

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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NOVEMBER 1961



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NOVEMBER 1961 Nav-Pers-O NUMBER 538

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● **AT LEFT: WAY DOWN SOUTH**—Navy's Deep Freeze VII is now underway, continuing operations in Antarctica. This scene of *USS Burton Island* (AGB 1) following *USS Glacier* (AGB 4) through the Bellingshausen Sea is taken from an earlier expedition.

● **FRONT COVER: MULE TRAIN**—Destroyer escorts *USS Courtney* (DE 1021), *USS Cromwell* (DE 1014) and *USS Hammerberg* (DE 1015) pass through the locks at Pedro Miguel simultaneously during transit of Panama Canal.

● **CREDITS:** All photographs published in **ALL HANDS** are official Department of Defense photos unless otherwise designated. Photo top page 14 by *Milwaukee Journal*, bottom by *Toronto Star*; top page 15 *Detroit News* bottom by *Chicago Sun-Times*.



FWSG TEAM member takes notes as check crew for VA-126 replaces oil filter of an A4D.

The sub tender was only doing what some 20-odd other ships and stations have done since the two Fleet Work Study Groups (FWSGs) were formed in mid-1960 — taking advantage of the services of trained experts to help bring about a more effective use of men and equipment.

WORK STUDY PROGRAMS, while still new to the U. S. Navy, are anything but a new idea. The Royal Navy has sponsored a similar and much more extensive undertaking for several years now. Time/motion studies, and the cold-eyed omnipresent efficiency expert, are accepted as integral cogs in most modern-day big business organizations.

By whatever name, however, the aim's the same: To utilize the management tool of work study to further the development of systematic and efficient management practices. As far as the Navy is con-

FWSG Lends Helping

ONE DAY LATE IN 1960—just about a year ago now — a group of Navymen reported on board the submarine tender *USS Bushnell* (AS 15) in the Atlantic for TAD. They promptly turned out to be one of the most inquisitive groups you could ever want to meet.

For the next 60 days or thereabouts, they popped up here, there and everywhere from *Bushnell's* bow to her stern. They bent innumerable ears; they peered over hundreds of working shoulders; they pored over reams of reports, schedules, check-off lists, training and preventive maintenance records. And always, but always, wherever and whenever they turned up — from machine shop to mess deck, from battery racks to boiler room — they took notes. Enough notes, as a matter of fact, to comprise a 60-page document.

Who were these men? Why didn't the tender crew toss the lot of them overboard for a bunch of Nosy Parkers long before the 60 days were up?

The clipboard-armed sailors, it

developed, were a team from a then-spanking-new outfit known as the Fleet Work Study Group, Atlantic, operating out of Norfolk, Va. (They've a counterpart group working out of San Diego, known, naturally enough, as the Fleet Work Study Group, Pacific.)

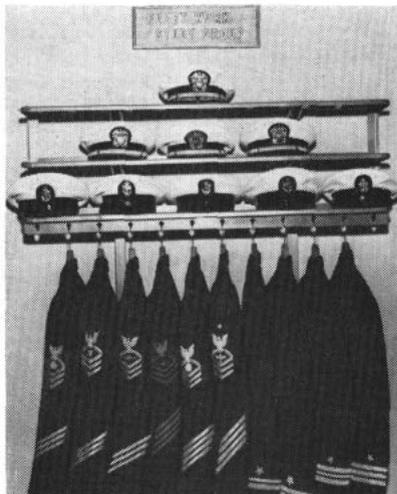
And the reason their prolonged siege of busybodyness failed to rouse their hosts into some violent form of remedial action was simply this: They were an invited — and mighty welcome — set of visitors.

cerned, those four-bit words mean investigating all the angles to help you and your fellow crew members operate your ship just as efficiently, as effectively, and as cheaply as possible.

At first blush the activities of the FWSGs might strike you as a prime bit of presumptuousness. After all, where does a chief personnelman get off telling a veteran technician how to do his job?

The point is, though, that it isn't necessary for a study group team member to have a complete working knowledge of a particular rating. His applications of time/motion, work-flow and other industrial engineering techniques are concerned mainly with helping the expert who actually does the work to do it faster, and more efficiently.

Few of the work study practitioners, for example, would even pretend to know as much about electronics as the ET who works with the gear. In a study aboard a typical fighting ship, however, they might discover that the ET is forced to take a lot of unnecessary steps each



day because electronic spare parts are stored half-a-ship-length away from his normal work space. Or they might find that this same ET has literally become so buried in a deluge of daily, weekly, monthly, quarterly and annual reports and forms that he's left with insufficient time to perform the very tasks all of this paperwork is supposed to record.

These are things which reduce a fine technician's efficiency and production — through no fault of his own. And they're things which the FWSG teams can do something about.

