

ALL HANDS

in this issue:

TODAY'S YOUTH IN TODAY'S NAVY

JUNE 1975

'A REAFFIRMATION OF FREEDOM OF THE SEAS'

The Rescue of SS Mayaguez and her Crew

"I wish to express my deep appreciation and that of the entire nation to the units and the men who participated in these operations for their valor and for their sacrifice."

President
Gerald Ford
15 May 1975



A TEAM OPERATION: Acting with bold precision, Marines and Marine helicopters, Navy ships, planes and their crews, along with Air Force aircraft, successfully carried out a rescue mission of the American merchant ship and her entire crew, who had been illegally seized by Cambodia. Shown here are some

ALL HANDS

MAGAZINE OF THE U. S. NAVY — 52nd YEAR OF PUBLICATION

JUNE 1975

NUMBER 701

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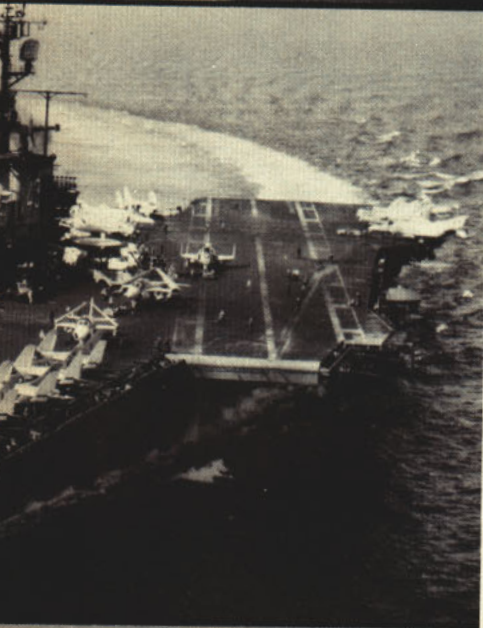

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FRONT COVER: In the era of the all-volunteer force, the Navy aims at both quality and quantity in maintaining personnel strength. For coverage on today's youth in today's Navy, turn to page 44. Photo by PH2 Gerald Leidy.

BACK COVER: Continuing the theme of today's youth in today's Navy, PH2 Rene Bidez captures the pride and anticipation in the face of Seaman Howard Johnson, one of the men graduating from Company 361, RTC, Orlando.



of the Navy/Marine units that performed important roles. Left to right, top row: USS Henry B. Wilson (DDG 7), the United States Marines; second row: A-7 Corsairs, copter operations USS Harold E. Holt (DE 1074); third row: P-3 Orion aircraft, USS Coral Sea (CVA 43); at left: USS VEGA (AF 59).

in today's navy

TODAY'S SAILORS



Hundreds of wives, mothers and friends stood on the pier waiting for the ship to tie up after returning from a long overseas deployment. In the midst of the waving, shouting and joyful reunions, one young wife stood watching as the crew filed ashore over the gangway. As her husband reached her, she remarked, "I can't get over it—they all look so young!"

That was an accurate observation, for if you add up the ages of all enlisted Navy members and divide by the total you will come up with an average age of 25 years. If the onlooker at the pier could check the service jacket of each man who came down the gangway, he would discover that the young enlisted "prototype" would have a little over six years of active service, probably be married, and that he (or she) joined the Navy when slightly more than 18 years old, shortly after graduating from high school.

But in a world where real "job responsibility" normally comes only after years of apprenticeship, the whole picture would be even more astonishing. It emerges to tell the story of young men and women (many of whom are much less than the average 25) doing important, intricate, and often dangerous jobs, under challenging and difficult conditions. To the uninitiated, it is even more amazing that they do these jobs with a combination of dedication and griping—in traditional sailor fashion. But, just as those who preceded them, today's sailors get the job done.

Take, for example, a man who works on the flight deck of a carrier. At the age of 20, often younger, he is handling equipment worth millions of dollars. He faces a routine 12-15-hour day of air operations, including dozens of landings, launches and continuous spotting and re-spotting of aircraft on deck. He must be competent, careful, and agile—if not, his chances of being seriously injured become very real, especially during night operations. A submariner goes to sea and stays submerged for weeks at a time. The deckhand on a fleet oiler works among flailing fuel rigs, hoist cables and cargo booms. The destroyer sailor during gunnery exercises handles live explosives and powerful weapons. Take all these Navy people and place the time element of their jobs in the middle of a dark night, with a raging storm at sea, and the full picture comes through.

The role of the Navy woman can be equally challenging, as demonstrated in the sampling that appears on the following pages and elsewhere in this issue. As the Chief of Naval Operations has stated (ALL HANDS, Dec 1975, p. 2), both the overall numbers and the percentage of women in the Navy are increasing significantly. The number of enlisted women in the Navy is expected to double over a two-year period by the end of fiscal 1975.

The jobs of enlisted men and women featured in the following pages are varied, demanding and challenging. What makes them rise to the occasion? Perhaps it is because of a recruiting selection process which stresses quality. Perhaps it is in part because of the training and discipline received in boot camp and in the Fleet. Perhaps it is because of the feeling of pride in being part of the Navy team. Perhaps it is because of the very reasons why a man or woman joins the Navy in

the first place.

According to the Navy Recruiting Command, there are at least 10 reasons why a person volunteers for today's Navy:

- *Educational opportunities*: the chance to receive professional and vocational training—to learn a trade or receive an advanced education of the highest degree.

- *Personal growth*, increased responsibilities—to reach demanding leadership/management positions at an early age.

- *Travel, adventure and new experiences* are a top appeal for many. "Joining the Navy to see the world" is still a major factor.

- *Opportunities* for success and promotional opportunities for those with the aptitude, desire and motivation—job satisfaction which means, essentially, accepting demanding challenges and meeting them.

- *To build lasting friendships*, afloat and ashore, and to work as an integral part of the team.

- *The lure of the sea*—many young Americans are still attracted to a life at sea.

- *Job security and being a part of the Navy family*. Many simply like the military way of life, its feeling of security and camaraderie, plus all the benefits unique to military service personnel.

- *Some simply want to "find themselves."* They're unsure of future career objectives, and the Navy offers all of the above, while a young person sorts out where he or she is going in life.

- *Self-esteem*—knowing that in today's Navy it truly takes "Someone Special" to become a member of the team—a sense of worth and pride in accomplishment.

- *Military pay*—it has been brought up to a more competitive level with the civilian labor market; therefore, the incentive of a good-paying job with security for the future is quite appealing today.

In the end, it is probably a combination of all these possibilities that leads a person to choose the Sea Service as a career. Thus, while today's new recruits enter the Navy for a variety of reasons, they all possess a commonality—dedication, motivation and they are all true volunteers.

How is the Navy doing in the era of the All-Volunteer Force? Results to date prove the all-volunteer Navy is working.

At a recent change of command ceremony Vice Admiral Emmett H. Tidd turned over the helm of the Navy Recruiting Command, after a three-year tour, to Rear Admiral Robert B. McClinton.

Vice Admiral Tidd, who led Navy recruiting through the transition to the All-Volunteer Force, noted, "For the youth who seek early responsibility and a share of the constructive things in our society, they can find it in today's Navy."

At the end of the first full "no-draft" fiscal year which ended last June, Navy attained 103 per cent of its basic recruiting goal. Since then increased emphasis has been put on quality recruiting and for the first nine months of this fiscal year Navy has achieved 101 per cent of its total goal with a steady rise in percentage of high school graduates and those eligible to attend Class "A" schools.

—JO1 Tom Jansing

• LITHOGRAPHER
• PAINT MAKER
• AIR CONTROL MAN
• AVIATION STRUCTURAL
MELDER
• YEOMAN
• MESS MANAGEMENT
SPECIALIST
• RECRUITER
• SONAR TECHNICIAN
• AVIATION MACHINIST'S
MATE STRIKER
• HOSPITAL CORPSMAN

THE
JOBS
THEY
DO

LITHOGRAPHER

Bobby Webster



"They asked me what I wanted to be if I couldn't be a lithographer, and I told them I'd wait until a job in this field opened up."

That's what Seaman Bobby Webster, serving aboard USS *Okinawa* (LPH 3), told his counselor when asked about his Navy occupation. He made his point, because he now works in this amphibious assault ship's print shop. He's aspired to be a printer since his civilian days.

"I knew some printers back home and after touring the printing plants of the Winston-Salem, N. C., *Journal-Sentinel* and Kernersville, N. C., *News*, I was sold on the trade," explained Webster.

Webster's father, a World War II Navyman, influenced his son's decision about joining the Navy. He added, "I also wanted to do some traveling."

And travel he has. After taking recruit training in Orlando, Fla., Webster reported to the San Diego-based *Okinawa* at the Subic Bay U. S. Naval Base in the Republic of the Philippines.

He is now serving his third tour of duty with the U. S. Seventh Fleet in the Western Pacific. Although he's traveled throughout the area, Webster says the Philippines is his favorite Western Pacific country.

"There's so much to do there when you're off duty—horseback riding, go-carting, snorkeling, water-skiing, skeet shooting—and so much more. And that's just on the base. Off base, I enjoy going to the local beaches.

On duty, he's happy about his job and his future. "When I joined the Navy, I was told the lithographer rating was full, so I reported to *Okinawa* in December 1972 as a nondesignated seaman. I worked in the deck department for six months and in the galley three months," said Webster.

The deck department required hard and often dirty work, but Webster enjoyed it. Then two jobs opened up in the print shop and he requested to work there.

"The shop has one press, a chain-delivery offset printer," explained Webster, who gained most of his printing knowledge on the job.

"I enjoy printing because it presents the opportunity to be creative," he said. "And aboard *Okinawa*, the print shop is pretty independent."

Webster explained his shop prints daily bulletins, brochures, port information guides and other Navy material. "We can also print in color. Why, we have just about every color in the rainbow," claims Webster, enthusiastically pulling out examples of the shop's work.

He hopes one day to start a graphic arts business. With his determination, that hope is almost reality.

—JO1 Paul Long

PATTERNMAKER

Thomas Rorrison



Some people might not think that table-saws, lathes, mortising equipment and drill presses are tools of creative art. One Navyman, however, definitely believes they are. He is Chief Patternmaker Thomas Rorrison, who is in charge of the patternmakers' shop aboard the destroyer tender USS *Prairie* (AD 15), homeported in San Diego, Calif.

Amid the noise of grinding machines, PMC Rorrison pushed back his sawdust-flecked goggles and uncoiled from his drawing board to discuss his role as patternmaker, carpenter and Navy artist. "Patternmaking is definitely an art," the 38-year-old chief said. "It takes both skill and creative ability to plan, design, draw and carve a good pattern for the foundry."

The sandy-haired Rorrison, with a tanned face and a smile that hints at appreciation of good jokes, has

been a patternmaker for almost 20 years. He joined the Navy in the post-Korean conflict days of 1955. For the past two years, he has been in charge of the 15-man shop aboard USS *Prairie*.

"Today's ships are sturdier and better equipped than when I joined the Navy," he said. "Not as many replacement parts and repairs seem to be necessary. The bulk of our work is in overseas areas where we function as a repair facility afloat."

The chief explained that when a part breaks on a ship located in Japan, it saves both time and transportation costs to have it repaired or remade on the tender, rather than having it sent to a stateside shore facility. He estimated that getting a part through a supplier in the States would take up to four months, depending on whether or not the part was in stock. "On older ships, many of the parts must be remade from scratch," he said. "In our shop, the average time for making a new part is two or three weeks, depending on how complicated it is."

When a job order comes to *Prairie*, it first goes to the engineering officer. From there, it is taken to the individuals concerned with the particular part and they check to see if it is in stock, or if it needs to be made. "If the part is to be cast," Rorrison explained, "the broken part or sketch is brought to us. It takes a combination of art and craftsmanship to take someone's idea and put it into wood, or the various other materials we work with."

On top of the chief's drawing board was a broken gear for watertight doors labeled "hatch gear." "We will draw this part full scale on a block of wood, then cut it out by machine and send the modeled part to the foundry to be cast in metal. The rough metal casting will be sent to the machine shop for the finishing steps."

Patterns can be modeled from different materials. The most common are wood, plaster, wire, metal, wax and plastics. "Wood is the most often used and the most economical," the Navy chief said. "Plaster costs less initially, but it breaks easily and causes longer manhours per job."

Rorrison prides himself on the fact that no one under his supervision has ever lost a limb or finger in the shop's machines. "I harp on safety," he said. "As soon as a person loses respect for a machine, that machine will bite him!"

The patternmaker rating is one of the smallest in the Navy. "There are only 140 of us altogether," Rorrison said. "I'm happy to be one of them . . . I really enjoy my job."

—Story by JOSN Betty Pease
—Photos by JO2 James Jones

AIR CONTROLMAN

Reginold Taylor

"I like my job. I like working with people. The money situation is getting better as is the whole outlook on the Navy."

His friends call him "T" but professionally he is Air Controlman 1st Class Reginold Taylor. He represents another facet of the career service—as seen by a Navyman in his mid-thirties. His job is a varied and challenging one—last year he was guiding pilots to a safe landing at the Naval Air Station Cubi Point, R. P. Right now he is on duty with the wintering over party in Antarctica, not far from the South Pole.

Taylor enjoys his Navy career. But the path leading to it wasn't always easy.

Tall, lanky and full of laughs, "T" grinned as he talked about growing up in Chicago. "I had to fight my way to the store and fight my way back," he chuckled. Taylor graduated from Tilden Technical High School in 1957 and then attended the University of Illinois at Urbana-Champaign. He dropped out after a semester.

"I had a job for a while but wasn't making much money," he explained. It wasn't the greatest job around and he ran into a dead end when looking for a better one.

"So I said, 'Well I'll go ahead and join the Navy and maybe I'll make out with something there.'" And he did.

Petty Officer Taylor was selected NAS Cubi Point Senior Enlisted Man-of-the-Quarter for July through September of 1973. But it took some hard lessons and a real effort to get there.

"The first years in the Navy I was like many young men," he recalled. "I had made third class petty officer. I was doing my thing so I was happy as a third class," he said.

But "T" began to run into problems with advancement—that's when he decided he had better "square away."

"Well, I made second class and from that time on I have been doing nothing but studying. I gave up partying and have been more concerned with my job and the people around me. I have put forth an effort—more of an effort than I did before—and I kind of like it!"

Taylor says of his job, "It's a challenge; nothing's ever the same. You have to be ahead of the situation because if you fall behind, you put yourself in a fix."

His assignments have ranged from guiding men and their planes (his "real thing") to the job of training petty officers. His duty billets have taken him to many locations—perhaps the most unusual of which is his assignment in Antarctica. But, in addition, he's a certified tower operator, qualified to operate the sur-

veillance and precision approach (GCA) radarscopes.

Petty Officer 1st Class Taylor said he plans to make at least a 20-year career of the Navy. "Its people programs are improving. It's putting emphasis on the man and not the machine—like what makes him tick? Why does he do what he does? The Navy is telling its leaders to know their men. Navy people are becoming more aware."

Taylor's real concern is people. This concern is also reflected in his answer to a question asking what he believes in most. He replied, "People working together—harmony." That's Reginold Taylor.

—JO3 Bob L. Matheson



AVIATION STRUCTURAL MECHANIC

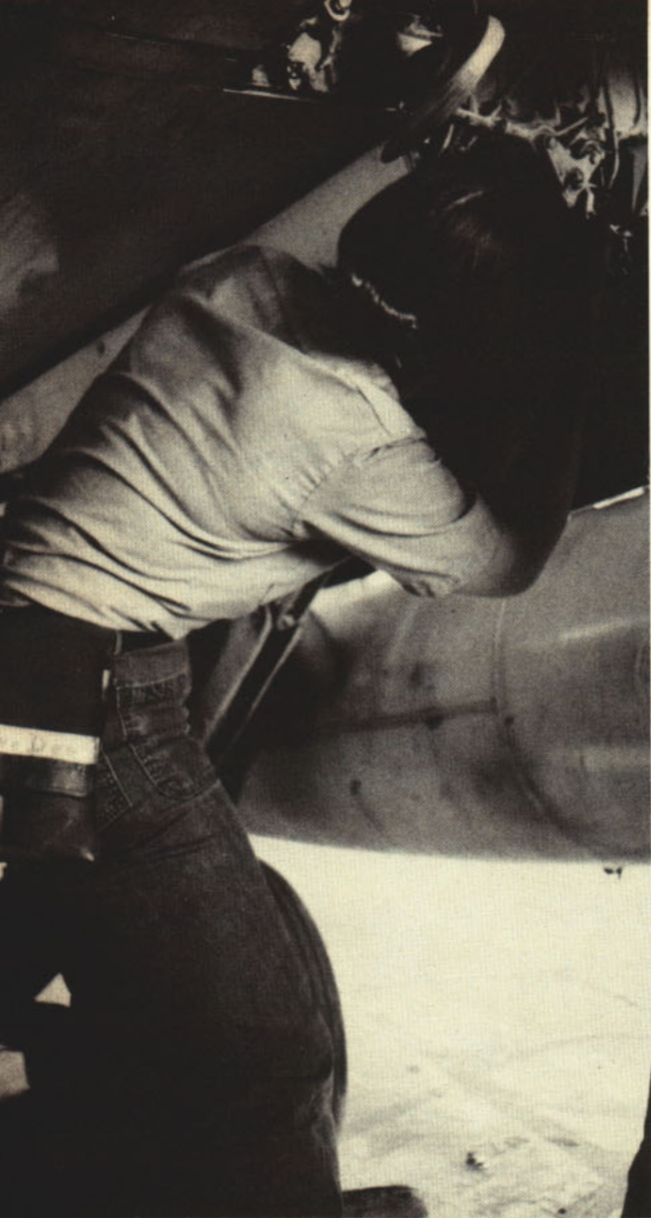


"Her work is equal to any man's in this division—she can 'buck a rivet' in a minute." That's how Senior Chief Aviation Structural Mechanic Dave Thomas describes his only, and the Navy's, lady "tinbender," or as she prefers, "bubblechaser," Aviation Structural Mechanic 3rd Class Diana (Dee Dee) Louise Lowe.

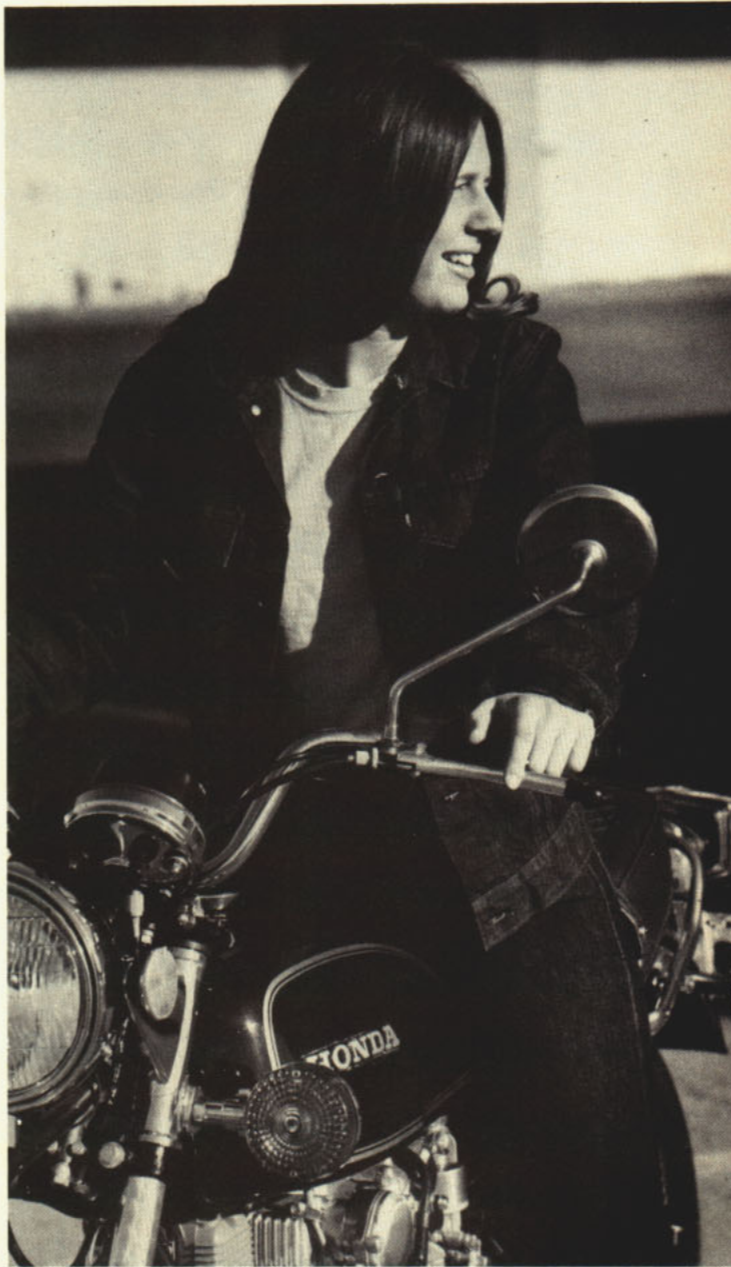
Stationed at the National Parachute Test Range, NAF, El Centro, Calif., Dee Dee enlisted in the Navy in July 1972. She was among the first group of women to go through basic training at Orlando.

When asked why she chose the Navy and became a metalsmith, Dee Dee replied, "I guess it was because when I was eight years old I was attracted by a billboard in my hometown of Hot Springs, S. D. This poster had a picture of a sailor and a small boy and read, 'Join the Navy.'" Dee Dee said she chose to become a "bubblechaser" primarily because she wanted to fly as a crewmember, and being a metalsmith would afford her that opportunity.

The path of becoming a metalsmith was not easy for



Diana Louise Lowe



Diana. She has not attended AMH "A" School. All her training thus far has consisted of on-the-job experience. It took months to persuade the right people to let her become a "tinbender." "It was a fight to get here, but definitely was worth it," says Dee Dee.

