

ALL HANDS



OCS NEWPORT --
IT'S A COEDUCATION

SEPTEMBER 1974



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ALL HANDS

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TABLE OF CONTENTS

Features

OCS Regimental Commander — Former	
Enlisted Man	2
Going to School at Newport	6
Surface Warfare Officer School (SWOSLANT) . .	10
Naval War College	13
NROTC "Dry Land" Cruise	18
Officer Promotion Opportunity	20
Selective Reenlistment Bonus — Up to \$30,000 . .	22
Profiles of the Fleet: Pharmacist, Engine Mechanic, Patrol Plane Commander, Operation Schoolhouse, Receiving the Britannia Award .	26
The Art of Communicating — Do You Hear Me?	32
The Gray Eagle Flies Again	40
Golden Eagles Have a Reunion	42
Master at Arms — The New Look	44
Ship Handling: 'You Have the Conn'	47
Top Gun University	48
Project Spruce at Subic Bay	49
Commander Service Force, U.S. Pacific Fleet . . .	50
Project Cheesebox — Search for the Ironclad "Monitor"	52
Delta Queen . . . a Living Legend in Middle-Age	54
Charleston Weekend	56

Departments

From the Desk of MCPON	34
Navy News Briefs	36
Letters to the Editor	60
Navy Humor	63
Taffrail Talk	64

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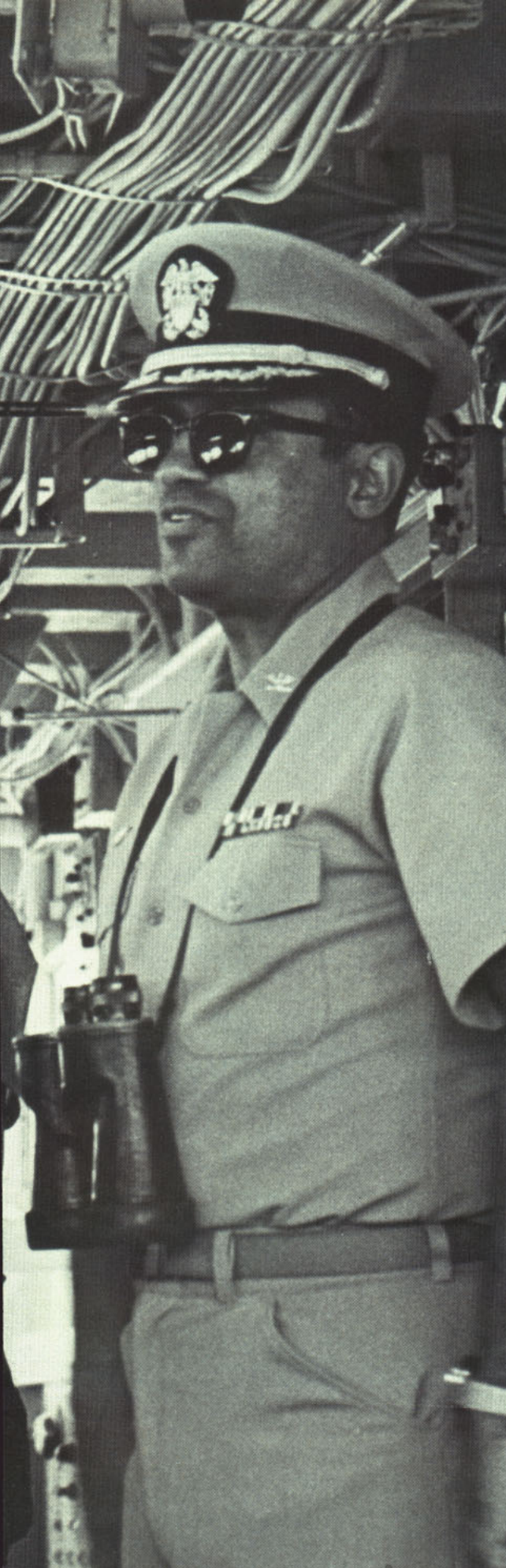
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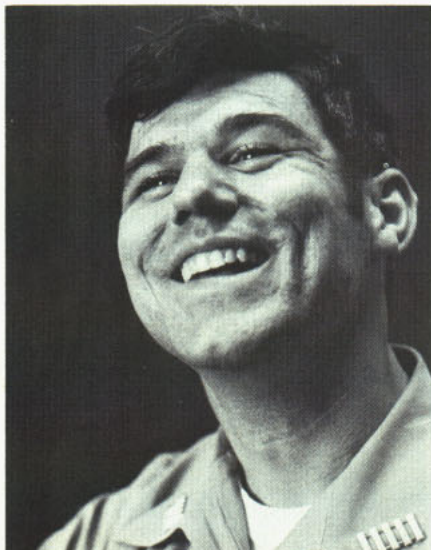
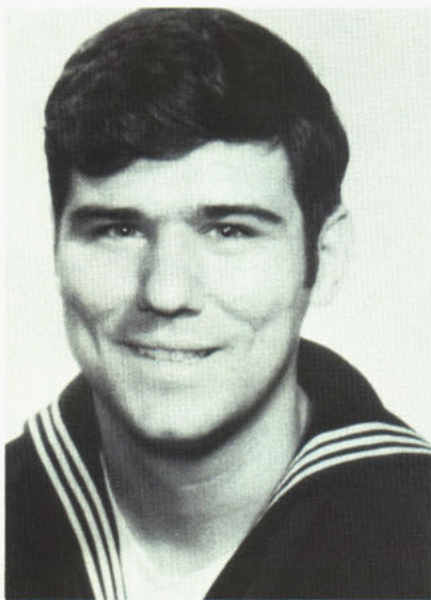
FRONT COVER: Officer Candidates Susan M. Beimbom and Patric A. Pappenfus during training at Newport; photo by PH1 Rich Pendergist. BACK COVER: Scenes from Newport Officer Candidate School. Photos by PH1 Rich Pendergist.

AT LEFT: CAPT Gerald E. Thomas, a FY 1975 rear admiral selectee, with the men of the USS Francis Hammond during a recent inspection. Photo by Skipp Calvert.





OCS Regimental Commander X-Enlisted Man



"Being regimental commander at Officer Candidate School meant an additional 40 hours a week but there is no doubt in my mind that I'd do it again," says Officer Candidate William P. Craft, 27, one of many ex-enlisted men in the Navy who, through many different routes, end up at OCS Newport, R. I., and ultimately move on to a career as a commissioned officer.

In Craft's case the route to the officer training program took him through four years of the Navy as an enlisted man with duties ranging from squadron watches to photo-interpretation, then as a civilian veteran taking advantage of the GI Bill, completing a college program that earned him a bachelor's degree.

"During my first enlistment I realized that I wanted to be involved with driving the ship." This realization came to Craft at the end of a tour which began in 1967. His enlisted career started with basic training in Great Lakes. After his graduation he was transferred to NAS Sanford, Fla., where he was assigned to an aviation squadron and given (what else?) messcooking duties. He requested Photo-Interpretation Class A school after working in the squadron's Air Intelligence Shop, then attended the Armed Forces Air Intelligence School, Lowry Air Force Base, Denver, Colo. Upon completion he was assigned to Heavy Attack Squadron 3 (RVAH-3) and later RVAH-14, both at Albany, Ga. During his next assignment he deployed with RVAH-6 squadron aboard USS *Kitty Hawk* (CVA 63) and made a nine-month western Pacific cruise visiting Hong Kong, the Republic of the Philippines, and Japan.

While deployed he became involved with mission

Left, top: Petty officer William P. Craft during his first enlistment. Left: ENS Craft at OCS, Newport, R. I.

Facing page: ENS Craft, during graduation ceremonies, shows his certificate of graduation to his mother.

OCS Regimental Commander

planning for the squadron and as mission planning petty officer was responsible for the dissemination of information to pilots preparing for missions in Vietnam.

His concern with photo-interpretation diminished as he developed a strong interest in changing his rat-

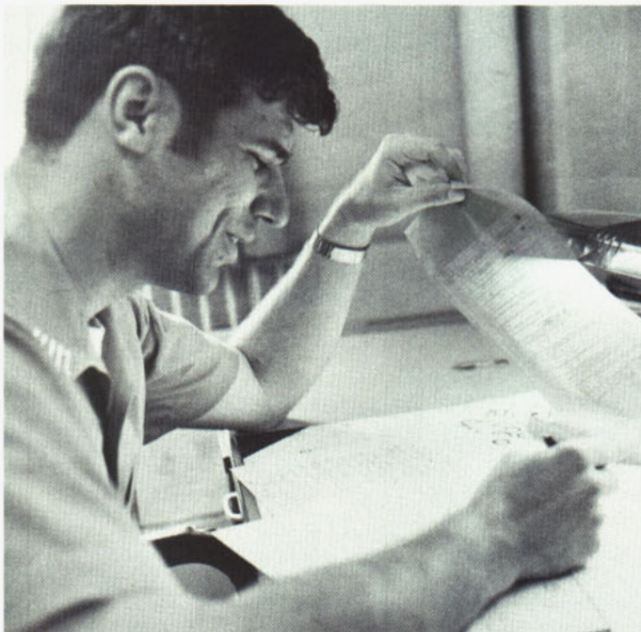
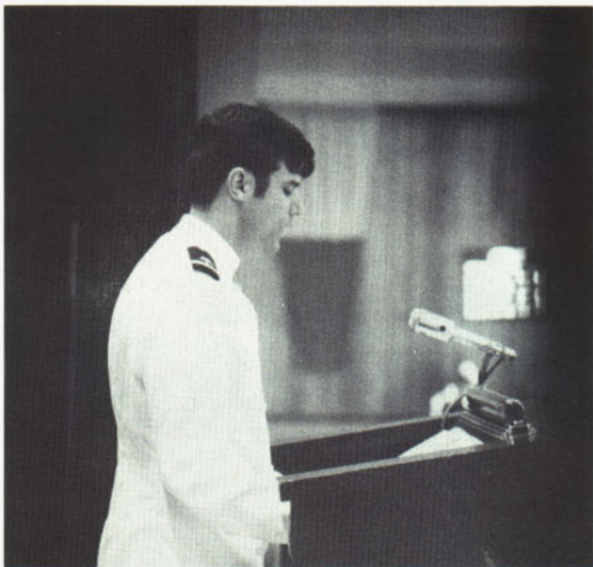
ing to that of quartermaster.

"I liked the Navy but I didn't take to the job as a PT — all I knew was that I wanted to drive a ship." He put in an application for cross-rating to quartermaster but it was turned down because of VRB complications. That's when he decided to go on to college.

Through the aid of the GI Bill, his parents and part-time work, Craft graduated from the honors college at Michigan State University with a bachelor's degree in physical geography and subsequently reentered the Navy to attend the Officer Candidate School.

"I didn't actually go through college with OCS and the Navy foremost in my mind, but I never overlooked it as a job possibility."

As a matter of fact, when Craft decided to join the Navy for the OCS program he was shocked when his first application was not accepted.



"I had exceeded every requirement and I just assumed they would create a billet for me even if one didn't exist."

There were openings in the fields of aviation and nuclear power, the recruiters said, but they had already filled their quotas for OCS applications. "However, I wasn't interested because I wanted to be on the bridge of a destroyer."

Then an opening came — the billet was given to Craft and he was sent to Newport.

"Officer Candidate Craft has been really busy here in Newport," says CDR Julian C. Patrick, USN, Director of OCS. "As regimental commander he is virtually in charge of all the student activities. He acts as master of ceremonies at all functions involving the student body."

After his graduation in June, Ensign Craft said, "The

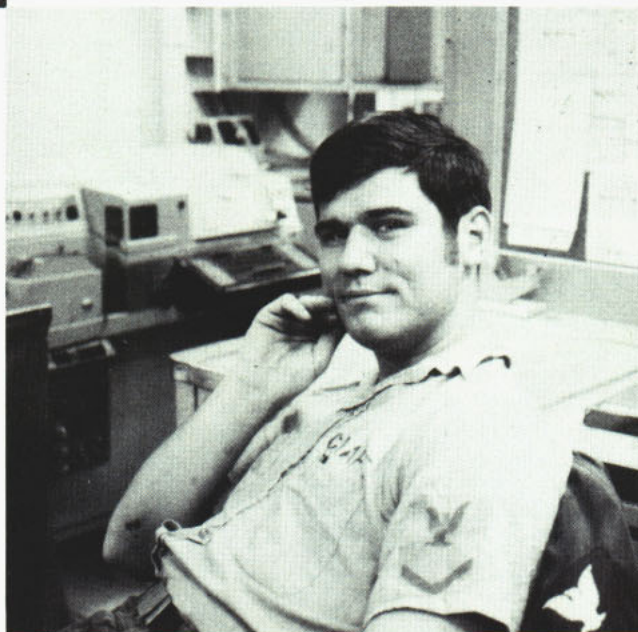
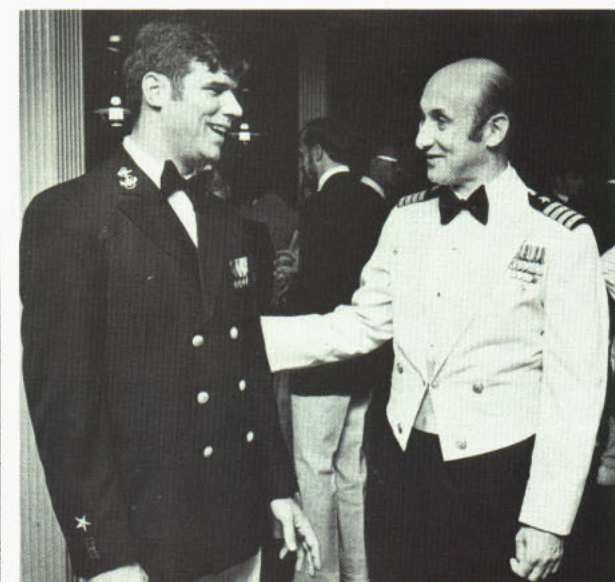
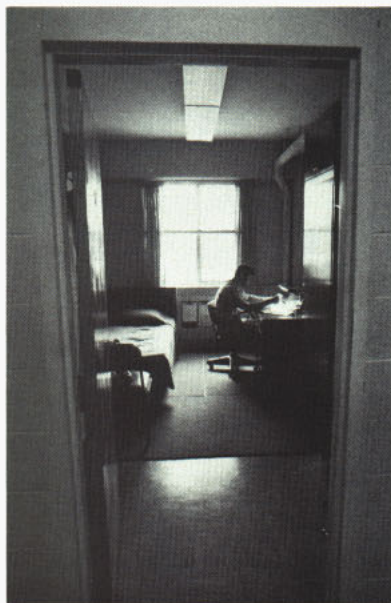
OCS program has been very useful. Although it's a military organization where discipline is stressed, OCS places a lot of emphasis on academics. It is nothing like the enlisted boot camp. I would say it is more like the real Navy. Some courses were tough and some easy. I especially liked the leadership course where our instructor used case studies to teach the material which resulted in some really heavy discussions."

"My duties as regimental commander can be likened to that of a division officer," he said, giving his final evaluation. "I'm sure I will see the Navy in a new light because of my training at OCS."

It looks like one of these days he'll be getting his wish. Ensign Craft's first assignment will be to USS *Gridley* (DLG 21), as gunnery officer.

— Story and photos by PH1 Richard A. Pendergist, USN

ENS Craft speaking at graduation ceremonies (far left), talking with CAPT Howard N. Kay, NETC commanding officer (bottom, left, this page) and fulfilling various duties as Regimental Commander. Below: USS *Kitty Hawk* (CVA 63), PO Craft's ship assignment during his enlisted tour. Bottom: Craft as a 3rd class petty officer in the Navy.



Going to School at Newport



The Newport Navy Campus has been an active one this past summer, with a wide selection of students — men and women — from all over the nation reporting for or completing various types of training.

And it's going to continue to be so. In other words, the Newport Navy is very much alive — although its mission has changed.

There are 24 separate naval commands and activities operating in this city with its long association with the sea service. However, the basic impact of change is that the mission of these activities has been redirected from one primarily of Fleet support to one of training and education.

On these the following pages are examples of the latest happenings in Newport. Some have been going on for years, while others are recent changes in the area of education and training.

The Navy's most prestigious educational institution in Newport, of course, is the Naval War College, which was established in 1884. It is the Navy's senior graduate level educational institution and one of the oldest colleges of its kind in the world. The college graduates more than 1000 students per year in three 10-month resident colleges; a twice-a-year, five-month course, and a number of short courses. For a report on the new look and changes at the Naval War College, under its current president, Vice Admiral Stansfield Turner, USN, see the article beginning on page 13.

Another big change has come about with the establishment early this year of the Naval Education and Training Center (NETC). It is an amalgam of five former shore commands — the Naval Base staff, Naval Station, Naval Officer Training Center, Public Works Center, and the Supply Center Annex. It operates seven schools, including the Officer Candidate School and SWOSLANT, that provide a source of qualified commissioned officers, officers trained in certain warfare specialties and foreign officer candidates.

This month, an eighth school, the Naval Academy Preparatory School (NAPS), preparing enlisted men to qualify for the Naval Academy, will go into operation

as part of NETC's responsibility in Newport.

"Our mission at NETC is twofold," says Captain Howard N. Kay, USN, commander of the center, "that is, to train naval personnel, primarily officers, and to provide support to other naval organizations in the Newport area including, among others, the Naval War College, the Naval Underwater Systems Center, the Naval Destroyer School, the Naval Justice School, and Naval Regional Medical Center."

Those schools directly administered by NETC Newport alone make up a sizable group. They include the Officer Candidate School, Officer Indoctrination School, Surface Warfare Officer School, Anti-Submarine Warfare Officer School, Communication School, Instructor Training School, and the Chaplains School.

There have been other changes and innovations in Newport.

- Take the Officer Candidate School, as one example. It is now a coed Navy institution (see cover photo).

"In less than 25 years," says CAPT Kay, "OCS has graduated more than 78,000 officers! It is the only avenue for college graduates who decide on a Navy career after they have received their degrees to be commissioned in the Line Navy and the Supply Corp," the NETC commander added.

At the OCS this past summer, classes of students, ranging up to 175 in August, were commissioned into the Navy. Their graduation capped 19 weeks of intensive training, with a curriculum including leadership, management, navigation, naval orientation and communication skills. In addition, the candidates competed for OCS regimental leadership positions.

Standing out among these was an ex-enlisted man, William Craft, of the class graduating in late June. He was selected as Regimental Commander, and also was the recipient of a Naval Reserve Officer Association award for demonstrating exceptional leadership. See page 3 for a profile on former Petty Officer Craft, now Ensign Craft and also see the following pages for a varied sampling of life at NETC today.

Right: CAPT Howard N. Kay, NETC commanding officer. Far right: Students in the Communications School. Below: OCS graduation.



• Other changes at NETC Schools Newport can be found at the Surface Warfare Officer School, better known as SWOSLANT, which was recently expanded, with 100-member classes taking 15 weeks of training. The training includes damage control, inport and underway watchstanding, tactics, and operations. The curriculum has a threefold purpose.

First, students will be exposed to requirements and situations they will encounter in the fleet.

Second, they will gain the level of expertise required of all applicants for the new Surface Warfare Officer designator.

And, third, prospective commanding officers will know the graduates' capabilities before they report for duty in the fleet.

The students arrive at SWOS following their commissioning from the Naval Academy, the NROTC program, the NESEP program, OCS, the U. S. Maritime Academy, and certain other programs.

Of the first expanded class, graduates will be assigned as follows: 50 to destroyer type ships, 13 to service force ships, 19 to amphibious forces ships and two to mine forces ships. (For more on SWOS, see the report appearing on page 10.)

• Latest to join NETC Newport is the Naval Academy Preparatory School (NAPS). Announcement of the transfer of the Prep School from Bainbridge, Md., was made this summer by Secretary of the Navy J. William Middendorf, II.

The relocation of NAPS, third oldest school in the Navy, has already commenced to allow classes to start this month (September).

Involved are some 300 students and a staff of about 41 military and civilian personnel. For the past 30 years, the primary function of NAPS has been to prepare young men academically, militarily and physically for entrance in the USNA.

Enlisted men are selected from active duty candidates, Navy and Marine Corps Reserve personnel and candidates from other branches of the armed forces, plus some civilians who, having been nominated for

Going to School at Newport



appointment, require additional preparation.

This is the third time around for NAPS in Newport. NAPS was actually founded at Newport in 1915, but has spent most of its life in Bainbridge. It is antedated only by the Naval Academy and the Naval War College.

The beginning class in 1915 consisted of 13 members. Seven years later it moved to Norfolk, where it remained for 20 years. In 1942 it moved to Bainbridge, where it remained, with the exception of an 18-month period starting in 1950, when it was again located in Newport.

The course of instruction at NAPS emphasizes preparation in English, math and science. The school year commences in early September, and continues until the end of the following May, with the graduates taking a month's leave before moving on to the Naval Academy.

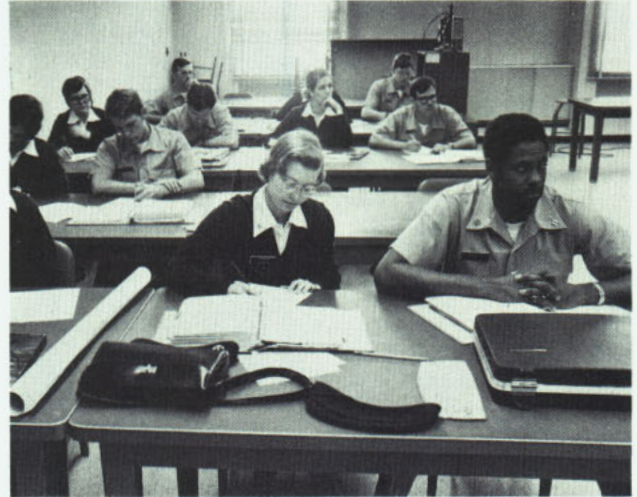
Here in capsule form, are latest reports on some of the other schools at Newport.

