons and electronic systems, fire control and air weapons systems, besides improving the performance of these offensive-defensive tools, have generated a massive amount of supporting publications. Behind all these systems are the inevitable computers—the maintenance and operation of which involve still another large number of publications.

THE "PAPER EXPLOSION" hit hardest in the field of Communications and Tactical Publication (COM-TAC)—and this is where the pilot program involving microfilm first focused. This area of the Navy has

Facing page: Ninety-eight pages of standard sized paper can be condensed into a convenient 4 x 5 microfiche card. Below: A small file box of microfiche cards can contain the same amount of information as this bulky pile of paper folders and books.



MICROFICHE

become one of the papermills, thus producing one of the primary headaches for those who must update, correct, and order publications.

For example, there are 220 COMTAC publications—65 per cent are classified confidential or secret. Each publication averages about 140 pages, and approximately 375 pages of changes are issued each month. In a year, the page change figure snowballs to about 9 million—all to be inserted in binders and cross-checked by men in the clerical ratings. This comes to a tiring figure of 52,000 manhours, alone, spent filing in some manner or another.

Nor does the amount of paperwork stop snowballing with the initial distribution of these hard-copy page changes. Additional copies are sometimes needed and must be requisitioned. In one year, it was observed that 31,000 such requisitions were submitted to the Navy Publications and Forms Center—at the cost of another 13,400 manhours. Now, with a staggering figure of 65,000 manhours being spent in getting documents to their proper places, it's not hard to see that the Retention Study Group had hit on a real sore spot within the enlisted community.

It has been only recently that microfilming has become a popular form of information storage and retrieval. The latest technique, called microfiche, has opened up still more possibilities of even faster and cheaper accessibility to information.

MICROFICHE is a piece of 4"x6" microfilm upon which 98 pages of information can be contained. Even on one piece of film as small as this, up to 1000 pages can be recorded, but—for the most dependable, clear reproduction—a 98-page format was chosen.

Although other forms of microfilm exist, the microfiche format was selected because most of the Navy's publications average about 150 pages, and therefore can be published on only two sheets. This format will also result in the most economical method of publishing changes to Navy publications.

A breakthrough in the microfilm concept occurred when Computer Output Microfil (COM) was developed. Now that the output from computers could be translated directly from magnetic tape onto microfilm without any intervening paper medium, a low-cost micropublishing system could be assembled.

With microfiche, quite a comprehensive "snapshot" can be taken. In fact, a book can be reduced to about one per cent of its original size through the use of microfiche. All publications involving a typical nuclear submarine—for example—could be put into a few shoe-box-size files. Gone are those cumbersome file cabinets or rows of shelving.

But the reduced space requirement is only one advantage of using microfiche.

With publications being sized down to pieces of 4"x6" film, their distribution can be accomplished by

air mail instead of surface mail. In the actual production and delivery of, say COMTAC publications, the time would be reduced from eight weeks for hard copy to one week for microfiche. It has always been annoying to those in the Fleet to receive publications which are outdated by the time they arrive on board.

THE MOST DRUDGERY in the whole problem of dealing with Navy hard copy publications involves the insertion of page changes. Those experienced in filing these overwhelmingly agree that the primary disadvantage of a hard copy system is the tedious time it takes to keep things in order.

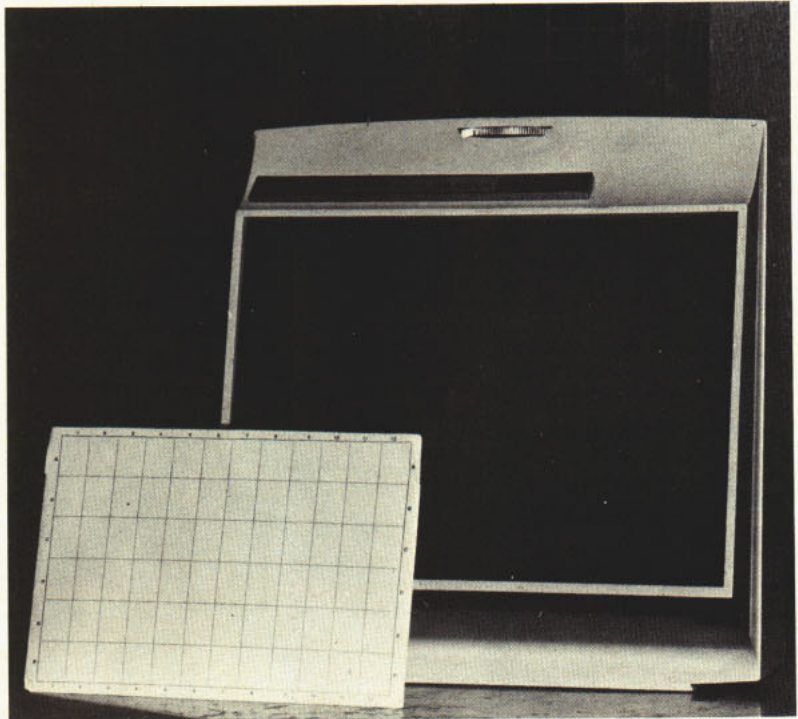
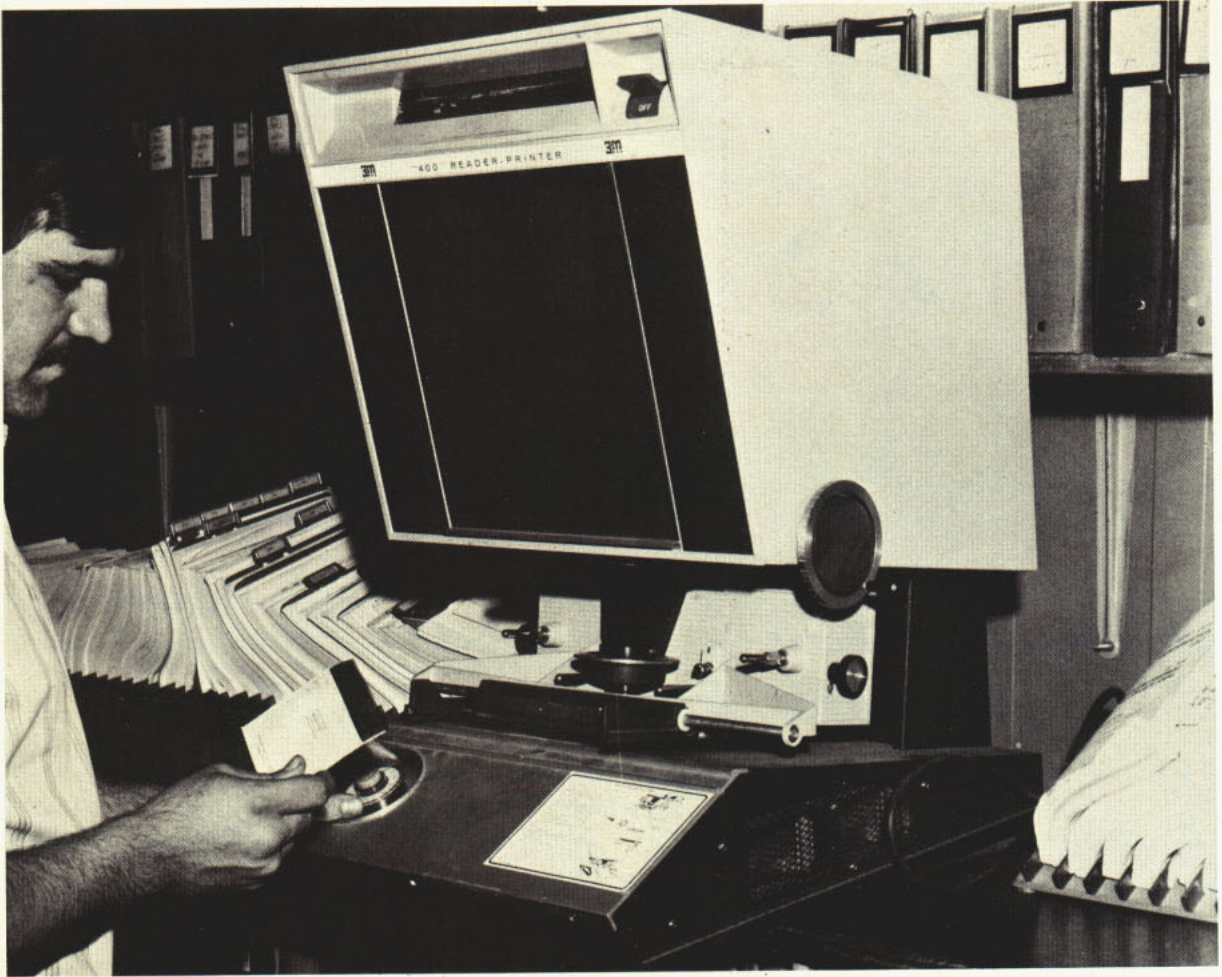
With microfiche, the old procedure is literally tossed out. Each time there is a change, the producer simply updates his master microfiche and distributes microfiche copies of the master throughout the Fleet. Since a ship's yeoman essentially receives a whole new publication when one change occurs, he simply removes the old microfiche from his file and throws it away. At the end of each replacement microfiche, the changed pages are listed, so that they may be noted. To the relief of those who previously had to toil over page insertions, the changes are now made before the publication reaches the ship.

Under the microfiche system, throwing out copies of whole publications is eminently feasible; masters can be made for about \$2.50 each, and copies for less than 10 cents each. Cost of implementing the microfiche system is estimated at \$8 million—but savings resulting from lower production costs and elimination of page changes are expected to be about \$2 million a year. After only four years, the system will pay its own initial costs.

To initiate the new microfiche system, the necessary equipment must be purchased to equip shipboard users. So as to bring back the reduced images to readable size, readers and reader/printers are used. A reader enlarges the microfiche image to full size. If the user needs a diagram or set of directions, he may get a printed paper copy of the image from a reader/printer.

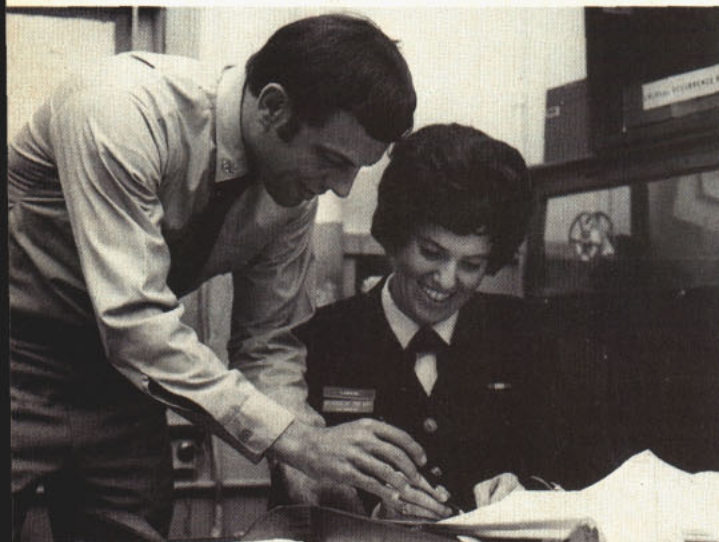
As a new project in the Navy, the ultimate goal of microfiche must be to increase the Fleet's readiness. Reduction in costs and space will certainly lead to this end, but there is an even greater saving. The Navy's most valuable and indispensable asset—the individual man—is no longer discouraged in pursuing his Navy career by nuisances like excessive paperwork. Microfiche is a time- and temper-saver and it will also help retain career-oriented persons.

—JO3 Alan Shethar



Above: Microfiche cards can be easily read by reader-printers such as the model shown, which magnifies the image. Right: A smaller mini-reader is also available to view and make use of microfiche material.

WOMEN OOD'S



EXPANDED OPPORTUNITY means added responsibility for any career-minded individual, and women in the Navy are no exceptions. A good example of just this has been the placement of two women officers on the officer of the day watch bill at the Naval Air Station, Memphis, Tenn.

Among the first women to serve in this capacity at a major shore command, Lieutenant Sandra Weber and Ensign Ann Larkin now face the new task of standing watch as officer of the day as routinely as any other assigned work, but involving greater responsibility.

At a major command such as NAS Memphis with approximately 15,000 people, the responsibilities and duties of the OOD are tremendous. The OOD must be familiar with proper procedure for emergency conditions such as fires or heavy weather and disciplinary problems including thefts, unauthorized absences, unauthorized use of drugs, fights, incidents involving military personnel off the station, and much more. As Captain E. L. Wilkinson, station executive officer, has said, "The OOD fulfills these responsibilities and acts in the capacity of the CO in his absence."

"STANDING OOD has broadened my depth and scope of understanding—understanding the Navy, its people and the responsibility that each individual carries in making the station function as a unit," LT Weber said. "I believe that I have personally improved my own ability to handle more responsibility and make decisions."

CAPT Wilkinson said the Navy "has recognized the importance of the woman's role as reflected in statements of Navy policy. It's only appropriate that they assume those jobs held by men, providing they are qualified."

All officers who are assigned to the NAS OOD watch bill must qualify for the duty through indoctrination watches and interviews with the senior OOD, senior watch officer and, finally, the executive officer. They must demonstrate that they are familiar with OOD "pass down log" (a temporary journal of current problems) and all applicable station directives and instructions.

ENS Larkin, NAS Associate Degree Completion Program (ADCOP) liaison officer, feels that standing the OOD watch is a challenge.

"I look forward to a watch as being different each time," she said. "It's a way of learning about the Navy—a way of learning as an individual and an officer."

CAPT Wilkinson says he thinks women officers "... are fully capable of standing this type of duty. We feel they are standing the watch in the same responsible manner as the men."

—JO3 Jan Wood

Above: LT Sandra Weber catches up on some paperwork while on the OOD watch at NAS Memphis. Left: ENS Ann Larkin and JOOD Chief Kenneth Schuerman review the security rounds checklist before the OOD begins her tour of the station.

A New Addition to the Civil Engineer Corps

FEW OTHER UNITS in the Navy have been so male-dominated as the Civil Engineer Corps (CEC). The long hours and the rough-and-tumble assignments that the Corps had to take on have generally been considered the exclusive domain of the men. In fact, in the entire history of the Corps—106 years, only two women have served with it, and they did for just a short time during World War II.

The world is a different place now, of course, and there are few exclusively male domains left—the CEC is no longer one of them. In April, Ensign Jeri Rigoulot graduated from the Navy's Civil Engineer Corps Officers School in Port Hueneme, Calif.

And how did one member in good standing with the Corps feel about that? "The Corps will never be the same," said Captain E. M. Sanders, commanding officer of the Naval Civil Engineering Laboratory. The captain, a doctorate degree holder, was principal speaker for the graduating class 129.

"I mean that as a compliment," he quickly added. "Jeri has insisted on being put into one of the 'working billets' just like 'one of the boys,' and we're very proud of her."

ENS Rigoulot, who requested a challenging job, has been assigned to the Public Works Center on Guam. "I enjoy responsibilities and opportunities to work at my profession," she said. "That's why I asked for this type of duty; it should be quite rewarding."

ALTHOUGH she calls herself a flaming women's liberator," ENS Rigoulot says that when she joined the Navy, she had no idea that she would end up being a "first" at anything.

"As long as I'm competent at my job," she says, "then I'll be content. I'm not trying to blaze any trails."

ENS Rigoulot is certainly no novice to either the Navy or to architecture. Born 26 years ago, she has followed in the footsteps of her father, Louis R. Rigoulot, Jr., an electrical engineer in Fairfax, Va. After attending Clemson University for two and one-half years, the urge to travel had her packing suitcases for a job in Europe. She worked for the U. S. Embassy in Paris for several months, and then she moved on to London where she was employed by an architectural firm.