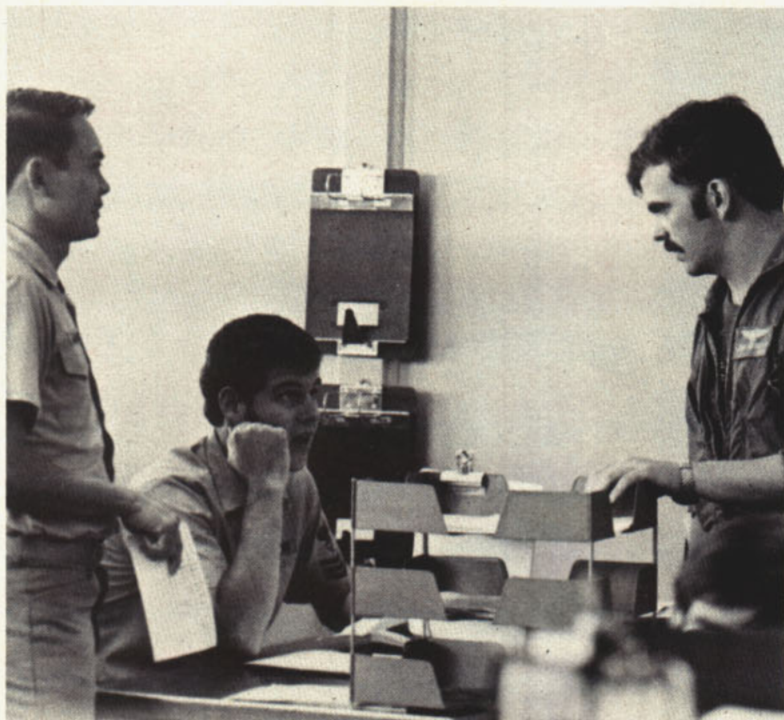
A believer in equal rights, Diana feels it is necessary to fit in with the men. "I don't expect them to change their habits because of me," she says. "After all, I'm a woman attempting to make a go of it in a man's environment." Although she admittedly can't do some jobs the men perform, like lifting heavy A-3D aircraft tires, Dee Dee tries to make up for it by working hard. This is why one will often find her long brown hair a bit disheveled and her face and hands grease-stained.

According to Dee Dee, the highlight of her new naval career was when she received her aircrew wings. "I'm very proud of them," she said. Diana qualified for her wings in the SH-3 helicopter; over a period of eight months, she accumulated 125 hours' flight time.

—Story & photos by PHC Ken George

YEOMAN

Richard A. Spon



Naval forms such as NavCompt 3065 or such titles as EPDOPAC, PAMIPAC and BuPers may seem mysterious secret codes to some. However, they and others are daily fare for Yeoman 1st Class Richard A. Spon of Patrol Squadron 22 in Hawaii.

They're not just daily routine to him—as he puts it, "I like my job."

Asked exactly what is his job in the squadron's admin department, he said, "Mostly it involves dealing with officers and their records. I handle all new receipts and transfers, which usually involves sitting down and talking with them and getting them properly installed in the squadron and in Hawaii.

"Of course, there are a whole bunch of other duties in the running of the squadron."

Doesn't all of that paperwork sometimes give him a headache? "Sometimes it's one of the most frustrating jobs in the Navy. We're also having trouble these days getting all of the things we need with which to function. That adds to the problems. But I guess a little 'flap' is good for everybody once in a while. It keeps us on our toes."

"Flap" control is one of the major parts of any yeoman's job, anticipating things before they happen. It entails specialized knowledge and training. Recently, Spon was involved in such training.

"I took a PAMIPAC (Personnel Accounting Machine Installation, Pacific) course which taught me all the various procedures involved in accounting for the personnel actually on board as compared to how many and of what designators we are allowed. It helps me a lot in my everyday work."

Apparently, Rick's love for his work carried over into the classroom—he received the highest marks in his class.

Before reporting to PatRon 22 last July, he was assigned to the Bureau of Naval Personnel in Washington, D. C. "I was working in the flag officer detailing office. We were responsible for detailing all the flag officers throughout the Navy."

Did he like being right in the middle of things? "I really enjoyed the people I worked with. I think that was one of the best parts of the job."

He was recently awarded the Navy Achievement Medal for his overall professional excellence and devotion to duty at the completion of his Washington tour.

What does he like about his present job? "I really like being a yeoman. There's a lot of variety in what we do, and we can have duty any place in the world. We're not a closed rate and we still have good advancement potential. It's great."

—Story and photos by PH3 William V. Breyfogle

SONAR TECHNICIAN

Richard J. Smith

Sonar Technician 1st Class Richard J. Smith admits it was draft pressure which brought him into the Navy almost 10 years ago. But something happened—he discovered that he liked Navy life.

Dick is a sonar technician aboard USS *L. Mendel Rivers* (SSN 686). It's the fourth boat under his belt.

"I started in diesel boats, in USS *Carp* out of Norfolk, and worked for a good 1st class who taught me the ropes. I was 2nd class before I ever saw the inside of a sonar school." He has since been aboard USS *Lapon* (SSN 661), his first nuclear boat, to sonar school at Key West, Fla., and then to USS *Jack* (SSN 605) out of New London, Conn.

In June 1973 he reported aboard as part of the pre-commissioning unit of *L. Mendel Rivers*, then under construction at Newport News, Va. That was good news for Dick and his wife, Melinda; Newport News was their home before he entered the service. *L. Mendel Rivers* is now homeported in Charleston, S. C.

"I'm really infatuated with sonar," said Dick. "It's a continuously changing job, with new equipment and new challenges.

"But there are other things too, which only a sonar tech can appreciate. I love to listen to porpoises and

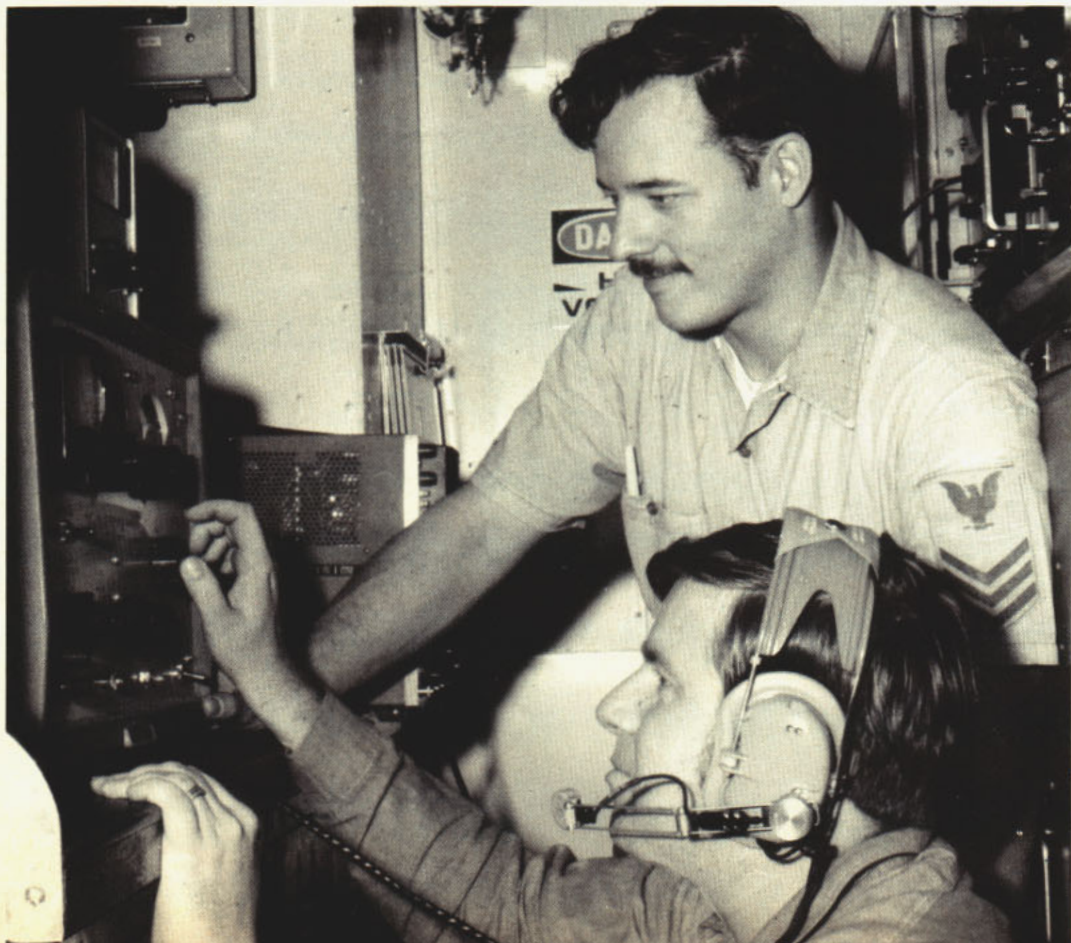
dolphin on the equipment. You could listen to them talking to each other for hours. Sometimes it gets irritating because it comes across as interference when you are trying to conduct operations, but otherwise, the sea is full of fascinating sounds. Shrimp click, like a man snapping his fingers. Other fish grunt. The carpenter fish sounds like a hammering of nails into wood. Whales emit a deep, low bellow, like a distant ship's horn—you don't hear many of them any more.

"Whales and porpoises are intelligent creatures. I often wonder if maybe they are trying to communicate with us. It gives you a strange feeling, when you think about it."

Being a submariner is the life Dick enjoys most. "Submarine people are a fine group of guys," he said. "They get along well; the education and morale are high; they're generally the cream of the crop. I like it. I'm content and I'm pretty well pleased to be a sonar tech and a submariner. Like any job, it has its ups and downs."

Pausing on that last statement for a moment, he said, "No, I didn't really mean to say it that way."

—Story by JOC Scott Hessek
—Photos by PH2 Karl Simon



RECRUITER



Charles Jackson

The sounds and smells of school greet you as you enter the building. Mingled with the scent of blackboard chalk are the voices of students clustered in the hallway.

There is a lull in the conversation as you pass and a pleasant greeting as you are recognized.

The "you" is Radioman 2nd Class Charles Jackson, a Navy recruiter and a familiar figure at James A. Garfield High School (he graduated from the Seattle, Wash., school in 1965). Since he became a Temporary Active Duty (TEMAC) recruiter for Navy Recruiting District, Seattle, he has spent many hours talking to high school and college students, and those already out of school, about the benefits of the Navy.

A TEMAC is normally a drilling Naval Reservist who is contracted for a certain period of active duty service. They are usually under contract for 150 days but may be signed on for longer periods.

"Recruiting is a challenging assignment," related Jackson, "that entails working long hours, which generally results in a great deal of personal satisfaction.

"You have the satisfaction of helping young people who are about to make a major decision about their lives. By enlisting them in the Navy, you are able to place them in a field which will provide training in skills which can be used in or out of the service."

Recruiter Jackson feels that he has an advantage over other recruiters. "I started off as a resident of Seattle, so I am already one step ahead of most—I know the area. Also, the number of contacts I make is really only limited by my imagination and ingenuity."

He has been assigned to the Seattle recruiting station since 1972. (The station has done well, making an overall 101.8 per cent thus far for fiscal 1975.)

Jackson was previously on active duty, from 1968 until 1972; before that he spent almost four years in the merchant marine. He feels that what helps him in his recruiting efforts is his ability to communicate his experiences in the Navy.

"When I talk to a prospect I don't pull any punches," stated the TEMAC recruiter, "because I don't believe in sugar-coating the Navy."

The young recruiter feels that the prospective recruit should understand that in the Navy "you have to work for what you get, which is as it should be."

Future plans for Jackson include changing his rate to Navy Counselor. There's a career in counseling, he knows, both within the service, and in a second career in retirement.

MESS MANAGEMENT SPECIALISTS

Glenn and Kathy Knight

Glenn Knight and his wife Kathy, both MS3s, are the "Knights of the Steam Table" at the Naval Amphibious Base (NAB), Little Creek, Va. Dressed in crisp white uniforms and traditional chefs' hats, they help prepare and serve three meals each day to nearly 800 hungry Navy people.

The husband-and-wife team—both mess management specialists 3rd class—share an unusual career in that they work together and are in each other's company days as well as evenings. Neither complains because the arrangement is perfectly adaptable to their one-car mode of transportation. Glenn and Kathy seldom get bored with each other since they go their separate ways on days off.

Glenn first became interested in cooking during a nine-month tour as a messcook when stationed on board ship. He prefers cooking at sea because, "They appre-

ciate the food and can't go to a nearby pizza shop."

Kathy has always enjoyed cooking so her choosing it as a rating is not surprising. At home she does most of the cooking but Glenn likes to do the baking. He claims that he is the more accomplished of the two culinary artists and Kathy concedes that he is the best mess-maker by far.

The Knights are a professional team and make few mistakes at the steam table or the kettles. When there is a mistake, like the time Glenn left hotdogs in the steamer for nearly an hour and they shriveled up to one-third their original size, they have a solution. "The mistakes usually go unnoticed," they jokingly admit, "but when they are noticed, we just patch them up or say that it's a new dish."

—photos by PHAN Hickman
—Story by Karen Parkinson



AVIATION MACHINIST'S MATE

Robin J. Baker



"First woman to do this or that" stories are not unusual anymore—but, a woman airplane mechanic?

Robin J. Baker, a 20-year-old aviation machinist's mate airman, has an interesting job for either sex. Stationed at NAS Norfolk, she maintains and services one of the Helicopter Support Squadron Six (HC-6) choppers. It's not just a responsibility in name only; as a plane captain, Airman Baker must conduct inspections and keep an eye out for mechanical failures, oil leaks and equipment malfunctions that could endanger the copter or its crew. At the same time, Miss Baker is currently learning the intricacies of jet engine repair to boot!

While in flight, she assists the aircraft's pilots by taking charge of passengers and cargo, and operating the helo's personnel hoist and cargo hook.

Not everyone was in favor of her unconventional choice of ratings, so she had to work harder than most to win doubters over.

My hardest time was when I attended firefighting

school," the airman recalled. "Two days in a row they drenched me with spray. I vowed to get even."

On the last day of class, Robin made good her promise. "I caught them all standing in a group and sprayed them down. After that they said I was one of them. That meant a lot to me."

Airman Baker has 40 of the required 100 flight hours needed to earn her golden aircrewman wings. Now her ambition is to deploy with one of the squadron's detachments.

From Norfolk, HC-6 sends helo detachments to sea aboard Navy ships on deployments which may last up to six months. Even though current Navy policy will not permit women to serve on board a combatant ship, Robin says she would love "to go cruising."

The no-women policy doesn't dampen her spirits at all. "I'm not trying to outdo the men, but I do think that women deserve equal opportunity. Besides, they said I would never be an aircrewman."

—Story and photos by PH2 R. G. Edmonson

HOSPITAL CORPSMAN

Don Dennis

After Don Dennis, stationed at Point Mugu, Calif., selected hospital corpsman as his basic Navy rating, he decided to move ahead along several paths in this broad field.

HM2 Dennis is now a qualified audiometric technician, intensive care corpsman, aviation medicine technician and general HM. Additionally, he is the senior Search and Rescue (SAR) HM at Point Mugu, and is a qualified independent duty HM.

"Most people don't realize what a corpsman really does unless they've seen one in a war situation or on independent duty," explained Dennis.

Dennis, age 22, flew medical evacuation missions in Vietnam while stationed aboard USS *Midway* (CVA 41). Now he continues to use that war training as the senior of six SAR corpsmen who fly rescue missions out of Pt. Mugu.

His regular job is conducting audiometric testing at the base dispensary. In conjunction with his daily work,

he is trying to establish a hearing conservation program for all military personnel on base.

The program would be beneficial because periodic hearing examinations could be conducted to detect early stages of hearing loss. "Usually, people don't realize that they are losing their hearing until it's too late," explained Dennis. With many military personnel working in areas hazardous to hearing, the tests could act as an early warning." Dennis wants to test all personnel who work in hazardous areas to find out what condition their hearing is in; then he would follow up with annual retesting.

In addition to instituting the program, Dennis is hoping to be selected for the Navy's Physician's Assistant Warrant Officer Program.

Being involved in many station projects takes a lot of time but "I really enjoy the work," Dennis admits. He also believes that being an HM is something special—that is, a "not-everyone-can-do-it" special.



A SAILOR IN JAPAN

Electronics Technician 1st Class Roy E. Rhodes is "a man on the go" in Yokosuka, Japan, where he is in charge of calibration and repair of electronic test equipment at the Naval Communication Station. A native of Cudahy, Calif., Rhodes has two-wheeled his way over more than 3000 miles on Japanese roads in the last year. About half this total travel by bicycle was accumulated while riding between work and home, a seven-mile round trip.

In addition to cycling, ET1 Rhodes spends time twice weekly in an aikido class which has earned him a fourth degree white belt. Other activities include lessons in brush painting, teaching English to Japanese and shogi (Japanese chess). Also crowding his busy schedule are Japanese language classes offered by an extension of the University of Maryland.

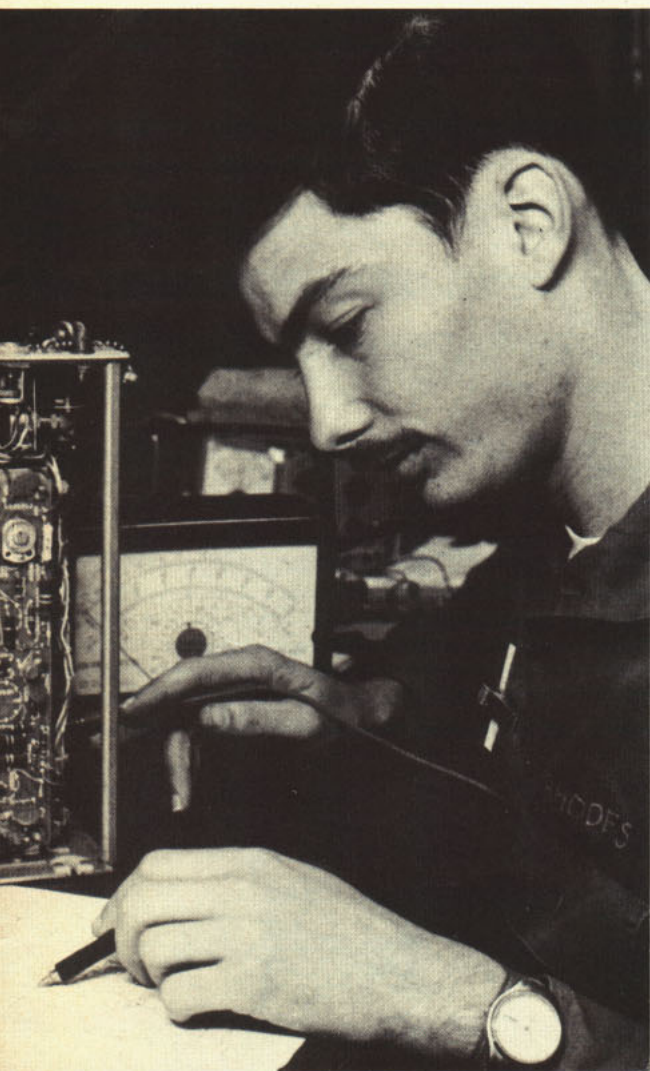
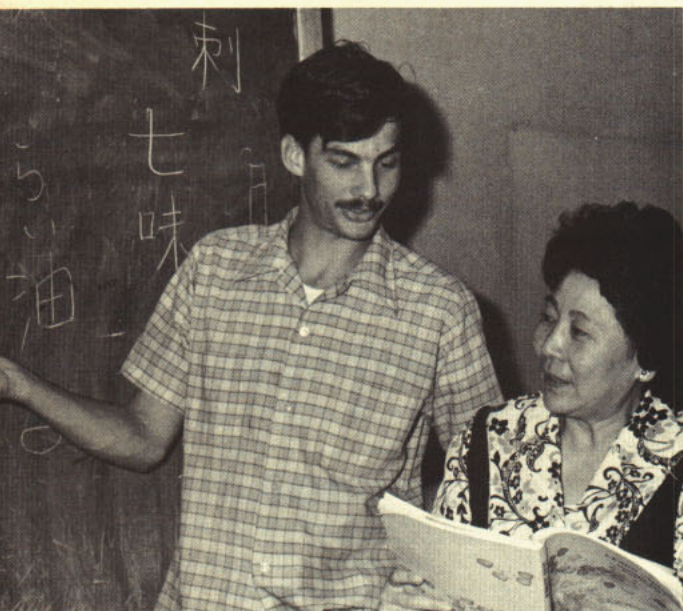
Living in a modest Japanese-style apartment 40 miles south of Tokyo, Rhodes has much in common with his Japanese neighbors. Determined to understand the Japanese people and to make friends with people his own age, he has set aside the majority of his pay check in a savings program and lives on an income close to that of his neighbors. Eating some meals in the base dining hall is really the only financial advantage Rhodes has over his Japanese peers.

Rhodes grew excited when talking about his education in Japanese culture. "I wouldn't trade my experiences during the past year for anything in the world," he said. "They've helped me to know myself better



ET1 Roy E. Rhodes is making the most of his tour of duty in Yokosuka, by learning the language, customs and traditions of his Japanese hosts and by traveling through the country whenever possible.





and to understand other people.”

Since few shipmates share ET1 Rhodes' opinion that a 400-mile bicycle ride is a pleasant way to spend a weekend, he normally takes such a trip with Japanese friends. Recently he rode to Hakone, a resort town about 50 miles up steep mountain passes from his home. After that, he pedaled 400 miles on a meandering trip to Mt. Fuji.

In August 1974, Rhodes made the 1000-mile trip from Yokosuka to Sasebo in 10 days. He took the train back, however, since he didn't have time for the return bike ride.

This is Rhodes' second tour of duty in Japan. From July 1968 to August 1970, he was assigned to the repair ship USS Ajax, then homeported in Sasebo. During that time, he lived as a boarder in a Japanese home. He learned some Japanese by playing with the family's five children and going places with them, but he wanted to understand more of the traditions and culture.

During his current tour, Rhodes has had the pleasure of attending a traditional Japanese wedding which he considers a highlight of his experiences. In discussing his current life-style, Rhodes said, "When I joined the Navy, I was very selfish and couldn't make friends. But now I make friends easily, and I've never been happier in my life."

—Story by JOSN Tim Carney, USN
—Photos by JOCS Ken Ledbetter, USN

THE IMPORTANCE OF COMMUNICATIONS IN MIDDLE MANAGEMENT

'THE CHIEFS GET TOGETHER'



The Chief of Naval Operations has said that the key to personnel problems in the Navy today involves personal contact among all in the chain of command, from the commander down to the petty officers.

Yesterday's professional Navyman might be surprised and impressed by the initiative shown in the area of "people communications" and the kind of programs being established Navywide and on a local command level to improve our personnel management. One such new idea in practice at the Headquarters, Naval District Washington, is a quarterly conference for all senior enlisted representatives from each command in the district.

In concept, the program calls for a meeting each calendar quarter of senior EMs, coinciding with a quarterly commanding officers' conference, which has been sponsored by the NDW commandant for some years.