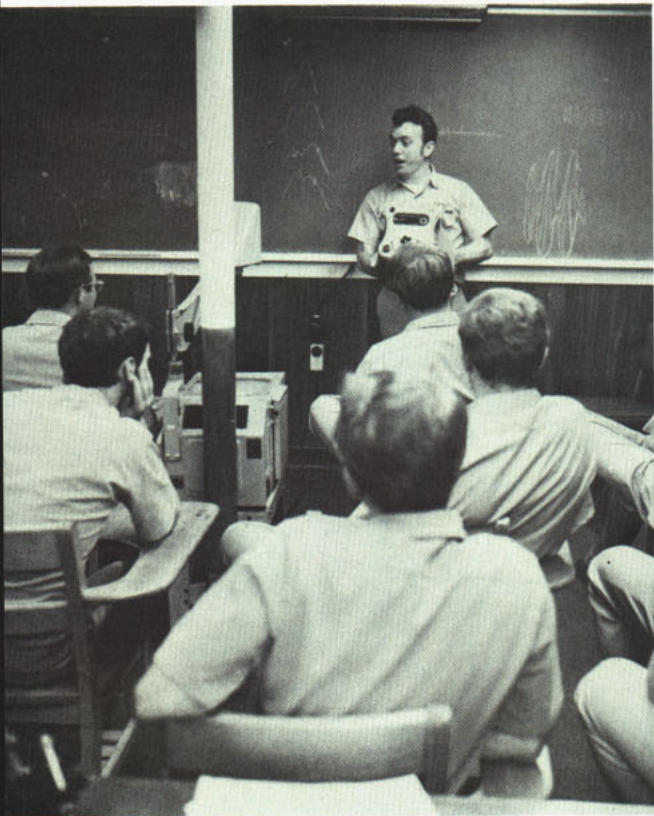
- An important educational institution of long standing is the Naval Destroyer School, which provides six-month department head courses for experienced junior officers in the three line areas: Operations, Weapons and Engineering. The school also offers courses for prospective commanding officers, prospective executive officers, and various engineering technical courses.

This summer Naval Academy midshipmen were very much in evidence at the Destroyer School, taking courses and so-called "hands on" training — allowing students actually to use equipment in practical exercises. (For more on the Destroyer School, see earlier reports in ALL HANDS, including the August 1970 issue, page 6.)

- Newport also has the Naval Justice School, which was moved here in 1950 and has continued without interruption to train personnel of the Defense Department in military law and related matters. It is staffed by lawyers and legalmen and courses of instruction are given on a professional and paraprofessional level. This summer groups of JAG Reserve officers also arrived from all over the country for study in the regular two-week course for Reservists.

- Another large and prestigious command is the Naval Underwater Systems Center (NUSC), the Navy's principal research, development, test and evaluation center for underwater combat systems. Its facilities stretch as far as the Bahamas, Bermuda, and the Azores. It is currently building a six-story Systems Engineering and Computer facility, part of which will be





used to train crews of *Trident* submarines. It employs about 1900 military and civilian personnel, most of them scientific and engineering types.

All told, about 8000 students will be trained at Navy's schools in Newport in this fiscal year. In addition, the schools and other facilities at Newport (including three Reserve destroyers, one minesweeper and a fleet oiler) will have 2500 military personnel assigned, along with some 4000 employees in the civilian Navy family.

As you can see, going to school in Newport can be quite an education. There's something to learn for practically every age group.

— j. a. o.

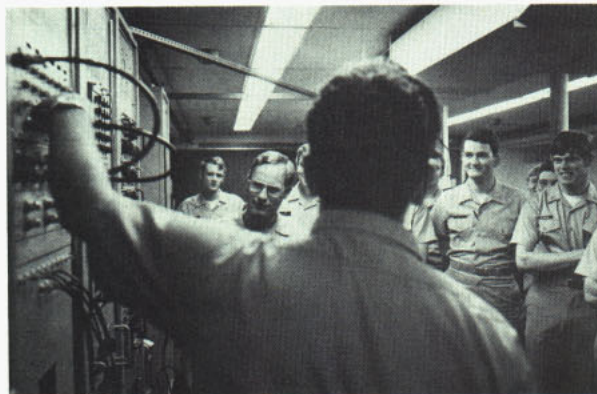


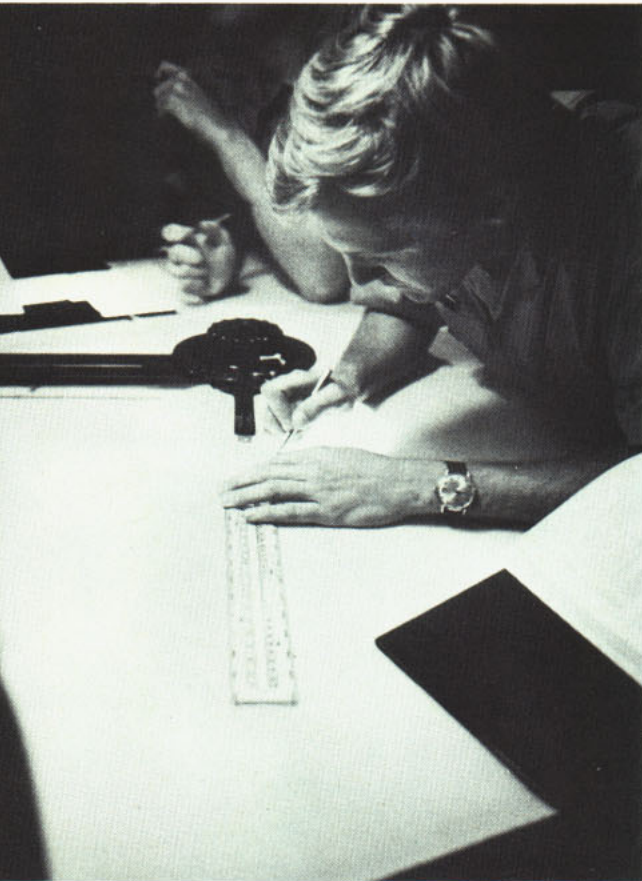
Photo credits: The photographs appearing in this article on Schools in Newport, as well as the photos illustrating the NROTC "Dry Land Cruise," are the work of PH1 Richard A. Pendergist, USN.

Top, left: Officer candidates in class. Top, right: Classroom instruction at the Communications School. Above: Comm students attending demonstration. Left: Aerial view of the school complex at the Naval Education and Training Center, Newport.

SWOSLANT

Surface Warfare Officer School





Facing page: Phone talker provides sonar input for teammate to study.
 Top: SWOS CIC simulator. Above: Modern, 110-room student dormitory.

One of the hottest items in the field of education and training at Newport is the expanding Surface Warfare Officer School. The school will train junior officers new to the Navy so that they can be off and running

and fully productive from the moment they cross the quarterdeck of their first ship. SWOSLANT has its counterpart in another school at San Diego, known as SWOSPAC.

Encouraged by the results of the SWOS pilot program initiated at Newport on a very modest level in 1970, the Surface Warfare Study last year recommended expansion of the school. A curriculum was provided to the Chief of Naval Education and Training and the Chief of Naval Technical Training which CNO subsequently approved, expanding not only the scope, but also the content and student load of SWOS.

SWOS Director, Commander John Townley, and members of his staff formed a task analysis group last September to study the requirements of an expanded curriculum. Using Surface Warfare Officer qualification requirements as course objectives, they defined requirements common to all junior surface line officers, regardless of ship types.

These requirements form the new SWOS curriculum which leans heavily on practical work and focuses on knowledge required by the junior surface warfare officer in fulfilling his role as junior officer of the watch, CIC watch officer and division officer. It included, among others, antisubmarine warfare, electronic warfare, surface warfare, anti-air warfare, bridge duties and detailed division officer management.

SWOSLANT students will have as their schoolhouse a modern complex here and will use sophisticated simulators for watch performance, training yard patrol craft for actual performance evaluations underway, the damage control trainer "Buttercup," and the ship model basin for shiphandling simulations. A modern, 110-room BOQ will be used exclusively for SWOS personnel and a limited number of family quarters will also be made available for married students.

"We are delighted that the NETC in Newport was selected as the site of the East Coast SWOS," Captain Howard N. Kay says. "We have topnotch facilities which we are going to dedicate to the new SWOS, together with a highly professional staff who have worked very hard to put this package together. Knowing how important the expanded SWOS is to the Surface Warfare community, we intend to run SWOSLANT as a first-rate operation."

Training tailored to the individual's ship is an integral part of SWOSLANT's curriculum. Students will use

SWOSLANT

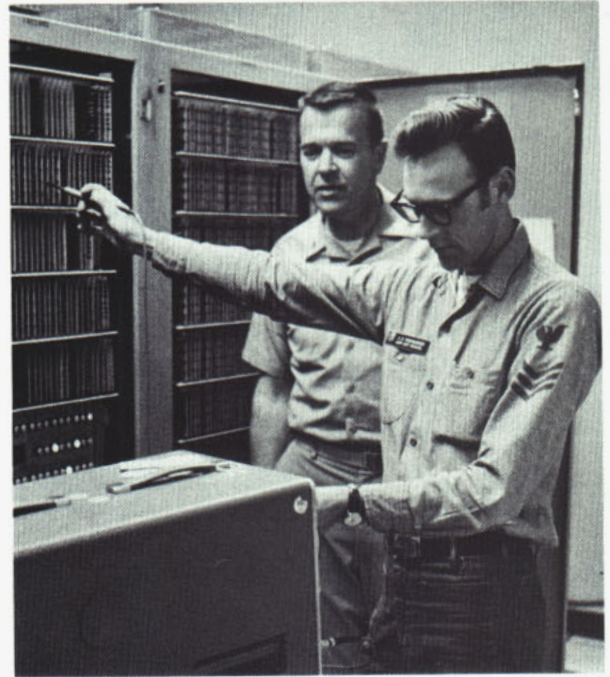


publications and information peculiar to their ships in order to shift the emphasis from straight academics to projected shipboard conditions. "By the time the student reports to his first ship," CDR Townley says, "he will have worked with most of his ship's management and operations systems. The SWOS graduate will be able to function immediately as a professional.

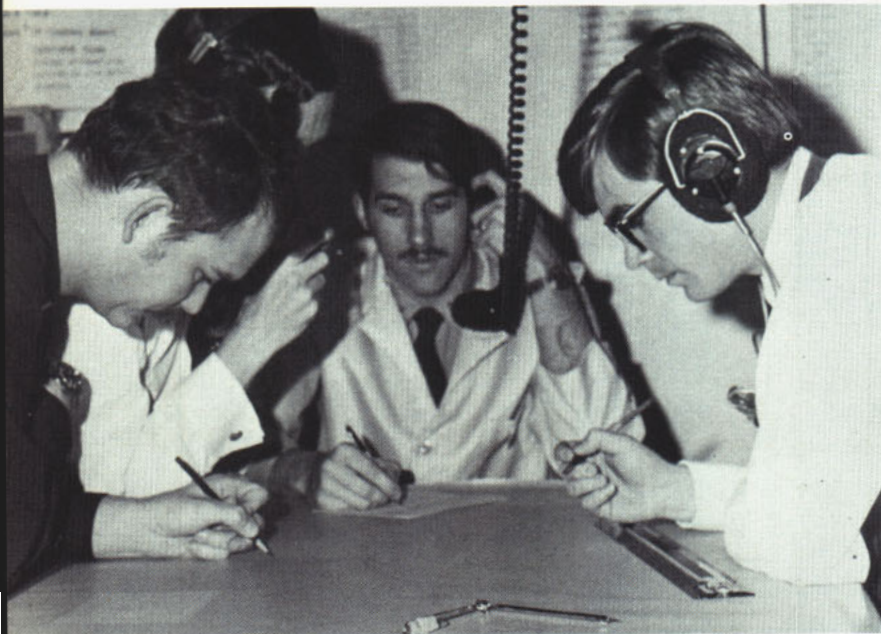
The school serves as a curriculum model manager for the Pacific Coast (SWOSPAC) branch, which opened this fall at Amphibious Base, Coronado, Calif. Like its Atlantic counterpart, SWOSPAC has a 15-week curriculum that stresses realistic shipboard operations and administration.

SWOS staff's goal is to integrate all knowledge into a performance package that allows adequate student progress evaluation by both the student and the instructor. In this way, what the student learns is accurately measured; the student knows his knowledge baseline (SWO qualification requirements); and prospective commanding officers know the performance levels of incoming personnel.

SWOS is a good example of the mission the Navy's training activities will be fulfilling for the future.



Top, SWOS staff members run problem from computer console. Right: Individual SWOS instruction. Below: Students team up for practical exercise. Below, right: Student studies readout of problem on sonar screen. Facing page: The Navy Electronic Warfare Simulator at the Naval War College.



NAVAL WAR COLLEGE



When Naval War College students inevitably are called “future military leaders” many must wonder if the term is only ceremonial or commencement rhetoric. Actually it isn't, and statistics prove it. For example, 70 per cent of the 37 captains selected for rear admiral this year were graduates of a service college and 13 were graduated from the Naval War College. Eighty per cent of the commanders who were in the zone for captain in the Naval War College Class of '73 were selected last year, a substantially higher proportion than in previous years.

Although being graduated from a war college doesn't assure an officer's promotion, it seems apparent that a 10-month course of study at the Naval War College is an important step to higher rank.

The Naval War College is located in historical New-

port, R. I., overlooking Narragansett Bay. Founded in 1884, it is the oldest institution of its kind in the world. Despite its age, its physical plant is still expanding even though much of the Newport Naval Base has been closed or consolidated with the new Naval Education and Training Center located there. In addition, the college undertook major curriculum changes in 1972. Much of this growth and change has taken place under the leadership of the college's current president, Vice Admiral Stansfield Turner.

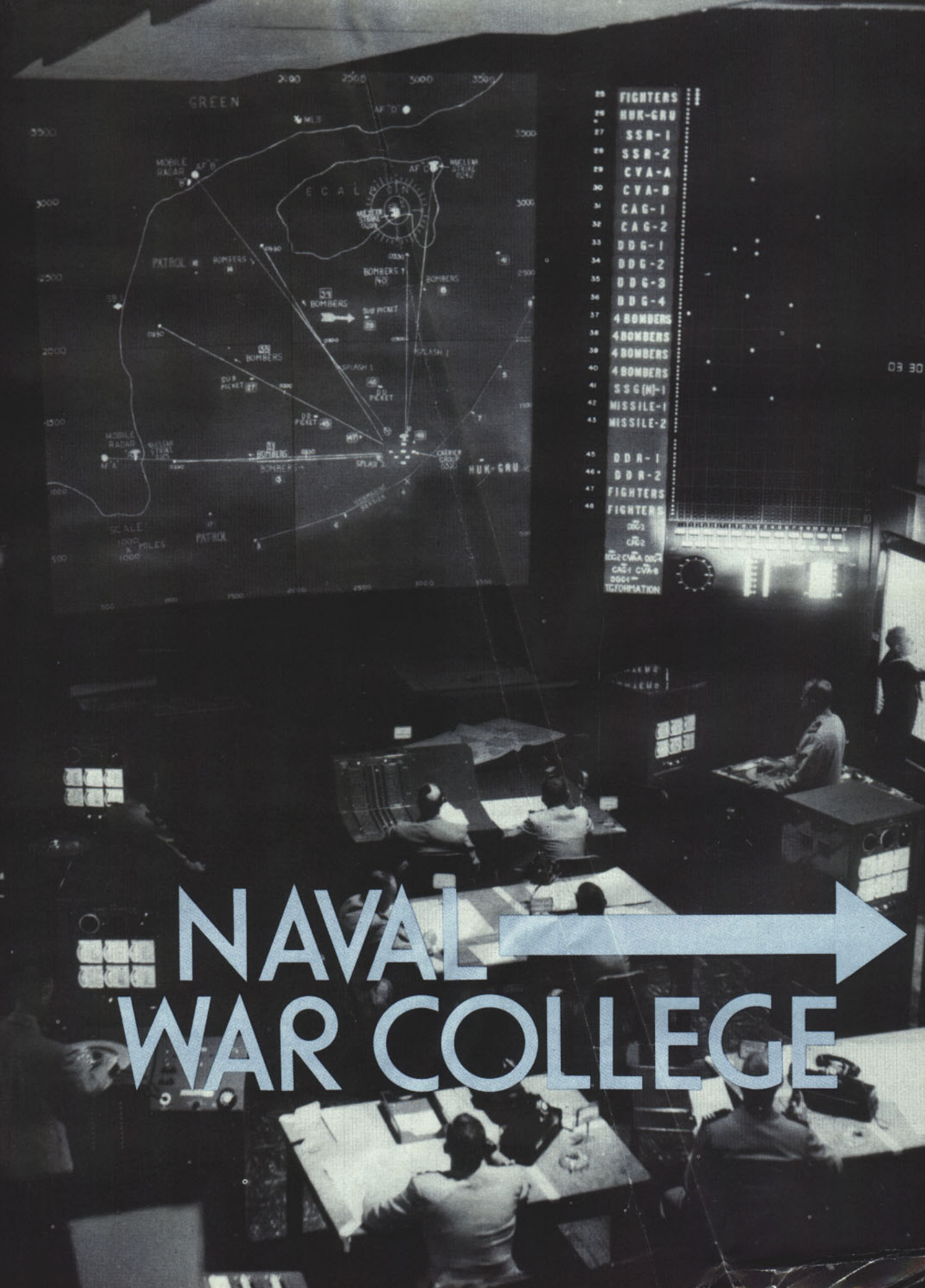
Some of the major changes initiated by Admiral Turner in 1972 were:

- A trimester approach built around three new courses — Strategy and Policy, Naval Tactics, and Defense Economics and Decision Making.
- Emphasis on individual study, with more inten-



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 - 26 HUK-GRU
 - 27 SSR-1
 - 28 SSR-2
 - 29 CVA-A
 - 30 CVA-B
 - 31 CAG-1
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 - 33 DDG-1
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NAVAL WAR COLLEGE



sive research required of War College students.

- Seminar groups, consisting of 10 to 12 students and a faculty member.
- A minimum of lectures, designed to aid the student but not to spoon-feed him.
- Progress examinations given to students at intervals throughout the curriculum, the first time for such testing at the War College.
- An increase in civilian and military faculty.

Although major changes in the Naval War College's curriculum have been made, the school's basic mission remains: To enhance the abilities of its students in making the sound decisions required of senior officers in high command and management positions.

The curriculum emphasizes a need for innovative thought by the students. As one student himself put it, "Out in the Fleet, you fall into a right versus wrong existence. Let's face it — there's only one way to

service a missile system or a power plant and that's the right way. Do it any other way and the system won't work properly." And another, "The War College curriculum breaks us out of the right versus wrong pattern. It further develops our logical reasoning and innovative thinking which has real advantages in tactics and strategy."

The new curriculum presents managerial problems in which there is no absolutely right or wrong answer. Instead, there are several avenues of action which could be taken. Each avenue has its strong and weak points and all must be considered by the student before a course of action is taken. Thus, students are made aware of the complex managerial problems that must be faced today.

The course of study is concept oriented rather than a contemporary "facts curriculum." The goal is to expand logical reasoning and problem analysis capability.

While the War College has decreased the number of lectures, it has formalized and expanded the seminars. Students are required to read over 1000 pages each week in the Strategy Course, in addition to writing essays and term papers.

Naturally, some students have difficulty adjusting to the academic grind after several years in the Fleet. Proven performers, however, adjust rapidly. One student told of his reaction: "When I first arrived, the academic load was overwhelming. I just wasn't used to this kind of work. Within a couple of weeks, however, I had adjusted and even had some free time."

Individual study, research, essays, term papers and the guidance of faculty members make the seminar an open forum of differing points of view among students and faculty. Quite often faculty members find themselves hard pressed to defend their views when the students have researched their subject well.

When the student presents a paper, he must be prepared to defend his point of view. During seminars, 10 or 12 officers discuss varying topics ranging from ancient Greek strategy to the most modern techniques of personnel management.

At NWC, the two colleges of primary importance to U. S. naval officers are the College of Naval Warfare, for commanders and captains, and the College of Naval Command and Staff, for lieutenants and lieutenant commanders. The courses at both colleges are 10 months long and are divided into trimesters. Students study strategy and policy, naval tactics, defense economics and decision-making. The Chief of Naval Personnel has recognized the War College course as



Facing page: Individual research and study aided by the Naval War College library. Left, above: Spruance Auditorium is the site of many lectures and special events. Left: The Mahan Library.

NAVAL WAR COLLEGE



the professional equivalent of a master's degree.

The trimester system offers an unusual twist in that students pursue only one intensively concentrated course at a time. For example, during the current academic year strategy and policy was the course for the first 16-week trimester, defense economics and decision-making for the second 12-week trimester, and naval tactics for the third trimester.

The course in strategy and policy uses historical case studies to sharpen the student's ability to isolate the elements of strategy and analyze how they were applied in the past. Strategy and policy readings include selections from the classic accounts of the Greek wars extending to the post World War II era.

One example of what the strategy and policy course seeks to illustrate is the bipolar/multipolar world concepts of the balance of world power. Most people perceive the world as being either bipolar (two nations controlling world affairs) or multipolar (with several nations vying for control of world affairs.)

Part of the strategy and policy course shows that, at different periods of time, the world has been both bipolar and multipolar. Following World War II, the world was considered bipolar, with the United States and the USSR controlling the bulk of world affairs. More recently, the world seems to have shifted to a multipolar structure with the U. S., USSR, China, the Common Market countries and the Arab bloc nations all trying to exert pressure in controlling world affairs.

The discussions of defense economics and decision-making address the problems associated with allocating limited national resources to defense programs in a manner consistent with national goals and strategy. Cost effectiveness is also studied in defense economics and decision making. Students learn how decisions are made, what inputs are required to make sound decisions and how to implement decisions once they are made.

This course tries to teach the student to "buy and manage" a Navy to fulfill a strategy. It includes case studies of weapons selections and design and takes a look at both analytic and nonanalytic factors that must be considered. This phase of curriculum also explores modern techniques of personnel and material management, discussions on subjects like unionizing military personnel, racial and sex discrimination in the military, and drug and alcohol rehabilitation.