Later, she returned to the U. S. and obtained her bachelor of architecture degree from the University of Virginia. After graduation she got a job with an-

other architectural firm in Washington, D. C.

"There were several former Navy CEC officers working there," she said. "When I started getting the travel urge again, they suggested that I try the Navy."

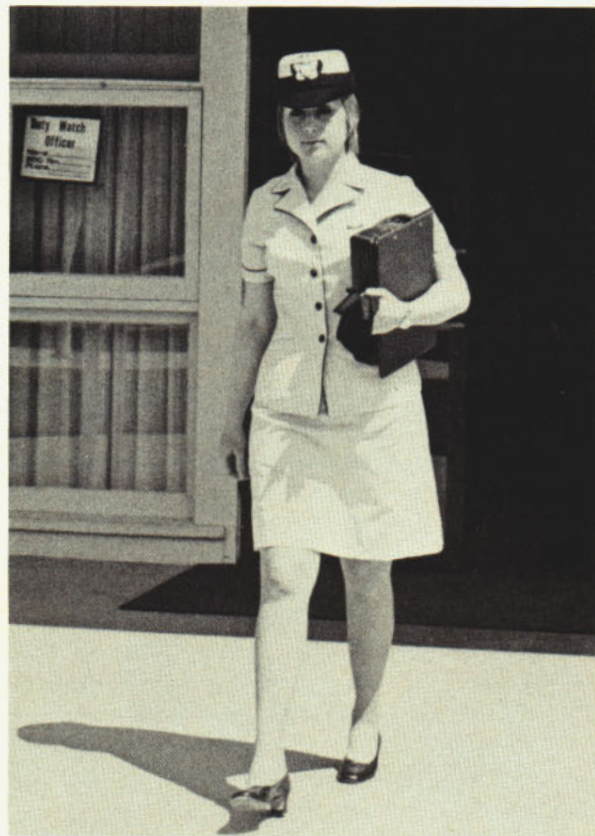
Her father, who was once an employee of the Navy's Bureau of Yards and Docks (now Facilities Engineering Command), cautioned her, "Don't go in until you get those crossed bananas" (That's a slang term to describe the insignia representing CEC.)

WHEN SHE WENT to see the Navy recruiter, she was told that there were no billets open in CEC to females. Never easily discouraged, she contacted an acquaintance in Washington who told her that Admiral Elmo R. Zumwalt, Jr., Chief of Naval Operations, was expected to issue a directive in the near future opening many billets which were formerly restricted from females. Shortly thereafter, Z-gram 116 was distributed and ENS Rigoulot became the first woman to enter the Civil Engineer Corps since 1944.

In 1942 Ensign Kathleen Lux of Logansport, Ind., became the first woman to join the CEC. Before being separated from the service at the end of World War II, she had been promoted to lieutenant.

Lieutenant Commander Gertrude Sawyer of Tuscola, Ill., entered the Navy in 1943 and was appointed an officer in the CEC in 1944. Although neither woman made the Navy a career, LCDR Sawyer remained in the Naval Reserve.

—JOC Tom Chance



NAVY NAVY NAVY NAVY NEWS

- NEW UNIFORM NOW AUTHORIZED FOR ALL HANDS

The new Navy enlisted uniforms -- service dress blue, tropical white long, and winter working blue -- are now authorized for all hands, E-6 and below. The authorization became effective 1 Jul 73. The old uniforms being replaced by these are now optional and will remain so until 1 Jul 75, except for those persons with an EAOS date before 1 Jul 76. For more information on exactly what you are authorized to wear, check out BuPersNote 1020 of 29 May 73 or the April 73 edition of ALL HANDS Magazine.

- SPECIAL BIRTHDAY KIT WILL AID INDIVIDUAL COMMANDS THIS YEAR

With the Navy's 198th birthday coming up this October, commands will soon be receiving help by way of special birthday kits now being prepared by Chinfo. The kits are tailored to this year's basic theme -- "Navy Birthday-A Family Tradition" -- and they'll contain a variety of materials designed to help Navy commands in developing ways to celebrate this year's event. The 1973 theme was selected to note the combined achievements of the entire Navy family: active duty people, dependents, civilian employees, Naval Reservists and retired personnel. It's hoped that the efforts of individual commands will serve to insure that the annual event is not only a success, but that the commemoration becomes a permanent and living tradition.

- PAY OFFICERS ASKED TO MAKE SURE FULL COMRATS ARE BEING PAID

Navy disbursing officers have been asked to make sure all of the people in their jurisdictions have been receiving the correct commuted rations rates in their paychecks. Commands and units serviced by other than Navy disbursing offices should also insure that their personnel are being paid at the proper rates.

These requests have occurred as a result of a recent sampling of Navy pay records which revealed that some 13 per cent of the people in the Navy were receiving less commuted and leave rations than that to which they were entitled. The commuted ration entitlement was raised from \$1.46 to \$1.65 on 1 Jan 73.

- NAVY OFFERS PHOTO COURSES FOR OFFICERS, ENLISTEDS

The Navy is offering five college-level courses, lasting from a year to two years, to officers and enlisted men and women interested in a career in Navy photography and cinematography. Each course is set initially to begin in September 1973. The courses are:

Officer Cinematography -- a two-year course for naval photographic officers at the University of Southern California.

Motion Picture Film Editor -- a one-year course in film editing for photographer's mates, also at the University of Southern California.

Motion Picture Sound Engineer - a one-year course with emphasis in sound engineering for photographer's mates at the University of Southern California.

Photographic Journalism -- a one-year course for officers, journalists, and photographer's mates at Syracuse University in New York.

briefs navy navy navy navy

Motion Picture Script Writer -- a one-year course for journalists and photographer's mates at the University of Southern California.

Check BuPersNote 3150 of 23 May 73 for additional details and eligibility requirements, or drop by your personnel office. Applications for all the courses other than photojournalism should be made to the Chief of Naval Personnel by 13 Jul 73. Photojournalism applicants should submit their requests to the Chief of Naval Information.

- NAVY EASES DEPOSIT PLAN RESTRICTIONS

Persons participating in the Uniformed Services Savings Deposit (10 per cent savings) Plan -- a special program for those assigned to overseas duty stations -- are now authorized to make one withdrawal of any portion of the principal sum in their account. The single withdrawal is authorized when the depositor is returning to the U. S. on leave, is on temporary additional duty (with no permanent change of station involved), or is between consecutive overseas tours. Check AlNav 30-73 for further details.

- NEW SET OF NAVY REGS NOW IN EFFECT

A new version of Navy Regulations -- this one emphasizing more the Secretary of the Navy's policies and delegating organizational matters to the Chief of Naval Operations and Commandant of the Marine Corps -- has been approved as the overall governing document of the Department of the Navy. It is the first time in 25 years that Navy Regs has been substantially revised.

The 1973 version places the responsibility for detailed ship's organization, watchstanding and other professional performance requirements for officers and enlisted people on CNO and Commandant of the Marines. Certain chapters and regulations from the 1948 Navy Regs will remain in effect, and NavOp 56-73 has listed the chapters and articles which will remain and those that will be promulgated later by CNO directives. Those chapters continuing in effect are on shipboard officer responsibilities (executive officer and below) and shipboard organization. The articles continued are those concerning information to be furnished to a superior, flagship communications organization, safe navigation, anchoring, ship-handling and battle lookouts. The new regulations have been published in the Federal Register (Vol. 38, No. 57, Part II, dated 26 Mar 73); selected fleet units and shore commands are expected to receive copies of the Federal Register shortly.

- ACADEMY BUILDING TO HONOR ADMIRAL RICKOVER

A new engineering studies complex at the United States Naval Academy will be named in honor of the Navy's nuclear chief, Vice Admiral Hyman G. Rickover. Rickover Hall, scheduled for occupancy in 1974, will contain more than 300,000 square feet of classroom and faculty spaces and will house the most modern equipment for teaching engineering. VADM Rickover is director of the Navy Nuclear Propulsion Programs.

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

"Commissary and Exchange Shopping"



MCPON JOHN D. WHITTET

several years, Navy exchange markup has consistently averaged about 15 per cent and commissary stores

IN THESE inflationary times, prices of most consumer goods have risen sharply and the prices at Navy commissary stores and exchanges are no exception.

But if the Navy Resale System hasn't always been able to "hold the line" on prices, it has certainly held the line on profits. For the past several

years, Navy exchange markup has consistently averaged about 15 per cent. Compared to the oftentimes 40 to 50 per cent markup in civilian department stores and 20 to 25 per cent markup in commercial supermarkets, commissaries and exchanges look pretty good! Especially when you consider that most of the net profit from the Navy exchanges is returned to you through special services like base movies, intramural sports, swimming pools, golf courses, hobby centers and bowling equipment. The small surcharge applied in Navy commissary stores is used to cover certain operating expenses as required by law and to upgrade and maintain our commissaries for your shopping convenience.

Sometimes civilian merchants will offer individual items, called "loss leaders," for sale at a loss to attract customers into their stores. Once inside, the merchants know it will be convenient for you to purchase other items which are regularly priced. While your Navy Exchange cannot compete with loss leaders, it does consistently offer you lower prices on the greatest number of items, which reduces your total bill.

THE SAME HOLDS TRUE for Navy commissary stores where surveys reveal savings of up to 30 percent over commercial supermarkets.

Last November, price comparison surveys were conducted at 13 Navy commissaries. In the Charleston, S. C., area for example, a purchase of one pound of each of the 12 meat items at the commissary store resulted in savings of \$1.94 or 13.3 per cent over the commercial prices.

On the subject of meat, some commissary patrons have inquired about economy grades of beef. While it is possible to stock an economy grade of beef, experience indicates that patrons are generally unsatis-

FIRST CLASS SELF - HELP

"WHEN YOU GET BACK from a flight at three in the morning, it's really nice to have a place where you can sit down and relax, have a beer and not disturb your buddies . . ."

A few months ago this 1st class petty officer at Sigonella, Italy, couldn't have made this comment, but today he can, and it's all his own doing. Beginning with the old "day" room in their spaces in Barracks 171 the 1st class petty officers at VP-23 have con-

verted the place to a plush, well-equipped lounge. It wasn't an easy job since the men had practically no materials, but viewing the end product you would never know it.

For example, the nice-looking paneling on the walls was made from old discarded crates that the 1st class disassembled and varnished. The club-type shades covering the lights hanging from the ceiling are refurbished bird feeders. Even the picture frames are handmade; constructed of painted cardboard.

Drapes were hung; a fan was installed in one of the windows, the ceiling and trim were painted; and the lounge began to look like a lounge. A game table was purchased from the PX and added for cardplaying, letter-writing, or whatever. Other small tables were arranged around the perimeter of the 30-foot-square room for chess, acey-deucey, reading, and letter-writing to accommodate the large number of men

fied with beef graded lower than USDA Choice. Because of limited demand, the supply of lower graded beef is not consistently available and when it is available, the cost per unit measure of edible yield provides little, if any, savings over USDA Choice beef.

Exchange patrons occasionally complain about the selection of available goods and it's true that the selection isn't always as wide-ranging as a civilian department store. Some items like TVs, refrigerators, automobile tires and washers and dryers are prohibited from being sold at CONUS exchanges by the Congressionally adopted Armed Services Exchange Regulations. Within restrictions, Navy exchanges have effectively expanded the number and quality of goods being sold and have added services like conveniently located minimarts and rental equipment.

NAVY COMMISSARY STORES have also expanded their inventories. Commissary stores now stock basic health and beauty aids previously available only through exchanges. As an additional service, hours of operation have been extended in certain stores and vendor supplied, cents-off coupons are accepted for additional savings. A number of commissary and exchange items are also offered at reduced prices throughout the year during special promotional events such as the upcoming Navy Birthday sale event in October of 1973. Other special events are held locally as a result of voluntary price reductions by suppliers. These events are publicized at the store level and on the station and base through the plan of the day and base newspapers.

Also, many patrons do not realize that an item purchased in a Navy exchange may be returned for a refund of the purchase price at any Navy exchange across the country or around the world. This policy

has recently been extended to include interservice refunds or adjustments. This allows merchandise to be returned to any military exchange, if a Navy exchange is not located within a 50-mile commuting distance.

In other action, budget-priced exchange merchandise is now being stocked. The infants' and children's departments, for example, have recently added 17 lines of staple merchandise and emphasis is being placed upon displaying these items alongside regular-priced merchandise for easy comparison at Navy exchanges.

SOME PATRONS HAVE ASKED why the prices of identical items vary from one exchange to another. The major reasons for these occasional price differences are quantity of merchandise ordered and freight charges. The basic price of an item is determined through negotiation with the manufacturer and supplier. Negotiations are conducted by the Navy Resale System Office in order to obtain the best possible price, since this office represents all Navy exchanges. The results of these negotiations are circulated to all Navy exchanges in the form of merchandise listings, which establish the basic cost price of the goods. The basic price usually applies to a specified quantity of items.

Freight charges are added on to the basic price. In addition, if an exchange orders less than the stated quantity, the merchandise will probably cost a little more. The combination of these extra charges establishes the cost of the goods for a particular exchange and these variations are the reason why prices are sometimes different for the same item at separate exchanges.

These are inflationary times . . . but I think you'll find, as my wife and I have, that careful shopping at your commissary store and exchange really helps.

that frequent the lounge during their off-hours. Gasoline lanterns furnish emergency light for the room.

SEVERAL refrigerators are used in the room for storage of personal beverages and food, which can be cooked in the kitchen area adjacent to the entranceway. There's always coffee in the pot, magazines in the rack, and music streaming from the stereo (compliments of Guy Branch).

Even the door was renovated, with a large facsimile of the 1st class insignia painted on the front. There's no question about who is allowed in the area.

The First Class Lounge has become a popular place for the men's squadron activities, as meetings, rap sessions with the skipper, and reenlistments have been held there.

The men take no individual credit for the construction: "It was an all hands effort."

Everyone Aboard Apache Is Involved In Command's Drug Education Program

ABOARD USS APACHE (ATF 67), there is an outstanding drug education program. It is aimed at educating crewmembers concerning drug abuse through lectures, films and discussions led by Hospital Corpsman Thomas Evans. Representatives of numerous commands have visited *Apache* to study the details of the program which involves everyone on board from the commanding officer to the newest seaman recruit.

Lieutenant Michael D. Barker, *Apache's* CO, was recently presented with a letter from the Chief of Naval Operations commending him and his crew for their success with the program. It has produced a new anti-drug sentiment and set a goal of ending any possible drug abuse incidents within the command.

EVERYBODY SHOULD MAKE A WILL! HERE'S WHY...

DO YOU REALLY KNOW what a will is?

A will is a person's official written declaration, naming the person or persons or institution that he desires to inherit his property, real and otherwise, after his death.

While it is important for you as the head of a household to have a will detailing how your estate will be distributed, it is equally important for your wife to make a will also. Remember that if you die leaving everything you own to your wife, she must also have some sort of estate plan to pass the property to your children or other loved ones at her later death. Therefore, it is best for both of you to visit a legal assistance office at the same time to make wills after first discussing arrangements to be made in each will.