DURING ONE OF THEIR STAYS aboard an Atlantic Fleet aircraft carrier, an FWSG Lant team prepared a flow chart which aptly demonstrates just how bad the situation can become when a command allows itself to become bogged down in its own self-spawning paperwork. It chronicles a flight-deck sailor's journey through a jungle of red tape in quest of a new pair of flight-deck shoes —

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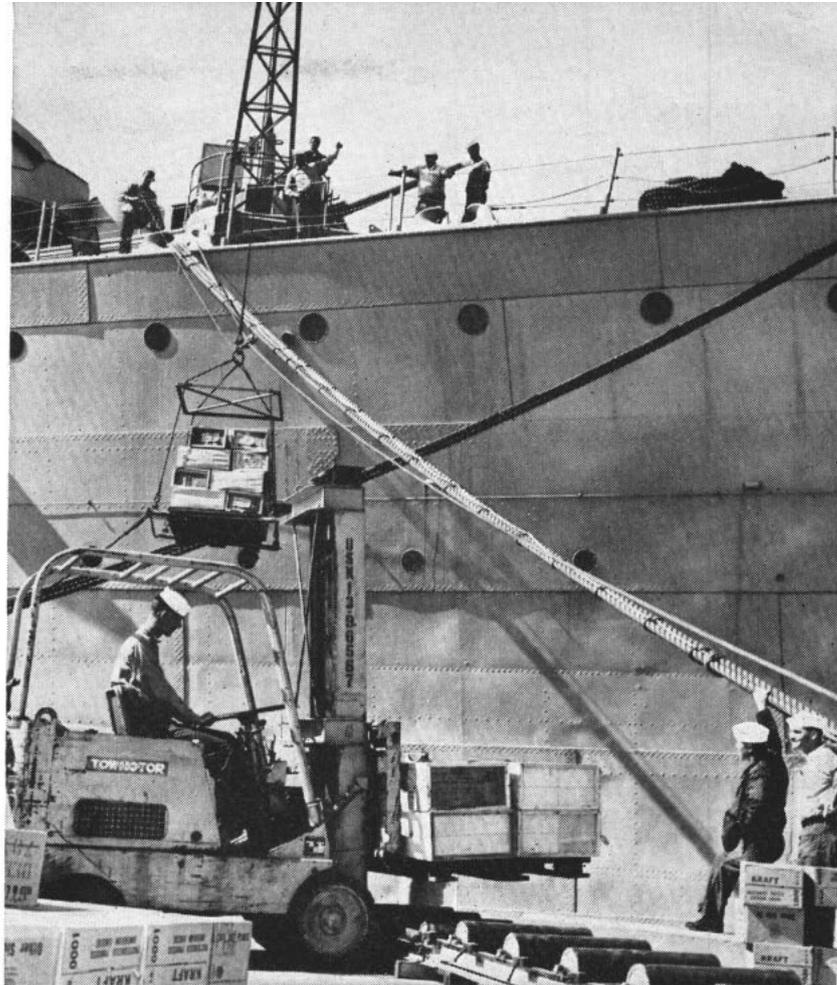
and it would be funny if this ship were an isolated case.

It isn't.

In the case in point, the hapless sailor's bid for new brogans carried him through a total of 26 separate and complete operations, 14 of which found him doing nothing more productive than waiting to see someone. It involved walking some 2072 feet, two different visits to both the squadron storekeeper and the Supply Officer, and a total of 127.9 minutes

That, as you can easily see, adds up to more than two hours off the job. Multiply this by the hundreds of carrier crewmen who repeat the evolution in any given year, and it adds up to an unacceptably high figure of hours spent off the job. (To say nothing of the frustration involved, which would be enough to tempt many a Navyman to spend the remainder of his tour in shower sandals.)

An alternate flow chart prepared by the team cut some 488 feet and 26 minutes from the operation — but that's only a part of the story.



END RESULTS—System suggested for loading cuts work for *USS Bushnell*.

FWSGs may not change any existing regulations — they can only recommend. It was easy to point out to that carrier's supply officials, however, that a little streamlining and rewriting of their regulations would result in much more substantial savings in both time and effort.

OUR STILL-FLEDGING EFFORTS in this direction stem from discus-

sions a couple of years back between ex-CNO ADM Arleigh Burke and the former First Sea Lord of the Royal Navy, Admiral of the Fleet Lord Mountbatten.

Impressed by Lord Mountbatten's emphatic endorsement of the British program, ADM Burke dispatched a small pilot force of U. S. Navy men to the Royal Navy's Naval School of Work Study for training.

THE SUBJECT—*USS Bushnell* runs more efficiently, following FWSG visit.





ON THE SPOT—Fleet Work Study Group checks operations while they are happening. Here, maintenance is studied at NAS Miramar.

Out of this came FWGLant and FWSPac. Each is a 10-man group — four officers, with a CDR in charge, and six CPOs. All are Regular Navy, and all CPOs are volunteers for this duty.

It should be emphasized, right here and now, that these FWSP specialists are not, by any stretch of the imagination, a clutch of axe-wielding back-stabbers out to see some heads roll wherever they go. Their services, as we've already pointed out, are made available only to commands requesting assistance — commands which feel that improvements could, and should, be made in their management methods, and which are eager to accept some help in doing just that.

IF AND WHEN a work study team uncovers areas which need improvement, *no one* in the requesting command is held responsible for not having come up with improvements sooner.