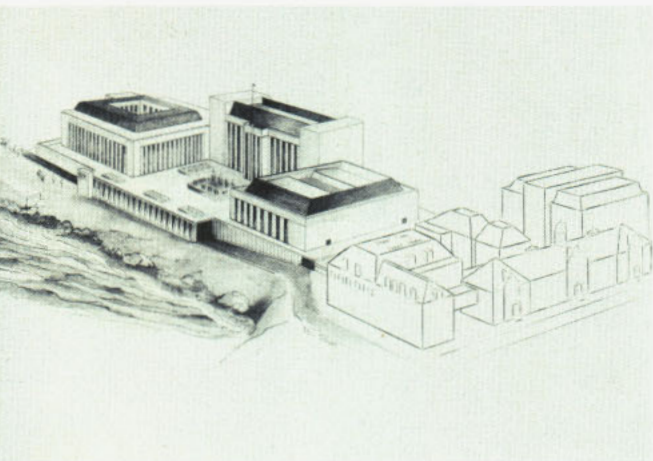
The course in naval tactics is designed to sharpen the student's understanding of how tactics are formulated to execute naval missions. The course includes careful study of the four mission categories outlined by the Chief of Naval Operations: Sea control, overseas projection, naval presence and deterrence.

The Tactics Course deals with weapons systems in very general terms, since specific equipment is rapidly replaced by newer, more sophisticated models. Stu-



dents are encouraged to formulate new tactics and are able to test new theories at the War College's Center for war gaming.

The Naval War College has a long tradition of war gaming. First the art was practiced on a tabletop with ship models. After the turn of the century, war gaming was conducted on a large floor, but now war games are further broadened and made even more realistic by



Left, above: VADM Stansfield Turner, Naval War College president. Left: Lectures and seminars at the college are informal with the emphasis placed upon exchange of ideas. Above: Artist's conception of already-built, under-construction and proposed buildings at the college.

use of the Naval Electronic Warfare System at the Center for War Gaming. Incorporating slide projectors, a large viewing screen, several strategy rooms, combat gaming centers and a computer, the Center for War Gaming is able to duplicate battle situations. (The Center also opens its facilities to Fleet and NATO commands, the Naval Material Command and Fleet Reservists.)

The Naval War College offers two courses of instruction for foreign officers annually, to assist in preparing them for higher command responsibilities in their own navies and familiarize them with U. S. Navy methods, practices and doctrines.

The Naval Staff Course, which is conducted twice each year, is specifically designed to assist international officers of middle grades in their professional planning and managerial skills. While professional development of the career military officer is important, the War College curriculum allows the officer to enrich his perspective of society as a whole.

The Naval War College, with the financial support of the Naval War College Foundation (a self-supporting, nongovernmental organization indepen-

dent of the Naval War College itself), sponsors an annual Military-Media Conference.

The conference, hosted by the War College, features many prominent media representatives in an open forum with the students attending the college. Last year's conference combined speeches on different areas of media responsibility, question-and-answer sessions and small seminars with the media representatives. It was in the seminars that the hard discussions of points of view between the military and the media took place. Both sides agreed on two things: first, they had learned a lot; and second, they had a better understanding and respect for each other.

A current strategy forum is also sponsored by the War College and attended by students, selected faculty members, about 40 flag and general officers and more than 100 selected representatives from various vocations nationwide. Participants in this forum attend lectures and seminars. They examine current economic and social realities, domestic considerations and international relations.

In addition, the Naval War College hosts the Contemporary Civilization Lecture Series, which brings speakers from many different fields of study to the campus to enrich further the learning experience of the students. One of this year's speakers was RADM Alan Shepard, discussing the benefits of space technology. Others were Dr. Gerald Hawkins, telling of his theories on England's Stonehenge, and Dr. Samuel Hayakawa, President Emeritus of San Francisco State College, discussing student unrest on American campuses.

While the Newport Naval Base has become the Naval Education and Training Center, and the Fleet units previously homeported in Newport are gone, the Naval War College is more than doubling the size of its campus. Its building program is more than two-thirds complete in a \$23 million construction program which adds three buildings to the existing campus.

Spruance Hall, named for the WW II Admiral Raymond A. Spruance, was opened in December 1972, and provides an 800-seat auditorium and much-needed seminar rooms and faculty offices. Richard L. Conolly Hall opened in March 1974 and provides command, faculty and administrative offices, plus seminar spaces for students. Henry L. Hewitt Hall, construction of which began in November 1973, will house 500 students and supporting library. Completion is scheduled for early 1976.

Attending the War College doesn't assure an officer of flag rank or even promotion; it does, however, provide the professional military man with the tools needed to cope with the ever-increasing problems he will face in the years to come.

— ENS Dick Thompson, USNR

NROTC

"Dry Land"

Cruise

"This is our 'dry land' cruise."

The speaker is NROTC Midshipman third class Frederick Milton, who attends the University of Oklahoma, describing a special summer course he is enrolled in at the Naval Education and Training Center (NETC), Newport, R.I.

A shortage of available ships and the high cost of fuel forced cancellation of the traditional two-week summer cruise for NROTC third class midshipmen, according to Lieutenant Commander Roger Bates, program coordinator. Instead, they are receiving training to become naval officers at NETC.

They are training in two groups. The first group of 250 NROTC midshipmen started in the latter part of May with six weeks of training. The second group of 150 entered in August.

Salt spray and shipboard routine are almost absent from this year's schedule at NETC. A small taste of the sea, however, was acquired on NETC's yard patrol craft operating in Narragansett Bay. Nevertheless, LCDR Bates feels the program is going well and all available NETC facilities are being used extensively.

Concentrated sessions that include piloting, leadership, engineering, damage control, drill and physical training are offered.

USS *Buttercup*, NETC's "sinking ship," is used to simulate situations where midshipmen must apply damage control techniques and "save the ship." The tactical trainer, a \$2.8-million computer that runs programmed navigation and tactics problems, is also used.

Training outside the classroom is conducted also. Selected midshipmen apply leadership principles through two-week company and battalion jobs. For



This and facing page: NROTC students in various stages of preparation and training aboard NETC's "sinking ship" USS *Buttercup* and in gym workout.

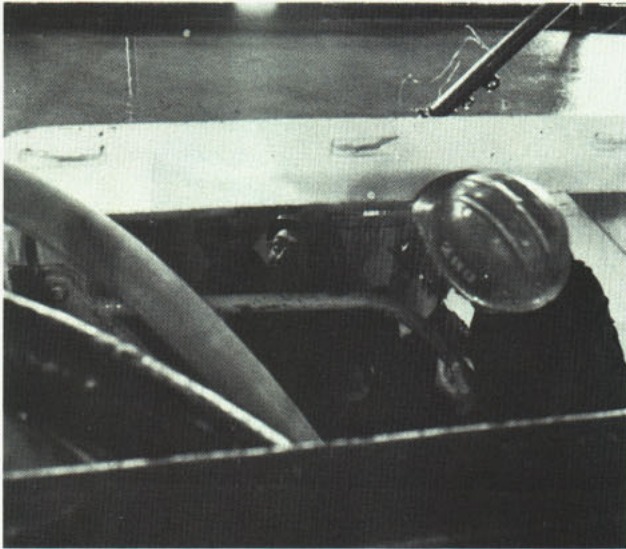
many, it is their first taste of leadership.

Midshipman Patricia Kim, one of 23 women taking part in the program, has been an NROTC company commander. "It was something of a shocker for some of the men," the Cornell University coed said.

Midshipman Milton, however, has taken the change in stride. He grinned and observed, "Having women sure makes drill different!" Nodding in agreement, Midn. Kim, who is all of five feet, three inches tall, related the long and the short of drill. "Did you ever try (as a woman) to march with a bunch of men?"

The battalion's overriding attitude concerning women is adaptability, according to these two midshipmen. Milton said flatly, "If women can meet the challenges, more power to them."

Both are impressed with the NETC facilities. They



emphasized that all staff members display genuine interest in them as both students and future naval officers. If she had to sum up her feelings about the NETC program in a word, Midn. Kim says the word would be "professionalism."

The two midshipmen think this program is superior to the conventional NROTC summer cruise. Direct officer supervision, "hands on" training and in-depth approaches are three reasons for this statement. "There's just no place in a ship for as much classroom training as we're getting," Midn. Milton said.

And, since federal law prohibits women from serving aboard combatant ships, Midn. Kim says this program "is a good deal all around."

Would they do it again?

"Definitely," Midn. Kim said. Midn. Milton agreed,

citing the various benefits of NROTC, including pay, travel — "and you don't have to start at the very bottom."

LCDR Bates said that plans call for repeating the program next year if the lack of fuel and available ships continues.

In addition to the NROTC midshipmen, NETC provides six weeks of training for about 300 college sophomores from around the nation enrolled in the Naval Science Institute (NSI) program during July and August. The program is designed to prepare students interested in joining NROTC at the beginning of their junior year.

In the words of NETC commander Captain Howard N. Kay, "Newport is a place where both officers and would-be officers come to be trained."

Promotion Opportunity

Here is information of interest to all officers. It starts off with the promotion profile for the unrestricted line in fiscal year 1975, which will be as follows:

Promotion to	Flow Point	Promotion Percentages
CAPT	21 years	60%
CDR	15-16 years	70%
LCDR	9 years	75%
LT	4 years	95%
LTJG	2 years	All Qualified

Below Zone Selection: Below zone selections will be authorized for promotion to the grades of captain, commander and lieutenant commander in FY 75. A number not to exceed 15 per cent of the total number of selections authorized to the grade concerned is authorized.

Lieutenants completing three years and one month in grade, and lieutenant commanders and commanders completing four years in grade by the end of Fiscal Year 1975 will be eligible for below zone selection.

Promotion Zones

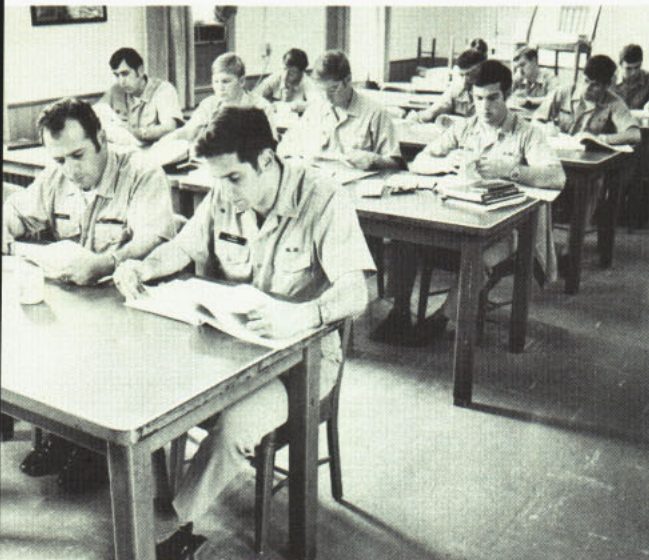
- **Unrestricted Line, Restricted Line and Staff Corps.** The junior officers in zone listed below are for the unrestricted line. Restricted line officers are in the zone if they are senior to the junior URL officer. Staff Corps officers are in the zone when their running mates are in the zone.

Promotion to	Junior in Zone
CAPT	CDR J. Watson (4718-90)
CDR	LCDR J. D. Skiles (18171-00)
LCDR	LT M. F. Silvia (37730-75)
LT	All LTJGs with an ENS date of rank of 1 Jul 1971 or earlier are eligible for selection for promotion to LT.

- **Line, Supply and Civil Engineer Corps LDOs OPA (Normal) Promotion Zone.** The junior officers in zone listed below are for Line LDOs. The Staff Corps LDOs are in the zone when their running mates are in the zone. (See next page.)

Below: Graduation at OCS. Right: Study hall at Communications School.





<i>Promotion to</i>	<i>Junior in Zone</i>
CDR	LCDR R. Morrison (18735-00)
LCDR	LT C. King (34387-80)
LT	LTJG E. R. O'Rourke (96588-63)

• *Women Officers of the Line and Supply Corps.* The junior officers in zone listed below are for women officers of the line. (There are women officers of the Supply Corps in the grade of LTJG eligible for promotion to LT, but none in the FY 75 promotion zone for promotion to CAPT, CDR or LCDR.)

<i>Promotion to</i>	<i>Junior in Zone</i>
CAPT	CDR E. Barrett (5041-74)
CDR	LCDR J. R. Hankey (19001-62)
LCDR	LT M. S. Herley (37156-25)
LT	All LTJGs with an ENS date of rank 1 Jul 1971 or earlier are eligible for selection for promotion to LT.

• *Warrant Officers.*

<i>Temporary Promotion to</i>	
CWO-4	CWO-3s with DOR of 30 Jun 1972 or earlier
CWO-3	CWO-2s with DOR of 30 Jun 1972 or earlier.

<i>Permanent Promotion to</i>	
CWO-4	There are no officers eligible for permanent promotion to CWO-4.
CWO-3	CWO-2s with DOR of 30 Jun 1970 or earlier.

Below Zone Eligibility

• *Unrestricted Line, Restricted Line and Staff Corps.* The junior URL officers eligible for below zone selection are as indicated. RL officers senior to the junior URL officer are eligible. Staff Corps officers are eligible when their running mates are eligible. *Note:* In the Staff Corps only the Supply and Civil Engineer Corps are eligible for below zone selection to LCDR.

<i>Promotion to</i>	<i>Junior Eligible</i>
CAPT	CDR J. P. McNichols (5130-50)
CDR	LCDR P. M. Robinson (19368-90)
LCDR	LT R. T. Murphy (46689-10)

• *Line, Supply and Civil Engineer Corps LDOs.* The junior line limited duty officers eligible for below zone selection are as indicated. Staff Corps LDOs are eligible for below zone selection when their running mates are eligible.

<i>Promotion to</i>	<i>Junior Eligible</i>
CDR	LCDR M. J. Nemcosky (19640-20)
LCDR	LT O. E. Moore (44319-00)

• *Women Officers of the Line and Supply Corps.* For women officers of the line, the junior officers eligible for below zone selection are listed below.

<i>Promotion to</i>	<i>Junior Eligible</i>
CAPT	CDR A. Steenburgen (5130-58)
CDR	LCDR M. A. Beckley (19378-88)
LCDR	LT M. A. Weinewuth (43664-50)

• *Warrant Officers*

<i>Temporary Promotion to</i>	
CWO-4	CWO-3s with DOR of 1 Jul 1972 through 30 Jun 1974.
CWO-3	CWO-2s with DOR of 1 Jun 1972 through 30 Jun 1974.

Permanent Promotion

Below zone selection for permanent promotion is not authorized by law.

Check Here
To See If You
Qualify:

Up to
\$30,000

Selective
Reenlist-
ment
Bonus

Among some rather significant changes in pay incentives made lately is the Selective Reenlistment Bonus which could net as much as \$30,000.

Not since the days when sailors had a chance to share bounty, has such a profitable dollar-for-manpower investment been offered by the sea service. Under the new Selective Reenlistment Bonus Program, two zones of consideration have been established, each of which offers up to \$12,000 (\$15,000 for nuclear trained personnel) to certain specially trained reenlistees. Zone "A" (on the following pages) covers reenlistments falling between 21 months and six years of active service, whereas Zone "B" spans the reenlistment margins between six and 10 years, with payment for service up to 12 years of active duty.

To be eligible for either zone of the SRB, an individual must meet all of the following general conditions:

- Be on active duty (Reservists, see below).
- Be qualified in a rating designated by SecNav as eligible for the SRB award (see accompanying box on the following pages).
- Be serving as a striker in pay grade E-3 or be a petty officer.
- Reenlist within three months after discharge or release from active duty (other than for training) or extend present enlistment to within the established eligibility margins.

RESERVISTS NOTE: Reservists may qualify for the SRB if they enlist in a Regular component of the Armed Forces within three months (or less as prescribed by the secretary of the military department concerned) after their discharge or release from active duty (except for active duty training).

An individual's eligibility also depends on whether or not a specific rating is among those on the SRB award list at the time he personally becomes qualified. To be eligible under Zone A,

an individual must have completed at least 21 months of continuous active service other than active duty for training, but not more than six years of active service immediately before discharge, release from active duty, or commencement of an extension of enlistment which would qualify the reenlistee for an SRB.

The period of reenlistment or voluntary extension of an enlistment in the Regular Navy must be for at least three years, provided the reenlistment or extension, when coupled with existing active service, will provide a total period of active service of at least six years.

Anyone applying for Zone A must not have previously reenlisted beyond six years of active service. Further, an SRB reenlistee must not have previously received a Variable Reenlistment Bonus, with the exception of those individuals serving in the Navy's Six-Year-Obligation Program.

Zone B applies to those individuals who have completed at least six but not more than 10 years of active service under the same conditions as Zone A reenlistees. The minimum period of reenlistment or extension for Zone B is also three years, and the extension of service totals at least 10 years.

A number of special conditions apply to both SRB zones:

- A member with exactly six years of active service will be entitled to a Zone A bonus if he has not previously received a Zone A bonus.
- Except for a member serving in the Navy's Six-YO Program, previous receipt of a VRB constitutes receipt of a Zone A SRB.
- If a member has received a Zone A bonus, he will be entitled to a Zone B bonus if all other eligibility requirements are met.

Furthermore, two or more extensions may not be combined to gain entitlement to an SRB. The ruling states that entitlement gained through an extension cannot be increased by future exten-

sions (see NAVOP 91 and 97).

A member who reenlists or extends to gain sufficient obligated service to participate in a program leading to a commissioned or warrant officer status is not entitled to an SRB, nor are members receiving Nuclear Petty Officer Continuation Pay eligible for an SRB. SRB is not payable to members who are entitled to or have been paid a readjustment pay or severance pay. Additionally, the SRB is not payable for an enlistment in the Regular Navy during or at the completion of a period of active duty for training.

SRB bonus payments will be based on multiples (not to exceed six) of the member's monthly basic pay multiplied by the years (or fractions of years) of additional obligated service. This is in contrast to the VRB procedure of multiplying the basic pay by the number of years reenlisting.

For example, here's a comparison between VRB and SRB procedures:

- Under the VRB, a JO2 with three years and nine months of a four-year completed enlistment reenlisted three months early, for six years. His bonus was figured by multiplying one month's basic pay (\$465.90) by the number of years reenlisting (6). However, since the total was greater than \$2000, the maximum Regular Reenlistment figure authorized in computing VRB figures, only \$2000 of the 2795.40 could be used in multiplying the VRB factor which, in this case happens to be 3. So: $3 \times \$2000 = \$6000 + \$2000$ (RRB) results in a total VRB bonus of \$8000.

Under the new SRB procedures, first multiply the JO2's basic pay of \$465.90 by the number of years of additional obligated service, five years and nine months. Then multiply this sum by the factor of 4, for a total SRB of \$10,715.70.

Additional obligated service, as used here, is defined as any active service commitment beyond an existing contract. This includes en-

listments, extensions of enlistments, and reenlistments. However, members who entered into an extension agreement before 10 May 1974 and who cancel the extension prior to its becoming effective in order to reenlist immediately for at least two years beyond the extension agreement, will be allowed to use the period of extension for SRB computation.

This provision does not apply to nuclear trained and nuclear qualified personnel. They are exempt from the 10 May 1974 requirement and may cancel extensions of enlistment, without regard to their active duty base date on which the agreement to extend was signed, and be paid an SRB for the canceled period of the extension. All other members who executed extensions of less than three years, who do not cancel extensions for the purpose of reenlisting and allow the extension to become effective, *will not* receive an SRB based on the obligated service of the extension; they may, however, receive an RRB.

While there's a lot in favor of Selective Reenlistment Bonuses, bonus money will not:

- Be paid for obligated active service in excess of 12 years.
- Exceed a maximum amount of \$12,000 per bonus in each zone (except for bonus payments to certain nuclear trained and qualified enlisted members of the Navy which will not exceed a maximum amount of \$15,000 each bonus in each zone).
- Be paid more than once within each zone of eligibility.

SRB payments may be made in either lump sum or equal annual installments, as determined by the Secretary of the Navy. The initial payment will normally be made on the day of reenlistment or the date a member begins serving an extension.

Once a member establishes his right to SRB upon reenlistment, he is entitled to continue

Here are the ratings and NECs designated by the Secretary of the Navy as eligible for Selective Reenlistment Bonus payments during FY-75 (that is, through 30 Jun 1975). Award Levels are shown in the righthand column.

RATING	AWARD LEVELS		RATING	AWARD LEVELS	
	Zone A	Zone B		Zone A	Zone B
BM	2		CTA	1	
QM	4	.....1	CTO	4	
SM	4	.....1	CTI	1	
OS	5	.....1	YN	2	
EW	4		LN	2	
ST	4		PN	2	
STG	4	.....1	DP	1	
STS	4		SK	2	
OT	2		ABE	4	
TM	5		ABF	3	
GMM	2	.....1	DK	1	
GMG	3		CS	1	
GMT	5		SH	2	
FTG	3		JO	4	
FTM	3		PC	1	
MN	4		MM	5	.....1
ET	2	.....1	EN	3	
ETN	1		MR	4	.....1
ETR	1		BT	5	.....1
DS	2		BR	5	.....1
IM	5		EM	4	.....1
OM	4		IC	5	.....1
RM	2	.....1	HT	5	.....1
CTT	1		ML	3	

RATING	AWARD LEVELS		RATING	AWARD LEVELS	
	Zone A	Zone B		Zone A	Zone B
EA	5		3356	6	
BU	4		3359	6	
SW	2		3361	6	
UT	3		3363	6	
CE	4		3364	6	
EO	1		3365	6	
CM	1		3366	6	
ADR	1		3383	6	
ADJ	1		3384	6	
AMS	2		3385	6	
AMH	2		3386	6	
AME	2		3389	6	
AT	4		3393	6	
AX	3.....1		3394	6	
AQ	4		3395	6	
AE	4		FTB NECs		
AW	5.....1		3306	4	
AO	3		3309	4	
AC	3		MT NECs		
ABH	2		3313	4	
PR	1		3317	4	
AG	3		3318	4	
TD	1		3319	4	
ASE	2		ET NECs		
PT	3		3325	4	
DT	1.....1		3332	4	
GS	5.....1		3333	4	
3351	6		3337	4	
3353	6		TM NECs		
3355	6		3341	5	

receiving the annual installment payments without having to qualify further in his critical military skill. His receiving SRB payments does not depend upon performance of duties in the specialty for which the bonus is authorized. Should an SRB reenlistee die before receiving the full amount of the SRB due him, the remaining unpaid balance will be paid in a lump sum to his designated survivors.

Although the SRB replaced the Variable Reenlistment Bonus on 1 Jun 1974, individuals authorized to reenlist under the VRB plan will continue to receive their installment payments. Furthermore, the death payment provisions applying to SRB apply equally to VRB.

The Selective Reenlistment Bonus announcement also covers the same pay conditions relative to the Navy's awarding of the Regular Reenlistment Bonus which can amount up to \$2000 for those individuals serving in noncritical ratings.