HERE ARE SOME LEGAL TERMS everyone drawing up a will should be familiar with before discussing the preparation of a will with a lawyer:

Administrator—the person appointed by a court to settle an estate;

Beneficiary—anyone to whom the maker of the will (testator) leaves a portion of his property;

Codicil—an amendment to a will;

Estate—all property (real and personal) in which a person has an interest, such as money, savings account, stocks, house, furniture, etc.;

Probate estate—that portion of an estate which requires court-supervised administration to effect transfer of title. It does not include property transferred at the time of a person's death by other means, such as property held as joint tenants with right of survivorship or life insurance paid to a designated beneficiary. For tax purposes, all property which the decedent owned or in which he had an interest may be included in the taxable estate, although some of it is not within the probate estate;

Executor (Executrix, if female)—the person named in a will to carry out the wishes expressed in the will. Upon the death of the maker of a will, the executor must take the will to the proper court for probate. Once the court accepts the will as valid—that is, admits it to probate—the court officially appoints the person the will names as executor or executrix. That person is responsible for at least five basic actions:

- Collecting and preserving the property.
- Having the property appraised, if necessary.
- Furnishing an inventory of the property with the appraised values to the court and taxing authorities.
- Publishing a notice to all who might have a claim against the estate, and paying all justifiable claims.
- Distributing the net estate after debts and expenses to the person or persons or institution named in the will.

Intestacy or Intestate—dying without a valid will. If you should die intestate, your property will be distributed according to the laws of the state in which you were a legal resident at the time of death. A court will appoint an administrator to distribute the property, and if there are minor children, the court will appoint a legal guardian for them if necessary.

Important New Form For Your Pay/Service Record

IF YOU HAVE NOT ALREADY DONE SO, within the next couple weeks or months you will be filling out a brand-new administrative form very important to your service record and your pay record.

Titled "Dependency Application/Record of Emergency Data (NavPers 1070/602) (Rev 7-72), the new five-page, two-part, dual purpose document combines data on both dependency status and emergency information. It is intended for use by Navy members on active duty only.

The importance of correctly preparing the new form cannot be overemphasized, for a number of reasons.

The information you provide could affect your pay if incorrectly submitted, and the person or persons you wish to have notified in the event of your death may not get the word if you provide the incorrect information.

To begin with, Part I is used as notification to the Navy Family Allowance Activity any time you have a change in dependency status, either new, additional or a termination. This is important since it could have an effect on a dependency allotment or allowance. The Navy Finance Center will process the dependency data received (prepared on the Optical Character Recognition computer-sensitive form) updating your Master Military Pay Account. Then it will provide the data to the Bureau of Naval Personnel where it will be entered into the Manpower and Management Information System.

Since Part I consists of the official Navy record

Almost without exception it is better to make a will than to die intestate.

Testator (Testatrix, if female)—the maker of a will.

Executing and Revising a Will

BECAUSE A WILL has to be signed strictly according to formal legal requirements, and written so that there can be no misunderstanding of the language used in expressing the testator's wishes, you and your spouse should consult with a legal assistance officer in preparing a will and in the final execution.

After a will has been prepared and signed, it should be reviewed at regular intervals (some say at least once a year) to be sure that it needs no altering because of changes in your financial status or the status of beneficiaries. To change a will, you may make a new one—which revokes the old one—or add an amendment to the original will (called a codicil) that must be executed with the same formalities as the original will. At the same time you review your will, check your insurance policies too—especially your beneficiary designations.

Never try to change a will by lining out parts, and do not write in changes. This could have the effect of revoking the entire will, in which case you would die intestate.

Once completed, a will should be kept in the safest possible place, but in a place where the authorized person can get it when needed. Along with the will should be an inventory of your estate. (You might think this is unnecessary because your wife knows what you own and where to find it. But if you and your wife perish together, would your parents or other next of kin know of all your assets?)

THE FOLLOWING ITEMS should be considered when such a listing is made.

Money and Savings—cash on hand; bank accounts, savings deposits and credit union accounts and their respective numbers; stocks, bonds, mutual funds or trust funds; other securities.

of your dependency status, it is used as the substantiating document for your pay record credit and eventually it will be the input source to the automated Joint Uniform Military Pay System.

Part II is designed to provide an immediate, accessible and up-to-date record of emergency data on each member of the Navy. It will be used primarily for the purpose of casualty reporting. On it you will provide information on who is to be notified in case of emergency or death; who is to receive the death gratuity when no spouse or child exists; who is to receive your unpaid pay and allowances upon your death; who is to receive allotments of pay if you become listed as missing or unable to transmit funds; and the names of life insurance companies to be notified in case of your death.

On the reverse side of Part II—on the Service Record Copy—the new form provides space for the annual

Real Estate—home, land, rental property, business property.

Personal Property—Automobiles, motorcycles and scooters; furniture and other household goods, such as china, silver, lamps, etc.; heirlooms or antiques; clothing, such as fur coats, suits, etc.; hobby collections, such as stamps and coins and guns; jewelry; sports and other equipment, such as golf clubs or skis; books; pets or livestock.

Any house, stocks, bank accounts, or other items jointly owned by you and your wife with the right of survivorship, will not be controlled by the terms of the will, but at the death of the owner will go automatically to the surviving owner. This provision is automatic *only* if the property or items is owned jointly by you and your wife and the document of ownership contains the right of survivorship.

Now that you know what a will really is, be certain that yours is a proper one by visiting your legal assistance officer for a legal checkup. Do it today. Tomorrow may be too late.

Record of Emergency Data

A DOCUMENT maintained in your service record which may be applied directly to the settlement of your official affairs is the Record of Emergency Data.

The contents of NavPers 601-2, Page 2, provided by you on an up-to-date or annual basis, informs the Navy of whom you want notified in event of your death or status as a missing person. It lists the person or persons you designate to receive the death gratuity when no spouse or child exists, and who is to receive unpaid pay and allowances.

The Record of Emergency Data also lists commercial insurance companies and policy numbers, as well as all government policies you have in effect. The importance of keeping your insurance policy beneficiary listing up to date might be noted here as a reminder to stop by the personnel office and verify your record.

certification of your dependency status. The personnel office at your command will assist you in preparing this portion of the form as necessary.

Additionally, Part II alone is used as the dependency application for Reserve members on AcDuTra for less than 30 days. Henceforth, all members on active duty *without* dependents will prepare a new NAV-PERS 1070/602 (Rev 7-72) (Part II only) whenever changes occur to their current Record of Emergency Data now maintained in their service records.

Members *with* dependents are scheduled to prepare both Parts I and II of the new document by 31 August. All officers' forms were to be completed by 30 April. Enlisted members were scheduled by name, alphabetically: A-E: 31 May; F-L: 30 June; M-S: 31 July; and T-Z: 31 August. If your scheduled date has come and gone, pay your personnel office a visit. It's important.

NJROTC INSTRUCTORS SOUGHT



NAVAL SCIENCE INSTRUCTORS and enlisted assistants are needed to fill teaching billets created with the expansion of the Navy Junior Reserve Officers Training Corps. The Secretary of the Navy recently announced approval for 45 new units and two previously deferred host schools, bringing the program up to 223 units in 42 states and the territory of Guam this coming school year.

Commissioned officers through the rank of captain, and chief petty officers with at least 20 years of active duty and retired within the last three years, may qualify for the positions.

A senior NSI must possess a baccalaureate degree and an enlisted assistant NSI must have a high school diploma or equivalent. Officers working toward degrees may also be employed as assistants. A minimum staff for each high school consists of one instructor and one assistant.

Retirees interested in this second career should apply to the NJROTC program manager at the nearest naval district headquarters. A Navy board review of the applicant's record and a personal interview by an authorized Navy representative are both required before approval is given for hiring.

The minimum pay plan is that retirees will continue to receive retired pay and the school will pay the difference between retired pay and full active duty pay and allowances. The Navy reimburses host schools for one-half the difference.

The three-year NJROTC curriculum includes courses in orientation, seapower, seamanship, oceanography, meteorology, astronomy, navigation, electronics, radar, sonar, leadership and drill.

WDDG-TV NOW ON THE AIR

"STAND BY on camera one, get those lights ready—hey, close that door, can't you see we're recording?"

"But I thought this was Missile Checkout," replied the confused seaman standing at the door.

Well, this room aboard *USS Sellers* (DDG 11) was Missile Checkout—until closed-circuit television came to the ship and WDDG-TV became a reality. The former equipment space was transformed into a studio and what followed was a live and taped format of programming that is broadcast every other day aboard this guided missile destroyer on its way around the world.

What had been an idea since April 1972 became a working operation on 17 October when WDDG-TV went on the air at 1800 with taped news, sports, weather, and "Concept," live interview program. Since then WDDG-TV has been on the air every other eve-

ning while at sea when operations permit.

When *Sellers* departed her home port of Charleston, S. C., most of the closed-circuit TV system was installed but, due to a shortage of manpower, the final stages of wiring and TV set installation were still unfinished.

That's when the fire control technicians and gunner's mates aboard *Sellers* swung into action. With assistance from several electronics technicians and members of the ship's repair force, installation and wiring of the TV sets were completed. A production team was then organized by the FTs and GMMs and, within a few days, WDDG-TV was on the air.

News and sports broadcasts were provided by radiomen and weather predictions were supplied by the ship's quartermasters, while local news was gathered from all corners of the ship by a diligent team of reporters. Since its inauguration, this system has been used to televise a cake-cutting ceremony honoring the Navy's birthday, topside scenes while entering port, drug exemption program films, and Sunday divine services. Future plans provide for showing movies and videotapes made available to the ship from sources in the United States.

NEW HOST SCHOOLS for Fall 1973 are:

California: Eureka Senior High School, Eureka; Hogan Senior High School, Vallejo; Lodi High School, Lodi; Lutheran High School, La Verne; J. Eugene McAteer High School, San Francisco; Oakdale High School, Oakdale; San Fernando High School, San Fernando; and Woodland High School, Woodland.

Colorado: Greeley Central High School, Greeley, and Greeley West High School, Greeley.

Connecticut: Shelton High School, Shelton.

District of Columbia: Howard D. Woodson Senior High School, D. C.

Florida: Fort Lauderdale High School, Fort Lauderdale, and Orange Park High School, Orange Park.

Georgia: Valdosta High School, Valdosta.

Guam: Father Duenas Memorial School, Agana.

Indiana: Washington High School, Washington.

Kentucky: Central High School, Louisville; Iroquois High School, Louisville, and Montgomery County High School, Mount Sterling.

Louisiana: Lafayette High School, Lafayette.

Michigan: Henry Ford High School, Detroit, and Mona Shores High School, Muskegon.

Minnesota: Blaine Senior High School, Anoka.

Nevada: Carson High School, Carson City; Chaparral High School, Las Vegas; and El Dorado High School, Las Vegas.

New Jersey: Eastern Regional High School, Gibbsboro; Mater Dei High School, New Monmouth; Middle Township High School, Cape May Court House; Rancocas Valley Regional High School, Mount Holly; and St. Thomas Aquinas High School, Edison.

New Mexico: Roswell High School, Roswell.



New York: Notre Dame High School, Utica, and St. Mary's Academy, Glens Falls.

North Carolina: Cape Fear High School, Fayetteville, and Walter Hines Page Senior High School, Greensboro.

Ohio: East Technical High School, Cleveland.

Pennsylvania: Delhaas High School, Bristol, and Mt. Lebanon High School, Pittsburgh.

Tennessee: David Crockett High School, Jonesboro.

Texas: R. L. Turner High School, Carrollton.

Virginia: Homer L. Ferguson High School, Newport News, Va.; Warwick High School, Newport News; and George Washington High School, Danville.

Washington: Oak Harbor High School, Oak Harbor, and Sammamish High School, Bellevue.

Any additional information may be obtained by writing to the Chief of Naval Training, Naval Air Station, Pensacola, Fla. 32508.

CALIFORNIA ROAD RALLY

CREW MEMBERS of the San Diego-based destroyer USS *Hanson* (DD 832) recently braved an unexpected downpour to stage their second annual professional road rally, complete with checkpoints and signal flags.

While road rallies in California are nothing new, *Hanson's* was somewhat different than most. The rally format was the same as that of last year, allowing "any four-wheeled conveyance authorized for use on California roads" to qualify. As a result, entries ranged from small European cars to a pickup truck.

After the first competitor was waved away, 23 other entrants followed at two-minute intervals. Each ve-

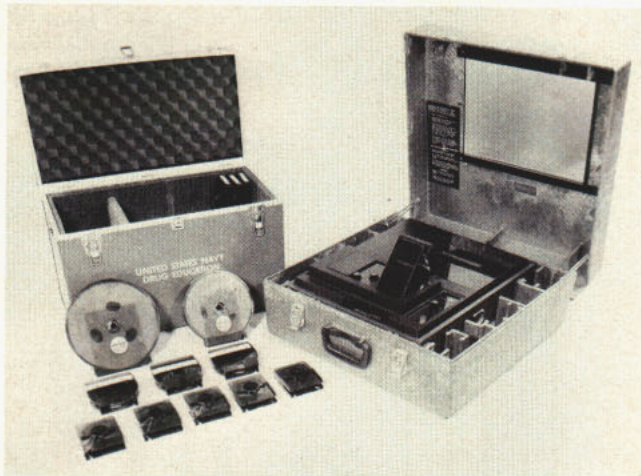
hicle carried at least two persons, the driver and a navigator to guide him through the three legs of the tricky course. Several of the drivers also took along their children as passengers.

From the Naval Station, the rally route skirted the southern half of Imperial Beach, providing all entrants with a panorama of San Diego County, winding through Chula Vista, Sweetwater, Spring Valley, past Otay Lake and finally along Mission Gorge to Admiral Baker Field.

Three checkpoints, one on each leg of the route, were staffed by volunteer *Hanson* crewmen who acted as timekeepers. The checkpoints themselves were clearly marked with Navy signal flags.

Ten teams of the original 23 starters completed the rally, with the last pair of entrants arriving at the finish line shortly past noon, or in a little more than two hours' driving time.

When the final results were tabulated, first place trophies went to Commander Ian Watson and his navigator (and wife) Eleanor. The day was appropriately capped with a picnic lunch for all ship's company served at the Watson's lakeside home. The commander, by the way, is *Hanson's* commanding officer.



MARK I, MOD 2

IT'S IN
THE BAG



THE NEWEST NAVY WEAPON SYSTEM comes in a small, black case which, save for its official-looking label, could pass for a traveler's overnight bag. But the red, white and blue sticker signals an advanced and sophisticated deterrent, augmenting present Navy armament at a ratio of one to every 100 people. It is the Mark I, Mod 2, U. S. Navy Drug Information Kit.

This neatly packaged kit is one of the primary physical resources in the Navy's Drug Abuse Education Program, now being put to use by the Bureau of Naval Personnel's Human Resource Development Project. With its accompanying projector and film cassettes, it is designed to make up the necessary tools for any on-board drug education program.

The kit is made up of around 20 books and pamphlets, a tape recorder and seven tape cassettes. The tapes cover specific discussions of certain drugs, besides more philosophical and medical narrations by prominent personages in the drug education area. Printed materials range from short pamphlets by the National Institute of Mental Health to broader works on the whole drug scene. One volume gives a complete listing and explanation of the new vocabulary which has made the drug area a curious mystery to so many newcomers. All of the materials cover drugs, alcohol and nicotine.

EARLIEST VERSION of the Drug Information Kit came out more than a year ago and was field-tested at a number of locations. Additionally, it was evaluated by the Drug Abuse Research and Education (DARE) Foundation at the University of California at Los Angeles. In a 256-page document, this group made recommendations for revisions in the first edition; noted professionals in the field, and youths between the ages of 17 and 25 reviewed this kit.

Based on these evaluations and recommendations, the Mod 2 prototype emerged. While some commands may have received the first kit, all the individual materials of the newer version can be ordered. Both editions have many common elements and have been evaluated as of high quality.