On the contrary, a command intelligent enough to realize that in almost any line of endeavor it frequently gets difficult to see the forest for the trees, and sagacious enough to ask for professional help in solving its problems, is commended for doing so. Individual officers and men who contribute worthwhile ideas and suggestions are officially recognized for their efforts.

We've already pointed out that FWSP teams are not a group of outsiders given to coming aboard and drawing all sorts of conclusions without consulting the men who use the equipment and do the jobs. A requesting command must also as-

sign personnel to the study, so that the work is a joint effort. Senior officers of departments or divisions under study countersign all recommendations for improvement which result.

Usually those recommendations are for an easier and more economical way of doing a job — one which will free men and/or equipment for other tasks, and usually cut costs in the bargain.

FWSP TEAMS, incidentally, work strictly in a staff capacity; they cannot order any shipboard or shore station changes. Adoption of any or all of their recommendations is up to the requesting command or higher authorities.

A command must request FWSP assistance through normal channels to CNO. Each such request must indicate a specific problem the command wishes to have studied, and the tasks the team will be expected to tackle.

A typical request, for example, might express a need for aid in cutting down administrative overhead, or reducing the number of men used in preventive maintenance work.

CNO assigns priority to those requests which show promise of having the greatest Fleet-wide applicability. Then, depending upon the size and scope of the project, a team (normally composed of from three to seven FWSP members) is assigned to requesting command.

Most of the recommendations the teams come up with are adopted, but not all. Man's age-old inclination to resist change is always present. In the Navy, as elsewhere, there

often exists an almost slavish devotion to the proposition that "That's the way we've always done it."

Oftentimes, too, recommendations must be cleared through a number of different command levels and several bureaus — a process which has slowed the implementation of many needed changes.

Thus far, however, the two FWSPs have more than earned their keep.

Remember the 60-page package of recommendations and suggestions they came up with as a result of their sojourn aboard *Bushnell*? Contained therein were such items as:

- A recommended change in the method of transferring torpedoes from the tender's motor launch to a submarine. The old method required five men; the new, just one.

- A recommendation that a stand-type magnifying glass be purchased for use in inspecting new ball bearings for the gyro in a torpedo. It would replace a small hand glass then in use. The new glass allows the inspector to use both hands for holding the bearings, and reduces the eye strain involved in this chore.

- A recommendation for the use of a type of anti-seize compound which prevents pipe plugs in a torpedo from freezing from the effects of salt water and oxidation. It was discovered that it frequently took a man anywhere from 30 to 75 minutes to chisel, hammer or saw a frozen plug loose.

- A recommendation that the storage of torpedo batteries be doubled up in one compartment, eliminating frequent transfer of batteries from another compartment located three decks away from the AUV shop. This transfer operation had been demanding many man-hours of work each month.

- A suggested better method of moving batteries in and out of battery racks. The new method requires just one man — the old one needed two.

- A suggested improved method for charging batteries that prevents electrolyte from overflowing the battery cell, causing shorts in the battery and corrosion of the battery racks. The new method eliminates the 40 minutes cleaning time per battery previously required, some 13 man-days of rack cleaning, and saves about 20 dollars a month of acid.

THIS, OF COURSE, is far from being the entire list — but it will fur-

nish you an idea of the type of bottleneck sleuthing the teams do. Some of the savings in time, money and/or manpower accomplished aboard a single ship may not seem especially impressive to you. Remember, however, that most of these studies are conducted because CNO believes it may be possible to apply such savings on a type, force or Fleet-wide level.

That, indeed, is the key to the entire Navy Work Study Program. It would make very little sense, obviously, to expend a lot of time and effort in working out a comprehensive underway cleaning, maintenance and repair schedule — which provides more complete maintenance, provides it faster, and frees more than 20 men for other duties (as a seven-man team from FWSQLant guest-riding aboard an Atlantic Fleet-based destroyer did recently) — and then fail to make the information available to other DESLANT ships.

An added example along the same lines is the windfall which may well accrue to the Navy from FWSQLant's session aboard *Bushnell*.