The idea for the senior enlisted to meet is new at NDW; the second conference was held 16 January at the Washington Navy Yard. Senior Chief Storekeeper Lee Keele, Senior Chief Petty Officer of the Command, introduced the concept for the face-to-face talk session





responsible for ongoing policy changes throughout the Navy.

For example, at the most recent conference, senior EMs were included with district COs for the morning portion of their conference, hearing presentations by Captain H. E. Darton of the Navy Representations Command; Commander P. E. Hewitt, Commanding Officer, Navy Recruiting District Washington; and Vice Admiral R. L. J. Long, Deputy Chief of Naval Operations for Submarine Warfare.

The group then split into two separate conferences. Captain R. E. Poore, of the NEOCS Branch of BuPers, presented the latest developments in the NEOCS program. The effects of his section's recommendations possibly will result in the most significant changes in the enlisted rating structure in years.

Another topic of signal interest to the enlisted man is advancement. Lieutenant Commander H. E. Amerau Jr., also from BuPers, provided the latest data on changes in the enlisted advancement system. A spokesman for the Navy Campus for Achievement Program rounded out the day.

What it all means is that the reps attending these conferences are given the opportunity to hear firsthand background information and current directions of Navy policy. An opportunity for direct feedback, invaluable for the policymakers, is available for both parties.

In short, the communications gap is bridged in many cases, but perhaps more significantly, the cumulative years of leadership and practical experience pooled in the Navy's top EMs is tapped. Another positive aspect is that the senior EMs are brought into contact on a one-on-one basis, removing some of the anonymity in a far-flung command such as NDW. Reaffirming of the "teamwork" aspect is by no means an insignificant role of the conference.

SCPO Keele summed it up saying, "By taking the lead in communications, the senior enlisted rep accomplishes one of his major tasks—enhancing the Navy, as a career, to the junior enlisted man."

—Story & photos by JO1 Dan Slone

shortly after he assumed his post last summer.

SCPO Keele said that the aim of the conference is to make the senior EM at each command within the district a "communication base." What he hopes to see is the senior EM complete the communication cycle by receiving information and transmitting it to lower echelons within his unit. To complete the network, SCPO Keele says local responses must be fed back for evaluation.

The agenda for the conference provides each individual attending with a list of speakers addressing topics of primary importance to the enlisted man on active duty. Speakers are arranged to provide an opportunity to exchange ideas in some cases directly with officers



A Team Concept in OVERHAUL

When one of our ships goes in for overhaul today, financial considerations call for the ship's force to complete a great deal of the work package themselves. New skills are added to old skills. Men learn to tackle whatever jobs they have to, often working well outside their own ratings.

One way to accomplish the many and varied jobs encountered during a complex regular overhaul, as witnessed by the men of USS *Claude V. Ricketts* (DDG 5) during their overhaul in Norfolk Naval Shipyard, is to create a specialized team for each job concerned.

On *Ricketts*, such teams were created for all long-term work projects such as the installation of new modular bunks, the laying of new tiling throughout the ship, the cleaning and preservation of the main engineering spaces, the replacement of worn or damaged lagging, the correction of long and short stud problems and the painting of the numerous interior spaces.

Each team was made up of men from all ratings on the ship, each division doing its part for the overall effort.

With initial instruction and assistance from the Fleet Maintenance Assistance Group (FMAG), Naval Shipyard personnel or shipboard persons with the necessary experience, each team quickly learned its task and finished each job. It was far from uncommon to see sonar technicians at work in the boatswain's mates' compartment installing bunks, operations specialists and fire control technicians chipping and painting in the bilges under one of the firerooms, electronics technicians installing new tiling in the pilothouse, or boatswain's mates lagging supply compartment piping.

The team effort extended beyond these specific teams, however. Throughout any overhaul period of this sort all hands efforts are made to bring the overhaul to a successful completion or to meet specific critical dates. Propulsion Examining Board (PEB) requirements, post-repair trials for the machinery and weapons, equipment light-off, and other similar occasions all require a special emphasis from everyone aboard in order to complete those evolutions successfully. The mark of a highly successful overhaul is the meeting of these dates so that the ship can join the operational forces on time.

With the demands made on a ship's force during an overhaul period owing to the budgetary constraints facing the Navy today, nothing short of a team effort will lead to a successful overhaul. With fewer ships in the Navy, the importance of these overhauls to keep

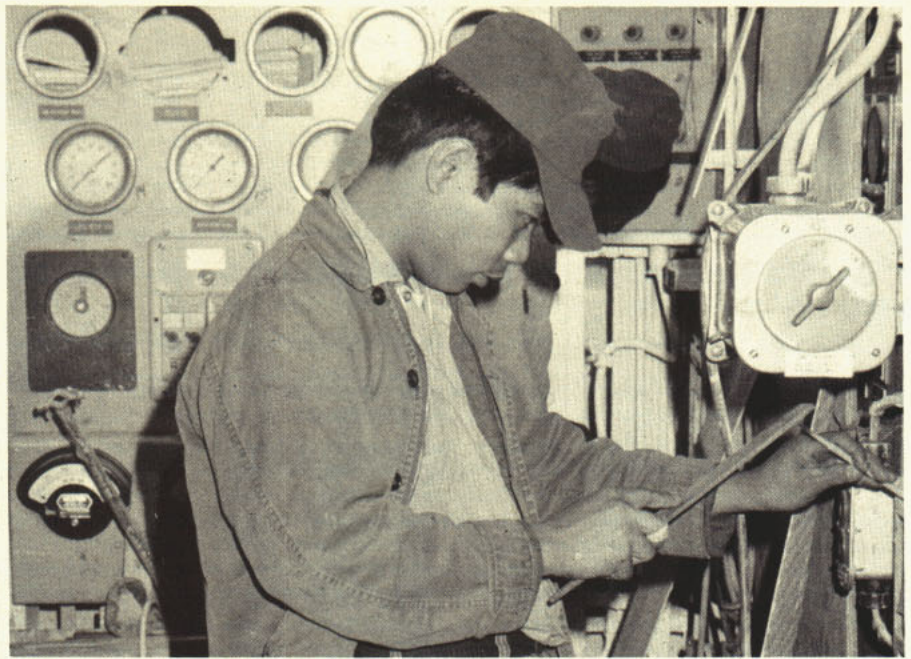


Crewmen of USS *Claude V. Ricketts* (DDG 5) get it all together during a recent yard overhaul when specialized teams made up of men in all ratings on board were created to do all various work projects.

our ships in peak operating condition becomes more and more important.

For the men of *Ricketts*, their teamwork paid off. The ship significantly improved its material readiness and habitability, passed the difficult PEB Light-Off Exam the first time, installed a new combat systems suit, made her post repair trials on time, and has rejoined the Fleet as a ready unit.

Teamwork works, and *Ricketts* men are proud of their contribution to a successful overhaul period.



'Doctors in this speciality to know each patient as an individual . . .'

FAMILY PHYSICIANS

for the Navy Family





"I wish we could see the same doctor every time we come here."

This has long been a familiar desire of patients visiting Navy medical facilities. The problem is now on its way to a solution with more family practice physicians being assigned to naval hospitals. It is expected that by the end of July, 90 of these specialists will be practicing in the Navy.

The Family Practice specialty was recognized in 1969 as medicine's 20th primary specialty, by the American Medical Association in response to public demand for more family doctors. According to the AMA, a family physician is one who practices in the discipline of family medicine, and whose training and experience qualify him to practice in several fields of medicine and surgery, with particular emphasis on the family unit.

In response to similar demands within the Navy, family practice clinics and services were begun at selected facilities.

Recognizing the value of practitioners in this specialty, family practice residency training programs were established at specific naval health facilities. There are four American Medical Association Council of Medical Education-approved family practice residency training programs at Navy Regional Medical Centers in Camp Pendleton, Calif., Charleston, S. C., Jacksonville, Fla., and Pensacola, Fla.

In their first year, residents in training are primarily concerned with hospital inpatient care. For one-half day each week, they care for specific families in the clinic. The remainder of their time is spent rotating through training in obstetrics, gynecology, medicine, pediatrics and surgery. From the beginning of their training and throughout each rotation they retain their identity as family practice residents.

Second and third year residents spend 50 per cent of their time in the clinic caring for specific families, and the other half gaining experience in the hospital and other specialties including psychiatry and preven-

tive medicine. Residents are also required to rotate on night call so that they may become familiar with initial workup and management of emergency cases.

Family practice training stresses quality of care and personalized treatment. Doctors in this specialty are urged to learn as much as possible about each family as a unit, get to know each patient as an individual and view his medical problems as they affect him and the entire family.

Family practice clinics are set up like a private physician's who is engaged in a group practice. Doctors have individual offices adjacent to fully equipped examination rooms. This layout allows team members to work closely together in consultation, and residents to have already-trained family practice physicians close at hand. The facilities include large waiting rooms and areas where preliminary information such as blood pressure and temperatures can be taken by nurses or hospital corpsmen. Clinics also have a small laboratory where simple tests such as urinalysis and cultures can be made without having to send them to the main hospital lab. Waiting time is kept to a minimum by requiring appointments, but schedules allow for urgent and emergency cases to be taken immediately.

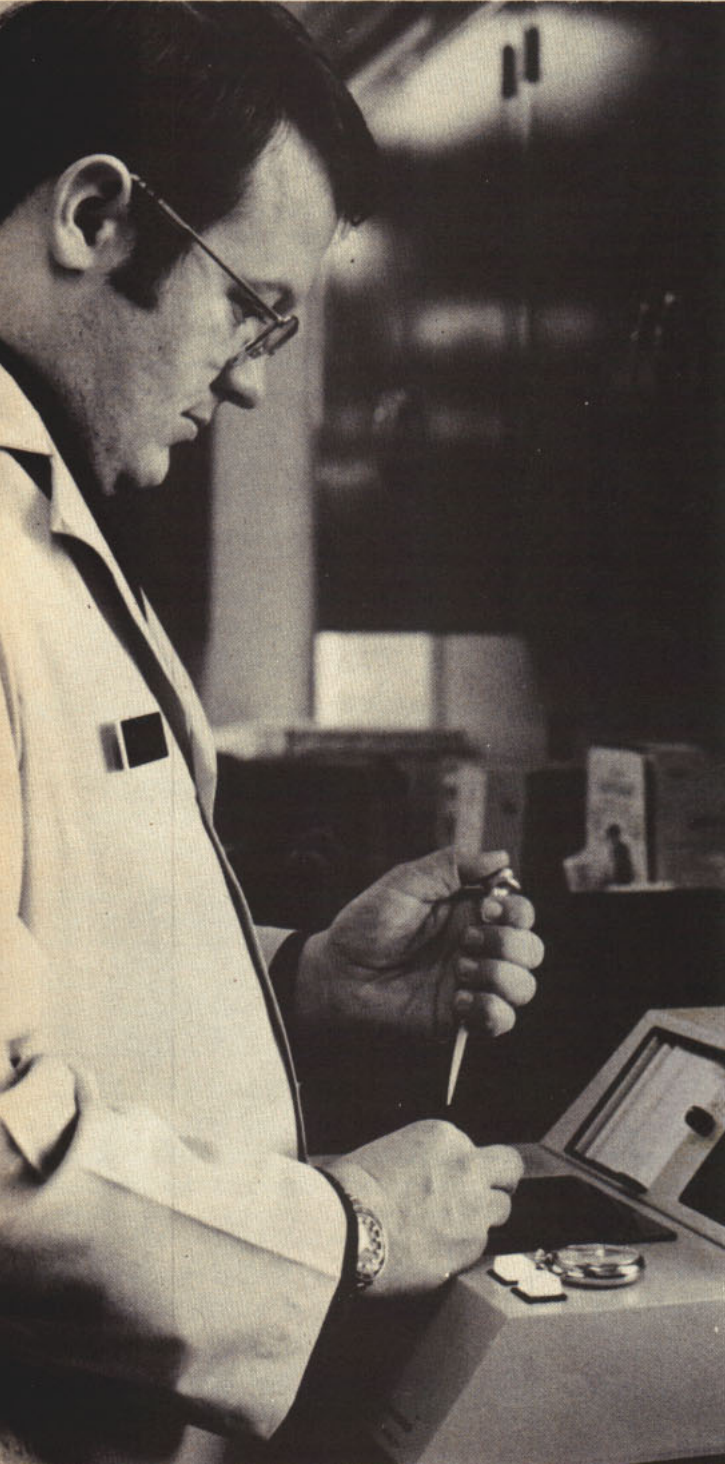
Since the success of the first clinic in Pensacola, family practice physicians have been assigned to naval hospitals at Cherry Point, N. C., and Whidbey Island, Wash., and to the Naval Regional Medical Center, Long Beach, Calif. In July another 12 are scheduled to be assigned to the Naval Hospital, Memphis, Millington, Tenn.

More family practice clinics and physicians are expected to follow in the near future so that Navy families can have improved continuity of care and comprehensive medical treatment.

The Naval Aerospace and Regional Medical Center family practice staff and clinic at Pensacola, Fla., one of many in an expanding program to improve Navy medical care.



A Sampling of Health Care Overseas



NAVAL REGIONAL MEDICAL CENTER ...YOKOSUKA

A surgeon needs some fast test results and an accident victim requires whole blood to save his life. A woman is worried about a suspicious-appearing lump.

These people have one thing in common, they and thousands of others in Japan depend on the Yokosuka Naval Regional Medical Center (NRMC) laboratory for help.

Pathologist Lieutenant Commander S. H. Myster (MC) and his staff of 13 hospital corpsmen are responsible for the operation of the lab in which nearly \$100,000 worth of new equipment was just installed and which got an \$86,000 face-lift in the bargain.

Dr. Myster said that the new equipment allows the lab to nearly double its test capacity to 30,000 tests per year. "Without these tests," he said, "NRMC doctors could not diagnose many diseases."

Some of the new equipment went into the lab's blood bank. With the newer and more reliable equipment, the lab has increased its ability to handle blood and blood components; NRMC now can keep up to 600 pints of whole blood for operations and emergencies. "Whole blood is vital in emergencies involving internal injuries," Dr. Myster said. "The coagulation factors of fresh blood can help heal injured tissue and stop bleeding."

Senior Chief Hospital Corpsman Gayle H. Damstrom, Dr. Myster's administrative assistant, pointed out that the remodeling job added to lab efficiency, too.



Facing page: HM1 Gary Snyder operates a CP-7 bio-data coagulation profiler. Above: HM1 William Krill takes a reading on the lab's new ZBI-6 machine for hematology counts. Right: HM3 David Morris prepares blood specimen for separation.

He said that the lab's technicians were now out of their "job cubbyholes" and into a spacious lab where cross-training and assistance are both readily available.

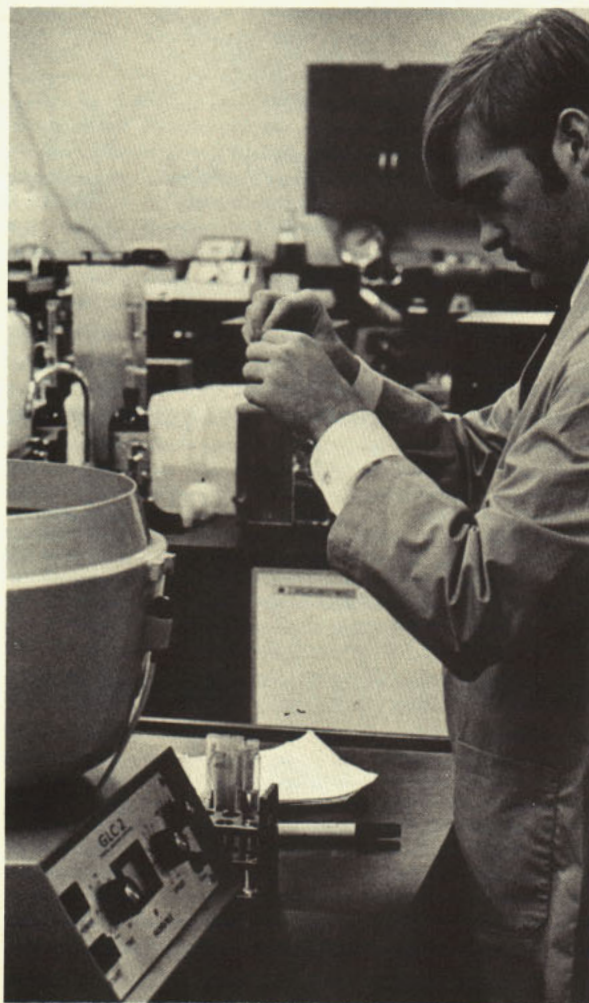
"If hematology is swamped and biochemistry has a light workload," he said, "I can just look across the lab, see what's going on and reassign people. Under the old setup, with walls cutting people off from one another, I had to stop what I was doing to make a circuit of the lab every 30 minutes or so to make sure work was evenly distributed."

He also said that removing the walls added to floor space and made it possible to move equipment from one area to the other with little trouble. "If one section needs more room," he explained, "we just move another out of the way—working areas are virtually interchangeable."

Dr. Myster stressed that the \$86,000 that went into the renovation was only for the materials. "The Navy saved some money by letting the Seabees do it as a training project," he said.

"Contract labor alone could have exceeded \$100,000. This way, the Seabees were able to save that amount for us while gaining additional experience themselves. And the job they turned out is outstanding in all respects."

—Story by JO1 Bob Skinner
—Photos by JOSN Tim Carney



SHIP'S SURGEON BY LAND OR BY SEA

TOP MEDICAL CARE

Aircraft carriers are communities of professionals. To operate the huge vessels requires a crew of technicians in many ratings, plus experts qualified in sailing the world's most modern ships, engineers, aviators, analysts, executives—and a highly trained medical team, including one surgeon. Representative of this last category is Lieutenant Commander Robert P. DerHagopian, the surgeon for USS *Midway* (CVA 41).

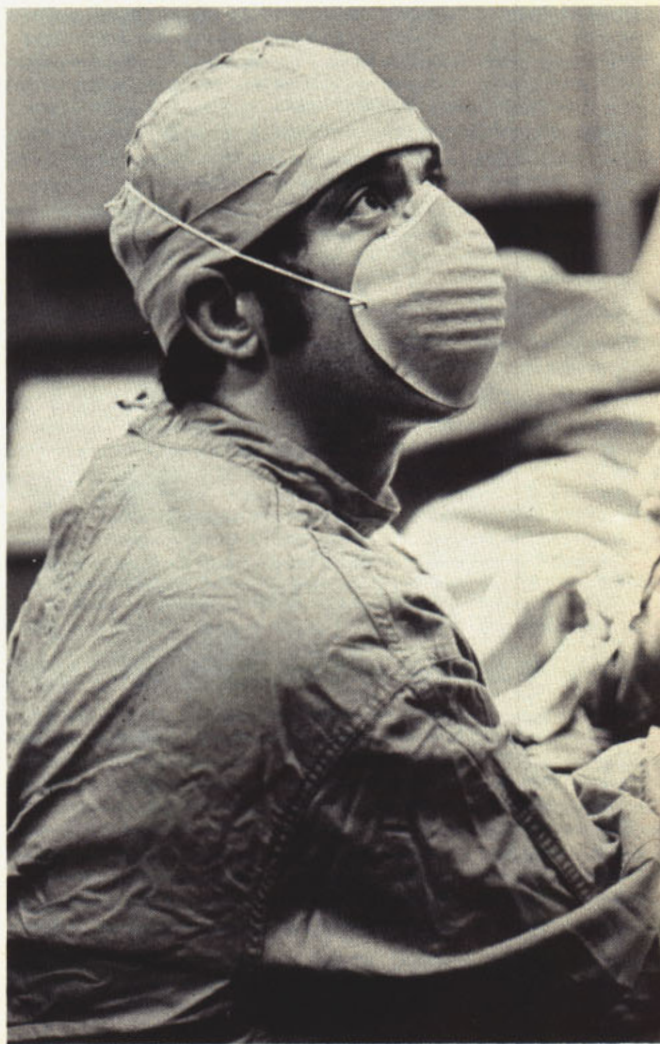
Working with two other doctors and a staff of 40 hospital corpsmen, the 30-year-old general surgeon shares responsibility of maintaining the health of *Midway's* 4000 crewmen. Each day an average of 100 patients with problems that range from personal health counseling to broken bones come to Dr. DerHagopian during sick call.

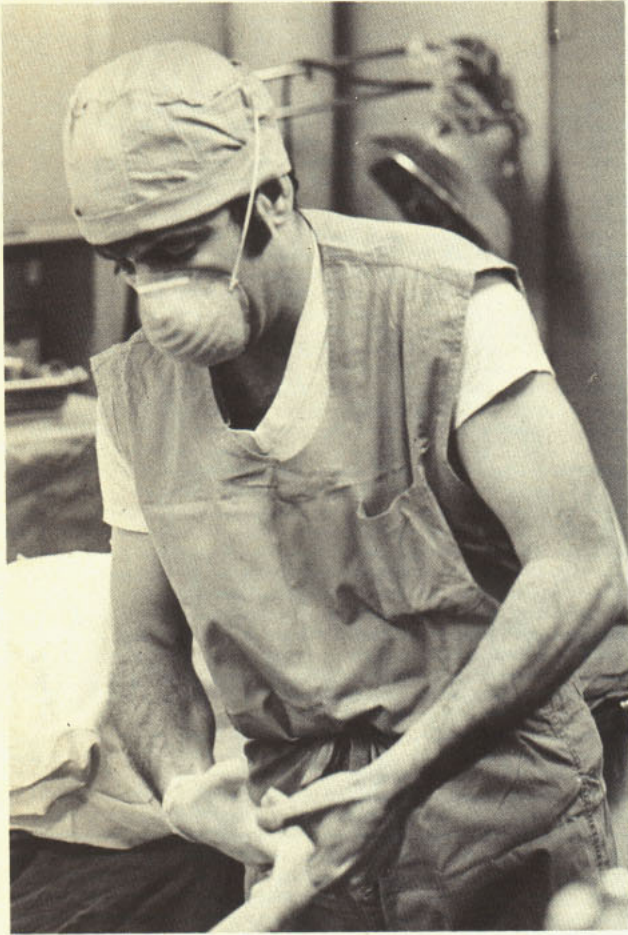
The requirements for a medical surgeon call for long years of study, training and experience, both general and specialized. Dr. DerHagopian's professional experience goes back to the School of Medicine at Tufts University, internship and residency at Boston City Hospital, and a year at Tufts-New England Medical Center in Boston as a resident general surgeon. A fellowship at the Veterans Administration Hospital in Boston came next, and there Dr. DerHagopian (called "Dr. D" by his corpsmen) participated in all aspects of kidney transplants, from work in an organ bank, to heading kidney transplant surgery teams.