"It is pretty accurate to liken this kit to a weapon system," Commander Alfred Kelley, Drug Education Program Director, said. "What it contains is current, unbiased and accurate information and, in the area of drugs, this is the best weapon."

"We have been misinformed as a society by the myths, and attitudes have been shaped by fears about drugs. This has led to inappropriate or unproductive treatment and programs which have been unrealistic. In fact, what we must all understand are the facts concerning drugs. Even more importantly, we must realize that drug-taking basically starts out as a manifestation of problems which people experience (and solve) every day—problems such as loneliness, peer pressure, boredom or thrill-seeking, or a combination of these."

The Drug Information Kit backs up this approach. Each tape starts with the words, "This (tape) is not

going to tell you not to take drugs. Instead, it will present some information and opinions to help you make your own decisions." What follows, then, is a series of frank and in-depth discussions about the psychological and debilitating physical effects of drug abuse. The books and pamphlets follow similar patterns.

DOWN-TO-EARTH facts are used to put everything in perspective. Heroin, developed in 1898 in Germany, is cited, for instance, as a brand name thought up by an ad man to help sell a "heroic" new painkiller. In the movie "Weed" it is pointed out that the most thorough study done to date on marijuana was one published in 1895 as the Indian Hemp Report.

Bringing the facts up to date are recently reported data focusing on such important realities as the "one cup of tar" that a pack-a-day smoker puts in his lungs every year.

"There is a very fine line which must be drawn amidst all of this," one program specialist said. "The people in the Drug Abuse Education Program are not putting out propaganda. We recognize that most of the youth today can smell propaganda a mile away. Rather, we are attempting to give out straight information. On the other hand, there are countless legitimate pitfalls and reasons to stay away from drug and alcohol abuse that we have to highlight credibly.

"Nothing in the kit represents specific Navy drug policy, but rather it is a compilation of information in which an individual can seek out the answers." As CDR Kelley said, "The Navy's policy against drug and alcohol abuse is quite clear in existing instructions. In all cases, it is in absolute compliance with federal law." No matter how you look at it, illegal drugs are illegal, and that's the Navy's position.

Mechanically, the projectors and films which accompany the kits have several unusual characteristics. The projector is a table model which throws an image on a small viewing screen and has the added capability of adaptation to a large screen. (The films and projectors are leading the way in the Navy's transition to super 8-mm.)

THE EPISODE FILMS raise issues in the drug area and bring out the need for further knowledge. Using volunteers from the Fleet, these spontaneous scenes were acted out and put on film; they provide realistic and effective tools in discussion starting.

All active duty Navy commands should have a kit by this time. Following this distribution, the Navy's Drug Education Program effort will move to the Reserves and the service's civilian employees. The distribution procedure includes several days of seminars and training sessions which are as important as the turnover of equipment.

"But you can't just hand over the little briefcase and expect people to charge off on their own," a program implementer said. "First we brief commanding officers on the Drug Education Program and the use of

the physical resources they will receive. Then for two days, we work with the command representative who will be running the program.

"During this session the individual learns how to use the kit itself but, more importantly, he learns how to design a drug education program for his command. He writes up a 'straw man' or proposed plan, and our trainers and consultants look it over."

This whole effort is then followed up by a program specialist several months later. During these return visits commands are able to review and improve their programs and also receive feedback on their success to date.

HUMAN RESOURCES that make up this network of consultants are drug abuse education specialists and drug education consultants. The former are assigned to about 250 primary billets on major commands and staffs; the latter work at one of the Navy's four Human Resource Development Centers at Newport, Norfolk, San Diego and Pearl Harbor. (See ALL HANDS, Jan '73.) These specialists receive five weeks of intensive training in San Diego, and are knowledgeable about the whole drug area. They also have developed skills as educators and consultants.

The Drug Information Kit is the cornerstone of a broad and diverse program. It is one of the resources which allows each command flexibility in designing an educational effort which is realistic and effective.

"We cannot recommend any one program which will work in every command," CDR Kelley explained. "What works in one ship may not even get off the deck in another. Our intent is to provide every command with professional and adequate resources that can be used to set up individualized programs. We believe that drug abuse is a manageable problem, but in order for this to be possible, managers must know the facts and the management system, as is true in any other management area."

The Navy's Drug Education Program is young and has still to touch some commands. However, judging from the quality of its primary education device, it is off to a good start. Several other program managers are looking into the concept of training kits and it may well be that drug education has touched off a new and vital wave of shipboard education.

MOST IMPORTANTLY, however, the Drug Information Kit will initiate frank and determined dialogues and local education efforts. It can act as a catalyst to an aggressive assault on the potential problem of drug abuse.

One of the tapes further suggests the realistic philosophy behind the weapons system: "Drug abuse in and of itself is not the basic problem. Open discussion of the sometime controversial issues—be they social, familial, personal, vocational or other issues surrounding the drug problem—open discussion is the most essential ingredient of any effective education effort."

—LT David B. Martin, Jr.

Winners named in

SHIP- HANDLING SWEEP- STAKES

DID YOU EVER WONDER how the captain learned to jockey your ship around so expertly? Much of his skill was learned in the same way you learned to drive a car—by doing it. But there's a catch to this method.

You may recall the anxiety with which your dad handed over the keys to the family bus when you made your first solo spin down the freeway. If his concern didn't show, it was probably only because you didn't notice his well-chewed fingernails when you returned.

To a great extent, shiphandling is (if you'll pardon the pun) in the same boat. After a captain is given responsibility for a ship, he is often reluctant to risk it with a novice at the conn. But such concern, however understandable, isn't the way to teach junior officers the skills needed to become more responsible seniors, so the Navy initiated a "shiphandling sweepstakes" to remedy the situation.

THE WHOLE THING BEGAN when NavOp Z-31 was issued. This directive encouraged commanding officers to develop their junior officers' shiphandling skills by allowing them to handle the ship in situations that required ever-increasing skill. A bonus, of course, was that while the competition made the junior officers more professional, it was also making the Navy more challenging, more interesting and more fun for them.

Line officers in the grades of lieutenant commander

and below could volunteer for competition which began on New Year's Day, last year, and continued throughout the year. Those line officers serving as commanding officers were excluded from the competition, as were lieutenant commanders serving as executive officers.

Each commanding officer selected the best shiphandler from among his volunteers and during the calendar year, whenever feasible, the division or squadron commander would observe his shiphandling ability.

Plans called for the contestants generally to be grouped by squadron for competitive purposes, but division groupings were also permissible where squadrons didn't exist. Type commands which had significantly dissimilar ships were permitted to form their competitive groups as they deemed appropriate and to judge the winner.

When the victors in the 1972 shiphandling contest were announced in March this year, the following were found in the winners' circle. The winners of each Type Command are given a Fleet Letter of Commendation and their choice of duty at their next assignment.

DURING the competition, real and simulated conditions were used. They included navigation and piloting, anchoring, getting underway, tactical maneuvering, flight operations, positioning for replenishment and emergency procedures such as man overboard, aircraft accident and others.

Each competitor was evaluated on his preparation, judgment, accuracy and skill in controlling the ship.



ATLANTIC FLEET

Aircraft Carriers

CDR Ronald Baker	USS AMERICA (CVA 66)
LT Tom Colyer	USS SARATOGA (CVA 60)
CDR Lee Eyer	USS JOHN F. KENNEDY (CVA 67)
LT Charles Batson	USS FRANKLIN D. ROOSEVELT (CVA 42)
CWO James Wiggins	USS LEXINGTON (CVT 16)
LTJG John Maher	USS INTREPID (CVS 11)

Submarines

LT Mark E. Schwinger	USS QUILLBACK (SS 424)
LT Allan C. Bernard	USS SANDLANCE (SSN 660)
LT Bernard W. Patton	USS SIMON BOLIVAR (SSBN 641)
LT Dennis C. Marvel	USS LEWIS AND CLARK (SSBN 644)
CWO2 William D. Gosset	USS PETREL (ASR 14)
CDR Charles K. McCoy	USS BILLFISH (SSN 676)
LT Marland H. Whitman	USS CORPORAL (SS 346)
CWO2 James F. Murphree	USS SUNBIRD (ASR 15)
LT George E. Kefee	USS TINOSA (SSN 606)
LT David A. Sager	USS THOMAS JEFFERSON (SSBN 618)

Amphibious

LTJG N. M. Mickell	USS IWO JIMA (LPH 2)
LT L. B. Kieth	USS SPARTANBURG COUNTY (LST 1192)
LT W. R. Madison	USS GUADALCANAL (LPH 7)
LTJG R. S. Atchison	USS NEWPORT (LST 1179)

Cruiser-Destroyer

LT William T. McCain	USS NEWPORT NEWS (CA 148)
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LTJG Robert E. Cyboron	USS LEAHY (DLG 16)
CDR James F. Keefer	USS ALBANY (CG 10)
LT James L. McClane	USS RICHARD E. BYRD (DDG 23)
LT John J. Becker	USS SELLERS (DDG 11)
LT Kenneth W. Martin	USS GLENNON (DD 840)
LTJG Daniel R. Welch	USS CHARLES F. ADAMS (DDG 2)
LT Bo B. Lindfors	USS TALBOT (DEG 4)
LT Charles F. Garrison	USS TATTNALL (DDG 19)
LT Walter F. Doran	USS MYLES C. FOX (DD 829)
LT Jeffrey E. Callahan	USS DAVIS (DD 937)
LT Michael D. Riley	USS NEW (DD 818)
LT Beverly A. Daly	USS BROWNSON (DD 868)
LT Randall F. Cooper	USS GEARING (DD 710)
LTJG Timothy J. Kenney	USS ALLEN M. SUMNER (DD 992)
LT Richard M. Cassidy	USS CONYNGHAM (DDG 17)
LT William F. Clifford	USS AULT (DD 698)
LT William J. Donnelly	USS COURTNEY (DE 1021)
LTJG Edward W. Rundberg	USS PUGET SOUND (AD 38)
CDR Ralph B. Peterson	USS SPRINGFIELD (CLG 7)
LT Wallace J. Nabers	USS KRETCHMER (DER 329)
LT Walter M. Teesdale	USS CONNOLE (DE 1056)

Service Force

LT Ronald E. Rydel	USS GREAT SITKIN (AE 17)
LTJG Thomas M. Harley	USS CALOOSAHATCHEE (AO 98)
LT David I. Reitmeyer	USS BUTTE (AE 27)
LT Michael Kampf, III	USS CANISTEO (AO 99)
LTJG David M. Valenta	USS KIOWA (ATF 72)
CWO2 Gary L. Schlomer	USS HOIST (ARS 40)

Mine Warfare

ENS Franklin P. Cawthon	USS FIDELITY MSO 443)
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PACIFIC FLEET

Aircraft Carriers

CDR Edgar B. Darsey	USS ENTERPRISE (CVAN 65)
CDR William P. Dobbins, Jr.	USS CONSTELLATION (CVA 64)
CWO2 William J. Stewart	USS KITTY HAWK (CVA 63)
LT Lennon L. Marchant	USS RANGER (CVA 61)
CDR John M. Evans	USS CORAL SEA (CVA 43)
LTJG Rodney M. Tappen	USS MIDWAY (CVA 41)
LT George P. Faulkner, Jr.	USS ORISKANY (CVA 34)
LTJG Lewis G. Sherfese, III	USS HANCOCK (CVA 19)
LTJG Steven B. Gabriel	USS TICONDEROGA (CVS 14)

Cruiser-Destroyer

LT Franklin T. Ryan	USS CHICAGO (CG 11)
LT Ralph R. Lium	USS GRAY (DE 1054)
LT Gordon L. Wood, Jr.	USS ROBINSON (DDG 12)
LT Robert T. Sollenberger	USS JOHN PAUL JONES (DDG 32)
LTJG Terry P. McCann	USS EVANS (DE 1023)
LT Miles A. Libbey, III	USS WADDELL (DDG 24)
LT Stephen J. Froggett	USS MARVIN SHIELDS (DE 1066)
LT Joe L. Frank	USS COOKE (DE 1083)
LT Gary Q. Phillips	USS HOLLISTER (DD 788)
LT Garry S. Nelson	USS McKEAN (DD 784)
LT James Earl Dilley	USS RAMSEY (DEG 2)
LT William R. Burns, Jr.	USS MEYERKORD (DE 1058)
CWO2 Kirk M. Schleichert	USS JOSEPH STRAUSS (DDG 16)
LTJG James D. Melton, Jr.	USS STERETT (DLG 31)
LT Jeffrey S. Burnett	USS DENNIS J. BUCKLEY (DE 808)
LT Edward M. Schaefer	USS McMORRIS (DE 1036)

Service

CWO2 John H. Harrison	USS RECLAIMER (ARS 42)
LT Richard B. Cuciti	USS MT. HOOD (AE 29)
LT Robert G. Allee	USS KAWISHIWI (AO 146)

Mine Warfare

LTJG Brian Toms	USS ENGAGE (MSO 433)
LT Barry J. Mathis	USS ILLUSIVE (MSO 448)

Amphibious

LT George M. Bates	USS MT. VERNON (LSD 39)
LTJG Norbert A. Ahlers	USS BLUE RIDGE (LCC 19)
CDR Dorse H. DuBois	USS OGDEN (LPD 5)
LT Ronald E. Plummer	USS MANITOWOC (LST 1180)
LTJG George K. Grimmer	USS WESTCHESTER COUNTY (LST 1167)
ENS Thomas F. Hartrick	USS CROCKETT (PG 88)

Submarines

LT William L. Marks	USS BARBELL (SS 580)
LTJG Robert F. Ege	USS HARDER (SS 568)
CDR Edward L. Morgan	USS GURNARD (SSN 662)
CDR John M. Rushing	USS BARB (SSN 596)
CDR Anson H. Burlingame	USS NATHAN HALE (SSBN 623)
LTJG George R. McWilliams	USS DOLPHIN (AGSS 555)

FILMS IN THE FLEET



THE FOLLOWING ARE SYNOPSISSES of a few films recently made available to the Fleet by the Navy Motion Picture Service.

JEREMIAH JOHNSON

Robert Redford gives a perceptive and creditable performance in this movie about a man who seeks his fortune in the Rocky Mountains—where the temperature only gets up to cool during the summer. The hero has a variety of experiences and meets a variety of people, including a young Indian woman he takes for a wife, a small boy he adopts, and a group of hostile Indians. In fact, the challenge of life in Indian country becomes a full-time occupation for Jeremiah.

POSEIDON ADVENTURE

Upturned by a massive tidal wave, the transatlantic oceanliner *Poseidon* becomes a floating coffin for its passengers. Gene Hackman, playing an unorthodox preacher on his way to serve in a mission in Africa, demonstrates his belief in the unlimited powers of man by leading a small group of survivors to the bilge of the ship—which is now the top—and the only chance for the living. Through steaming pipes and hot metal, the survival march becomes an odyssey into a hell of twisted metal, and a test of the endurance of each individual. If only to see an upsidedown barbershop or head, this film is worth your time.

PLAY IT AS IT LAYS

Maria Wyeth (Tuesday Weld) is a washed-up Hollywood actress suffering from deep, inner conflicts. Her problems are with ultimate questions—what is life all about? why should I live it this way? why not? Except for a few traumas typical of childhood, the specifics of Maria's problem remain in the dark. A series of flashbacks, the film is filled with endless plains, cactus, expensive cars, extravagant homes, the lights of Las Vegas—everything that is indicative of what Hollywood and Maria are, or used to be.