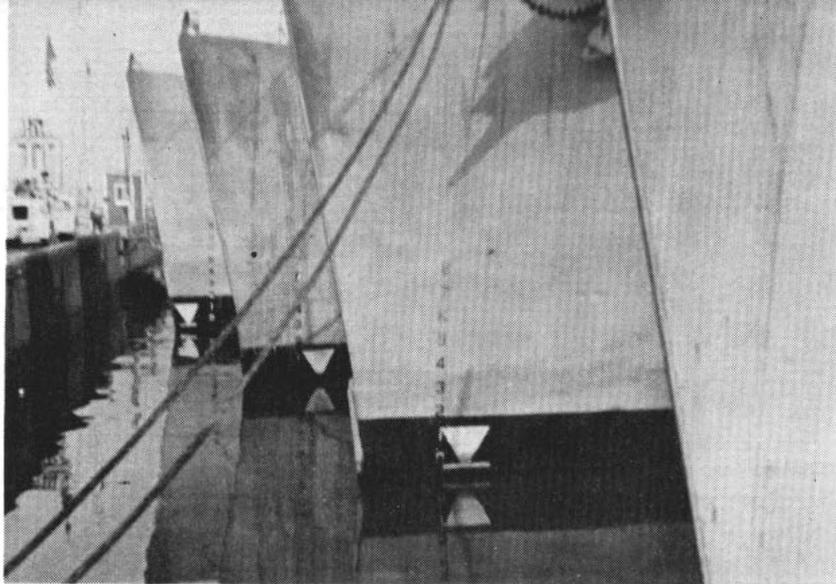
One of the team members — Chief Aviation Boatswain's mate Arthur M. Moegenberg, USN, — did a little experimenting during some of his spare moments aboard. Using scrap materials costing only a few cents he designed a crude but workable canister capable of doing the highly important job of testing oxygen breathing apparatus. It worked just as well, as a matter of fact, as a commercially-produced model currently costing the Navy nine dollars apiece.

Now, based on the more-or-less standard use of two canisters per month, the inventive chief's contraption only saves that sub tender a little more than \$200 per year. If adopted for use throughout the Fleet, however, his gimmick could wind up saving the operating force upwards of a quarter of a million dollars annually.

LEST YOU GAIN the impression that all work study activity has been concentrated in the Atlantic, consider some recent examples of FWSPac's handiwork in the POA.

At NAVAIRPAC, for instance, an FWSPac team took on a problem which has nagged many a command over the years — allowance lists.

They set up a new system for conducting reviews of aircraft air-



BACK TO DUTY—Return of triangular flood mark that had fallen into disuse reduced manpower requirements for sentries in Reserve Fleet.

frame and engine special support equipment allowance lists. Allowance list reviews, aimed at making sure that items which are no longer needed or used are no longer kept in stock, are a periodic requirement at all naval activities.

For purposes of this study, the team limited its efforts to the allowance list for the Wright J-65 engine, including some 304 special tools supposedly required for "C," "D," "E" and "F" maintenance and complete engine repair. While the new system developed by the FWSPac team in this instance was and is specifically designed for aviation activities, it could well be applied to allowance list reviews throughout the operating forces.

A painstaking review of the 304 tools showed that 28 per cent (valued at \$6000) were not being used at each J-65 "C" maintenance level. In addition, 19 per cent (valued at \$3670) were not used at each "D," "E" and "F" maintenance level.

The team wound up recommending that these tools be removed from NAVAIRPAC allowance lists. This action would immediately save \$9670 — and still more substantial savings would result in future years.

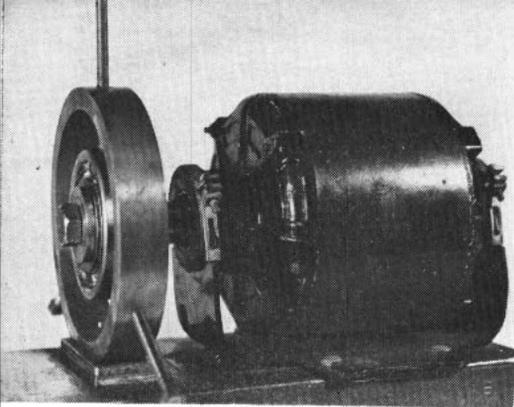
Why weren't such a large number of tools, once thought to be necessary, being used?

Among reasons noted were:

- The maintenance level on some had been incorrectly designated.

NEW RULE—Wider lanes in warehouse let forklifts do more of work.





SURE TEST—New device to test electric motor bearings prior to installation saved time on job.

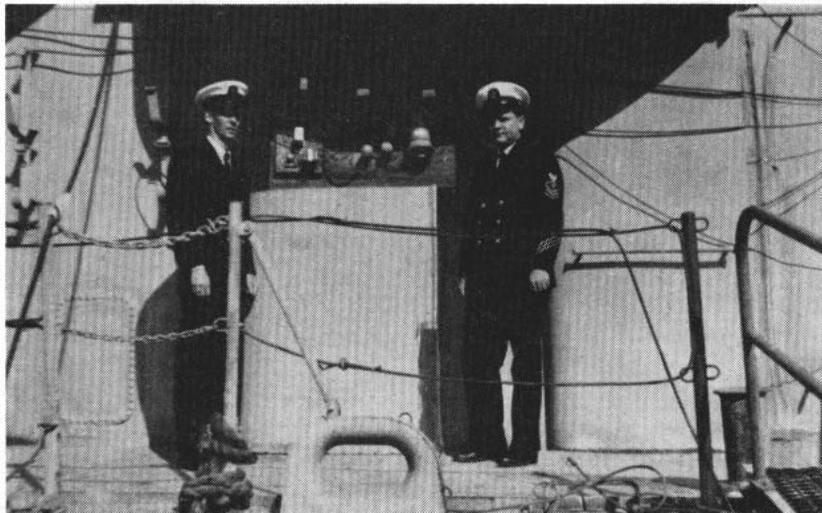
- Standard tools were available and were being used, instead of special tools on the list.
- Locally manufactured tools or jigs were being used.
- Functions could be performed without the aid of special tools.