He came aboard *Midway* in July 1974, from Tufts-New England Medical Center where he served as chief resident in surgery. A man who relishes the daily challenge of medicine, Dr. DerHagopian hasn't been disappointed by practice in a seagoing hospital. "It teaches a specialist how to handle a variety of medical problems," says the general surgeon.

In civilian practice or ashore, Dr. DerHagopian would handle only cases involving surgery. Aboard *Midway*, it's different. "Here I double as a general medical officer, which means I'm not just a surgeon, but a psychiatrist, dermatologist and general practitioner," he states.

Another advantage of duty aboard ship is the unique



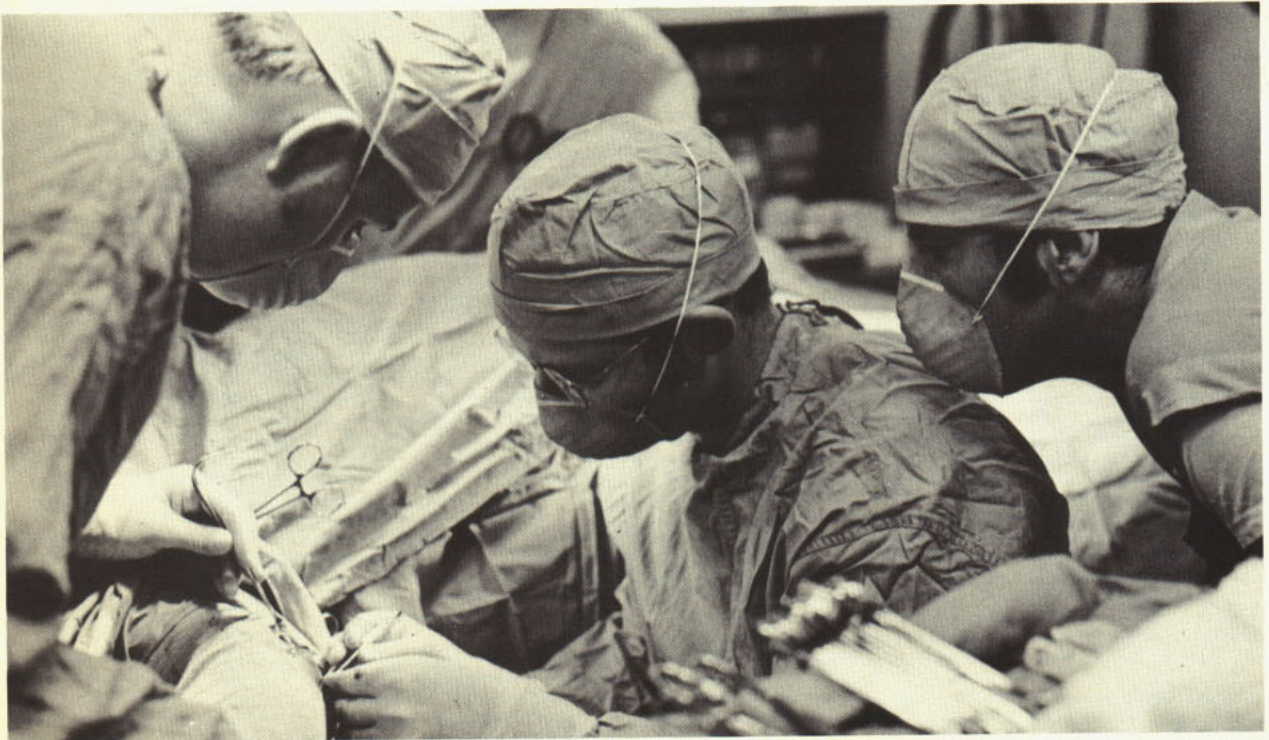


opportunity it affords to work with the at-sea Navy. "I'm very favorably impressed with the professionalism of people in the fleet, the job they have to do and the facilities they have to do it with," observes the doctor.

Like seafaring medical men of the past, Dr. Der-Hagopian finds that the confined quarters of a ship's sick bay call for some adjustment. "There isn't a lot of room and a great variety of equipment here as there is in a shore-based hospital," he says. "It's taught me to adapt, but it doesn't mean having to make any compromises at all. It's good medicine."

—Story & photos by JO3 W. D. Morris

Clockwise from top left: Dr. (LCDR) Robert P. Der Hagopian, ship's surgeon in USS Midway (CVA 41); dons surgical gloves before shipboard operation to set a crewman's broken arm; prepares injured crewman's arm for operation with assistance of HM1 Donald Nys; watches as Dr. (LCDR) R. L. Ray cleans wound; pauses during the operation to instruct an assistant.



15,800 Units Since 1970

FAMILY HOUSING

"... Improved personnel living conditions: a key factor in career considerations and of prime importance in personnel retention ..."



Little Creek

Left: Part of a 600-unit family housing construction program at the Naval Amphibious Base, Little Creek, Va., these three- and four-bedroom homes were built for Navy enlisted men and their families in the Norfolk area. Below: These contemporary duplex homes for enlisted personnel are a portion of the 150 units built at Great Lakes, Ill. Facing page top: These three- and four-bedroom homes were built for enlisted families on Oahu in Hawaii. Facing page bottom: These two-story town houses were built at Fort Adams for families of student officers attending Naval War College at Newport.



Great Lakes

With the establishment of the All-Volunteer Force, the Navy has taken an in-depth look at where it's been and where it's going in making the Navy an attractive career.

It was apparent that improved personnel living conditions, with emphasis on adequate family housing, was a key factor in career considerations and is of prime importance in personnel retention. The Naval Facilities Engineering Command (NFEC), as the service's design and construction administrator, has long considered family housing one of its most vital and visual programs.

The Navy has, since 1970, placed some 15,800 units under contract at various locations in the United States and overseas, at an estimated cost of \$422 million. Family housing construction programs for fiscal years 1973 and 1974 were the Navy's largest, with some 6800 units scheduled for construction at an estimated cost of \$200 million.

The fiscal year 1975 Military Construction Program appears to be the last major year for housing construction; authorizations will taper off in the next several years. Upon completion of the 1978 program the Navy and Marine Corps will have some 92,775 public quarters and 13,361 rental units in their housing inventory. This is sufficient to assure, with community support, availability of adequate housing for all eligible Navy personnel.

With drastic reduction in new housing construction, future emphasis will be on improving existing units by making alterations as needed, and installing new kitchen and mechanical equipment. Existing serviceable, but older, dwelling units will therefore be modernized and brought to the level of adequacy desired.

Most practical tool which the Navy has used to obtain good quality housing during the recent period of rapid inflation has been "Turnkey," a one-step negotiated procurement procedure. Recognizing that the expertise of the housing industry could benefit the Navy in obtaining good housing at reasonable cost, the Navy led in development of "Turnkey" procurement procedures

and considers the results of this method the major reason for current triservice success in executing their housing programs.

Currently, about 80 per cent of the services' family housing construction programs are scheduled to be acquired by this procurement method.

NFEC considered that through combined efforts of headquarters and their engineering field divisions, they have provided, within authorized dollars, the best housing possible for Navy and Marine Corps families throughout the world.

The accompanying photographs are representative of some housing units recently completed at various Navy and Marine Corps installations. These units are typical of those being built at all locations and are constructed of a quality comparable to similarly priced civilian housing being built in their geographical areas.

Construction of these houses and improvement of older existing units will provide a major incentive for present and future Navy and Marine Corps men and women to make the service their career.

—Yates P. Boswell



Hawaii



Newport

CDR KUHN MAKES HISTORY



Commander Lucille R. (Dixie) Kuhn will make history 1 July when she relieves Captain Julian C. Patrick as director of Naval Officer Candidate School at Naval Education and Training Center, Newport, R. I. She will become the first woman to direct OCS in its 24-year history and the first female to head an integrated basic officer training school in the U. S. Armed Forces.

Starting her career initially as (in her own words) a "clerk in an insurance company" CDR Kuhn decided she could do a lot better in the Navy. She joined up in 1949 as an enlisted radioman. A year later, she became the only woman supervisor of a radio watch section in the Fifth Naval District, Norfolk, Va. When the now-defunct seaman-to-admiral "integration" program let enlisted women compete for officer preparatory training, CDR Kuhn "jumped at the chance." She was the first woman chosen to attend the former Women Officers School in Newport in 1955.

The 47-year-old Washington, D. C., native who now calls Richmond, Va., home, vividly remembers her first job as an ensign. "I was assigned to the Bureau of Naval Personnel as a placement officer—for male officers (lieutenant commander and below) ordered to 120 different ships, the size of destroyers and smaller," she said.

She went to night school in her off-duty time for two years and later was the first woman ordered to college to earn an undergraduate degree through the old "5 Term" college program. She graduated with an A.B. in psychology from George Washington University in 1960.

Her diverse career continued, since the prospective captain never asked for a specific assignment. She served as security group detachment head and issuing officer at Newport Naval Communication Station and has been a woman officer programs recruiter as well. "I was always given the chance to do the job and show what I could do," she noted.

Perhaps one of her more challenging jobs was that of deputy director (research and administration) in the office of legislative affairs in Washington from 1972 to

1974. Among other duties there, she researched military legislation before the Congress for the Secretary of Defense.

CDR Kuhn noted that much has changed in officer preparatory training since she was last assigned to Newport in 1963. "People have changed," she says. "So, too, have roles women play in the Navy. Just as women today have increased job opportunities and responsibilities, they must exhibit matured mental outlooks. A logical mind is a great asset," she stressed.

"Additionally, women must be willing to do their best as professionals. Do not ask for special favors," she advises them, "but *do* appreciate them when they come."

CDR Kuhn plans no immediate changes in her new job. She has a primary goal for using staff members with experience she may lack (such as shipboard duty) as advisors. She will also strive for increased staff/student interaction, citing initial assignment counseling and company administration sessions as means to realize that end. (Speaking of sea duty, CDR Kuhn wonders if Americans are truly ready to send women to sea in combatant roles, and expresses no personal desire to go. If ordered to, however, she said she would.)

"I came into the Navy for a job that had responsibility," says CDR Kuhn. And responsibility she has had, in her past assignments and has in her present one at OCS. In the past year, OCS commissioned 1000 ensigns who went on to duty ranging from the CEC and Supply Corps to the nuclear power program.

The soft-spoken member of a family whose historical ties are with the Light Infantry Blues of Richmond, Va., continues to prepare not only for this job but for her next job. Of her current assignment she says, "There are not very many places where you have a direct hand in shaping careers of future officers. This has to be one of the most challenging and rewarding roles in the Navy," she concluded.

—Story by ENS Char Jensen, USNR
—Top Photo by Ray Botelho

* * * * *



Queries from the Officer Corps

Questions and Answers

Assignments/Detailing

Q. In dealing with BuPers, I become confused with the terms assignment officer, placement officer and detailer. What are the functions of each and how are they related?

A. The terms assignment officer and detailer are just different names for the same person. The assignment officer handles the people side of the distribution process. He is responsible for the individual officer, that is, to find the assignment that best fits his abilities, desires and career pattern.

The placement officer is responsible for the commands he represents. It is his task to obtain the most qualified officer available to fill a billet requirement in an activity. To do this the placement officer contacts the assignment officer and provides him with a billet description and information on the kind of officer needed; the assignment officer then identifies his candidate for the billet. The placement officer reviews the candidate's record and, if he concurs, approves him for the activity. If not approved, the process is repeated until a qualified candidate is obtained.

Q. Regarding a future assignment in my subspecialty (computer), which office in BuPers is my point of contact?

A. Your primary point of contact remains your assignment officer (detailer). You should continue to forward your duty choices on the standard Officer Duty Preference Card (NavPers 1301/1).

Ideally, you will be programmed for your next subspecialty assignment during a process involving three offices: your assignment office, the subspecialty community manager, and the appropriate placement desk. Your detailer represents your personal interests and is aware of your general career needs. He will normally advise you of other points of contact who can assist you or who can provide technical advice that you might require.

Q. I am a cryptologic officer and want to know how far in advance of my PRD I should contact my detailer to discuss my next assignment.

A. Because of the nature of cryptologic detailing, a 161X/646X/764X officer is looked at for a specific assignment about nine months prior to his PRD. The nine-month point is a good time to call the cryptologic detailer because he will have a good idea of what will be available and will have looked, or will be about to look, at your record to make a tentative assignment on a fairly firm slate.

Q. I am a 1635 Ready Reserve LCDR currently drilling with a Reserve intelligence unit. May I come back on active duty if I request recall to active duty?

A. BuPers receives numerous queries from Ready Reserve intelligence officers (1635-R) desiring recall to permanent active duty within the intelligence community. Unfortunately BuPers must reply negatively each time. Congressional action requiring officer end strength reductions has precluded recalling anyone to permanent active duty within the intelligence community for several years.

Q. Are enlisted personnel enrolled in the NESEP Program eligible for direct commissions in the restricted line and staff corps?

A. Up to five per cent of NESEP graduates may be commissioned in the restricted line and staff corps provided they possess a baccalaureate degree and enlisted experience associated with the desired specialty or corps.

Q. What is the purpose of the Weapon System Acquisition Managers (WSAM) Program and who is eligible to apply for WSAM designation?

A. The WSAM Program was established in 1972 as a means of developing a cadre of well qualified officers to serve as project managers for the acquisition of new major weapon systems for the Navy. WSAM officers in the LCDR through CAPT ranks will

be considered for WSAM-related billets each time they rotate to shore duty in order to round out their experience and qualifications.

All URL/RL/staff officers in the ranks of LCDR, CDR and CAPT are eligible to apply for WSAM designation. The selection board to select WSAM officers generally looks for postgraduate education in a technical, financial or management field and an excellent record of performance in all previous assignments.

Q. *Is there a place in the Navy for officers with engineering and science masters' education?*

A. Yes, there are over 3000 billets that require such education for minimum satisfactory performance in those jobs. See NavPers 15993 for a detailed listing.

Subspecialties

Q. *How do I receive a subspecialty code and who assigns these codes?*

A. The "D" or "P" subspecialty codes are awarded to those officers who have a PhD or master's level education, respectively. Upon completion of education, a transcript must be submitted to BuPers for inclusion in your official record.

The "S" subspecialty code is awarded to those officers who satisfactorily complete a tour in a subspecialty coded billet and have not previously been coded in that subspecialty. The completion of the tour is noted by the assignment and placement officers and they in turn see that the coding takes place.

For those officers completing a tour in a non-

subspecialty coded billet but who feel they have essentially been performing the same tasks, a request may be submitted to the Chief of Naval Personnel (Pers-403) for a record review and possible assignment of a subspecialty code.

Every two years, a subspecialty selection board meets not only to select Proven Subspecialists but also to review the D/P/S codes assigned to officers to determine validity.

Q. *What URL billets do I have to serve in to become a Proven Subspecialist under the Operational Technical Managerial System (OTMS)?*

A. Designation as a Proven Subspecialist is done by selection board action. The fundamental criterion used in selection is recent, relevant, superior performance, coupled with demonstrated "range and depth" of experience. Each subspecialty field has its own selection board (meeting about every two years) comprised of a URL flag officer and several captains who are recognized as top performers in that subspecialty.

Q. *Under the Operational Technical Managerial System (OTMS) Program, will I, as an 1100 woman officer, be required to stay in a subspecialty area once I have been assigned an "S," "P" or "D" code or designated a proven subspecialist?*

A. The major difference between the application of the OTMS concept to 1100 women officers and to officers with a warfare specialty is that there is no requirement for 1100 officers to rotate out of their subspecialty area for further development of the operational aspect of their careers. However, to ensure that women officers maintain viability as line officers, special efforts are underway in BuPers to formulate career patterns which are aimed at developing in them levels of experience and responsibility equivalent to those acquired by warfare specialists. With the latter in mind, three avenues of career progression are under consideration with regard to 1100 women officers; they are:

- Consecutive tours in one subspecialty area.
- Repeated, but not necessarily consecutive, tours in a subspecialty area.
- Repeated, but not necessarily consecutive, tours in more than one subspecialty area.

The avenue along which an individual's career progresses will be dependent upon the subspecialty area, Navy requirements and the individual's desires and professional needs. Regardless of the avenue traveled, 1100 women officers should seek assignments which provide them with increasing levels of responsibility and professional expertise.

Q. *What is (or was) the schedule for calendar year 1975 subspecialty selection boards?*

- | | |
|---------------------------------------|--------------|
| A. Electronic engineering | 6-10 Jan |
| Weapons system acquisition management | 11-21 Feb |
| Environmental science | 11-21 Feb |
| Ordnance engineering | 22 Apr-2 May |
| Computer | 28 Apr-2 May |
| Politico-military/strategic planning | 3-13 Jun |



Questions and Answers

Ship engineering

17-27 Jun

Operations analysis

30 Jun-3 Jul

Fiscal year 1976 boards have not yet been announced.

Q. What is the best way to pursue intelligence as a subspecialty? I am a LTJG, 1160 designator, aboard a carrier.

A. The best way for a junior URL officer to develop a subspecialty in intelligence is through postgraduate school. There are two different curricula available, the Defense Intelligence School in Washington, D. C., and the Naval Intelligence course at the Naval Postgraduate School. Upon successful completion of either course a URL officer is designated an intelligence subspecialist.

Another method is by experience in the field. Officers completing a full tour in an intelligence assignment normally are designated as intelligence subspecialists. Once designated, an officer can anticipate spending many of his nonoperational tours in the intelligence field.

Q. What career opportunities exist for a submarine-qualified Strategic Weapons Officer?

A. The Strategic Weapons Officer Program provides a challenging career for officers who wish to serve in the submarine service, but are not eligible for the Nuclear Power Program. The career path, following nine months of initial submarine and weapons training, consists of sea duty tours as assistant weapons officer, weapons officer and navigator aboard *Polaris*, *Poseidon* and *Trident* SSBNs interspersed with shore duty in strategic weapons technical, operational, and training assignments.

Although the program does not lead to command of a nuclear submarine, it is uniquely suited to the Navy's Operational Technical Managerial System (OTMS) in that it provides an officer ample opportunity to develop and demonstrate his seagoing skills as well as a full opportunity to develop either a technical or managerial subspecialty and become a Proven Subspecialist. Qualified officers desiring to specialize further in engineering related areas may apply for change of designator to EDO. The Chief of Naval Personnel has recently approved a new concept for up to 20 Strategic Weapons Officers to shift annually to EDO as strategic weapons specialists at the post department head level. These officers may serve in both submarine force billets as well as traditional EDO billets.

Today, Strategic Weapons Officers are assigned to submarine force staffs and schools, JCS, OpNav, the Joint Strategic Target Planning Staff, the Strategic Systems Project Office, naval shipyards and Ocean Systems NavFacs.

The Strategic Weapons Officer's career path is flexible in that an individual aspiring to command rather than to a more technical subspecialty may

direct his career to attain command. Officers desiring submarine-related commands may strive for command of one of the remaining diesel submarines, an ASR or a submarine force support ship. A few outstanding Strategic Weapons Officers may pursue surface command by requesting change of designator and surface assignment.

Education

Q. Can I get a Naval War College Degree through nontraditional means?

A. Yes, there is an extension course offered at night in the Washington, D. C., area, and a complete correspondence course package offered by the Naval War College. For further information, call A/V 222-4636.

Q. What is the difference between a principal and alternate selectee for a postgraduate curriculum?

A. Each year, input quotas are established for all the Navy's postgraduate education courses. The quotas are filled by officers selected as principal or alternate candidates by a postgraduate selection board. A principal candidate is an officer whose academic background and professional performance are such that he is capable of direct input into a course for which he is selected. A principal selectee remains eligible (in the bank of selectees) for orders to PG school for three years.



An alternate selectee is an officer who, like a principal, has a strong performance record, but whose academic background may allow direct input into the course for which he has been selected or, in the technical fields, the engineering science preparatory course could be required. The necessity for the preparatory course is determined by the detailer and student placement officer upon review of the selectee's academic record and the course entrance requirements. An alternate selectee's eligibility is one year and his record will automatically be reviewed by the subsequent FY PG selection board.

Q. *I have been selected by the FY 76 postgraduate selection board as a triple "X" (XXX) candidate. What is the XXX Program and what am I eligible for as an XXX selectee?*

A. The XXX Program, established in 1965, is composed of URL, 14XX and 15XX officers who are selected by a postgraduate selection board for graduate level education. The selection board deems XXX selectees qualified both professionally and academically to pursue graduate level education in a technical area.

A junior officer is considered for XXX when: (a) he has not indicated a PG curricula choice, or has indicated "PG school not desired" on the officer preference card, or (b) he is nonselected for his PG preferences but his credentials qualify him for PG

training in a technical field, either as a direct input or via the engineering science preparatory course at NPS. Once selected to XXX, an officer remains eligible for orders to PG school until the end of the fiscal year for which selected.

There are some points to remember concerning XXX selectees:

- The XXX Program applies only to technical curricula.

- Eligibility lasts for one year with a selectee's record reviewed by the subsequent FY PG selection board, if he is not ordered to PG school.

- Assignment to PG school from XXX is contingent upon officer availability and course quotas as determined by the detailer and student placement officer.

Q. *My undergraduate degree is in a nontechnical field. Why was I selected for XXX?*

A. Historically, the number of top quality applicants for nontechnical graduate education reviewed by the postgraduate selection board greatly exceeds the quotas available for these curricula. Additionally, there exists a Navywide need for officers with graduate level education in technical areas. Each PG board reviews those officers who have not been selected as principals or alternates for their nontechnical preferences and whose designator and year group qualify them for technical curricula, and selects a number of "triple X" candidates for potential input to the Naval Postgraduate School.

These selectees, if their undergraduate work was deficient in technically oriented courses, will be required to take the engineering science preparatory course.

Q. *I was commissioned in 1971 and extended for my present shore tour. I'm taking two law school courses at night and am considering trying to complete law school and transfer to the JAG Corps. Can I do this while staying on active duty?*

A. The Navy is authorized to select 17 active duty officers annually for assignment to accredited law schools of their choice for up to 36 months of duty under instruction for completion of a law degree. Selected officers receive full pay and allowances and have their tuition paid by the Navy. See SecNavInst 1520.7 for full details.

Should you not be selected for the Law Education Program and decide to continue your law study at night, you may request an extension of your shore tour to complete graduation requirements. After graduation and admission to practice, you may apply for a change of designator and transfer to the JAG Corps.