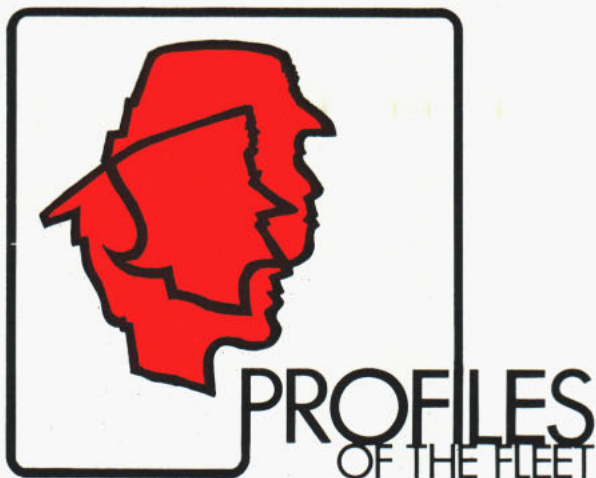
Essentially, an RRB may be paid to any enlisted member who was on active duty as of 1 Jun 1974 and who enlists or reenlists in the Regular Navy within the three-month limit. Such a bonus may not be paid to anyone who, after discharge, remains out of service for more than three months.

The amount of the RRB is computed basically according to the following:

- Second Reenlistment — two-thirds of one month's basic pay.
- Third Reenlistment — one-third of one month's basic pay.
- Fourth and Subsequent Reenlistments — one-sixth of one month's basic pay.

Although some basic pay figures, when multiplied by the number of years reenlisting, exceed the maximum authorized — as a general rule — only \$2000 will be paid for regular reenlistments.

— JOC Marc Whetstone, USN



HM2 Loren "Red" Wilson:

Hospital Corpsmen 2nd Class Loren Lee (Red) Wilson recently entered a profession that goes as far into ancient history as medicine itself — the preparation, control and distribution of medications, known as pharmacy.

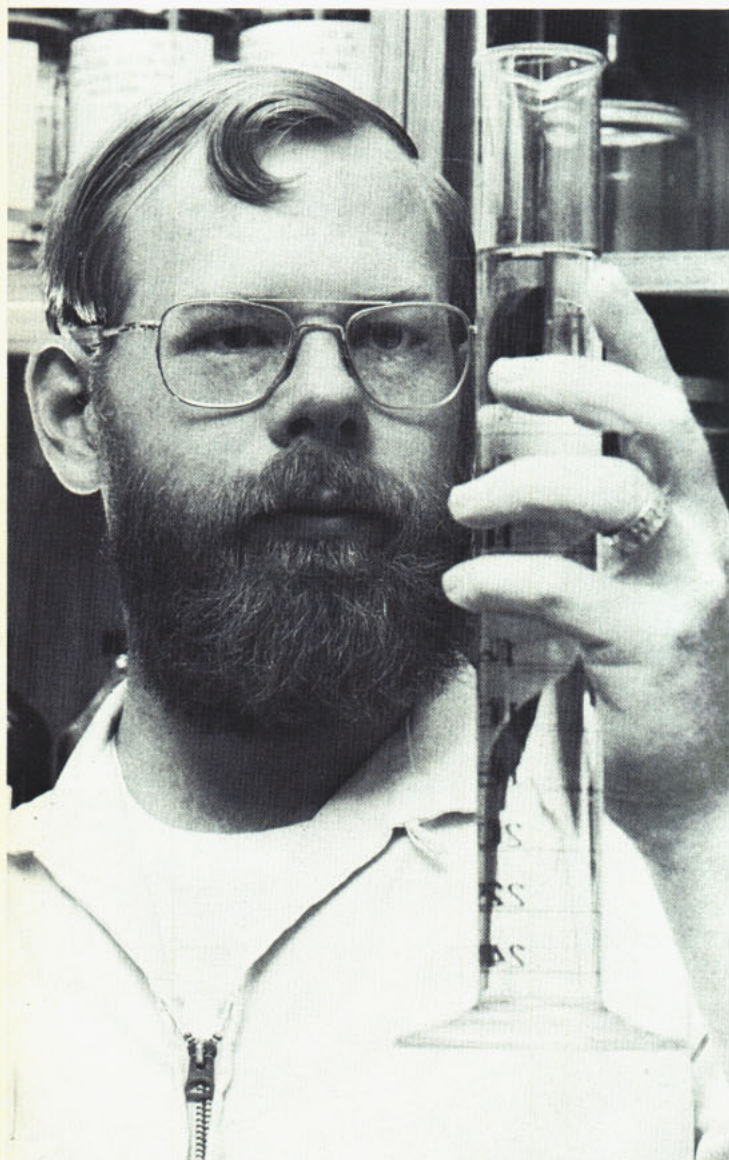
After graduating from the University of the Pacific in Stockton, Calif., with a bachelor of arts degree in biology, Loren entered the Navy. He was sent to the Hospital Corpsman School in San Diego, and from there went directly to the Navy's nine-month pharmacy school, also in San Diego.

Following this, Loren went to Hawaii where the Navy recently opened the first of three naval regional medical clinics on Oahu. Here he plays a key role. Aided by seven other Navy pharmacists, he fills approximately 66 prescriptions every hour of the working day, ranging from pills to potions.

"To actually recognize all the side effects of our medications," Loren explained, "we must be familiar with about 80 frequently used drugs. We must also know by name, action and dosage close to 200 other drugs, all of which play an important role in the health of our patients."

In what little spare time he has Loren is working towards a master's degree in marine biology.

"With the one and one-half years of graduate work I



Left: Corpsman Loren Wilson prepares a prescription at the Naval Regional Medical Clinic, Pearl Harbor. Top right: Pharmacy demands much typing and accuracy in labeling dosages. Far right: HM2 Wilson examines a replica of the battleship Arizona. Right: Loren relaxes with his wife, Susan.



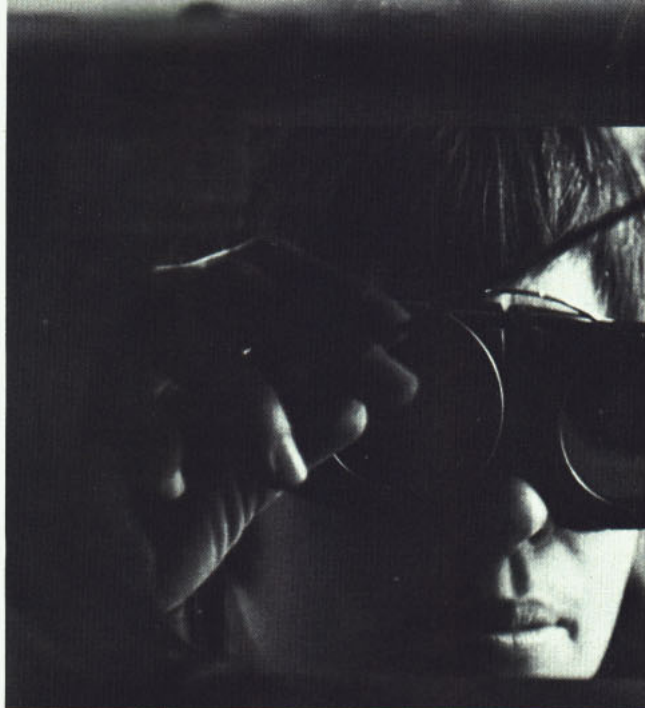
PHARMACIST

now have from Stockton's marine laboratory, I should be able to attend the University of Hawaii and earn the credits I need," he said.

In line with his marine biology interests he has also taken up skin diving, a very popular sport in Hawaii. He has passed all the required qualifications for diving and has received his diving card to certify this. Now, when he's not working or studying, Loren often dives along the coast of Hawaii in search of exotic shells.

— Story and photos
by PH1 William B. Fair





EM3 Gretchen Sauvage: ENGINE MECHANIC

The "Things aren't what they used to be" expression was easy to read on the retired chief's sunburned face. The dungaree-clad "Navyman" in the boon-docker boots had turned out to be a Navy woman even though her insignia proclaimed her to be an *engineman* 3rd class.

Gretchen Sauvage was wearing men's dungarees instead of the Navywomen's counterpart because they are more durable and practical for her kind of work; Gretchen Sauvage is eminently practical. In fact, being practical was what got her into the *engineman's* rating.

While some women excel in baking biscuits and

growing houseplants, Gretchen discovered she had mechanical aptitude. The discovery was made when she bought a secondhand car and was compelled by economic necessity to nurse it through its illnesses all by herself. Not only did Gretchen find she could successfully work with starters, generators and alternators, she found that she enjoyed doing so. Her manual skills later expanded to other practical and necessary skills such as rejuvenating a chest of drawers and repairing the 10-speed bike which she frequently rides to work.

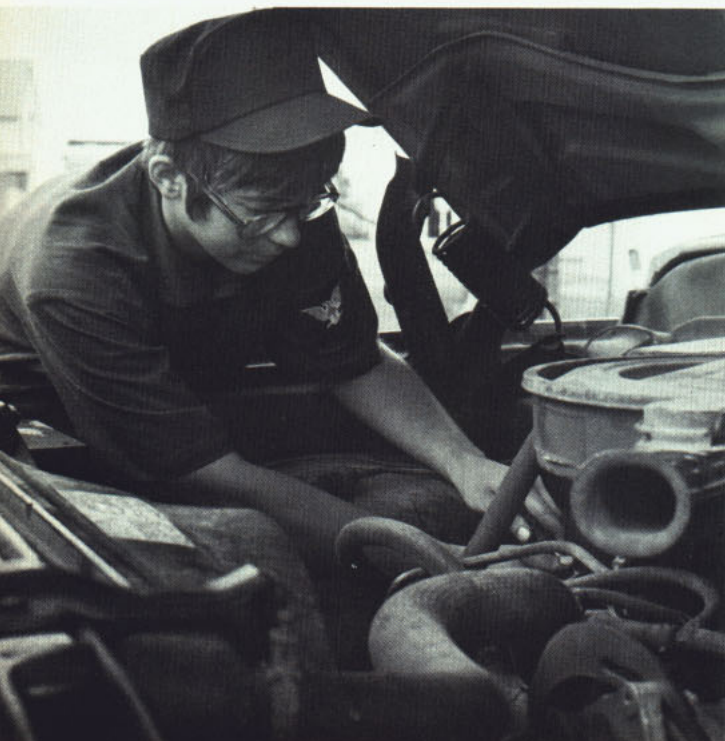
Another quality possessed by Gretchen Sauvage is ingenuity. When she was advanced from *engineman* fireman to *engineman* 3rd class, she found it necessary to improvise a crow for her uniform. She purchased a data processor's insignia, removed the unwanted threads then embroidered a cog, the *engineman's* designation, in its proper place.

After Miss Sauvage attended 22 weeks of Class "A" and "C" schools at Great Lakes to become an *engineman*, she found she had a definite advantage over her male counterparts. Because she had small hands, Gretchen could reach places in an engine that her co-workers were strangers to.

Before she joined the Navy, Gretchen had worked as a mechanic during the day for an automobile dealership and attended automotive school at night. Now, she finds herself an accepted member of the Navy community as a woman and an *engineman*.

She acknowledges that some small hardships go along with the advantages of being a woman in a traditionally all-male rate. However, there is one big plus: she has the satisfaction of doing what she wants.

— Story and Photos by PHAN Patti Phillips, USN





LT Kenneth Walling: PATROL PLANE COMMANDER



Moving one seat to the left may not be as easy as it sounds.

In April 1962 Aviation Electronics Technician Airman Kenneth Walling became the radio operator on Patrol Squadron 49's Crew Seven. Flying from NAS Bermuda and NAS Patuxent River, he held this position until the summer of 1963, when the squadron traded their P-5M *Marlins* for the new antisubmarine warfare P-3A *Orion*. Airman Walling moved up to the second technician position on the 13-man *Orion* crew.

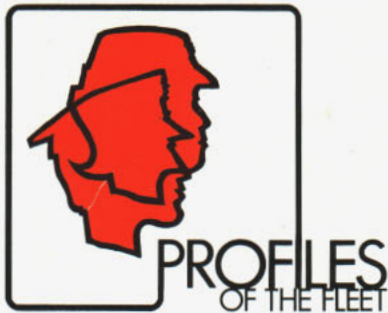
He continued up when he was next chosen for the Navy Enlisted Scientific Education Program (NESEP). In May 1968 he graduated from North Carolina State University with a bachelor of science degree in electrical engineering. The following August he completed Officer Candidate School in Newport, R.I., and received his commission. Immediately after pinning on his gold bars he was accepted into the Navy's flight training program and renewed his acquaintance with naval aviation in Pensacola, Fla.

In October 1969 LT Walling put on his second set of wings — those of a designated naval aviator. He was then ordered to NAS Saufley Field in Pensacola as an instructor in the T-34 *Mentor*.

Now, 3000 flight hours and 12 years later, LT Walling has finally moved into the left seat of his old P-3 crew list. He was recently designated a patrol plane commander in the P-3B aircraft at Patrol Squadron 23.

— Story and photo by LT Willis M. Peele

Facing page: The small size of Gretchen Sauvage's hands enables her to work on sections of an engine the EMs couldn't begin to reach. Top: Gretchen dons protective goggles as she welds a crack in the frame of a jeep. Left: LT Kenneth Walling in the cockpit as a patrol plane commander.



Crewmen on *USS Newport News* lend a helping hand:

OPERATION SCHOOLHOUSE

It's a spirit catching on around the world — people helping people. And the more people learn of the world and others in it, the more widespread the spirit becomes.

That, at least, is how it is for a group of young sailors serving in the heavy cruiser *USS Newport News* (CA 148). Thanks to their generosity, two Filipinos of high school age now have the opportunity of gaining a higher education.

The idea began when Personnelman 2nd Class Michael B. Freeman noticed an ad for "Operation Schoolhouse," a cooperative program in which American aid finances construction of school facilities and helps students pay tuition and school fees. At the time *Newport News* was visiting the Republic of the Philippines.

Freeman passed the word on to his fellow shipmates

and, with the assistance of Gunner's Mate 2nd Class William "Big John" Johnson, more than \$700 was collected and donated to the aid program. As a result, Reynaldo Sanchez and Laureana Abad are now in what would be equivalent to the senior high level of American high schools. They write to "Mike" and "Big John," keeping them informed of their progress and school activities at the San Agustin High School in Castillejos on Luzon. In return, the petty officers write back, offering encouragement and praise.

In a time when example often sets the pace for progress, the contribution made by crewmen of *Newport News* illustrates the spirit of people helping people.

Several of the black crewmen aboard *USS Newport News* (CA 148) who helped put two Filipino students through school.





ENS Paul Calaba:

Receiving the BRITANNIA AWARD

Ensign Paul J. Calaba, USNR, was recently awarded the Britannia Award. The award, given annually by the Lord Commissioners of the Admiralty of the United Kingdom, is presented to an American naval flight student in appreciation of assistance rendered by the U. S. Navy in training British naval pilots from 1952 to 1956.

The Britannia Award's scroll and trophy are presented to the U. S. Navy or Marine Corps student pilot who completes advanced flight training with the highest overall weapons score during each calendar year. Selection criteria include proficiency in bombing, aerial gunnery, rocketry and missileery.

Ensign Calaba earned the award this year while attached to VT-25 at NAS Chase Field, Tex., by achieving an overall syllabus grade of 3.12 with a 22.5-foot average for bombing. The presentation was made by Rear Admiral Richard Bell Davies, Royal Navy, Commander British Navy Staff Washington.

The trophy is a sterling silver model of the Royal Navy *Vampire* jet fighter, which made the first scheduled jet attack landing in the world aboard HMS *Ocean* in December 1945. It is permanently retained at the headquarters of the Chief of Naval Air Training, NAS Corpus Christi, Tex. The name of each year's winner is inscribed on the trophy.

ENS Calaba is a graduate of the University of California at Los Angeles. He was designated a naval aviator in October 1973 and then reported to Attack Squadron 122 at NAS Lemoore, Calif., where he underwent training in the A-7E Corsair II jet fighter. He was recently assigned to Attack Squadron 146 at NAS Lemoore.

Above: Ensign Paul J. Calaba earned this year's Britannia Award, which is presented by the British Admiralty.

The Art of Communicating:

DO YOU HEAR

It has been written that human beings are far superior to other forms of life in that we can communicate more readily. However, many of us never use this gift to our best advantage. How often have we told someone how to do a job, going into great detail, only to find that somehow the individual didn't really understand what he was told and, consequently, did the task incorrectly.

Yet no one can do a job unless he knows what is expected of him and where he stands in relation to the people for whom he must work. A supervisor must recognize his need for information from his superiors and must also recognize the need to pass this information down to those he supervises.

Communication is the creation of understanding between individuals.

Effectiveness in communication is much more the result of attitudes than of methods or procedures. The moment we begin to blame communication failures on particular people, we intensify the misunderstanding. When people feel secure, they can talk to one another easily. Where misunderstanding, rumor, and distortion are prevalent there exists a tremendous need for communication improvement. Where there is mutual trust and human relations are good, it is easy. Where there is distrust, it is impossible.

As is generally the case in com-

munication, there are a transmitter and a receiver. It is between the transmitter and the receiver that we encounter barriers to the understanding that is the goal of all communications. In order to bridge these many barriers, there are certain techniques we can use to increase understanding and help eliminate misinterpretation of what we say. Although most of these techniques involve common sense, these bridges are often overlooked and need to be occasionally reemphasized.

Listening Barrier and Feedback Bridge

If the receiver is to respond, he must not only hear, but also he must understand. This distinction between hearing and understanding is important because the assumption that listening is the same as hearing is very dangerous. We hear with our ears, but we listen and understand with our minds. It is entirely possible to hear each and every word a person says but to have nothing register.

According to scientific tests, the average individual speaks at a rate of 125 words per minute; yet most of us are able to listen at rates varying from about 400 to 600 words per minute. This spare listening or thinking capacity gives us time to get ahead of the speaker or to leave him completely while our minds dwell on other subjects.

One of the characteristics of the

poor listener is that he is generally a good bluffer. Seldom will he admit that he hasn't listened; he will fake understanding and take a chance — often with disastrous consequences. When confronted with his mistakes he will counter with, "but I thought you said . . ." Unless a person has truly listened, there is little chance of creating real understanding.

To overcome this listening barrier the sender needs to make use of the Feedback Bridge. In any face-to-face communications the sender is constantly being fed back reactions of the receiver (either knowingly, or otherwise subconsciously). These reactions give us a good idea as to whether or not he is really listening. These signals may be in the listener's posture, in his attitude of attention or inattention, or in the nature of his questions or responses. Learn to watch for these signs and interpret them. This develops a greater skill in getting our message across.

Semantics Barrier

Semantics is the science that deals with the exact meaning of words. These meanings vary according to the people using them. Our past training, our needs, and our interests give meaning to the words used. We select the words with which we communicate because they convey a picture we

ME?

Self-Interest Barrier/Empathy Bridge

have in our minds. Unfortunately, an individual from a different environment may get an entirely different picture because our words have a different meaning to him.

A classic illustration of the semantics problem is the word "fast." By using the word fast to describe a horse, we mean that the horse is quick — he can run. The same word used to describe the color in a fabric indicates that the color won't run. When fast is used as a religious term, it means to abstain, but a fast woman proves to be one who doesn't abstain at all; in other words, she won't run from anything. What, then, is an individual to think when he is told to do something fast?

Once we are aware of the problems of misunderstanding the meanings of words, we must turn our attention to what can be done to remove it: We must gear our communications to the vocabulary of the receiver. We must be able to present our ideas using his own language, being especially careful of these special language words usually developed within our particular occupation.

• We need to swallow our pride and admit when we're not sure of the meaning of words heard or seen. We, too, tend to gamble when we're not sure. The price of pride is frequently too steep. When not sure of the meaning behind words, it is essential to seek clarification.

Our personal interest acts as a filter through which communications are passed. We listen to what we want to or what we expect to hear, shutting out all the rest.

Jealousy and personal interests can play havoc in the communications between departments. If the command places more emphasis on results without emphasizing a real understanding of the total approach at the department level, personnel within the department will often put department goals ahead of the welfare of the whole organization. When personal interests become all-important and communication takes place on an emotional level, real understanding is impossible.

By developing the trait of empathy or the ability to see things from another's point of view, we are more able to understand all the feelings behind the problem. If we can analyze the emotional filters affecting the communications process, we are in a better position to determine how we can most effectively get our message across.

Failure to See the Need

All too often communication problems are the result of sins of omission rather than commission. This failure even to see the need for communication is the biggest barrier. It isn't that we communi-

cate so poorly, it's just that we don't communicate at all. How often have we heard it said, "but I thought you knew;" or, "I didn't think it was necessary to tell him." Almost daily we are made aware of our dependence on good communication in order to do our jobs well, but for many supervisors, this is where the awareness stops.

Each and every individual within a command needs to develop an all-important communications awareness. We need to be constantly alert to the threat of lack of communications. We need to use all available methods, not strictly relying on written commands but utilizing the full spectrum of communication techniques. Foremost in our minds should be the thought that it is better to over-communicate than to be guilty of a lack of communications.

Communication, whether with another command, interdepartmental, or with your buddies, is a matter of creating understanding between people. Improvements will be made, not by programs and techniques, but by the individual who senses that he alone can do something about better communications in his world. Improvement doesn't begin somewhere up or down the line; it starts with your own awareness and willingness to take a look at your own communication attitudes.

—LT Ivan A. Lee, USNR.

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

"A Time To Work- A Time To Relax"



MCPON JOHN D. WHITTET

I recently had an opportunity to take several days of annual leave while I was between official commitments. I found this to be very relaxing and an excellent opportunity to spend some time with my family and friends. For just a short while, I was able to rest by concentrating on less strenuous activities,

such as swimming and gardening.

To be sure, my work didn't go away. But, when I returned to the job, I felt refreshed and looked at the never-ending pile of paperwork and my heavy naval schedule in a new light. My motivation level had risen and the long hours ahead didn't seem as foreboding.

That's why I noted with pleasure the new directive issued by the Department of Defense in July of this year. This directive changes very little in the structure of the entitlements for granting and accumulating leave; however, it does serve to emphasize the necessity for using earned leave.