And why hadn't the unneeded special tools been deleted from the list a long time ago?

Simply this: The review systems in use could have been improved upon.

THE TEAM FOUND that the most common system in use was an irregularly-held series of conferences between representatives from the maintenance activities. Few changes, additions or deletions to the lists resulted from these conferences, however, because, among other things: People sent to the conferences often were not familiar with the nomenclature or description of many of the tools; they weren't prepared to provide much information on how, and how often, the tools were being used; the tools themselves could not be brought to the conferences for identification or demonstration; conferees were hesi-

ALARMING—Group members check the new remote-controlled alarm system for mothballed ships that freed 18 watchstanders from duty.



tant to recommend changes when they were not familiar with a tool or its use.

The work study team's recommended new system is basically a "Team Conducted Interview Card Review." It sets up periodic "on-the-spot" reviews, conducted by two to three-man teams within the command, and features interviews with the people who actually use (or at least are supposed to use) the items.

A four-stage operation, the team-conducted interview system progresses through (1) pre-planning for data collection, in which an interview card is prepared for each item on the allowance list; (2) collection of the data (3); analysis of the data collected, and (4) recommendations.

Its big advantages lie in the fact that tools and equipment are available at the scene of the interview for demonstration; personnel are normally more comfortable at their work, and answer questions more freely; the best qualified and informed men are available for interview; positive identification of an item is immediately available, and the process can be accomplished in much less time.

CCARE FOR SOME MORE? Well, aboard the landing ship tank *uss DeSoto County*, (LST 1171) an FWSGLant team streamlined the procedures of routine deck force work to such an extent that the ship was able to divert manpower to other tasks.

Within Fighter Squadron 31, the same expert attention was devoted to such diverse subjects as modified progressive maintenance for intermediate and major inspections; funding for tool and hand rags; maintenance in power plants branch; hand tool availability, and proced-

ures for drawing flight-deck shoes.

Cross-country again, an FWSGPac team worked out a system of 68 reusable three-by-five work cards which, with their associated logs, *will accomplish the same preventive maintenance check-off and report functions formerly accomplished by more than 15,000 check sheets* aboard a Pacific-based attack carrier.

On board the landing ship tank *uss Summit County* (LST 1146), another FWSGPac team studied hull maintenance and ship cleaning problems and requirements, with an emphasis on reducing the time needed to perform those functions.

Nothing, obviously, which is and has been demonstrably a problem to a fair-sized segment of the operating forces is too big or too small for the Fleet Work Study Groups.

THERE'S NO MAGIC-MIRROR routine involved in their operations, either. They've studied the subject (most of us have little or no knowledge of industrial engineering techniques), yet they'd be the first to admit that a lot of the ideas which end up as a part of their final recommendations are contributed by crew members themselves. The crew members, once stimulated and motivated by the team's presence, are able to cast off the daily-routine fog which surrounds them, and stand back and take a long look at their jobs. Usually, to their complete surprise, they soon discover that there is, indeed, "a better way."

Try it yourself sometime soon.

What's in store for the future? For one thing, the Bureau of Ships has decided to apply work study methods in the designing and building of future Navy ships. Their idea is to produce future ships which will need smaller (but more productive) complements than the ever-increasing ones presently required, while retaining and even increasing the ship's expected fighting potential.

Automation may some day make most of us obsolete — but don't bet on its occurring any time within the foreseeable future.

In the meantime, how swiftly and efficiently all of us do our jobs, and how well we use and maintain the better and better equipment we're being given to work with, will go a long way toward determining how strong our Navy will remain. A visit from your FSWG people could well be one of the best breaks you'll ever get. — Jerry McConnell, JO1, USN

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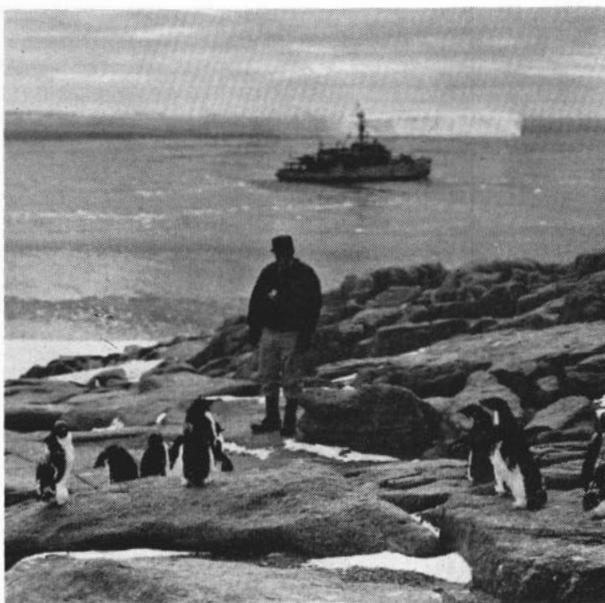
DAWN'S EARLY LIGHT—Seabees check thickness of ice. Below: Greeting is exchanged with penguins.