BUTTERFLIES ARE FREE

Faithfully adapted from the Broadway play, this film is a story of a sensitive blind youth (Edward Albert) who leaves the suburbs for an apartment in San Francisco; soon he falls in love with the hippie girl (Goldie Hawn) who lives next door. But the unexpected visits by his dominant mother and the irresponsible behavior on the part of his new-found love make for hard times ahead.

SOUNDER

Rural Louisiana in 1933 wasn't an easy place in which to live—and being Black and a sharecropper didn't make things any better. This is a story of just such a sharecropper, his wife and three children. The movie is light on comedy, light on tragedy, but heavy on acting, cinematography and music; in fact, it came up with a number of well-deserved academy nominations. Paul Winfield and Cicely Tyson deliver excellent performances of the trials and the semitriumph of a sharecropper and his wife.

THE NEW CENTURIONS

Veteran director Richard Fleischer (*Tora, Tora, Tora*) brings to the screen a subject of much controversy today—the policeman. The story is taken from Joseph Wambaugh's best-selling novel and revolves around two Los Angeles cops, a retiring veteran (George C. Scott) and his dedicated rookie partner (Stacy Keach). All the pressures of being a big-city cop are here. The lack of public cooperation, the hustling, the bureaucracy, the corruption, the ever-present threat of death take their toll on the veteran facing an empty future and the rookie trying to iron out a failing marriage. As if this were not enough, the on-location camera work enhances the authenticity of these two men's dilemmas.

NICHOLAS AND ALEXANDRA

At the beginning of the 20th century Russia is on the verge of revolution and needs a forceful but farsighted czar. Instead she has Nicholas, a kindhearted man but totally inadequate ruler whose life is complicated by a strongminded but loving wife and a son who is a victim of the blood condition known as hemophilia. Into these lives steps the infamous Rasputin, a mystic monk who manages to complicate things even further. The revolution comes, and Nicholas and his family eventually die violent deaths. Like a Russian novel, the movie is long, filled with a cast of thousands. But it is a good story of a man and his family, unfit for the top rungs in life but unable to escape.

OTHER FILMS also made available include those listed below. Movies in color are designated by (C) and those in wide screen by (WS).

Super Fly (C): Action drama; Ron O'Neal, Carl Lee.

The Darwin Adventure (C): Historical drama; Nicholas Clay, Susan MacReady.

Rivals (C): Suspense drama; Joan Hackett, Scott Jacoby.

Deliverance (C) (WS): Action adventure; Jon Voight, Burt Reynolds.

The Butcher (C): Suspense drama; Stephane Audran, Jean Yanne.

Crescendo (C): mystery drama; Stefanie Powers, James Olson.

Rage (C) (WS): Drama; George C. Scott, Richard Basehart.

Avanti (C): Comedy; Jack Lemmon, Juliet Mills.

Stigma (C): Drama; Philip M. Thomas, Peter H. Clune.

Loot (C): Comedy; Richard Attenborough, Lee Remick.

Vengeance (WS) (C): Western; Richard Harrison, Alan Collins.

The Dead Are Alive (C) (WS): Suspense-mystery; Samantha Eggar, Alex Cord.

Ten Days Wonder (C): Melodrama; Anthony Perkins, Orson Welles.

The Doberman Gang (C): Comedy-drama; Byron Mabe, Hal Reed.

The Candidate (C): Drama; Robert Redford, Melvyn Douglas.

Get to Know Your Rabbit (C): Comedy; Tom Smothers, Orson Welles.

Come Back Charleston Blue (C): Comedy-drama; Godfrey Cambridge, Raymond St. Jacques.

Melody (C): Comedy; Mark Lester, Tracy Hyde.

1973 ALL-NAVY CARTOON CONTEST

IF YOU HAVEN'T done so already, turn to page 63 for a chuckle or two, then pick up a pen and piece of paper, think about all those funny things that have happened to you or to your shipmates and jot down a sketch. Put a caption on it as necessary, and send it to: All-Navy Cartoon Contest, Chief of Naval Personnel (Pers-S2112), Navy Department, Washington, D. C. 20370. It could win for you the title as the 1973 All-Navy Cartoonist, plus an original cartoon strip of Hank Ketcham's "Half Hitch." It's just that simple.

As a contestant, you may enter as many cartoons as desired in this 18th annual contest, which has a deadline of 1 October. Keep in mind, however, that each one must portray a Navy theme and should be drawn in black ink on 8 x 10½-inch paper or illustration board. This is so they may be reproduced since most entries, winners or not, are eventually printed in ALL HANDS and various other news media.

There are a few other entry requirements that pertain to both active duty members and dependents. Active duty members are asked to include the following information on the back of each entry in order to qualify:

- Full name, grade or rate, social security number.
- Duty station, mailing address with zip code (including FPO).
- Name of hometown and hometown newspapers.

- Title of cartoon or caption.

• A signed statement as follows: "I certify that the cartoon to which this statement is attached is original. All claims to this entry are waived and I understand the Department of the Navy may use as desired."

Dependents must include similar information:

- Full name.
- Mailing address with zip code (FPO if applicable).

- Age.
- Name and address of sponsoring command.
- Name of hometown and hometown newspapers.
- Title of cartoon or caption.

• In addition to signing a statement such as that required of active duty members, dependents must also include an additional statement: "I am a dependent of (name of sponsor, his grade or rate and duty station)."

IF THERE IS ANY QUESTION about eligibility, the rules state that "all Navy personnel on active duty in excess of 90 days and their dependents" are entitled to participate in the contest.

If your entry should win, the Chief of Naval Personnel will provide a suitable award in addition to those donated by Mr. Ketcham.

By the way, did you ever see the one about the sailor who was overseas, and . . .

CHRONOLOGY OF THE SEA SERVICE

Second Part

1856 - 1913



Bombardment of Fort Hatteras and Fort Clark by U. S. Fleet, 1861.

PRESENTED BELOW, and on succeeding pages, is the Chronology of the Sea Service, the first part of which appeared in the January issue of ALL HANDS Magazine.

This section begins in the years immediately before the Civil War, traces the service's activities through that war, continues on through the Spanish-American War, and ends with the birth of Naval Aviation just before World War I. Herein is a chronology listing

the transition from wood to iron and steel, the use of river fleets (which were to come into their own 100 years later in the Vietnam Era), the post-Civil War years and the emphasis on training and preparation, and the short, swift and highly successful operations of the U. S. Fleet against the Spanish navy in Cuba and the Philippines. Rounding this part out is a listing of our Navy's action in Mexico and the first use of airplanes as effective instruments of war.

1856

16 Nov—Forts at Canton, China, fire on sloop of war *Portsmouth*.

1858

29 Jul—A second try is made to lay the trans-Atlantic cable.

5 Aug—Combined efforts of *uss Niagara* and British ship *Agamemnon* result in laying of first trans-Atlantic cable.

21 Aug—Slaver *Echo* captured by *uss Dolphin*.

21 Sep—*Niagara* leaves Charleston, S. C., for Liberia with slaves. They were originally rescued by *Dolphin* (above).

1859

2 Mar—Paddle gunboat *Saginaw* launched at Mare Island, Calif.; first Navy ship built on West Coast.

25 Jun—British and French forces aided by paddle sloop *Powhatan* in attack on Peiho River forts in China.

5 Jul—Island of Midway is discovered.

1860

29 Jun—Slaver *Thomas Achorn* captured by *uss Mystic*.

16 Jul—Slaver *Triton* seized by *uss Mystic*.

1861

9 Jan—Steamer *Star of the West* is fired upon while trying to relieve Fort Sumter in Charleston.

12 Jan—Surrender of Pensacola Navy Yard demanded by state troops in Florida—state commissioners accept surrender of yard.

9 Apr—Second expedition designed to relieve Fort Sumter leaves New York.

12 Apr—*uss Harriet Lane* arrives off Charleston. U. S. squadron reinforces Fort Pickens, Fla.

17 Apr—Reinforcements for Fort Pickens in Florida arrive aboard paddle sloop *Powhatan*.

19 Apr—The president declares a blockade of part of the Confederate coast.

20 Apr—Federals abandon Norfolk Navy Yard after partially destroying it.

21 Apr—Slaver *Nightingale* is captured by *uss Saratoga*.

27 Apr—The president orders blockade of entire Confederate coast.

3 May—Confederate privateer *Savannah* is captured by *uss Surprise*.

5 May—Federals transfer Naval Academy to Newport, R. I., for remainder of war.

13 May—Pensacola is blockaded.

19 May—*uss Monticello* battles Confederate battery at Sewell's Point, Va.

28 May—Savannah, Ga., is blockaded.

31 May—Batteries at Aquia Creek, Va., engaged by Potomac flotilla.

3 Jun—*uss Perry* captures Confederate privateer *Savannah*.

7 Jun—Key West, Fla., is blockaded.

26 Jun—CDR James Harmon Ward killed by musket ball—first Union naval officer to become casualty in Civil War.

30 Jun—Commerce raider, *css Sumter*, escapes to sea through Union blockade.

2 Jul—Galveston, Tex., is blockaded.

17 Jul—Act requires promotions to "Corps of Paymasters" to be made from list of assistant paymasters.

24 Jul—Two CSA ships destroyed and a third captured by Army-Navy expedition in Black River, Va.

29 Jul—Hidden battery at Marlborough, Va., fires on gunboats *Yankee* and *Reliance*.

31 Jul—Service establishes Office of Assistant Secretary of the Navy.

3 Aug—*uss Monitor's* construction authorized; Navy's first "balloon carrier," *uss Fanny*, put in operation.

28 Aug—Forts Hatteras and Clark in North Carolina captured by U. S. squadron.

31 Aug—Navy ends daily rum rations for enlisteds.

10 Sep—Two timber clads—*Lexington* and *Conestoga*—aid Army advance at Lucas Bend in the Mississippi.

5 Oct—Confederate troops routed at Hatteras, N. C., by *uss Monticello*.

10 Oct—*uss Daylight* battles Confederate battery at Lynn Haven Bay, Va.

12 Oct—General Grant's retreat covered by timber clads *Tyler* and *Lexington* at Belmont, Mo.; first "iron-clad," *uss St. Louis*, launched; and Navy squadron engages Confederate vessels on Mississippi River.

25 Oct—*uss Monitor's* keel is laid.

7 Nov—CSA batteries at Port Royal, S. C., are captured by U. S. squadron; Army is supported at Battle of Belmont (Mo.) by timber clads *Tyler* and *Lexington*.

19 Nov—*uss San Jacinto* arrives at Boston with Confederate commissioners taken from British ship *Trent*.

28 Nov—Screw gunboat *Iroquois* fails to capture *css Sumter* which escapes.

4 Dec—*css Florida* engaged by armed steamer *uss Montgomery*.

31 Dec—Biloxi, Miss., occupied by Navy forces.

1862

30 Jan—*uss Monitor* launched; first turreted warship.

6 Feb.—Fort Henry, Tenn., captured by U. S. gunboat squadron; naval expedition sent up Tennessee River ends action on 10 Feb.

7 Feb—Roanoke Island, N. C., captured by joint Army-Navy expedition.

14 Feb—Fort Donelson, Tenn., attacked by U. S. Squadron.

16 Feb—Fort Donelson captured.

6 Mar—Ironclad *uss Monitor* leaves New York for Hampton Roads, Va.

8 Mar—Former *uss Merrimac*, *css Virginia* destroys sloop-of-war *Cumberland* and frigate *Congress* at Hampton Roads, Va.

9 Mar—*Monitor* vs. *Virginia* at Hampton Roads, Va.

13 Mar—Union squadron attacks and captures New Berne, N. C.

15 Mar—Union squadron starts bombarding CSA defenses at Island No. 10 in Mississippi; bombards until 7 Apr.

1 Apr—U. S. Navy and Army forces attack No. 1 Fort on Mississippi.

4 Apr—*uss Carondelet*, a river ironclad, successfully runs past CSA batteries on Island No. 10 in Mississippi.

6 Apr—U. S. timber clads *Tyler* and *Lexington* prevent defeat of union troops at Pittsburg Landing (Shiloh), Tenn.

16 Apr—Forts Jackson and St. Philip, La., bombarded by U. S. squadron.

20 Apr—Union Navy gunboats *Itasca* and *Pinola* ram and break barrier across Mississippi River.

24 Apr—*uss Mississippi* engages *css Manassas*; Union squadron runs past Forts Jackson and St. Philip, La., and routs Confederate flotilla in Mississippi River.

25 Apr—New Orleans, La., occupied; squadron engages CSA batteries at Fort Macon, N. C.

28 Apr—Forts Jackson and St. Philip, La., captured by Union Navy.

29 Apr—U. S. flag raised over Custom House in New Orleans, La., by U. S. Marines.

8 May—U. S. Navy expedition up James River in Virginia; U. S. squadron engages CSA batteries at Sewell's Point, Va.

11 May—The *Virginia* is destroyed by Confederates at Norfolk, Va., to prevent capture.

15 May—Confederates at Fort Darling, Va., attacked by U. S. squadron.

17 May—Confederates along Pamunkey River, Va., attacked by U. S. squadron.

20 May—U. S. naval forces occupy Sono River, S. C.

25 May—Norfolk Navy Yard recaptured by U. S. Marines.

6 Jun—Battle of Memphis.

28 Jun—Part of U. S. squadron successfully dash past Confederate batteries at Vicksburg, Miss.

5 Jul—Reorganization of Navy Department into eight bureaus.

14 Jul—Union naval and Marine forces land at Alexandria, Egypt, to fight fire started by bombardment from British ships.

15 Jul—Confederate ship *Arkansas* safely passes into Vicksburg, Miss., through blockading Union squadron.

16 Jul—Rank of rear admiral created; Farragut appointed as first to hold rank.

6 Aug—U. S. screw gunboat *Essex* engages and destroys *css Arkansas*.

1 Oct—War Department transfers command of Western Gunboat Fleet to Navy Department.



Above: Landing troops during the attack on Roanoke Island. Right: The burning of the *Congress* off Newport News, 1862. Below, right: *USS Hartford* engages the ironclad *CSS Tennessee* on Mobile Bay, 1864. Bottom, right: The assault on Fort Fisher.

23 Nov—Union armed steamer *Ellis* captured by Confederates after two-day battle at Jacksonville, N.C.

7 Dec—Union ships engage Confederates at Corpus Christi.

27 Dec—Union squadron engages Confederate batteries on Yazoo River in Mississippi.

31 Dec—Sixteen lives lost as *uss Monitor* is lost at sea.

1863

30 Jan—Steamer *uss Isaac Smith* captures forts at Stono River, S. C.; joint Army-Navy expedition against *Hartford*, N. C.

31 Jan—U.S. steamer *Marcedita* taken by *css Palmetto State*; *uss Keystone State* disabled by Confederate vessel *Chicora*.