By issuing this directive, No. 1327.5, the Department of Defense has recognized the benefits that can be attained by encouraging military personnel to use their earned leave and liberty benefits. The directive encourages commands "to provide respite from the work environment in ways which contribute to improved performance."

The key to the directive is that commanding officers are now strongly encouraged to grant maximum leave time consistent with the operational and training workloads of the command as well as the desires of the individual service member. It should be noted, however, that service members will continue to be com-

pensated for accrued leave in accordance with existing Congressionally imposed laws.

Lt. General Leo E. Benade, formerly Principal Deputy Assistant Defense Secretary for Manpower and Reserve Affairs (now retired), has indicated that it costs approximately \$400 million each year to compensate service members for leave they have accumulated. Obviously, excess spending in this area might persuade Congress to reevaluate our existing leave laws as well as our manpower requirements.

As indicated in the directive, "use of the leave system as an extra money program, either as a method of compensation or as a career continuation incentive, defeats the intent of Congress to provide for the health and welfare of service personnel." For this reason, commands are asked to ensure that large leave balances are not accrued expressly for settlement upon separation or release from duty.

I want to emphasize that there is no intention of forcing Navy men and women to take leave against their wishes. But, in order to safeguard an existing entitlement, there will be active encouragement by commands for service members to take leave for their physical and mental well-being.

During my travels throughout the fleet, I have been extremely fortunate in associating with many totally dedicated Navy men and women who work long and arduous hours to accomplish the tasks of the command and the mission of the Navy.

These efforts are certainly essential to the smooth operation of any command. However, either by choice or necessity, some of these Navy members have toiled far beyond normal expectations to the point where they have become "work-aholics."

"Work-aholics" are familiar figures throughout the fleet, easily recognizable as individuals who work "full steam ahead" all year long using as little annual leave time as possible. Although these men and women are normally considered assets to a command, authorities now indicate that they may be doing damage to their health, motivation and morale.

Medical authorities have revealed that rest periods away from duty provide benefits to morale and motivation — two key factors in maintaining maximum efficiency. Furthermore, the lack of sufficient rest periods could be damaging to a person's health which will, in turn affect availability and performance.

I realize that many times it can be extremely difficult to put work aside and take a few days or weeks off to relax with the family or friends. It's always easy to do one more job before "getting away from it all." But I can assure you that planning and using rest periods during the course of a year will help you contribute more productively to the overall Navy effort and will bring you closer to your family and friends.

Hard work will continue to be a Navy tradition! But, I wholeheartedly endorse the efforts to create an atmosphere that makes it possible for people to take leave when they desire. In the long run, it's for our own good to have a time for work and a time for play.

Navy's Winners in Natural Resources Conservation

The winners among Navy and Marine Corps installations have been announced in the competition sponsored by the Department of the Navy's Natural Resources Conservation Program. The judges were a panel of nationally prominent conservationists who selected the top activities from among 19 nominees for outstanding conservation efforts during the past year.

First place Navy winner in the over-5000-acre category was the Naval Ammunition Depot, Crane, Ind. The Naval Weapons Laboratory at Dahlgren, Va., took first place for installations having 5000 acres or less.

Second place went to Naval Air Station, Meridian, Miss., and Naval Air Station, Chase Field, Beeville, Tex.

Marine Corps first place winners in the two categories were bases at Camp Pendleton, Calif., and Kaneohe Bay, Hawaii, and second place winners were Camp Lejeune, N.C., and the Marine Corps Supply Center, Albany, Ga.

Criteria for the Natural Resources Conservation Awards included forestry operations, fish and wildlife management, soil and water conservation, and other improvements to the quality of the environment. Community relations, conservation, education, development of outdoor recreation areas and conservation club activities were also factors that were considered.

Sixth Fleet Flagship USS Little Rock Logs Record in Intercept Training

A supersonic F-4 *Phantom* streaks through the sky to intercept an unidentified aircraft closing in on a task force of U. S. Navy ships in the Mediterranean. The contact may be friendly or it could be an enemy attack mission. The *Phantom* must know which.

It is at this point that a vital, precise team effort develops.

Aboard ship, specially trained Operations Specialists (Air Intercept Controllers) use their knowledge and the most modern scientific radar technology to serve as an extension of the pilot's eyes in the sky. A controller uses horizontal search and vertical finding radar to maintain an overall view of the chase plane's location, directing the *Phantom* to the bogey.

The log of the Sixth Fleet flagship *USS Little Rock* (CLG 4), during one 18-day period, shows 191 intercepts, while on extended operations in the eastern Mediterranean. One controller said that in his 10 years in the field, he had not seen as many intercepts in such a short time frame. The normal number is from 10 to 60.

Air intercept control is an art, guiding interceptor to bogey while both travel at speeds greater than 600 miles per hour. There is no room for error. Controllers must react quickly and safely the first time. They are continuously employing advanced interception methods so that the team effort of pilot and controller always functions unflinchingly.

Navy Plans to Relocate San Diego Hospital Complex in Housing Area

In line with the Navy's policy of providing the most up-to-date health care available, plans are in the making to improve existing naval hospital facilities in the San Diego (Balboa), Calif., area. The Department of Defense has authorized the Navy to begin planning for relocation of the multimillion dollar complex to the Murphy Canyon area.

Replacement will be accomplished in several increments beginning with the construction of an 800-bed hospital for acute care, and a light care facility of 300 beds plus outpatient clinics that would accommodate approximately 2600 patients daily. These clinics will also provide extensive diagnostic and therapeutic care.

Additional construction will include covered parking, a hospital corps school, and bachelor enlisted quarters. Also planned are various indoor and outdoor recreational and other related facilities.

No detailed cost estimates have been prepared, but it is expected that the complex will cost approximately \$200 million and should be operational in the early 80s. Plans for future use of the existing facilities at Balboa have not been formulated, according to the Naval Facilities Engineering Command.

List of New Motion Pictures Currently Available to Ships and Overseas Bases

Here's a list of recently released 16-mm feature motion pictures available to ships and overseas bases from the Navy Motion Picture Service.

All movies are in color unless designated by (B&W) and those in wide-screen processes by (WS).

Deadly China Doll (WS): Action Melodrama; Angela Mao, Carter Huang.

Day for Night: Comedy; Francois Truffaut, Jacqueline Bisset.

Fantastic Planet: Animated Cartoon; Jennifer Drake, Sylvie Lenoir.

MCQ (WS): Action Drama; John Wayne, Eddie Albert.

Nightmare Honeymoon: Drama; Dack Rambo, Rebecca Dianna Smith.

Madhouse: Horror Drama; Vincent Price, Peter Cushing.

Papillon (WS): Action Drama; Steve McQueen, Dustin Hoffman.

Mean Streets: Melodrama; Robert De Niro, Harvey Keitel.

NAVY NAVY NAVY NAVY NAVY NEWS

- NO TAX REFUND YET? CHECK YOUR ADDRESS

Each year a lot of people are due tax refunds from the Internal Revenue Service but don't receive them. The reason: the IRS doesn't have the correct address and can't find the person to send him or her the check. This could occur when people are transferred and their forwarding address doesn't get to the right places. Consequently, if you were expecting a refund and didn't get one, make sure the IRS knows where you are.

- NAVY TO ADMINISTER NEW CREDIT-BY-EXAM SYSTEM

A new organization designed to handle the credit-by-exam system formerly administered by the United States Armed Forces Institute (USAFI) has been established at Pensacola, Fla. The Navy, acting as executive agent for the Department of Defense, will manage the new program, called the Defense Activity for Non-Traditional Education Support (DANTES). In addition to administering the credit-by-exam system, DANTES will also manage a new self-study program that will catalog educational support available to men and women in the Services.

Under DANTES, General Educational Development (GED) tests will no longer be administered by military departments for activities located in the continental United States. Instead, personnel will be referred to state or local testing agencies to receive GED certificates. Overseas activities and deployed ships will continue to administer GED tests.

- NEW SYSTEM INSTITUTED FOR IDENTIFYING SCHOOLS, COURSES

The Navy has set up a new system for identifying schools and courses. Classes formerly labeled "A", "B", "C", "fleet", and "functional" will be re-designated. The new designations are "R", recruit training; "A", apprentice training; "C", advanced training, which incorporates old Class "B" schools; "F", team and refresher training; "P", midshipman, officer candidate and newly commissioned officer training; "V", naval aviator or naval flight officer training; and "E", professional education programs which may lead to an academic degree.

- MORE VOLUNTEERS NEEDED FOR NAVY DIVING PROGRAM

The Navy needs more volunteers, especially HT and EN strikers, for its diving program; members of the BM, TM, and MN ratings are also needed. Members who qualify for initial diver training attend a second class diver school for 10 weeks at Little Creek, Va., or Coronado, Calif. Upon being graduated, divers are ordered to authorized diver billets and earn \$65 a month special diving pay, with a chance to advance to master diver status later in their careers, earning up to \$110 a month extra pay.

Details on application procedures and requirements are contained in article 1410380 of the BuPers Manual.

- NEW LAW INCREASES DEPENDENCY AND INDEMNITY COMPENSATION PAYMENTS

Legislation recently passed by Congress and signed by the President has increased payments to dependents of service members, veterans or retired members who die of a service-caused or aggravated illness, injury or disease. These Dependency and Indemnity Compensation (DIC) payments range from \$215 per

NAVY NAVY NAVY NAVY NAVY NEWS

tract just signed marks the beginning of the production phase for this new system which is expected to have a major impact on the nation's seapower during the remainder of this century. Look for more on "Trident" in forthcoming issues of ALL HANDS.

- FY 1974 AVIATION ACCIDENT RATE AT NEW LOW

Naval Aviation has established a new all-time-low major accident rate of .76 for fiscal year 1974, representing a 16 per cent reduction in major accidents over the fiscal year 1973 and a 13 per cent reduction over the previous record low of .88 in fiscal year 1972. Vice Admiral W. D. Houser, Deputy Chief of Naval Operations for Air Warfare, has announced a FY 75 goal of .60 and said, "I wish to express my personal appreciation to all hands for the outstanding achievement in FY 74 of the record low accident rate and to specifically commend the Chief of Naval Air Training for a reduction of 27 per cent in the last year, ComNavAirLant for a 25 per cent reduction and ComNavAirPac for a 24 per cent reduction."

- 1974 NEY AWARD WINNERS ANNOUNCED

USS L. Y. Spear (AS 36), USS Knox (DE 1052), USS Cree (AFT 84) and the NavTechTraCen Corry Station, Pensacola, Fla., are the first-place winners in the large, medium, and small afloat and ashore competition for the 1974 Ney Awards, the Navy's top food service awards. The second place winners are USS Blue Ridge (LCC 19), USS Monticello (LSD 35), USS Welch (PG 93), and NavSta Guam Marianas Islands. Third place winners are USS Jason (AR 8), USS Concord (AFS 5), USS Bates (SSN 680), and NavCommSta Philippines, San Miguel, R.P.

- ENLISTEDS DUE 120 DAYS' NOTICE BEFORE FLIGHT DUTY REMOVAL

The Navy is now making every effort to give enlisted personnel at least 120 days' notice before their involuntary removal from flight duty. This is being done in order to alleviate the possible adverse financial impact the removal might have and to assist in aviation personnel stability. Certain exceptions to this 120-day notification include medical disqualification when such disqualification is permanent, failure to maintain qualifications as aircrew, removal from flight status for cause, deactivation of a command or aircraft transitions within a command, unprogrammed manpower readjustments which may reduce billets, and PCS orders other than at normal projected rotation dates.

- ALL-NAVY CARTOON CONTEST ENTRIES DUE 1 OCTOBER

This is the last call for entries into the All-Navy Cartoon Contest--the deadline is 1 October. Complete instructions on how to enter can be found in BuPersNote 1700 of 21 Jun 1974. The names of the winners will be announced in ALL HANDS, early next year.

- INITIAL CONVERSIONS TO MA, NC RATINGS MET

The Bureau of Naval Personnel has announced that the initial manning requirements for the newly created Master-at-Arms and Navy Counselor ratings have been met and a policy to maintain these ratings at the desired rate levels

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was promulgated by BuPersNote 1440 of 8 Jul 1974 and will be incorporated into the BuPers Manual. MA1 and NC1 examinations were available in August, and the MA/NC exams for E-7, E-8 and E-9 are now available. For more on the MA rating see the story on page 44 of this issue.

- APPLICATIONS FOR WHITE HOUSE FELLOWS DUE IN DECEMBER

The Bureau of Naval Personnel is accepting applications for the 1975 White House Fellows Program, an educational program designed to give outstanding career personnel an opportunity to serve for a year as special assistants to Cabinet and White House officials. Candidates for the program must have demonstrated unusual ability and leadership qualities; must show exceptional promise for the future; must be dedicated U. S. citizens; and be between 29 and 36 years of age by 1 Sep 75. Applications can be obtained from the BuPers White House Fellows Program Manager (Per-402b) Department of the Navy, Washington, D. C. 20370, and should be postmarked no later than 2 Dec 74. BuPersNote 1560 of 18 Jul 74 has more details. Call autovon 224-4822 or commercial (202) OX 4-4833.

- NAVY INFO AVAILABLE ON TOLL FREE NUMBER

Do you have any friends or relatives interested in the Navy? Persons seeking information about joining the Navy, and about its educational programs, may obtain answers to their questions by calling this number: 800-841-8000. The number is toll free from anywhere in the continental United States.

- ALL HANDS MAGAZINE -- A NEW ADDRESS AND TELEPHONE NUMBER

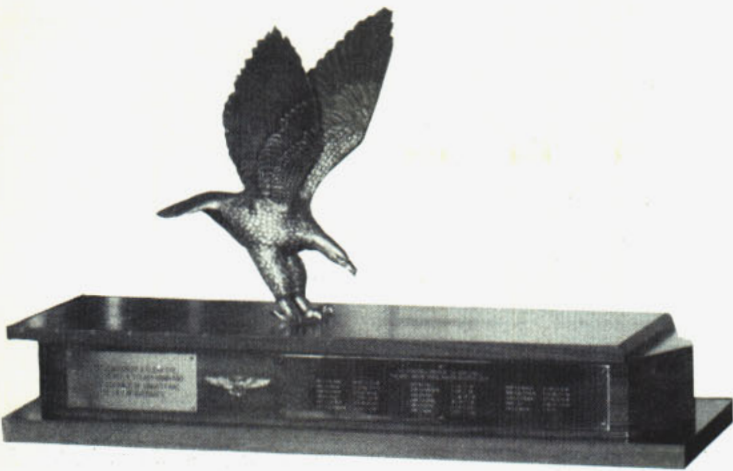
In case you haven't heard, ALL HANDS magazine has a new address and telephone number. The staff is now located in Room 1044, Crystal Plaza #6, 2221 Jefferson Davis Highway, Washington, D. C. 20360. Commercial phone number is (202) 692-2564; autovon, 222-2564. Formerly Pers 164 of the Bureau of Naval Personnel, ALL HANDS is now NOP 00723 of the Naval Internal Relations Activity (NIRA), a field activity of OPNAV under the supervision of the Chief of Information (CHINFO).

- USS KENNEDY REDESIGNATED AS CV WITH THRIPLE-THREAT CAPABILITY

USS John F. Kennedy (CVA 67), now being overhauled at the Norfolk Naval Shipyard, will be redesignated a CV, making her the Navy's first attack aircraft carrier to support the S-3A "Viking" antisubmarine aircraft. Under the CV concept, a carrier is capable of operating and maintaining fighter, attack and ASW aircraft, thus presenting a triple-threat capability for surface, submarine and air warfare.

- NEW HELICOPTER SUPPORT SQUADRON TO BE ESTABLISHED

A new helicopter combat support squadron (HC) which will prepare pilots and aircrewmembers for search and rescue duty will be commissioned at NAS Pensacola this November. The new squadron, HC-16, will use manpower and aircraft now assigned to the search and rescue (SAR) detachment operating at Forrest Sherman Field, Pensacola, Fla. The squadron is scheduled to graduate about 20 pilots and 200 enlisted personnel annually.



Among the awards and honors received by Admiral Thomas H. Moorer during his nearly 40 years in the Navy has been the Gray Eagle Trophy awarded to him in 1972 as the most senior naval aviator.

Upon retirement, the former Chairman of the Joint Chiefs of Staff passed the coveted honor on to the new Gray Eagle, Rear Admiral Leroy V. Swanson. The ceremony took place on 27 June at the Washington Navy Yard, D.C.

Admiral Moorer stepped down as the nation's top military man after two terms of two years each. The new Chairman of the Joint Chiefs of Staff, which is a rotating assignment in the Armed Forces, is General George S. Brown, USAF.

The new Gray Eagle, RADM Swanson, is serving as Commander, Defense Nuclear Agency Field Command, Albuquerque, N.M. He is Naval Aviator Number 5921; ADM Moorer was Naval Aviator Number 4255.

ADM Moorer was the 23rd Gray Eagle to serve since its inception some 13 years ago. The award was established in 1961, but the idea of singling out the active duty naval aviator with the earliest date of designation had been kicked around in wardroom discussions for years. The permanent trophy is engraved with the names of holders along with the dates held.

Each recipient receives a small replica of the trophy bearing his name, the date he became Gray Eagle and his naval aviator designator number.

One of those who strongly fostered the idea was Admiral G. W. Anderson (who was later to serve as Chief of Naval Operations). The recommendation was made that "it be determined from official records who, at all times, is the senior aviator in point of service in flying." Also suggested was a baton or similar token, to be handed on down with the passing years.

The trophy finally selected depicts a silver eagle hooking onto the arresting gear of the Navy's first aircraft carrier, USS *Langley* (CV 1). The inscription states, "The Venerable Order of the Gray Eagle — The Most Ancient Naval Aviator on Active Duty." It is given "in recognition of a clear eye, a stout heart, a steady hand and daring defiance of gravity and the law of averages."

At a 50th anniversary ball for Naval Aviation in 1961,

The GRAY

the first Gray Eagle was named, ADM Charles R. "Cat" Brown, Naval Aviator Number 3159. Miniatures were presented the previous "Gray Eagles," or their survivors, beginning with Number 1, Commander Theodore G. Ellyson, designated the U.S. Navy's first aviator on 2 Jun 1911. The officer who would have held the award for the longest period, had it been established in 1911, was Admiral John H. Towers, Naval Aviator Number 3, designated on 14 Sep 1911. Towers would have been the "most ancient naval aviator," retiring on 1 Dec 1947.

Establishing a line of Gray Eagles, others "named" at the trophy's inception included: VADM George D. Murray, ADM D. C. Ramsey, CAPT Henry T. Stanley, CAPT William W. Townsley; CAPT Alvin O. Preil; RADM Irving M. McQuiston; VADM Alfred M. Pride and VADM Thomas S. Combs.

Those named to the honor since ADM Brown are: RADM Frank Akers, ADM Wallace M. Beakley, RADM Robert Goldthwaite, Marine LTGN Richard C. Mangrum, VADM Fitzhugh Lee, ADM Charles D. Griffin, VADM Alexander S. Heyward, Jr., RADM Robert J. Stroh, RADM George P. Koch, RADM Alfred R. Matter, and RADM Francis D. Foley.

The newly retired Gray Eagle, ADM Moorer, graduated from the Naval Academy in 1933 and served in USS *Salt Lake City* and *New Orleans* before aviation training in Pensacola in 1936. He served with Fighting Squadron 1B aboard USS *Langley* and later in USS *Lexington*.

From Fighting Squadron 6 aboard USS *Enterprise*, he joined Patrol Squadron 22 at Pearl Harbor. After the attack on Pearl Harbor, his squadron was sent to the Southwest Pacific to support the campaign in the Dutch East Indies where, on 19 Feb 1942, his PBY *Catalina* was shot down north of Darwin, Australia. He landed his damaged aircraft near a friendly Filipino freighter and was rescued, only to have the rescue ship sunk that same day. Although wounded, he aided survivors in reaching the Australian shore. He subsequently received the Silver Star and the Purple Heart.

ADM Moorer was later assigned to the United Kingdom as a mining observer and later took command of Bombing Squadron 132, operating in Cuba and Africa. His war service ended while on the staff of Commander Naval Air Forces Atlantic. In 1946, he was assigned to the Strategic Bombing Survey in Japan, engaged in interrogation of the Japanese. He then served two years at the Naval Aviation Ordnance Test Station, Chincoteague, Va., before a tour of duty with Carrier Division 4 in the Atlantic.

Following a tour at Naval Ordnance Test Station Inyokern, Calif., he attended the Naval Air College and served once more with ComNavAirLant before drawing his first Washington assignment in 1955 as aide to the Assistant Secretary of the Navy for Air. He

EAGLE Flies Again

then assumed command of the seaplane tender USS *Salisbury Sound* (AV 13).

On 26 Jul 1957, he achieved flag rank and served as special assistant for Strategic Plans Division under CNO. From January 1958 until July 1959, ADM Moorer was Assistant Chief of Naval Operations, after which he commanded Carrier Division 6. In November 1960, he was back in Washington as Director of the Long Range Objectives Group and, in 1962, he assumed command of the Seventh Fleet. For this last assignment he was awarded the Distinguished Service Medal.

Admiral Moorer served as Commander in Chief, Pacific Fleet, from June 1964 until assuming the three-hat command of NATO's Allied Command, Atlantic; U.S. Unified Atlantic Command; and U.S. Atlantic Fleet in April 1965. He received his second DSM for this complex tour.

Becoming the 18th Chief of Naval Operations on 1 Aug 1967, he received a third DSM, and the following April, he succeeded General Earle G. Wheeler, USA, as Chairman of the Joint Chiefs of Staff.

The new Gray Eagle, RADM Swanson, received his designation on 9 Dec 1938. He has flown with scouting, torpedo and attack squadrons from the decks of carriers *Wasp* (CVS 18), *Bataan* (CVL 29), *Midway* (CVS 41), and *Franklin D. Roosevelt* (CVA 42). He also served as a ship's officer in USS *Core* (CVE 13).