Deep Freeze Duty

A COOL GROUP OF NAVYMEN are marking the seventh consecutive year that the Navy has furnished logistic support for scientific studies to uncover the cold facts and mysteries of Antarctica.

Operation Deep Freeze 62 will see the completion of projects previously started, such as Antarctica's first nuclear power plant. This A-burner will end the need for much of the diesel fuel now required to furnish heat, light and electrical power at McMurdo Sound Station. At Byrd Station, Navymen and scientists will begin to move their operations into the under-the-snow station being constructed by Seabees. The new layout of tunnels is designed to keep the heavy snows from crushing scientific and support buildings as they have done at the Byrd Station built for the duration of the IGY in 1957.

Here is a short scenic tour of this faraway part of the world where Navymen are using the skills of their rating to support scientific studies.



SCENIC TOUR—Deep Freeze sailors photograph ice. Rf: Navy aerologist takes meteorological reading.





'Emmy' Awards

ONE HUNDRED AND FIFTEEN U. S. Navy ships have won an "Emmy" for their performance during Fiscal Year 1961. For some it was their first award and for others it meant as many as five consecutive wins.

The Emmy in this case is a plaque and pennant. It shows to the world that the ship which wears the white "E" has excelled in performance during Fiscal

NAVY AIR FORCE, ATLANTIC

Forrestal (CVA 59) *Lake Champlain* ✓
Duxbury Bay (AVP 38) (CVS 39)

CRUISER FORCE, ATLANTIC

Little Rock (CLG 4)

DESTROYER FORCE, ATLANTIC

<i>Douglas H. Fox</i> (DD 779)	<i>Wallace L. Lind</i> (DD 703)
<i>Robert L. Wilson</i> (DDE 847)	<i>Johnston</i> (DD 821)
<i>Brough</i> (DE 148)	<i>Eugene A. Greene</i> (DDR 711)
<i>Hazelwood</i> (DD 531)	<i>Myles C. Fox</i> (DDR 829)
<i>Courtney</i> (DE 1021)	<i>Warrington</i> (DD 843)
<i>Lester</i> (DE 1022)	<i>Compton</i> (DD 705)
<i>Hissem</i> (DER 400)	<i>Zellars</i> (DD 777)
<i>Roy O. Hale</i> (DER 336)	<i>Abbot</i> (DD 629)
<i>Davis</i> (DD 937)	<i>Waldron</i> (DD 699)
<i>Arcadia</i> (AD 23)	<i>Norris</i> (DDE 859)
<i>Sierra</i> (AD 18)	<i>Leary</i> (DDR 879)
<i>Remey</i> (DD 688)	<i>Waller</i> (DDE 466)
<i>Huse</i> (DE 145)	

MINE FORCE, ATLANTIC

<i>Alacrity</i> (MSO 520)	<i>Jacana</i> (MSC 193)
<i>Fearless</i> (MSO 442)	<i>MSB 29</i>
<i>Ability</i> (MSO 519)	<i>MSB 43</i>

AMPHIBIOUS FORCE, ATLANTIC

<i>Grant County</i> (LST 1174)	<i>Oglethorpe</i> (AKA 100)
<i>Hermitage</i> (LSD 34)	<i>Thuban</i> (AKA 19)
	<i>Rockbridge</i> (APA 229)

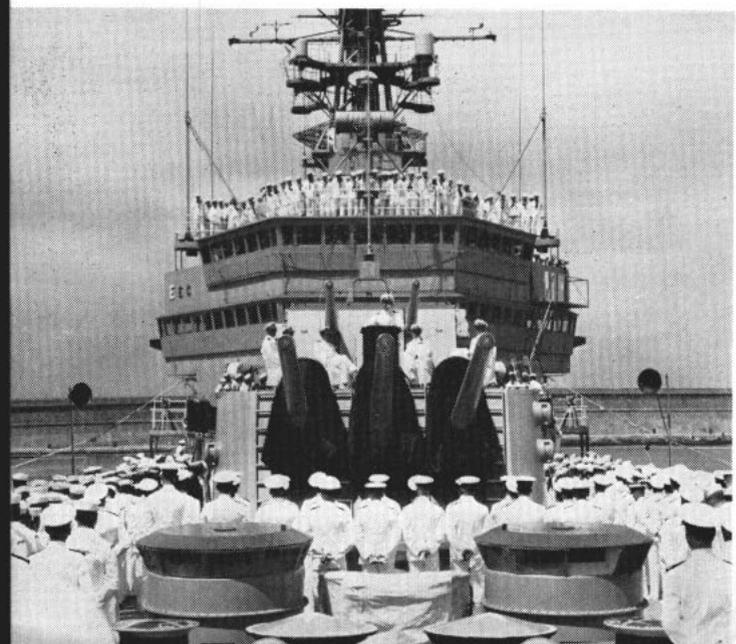
SERVICE FORCE, ATLANTIC

<i>Shasta</i> (AE 6)	<i>Nespelen</i> (AOG 55) ✓
<i>Rigel</i> (AF 58)	<i>Vulcan</i> (AR 5)
<i>Altair</i> (AKS 32)	<i>Windlass</i> (ARSD 4)
<i>Truckee</i> (AO 147)	<i>Shakori</i> (ATF 162)
<i>Canisteo</i> (AO 99)	<i>Rockville</i> (EPCER 851)