Miscellaneous

Q. *How is the date of rank determined for restricted and staff corps selectees?*

A. Vacancies for each month are first computed for the URL, and a date of rank assigned. All RL selectees who precede, and all staff corps selectees who immediately follow, the last URL officer pro-



Questions and Answers

moted for the month are assigned the same date of rank as that assigned the URL officer.

Q. *Must I have a permanent appointment in my present grade to be eligible for selection to the next higher rank?*

A. No. There is no requirement that an officer's present grade be permanent to be eligible for consideration for selection for a next higher grade.

Q. *I'm a USN Temporary LDO/Permanent Enlisted. Will I be subject to the withholding provisions of the dual compensation act?*

A. It depends on the number of years of service with which you retire. If you have 30 years' active duty you will qualify for retirement under an enlisted law and would not be subject to the Dual Compensation Act. If you have less than 30 years' active duty and retire as an officer, then you only qualify for retirement under an officer law and would be subject to the Dual Compensation Act. However, if you request reversion to your permanent enlisted grade and it is approved, you would not be subject to dual compensation. If you revert you would not receive the pay for the highest officer grade held until the end of 30 years.

Q. *How is retired pay currently computed in conjunction with the consumer price index (CPI) increases?*

A. The Comptroller General has ruled that the basis for computing retired pay may go back only one pay period before the one in which you are currently serving. This means that from 1 Oct 1974 until the next active duty pay raise, retired pay will be based on the 1 Oct 1973 base pay rates plus all CPI increases declared during that period.

Therefore, the applicable retired pay multiplied by 6.3 per cent (1 Jul 1974 CPI) will be the retired pay before 1 Jan 1975—when a 7.3 per cent CPI became effective. To determine retired pay after 1 Jan 1975, multiply your retired pay after 1 January by 7.3 per cent. Any subsequent CPIs declared prior to the next active duty pay raise, which is expected on 1 Oct 1975, must also be included.

Q. *I participated in the Senior Medical Student Program and after completion of my internship attended the six-month course in aerospace medicine. What is my total period of obligated service? Also, has there been any policy change regarding obligated service for having participated in the above program?*

A. You incurred a two-year basic obligation and a one-year additional obligation for having participated in the Senior Medical Student Program (SMSP). Six months of your basic obligation was served during the Aerospace Medicine Training (AVMED); however, you incurred six months' additional obli-

gated service for having received AVMED. Therefore, upon completion of AVMED you had one and a half years' basic obligation, one year of additional obligated service (from SMSP) and six months' additional obligation (from AVMED) remaining. This adds up to a total period of obligated service of three and a half years.

There has been no policy change regarding obligated service for the above programs.

Q. *Are there any special medical clearances required for naval personnel and their dependents prior to assignment overseas?*

A. No, but the final responsibility for determining the suitability of the member and his dependents for overseas duty rests with the member's current commanding officer. Therefore, prior to delivering orders to officers and prior to the preparation of standard transfer orders for enlisted personnel, the commanding officer shall see to it that each member ordered to duty abroad is interviewed in order to determine his and his dependents' suitability for such duty.

Q. *I augmented several years ago, understanding that time in grade required for promotion was shorter than ever. This is no longer the case and the time I have to wait for selection now seems unnecessarily long. Yet, I am told that this has its advantages. Will someone please tell me what they are?*

A. The relatively rapid promotions which were experienced during the Vietnam era were primarily the result of the requirement for warfare specialists and the large size of the Navy. With the subsequent reduction in operational units and manpower, there is now the opportunity to plan and use manpower assets more efficiently. The primary advantage to the individual is that the time is now available for not only warfare specialty qualifications, but also education, subspecialty employment and other high-priority assignments such as recruiting duty. This can only work in the Navy's favor, in that it will produce a proportionately greater number of well-rounded and professionally mature naval officers.

Q. *What are the requirements to become a chaplain in the U. S. Navy?*

A. To be eligible for appointment in the Chaplain Corps, an individual must possess an undergraduate degree and a Master of Divinity Degree or its equivalent. Also, each applicant must have an Ecclesiastical Endorsement from his church or denomination which certifies that he is an ordained priest, minister or rabbi actively engaged in the full-time pursuit of a religious vocation. Applications for appointment are processed through the local Naval Recruiting District.

Q. *What is the Naval Legal Service? How does it relate to the office of the Judge Advocate General? How will it improve legal services within the naval service?*

A. Since 1969 the JAG Corps has been organized into four basic components: the office of the Judge



Advocate General under the SecNav chain of command; staff and activity judge advocates; law centers; and a training component, the last three in the CNO chain of command. Under that organizational structure the JAG Corps experienced problems in personnel distribution, funding inequities, and standardization of operations. Following an extensive study of these problems, SecNav approved the establishment of the Naval Legal Service.

This service has 18 subordinate regional Naval Legal Service Offices (NAVLEGSVCOFFS), and some 14 branch offices where geographic considerations require. Under the CNO, the Director of the Naval Legal Service will manage and command the NAVLEGSVCOFFS as an integrated legal-service organization. While some disadvantages to such a centralization were recognized, these were outweighed by a number of significant advantages, including:

- Compliance with a SecDef directive to the Navy to formulate a plan for placing all court-martial defense counsel under the authority of the Judge Advocate General.

- Bringing all law centers (as NAVLEGSVCOFFS) under a single major claimant (CNO) and a single subclaimant (Director, NAVLEGSVC), making possible the rapid adjustment of the allocation of legal assets in time of reduction in force or substantial shifts in the focus of legal business.

- Greater flexibility in managing the Navy's legal resources.

- Standardization of the organization and procedures of NAVLEGSVCOFFS.

Q. *There has been a change to the warrant/LDO program. What are the recommendations/changes that would affect the warrants presently in the programs?*

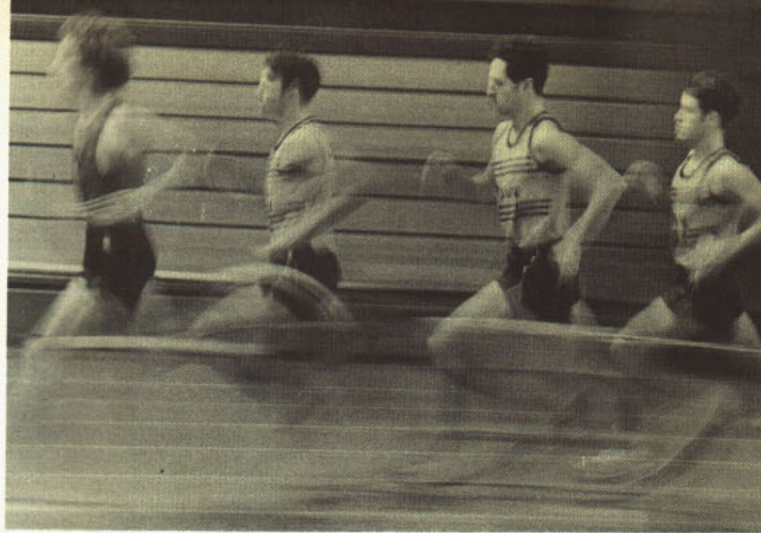
A. The most significant change as it affects current warrant officers is probably the newly approved functional role definition for the WO which states:

A warrant officer is a technical officer specialist who performs duties: (a) Limited in scope (in relation to other officers), (b) Technically oriented through experience/functional training), (c) Repetitive in nature, (d) Not significantly affected by advancement in rank and therefore amenable to successive tours.

Additionally, a forthcoming billet review will identify billets which meet the criteria of the WO role definition for recoding as WO billets. Although no significant variation in the present size of the warrant community is expected as a result of this action, cross-detailing of warrants is expected to decrease significantly.

Another change is the authorization for commanding officers to promote all warrant officers, W-1 to W-2, after 12 months in grade vice 24. This accelerated promotion permits warrant officers appointed to W-1 under the former program to retain their seniority relative to future selectees who will be initially appointed to W-2 under the new program.

Finally, there has been a change to warrant officer designators and categories which will provide specific officer community identification as well as realign certain WO technical fields to reflect more accurately the scope of their duties.



NAVY SPORTS at ANNAPOLIS



It was a gray day around Annapolis— the kind of damp, dank Friday when you duck from one place to another to get in from the uncertain weather. But for more than one midshipman at the Naval Academy, it was a good time to throw on a sweat suit and run a few miles before dinner.

A jog around the yard, a handball game, a grueling workout on the Severn River with the crew team—they're just a few of the sports activities that make the Naval Academy come alive, rain or shine, on weekday afternoons. For in keeping with its mission "to build young men morally, mentally and physically," the academy has developed extensive and diverse physical fitness and athletic programs that offer a man his choice of virtually any sport.

The theory, in part, is that a physically fit naval officer is better off than one who is not, and as soon as a new midshipman arrives at Annapolis to begin his

Left top: The indoor track team is among the top contenders on the east coast. Left bottom: Teamwork in the Navy crew. Above: The Academy's la crosse team practices in early morning fog.

plebe training he finds out just how important physical conditioning will be in his four years.

Up at dawn to work out for an hour before the summer sun gets too hot, the plebes spend a good portion of their day running, marching and exercising. Also during Plebe Summer, new midshipmen are quickly introduced to all of the 21 varsity and 23 intramural sports open to them, at least one of which they are expected to compete in as midshipmen.

Everyone knows that Navy has a football team and that every year they meet Army in Philadelphia. Fewer people know that Navy has one of the country's top wrestling teams, an outstanding track squad, a crew that is almost always ranked nationally, a rifle team that includes at least one national contender and a fencing team that has seen more than one Olympics fencer graduate from its ranks.

On almost any given Saturday in the fall, winter and spring, a sports fan can find at least one varsity meet to watch, for Navy's varsity program extends far beyond the "glamor" sports of football and basketball. The Naval Academy also fields varsity teams in cross-country, soccer, 150-pound football, sailing, fencing, gymnastics, pistol, rifle, squash, swimming, indoor and outdoor track, wrestling, baseball, lightweight and heavyweight crew, golf, lacrosse and tennis.

Sports facilities at Navy are among the best in the country. Halsey Field House features two basketball courts, indoor tennis courts, all track and field areas and squash courts. Macdonough Hall houses the swimming pool, gymnastics area, handball and squash courts and boxing rings. Also available are: an outdoor track, baseball stadium, astro turf practice field, golf course, tennis courts, ice-skating rink, sailing center and numerous playing fields. The Navy-Marine Corps football stadium rounds out Navy's sports areas.

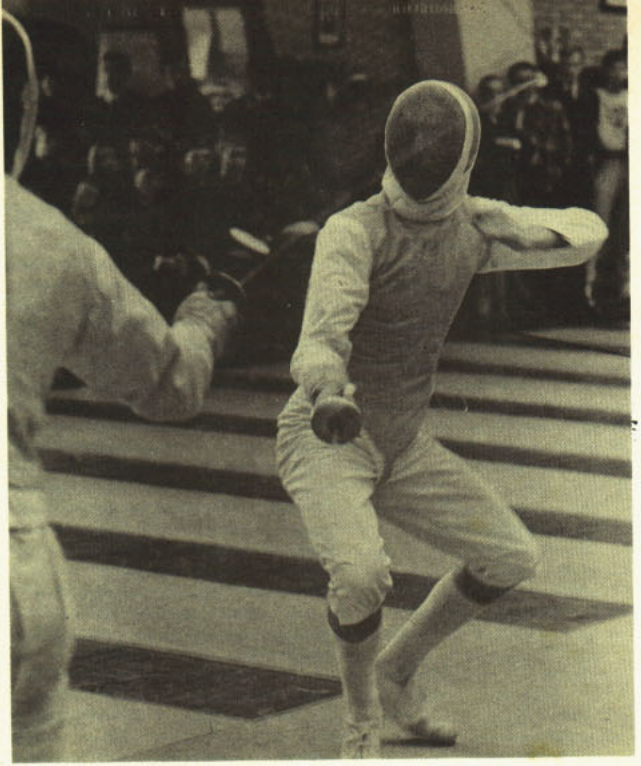
Midshipmen are recruited for all sports. The wrestling, track and tennis teams especially, standing on consistently good records and with coaches considered among the best in the country, often pull top high schoolers from around the country.

Young men, particularly competitors in sports in which they could not go professional after graduation, are attracted to Navy sports in part because there is no scholarship to worry about if one loses. Says a successful Navy wrestler, "I am wrestling for self-satisfaction here. There is no pressure to stay out for a sport to keep up a scholarship like there is in a civilian college."

Several Navy teams, on the other hand, have made their reputations with men who had never played their sport until they arrived at the academy. Navy's squash team is a perennial winner with tennis players who drift over to the squash courts when they are cut from the tennis team. Football players who didn't pick up a lacrosse stick until they were midshipmen have become All-Americans in lacrosse, and one of the best sailors in Navy's ocean racing program was a farm boy from



Center: Rugby is the fastest growing sport at Annapolis. Facing page top to bottom: The varsity fencing program has produced more than one national champion, including Olympic fencer Bert Freeman, class of 1970. A member of the swimming squad practices vigorously. A track team member stretches for final inch.



Ottawa, Kan., who had not stepped on the deck of a sailboat until his plebe year.

A number of Navy athletes have gone on after graduation to become national and international contenders in their sports.

Marine Lieutenant Lloyd Keaser, class of 1972, as a member of the 1973 World Championship Wrestling Team, won the world title at 149 1/2 pounds, and Lieutenant Bert Freeman, '70, was an Olympics fencer in 1972. Two members of the Class of '71, LTJGs Nathan B. Ternes and Tom O'Brien, crewed aboard the America's Cup winner *Courageous* (see the November 1974 ALL HANDS). A present Olympics hopeful is Ensign Ted Bregar, '74, who is now training at the academy for the hammer throw. He was national collegiate champ in that event last year.

Most men who attend the Naval Academy were varsity athletes in high school. Many of them were recruited for a Navy sport. But there are no guarantees they will make the team, and when they arrive at Annapolis they often are beaten out by better athletes. It comes as no surprise, then, that the academy's intramural program displays skills approaching those found on the varsity level and many times exceed intercollegiate competition in spirit and desire to win.

In the intramural program, midshipmen play on company teams, competing against other companies. Most varsity sports are played at the intramural level. Also offered as intramural sports are boxing, fieldball, handball, rugby, softball, team handball, touch football, volleyball, water polo and weightlifting. Rugby and ice hockey are played at the club level also, which means the teams compete with other colleges and area clubs, but not in a varsity status.

Though intramural competition is required for all but varsity athletes, most midshipmen welcome the opportunity to let off steam in sports. Says one midshipman, "When you're in classes all day and spend the evening studying, sports are a great release. They help get rid of a lot of tensions."

Says another midshipman, "Keeping in shape is important for an officer. It's part of having pride in yourself."

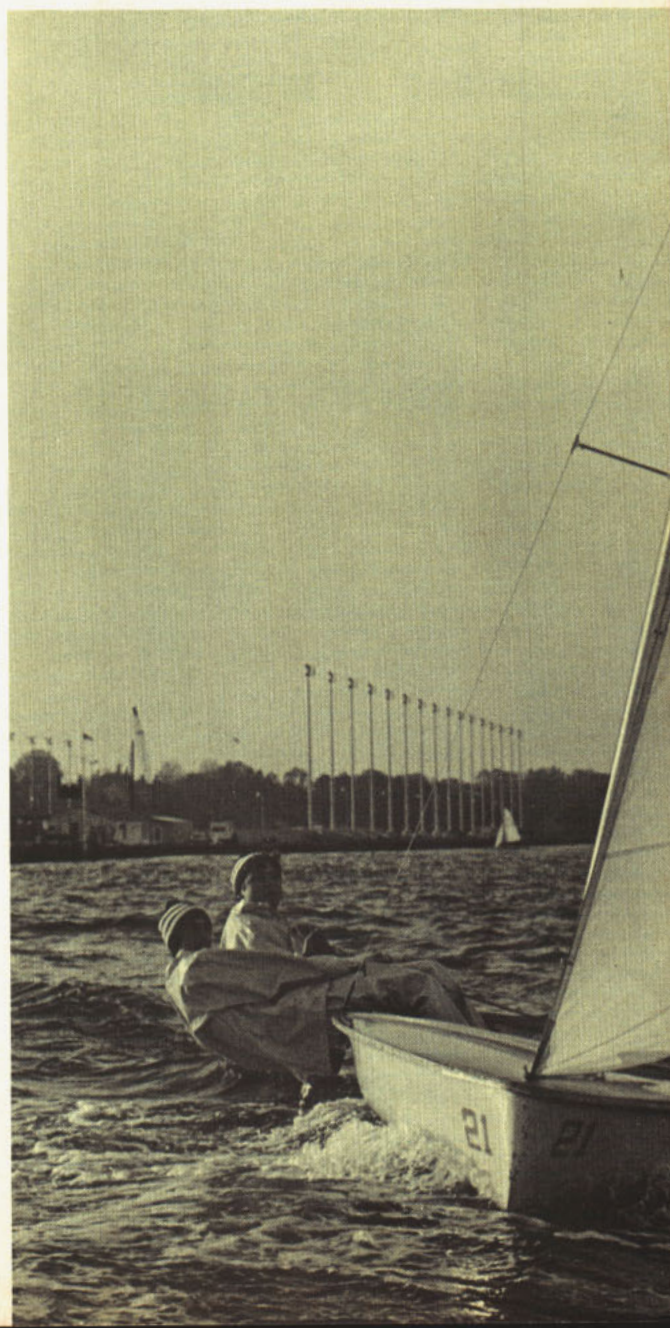
After a season of play, each intramural sport has a playoff series that produces a brigade champion. Competitive spirit runs high as the championship matches approach, and it's not unusual to find midshipmen and friends ringing the fields to cheer their companies to a hard-fought fieldball victory or lightweight football title.

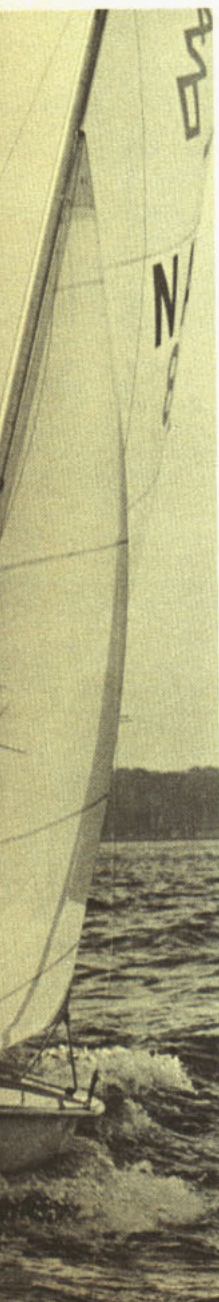
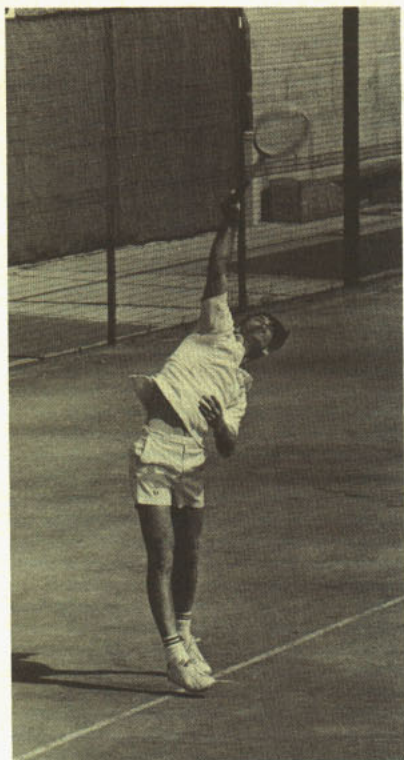
Because physical fitness is a stated goal of the Naval Academy and not just a sidelight, sports take on more importance at Navy than they do at most colleges. They are a constant at Annapolis and there are few times between noon and taps that you won't hear the pounding of sneakers on the pavement or a basketball bouncing across the court in a pick-up game.

When a midshipman says it took a lot of sweat to graduate from the Naval Academy, he isn't kidding.

—Story by Ellen Ratrie
—Photos by USNA photo lab

Right: As in all sports, to reach top performance and maintain it, many hours of practice and competition are necessary.





DAY with DAD



Ask a military junior what his or her father does in the service and the answer will likely be that he “sails in a ship” or “has duty on the base.” They are seldom able to pinpoint their father’s job.

That’s not the case now at the Subic Bay-San Miguel complex in the Republic of the Philippines; not since the “Day With Dad” project held recently.

Approximately 1000 students from grades four through 12 at the Binictican Elementary School, George Dewey Junior-Senior High Schools at Subic Bay and the Oliver Hazard Perry School at San Miguel participated. The project was held for the first time in the area and was in conjunction with the overall concept of career education.

“‘Day With Dad’ was instituted as a special program to enable students to learn about their fathers’ work,” said Dr. Glynn Turquand, coordinating principal of the George Dewey Schools. “By doing this,” he said, “we feel it will give them a better understanding of how their fathers’ jobs relate to the overall mission and operation of the Subic Bay-San Miguel complex.

“The project has many objectives,” Turquand continued. “Primarily, the student will be able to identify his father’s work location. The student will be able to discuss the kind of work his father performs and it is hoped that he or she will be able to describe the training the father has received for his current occupation.

“The student should be able to describe the respon-

sibilities of his father’s job and, finally, the child will be able to see how his school subjects—such as math and science—relate to the job his father performs.”

For some of the students, their day started at 0700 when they went to work at the Navy Public Works Center, Subic Bay. As at other commands there, the student workers were given a briefing on the functions of the command. Later, they were taken on a tour of the various spaces at the commands and the work being performed was explained to them.

Approximately 60 students and parents were hosted aboard the U. S. Seventh Fleet amphibious cargo ship *USS Durham* to give them the feel of salt air and rolling decks.

Following a movie on board, the guests were taken on a tour from the forecastle to the helicopter platform, and from the signal bridge to the troop berthing spaces. To top this, they sampled Navy chow; hamburgers and cheeseburgers added to the atmosphere of eating aboard.

Not all the students were learning about their fathers’ jobs. One, 12-year-old Noelle Weir from Clark Air Base, came to see what the Navy was all about.

“Besides, I know what my father does,” she said. When asked, she answered, “He’s assistant principal of the base school at Clark.”

She sees him each day at school.

—Story by Jim Messner

—Photos by F. Mendoza and Messner



Mini Boot Camp in San Diego

Naval Junior ROTC cadets underwent a six-day coed "mini boot camp" at the San Diego Naval Training Center.