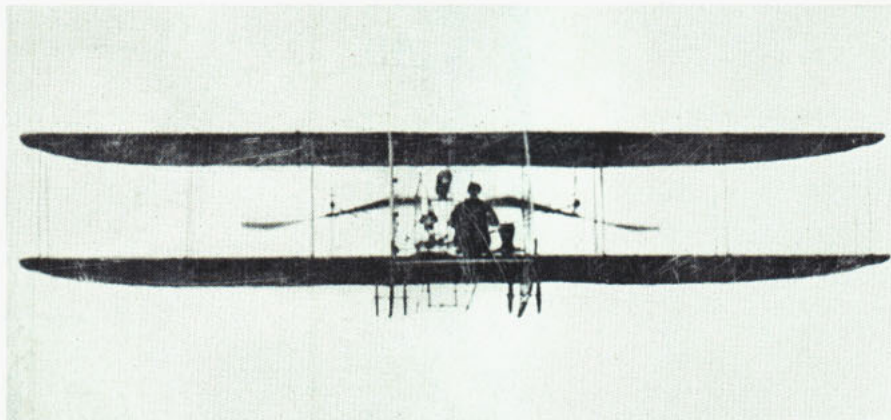
During WWII, ADM Swanson led an attack against vital enemy installations, including an enemy seaplane base in the Bonin Islands, earning four decorations while flying 15 missions in 40 days. Major operating commands held since WWII include Attack Squadron 45, USS *Haleakala* (AE 25), and USS *Independence* (CVA 62). A Distinguished Service Medal and Navy Commendation Medal recipient, he has also served as Commander Carrier Division Two and Task Group 77.3 aboard USS *America* (CVA 66); Deputy Commander in Chief Naval Forces Europe; and Deputy Commander Eastern Atlantic.

— JOC Marc Whetstone, USN



Top: ADM Thomas H. Moorer, 23rd Gray Eagle, as chairman of the Joint Chiefs of Staff. Above: RADM Leroy V. Swanson, the current Gray Eagle. Left: USS *Saratoga* (CVA 60) and USS *America* (CVA 66) in formation for the "Gray Eagle."

And Golden Eagles Have a Reunion



There aren't many aviators who can say they were at Kitty Hawk the day in 1903 when Orville Wright made the first successful powered flight. There are even fewer who can say they flew with Orville back in the "teens." Ninety-year-old H. Roy Waite can say both, and he did during the first "Mini-Reunion" of the Golden Eagles held at NAS South Weymouth, Mass.

Officially known as the Early and Pioneer Naval Aviators' Association, the Golden Eagles was formed in 1956. Original rules restricted membership to the first 200 aviators who qualified for their wings. Later, the rules were expanded to include pioneers in any aspect of naval aviation.

One of the few remaining Early Birds — men who flew between 1903 and 1916 — Mr. Waite claims to be the nation's first licensed seaplane pilot. He says he also demonstrated the flying machine's military potential to Americans watching a threatening European war. In 1916, he took to the air in his Standard Burgess machine and dropped a bag of flour onto the deck of a battleship steaming in Boston Harbor, thus proving that bombs could be accurately dropped from the air.

Others at the reunion had equally impressive stories. Patrick "Pappy" Byrne was Navy Enlisted Pilot No. 10. While wearing the enlisted flyer's "half-wing" insignia, he became legendary as one of the Navy's seaplane pioneers. Later, as a pilot for the American Export Company, he laid out the original global runs for the company that eventually changed its name to Pan American World Airways.



Top: The Standard Burgess Machine in 1911. Above: Reunion participant H. Roy Waite at controls of Burgess.

John Polando set a nonstop world record in 1931 when he and a co-pilot flew a Bellanca airplane from Floyd Bennett Field in Brooklyn to Istanbul, Turkey, in 50 hours. When they landed, the President of Turkey met them at the runway and presented them each with a diamond brooch.

Ronald L. White, a retired Navy captain, started flying *Travelaire* biplanes over the first Naval Air Reserve Base in Squantum, Mass. He served as a Navy pilot for 37 years and participated in the 1948 Berlin airlift. Still active, CAPT White has been flying for 47 years.

Most of the Golden Eagles at the reunion learned to fly before World War I. Some were among the first to land on the Navy's first aircraft carrier, *USS Langley*, during the first landing qualifications in 1922. Other "Eagles" were pioneers in helicopter aviation in the '40s, still others flew the first Navy jets in the '50s.

Pioneers in their own time, LTJG Barbara Allen Rainey, LTJG Judy Ann Neuffer and ENS Jane Skiles, also attended. They are the first three women in the Navy to earn their wings. LTJG Neuffer is now stationed at NAS Patuxent River, Md., where she is training to become the first female hurricane hunter pilot.

Also attending were LT Randy Cunningham, the first Vietnam conflict pilot to become an ace, and his ace back-seat intercept officer LT Willy Driscoll. In five months the duo shot down five *Mig* fighters and became the first all-missile aces, the first to shoot down three *Migs* in one engagement and the first to become aces in the F-4 *Phantom* jet. Together they shot down North Vietnam's leading ace, who at that time had scored 13 American kills.

The guest speaker at the banquet was Rear Admiral Harold G. Rich, Commander Patrol Wings, U.S. Atlantic Fleet, also a pilot who flew cargo planes in the Berlin airlift. He spoke of the advances made in naval aviation and said it now takes us the same number of hours to fly to Europe that it took days to steam there when he was an ensign. He also pointed out that the plane he learned to fly back in the '40s wouldn't go as fast straight down as a modern F-4 will go straight up.

— JO3 Brent M. Jaquet



Right top: First Vietnam Ace, LT Randy Cunningham receives standing ovation. Right center: Patrick "Pappy" Byrne, Navy's enlisted Pilot No. 10, addresses reunion. Right: The Navy's first two female pilots, LTJG Barbara Allen Rainey (left) and LTJG Judy Neuffer with ENS Dan Hanley and CAPT Henry L. Cassani.

THE NEW LOOK

Master at Arms



One of the earliest ratings in the sailing ship Navy was master-at-arms. His was a job of importance and prestige, and the duties of the MAA have gone through many evolutionary stages as the Navy moved on to coal-burning steamers, oil burning ships and finally nuclear powered ships.

Nearly two centuries ago, when the U.S. Navy was in its infancy, the term master-at-arms referred to the petty officer who instructed the ship's crew in the use of small arms, such as muskets and cutlasses. A recent dictionary definition labeled the MAA as "a petty officer on a man-of-war charged with the maintenance of order, discipline, the custody of prisoners, etc."

In the recent past, the petty officer who could be seen at various tasks, supervising the handing out of linen or seeing to the cleanliness of the mess deck on an aircraft carrier was the master-at-arms. The shore-

based MAA was in charge of quarters — carrying out daily tasks involved in maintaining the barracks. Or he might be involved with aiding investigators with their cases.

The Navy has finally moved to give the MAA a more firm identity. Just a year ago, the Navy approved the Master at Arms (MA) rating for enlisted personnel in the top four grades and clearly defined the specialty's responsibility as "performance of security duty afloat and ashore."

The new rating became effective 1 Aug 1973, and qualified senior petty officers converted to MA and began filling billets with the security forces. The last of the barracks MAAs were phased out and replaced by bachelor enlisted quarters managers (see ALL HANDS, May 1974.)

Of the more than 500 Navy men and women now



Upper left: Master at Arms badge and proposed rating device. Lower left: MA1 Lester Vermillion, a former engineman, working in his new rating. Right: Part of the Master at Arms training includes identification of drugs and related paraphernalia.



serving as MA, about half have undergone a five-week training course at Lackland AFB in Texas. While some of the convertees to the rate will remain at their present duty stations until completion of their tour of duty at that command, all who are slated for rotation will be sent to the school in between their present and subsequent tours.

A responsibility of the Memphis-headquartered Naval Technical Training Command, formal training for the new rating was set in motion in September 1973, when the first Navymen were enrolled in the Air Force's basic law enforcement indoctrination training, which consists of 150 hours of self-paced instruction.

Limited to a quota of 12 students a week, the Navy can train nearly 550 people a year in the basics of law enforcement. Depending on the specific needs of a command, MAs may undergo specialized training in corrections and investigations at Fort Gordon, Ga., where the Army has single-sited all its security-related training.

The Navy's MA community is concerned with every facet of security — investigation, apprehension, corrections, rehabilitation, law enforcement, traffic control or training of supplementary personnel.

In Air Force and special Navy classes at Lackland, the MAs are instructed in the use of small arms in the first week, with weapons safety preceding a range qualification where students fire at figurine targets. Other weapons used by law enforcement officers are included in the pupils' studies, with restraining weapons such as the 36-inch riot baton and bayonet-equipped M-16, taken up in the next phase. M-16s are not used in the sea service as they are in other branches of the armed forces, but their inclusion is part of regular security training.

Other phases of the curriculum include a test of the students' physical abilities during a week focused on apprehension and restraint, where trainees learn to

apprehend, control and search a person without putting themselves in jeopardy. Additional studies delve into other areas of the specialty, such as investigation, traffic control and administrative procedures.

While the training is basic to law enforcement, the new MAs can still expect to be assigned to billets that vary in some degree from the "policies force" of old, but nowhere in the modern Navy will an MA be assigned to mess-deck or barracks operations.

A look at four MAs serving at the Naval Air Station Memphis offers a good example of the type of billets to which the rated MAs are now assigned throughout shore stations.

In a position perhaps most associated with the "movie version" of the Navy's police force or shore patrol is Petty Officer 1st Class Charles "Mike" Butler, who wears a hard hat and carries a pistol and nightstick. The former gunner's mate (missiles) joined the station's security department within days after being graduated from MA training at Lackland. Initially placed on the daytime shift, Butler's work takes him on regular patrols, directing traffic, or investigating accidents or other incidents.

No matter what short-notice problem he faces, Butler walks with the confidence that marks him as a professional law enforcement officer, even though he insists his experience is still limited.

"I learned a lot at Lackland," he says. "The training was really good. I wish we had a little more physical training, but I guess I'll be getting that on the job."

Also within the security department is MAC William D. Carlew, who shoulders a responsibility unique among the MAs at the Memphis complex. A convertree who has not attended the Lackland course, Chief Carlew is the traffic court judge who hears all traffic violation cases occurring on the station. Not new to the field of law enforcement, the chief served at the Memphis Shore Patrol Headquarters for a year before his move

MA Rating

THE NEW LOOK

Below: Fingerprinting techniques taught range from simple print-taking to lifting prints from scene of a crime.



to the air station last August.

At the Naval Corrections Center are two newly rated MAs who share similar duties and, like their counterparts, are ardently enthusiastic about the work.

A quartermaster during most of his 20-year career, Chief Van Carroll found himself involved in career and corrections counseling in his last two ships. Pursuing his interest after arriving in Memphis, the chief has accumulated 36 hours of study at Memphis State University in the corrections field, and he looks toward a retirement career in this field when he completes his degree requirements.

Petty Officer 1st Class Lester Vermillion came from a three-year tour with the Armed Forces Police with high interest in the field, and he was eager to apply for MA training and conversion from his "tight" rating as an engineman. A 15-year veteran, Vermillion feels the master-at-arms profession is an "outstanding field," particularly in the corrections area.

The emphasis in the corrections field today is more rehabilitative than punitive. "We hope we can change some of the Navy's 'problem people,' because we don't want just to pass our problems back to the civilian community," says Chief Carroll. "If we can change one person, then we're one ahead, the guy can get an honorable discharge, and the outside gets a better person."

Supporting the idea, the two MAs are deeply involved in a program called "Project First Offender" in which citizen volunteers, working under the guidance of professional probation counselors, are producing attitude changes and self-understanding on the part of those who lash out at society. While the program is not new in the civilian world, the Navy only recently began working hand-in-hand with civilian volunteers.

"The project offers community involvement within the judicial system, and it's quite successful here," explains Chief Carroll. "The Navy is in a better position to help its own. There is a little more control and a little more understanding, too."

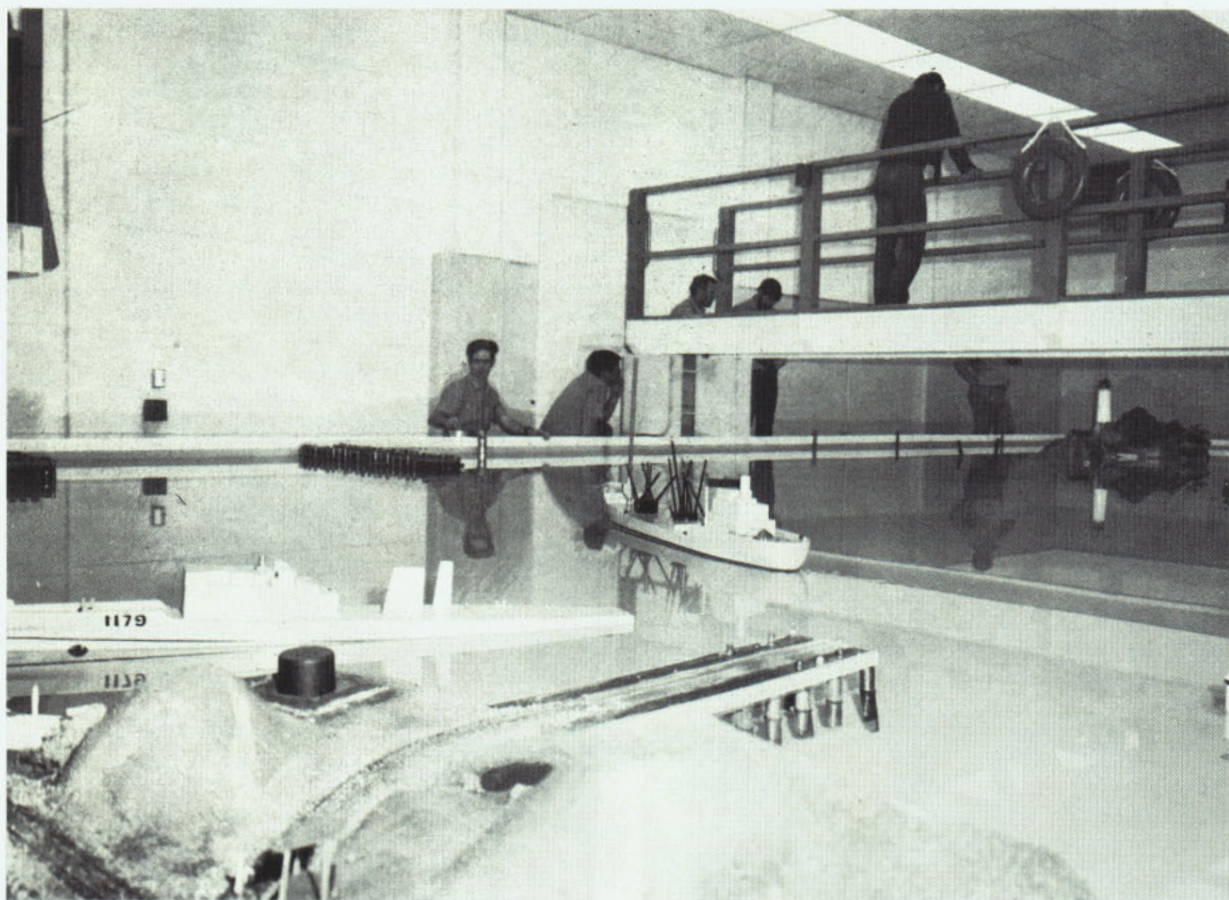
Already a great step forward in the field of sea service law enforcement, the new rating will doubtless grow further in its professionalism as feedback from graduates and commands is incorporated into the training program. Graduates of the MA school have brought their individual skill and knowledge to security and corrections forces at many sea and shore commands.

Today's new Navy Master-at-Arms can trace the history of his field far into the Navy's past. The man who walked the decks a century ago as a master-at-arms, probably would not recognize the trained and skilled professional who carries the same descriptive name today, but the two are related. The new Master-at-Arms, like his predecessor, enforces laws and regulations, but the techniques and attitudes of the profession now reflect the sophistication and technology of today's civilization and the modern Navy.

— Story by Judy Phillips
— Photos by PH2 Michael Diehl

Ships' Handling Characteristics Trainer

'You Take The Conn'



It's a sure bet that ancient mariners and even modern-day sailors who have sailed the seven seas and seen many lands have never visited O'Neill's Island, rounded Palmer's Point, sailed on the Mustain Sea, or been warned of dangerous waters by Pruet's Lighthouse. These are dominant features of the rehabilitated Ships' Handling Characteristics Trainer, opened recently at the Fleet Training Center, San Diego.

The Naval Station's Public Works Department, which reconstructed the training tank, and members of the center's training aids division, headed by Ensign Vivian Mustain, are responsible for much of the valuable research and training that is taking place there now. The Training Aids Division designed and manufactured the scale model islands, buildings and related equipment used in the training programs.

The Ships' Handling Characteristics Trainer is used to train officers whose primary duties will be the con-

ning of naval ships. Radio-controlled scale model ships of numerous types and classes are maneuvered in response to commands by these officers through buoyed channels, around islands and reefs, and then moored alongside piers.

The model ships are constructed to duplicate closely handling characteristics and control delays actually experienced in the real ships they represent. The training facility has proven invaluable in enabling new conning officers to experience "under the gun" pressures before actually taking control of seagoing ships and as a fine "refresher" for experienced people whose shiphandling skills have grown rusty on a tour of shore duty.

O'Neill's Island, Mustain Sea, Pruet's Lighthouse? Tomorrow's conning officers will be intimately familiar with and thankful for them when putting to sea in the future.

TOP GUN UNIVERSITY

With USS *Ranger* (CVA 61) at sea, Top Gun University has opened its doors again. TGU allows 300 men to begin, or continue, their college education with Chapman College through the Navy's Program for Afloat College Education (PACE). Sailing with four highly qualified PhDs and 12 course offerings, *Ranger* continues as one of the largest and most successful afloat educational programs.

Five major college subjects are represented in the first of three 9-week terms to be offered during this deployment; English, psychology, political science, engineering and mathematics are taught by instructors from Chapman who have joined the crew. In addition, Chapman College has provided a special assistant for counseling and coordination of the program.

PACE is a cooperative effort between participating colleges and universities and the Chief of Naval Education and Training, offering undergraduate courses to qualified men at sea. The program, in many cases, can

lead to an Associate of Arts or Bachelor of Arts degree for seagoing personnel, whether their ships are at home or at sea.

Notable features of the Navy's contact with Chapman College include residence (transferable) credit for all courses and professors who remain aboard ship to conduct classes at sea or in foreign ports. Allocation of funds and supervision of PACE operations are the responsibility of the commanding officer, Navy Education and Training Support Center, Pacific, at San Diego.

Chapman College is an independent, four-year, coeducational liberal arts college, located in Orange, Calif., about 32 miles southeast of Los Angeles. Chapman is also a participating college in the Navy Campus for Achievement (NCFA) degree program. Since 1958 the college has been in the business of providing quality higher education for military personnel. By 1974, the college had degree-oriented, residence credit programs on more than 30 military bases or stations and had offered courses aboard more than 40 ships of the Pacific Fleet.

PACE is no stranger to *Ranger*. In 1972 Top Gun became a pioneer in naval education by offering 20 classes taught by five professors (a record in PACE) and followed this by two terms of nine classes with three professors. While in port at Long Beach, three classes were conducted. This cruise will probably see 36 more courses taught by 12 professors.

"It takes four things to make this program a success: qualified instructors, motivated students, a dedicated educational services office, and — most importantly — command support," says program coordinator Hal Clark.

Onboard *Ranger*, all four exist in abundance.



Left: Another PACE man signs up as USS *Ranger*'s Top Gun University opens its doors for college-level instruction. Above: LTJG Dan Snead supervises registration for college courses through the Navy's Program for Afloat College Education.

SPRUCE at Subic Bay

The Naval Base at Subic Bay in the Republic of the Philippines is being spruced up. It's not for any special occasion, but part of a cooperative environmental effort sparked by the base's ombudswoman, Mrs. Cora Stevens, and a group of Navy wives — aided by base personnel and Navy juniors. They decided a self-help project could do a great deal and arranged a meeting with the CO to see how to go about it.

The result was Project SPRUCE (for Subic Bay Project for Renewal Using Community Efforts).

After considerable planning, the small group of volunteers who began the project found that, once underway, it grew in both size and interest. Several Boy Scout and Girl Scout troops, for example, volunteered their services to get rid of litter and accumulated debris under the football bleachers. A variety of discarded material and equipment was removed from around the pier; then they tackled the housing areas.

Along with trash removal, landscaping was undertaken. The barracks lawn was renewed; bushes and shrubs were planted. Areas were earmarked for planting palm trees.

The naval base's self-help personnel got into the act by repainting the CPO barracks.

The old Spanish Gate, a historic reminder of the base's past, is being renovated and eventually it will be landscaped. Although those engaged in the SPRUCE program have not yet completed all they would like to do, they consider that much has been accomplished to enhance the base's appearance. They expect to do even more.

— Story and Photos by PH2 Michael Jacobs.



SERVICE COMMAND

Support and service to the Pacific Fleet begin at the Pearl Harbor headquarters of the Commander Service Force, U. S. Pacific Fleet. Headed by Rear Admiral John M. Barrett, the 50 support and salvage ships and 25 shore activities located throughout the Pacific provide the goods and services needed to keep the men, ships and aircraft

of the U. S. Pacific Fleet operating.

The core of this logistic support force is a group of underway replenishment ships especially designed to transfer cargoes of fuel and supplies while steaming alongside other ships on the high seas. These ships have perfected the art of underway replenishment to a speedy, but precise, procedure.

It is done by bringing two ships side by side on parallel courses approximately 100 feet apart. A rigging is then established between the two and materials are transferred by a cargo sling running along a cable.

Fuel can be transferred at the same time through area hoses running from ship to ship. The entire procedure takes approximately two hours during which enough fuel is transferred to fill the gas tank of an average car almost 75,000 times.

Among the newer logistic support ship types are the fast combat support ships and replenishment oilers, both of which are multipurpose in design. Their cargoes include fuel, provisions and munitions, and they are capable of providing underway replenishment at speeds in excess of 20 knots. Both of these types of ships also have a vertical replenishment capability through the use of helicopters.

Still on the job are the older but still effective oilers, stores ships and ammunition ships that complete the underway replenishment force. All of these ships, in addition to their major products, carry mail, motion pictures, freight and personnel to the ships to be serviced. To round out the complement of supporting ships are the towing and salvage ships and the repair ships.

The newest type ship in the category is the salvage and rescue ship, which is specifically designed for rescue towing, harbor clearance, lifting and salvaging. Completing the category are the older fleet tugs and the salvage ships, the crews of which are cross-trained in each others' jobs.

The final major ship type in the support inventory is the repair ship. These ships can set up in almost every port in the Pacific and provide on-the-spot repair services



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to all ship types and for almost anything you can think of.