SUBMARINE FORCE, ATLANTIC

<i>Bushnell</i> (AS 15)	<i>Croaker</i> (SSK 246)
<i>Diablo</i> (SS 479)	<i>Entemedor</i> (SS 340)
<i>Hardhead</i> (SS 365)	<i>Balao</i> (SS 285)
<i>Trout</i> (SS 566)	<i>Skylark</i> (ARS 20)
<i>Cutlass</i> (SS 478)	

ALL HANDS





for the Fleet

Year 1961. The large white "E" painted on the superstructure is for excellence — a hard to find commodity.

Unlike the television Emmy which may single out one star, the Navy's Battle Efficiency Award for excellence singles out an entire ship's crew. It is the crew who make a ship live. Without them no ship can win the Big "E". Here are the ships that did.

NAVY AIR FORCE, PACIFIC

Ticonderoga (CVA 14) *Pine Island* (AV 12)
Hornet (CVS 12)

CRUISER-DESTROYER FORCE, PACIFIC

Providence (CLG 6) *Bridget* (DE 1024)
Prairie (AD 15) *Tingey* (DD 539)
John A. Bole (DD 755) *Turner Joy* (DD 951)
Hamul (AD 20) *Prichett* (DD 561)
Hull (DD 945) *Picking* (DD 685)
Somers (DD 947) *Sproston* (DDE 577)
Chevalier (DDR 805) *Savage* (DER 386)
Preble (DLG 15) *Eversole* (DD 789)
Stoddard (DD 566)

MINE FORCE, PACIFIC

Whippoorwill *MSL 11*
(MSC 207) *MSB 15*
Pledge (MSO 492) *MSB 48*
Lucid (MSO 458)

AMPHIBIOUS FORCE, PACIFIC

Tioga County *Comstock* (LSD 19)
(LST 1158) *Sumner County*
Tulare (AKA 112) (LST 1148)
Matthews (AKA 96) *Henry County*
Stone County (LST 824)
(LST 1141) *Paul Revere* (APA 248)

SERVICE FORCE, PACIFIC

Passumpsic (AO 107) ✓
Conserver (ARS 39) *Elkhorn* (AOG 7)
Rainier (AE 5) *Jason* (AR 8)
Castor (AKS 1) *Chickasaw* (ATF 83)
Guadalupe (AO 32) *Lipan* (ATF 85)

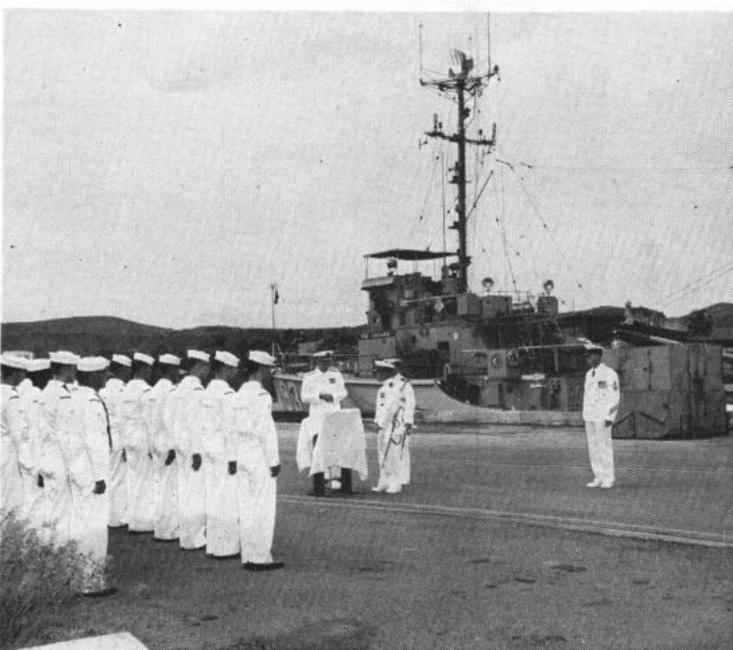
SUBMARINE FORCE, PACIFIC

Salmon (SS 573) *Grayback* (SSG 574)
Bugara (SS 331) *Rasher* (AGSS 269)
Aspro (AGSS 309) *Sargo*, SS(N) 583
Cusk (SS 348) *Sterlet* (SS 392)
Ronquii (SS 396) *Gudgeon* (SS 567)
Diodon (SS 349) *Coucal* (ARS 8)

NAVAL RESERVE TRAINING GROUP

Greenwood (DE 679) *C. E. Brannon* (DE 446)

NOVEMBER 1961





FLEET WORK—Sailors check supplies for Formosan hospital. Rt: AO meets USS Salisbury Sound (AV 13).