28 Feb—*CSS Nashville* destroyed by *Monitor Montauk*.

14 Mar—Union paddle frigate *Mississippi* sunk by shore batteries as U. S. squadron runs past Port Hudson, La.

19 Mar—*Hartford* runs upriver past Confederate batteries at Grand Gulf, Miss.

26 Mar—*Lancaster* sunk by Confederate shore batteries.

30 Mar—Union squadron successfully runs downriver past batteries at Grand Gulf, Miss.

1 Apr—*Hartford* blockades mouth of Red River, La.

7 Apr—Union squadron attacks forts at Charleston, S. C.

16 Apr—Batteries at Vicksburg, Miss., bombarded by U. S. squadron.

29 Apr—Confederate batteries attacked by Union squadron at Grand Gulf, Miss.

19 May—Bombardment of Vicksburg batteries begun by U. S. ships.

27 May—U. S. river ironclad *Cincinnati* attacks Confederates' left flank at Vicksburg, Miss.



5 Jun—U. S. naval shore battery begins action at Vicksburg.

9 Jun—Bombarding of Port Hudson, La., begun by U. S. naval shore battery.

17 Jun—uss Monitor *Weehawken* captures css *Atlanta*.

27 Jun—U. S. revenue schooner *Cabel Cushing* captured by css *Archer*.

28 Jun—*Princess Royal* engages Confederates at Donaldsville, La.

4 Jul—uss *Tyler* beats off Confederates attacking Union troops at Helena, Ark.

13 Jul—U. S. ships capture one Confederate steamer and force enemy to destroy 15 others in Mississippi.

16 Jul—U. S. screw sloop *Wyoming* fired upon by shore batteries at Shimonoseki, Japan.

31 Aug.—First turreted frigate *uss Roanoke* altered to an ironclad.

26 Oct—Navy ships and naval shore batteries bombard Fort Sumter, S. C.

9 Nov—Joint Union Army-Navy attack on Fort Sumter, S. C.

17 Nov—U. S. Army troops and screw sloop *Monongahela* capture Arkansas Pass, Tex.

6 Dec—Monitor *uss Weehawken* founders off Morris Island, S. C.; 30 lives lost.

29 Dec—Attack on Matagorda Bay, Tex., by joint Army-Navy forces.

1864

13 Feb—*uss Forrest Rose* drives off three Confederate attacks on Waterproof, La., during the period 13-15 Feb.

17 Feb—S. C. *Housatonic* torpedoed and sunk by first sub—Confederate submarine *Hunley*.

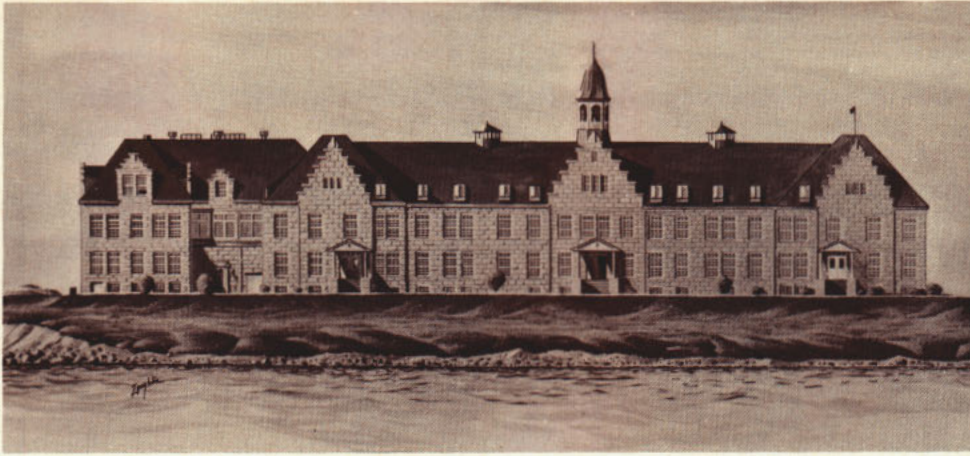
1 Mar—*uss Southfield* and *Whitehead* rescue Army gunboat *Bombshell* in Chowan River, N. C.

6 Mar—*uss Memphis* attacked by *css David* (world's second sub).

28 Mar—Screw sloop *uss Niagara* fired upon by shore batteries at Lisbon, Portugal.

12 Apr—Confederates at Blair's Landing, La., driven off by Monitor *Osage* and timber-clad *Lexington*.





Above: The Naval War College, 1884. Below: Examining recruits for the Navy in the early 1870s. Bottom: The Battle of Manila.



- 19 Apr—css *Albemarle* sinks *uss Southfield*.
 21 Apr—Union tinclads *Petrel* and *Prairie Bird* attack Confederates at Yazoo City, Miss.
 5 May—U. S. ships engage *css Albemarle*.
 6 May—Union armed steamer *Commodore Jones* blown up by “torpedo” in James River, Va.
 22 May—Gunboat *Ottawa* and *uss Columbine* attempt to rescue Army troops in St. John’s River, Fla.; effort continues until 28 May.
 19 Jun—*uss sloop Kearsarge* sinks Confederate *Alabama*.
 5 Aug—Battle of Mobile Bay.
 15 Aug—*uss Niagara* captures *css Georgia*.
 7 Oct—*uss Wachusett* captures Confederate *Florida*.
 21 Dec—Congress appoints David G. Farragut a vice admiral.

1865

- 17 Feb—Union ships attack and capture Fort Anderson, N. C.; ends 19 Feb.
 29 Mar—*uss Osage*, monitor, “torpedoed” in Blakely River, Ala.

4 May—Henry K. Thatcher, an acting rear admiral, receives surrender of Confederate naval forces in Alabama.

11 May—Confederate Navy surrenders to CAPT Edward Simpson.

22 Jun—Confederate raider *Shenandoah* fires last shot of Civil War while in Bering Sea.

9 Aug—Naval Academy returns to Annapolis after four years at Newport, R. I.

6 Nov—*Shenandoah*, first Confederate warship to circle globe, arrives in Liverpool.

1866

17 Apr—\$5000 appropriated by Congress to test use of petroleum oil as fuel for ships’ boilers.

21 Jun—Hydrographic office separated from Naval Observatory.

25 Jul—David G. Farragut, appointed first admiral in U. S. Navy.

1867

2 Mar—Civil Engineering Corps founded.

13 Jun—U. S. Navy landing party destroys Formosan village after massacre of American merchant seamen.

28 Aug—U. S. flag raised over Midway Island for first time.

18 Oct—*Ossipee* and *Resaca* participate in formal transfer of Alaska to U. S. at Sitka.

18 Nov—Five lives lost as *uss sloop Monongahela* carried ashore by tidal wave at St. Croix, Danish West Indies.

28 Dec—U. S. claims Midway Island, first territory annexed outside continental limits.

1868

19 Feb—Foreign residents protected by U. S. Navy force landed at Montevideo.

13 Aug—Two ships *uss Fedonia* and *Wateree* wrecked by tidal wave which hits Arica in Peru.

8 Dec—U. S. Naval Academy enrolls its first Japanese midshipman.

1869

9 Jun—Construction ordered on first torpedo manufacturing station located on Goat Island, Newport Bay.

28 Jun—William M. Wood appointed first Surgeon General of Navy.

1870

24 Jan—uss *Oneida*, a screw sloop, rammed and sunk by British steamer *Bombay*, off Yokohama, Japan; 117 lives lost.

17 Jun—Pirate ship *Forward* burned in Teacapan River, Mexico, by screw sloop *Mohican*.

15 Jul—Pay Corps established by congressional act.

13 Aug—First U. S. Navy ship, armed tug *Palos*, transits Suez Canal.

29 Oct—*Saginaw* wrecked on Ocean Island in mid-Pacific.

18 Nov—Five survivors of wreck of paddle gunboat *Saginaw* sail for Hawaii to get help.

19 Dec—Gig of *uss Saginaw* reaches Kauai, Hawaii; only one man, Coxswain William Halford, survives voyage.

1871

3 Mar—Civil Engineers given relative rank at President's discretion.

1 Jun—Fort in Han River, Korea, fires on U. S. Navy surveying party.

11 Jun—LT Hugh W. McKee is first American military man to be killed in action in Korea.

3 Jul—uss *Polaris* sails from New York for Arctic with exploration party.

1872

11 Sep—James Henry Conyers, first Black midshipman, enters Naval Academy.

1873

30 Apr—*Tigress*, a steamer out of Newfoundland, rescues 19 survivors of Navy Polar Expedition.

24 Jun—*Juniata* sails from New York in search of *uss Polaris*.

1874

31 Jul—uss *Intrepid*, first warship equipped with torpedoes, is commissioned.

1875

11 Jan—uss *St. Marys* in New York City opens as first nautical municipal school.

1877

24 Nov—Navy gunboat *Huron* wrecked off Nags Head, N. C.; 100 lives lost.

1879

28 Jun—uss *Jeanette* receives first shipboard electrical lighting system.

8 Jul—Arctic exploration ship *uss Jeanette* departs San Francisco.

1880

27 Mar—Cargo of food for famine sufferers in Ireland leaves New York aboard frigate *Constellation*.

9 Jun—William B. Remy, USMC, appointed first Judge Advocate General with rank of colonel; he formerly held the rank of captain.

9 Nov—First steam-powered ship to circle globe, *uss Ticonderoga*, ends cruise begun on 7 Dec 1878.

1881

6 Jun—Rescue ship *uss Rogers* leaves Mare Island in search of *uss Jeanette*.

13 Jun—Arctic ice pack crushes *uss Jeanette*.

21 Oct—Naval review marks centennial of Battle of Yorktown.

1882

12 Jan—uss *Marion* rescues crew of whaler *Trinity* shipwrecked on Heard Island in Indian Ocean.

1 May—Group from crews of *Alligator* and *Grampus* aid in capture of four pirate schooners.

9 Jun—Navy establishes office of Naval Records of the War of Rebellion (now known as Naval History Division).

14 Jul—Order restored at Alexandria, Egypt, with help of Navymen and Marines.

5 Aug—Congress authorizes first steel warship.

15 Nov—LCDR French E. Chadwick, first naval attache, ordered to London, England.

1883

3 Mar—Funds appropriated for four steel warships.

1884

24 Apr—Three Navy ships, *uss Thetis*, *Bear* and *Alert*, sail from New York in search of Greeley Expedition in Arctic.

22 Jun—Seven members of Greeley expedition rescued.

26 Jun—Commissioning of Naval Academy graduates as ensigns authorized by Congress.

6 Oct—Navy establishes Naval War College.



1885

8 Apr—U. S. Navy forces land in Panama to protect American interests during revolution.

3 Sep—Naval War College begins operations with first class.

1887

15 Jan—Army and Navy Hospital, Hot Springs, Ark., opens—first joint military hospital.

1888

30 Apr—Charles Henry Parks commissioned first Catholic chaplain.

17 Oct—Keel laid, construction begins on battleship *Maine*.

1889

3 Mar—\$100,000 appropriated for construction of coaling station at Pago Pago, Samoa.

16 Mar—Two ships, *Trenton* and *Vandalia*, completely wrecked while gunboat *Nipsic* grounded by hurricane at Apia, Samoa.

1890

23 Jan—uss *Cushing*, first modern seagoing torpedo vessel, is launched.

8 Feb—Gunboat *Omaha's* landing party assists firefighters at Hodogaya, Japan.

29 Mar—Establishment of first Naval Militia.

23 Aug—Body of inventor John Ericsson, who built uss *Monitor*, returned to the engineer's homeland in uss *Balt more*, sailing out of Boston.

18 Nov—uss *Maine* launched at Brooklyn, N. Y.

29 Nov—Navy beats Army 24 to 0 in first Army-Navy game.

1891

3 Mar—Strength of CEC corps increased to 40 officers.

27 Jun—Mass burial for 19 men drowned in 1889 Samoan typhoon takes place in Naval Cemetery, Mare Island, Calif.

16 Oct—Mob attacks crewmen of uss *Baltimore* in Valparaiso, Chile.

1892

21 Jan—Ultimatum sent Chile by U. S. demanding apology for *Baltimore* incident.

19 Jul—Navy renames Bureau of Provisions and Clothing as the Bureau of Supplies and Accounts (now called Supply Systems Command).

1893

27 Apr—Naval vessels of 10 nations reviewed by President Cleveland at Columbian Exposition.

26 Oct—Navy launches battleship uss *Oregon*.

19 Dec—uss *San Francisco* and uss *New York* leave for Rio de Janeiro.

1894

2 Feb—Crew of screw sloop uss *Kearsarge* saved by SS *City of Para* after wreck on Roncader Reef in West Indies.

1895

4 Mar—A Navy landing party fights fire at Port of Spain in Trinidad.

13 Mar—Contract awarded for Navy's first submarine.

1896

10 Jun—Building of first ship model experimental tank authorized.

1897

1 Jul—First use of International Rules of the Road.

7 Oct—First use of Inland Rules of the Road in U. S. waters.

15 Dec—Internal combustion engine for use in first submarine is demonstrated on Patapsco River in Maryland.

1898

24 Jan—uss *Maine* ordered to Havana, Cuba.

15 Feb—Loss of uss *Maine* and 250 lives.

17 Mar—uss *Holland* makes first dive, first practical submarine.

19 Mar—Naval Home's operation transferred to Bureau of Navigation (old name for Bureau of Naval Personnel).

25 Mar—Assistant SecNav Theodore Roosevelt proposes Navy investigate Langley's "flying machine."

30 Mar—Earthquake severely damages Navy Yard at Mare Island.

2 Apr—Coat of arms for Naval Academy adopted.

4 Apr—Mordecai T. Endicott, first CEC officer, appointed Chief, Bureau of Yards and Docks.

14 Apr—First "ambulance" ship, uss *Solace*, enters Navy.

21 Apr—Spanish-American war begins.

27 Apr—Matanzas, Cuba, bombarded by U. S. ships.

29 Apr—Spanish gunboats and shore batteries engaged by U. S. warships at Cienfuegos, Cuba.

1 May—Battle of Manila Bay.

11 May—*Winslow* crippled by enemy fire at Cardenas, Cuba; ENS Worth Bagley becomes United States first officer casualty of Spanish-American War; cables cut at Cienfuegos, Cuba.

12 May—San Juan, Puerto Rico, bombarded.

18 May—Telegraph cables at Santiago, Guantanamo, and Mole St. Nicholas, Cuba, cut by Navy boat parties.

3 Jun—uss *Merrimac*, a collier, sunk in Santiago harbor to block entrance.

6 Jun—City of Santiago bombarded by U. S. ships.

15 Jun—Fort destroyed and possession of outer bay taken at Guantanamo, Cuba, by U. S. ships.

16 Jun—City of Santiago again bombarded.

17 Jun—Navy establishes Hospital Corps.

21 Jun—uss *Charleston* takes Guam.

22 Jun—Spanish *Terror* and *Isabel II* engaged by uss *St. Paul*.

1 Jul—*Helena* hauls off grounded transport *Florida* while under enemy fire at Port Tunas, Cuba; *Scorpion* and *Osceola* engage Spanish ships and shore batteries at Manzanillo, Cuba.

2 Jul—uss *Helena* and uss *Peoria* engage shore bat-



Above: USS *Marblehead* and *Nashville* cutting the cables at Cienfuegos. Below: The wrecks of USS *Merrimac* and *Reina Mercedes* with Morro Castle in the background. Bottom: USS *New York* and *Iowa* return to New York following the Spanish-American War.



1 Apr—uss *Philadelphia's* landing party ambushed in Samoa.

24 Apr—Naval Academy rebuilding commenced.

14 Sep—Two ships, gunboat *Concord* and Monitor *Monterey*, seize two insurgent schooners at Aparri, P. I.

2 Nov—Cruiser uss *Charleston* wrecked in Philippine Islands.

7 Nov—Army landings at Lingayen, P. I., covered by Navy ships.

16 Nov—Army units capture Zamboanga, P. I., with aid of gunboat *Castine*.

1900

10 Feb—Commodore Seaton Schroeder appointed first naval governor of Guam.

19 Feb—Navy Department takes control of Samoa.

11 Apr—uss *Holland*, first submarine, accepted by Navy.

31 May—Legation Guard formed at Peking, China, by Navymen and Marines.

teries at Port Tunas, Cuba.