The "Mini Boot Camp" program has been in operation at the training center for seven years, but female cadets were only recently included in the training. Girls work alongside their male counterparts throughout the day, but they are berthed in separate barracks.

Instruction during the period covered water safety and survival, small arms training, firefighting techniques and physical fitness. There are more than 200 NJROTC high school units now in operation throughout the United States. In this program, cadets 14 years of age or older receive a minimum of 96 hours of instruction in naval science over a three-year period.

With retired naval officers and chief petty officers acting as instructors, "mini boot camp" has value to the U. S. Navy, the community and the nation.



SEA CADETS HIT THE BEACH



What happens when you try to separate the men from the boys and someone throws in women and girls and everyone does a man-size job and does it well? You quit separating and start integrating.

It happened just that way at the Navy Seabee Base at Port Hueneme, Calif., when Marine Captain A. E. Ingersoll, the Marine Corps Reserve Center's inspector-instructor, invited the Ben Moreell Sea Cadet Battalion to participate in a two-day rubber boat, beach assault training exercise.

Rubber boat training is necessary in the Marine Corps; it's used to help instruct Marines in procedures for beach reconnaissance and mapping. The training further involves plenty of muscle because of the requirement for launching and retrieving heavy, seven-man rubber boats through sometimes heavy surf and pounding ocean breakers.

For this reason, CAPT Ingersoll had a power cruiser stationed offshore with qualified swimmers aboard to ensure everyone's safety. He requested only Sea Cadets in the "older boy, proven swimmer" category be allowed to accompany the training Marine Reservists.

Did someone say "older boy?" A slight complication arose over that term. The Ben Moreell Battalion stands unique among other Naval Sea Cadet Corps battalions.

Not only are they the only battalion that is Construction/Seabee-oriented but they are also the only battalion which has female members.

CAPT Ingersoll pondered this, but the offer to train "older boys" still stood. The girls were allowed to observe but were not allowed in the boats. The captain wanted to cooperate but the first consideration was safety.

The first morning of the weekend event dawned crisp and clear with no wind. At the training area, the surf was minimal and the water was warm. By 0830 the battalion, led by NSCC Lieutenant Michael C. Stern and Lieutenant (jg) Edward L. Bledsoe (both Sea Cadet Corps officers), was ready.

Before entering the water with the boats the Marines and Cadets were briefed extensively by CAPT Ingersoll on what was expected of them and the procedures to accomplish the task. The morning training session went smoothly without complications. Everyone got wet but everyone was equally happy.

After a midday break and a cookout, the Cadets were ready to try their wings in a distance-rowing contest against the Reservists. It was during this competition that the first "girl observers" showed up to encourage and cheer on their battalion shipmates. Their support and great enthusiasm helped one group of Cadets claim



Facing page: Pre-launch instructions on the beach at early dawn. Left: A rubber-boat crew lands its craft on the beach. Below: Sea Cadet PO3 Tom Ray assists Marines in bringing boat ashore. Bottom: Marine Captain A. E. Ingersoll, Inspector/Instructor for the U. S. Marine Corps Reserve Center at Port Hueneme, illustrates to the young cadets the correct way to land and launch a boat.

second place in the event.

The enthusiasm for the rubber boats and their operation generated by the boys soon passed to the girls. The girl Cadets' interest and questions did not go unnoticed. A brief conference between CAPT Ingersoll and the Sea Cadet officers resulted in the girls getting their chance at the fun.

Next day the scene on the beach was the same as the first day—kids in fatigues carrying, launching and retrieving rubber boats. Only real difference was that seven of the "Cadets" had longer-than-usual hair.

Five female "Cadets" and two female leaders showed up to compete with the men. The girls were spared no discomfort and were shown no favoritism. They took their knocks, got wet and proved their stuff in upholding the Seabee motto, "Can Do!"

"All things considered," said the captain, "the Sea Cadets, both boys and girls, did a fine job. They were quick to learn and gave the Marines a run for their money."

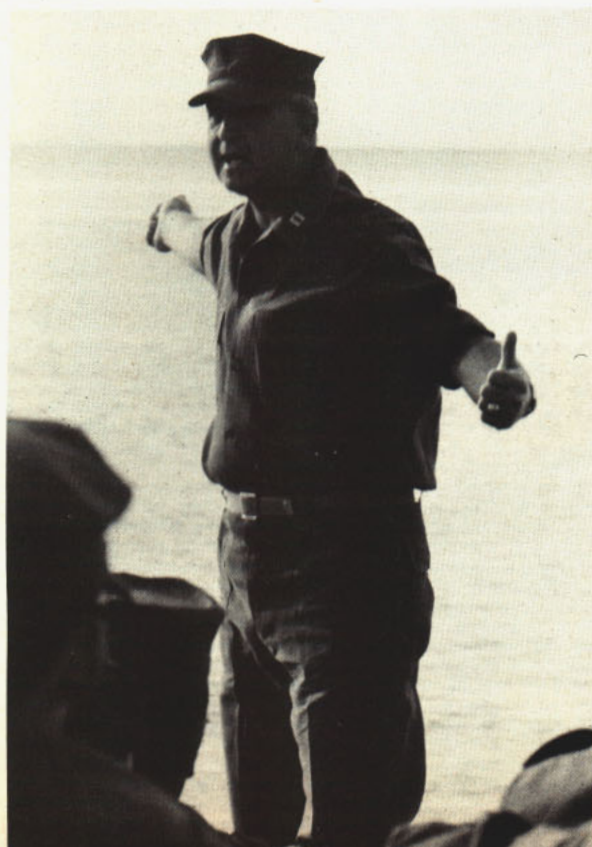
The Naval Sea Cadet Corps is a federally chartered, nonprofit organization cosponsored by the Navy League and the U. S. Navy. Although the Navy supports the program, it does not provide financial assistance. Both the league and the Navy strive to provide the Sea Cadets with an educational and moral base as broad as possible to develop the "whole person" concept in each Cadet.

The Ben Moreell Battalion at Port Hueneme has members from all cities in the Ventura County area and Santa Barbara.

Membership in the corps is controlled by requiring prospective candidates to pass Navy physical exams and Navy aptitude tests commensurate with the examinees' age group.

Some of the benefits accorded Sea Cadets are an opportunity to train in naval disciplines, be enlisted in the Navy in paygrade E-3 (if scholastically qualified), and the training is considered beneficial to those Cadets interested in applying for naval officer programs.

—Story by JO2 John W. Walker
—Photos by PH2 Charles Hubbard and
JO2 Waler



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



MCPON JOHN D. WHITTET

'Keen Competition'

For almost every Navy enlisted member, the advancement process is a vitally important issue. In fact, a sizable percentage of the mail I receive every week deals with some phase of the Navy's enlisted advancement system.

Perhaps the greatest amount of curiosity and concern stems from misunderstanding. For instance, many of those members seeking advancement to chief petty officer or above do not fully understand the enlisted selection board process. The tide of correspondence to my office seems to rise and fall with the release of the yearly recommendations by these boards. Since this mail often reflects misinformation regarding selection boards, a brief review of the selection procedure seems appropriate and could be beneficial to all hands.

Advancement quotas in each rating are determined by vacancies within the individual ratings as monitored by the Bureau. Regardless of the number of candidates for selection in any one rating, the number of authorized advancements may never exceed the preestablished quota. Using this approach, effective competition is established and maintained within the total rating community. Thus, the ultimate goal of the selection boards is to select only those members best qualified for advancement to the limited number of vacancies.

In determining the number of personnel to be advanced by rating and pay grade, the Chief of Naval Personnel must consider the net result of actual and projected gains and losses, the beginning inventory, and the authorized end strength for the year.

The Navy is authorized by the Office of the Secretary of Defense to have a maximum of .78 per cent and 1.81 per cent, respectively, of its total enlisted force at the master chief and senior chief levels. A ceiling is also established at the chief petty officer level based on current needs of the Navy. Authorized strength as approved by the Secretary of Defense is based on budget and defense considerations and is normally lower than CNO requirements.

Because of the large number of test takers involved, only those members who have the highest final multiples within their ratings are considered by the selection board. For chief petty, 50 per cent of the test takers have their

records appear before the board. On the other hand, 75 per cent of the test takers for master chief and senior chief have their records appear. Final multiples are determined by combining test scores and performance evaluations.

Many individuals wonder about, or question, the condition of their service jackets when reviewed by the board. Navy members who are in the Washington, D. C., area may stop in at the Bureau of Naval Personnel's Enlisted Records Review room and personally review their records. If you cannot travel to Washington and you suspect that some important documents may be missing from your service record, you may forward such documents to the recorder of the selection board, and the documents will then be placed in your record.

Occasionally, a member may be unaware that information is missing from his service jacket. To solve this problem, the secretary of the board is authorized to contact individual commands for recovery of missing data. The entire record of each candidate is thoroughly reviewed, with every page of every service jacket receiving careful scrutiny by a qualified member of the board.

Thus, the selection board is not an automated process. Instead, it is a process giving each candidate's record a penetrating review by experienced, dedicated, and responsible board members. This provides the human element for a look at the "whole man" rather than a cursory mechanical evaluation.

The selection process is an arduous, but necessary affair. The actual screening and selection procedures are accomplished here in the Bureau by a board composed of senior naval officers and master chief petty officers. For instance, this year's E8/E9 selection board is composed of 30 officers and 16 master chief petty officers. Each of the 46 members pledges an oath or affirmation to "recommend those found to be best qualified for advancement without prejudice or partiality." Selections for promotion are made by a majority vote.

The specific characteristics that are considered desirable for advancement may vary from year to year. Therefore, every Navy member must build his record from first enlistment to the time he or she becomes eligible for chief petty officer status. In general, you may be assured that the board looks well beyond test scores and performance evaluations. Types and locations of duty, age,

health, awards, educational credits (both civilian and Navy), proven administrative ability, potential, discipline record, time in rate, time in service, and background may also merit consideration.

Each selection board has considerable latitude in weighing all of these elements in order to define the desirable man or woman. While test scores and performance evaluations are used to determine initial eligibility for the selection board, these factors are not the only criteria considered by the board when looking at the "whole man." To believe that any one of these factors completely outweighs the others would be faulty thinking, but you can still count on past performance of Navy duty as the key in these selection considerations.

Many candidates selected to be alternates and a great number of those not selected would like to know exactly why they were not chosen for advancement. While I can sympathize with these questions, the answers are simply not available. Deliberations and evaluations regarding individuals are not a part of public record, and board members are sworn to secrecy.

However, this secrecy is not meant to stifle, but is instead for the protection of all those considered. Board privacy promotes an atmosphere of equitability and allows for freedom from imposition of advantaged and self-interested contacts. Every candidate is thus assured of a fair and impartial review and the chance to be selected on his or her own merits.

If you are a nonselectee or alternate, chances are that other member's qualifications and characteristics proved more desirable than your own. Remember that board deliberations are not aimed at *nonselection*; rather, board deliberations are a process of *selection* of the best qualified from among many with excellent qualifications.

Not everyone can become a chief, senior chief, or master chief petty officer. In the competitive environment present in today's enlisted Navy, the door of promotion cannot open to everyone who stands before it. Nor does it always open when first knocked upon.

The name of the game is to be competitive. Long years of faithful service are not the sole criteria for promotion. Accept this challenge and spirit of competition. Prepare yourself. Push yourself. Cultivate your study habits. Be marketable. Get busy and create a demand for yourself. Above all, don't give up. Perform!!

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- THINKING OF CHANGING RATING OR REENLISTING? SEE NEW "OPEN" LIST

A new "open ratings" list was recently issued as change five to BuPers Instruction 1133.25A. The list, which categorizes all ratings and certain NECs into open, neutral or closed groups, is based on current manning levels and governs all retention and conversion programs. If you are thinking of changing rating or reenlisting, ask to see this instruction at your personnel office.

- SCORE/STAR/LATERAL CONVERSION PROGRAMS HAVE BEEN REVISED

Some major changes have been made to the Selective Conversion and Reenlistment (SCORE), lateral conversion, and the Selective Training and Reenlistment (STAR) Programs. Highlights of some of these changes are: Those currently serving on an enlistment or extension for which VRB, SRB or EB was paid will not be eligible for a change in rating until EAOS. Those authorized for rating conversion under either conversion program will be required to convert to the new rating prior to execution of a bonus reenlistment in an SRB-eligible rating. The active duty limitation for STAR has been extended from four to five years. Complete details concerning SCORE/STAR Programs can be found in BuPers Notice 1133 of 24 Mar 1975, and for lateral conversion, see BuPersMan 2230180.

- LDO/WO DESIGNATORS/BILLETS SCHEDULED FOR REALIGNMENT

Designators for warrant officers and limited duty officers are scheduled to be changed to identify most members with their warfare community (surface, air, submarine). In addition, all WO and LDO billets will be converted to conform with the new designators. These actions are expected to be completed in July. Once the conversion is complete, assignment and distribution of LDOs and WOs will be aligned with the corresponding officer community. Assignment in BuPers of photographers, bandmasters, data processors and admin/ship's clerks will shift from their present surface, submarine or aviation assignment division to a special assignment division. Distribution of the remaining LDOs and WOs with 64XX/74XX or 65XX/75XX designators will be controlled by the restricted line and staff corps assignment divisions.

The purpose of the change is to provide LDOs and WOs with officer community identification and a broader occupational field or technical area, and to provide positive identification of air, surface and submarine associated personnel and billets. The changes were issued as a result of recommendations by a special LDO/WO study group conducted last year. Additional information is contained in BuPers Notice 1210 of 11 Apr 1975 and OpNav Notice 1211 of 8 Apr 1975.

- CERTAIN RATINGS FOR WOMEN CONTROLLED TO ENSURE SEA/SHORE ROTATION

The number of women entering the various Navy enlisted ratings is being carefully monitored by BuPers. An individual goal for women has been established for each rating and, as a result, about 15 ratings are currently closed to them, approximately 40 ratings have controlled entry and the remaining 45 are unrestricted. BuPers officials emphasize that this is not a new process, and that entry into some ratings has always been limited for women because they are primarily shipboard ratings. Several criteria are used in establishing the goals for women in various ratings. The most important is the necessity of

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maintaining a realistic sea/shore rotation for men without unduly restricting the availability of ratings that can be open to women. Women who wish to enter the 40 controlled ratings by conversion should refer to BuPers Manual 2230180. Entry through on-the-job training may be authorized only by approval of written request to the Chief of Naval Personnel. Rating status lists are given in BuPers Instruction 1410.4 of 18 Apr 1975.

- WOMEN OFFICERS TO BE SCREENED FOR COMMAND ASHORE

BuPers has announced that by the end of FY 75 all women officers in the grades of lieutenant commander and commander will be screened to determine their eligibility for becoming COs or XOs of shore commands. Previously, the command screening system had been applied only to male LCDRs and above being considered for XO and CO billets at sea, and both male and female officers in the grade of captain for major shore commands.

- FASTER WARRANT OFFICER PROMOTIONS AUTHORIZED

SecNav recently authorized commanding officers to promote warrant officers (W-1) to chief warrant officers (W-2) after only 12 months in grade. Formerly, it took 24 months for promotion from W-1 to W-2. According to BuPers, however, those appointed to W-2 under the 24-month program will retain seniority over individuals achieving W-2 status in 12 months. Similarly, officers promoted to W-2 after only 12 months will retain seniority over those enlisted personnel to be promoted to W-2 next year under the new WO program. The early promotion plan is part of a larger program beginning in FY 76 that will terminate the W-1 grade, giving individuals selected for the warrant program immediate W-2 status.

- NEW INTER-SERVICE POSTAL CLERK SCHOOL TO BEGIN

The Navy's Postal Clerk "A" School, located in San Diego, will close on 9 May and a new inter-service training program under U. S. Army sponsorship will take its place. The new five-week-long course will be located at Fort Benjamin Harrison, near Indianapolis, Ind. Classes will convene 23 times a year with the first class starting 7 July. Approximately 230 slots in the new school have been allocated to the Navy during FY 76.

- APPLICATION TIME FOR SOUTHEAST ASIA DECORATIONS EXTENDED

The time limit in which to apply for personal military decorations for acts and services in Southeast Asia has been extended to 24 Oct 1975. To be eligible, action must have been performed in direct support of military operations in combat zones in South or North Vietnam, Cambodia, Laos, Thailand or contiguous waters or air space between 1 Jul 1958 and 28 Mar 1973, inclusive. Details for application are contained in SecNav Note 1650 of 7 Jan 1975.

- PERFORMANCE TO BE EMPHASIZED IN FUTURE E-8/E-9 SELECTIONS

A new advancement process for E-8/E-9 hopefuls was recently established which will put more emphasis on performance. In the past, the cutoff point has allowed about 75 per cent of those who took the E-8/E-9 exam to go before the selection board. The cutoff point for the written examination has been lowered

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to permit approximately 95 per cent of those taking the test to achieve a passing score. However, beginning with the last E-8/E-9 advancement exam, candidates performance evaluations will be converted to a numerical value by a computer process. This number, when added to the test score, comprises a final multiple. Records of candidates who achieve a final multiple above the 75 per cent cutoff are placed before the board for consideration. This process differs from previous years in which candidates' records were placed before the board on the basis of test score only.

- POLICY ON E-7/E-8/E-9 SUBSTITUTE EXAMS ANNOUNCED

BuPers recently announced that the deadlines for ordering substitute advancement examinations for the top three enlisted pay grades have been changed. Substitute E-7 exams will now be available through 15 April, and E-8 and E-9 exams through 15 January. In the past, requests for substitutes were only approved during a two-week period after the administration of the Navywide tests for these pay grades. The policy change was made because these three exams are only given once annually, and command errors in requesting them could prevent candidates from being advanced for a full year. Additional information on the new policy is available in NavOp 42-75 and will be incorporated into BuPers Instruction 1430.16.

- REVISED NAVY RETIREMENT GUIDE NOW AVAILABLE

The fifth edition of the "Navy Guide for Retired Personnel and Their Families" (NavPers 15891D) was recently distributed to all Navy ships and stations. The publication is designed to give members information necessary to plan for an approaching retirement. It contains such topics as: the retiree's rights and privileges, benefits from federal and state agencies, restrictions on civilian employment, and family protection and survivor benefits. Commands may requisition additional copies in accordance with NavSup P-2002, using FSN 0500-LP-345-1020. If requirements exceed 500 copies, forward requisitions for approval to Chief of Naval Personnel (Pers-7313), Navy Department, Washington, D. C. 20370.

- NEW EDITION OF NAVY RDT&E GUIDE NOW AVAILABLE

The 1975 edition of the Navy's Research, Development, Training and Education (RDT&E) Guide is now available. Designed to aid both newcomers to RDT&E and practicing "journeymen," the 260-page manual describes the system through which the Navy plans and manages its R&D programs, and identifies specific directives which contain more detailed information. Copies may be obtained by writing: Commanding Officer, Navy Publications and Forms Center, 5801 Tabor Ave., Philadelphia, Pa., 19120. Use FSN 0515-LP-400-3402.

- 1975 ALL-NAVY CARTOON CONTEST UNDERWAY

Entries for the 20th All-Navy Cartoon Contest are now being accepted. This year's competition is being sponsored by the Chief of Information and is open to personnel on active duty in excess of 90 days, and their dependents. Entries will be judged in three separate categories: active duty, dependents and, for this year, a special category of Bicentennial-related cartoons. Dead-

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line for all entries is 1 Oct 1975. Contestants may enter as many cartoons as they wish, but each must portray a Navy theme, be drawn in black ink on 8x10 1/2 inch white paper or illustration board and include the following information on back of each entry: Active duty personnel--

- Full name, grade/rate, social security number; duty station, mailing address with zip code of FPO; title of cartoon or caption; signed statement as follows: "I certify that the cartoon to which this statement is attached is original. All claims to this entry are waived and I understand the Department of the Navy may use it as desired."

Dependents' entries should include--

- Full name, age; mailing address with zip code of FPO; name and address of sponsoring command; title of cartoon or caption; signed statement same as above, with an additional statement;: "I am a dependent of (name) grade/rate and duty station."

Contest cartoons become the property of the Department of the Navy and will not be returned. Forward all entries to: Navy Internal Relations Activity, Print Media Division, 2221 Jefferson Davis Highway, Crystal Plaza No. Six, Room 1044, Washington, D. C. 20360. Further details may be obtained from your Special Services Officer.

- DEADLINE APPROACHING FOR MCNAMARA LACE CONTEST

This is a reminder that the 15 June deadline for the BuPers-sponsored McNamara lace contest is approaching. The lace will be used to decorate the Navy's Armed Forces Bicentennial exhibit vans. Those who wish to enter a piece but can not make the deadline are encouraged to submit an entry anyway, since it may still be used in the vans. All work should begin with a four-foot wide by three-foot deep canvas. When completed it should be washed, bleached, shrunk and submitted to the Navy Recruiting Exhibit Center, Building 40, Washington Navy Yard, Washington, D. C. 20374. All entries become the property of the exhibit center.

- DESRON 12 SHIPS TO MOVE FROM GREECE

All five ships in Destroyer Squadron 12, currently homeported at Elef-sis, Greece, will be moved to new U. S. homeports soon. The ships, all expected to return to East Coast ports, are: USS William M. Wood (DD 715), USS Vreeland (DE 1068), USS Manley (DD 940), USS Barry (DD 933) and USS Sampson (DDG 10). The move is a result of negotiation conducted recently by the U. S. and Greek governments on the various aspects of Greek-U. S. military cooperation. The DesRon 12 move will affect about 1800 military personnel and 1200 dependents.

- USS NIMITZ COMMISSIONED AT NORFOLK

The Navy's second and newest nuclear powered aircraft carrier, USS Nimitz (CVAN 68), has been commissioned at Norfolk Naval Station (look for a report upcoming soon). The largest warship in the world, Nimitz has an overall length of 1092 feet, extreme breadth of 252 feet, a flight deck area of four and one-half acres, displaces 94,000 tons when fully loaded and is capable of speeds in excess of 30 knots. She can accommodate a crew of 6286, about 3000 of whom

will be air wing personnel to look after her approximately 100 aircraft. Powered by two nuclear reactors, she can steam for about 13 years without refueling. The reactors will provide fuel equivalent to about 11 million barrels of oil during that period. Following carrier qualifications at Guantanamo Bay, Cuba, late this summer, Nimitz will be assigned to the Atlantic Fleet and homeported in Norfolk.