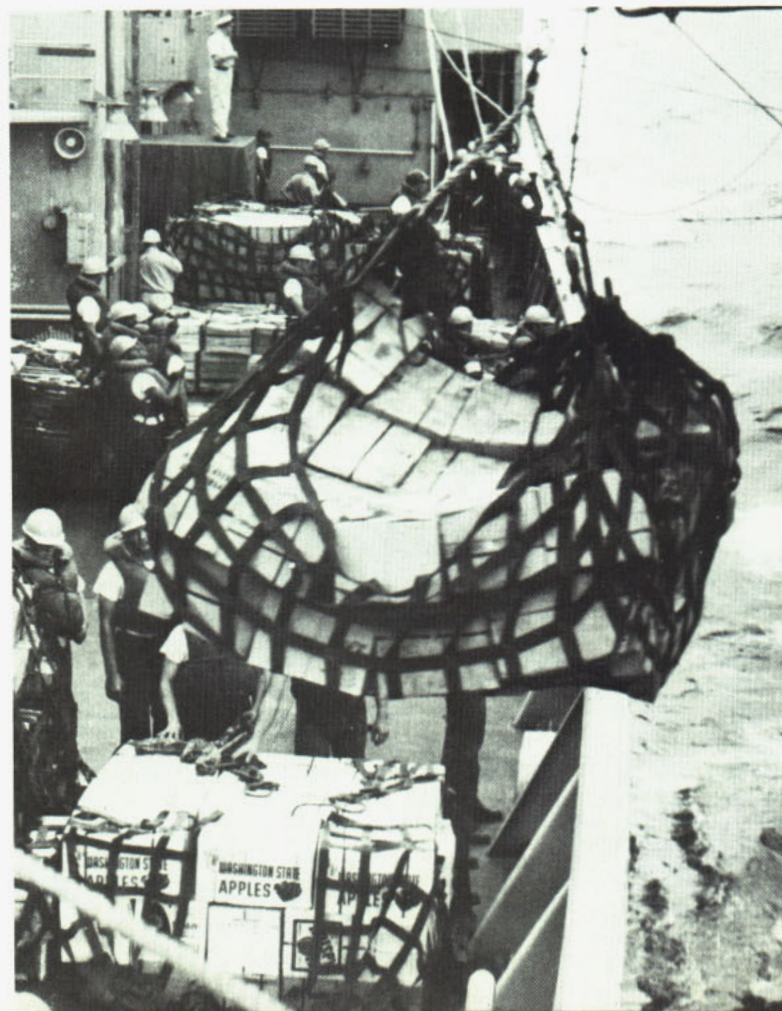
For the larger replenishment-type ships, crews range from about 250 to 360 men. The ships have displacements in excess of 27,000 tons. The smaller salvage ships with crews of a hundred or less displace around 1600 tons.

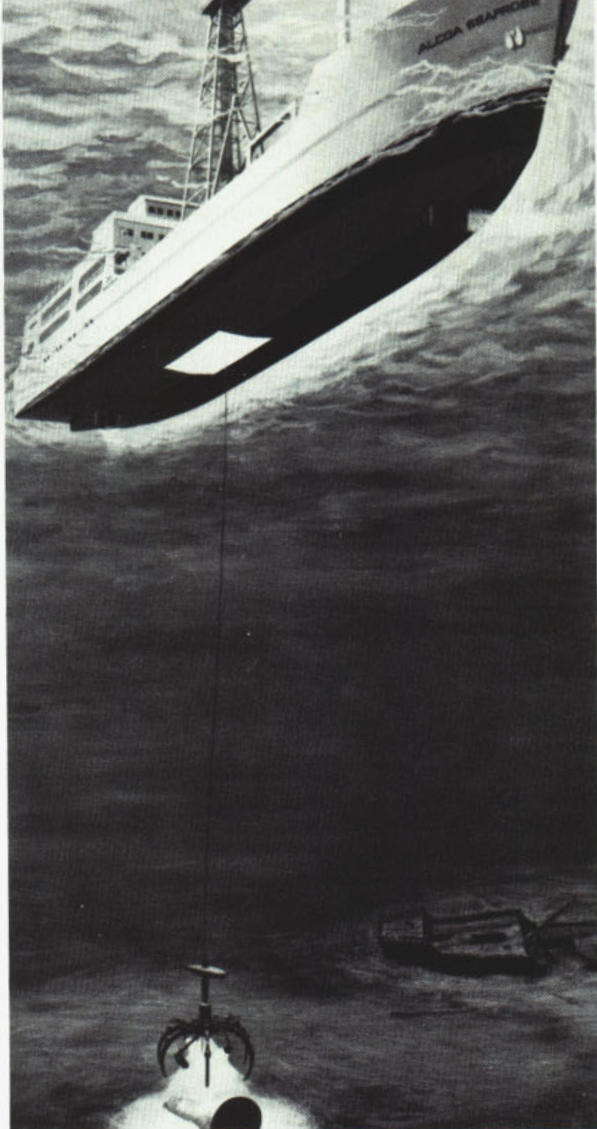
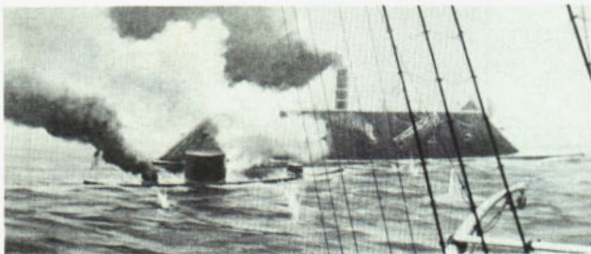
Support for the fleet begins ashore, and there is a wide and varied range of services offered by the support activities in the Pacific. These include naval bases at Guam and Subic Bay; depots at Guam, Subic Bay and Yokosuka, ordnance magazines at Guam and Subic Bay; an ordnance facility at Sasebo; fleet support activities at Yokosuka and Sasebo; and a headquarters support activity at Taipei. Other units which lend support services are the shore electronics engineering activities at Guam, Subic Bay, and Yokosuka; naval stations at Subic Bay, Guam, San Diego, San Francisco and Pearl Harbor; and the Fleet Post Office in San Francisco.

Another part of the logistics-support team in the Pacific, the Naval Construction Battalions, or Seabees, are responsible for the construction of airfields, port facilities, camps and other projects. In addition, Seabees are noted for the various community relations projects that they carry out throughout the Pacific.

The concepts and techniques used by the support ships and shore activities of the Service Force, Pacific Fleet, are continually improving. Today, vertical replenishments by helicopters and other modern techniques are being combined with more traditional replenishment-at-sea methods to provide the people and ships of the Pacific the "beans, bullets and black oil" necessary for sustained operations.

— JOSN Nancy Aydlett





PROJECT CHEESEBOX

Investigation of the lost Civil War ironclad "MONITOR"

If the ALL HANDS feature "On the Scientific Front" had appeared in October 1861, it would undoubtedly have featured news of a contract for construction of *Monitor*, one of the more important warships in our nation's heritage.

Designed by John Ericsson, to whom the prime contract for construction was awarded, this turreted, ironclad warship represented a complete break with traditional naval architecture. Her boxlike iron hull, 124 feet by 24 feet, supported an armored "raft," 172 feet by 43 feet, eight inches. The raft was designed to increase stability in a seaway, thereby giving the guns a more stable platform for accurate fire. At the same time, the design provided protection to the hull from

the effects of ramming.

Forced ventilation in living quarters, an armored pilothouse and a protected anchor which could be raised without exposing crewmembers to enemy fire were among the numerous technical innovations incorporated into *Monitor*.

The ironclad was launched in January 1862 and commissioned in February with LT John L. Worden, USN, in command. After trial and repair, *Monitor* departed the New York Navy Yard in March and, with her crew of 49 volunteers, headed for the Virginia Capes.

Monitor's first encounter was with CSS *Virginia*, a four-hour battle to protect the battered *Minnesota*



Far left: *Monitor* confronts *CSS Virginia* in 1862 (top). Photo montage of the remains of *Monitor's* gun turret (below). Left: Drawing of the research ship *ALCOA SEAPROBE* at work. Above: Studying the various small underwater photos of the wreckage that comprise a montage.

which was hard aground off Newport News. A Confederate officer described the new ship as, "An immense shingle, floating on the water with a gigantic cheesebox rising from its center; no sails, no wheels, no smokestack, no guns." *Monitor* fought her adversary to a standstill in a battle which revolutionized naval warfare.

In the months that followed, *Monitor* remained alert in Hampton Roads, ready to renew the engagement if *Virginia* were to venture forth again. Later, *Monitor* went up the James River on a mission but was forced to return because her guns couldn't elevate to hit shore batteries.

Shortly after midnight, on 31 Dec 1862, while en route to participate in operations against Fort Fisher, Wilmington, N.C., the Union warship foundered in a storm off Cape Hatteras.

Discovery and verification of *Monitor's* remains challenged naval and Civil War historians until 1 Apr 1974, when a research team on board *Seaprobe* photographed what is almost certainly the Civil War ironclad warship. One of the initial moving forces behind this discovery was "Project Cheesebox," a joint research effort conceived by Midshipman Edward Mason Miller, 1/c, and Ensign Michael Ellison, conducted under the auspices of the History Department, U.S. Naval Academy, and assisted by Mr. William J. Andahazy, Naval Ship Research and Development Center, Annapolis Laboratory.

The three-phase project was originated with the sole purpose of coordinating modern scientific techniques with sound historical research. The objective was to document the history of USS *Monitor* and investigate the location of her hulk.

Phase one of "Project Cheesebox" has been completed. This consisted of gathering all the available information concerning the conception, construction and commissioned service of the vessel. Midshipman Miller and Mr. Ernest W. Peterkin, Naval Research Laboratory compiled it in an authoritative manuscript.

Phase two consists of the construction of two scale models of *Monitor*. The first was built at the U.S. Naval Academy from John Ericsson's original draw-

ings which were recently discovered in the archives of Stevens Institute of Technology. The first model was completed and tested in towing basins. The profile model of *Monitor* was rigged as she had appeared on her fateful voyage to North Carolina.

The second model—which is being constructed—will represent the most accurate complete replica of the original warship. Innovations introduced with this vessel will be analyzed as a weapons system with attention given to the design of the engineering plant and the turret assembly.

The third phase of "Project Cheesebox" was completed using equipment employed in "Project Magnet," a worldwide aeromagnetic survey conducting geomagnetic investigations of ocean areas. On one of its airborne investigations, "Magnet" located a wreck off Hatteras which was corroborated by "Cheesebox" historical research. This site was identical to that discovered by Duke University in August 1973 in their search for the *Monitor* remains.

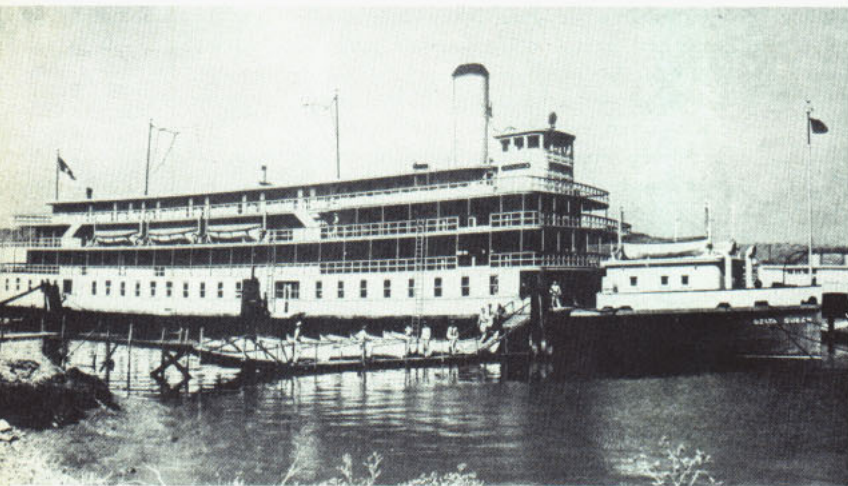
It was obvious that a solid find had been made. The evaluation team joined forces to pursue the search with hopes of photographing the site and retrieving a piece of the hulk. This would aid in positive identification of the ship and determine the feasibility of further salvage of the vessel.

The Research Vessel *Seaprobe*, equipped with underwater television and still cameras, was brought to the area off Cape Hatteras to photograph the wreck on the ocean floor, 220 feet from the surface. On 1 Apr 1974, *Seaprobe's* cameras revealed a vessel which is almost certainly *Monitor* upside down and resting on her gun turret. Views of the ship's bow showed her protected anchor well. The shape of the armor belt, the stern arrangement of the propellor shaft and rudder skeg were all visible as was the internal construction which could be seen where some of the hull plating had fallen away. These observations virtually verified the identity of John Ericsson's ironclad warship. Rough weather, however, precluded immediate efforts to obtain a piece of the hulk which would probably result in a positive identification.

Considerable credit for the Naval Academy's effort in locating the hulk belongs to "Project Magnet" which detected the wreck while searching a large area of ocean for ferromagnetic objects. "Magnet" used an integrated magnetic anomaly detecting system which can be deployed either in a fixed or rotary winged aircraft. The "Project Magnet" airplane was provided by the Naval Oceanographic Office and was outfitted with the newest, most sophisticated magnetic survey equipment available as well as data processing and positioning instrumentation.

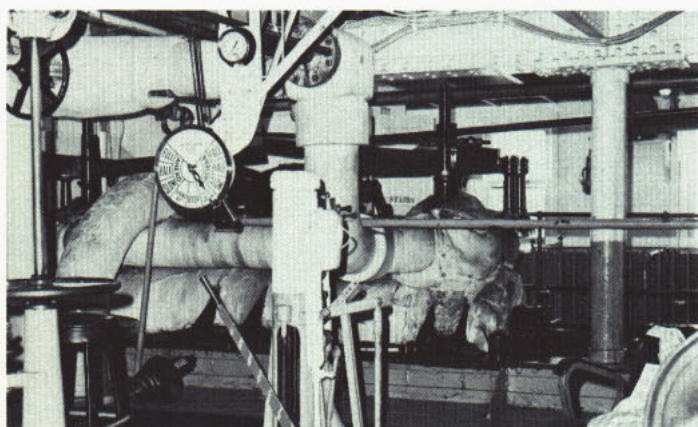
The success of Project Cheesebox in identifying the wreckage was helped considerably by the interpretation and mathematical analysis of the "Project Magnet" data. Further evidence was provided by the R/V *Seaprobe* photographs.

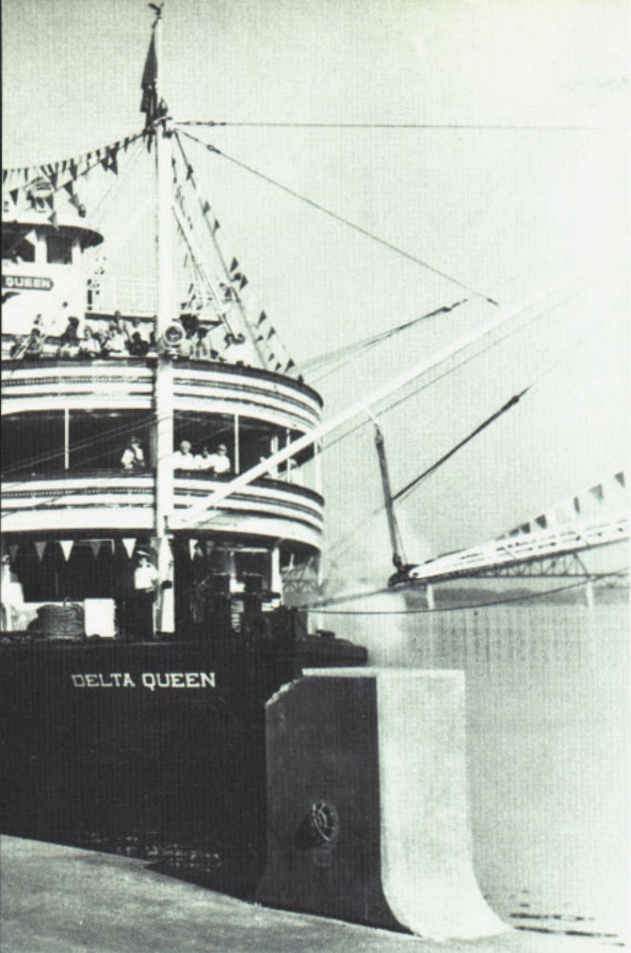
Although considered to be unofficial, it appears that the photographs taken by *Seaprobe* have verified one of the most significant historical finds in recent times, the Civil War ironclad, USS *Monitor*.



DELTA QUEEN

... a living legend in middle-age





Hardly any ship becomes a living legend while still operational, but *Delta Queen*, a world War II veteran, qualifies. She was built to carry passengers commercially between San Francisco and Sacramento but her life changed abruptly as war clouds gathered. At sea service reunions even now, stories are swapped about the ship at Treasure Island, where many a Navyman was trained and quartered between 1940 and 1946.

In 1940, about 300 Naval Reservists in the San Francisco Bay area were called up and reported to *Delta Queen* for transportation to the Naval Station on Yerba Buena Island. The Reservists' introduction to the active duty Navy aboard *Delta Queen*, while pleasant, wasn't exactly realistic. The *Queen* had not yet bidden farewell to her civilian crew and her dining tables were still covered with white cloths, set with the ship's best china and silverware. The Reservists were served by the ship's waiters — all a carryover from commercial days and hardly typical of the Navy.

Conditions changed quickly, however. During her Navy stint, *Delta Queen* was employed as a training

Far left top: *Delta Queen* in those nostalgic days in California when she was with the Navy. Above: *Delta Queen* as she appears today on the banks of the Ohio River. Far left: The riverboat is dwarfed by the modern skyline of Louisville, Ky. Far left bottom: A portion of the *Queen's* engine room. Left: The wooden superstructure is evident on the ship's deck. Right: Crewmembers make minor repairs to the *Queen's* giant sternwheel.

and barracks facility at Yerba Buena Island, later at Treasure Island. In 1946, the flat-bottomed riverboat was declared surplus, turned over to the U.S. Maritime Commission and sold to an Ohio steamboat company. Since then, as before the war, she has had her ups and downs. Right now, she is up.

After her postwar sale, her superstructure was enclosed in protective boxing and she was towed down the west coast, through the Panama Canal and across the Gulf of Mexico to New Orleans. For a riverboat, this was something of an epic voyage.

From the Crescent City, the old *Queen* steamed upriver to Pittsburgh where a six-month rebuilding program was undertaken to make her suitable for tourist service on the Mississippi River system.

During the 50s, the *Queen* was a moderate success but, by 1966, although her fame grew, her continued use was cast into doubt by a new safety-at-sea law. To bring the old ship into compliance with the new regulations, her entire wooden superstructure was treated with a space-age fire-retardant paint. Extensive fire safety equipment was installed which includes a water sprinkler system and electronic fire detection equipment. In 1969 the *Queen* was granted a three-year exemption from the safety law, and later, still another exemption was secured. Thus the old steamboat may remain in operation until November 1978. A little status was also acquired, for the National Trust for Historic Preservation declared *Delta Queen* to be "a national historic place."

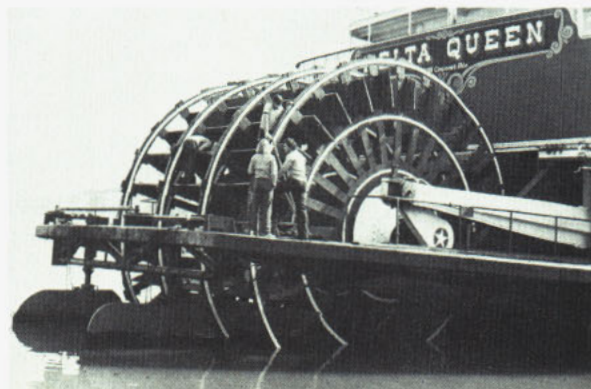
In 1970-71, she was again overhauled. When she emerged from the shipyard, she was actually in better condition than when she made her maiden voyage on the Sacramento back in the 20s. Much of her hull plating had been renewed and she had been equipped with a complete sewage disposal system.

Electrical systems in the passenger cabins and lounges were converted to modern 110-volt, 60-cycle alternating current, supplied by diesel generators. During the winter of 1973-74, a diesel powered bowthruster was installed, as well a new galley.

Although ex-USN *Delta Queen* sails on, her sailing days may be numbered. Construction has been undertaken on a "sister ship" — a new steampowered riverboat which is scheduled to accommodate twice as many passengers as the *Queen*. Until 1975, however, when somebody shouts, "Steamboat 'round the bend!", he will probably mean the *Delta Queen*.

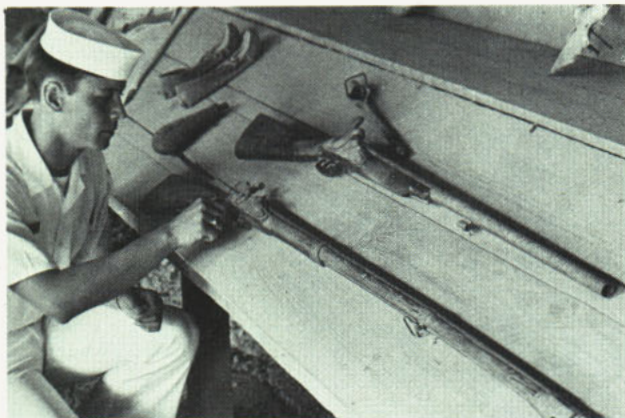
— Story and recent photos by John Fryant.

P.S. — We'd like to hear from any old-timers who sailed on her when she was part of USN. — ED.



Charleston Weekend





Hospitalman Rick West is a history nut. So, being stationed in historical Charleston, S. C., is, in his estimation, "ideal."

There's another reason it's ideal. Charleston is also the duty station of his fiancée, Seaman Pam Blandenbaker, who shares Rick's enthusiasm for years gone by and is happy to join him whenever he treks into the past of a nearby historical site.

Not long ago, the two historians spent a day touring 18th century Middleton Place, regarded as America's oldest landscaped gardens. Their visit coincided with the annual Greek Spring Festival held on the Middleton Terraces, adding an opportunity to observe various Greek-oriented events.