3 Jul—Battle of Santiago.

4 Jul—U. S. Navy ships prevent Spaniards sinking *Reine Mercedes* in try to block Santiago channel.

5 Jul—uss *Eagle*, an armed yacht, captures Spanish *Galleto*.

6 Jul—uss *Dixie* takes three ships, *Pilgrim*, *Three Bells* and *Greeman Castle*.

11 Jul—U. S. Navy vessels engage shore batteries at Santiago; uss *Hist* and *Hornet* cut telegraph cable linking Santa Cruz and Manzanillo, Cuba.

17 Jul—U. S. naval forces receive surrender of Santiago.

19 Jul—LT *Peary* expedition sails from Boston for Arctic.

25 Jul—Navy landing party occupies Guanica, P. R.

4 Aug—uss *Monterey*, first monitor to cross Pacific, reaches Manila from San Francisco.

13 Aug—Manila surrenders to U. S.

23 Dec—Navy Department takes control of Guam.

1899

2 Mar—George F. Dewey appointed first Admiral of the Navy (only person to hold such rank).

6 Mar—uss *Philadelphia* arrives at Apia, Samoa, to quell uprising.





Above: The Great White Fleet entering Puget Sound, 1908. Below: Exploring the North Pole with Robert E. Peary, 1909.

- 4 Jun—Boxer Rebellion begins.
- 13 Dec—Navy transport *Yosemite* wrecked.

1901

- 5 Jun—Explosion at Mare Island Navy Yard destroys ammunition magazines.
- 13 Oct—Navy dedicates chapel at Mare Island.
- 18 Oct—Law allows only U. S. citizens to enlist in Navy.

1903

- 2 Nov—Navy landing party from gunboat *Nashville* put ashore at Colon, Panama, to protect American interests.

1904

- 29 Sep—Navy launches *Connecticut*, largest warship to date.

1905

- 11 Jan—Gunboat *Petrel* enters Pearl Harbor, first Navy ship there.
- 7 Apr—Researchers locate body of John Paul Jones in Paris, France.
- 21 Jul—*Bennington* wrecked by boiler explosion at San Diego, Calif.; 65 lives lost.
- 24 Jul—Navy brings body of John Paul Jones to U. S.

1906

- 18 Apr—Assistance rendered by Navy during San Francisco earthquake and fire.

- 21 Apr—"Farthest north" point reached by CDR Robert Peary.

- 13 Sep—Cruiser *Denver* lands Navymen and Marines at Havana, Cuba, to restore order.

- 14 Nov—Theodore Roosevelt reaches Panama, becoming first president to visit a foreign country.

1907

- 26 Apr—Hampton Roads, Va., is site of International Naval Review.

- 16 Dec—First fleet of warships to circle globe—the Great White Fleet leaves Hampton Roads, Va.

1908

- 24 Feb—Navy cruiser *Des Moines* departs for Cuba to protect this nation's interests.

- 17 Mar—uss *Monongahela*, victim of fire, burns at Guantanamo Bay, Cuba.

- 13 May—Nurse Corps established.

- 6 Jul—CDR Robert Peary, arctic explorer, sails from New York in *Roosevelt*.

- 15 Aug—Navy establishes its first naval post offices in three ships—uss *Illinois*, *Prairie* and *Rhode Island*.

1909

- 2 Jan—Use of battleship fleet offered to Italy in order to aid victims of earthquake.

- 22 Feb—Great White Fleet reviewed by President Roosevelt upon its return from world cruise.

- 1 Mar—Arctic explorer CDR Peary leaves Cape Columbia base for his final dash to North Pole.

- 6 Apr—North Pole reached by CDR Peary, first U. S. flag raised there.

20 May—First battleship to visit an interior city, *uss Mississippi* reaches Natchez, Miss.

3 Nov—Peary's claim of discovering North Pole backed by National Geographic Society.

4 Nov—CDR Peary given a gold medal by National Geographic Society.

11 Nov—Plans for building a naval base at Pearl Harbor commence.

13 Nov—*uss Mayflower* takes President Taft to New York to attend Hudson-Fulton celebration.

18 Nov—Navy force ordered to Nicaragua.

1910

1 Oct—Navy sets up general storekeeper system.

14 Nov—Light cruiser *Birmingham* used for first airplane flight from a ship at Hampton Roads, Va.

29 Nov—Navy receives offer from Glenn Curtiss to "instruct one naval officer in operation and construction of the Curtiss aeroplane."

23 Dec—LT T. G. Ellyson, the Navy's first aviator, ordered to flight training.

1911

18 Jan—First shipboard landing of an airplane.

26 Jan—Navy pilot performs first naval seaplane flight in U. S., at San Diego, Calif.

4 Mar—Congress appoints Robert E. Peary to rank of rear admiral.

4 Mar—\$25,000 provided to develop aviation for naval purposes.



9 Mar—Navy receives offer of Wilbur and Orville Wright to train an aviator if the service buys one \$5000 airplane.

16 Mar—Ill-fated battleship *Maine* towed to sea and sunk.

1 Apr—Navy orders officer in charge, Naval Aviation, to duty with the General Board.

12 Apr—First naval aviator, LT Glenn Ellyson, qualified.

14 Apr—Navy transfers office of Naval Aviation to the Bureau of Navigation.

8 May—First airplane ordered by Navy.

18 Aug—Esther Voorhees Hasson appointed as first superintendent of Navy Nurse Corps.

14 Dec—First warship *uss California* enters Pearl Harbor after it was made a naval base.

1912

23 Mar—Bodies of 59 men taken from hulk of *uss Maine* buried at Arlington National Cemetery.

30 Mar—Design for first automatic pilot submitted to Aeronautical Society.

15 Apr—Navy dispatches *uss Chester* from President Roads, Mass., to aid survivors of *SS Titanic* sunk by iceberg in North Atlantic.

19 May—North Atlantic ice patrol established.

25 Jul—Specifications for naval aircraft first published.

26 Jul—Letter "D" sent by plane was received by destroyer *Stringham* a mile away at Annapolis—first use of radio by a plane.

6 Aug—Navy sends *uss Tennessee* with \$6 million for relief of U. S. citizens in Europe.

22 Aug—Dental Corps established.

24 Aug—Collier *Jupiter*, first electrically propelled Navy ship, launched.

8 Oct—Physical examination standards for naval aviation candidates issued by Bureau of Medicine and Surgery.

15 Oct—Atlantic Fleet reviewed by President Taft at New York.

26 Oct—Navy orders LTJG P. N. L. Bellinger for flight training.

8 Nov—Two ships *uss Tennessee* and *Montana* ordered to protect Americans in Turkey.

12 Nov—Washington Navy Yard is scene of first successful catapult launching.

7 Dec—Navy Department places its civilian personnel under Civil Service.

1913

6 Jan—Navy uses first aircraft in Fleet maneuvers.

1 Feb—Navy opens postgraduate school at Annapolis.

4 Mar—Navy limited to 30 officers in naval aviation.

7 Apr—First electric-drive ship in Navy, collier *Jupiter*, is commissioned.

10 Apr—Secretary of the Navy Daniels approves issuance of Navy Air Pilot certificate.

(This chronology to be continued in future issues.)

letters to the editor

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers P164, Bureau of Naval Personnel, Navy Dept., Washington, D. C. 20370.

Rickenbacker Rescue

SIR: I read with great interest the "Lost at Sea" historical supplement in the Nov 72 issue, since I was a participant in the events related. It is necessary, I feel, to make some necessary additions to the otherwise excellent text, in order that two gallant naval aviators, subsequently lost in World War II, and who were vital participants in the rescue, be properly identified. These gentlemen, Lieutenant (jg) John Graham Boyd, USNR, and Lieutenant (jg) Warner Clark, USNR, were members of the detachment operating from the Funafuti atoll, under the command of Lieutenant Bill Eadie, and including also Lieutenant (jg) Fred Woodward and myself.

As your article so correctly indicates, we all began to search in earnest for the Rickenbacker raft on 12 Nov 42, following the initial sighting by Woodward and subsequent rescue by PT boats of the Cherry raft. Since the *Kingfisher* OS 2U-3 aircraft had an endurance of more than four hours under the best of circumstance and since radio silence was strictly adhered to, we were ordered to fly in pairs in a loose scouting line, abreast, at low altitudes, combing the area where we now knew the Rickenbacker raft to be.

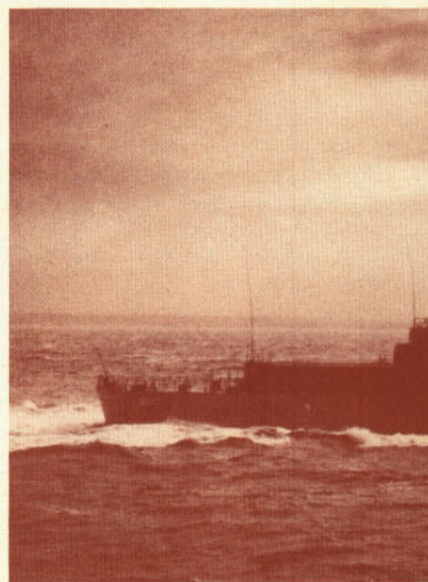
Boyd and I were so flying as a team on the afternoon of 12 November (my radioman was Hassel, Sea 2/c) when the Rickenbacker raft was sighted—I think Boyd saw it initially—and we buzzed the raft to let them know that, at long last, they were located. Smoke lights were dropped to aid in retention—and now the problem came up—how to get the word back to base at Funafuti to continue the rescue. We were under firm orders not to land at sea and not to break radio silence. John and I exchanged hand signals to determine gasoline state. I had the greater amount, so he flew back to the base to pass the word, while I circled the raft economizing fuel to the nth degree.

Dusk was setting in when Lieutenant (jg) Warner Clark arrived to relieve me over the raft—a welcome sight, since my fuel state was becoming critical. I helped him to find us by using Very signals and he took over from me on station. Guided by Warner, Bill Eadie subsequently ar-

rived and carried out the rescue as recounted in the article. His was a great feat of airmanship in landing in the open sea, under darkened conditions, guided only by the moderate light of flares.

One should also take note and give full credit to the rear-seat men in the *Kingfisher* aircraft. Mine, Hassel, like his shipmates, performed many tasks superbly that we took for granted in these earlier days of WW II, and that warrant great praise that they have really never received.

A sad postscript to the episode is that many of the detachment at Funafuti were subsequently lost. Boyd, Clark, and Eadie were killed later in



the war. Woodward was lost in a post-war aviation accident, as related in your supplement.

I hope that these few words will indeed set the record straight and allow due credit to Johnny Boyd and Warner Clark for their essential roles in the Rickenbacker rescue. They, like Eadie and Woodward and all the rest, were good friends and steadfast shipmates.—Gaylord T. Forrest, Captain (Ret).

• Thanks for filling out the full details of the story of the discovery and rescue of Captain Eddie Rickenbacker and his crew in World War II, and for identifying the other Navy pilots and air crewmen who participated in the heroic rescue.—Ed.

Shining Ship's Bell

SIR: On this particular ship, commissarymen are assigned to shine the ship's bell. I read in a previous issue of ALL HANDS magazine that this chore belongs to the department having the cleaning responsibility in the space where the bell is located. I would like to know the reference relating to this subject.—J. D. B. CSCM

●Naval Orientation, NavPers 16138-F, page 74 states:

"From time to time, situations arise that are not covered by written rules. Conduct in such cases is governed by customs of the service. These customs

the other hand, omission is sometimes as important as commission. Long-continued nonusage may operate to deprive a particular custom of its obligatory character."

Although usage once was that the duty cook shined the ship's bell, he probably got the task because the bell was located outside the galley door. Why the cook retained the duty when the bell was moved is a mystery.

Regardless, the practice is almost nonexistent today. Nevertheless, the ship's organization and regulations manual should be followed. Ordinarily, this manual provides that all items in an area are cared for by the division in charge of that area, except

Roanoke was cut down, armored and equipped with three turrets of the type used in USS Monitor. The excessive weight of turrets and armor on her narrow frigate hull made Roanoke unstable at sea, and she was never much of a success.

She was, however, one of the first attempts to combine the newly invented turret with an armored seagoing hull, and there would be many more costly failures before the problem was solved.—CTA3 J. S. CALLAWAY.

●We have been informed that you are correct. Roanoke, as originally built, was a conventional screw steam frigate of the period; a wooden broadside ship. During the Civil War she was cut down and had three revolving turrets mounted. This was an attempt to produce a true seagoing armored warship such as Britain and France had already built. (Ironclads so far built in the U. S., by Union and Confederacy alike, were suited only to operations in rivers and coastal waters.) As you pointed out in your letter, stability problems made Roanoke a failure, but she was our first attempt to turn out a seagoing centerline-turret warship.—ED.

Khaki Optional by 1 July

SIR: Questions regarding CPO uniforms: When will the CPO service dress khakis be officially phased out, and are CPO white gloves still mandatory as part of the uniform?—G.T.M., DKCM, USN.

●The service dress khaki uniform becomes optional on 1 July this year, but will not be phased out until 1 Jul 1975. White gloves? They are still required for chief petty officers.—ED.

Performance Factor Cited

SIR: Concerning the computation of performance factor used in the final multiple for the E-7 advancement exam, what happens when a "less than 90 days" entry occurs within the six marking periods?—J. F. H., HM1, U. S. N.

●The current instructions state in part that the performance mark average shall be computed using the trait marks assigned during the period of



may be likened, in their origin and development, to portions of the common law of England similarly established.

"But custom is not to be confused with usage. Custom has the force of law; usage is merely a fact. There can be no custom unless accompanied by usage.

"An act or condition acquires the status of a custom when it is continued consistently over a long period of time; when it is well defined and uniformly adhered to; when it is not in opposition to the terms and provisions of a statute, lawful regulation, or order. It is the obligatory force which attaches to custom that enables it finally to ripen into law.

"In the establishment of custom on

items specifically charged to another division or department.—ED.

Frigate USS Roanoke

SIR: The ALL HANDS article "Chronology of the Early Navy" which appeared in the Jan 73 issue contains an error. The article states that the steam frigate USS Roanoke was launched in 1855 as a turret-equipped ship. This is not the case.

Roanoke was launched as a conventional wooden frigate of the period with her armament arranged in two broadside batteries; large pivot guns mounted on the main deck were the only elements of her armament that even suggested turrets. However, during the early months of the Civil War,

letters

minimum service in pay grade required for advancement immediately preceding the first day of the month in which the examination is administered.

In the case cited in your letter (when a less-than-90-days entry occurs within the six marking periods), it would be 36 months. The actual number of evaluations is in itself not an influencing factor and a "not observed" grade would not be included as an evaluation. The only requirement for advancement is that a member be evaluated during the prescribed period.—E.D.

Forms of Address

SIR: I recently had a discussion with a salty CWO-3 about the addressing

of the executive officer of a ship as "commander" regardless of rank. I was taught this at some point in my career, but I can find no reference. Can you help us out?—R. D. W. CWO-2

• *Naval Orientation, NavPers 16138-F, Page 116, states the following about forms of address: "Aboard ship, the regularly assigned commanding officer is addressed as 'captain' regardless of his grade. The regularly assigned executive officer (if of the grade of commander) may be addressed as 'commander' without appending his name. In some ships it is customary to address the executive officer as 'commander' even though his grade is that of lieutenant commander."*

Although nothing specifically forbids it, naval usage does not include addressing an executive officer below the grade of lieutenant commander as "commander."—E.D.

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 Alcor (AD 34)*—a reunion is planned for 21-23 Sep in Ft. Lauderdale, Fla. Contact George A. Taylor, 1219 Bell Run Rd., Fairmont, Va. 26554.