- NEW DESTROYER TO BE NAMED FOR FRENCH ADMIRAL IN AMERICAN REVOLUTION

Commemorating the nation's Bicentennial, the Navy's latest Spruance-class destroyer (DD 974) will be named for French Admiral (Comte) Francois de Grasse. ADM de Grasse commanded the French fleet which played an important role in the American victory at Yorktown during the Revolutionary War. She is the second American ship to be named in his honor, and is the 12th of 30 planned Spruance-class destroyers. Comte de Grasse is scheduled to be launched next year.

- TWO NEW LOS ANGELES-CLASS SUBS MOVE TOWARD JOINING THE FLEET

Two more Los Angeles-class nuclear-powered attack submarines recently took steps toward joining the fleet with the launching of Baton Rouge (SSN 689) and the keel-laying of Birmingham (SSN 695) in back-to-back ceremonies at Newport News, Va. Following sea trials, Baton Rouge is scheduled to be commissioned in late 1976. Birmingham is slated for launch in late 1976 and commissioning late the following year.

- FIRST MK 92 FCS MISSILE SHOT A SUCCESS

The Navy's new MK 92 Fire Control System (FCS) guided its first standard missile shot to a direct hit on a drone aircraft at 20,000 yards during recent at-sea testing aboard USS Talbot (DEG 4). The successful missile shot followed the shooting down of another target by Navy's new 76mm gun, controlled by same FCS. The MK 92 FCS is a light weight, fast-reaction, multiple-purpose system intended for smaller ships such as patrol frigates (PF) and patrol hydrofoil missile ships (PHM). It provides air and surface surveillance, gun and missile fire control, and can engage multiple air and surface targets simultaneously.

- NAVY WILL TOUR AS MEMBER OF ARMED FORCES BICENTENNIAL EXHIBIT VANS

Navy is participating in an Exhibit Van Project which is about to get underway. A fleet of 16 vans will tour the country during the Bicentennial Era. The group will consist of four caravans of four vans each, including one from each service. The caravans will tour four different areas of the United States, corresponding roughly with the time zones, and will premier on 4 July 1975 near the headquarters of each operating location: Alexandria, VA; Dayton, OH; Oklahoma City, OK; and Sacramento, CA. Each van has been especially designed and constructed to contain historic memorabilia, slides, photographs and film segments unique to each service and will support the theme "History of the American Armed Forces and their contribution to the Nation." During the next 1 1/2 years, the vans are slated to tour smaller communities, carrying the bicentennial to the "grass roots." A crew of representative volunteer service men and women will travel with each van to transport, prepare and interpret exhibits.

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- LIGHTWEIGHT 8-INCH GUN SUCCESSFULLY TESTED

The Navy's new eight-inch, major-caliber, lightweight gun was recently fired successfully in initial at-sea tests on board USS Hull (DD 945). The gun is larger than any in the Fleet today and was developed for shore bombardment and troop support during amphibious assaults. Designated Mark 71, it is designed for installation on destroyer-sized ships which normally carry five-inch guns. The lighter weight gun, which has been under development since the mid 1960s, requires less shipboard space than its earlier counterparts and can fire a 260-pound projectile more than 15 miles. It is automatic and permits a single operator to load and fire. Development of the Mark 71 is under the direction of the Naval Sea Systems command.

- ENVIRONMENTAL PROTECTION AWARD DEADLINE CHANGED

The deadline for submission of applications to this year's SecNav Environmental Protection Awards competition has been changed from 15 March to 15 October. The extension was made to put the Navy's program in phase with the DoD program. In addition, the number of categories for competition has been expanded this year to include: Large and small ships, large and small shore installations, industrial facilities, medical facilities, research and development activities and large and small Marine Corps activities. Applications should be submitted to CNO via the normal chain of command.

- WEARECONRON FOUR DISESTABLISHED

The world-famous Navy hurricane hunters, they fly no more./We have dis-established Weather Reconnaissance Squadron Four./We've ranged the globe since forty-three/In search of storms that cross the sea./Two thousand times we crossed the eye,/In dark and wet and stormy sky./Two thousand times we braved the gales/for motor ships and those with sails./Three hundred storms of fearful wrath/To warn the people in their path./For countless hours these fearless men/Flew places where few men have been./We leave a record for the Fleet to chase/A seventeen-year accident-free pace./And now in accordance with reference A (122137Z/2/75)/The hurricane hunters are no more today.--WeaReconRon Four msg to CNO.

- WIFELINE NOW AVAILABLE ANYTIME BY PHONE

You can now reach Navy Wifeline Association at anytime by telephone. The association, which is dedicated to helping other Navy wives by "passing the word," has installed a message-recorder to receive calls after office hours. The number is (202) 433-2333. Wifeline now also has an Autovon number, 288-2333. It, too, records calls outside working hours.

- USS YORKTOWN TO BECOME FLOATING MUSEUM

The "Fighting Lady" of World War II, USS Yorktown (CVS 10), is slated to become a national shrine and navy museum at Charleston, S. C. She will be preserved by the Patriot's Point Development Authority of South Carolina, a nonprofit state agency, and will be the first carrier ever donated to such an agency. The 40,000-ton, 872-foot-long ship is scheduled to be towed to Patriot's Point from the inactive ship facility, Bayonne, N. J., this month.

The Bicentennial American

FREEDOM TRAIN



Carrying her vital cargo, she'll crisscross this land of ours on her 21-month, 17,000-mile journey, bringing to 10 million viewers in the 48 contiguous states a look at such exhibits as a 1776 copy of Thomas Paine's *Common Sense*, the very first bible printed in this land and Indian artifacts. She'll carry as well Ty Cobb's baseball bat, Martin Luther King, Jr.'s vestment robe, and moon rocks brought back by the astronauts.

These 25 bright red, white and blue cars, pulled by a 425-ton steam engine, make up the Bicentennial American Freedom Train.

With her first stop in Delaware (the first state to ratify the Constitution) on 1 April, the Freedom Train called at Boston, Cleveland and Chicago—among many other cities—during the spring. By 24 October, she'll be in Seattle, Wash., and in San Francisco, Calif., on 25 November, as tentative plans call for. Early in 1976, the train will leave San Diego, Calif., and begin her swing eastward with stops at Fort Worth, Tex., New Orleans, La., and on to New York City on 14 July.

It's one thing to know of the U. S. Constitution, it's another matter to view George Washington's personal copy, complete with his marginal notes.

Star attraction of the train is an eight-ton, double-scale model of the Freedom Bell carried aboard one of the train's two glass-enclosed display cars—the other car is given over to transportation vehicles. The bell is a product of a foundry in Aarle-Rixtel, The Netherlands, and it was cast at one octave lower than the Liberty Bell itself—or the musical note F. Why that note? The original bell in Philadelphia cracked, not as

supposed by some people when it was rung on 4 Jul 1776 (it wasn't rung that day), but when it was tolled on 6 Jul 1835 for the funeral of Chief Justice John Marshall. The crack probably came about because of a defect in the casting but no one is really sure—best to change the note.

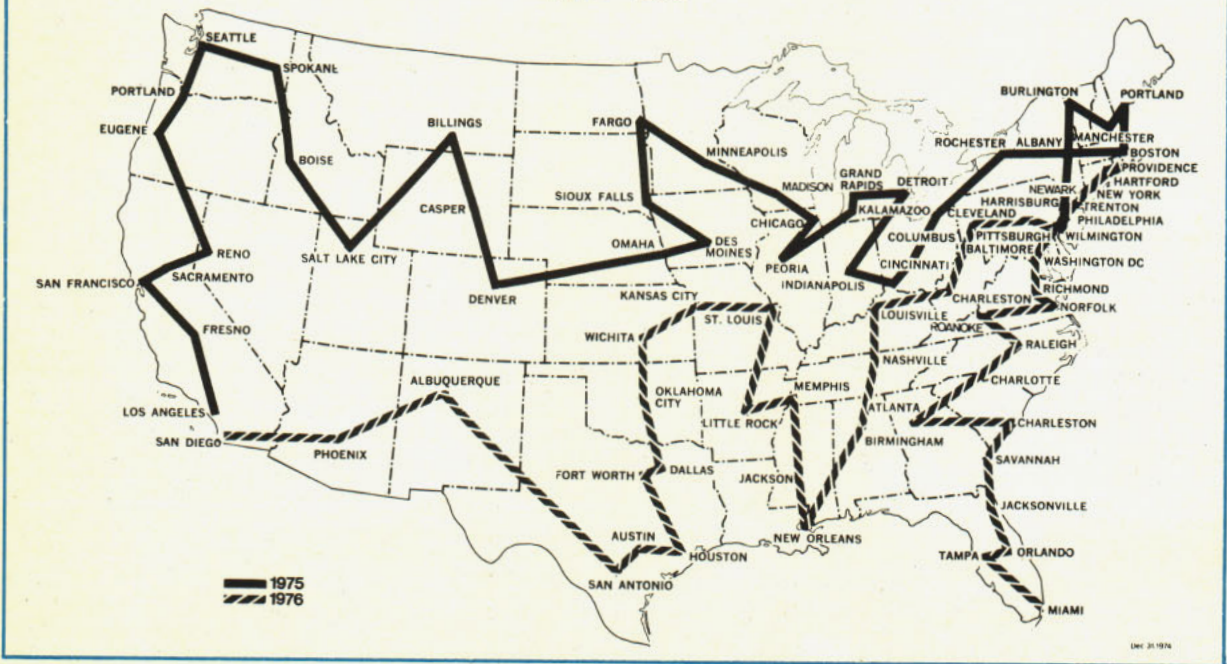
Completely smooth, unpainted and highly polished (80 per cent copper, 20 per cent black tin), the bell carries the same typeface, decoration and detail—excluding crack—of the original including, "Proclaim Liberty Throughout All the Land and Unto All the Inhabitants Thereof."

In a sense, that's the real purpose of today's train. Before its journey is over, it will pass through hundreds of American communities and will have been viewed along the way by 40 to 50 million Americans. Its stops in more than 78 cities will be within an hour's easy drive of hundreds of other communities.

Inside the train, visitors will pass through on a moving walkway which can accommodate 1800 people an hour during each 14-hour viewing day. Transistorized sound units play a running narration coordinated with the exhibits. Much was learned from the experience gained during the 1947 American Freedom Train journey which logged 37,160 miles during its 16-month journey. For example, during one stopover in New York City, people waited four abreast in a line that was 15 city blocks long—since that train could only accommodate 640 people an hour; hence, today's moving walkway.

A \$4 million donation by four public-spirited U. S.

Tentative Route of The American Freedom Train 1975-1976



corporations provided the cornerstone for the Freedom Train operation and another \$13 million was raised to provide the building blocks. All monies received over and above the cost of the operation will go for charity. Therefore, the Freedom Train is a truly nonprofit enterprise designed to bring living U. S. history to the nation's grassroots.

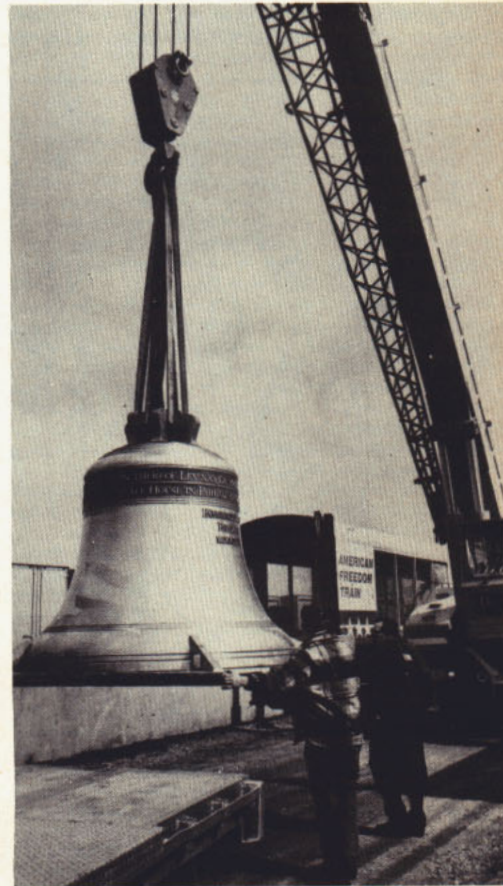
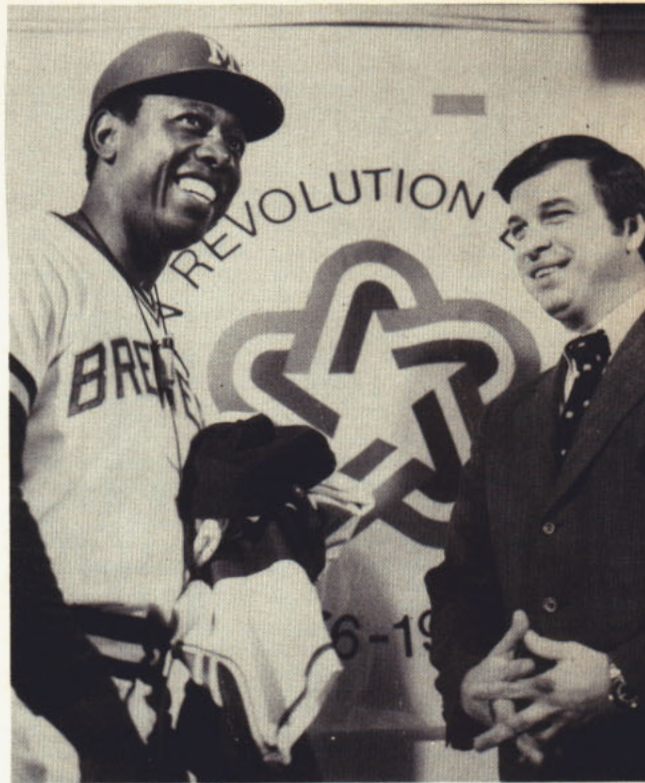
Other significant items carried by the train are:

- Benjamin Franklin's draft of the Articles of Confederation.
- Revolutionary War rifles and muskets.
- Delaware's Ratification of the Bill of Rights.
- Manuscript of the "Battle Hymn of the Republic."
- Original Louisiana Purchase Agreement.
- Gold miners' tools circa 1850.
- Lincoln's Preliminary Emancipation Proclamation.
- President Roosevelt's speech to Congress after Pearl Harbor Day.
- President Kennedy's handwritten draft of his inaugural speech.
- Sixty original machine patents including household items, industrial equipment, transportation, agriculture and communications.
- Model of the Dallas-Fort Worth Airport.
- A Nobel Peace Prize.

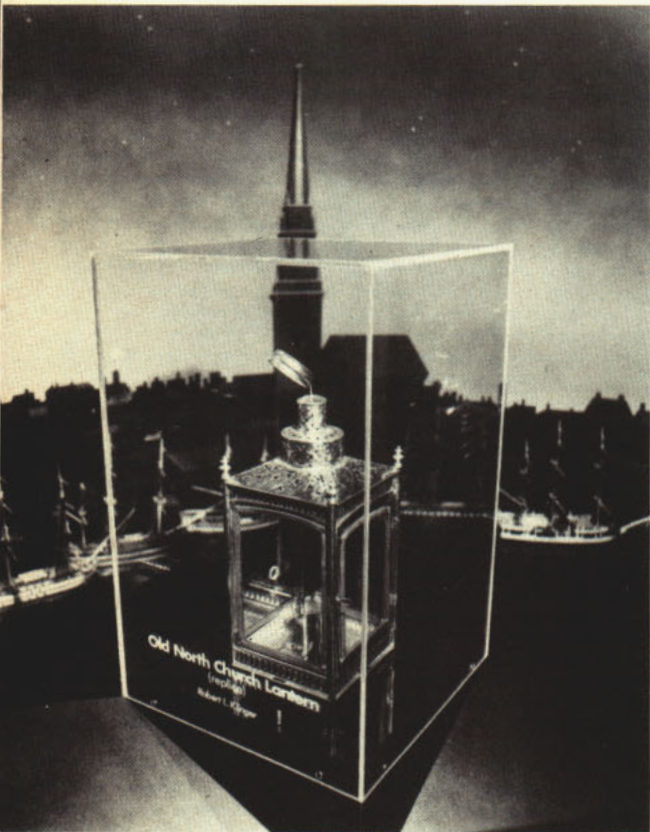
A ceremonial honor guard from the U. S. Army travels with the Freedom Train while a sophisticated environmental and security protection system has been designed to safeguard the historical artifacts and documents.

Logistics involved with the train were so complex that it was necessary to run a preliminary train across the nation last year to coordinate advance planning. Aboard that train—called the "Preamble Express"—a group of specialists investigated track conditions, display sites, security plans and local and state activities planned around the Bicentennial. Those specialists developed final plans for the Freedom Train.

For true railroad buffs, the statistics on the train's engine reveal that it's a former Daylight class steam locomotive of the Southern Pacific Line. It was donated to the American Freedom Train by the city of Portland,



Facing: Top-Hank Aaron presents uniform to Jon A. Foust, president of the American Freedom Train Foundation. Bottom left-Artist James Wyeth with his portrait of President Kennedy and Ruth Packard of the foundation. Right-Loading of Freedom Bell. Below: Replica of Paul Revere's famous lantern; bottom-Exhibits of "Innovation Car."



Ore., and has been fully restored and tested.

Below, in capsule form, is a rundown of the American Freedom Train's significant cars and what each contains:

- Car 1—The Beginning: A look at the first moments of the struggle for independence from 18th century New England. On view are precious documents that are the foundation of our liberty such as George Washington's copy of the Constitution and Pennsylvania's Ratification of the Constitution.

- Car 2—Exploration and Expansion: An exhibit of American frontiers from the opening of the west to the penetration of space. Early pioneers were lured by gold; modern pioneers look to the mysteries of outer space.

- Car 3—Growth of the Nation: Changes to the cities, farms and transportation centers of the nation; a musical reminder stresses the need for preserving our national environment.

- Car 4—Origins: Traces the ethnic, religious and geographic origins of contemporary Americans; music of dozens of lands.

- Car 5—Innovations: Reviewing inventors and technicians, American "know-how" and the free enterprise system—patent drawings and models.

- Car 6—Labor and Professions: Examination of the diversity and magnitude of fields of creative Americans from silversmiths and glassblowers to film-makers and scientists.

- Car 7—Sports: Panorama of American sports heroes; artifacts and film clips including the feats of Jesse Owens, Babe Ruth and Secretariat, the world-famous thoroughbred racehorse.

- Car 8—Performing Arts: A montage of American talent through vaudeville, Hollywood, radio and television, and the Broadway stage.

- Car 9—Fine Arts: A gallery of American painting and sculpture—priceless paintings and sculpture capturing the look of our country.

- Car 10—Conflict and Resolution: Portrayal of five events in American history which have tested the nation's fiber, as one example, President Roosevelt's economic strife.

- Showcase Cars: The first deals with transportation and contains a series of wheeled vehicles; the second contains the Liberty Bell, a project of the American Legion on behalf of the nation's children.

The Freedom Train is operated by a nonprofit, public foundation called the American Freedom Train Foundation, Inc. As stated, all money collected by the organization, not used in the administration, construction and operation of the Freedom Train, will be donated for charitable purposes. Admission tickets to the train exhibits will be priced at \$2.00 for adults and \$1.00 for children. A portion of the advance ticket sales in each locale will be returned to that city for local Bicentennial activities.

She follows in the wake of many splendid and many historic trains—the American Freedom Train of 1975-76 is well worth the time and effort it takes to go down to the local station and have a look-see. After all, it's the nation on wheels of steel.

J. F. Coleman

letters to the editor

Okay, Okay, Okay

SIR: With reference to the April 1975 issue of ALL HANDS, the "remarkable photograph" of the F-14A Tomcat fighter on your inside front cover is actually a remarkable photograph of an RA-5C Vigilante reconnaissance aircraft. Still, the magazine looks great.—N. Polmar

... A remarkable photograph indeed. That F-14 has lost a tail and evolved into an RA-5C Vigilante!—LT Ray L. Boylan

... All the reconnaissance and aircraft recognition experts here in Reconnaissance Attack Wing ONE recognize the F-14A Tomcat pictured on the inside front cover of the April 1975 issue as an RA-5C Vigilante. It is indeed an interesting and remarkable photograph.—CAPT Clifford E. Thompson

You blew it. The inside front cover of April ALL HANDS looks like an A-5 to me, not an F-14. (Incidentally, you have a good magazine, keep up the good work.)—LT Fort A. Zackary, Jr. USN

... The single vertical stabilizer and the large blister between the exhausts are identifying features of the RA-5C. Also, note the absence of ventral fins which are present on the F-14.—PT1 William G. Weiss, USN.

... I think that the aircraft in that photograph is not an F-14 because the F-14 has two vertical fins. The wings and stabilizers look like those of an F-14 but I just cannot accept that it is an F-14 because of the single vertical fin.

In any case, will you please clear this matter up for us here in the squadron

because my friends and I are having a little discussion about this photograph. Thank you very much and more power to ALL HANDS!—PNSN Roberto R. Narvaez, USN.

... The photo could not even be a Tomcat. The picture only shows one vertical stab, when the F-14 has twin stabs. The RA-5 is the C model as detected by the pods carried and only having one stab.

Well, you goofed!—AQ1 Thomas W. Parkinson, AQ2 Richard Stagnoli and

AQ2 Michael Shrader, USN.

• At least all are agreed that it was indeed a remarkable photo. And, well, it happened this way—we goofed. (The official photo was released with the wrong caption, and it wasn't caught until we had gone to press.) Everyone should know that a Tomcat has two tails. Now we do too. But thanks for all those letters. It proves once again that ALL HANDS has a vigilant and sharp-eyed audience—those kind comments were appreciated too.—ED.



Above: RA-5C Vigilante reconnaissance aircraft, incorrectly identified as a F-14A Tomcat on the inside front cover of the April 75 issue of ALL HANDS. Below: F-14A Tomcat.



Queen's Last Skipper

SIR: In view of the fact that I was the last Navy officer in charge of USS *Delta Queen* (YFB 56)—see ALL HANDS, Sep '74, page 54—the following information may be of interest to your readers:

Delta Queen was requisitioned by the Navy for ferry service on San Francisco Bay and the Sacramento River during World War II. The original mission of the *Queen* as a training and barrack facility was expanded to an area transport for military personnel.

For example, Army and Navy men were carried to and from Camp Stone-man (Pittsburg, Calif.), Treasure Island, NAS Alameda, and the San Francisco piers to incoming and outgoing Navy transports. It is estimated that approximately 10,000 men were transported weekly. She was a busy ship, under-way seven days a week, manned by two warrant officers, four chief petty officers and 40 other enlisted men, all of whom were billeted and messed on board.