But the main attraction to Pam and Rick was the Place itself, particularly its history. This they learned through the numerous craft demonstrations conducted about the grounds which carried out in old-fashioned style the workaday world of a self-contained plantation. They learned to use a bayberry and beeswax

Left, above: Rick and Pam outside the Middleton Plantation stableyard where crafts are demonstrated. Left: Mrs. Janiece Byrd explains how candles were once made. Above, right: Gun collector Rick West examines antiques. Right: Rick and Pam admire one of many antique carriages at Middleton Plantation.





recipe to make candles, for instance, and took turns stirring an indigo dye being boiled in huge iron kettles over an outdoor fire. Then, while Rick inspected some antique rifles, Pam became acquainted with a local resident, a baby goat; afterwards the visitors took a leisurely hayride.

Later they walked along shaded paths, bordered by colorful azaleas and camellias; threw pennies over the bridge at Butterfly Lake; fed the lazy, black swans and rested under a 1000-year-old oak.

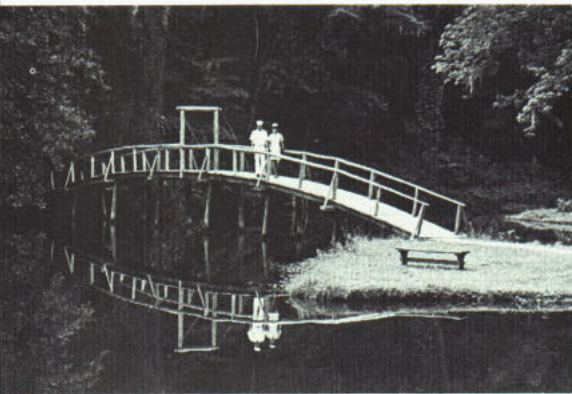
As the twosome toured the remainder of the placid grounds, far from the hectic pace of modern-day life, they found that Middleton Place offers a tranquil atmosphere linked to the past, where often the loudest "noise" heard is that of a blooming flower.

Small wonder Rick and Pam are history nuts.

— Story and photos by PHAN Patti Phillips

— Photos by PH1 Milt Putnam





Facing page: Rick and Pam explore Middleton Place, enjoy shishkebab at the Greek Spring Festival and learn a little Greek folk dancing. Above: A mule-drawn wagon ride adds to the atmosphere. Rick and Pam roam through the Middleton Place Gardens, the oldest landscaped gardens in America.



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, (NOP-00723) Navy Internal Relations Activity, Office of the Chief of Information, Washington, D. C. 20360.

WO Retirement

SIR: I am a temporary warrant officer (W-3). I was promoted to W-1 in October 1967 and made W-2 in October 1969. It is my present intention to retire on 20 years' day-for-day service in July 1977. As a temporary warrant officer, can I retire on 20 as a warrant officer or do I have to revert to E-9? The latest instruction I have regarding this is BuPersInst 1811.1B of 28 March 1960. — T. E. G.

• *A warrant officer (temporary or permanent) may retire upon completion of 20 years' active duty. No reversion to enlisted status is necessary. BuPersInst 1811.1B was canceled about four years ago.*
— Ed.

Numbering System

SIR: In Record of Practical Factors, Quals Manuals and Profile Cards, all statements or subject matters are preceded by numbers, i.e., .62, .63 and so on. What do these numbers designate? —SD1 J. R. O.

• *A numbering system has been adopted by BuPers to give greater stability to the identification of each qualification item. The numbering system allows gaps between qualification items of one paygrade and the next paygrade so that items adopted in annual revisions can occupy numbers not previously used, without generating chain reactions necessitated by renumbering items each time a change is made.* — Ed.

Further Info Wanted

SIR: In ALL HANDS, April 1974, p. 39, you have an article on a Tri-Services Medical University in Bethesda, Md., that is scheduled to be in operation by 1978. Could you please give me any amplifying information on this university? — DS1 P. J. F.

• *Look for further information on the Tri-Services Medical University (currently called the Uniformed Services University of the Health Sciences) in a future issue of ALL HANDS. CAPT Melvin Museles, USN, who is Executive Secretary of U.S.U.H.S., is keeping us up to date. When firm guidelines are announced, they will be reported to the Fleet.*

At the same time, you might want to take a look at the provisions of

BuPersInst 1520.104A, which is now being revised, for information on the Navy's scholarship program for medical school. Check your personnel office.—Ed.

Dependents' Transportation

SIR: In August 1971 I was transferred from overseas (accompanied) duty to a carrier homeported in Norfolk. I elected to move my family to my home of record in Tennessee. My latest PCS orders are for shore duty in Norfolk. My disbursing office says I do not rate transportation for dependents at government expense. Is this correct? — LCDR D. H. S.

• *You are entitled to transportation of your dependents and household goods from Tennessee (a designated place) to your new permanent duty station. See Joint Travel Regulations, paras. M7061 and M8253.f.*—Ed.

Retirement Pay

SIR: I held a temporary commission of LTJG concurrently with a permanent enlisted grade of E-9. I have recently completed 25 years and six months' continuous active service, reverted to enlisted status and transferred to the Fleet Reserve.

I understand that when I complete 30 years' total service I will be advanced to officer grade and placed on the retired list as a LTJG. Also, my retired pay will then be computed to reflect the base pay I was entitled to as an O-2 at the time of my transfer to the Fleet Reserve.

Normally, the advance to highest rank held results in an increase in retirement benefit. In this case, however, since O-2 pay is less than E-9 pay, the retirement benefit is actually reduced (substantially, if one considers the regular cost of living raises that have accrued and will continue to accrue to the E-9 retainer pay).

Under these circumstances, is there a "saved pay" provision for senior enlisted persons similar to that afforded to chief warrant officers (W4) when they are advanced on the retired list, or must we be penalized monetarily for attaining officer status? — PHCM J. J. P.

• *Section 6151, Title 10 USC, provides that a member of the Navy, when retired, be advanced on the retired list to the highest officer grade in which he served satisfactorily under a temporary*

appointment, as determined by the Secretary of the Navy. The Comptroller General has ruled that if a determination is made by the Secretary that service in a particular officer grade was satisfactory, and the member is advanced to that grade on the Retired List, then the retired pay of the individual concerned must be based on that grade. There is no legal authority to effect an individual's retirement in an officer grade and authorize higher retired pay based on his enlisted grade.

The Navy Finance Center will compute an individual's retired pay based upon service performed in an enlisted grade and under a temporary appointment as an officer and advise which service results in the higher retired pay. The individual concerned will be given an option as to under which method he desires to receive retired pay. There is no "saved pay" provision for individuals who serve as temporary officers. — ED.

Missing Squadrons

SIR: I enjoyed and appreciated the coverage of the Presidential Unit Citation earned by USS *Constellation* and Air Wing Nine. The reporter, however, must have been influenced by the fighter types as he failed to include in Air Wing Nine the working half of the Wing: Attack Squadrons 146, 147 and 165 and Airborne Early Warning Squadron 116. It was an unfortunate oversight as the award was based in large part on the unprecedented ability

of the Air Wing/Ship Team to accurately and effectively deliver ordnance against the enemy during his all-out offensive in the spring of 1972. — CDR R.L.W.

• Thank you for calling our attention to the fact that these squadrons were not mentioned in the *Navy News Brief*, "PUC Given to USS *Constellation*, Attack Carrier Air Wing 9" ALL HANDS, Oct 73, p. 41). We regret the fact that they did not get the credit they rightfully deserve. — ED.

Savings Bonds

SIR: Your article on U. S. Savings Bonds in the April 1974 issue neglects inflation. The loss in purchasing power caused by inflation should have been included in your chart on page 59. — J. T. S., LT, CEC, USN.

• It is true that fixed investments, such as savings accounts, insurance, etc., are adversely affected by inflation. But, the average well planned investment portfolio contains safe, liquid and guaranteed rate of return investments. There are forms of investments which pay a higher return; however, generally speaking, the higher the return the greater the risk.

The convenience of saving through the Payroll Savings Plan is also an important factor. When all of the benefits of the Savings Bonds are considered, including no state or local taxes and that federal income tax may be deferred, we feel Savings Bonds are a desirable com-

plement to almost everyone's investment program. — ED.

Increasing Protein

SIR: Your highly readable diet article in the December issue balances diet and exercise in sound perspective for healthy weight maintenance. The statement on the need for increasing protein when restricting fat in the diet is misleading, however. Your examples, "butter, margarine, and other fats," contain only traces of protein. Therefore, increased protein is not necessary, when decreasing fat intake. — Mary C. Dwyer, Head, Dietary and Commodity Branch, Navy Food Service Systems Office

• You are completely accurate in your comment concerning the need to increase protein content of the diet when reducing the fat content. (ALL HANDS, Dec 1973, PP. 32-35: "How to Take it Off and Keep it Off").

The reduction of fat in a normal diet in no way requires an adjustment to the protein content. The amount of protein in fats is not significant in the normal diet. Fat in the diet is primarily a source of fat soluble vitamins and contributes flavor and satiety value to foods. Probably the most significant feature of fat in the diet is the fact that fat has about two and one-fourth the caloric value of carbohydrate and protein. — ED.

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Vision Standards for Subs

SIR: There are many Navymen who would like to be in the nuclear power program and serve aboard submarines but are not physically qualified because of their eyesight. The nuclear power program and the submarine service are losing out on many highly motivated individuals because of the present eyesight requirements. — ETC(SS) O. G. W.

- *Analysis of jobs each rate performs and its visual requirements have been redefined by the Naval Submarine Medical Research Laboratory. As a result of these studies, visual standards for all submarine candidates (including those seeking nuclear power designators) have been considerably relaxed.*

A recent change to the Medical Manual now allows visual acuity deficiencies of any degree if they are correctable to 90 per cent for staff corps officers, rated enlisted personnel and designated strikers (except QMs); and if correctable to 100 per cent for other officers, quartermasters and non-designated strikers. Refractive and cylindrical error standards were also relaxed by this change. — ED.

Discount Tickets

SIR: Several instances have come to light in which discounts for certain entertainments are given only for enlisted persons and not to officers. Examples: At a skiing resort in New Hampshire, lift fee discounts were not available for officers; tickets to a play in Washington, D.C., through Special Services were solely available to enlisted personnel.

Does the Navy have a definite policy toward such practice? — LTJG R. F. M., USN.

- Specific guidance is provided in BuPers Inst 1710.11 recommending against the continuation of any practices which are based upon rank or rate, race, sex, marital status, minority, etc.

Equality to all parties is advocated; however, in certain areas commanding officers have instituted fees and charges on a graduated scale commensurate with the pay scale for service personnel. With regard to the New Hampshire skiing resort discount policy, while it is not

encouraged to make such a rank/rate distinction, the commercial resort, as a civilian enterprise is at liberty to sell tickets as it desires. — ED.

Tracing PH Rating

SIR: I was a Photographic Specialist Second Class during World War II. What is the difference between that rating and a Photographer's Mate? — Paul M. VanDuesen Sr., South Bend, Ind.

- *The Photographer rating was established in 1921 and changed to Photographer's Mate (PH) in 1942. During World War II, personnel in the regular Navy and certain qualified Reserves continued to carry the PH rating designation - while photographic specialists (mostly Reservists) were broken into specialist categories including:*

SP (P)	Specialist (Photographic)
SP (P) (LB)	" (Laboratory)
SP (P) (MB)	" Motion Picture Production)
SP (P) (PG)	" (Photogrammetry)

In 1948 the Aviation Photographer's Mate (AF) rating was established and the Photographer's Mate (PH) carried the Emergency Service ratings of:
PHG (Cameraman)

PHL (Laboratory Technician)
PHR (Camera Repairman)
PHM (Microfilm Photographer)
PHA (Aerial Photographer - from 2/47 to 6/48 only)

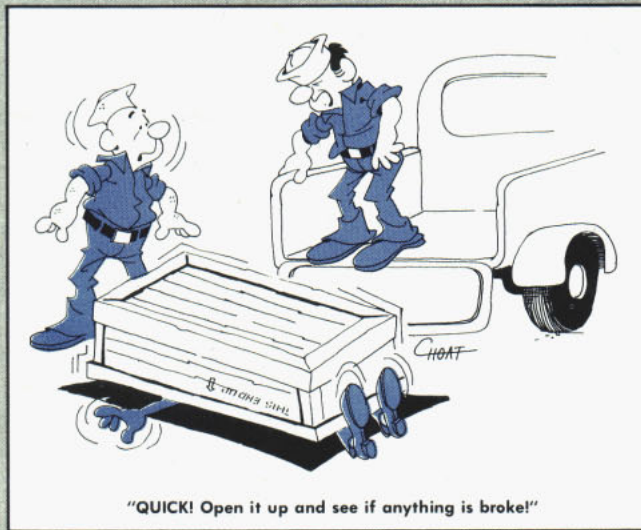
In 1952 the Aviation Photographer's Mate (AF) was combined with the Photographer's Mate (PH) and that rating still remains today. — ED.

Command Sponsored

SIR: After reading the article "E-4s With Over Two Years' Service Now Eligible for Travel Allowances" on page 34 of the March ALL HANDS, I checked with the personnel and transportation offices at my command. I was informed that, as an E-4 over two, I am entitled to shipment of household goods and an automobile, but not a travel allowance for my wife. To become eligible for dependent travel at government expense, I must also be command sponsored. —CTI3 M. M. K.

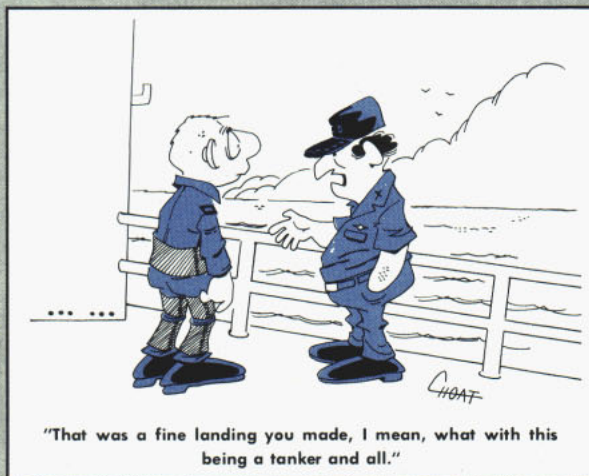
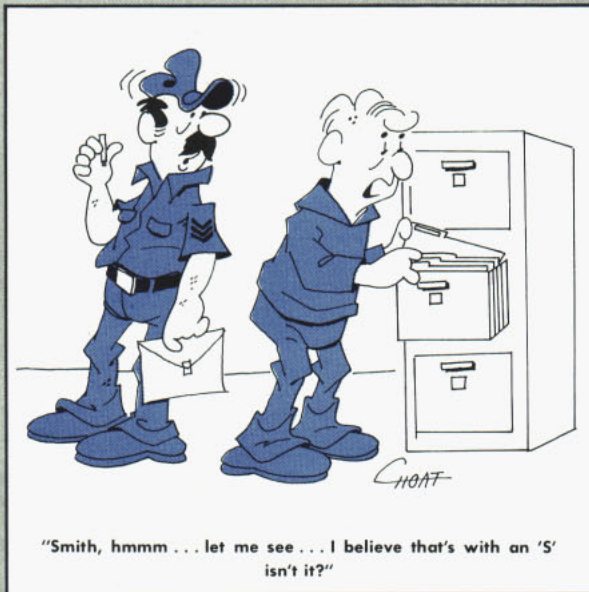
- *You are correct. The requirement for command sponsorship is contained in the Joint Travel Regulations. The article in ALL HANDS was general in nature and did not discuss the additional requirements for overseas travel. For details, see the referenced BuPers Notice 4050 of 2 Jan 1974.—ED.*





on the serious side

Just for a change of viewpoint, all the cartoons on this page are contributions to ALL HANDS from the drawing pen of SSgt Floyd L. Choat who claims the Air Force as his branch of the armed forces team. Thank you, SSgt Choat.



TAFFRAIL TALK

ALL HANDS bade farewell to a sizable number of its staff this past month with the retirement of Robert Neil and the completion of active duty tours by Journalist 2nd Class Dale Wagner and Draftsman 2nd Class Ken Cassady. Fate's blunt instrument was softened by the arrival of Journalist 2nd Class Davida J. "Davey Jones" Matthews.

Bob Neil has spent the last 14 years plus — half his time in federal service — with ALL HANDS, and seemed to thrive on our various moves, while coping nicely with the day-to-day hazards of local traffic (although a car did come up on the curb last year and nail him). He holds a B. S. from Phillips University, Enid, Okla., and did work as an information specialist in Ecuador and Greece. With that background, it was only natural that he handled the "heavy" stuff for us — scientific pieces, ship construction, ecology, technological development and the like. Filling his shoes is going to be a real task.

Bob expects to leave Washington in about a year to fulfill his love for travel. Most of his family of three girls and two boys are on their own: one daughter in England, another in California, a son at the University of Virginia and a second boy about to enter the Coast Guard. The youngest, a daughter, 13, figures in Bob and Mrs. Neil's travel plans in retirement.

JO2 Dale Wagner wrapped up three years on the staff, specializing in layouts, photography, illustrations and a little bit of everything else. He's heading back to Penn State for work on his M.A. in advertising journalism while picking up some jingle as an assistant lab instructor in photography. Once he gets that chore over with — he's in no hurry — he and his wife and three little ones will head for the big city where he, as he puts it, "... plans to be a big boss at an ad agency." Knowing Dale's expertise in graphics and his easy manner, he'll succeed.

An incurable optimist, DM2 Ken Cassady describes himself in the same breath as "impatient, moody, though methodically knowledgeable." A Canadian turned U. S. citizen, he hails from Detroit where he'll head back to work in the graphics field after two years on ALL HANDS. He plans to pick up his master's in mass communications from Wayne State University while getting involved in free-lance film-making on the side. While on the staff he was an illustrator/layout artist by day, and cinema/cooking buff by night — once setting something of a record for the world's flattest cake.

Too bad "Davey Jones" Matthews wasn't on the staff at the time — while in school in Dodsonville, Ohio (total pop., 100), she took a prize in a Betty Crocker Bake-Off, only to be called "Davey Crocker" for the next six months. From a family of nine kids, Davey comes to ALL HANDS by way of Beeville, Tex., and DINFOS JO School (completing two different courses). She's been wearing the uniform (quite well) for three years and has already re-upped. The girl's got ambition and a brain to match. When we said goodbye to Neil, Wagner and Cassady, we had to get an "even" trade — none of them looks as attractive as Davey.

The All Hands Staff

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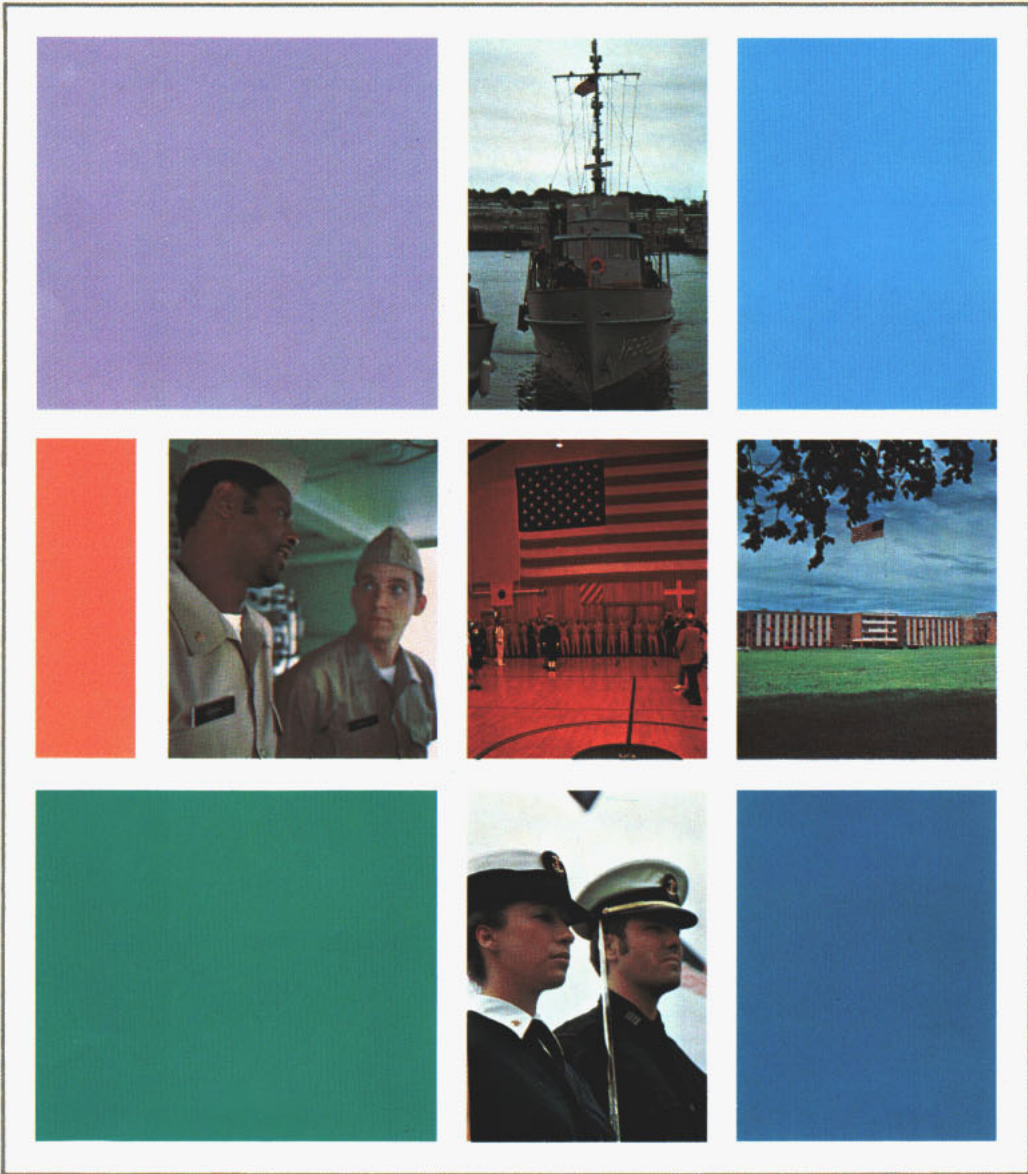
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AT RIGHT: Officer candidates at OCS Newport get firsthand seagoing training aboard a YTB off Rhode Island coast. Photo by PH1 Rich Pendergast.





in this issue:
SCHOOLS at NEWPORT