• *uss Wadsworth (DD 516)*—a reunion is set for 1-5 Aug in Houston, Tex. Contact Logan Webb, Box 532, Rockford, Ill. 61105.

• *uss Topeka (CL 67)*—a reunion is set for 10-12 Aug in Topeka, Kan. Contact James W. Wilson, 618 Abbott St., Muncie, Ind. 47303.

• *35th CB Association (USNCB)*—the 28th reunion will be held 31 Aug-3 Sep in Greenwich, Conn. Contact Phil Silver, 924 Stratford Ct., Westbury, L. I., N. Y. 11590.

• *uss Nicholas (DD 449)*, 8-11 Aug 73. Contact Charles H. Smith, 418 W. Ellis Avenue, Inglewood, Calif. 90302.

• *uss Norton Sound Association*—a reunion is planned for 3-5 Aug in Oxnard, Calif. Contact USS Norton Sound Association, P. O. Box 487, Port Hueneme, Calif. 93041.

• *uss Sterett (DD 407)*—a reunion will be held 3-4 Aug in Ft. Wayne, Ind. Contact Dennis Mast, 315 E. Lexington Ct., Ft. Wayne, Ind. 46806.

• *uss Ranger (CV 4)*—the seventh annual reunion will be held 10-11 Aug in Jamestown, N. Y. Contact Ed Koch, Box 56, Clarkston, Ga. 30021.

• *uss Manila Bay (CVE 61)*, VC-7, VC-72, VC-80—a reunion is planned for some time in 1974. Contact Arnold W. Lind, 3661 Trinity Drive, Los Alamos, N. M. 87544.

• *uss Saratoga (CV 60)*—22nd annual reunion will be held 5-6 Oct 73 at Long Beach, Calif. Contact RADM V. G. Lambert, Commander, Naval Base, Los Angeles/Long Beach, Long Beach, Calif. 90801.

• *uss New Mexico (BB 40)*—16th annual reunion will be held 12-13 Oct 73 at San Diego, Calif. Contact A. P. Lofurno, 2076 54th Street, San Diego, Calif. 92105.



CTR1 George D. Paul

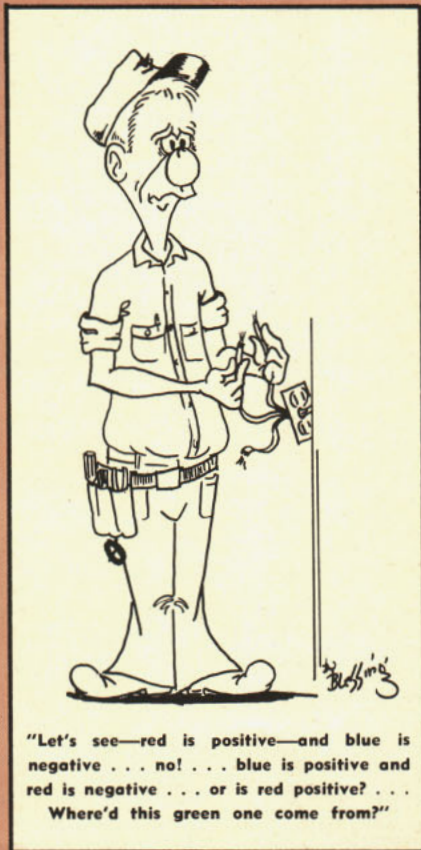


IC1 Jeremiah H. Paoli

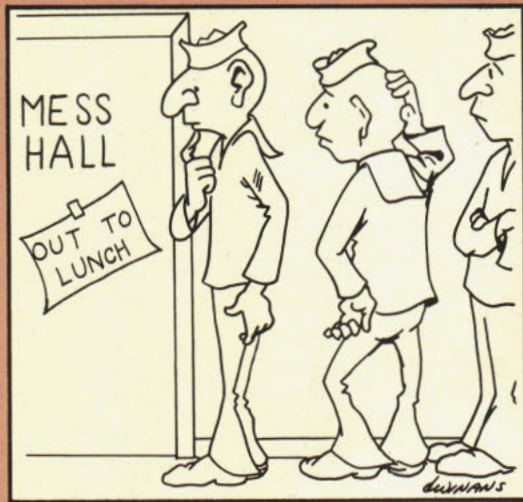


on the serious side

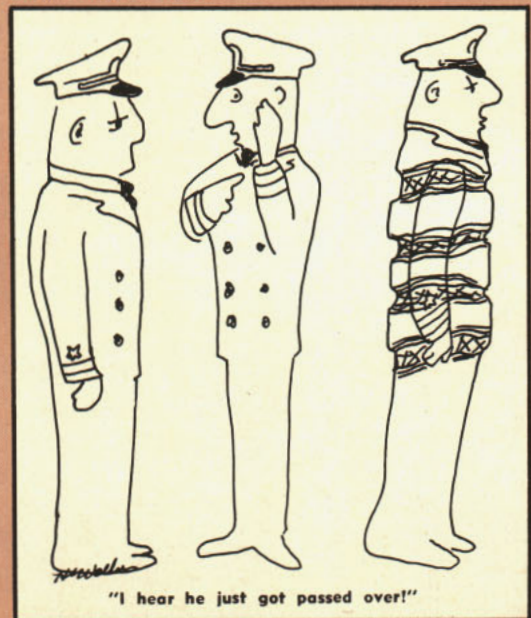
QM1 Thomas J. Blessing



CTA1 Donald L. Winans



LCDR Horace G. Walker



TAFFRAIL TALK

THIS MONTH BEGINS a new era for the "Now Navy," a date which will eventually go down in the record books as the service switches to a new enlisted uniform. The phrase "one uniform for all" has become a fact—in the not too distant future, the only place one will be able to see a set of "Navy Blues" will be in a museum.

Some will say that the switch is relatively new—actually the talk concerning a different uniform for enlisteds began with the Unification of the Services back in 1947 and much of the thinking centered around the famed Eisenhower jacket of World War II fame. But those were the days of the slow down in defense spending and there were other reasons why the idea never got off the ground, among them being storage space aboard fighting ships, laundering facilities, and other reasons.

However, all that is now in the past. Enlisted men now have a new uniform and it would be wrong to say that they are more proud of today's version—the men of the Navy have always been proud of their uniform, no matter what it was made of, or how it was cut. Pride of a true Navyman is much deeper and longer lasting than the cloth which covers him—with or without something fancy to wear, he always had his pride: pride in himself, pride in his service, pride in his unit, and—above all—pride in his country.

We said at first that this is the start of a new era. That statement is wrong. The era continues—it had its start in the days of the Revolution when Navymen had no distinctive uniform. What then is today's cloth?

THE NAVY'S FIRST deep-diving undersea vehicle, *Trieste I*, which gained international acclaim for her help in locating the wreckage of the sunken submarine *Thresher* in 1963, has been retired for some years. But now she has a home of her own.

Previously the bathyscaph had been disassembled in two parts, with the sphere section stored at the Smithsonian Institution and the float section sitting outside the Navy's Historic Museum, both in Washington, D. C. Officials decided to move the float inside for protection from the elements and reassemble it with the sphere in its full operational makeup as a major museum exhibit.

Besides her work in locating *Thresher*, *Trieste* had a long and varied career in exploring the depths around the world. Built in Italy in 1953, she set a record dive of 35,800 feet off Guam in 1960. This nearly doubled the depth of her own previous record of 18,600 set for the Navy in 1958. The *Thresher* mission was her last major assignment and she was retired late in 1963 when the Navy constructed a new deep-diving vehicle, appropriately named *Trieste II*. Now she is sitting (inside a covered berth) in the Washington Navy Yard, all together again and waiting for people to drop by and see her.

The All Hands Staff

ALL HANDS

The Bureau of Naval Personnel Career

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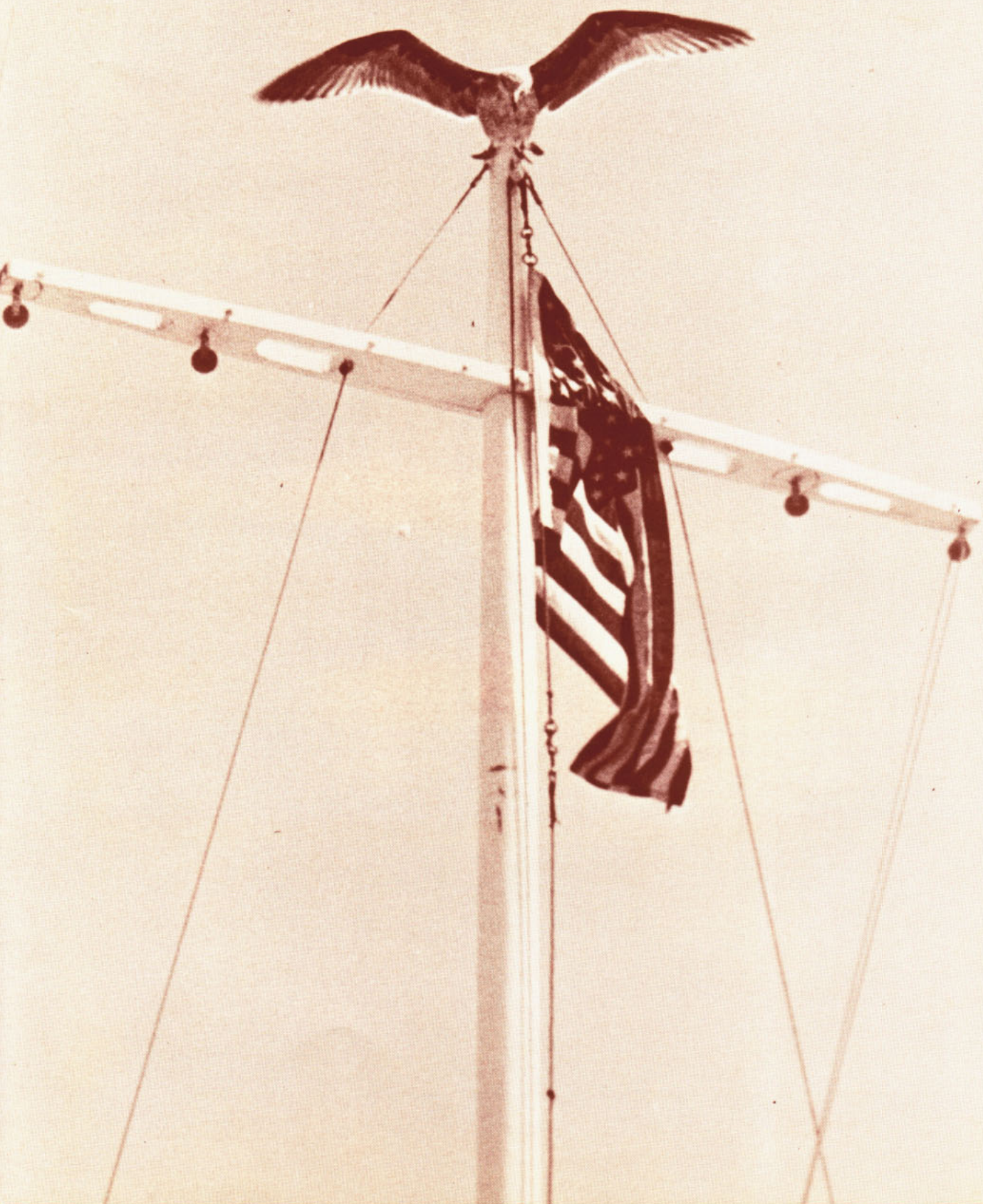
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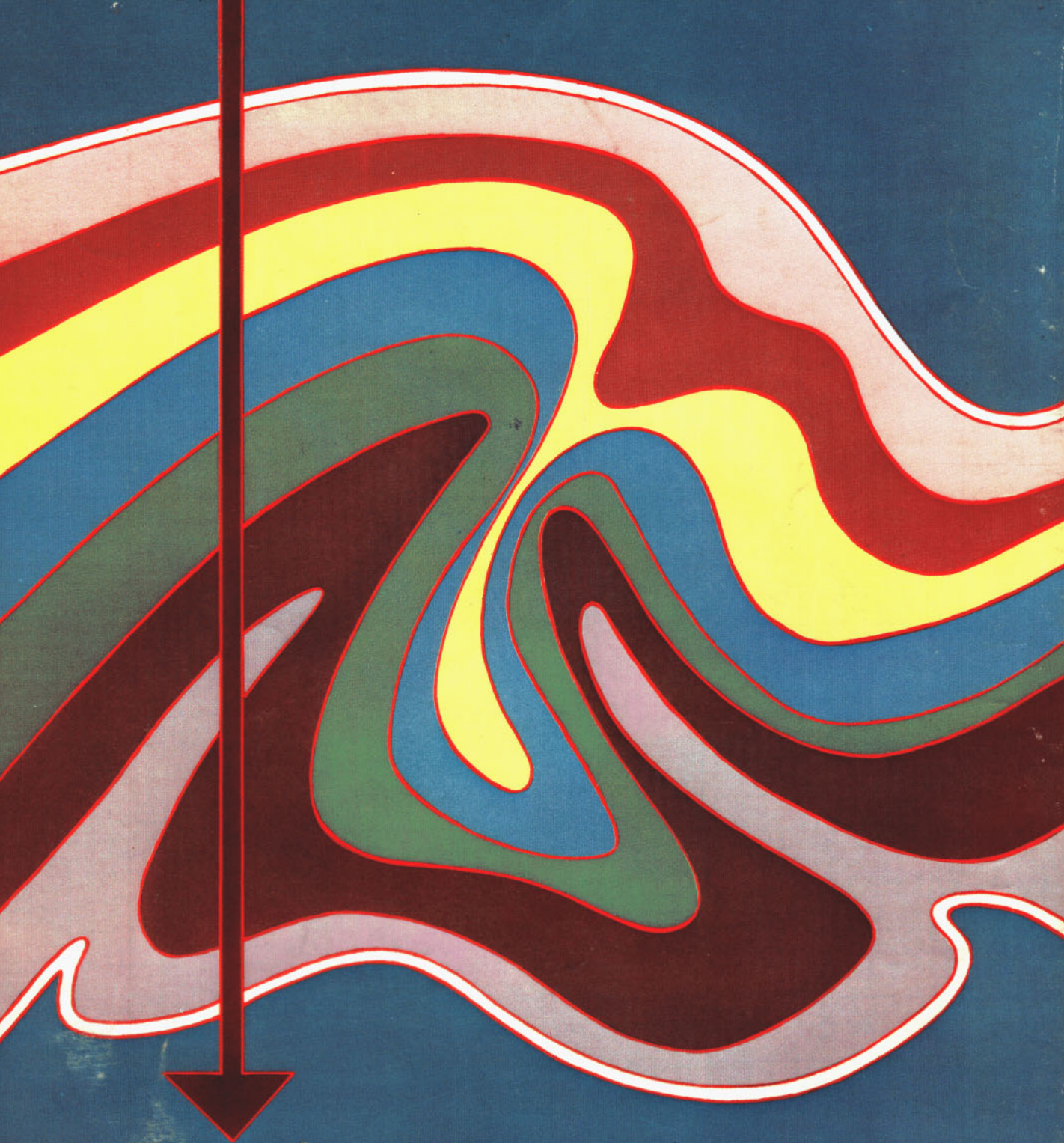
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▶ **AT RIGHT: A BIRD NEVERTHELESS**—Though not exactly our national emblem, this seagull appears to be as challenging as any bald eagle as it rests on the mast of a Naval Undersea Research vessel in San Diego. Photo by NUC PAO Johnny Foland.





on the ecological front...

**A NAVY OBJECTIVE:
MAKE OUR
OCEANS CLEAN**