Queen was very tricky to handle because she was like a big sailboat, with her flat bottom and high freeboard, bucking 10- to 25-knot winds every day. She had a mean draft of six and a half feet forward and seven and a half feet aft. Besides her large sternwheel, she carried five large wooden rudders forward of the sternwheel and, when turning, she pivoted by the bow and swung around by the stern. This was necessary on the sharp river bends on the Sacramento River.

Her passenger capacity was 3500 persons. The cargo deck alone held 1600 persons (standing room only) and in ad-

dition she carried 5000 life jackets.

As part of her illustrious history, the *Queen* acted as host to the United Nations when it was first being formed in San Francisco, and also hosted the Shriners' convention in July 1946; this group included the late President Harry Truman. When the *Queen* was not transporting military personnel she was hosting military and civilian naval shipyard workers with their families on conducted tours of San Francisco Bay.

When Japan surrendered, the *Queen* took part in Operation Flying Carpet in returning Navy personnel to the United States. Thousands of sailors were returned to San Francisco for processing at Treasure Island. During this time, I was dispatched to NAS Alameda, where I received from USS *Saratoga* 3200 men for transportation to Treasure Island.

On 20 Aug 1946, I delivered the *Queen* to the War Shipping Administration for lay-up in the Suisan Bay Reserve Fleet on the Sacramento. She was put out of service on 21 Aug 1946, and sold at auction on 20 Nov 1946 to the late Tom R. Greene, president of Greene Line Steamers of Cincinnati, Ohio. Her superstructure was boarded up and she was towed from San Francisco, through the Panama Canal around to New Orleans, over 5261 miles of open sea. She steamed under her own power to Pittsburgh, Pa., for overhaul and finally went to her home port of Cincinnati.

The steel work of the *Queen* was fabricated at Glasgow, Scotland, and shipped to Stockton, Calif., for assembly. The hull was launched there in 1926. The upper works of the *Queen* and her companion boat (USS *Delta King*, YFB

55) were made of oak, teak, mahogany and Oregon cedar. The main deck was constructed of ironwood imported from Siam.

Her hull is 250'x58'x11.5'. Her engines are cross compound condensing, 26s, 52½s with a 10-foot stroke. She had two water tube boilers that burned bunker C fuel oil, and had a flank speed of 11 knots.

The *Queen* is very much alive and still in service, operating out of Cincinnati making overnight passenger trips on the Ohio, Mississippi, Illinois and Arkansas Rivers.—CWO4 Natalino A. Carilli, USNR (Ret).

• *Thanks very much for your interesting account of Delta Queen's years on active duty with the Navy. We wish you fair winds and following seas in your second career in retirement.—ED.*

Social Security

SIR: I would like someone to explain to me about Social Security. Speaking strictly from a military viewpoint, once a man get over 20 years' active duty he will never realize one cent from Social Security if he takes SBP (Survivors' Benefit Plan) on his retirement.

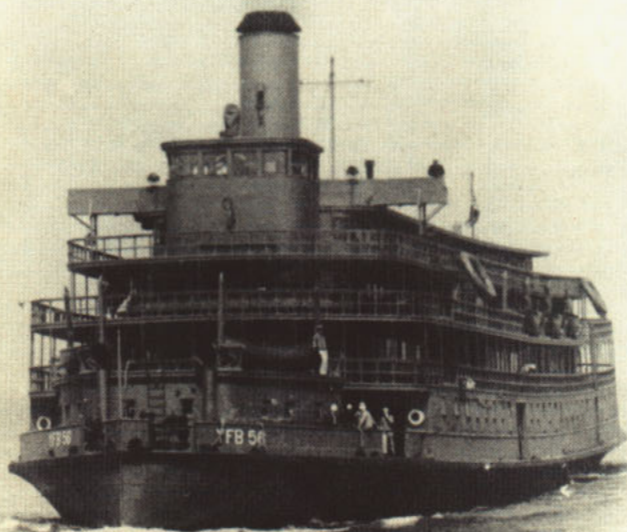
Now for the man with under 20 years' active duty—if he acquires dependents, he realizes they will have to be provided for should he die. In this case, he normally purchases insurance policies, has D.I.C. (Dependency and Indemnity Compensation) SGLI, and continued free medical care to last while his wife is unmarried.

The way I see it, Social Security will never do a man who retires from the military any good.—PNC R. G.

• *You are mistaken in your belief that Social Security has no benefits for the military member after 20 years' service.*

Under the present law, military members receive the same benefits from Social Security (i.e., old age, survivors, disability and health insurance (OASDHI), as other people who contribute to Social Security. For instance, the member's Social Security annuity is 100 per cent additive to his military retirement annuity.

As for the military survivor benefit plan, this is a program that is a function of each individual member's estate and additional requirements. At present, 49 per cent of the retired military members are participating, whereas only seven per cent participated in the previous program. One of the reasons given by older retirees for not participating is that the size of the Social Security survivors'



letters

benefit is so large in relation to offset military annuity as to make it a poor investment in their individual case.—ED.

Other Service Vet

SIR: I have noticed a distinct lack of coverage concerning us OSVETS in ALL HANDS Magazine. As we are a very distinct element of the Navy, I believe that this must be remedied. Therefore, being a man of action, I have taken the liberty of writing the enclosed and submitting it to you for possible publication. I believe it might be of interest, both to ALL HANDS and to all hands; certainly, it would be to all OSVETS. So here goes:

Changing Army khakis for Navy dungarees sometimes leads to intriguing complications, such as the sartorial glory of a full-dress uniform with a hashmark and two rows of medals topped by an Army Combat Infantry Badge—worn by a sailor. At times, this incongruous uniform combination has led observers to believe that the wearer is (a) a fake; (b) a shady character; (c) somebody with a roommate in one of the other services; or (d) either ambivalent or unambitious. It does no good whatsoever to sit the critic down and gently explain to him (her) that you are an OSVET (and why)—the only people who know who OSVETS are, are (1) recruiters; (2) personnelmen; (3) career counselors; and (4) other OSVETS. The only solution to this unfortunate Navywide ignorance is either to stop the OSVET program completely and thus increase the already-considerable confusion or to publish an ALL HANDS article on the subject.

What is an OSVET? Aside from being an Other Service Veteran, an OSVET is:

- Coming onto your first Navy ship and asking directions, only to be told to "take the starboard ladder to the second deck, then head aft three frames to the compartment on the port side," whereupon the OSVET very sensibly retires to the EM club.

- Attempting to explain to an NTC San Diego Company Commander that you aren't a boot and that you don't belong over on recruit side, even though you have to go there to get shots.

- Wondering how you're supposed to tie the scarf for your jumper, when all anybody will tell you is, "Tie a square knot." (Well, that will soon be over.)

- Becoming completely confused over the difference between officers' uni-

forms and chief petty officers' uniforms. ("Yes, Chief, we always salute the equivalent of chief petty officers in the Army.")

- Getting tired of explaining to people what the Combat Infantry Badge is. ("Yeah, that's my good old Flintlock Qualification Badge, buddy. When I was with General Washington. . .")

- Asking for directions aboard ship. ("Say, friend, where's the galley?" "Take the starboard ladder to the second deck. . .")

- Learning to walk to port when the ship is rolling to port. ("Sorry about your coffee, Chief. I'll take care of it right away.")

- Lying awake at night wondering why you ever left the Army. ("Why, why, why, why, why not?")

But finally, being an OSVET is sitting out in the catwalks one evening watching the sun go down, and realizing that you're contented! That's when you quit being an OSVET and start to be a sailor.

—B. J. Keating, USN (formerly SP/5, USA)

• *Welcome aboard!*—ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Navy Internal Relations Activity, Department of the Navy, Room 1044, Crystal Plaza No. 6, Jefferson Davis Highway, Washington, D. C. 20360, four months in advance.

- *Enlisted Aircrewmembers and Pilots*, past, present and especially those who have flown combat missions since WW II, who are interested in joining a fraternal organization tentatively named "The Wheelbarrow Club," contact CWO Guy H. Kennedy, Jr., VP 50, FPO San Francisco 96601.

- *USS California (BB 44)*—The ninth reunion is planned for 23-25 July in Chicago, Ill. Contact Harold Bean, National Chairman, USS California Reunion Association, 220 East Pearl St., Staunton, Ill. 62088, telephone (618) 635-3630.

- *USS George Washington (SSBN 598)*—The Blue and Gold 15th firing reunion is planned for 12 July at U. S. Naval Submarine Base Groton, New London, Conn. Contact QMCM John Stellenwerf, USN, Submarine Squadron Two, U. S. Submarine Base,

Groton, Conn. 06340, telephone (203) 449-3929.

- *USS New Mexico (BB 40)*—The 18th annual reunion is planned for 3-4 October in San Diego. Contact A. P. Lofurno, 2076 54th St., San Diego, Calif. 92105, telephone (714) 264-5102.

- *USS Pledge (AM 277) Survivors*—Those interested in holding a 25th reunion on 12 October contact Mr. Ralph Gilbert, (PN) Principal, Pierce Elem School, Fort Knox, Ky. 40121.

- *Aviation Support Equipment Technicians*—A reunion is planned for all former and present members of the AS rating 23-25 July at NAS Jacksonville, Fla. Contact ASCM K. J. Cooley, Box 28, NAS Jacksonville, Fla. 32212, telephone (904) 772-2450.

- *USS Flasher (SS 249)*—A reunion is planned for 6-10 August in conjunction with the U. S. Submarine Veterans of World War II 21st National Convention in Nashville, Tenn. Contact A. J. La Pelosa, PO Box 121, 112 Main Street Rear, Bloomingdale, N. J. 07403.

- *USS Ranger (CV 4)*—The ninth annual reunion is planned for 15-16 August in Fort Lauderdale, Fla. Contact Donald S. Rogers, 521 Hazelwood Dr., Oxnard, Calif. 93030.

- *USS Quincy (CA 39 & CA 71)*—A reunion is planned for 29-31 August in Boston Heights, Ohio. Contact Ed. J. Lewis, Box 623, Hudson, Ohio 44236, telephone (216) 653-2296.

- *Third Special USNCB (Sea-Bees)*—The 25th annual reunion is planned for 22-24 August in Minneapolis, Minn. Contact Mr. Leroy P. Anderson, 2218 Fillmore Street, NE, Minneapolis, Minn. 55418.

- *USS Savannah (CL 42)*—The sixth annual reunion is planned for 5-7 September in Omaha, Neb. Contact Otto J. Jindracek, 63 Thayer Dr., New Shrewsbury, N. J. 07724.

- *USS Wadleigh (DD 689)*—A reunion is planned for this November in San Francisco. Contact Donald Wunderlich, Voltaire, N. D. 58792.

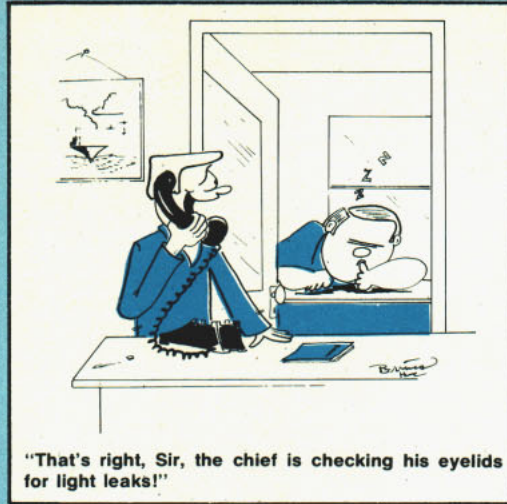
- *USS Aaron Ward (DD 483)*—A reunion is being considered for those who served in her from March 1942 to her sinking on 7 Apr 1943. Anyone interested contact Thomas E. McGinnis, 408 Fairview Ave., Lancaster, Pa. 17603.

- *USS Sterett (DD 407)*—The 1975 reunion is planned for 31 October-2 November. Contact W. W. Langford, 776 Encino, New Braunfels, Tex. 78130.

CTASN Robert E. Hobbs, Jr.

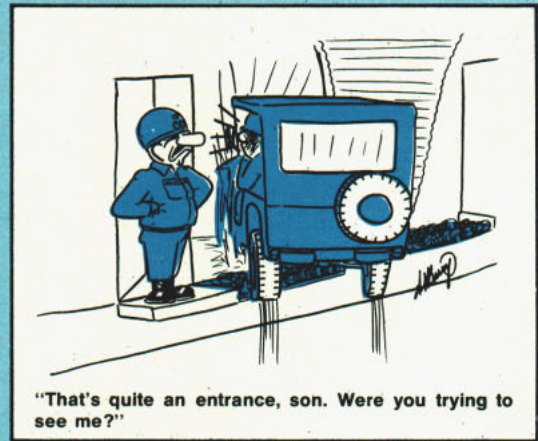


HMC George P. Brines



"That's right, Sir, the chief is checking his eyelids for light leaks!"

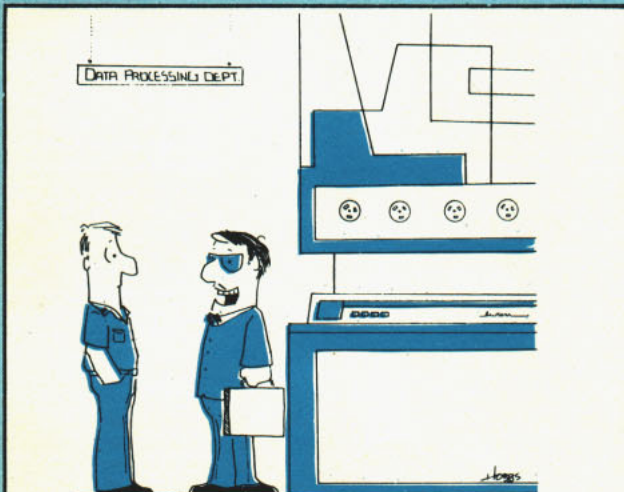
DK2 Alan L. Berry



"That's quite an entrance, son. Were you trying to see me?"

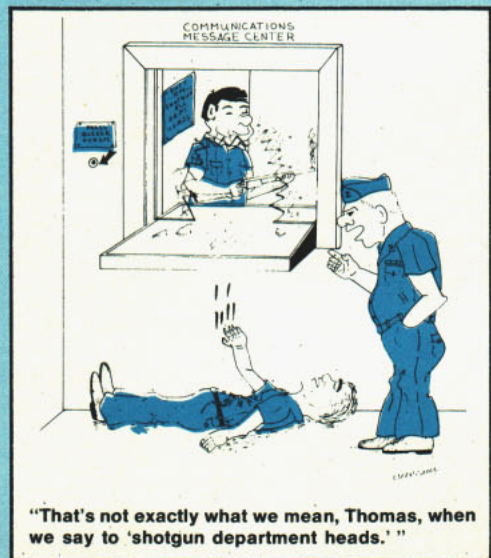
on the serious side

CTASN Robert E. Hobbs, Jr.



"There you are, Mister Munsen. The X-207-3AZ is installed. This baby can add, subtract, multiply, divide, perform calculus and trigonometry, can duplicate, figure budgets, do paychecks, hold a service record amount of info on over half a million personnel, figure leave, knows 30 languages and can also toast a five-inch square slice of bread in under 10 seconds!"

RM1 Karl J. Arceneaux, USN



"That's not exactly what we mean, Thomas, when we say to 'shotgun department heads.'"

TAFFRAIL TALK

The effect of the shortage of funds, reaching out in all directions, has also hit ALL HANDS. The distribution of the magazine which had been set at one copy for every five persons in the naval establishment, has been reduced to approximately one in six. Ships and units receiving bulk distribution will note this reduction beginning with this issue, and are advised that it is in effect throughout the Navy.

Each unit should take measures to assure distribution as widely as possible to compensate for the reduction. For details on the distribution of ALL HANDS to activities in the naval establishment, check the information which appears in the right-hand column.

Saint Wapniac! Who's he? You might say this mythical saint was the patron of Navymen seeking advancement in rating back in the 1920s and 30s. Lieutenant D. J. Godsoe, USN (Ret), relates this story:

"Examinations for advancement in rating were not the formalized system now in use. In those days we were examined aboard our own ships or in another ship in the same squadron or division. The examining boards were free to prepare their questions as they saw fit, and the examiners were professionals.

"Some ships were tough and would fail many; others were easy. It is sad to relate, but when the wheel of fortune came around and the hard-marking ship had to send her men to the ship of her former victims, it was sure to be a difficult time and failures were the order of the day.

"When my turn came up for advancement to chief quartermaster, I was in the old *Vega* en route from Manila to San Francisco. The year was 1924. On board as a passenger was a very famous lieutenant—his name? Leland P. Lovette (now a vice admiral retired). He had just completed a tour of duty up the Yangtze River and had achieved considerable fame for his skill as a diplomat and gunboat skipper on the upper river.

"LT Lovette was a big man, jovial and sharp. He prepared a written exam for me and later sat across a green baize-covered table and executed the verbal part. Practical factors were handled by other board members.

"Usually during the oral part of the exams, this question would come up: 'Name the members of the President's cabinet in their order of precedence.' In those years, ST WAPNIACL helped us. We would memorize the secretaries' names with the precedence like this: Secretary of State, Treasury, War, Attorney General, Postmaster General, Navy, Interior, Agriculture, Commerce, Labor. There they are, according to rank—ST WAPNIACL.

"The passed exam was mailed to Washington and, in due time, notification was received that my name was placed on the waiting list for chief quartermaster. That was 1924, and my temporary appointment came in March 1928. One then had to serve at least one year at sea to obtain a permanent appointment as chief petty officer, which I made in August 1930.

"Another examination, as thorough as the original, was also given for permanent appointment. For this one, I had to sit before a board consisting of department heads of the destroyer tender *Black Hawk* at Chefoo, China. This was a long session, and many an acting chief failed this exam . . . a word from his ship would express the wishes of his command."

ST WAPNIACL will not work anymore. The 11 secretaries of today come out ST DAIACLHEWHUDT. Only a fumble tongue can pronounce it! (For this interesting footnote to the history of earlier advancement "orals," our thanks go also to RADM Kemp Tolley, USN (Ret.) for passing on LT Godsoe's recollections.)

ALL HANDS The Magazine of the U. S. Navy, published for the information and interest of all members of the naval service, is issued monthly by the Navy Internal Relations Activity, Office of the Chief of Information, Room 2E329, Pentagon, Washington, D. C. 20350. Issuance of this publication is approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Department of the Navy. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted.

ORIGINAL ARTICLES and information of general interest may be forwarded addressed to the Editor, ALL HANDS, Navy Internal Relations Activity, Department of the Navy, Room 1044, Crystal Plaza No. 6, 2221 Jefferson Davis Highway, Washington, D. C. 20360.

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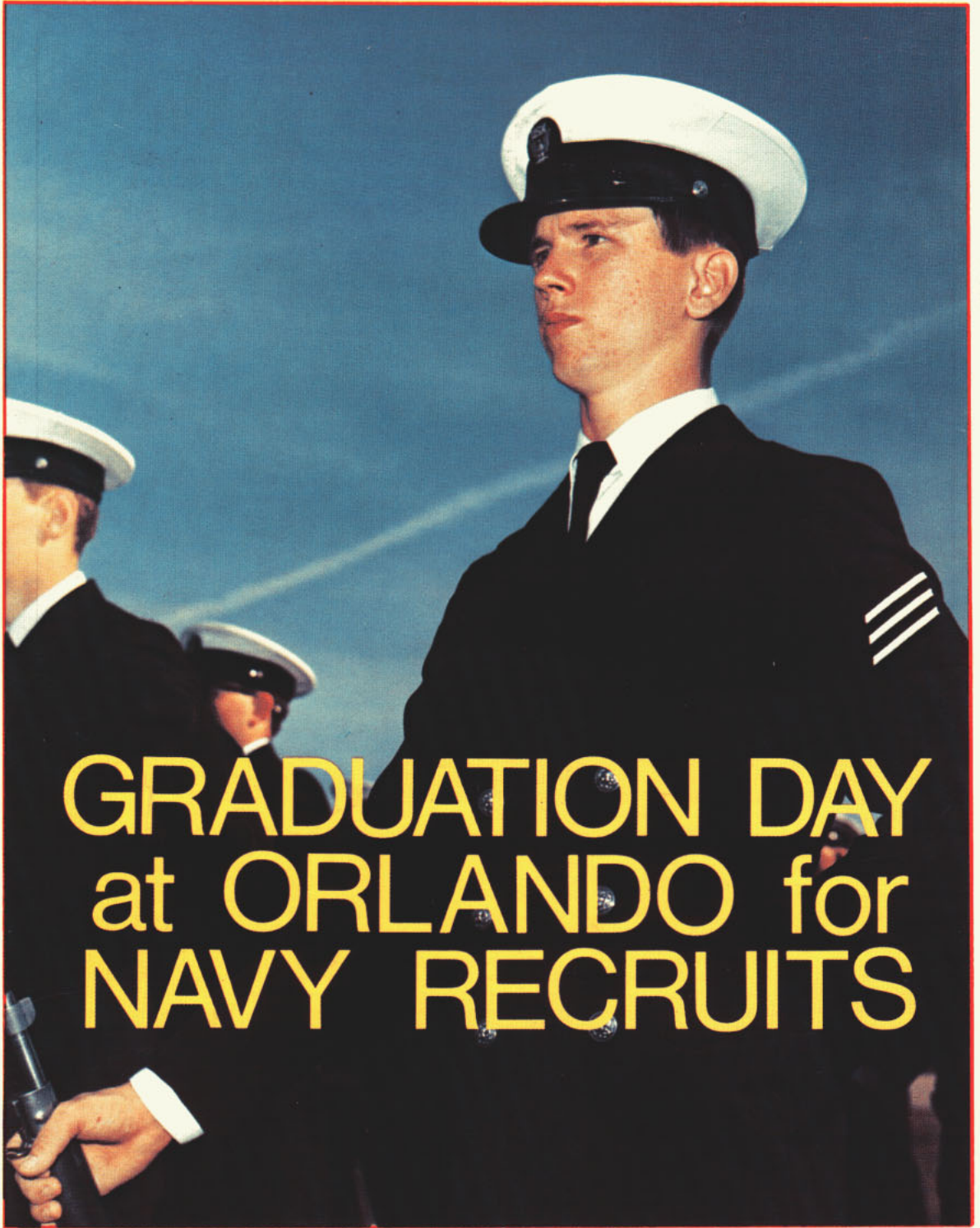
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At Right: President Gerald Ford addresses the huge audience attending USS Nimitz (CVAN 68) commissioning last month in Norfolk.

Photo by JO2 Jerry T. Atchison, USN.





**GRADUATION DAY
at ORLANDO for
NAVY RECRUITS**