What's Going On in the

When the U. S. Pacific Fleet (ADM John H. Sides, USN, is CINC-PACFLT) summarized its major activity for fiscal year 1961, the story was one of Fleet operations, training exercises, modernization programs and scientific discoveries. There were rescues, changes of command, and a sample of just about everything that is fittingly summarized in one word — Navy.

Highlights from the Pacific Fleet's FY 61 log:

- The 60,000 men of the Pacific's U. S. Seventh Fleet saw their force beefed up considerably in response

to increased tensions in Southeast Asia. Three large attack aircraft carriers are now always in the area of the defensive line which stretches from north of Japan into the South China Sea.

Also, Marine landing teams have become standard units aboard amphibious ships in the Seventh Fleet.

- When United Nations troops entered the Congo last year, the Pacific Fleet's *uss Bexar* (APA 237), *Whitfield County* (LST 1169) and *Windham County* (LST 1770) pitched in to transport Malayan and Indonesian troops to Central Africa.

- Announcement was made that the First Fleet, the Pacific's eastern arm, would be transformed from a training and administrative command into a true operating Fleet, under VADM Charles L. Melson, USN, flying his flag in *uss Helena* (CA 75).

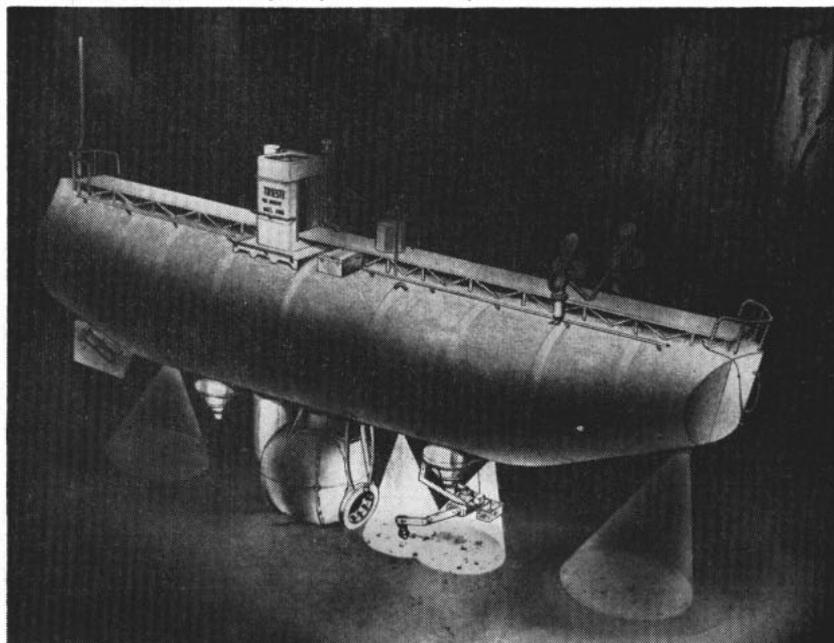
- Twelve new ships joined the Pacific Fleet during FY 61. These included three guided missile cruisers, four guided missile frigates, one guided missile destroyer, three nuclear powered submarines, and a seaplane tender.

Leaving the Fleet to make room for the new and more powerful additions were a conventional cruiser, two destroyers, four LSTs and a cable repair-and-laying vessel. Also, two light cruisers and a battleship in the Pacific Reserve Fleet were ordered scrapped.

- That 12-month period accounted for a number of "firsts." *uss Seadragon* SS(N) 584, became the first ship to transit the Northwest Passage from the east to west coasts of the North American continent via the Perry Channel. *Seadragon* then continued her voyage to the North Pole, adding another first by diving en route under a 300-foot iceberg.

At the opposite end of the world, in Antarctica, *uss Wilhoite* (DER 397) became the first ship of her type to participate in Operation

BOTTOM BOAT—Bathyscaph Trieste explores bottom of Pacific Ocean.



Deep Freeze. The small but rugged *Wilhoite* spent six months in the Antarctic, serving as a weather station ship for Air Development Squadron 6.

The landing of a C-47 aircraft from VX 6 on the unexplored Bight's Coast on the Bellinghausen Sea was another first in Antarctica. The plane flew to the unexplored region from Byrd Station to determine whether or not a geological team could be landed and supported in that remote area.

Two of the longest hauls by Pacific Fleet tugs in several years were made by *uss Takelma* (ATF 113) which towed *Dragonet* (SS 293) from San Francisco to Norfolk, Va., some 5200 miles, and *Arikara* (ATF 98), which towed a 280-ton ferry from Panama to Hawaii.

- Rescue missions, from Hawaii

Pacific?

to the East China Sea, also kept Pacific Fleet units busy last year. Appeals for help by Ryukuans, Filipinos, Taiwanese, Indonesians and Micronesians were answered by alert Navymen in all Pacific areas.

In April of this year, for example, a fire on board the Chinese merchant tanker *Kwang Lung* was fought and extinguished in Kaohsiung Harbor, Taiwan, by the men of *uss Prichett* (DD 561).

Pacific Navymen also delivered hundreds of tons of clothing, food, books, and medicine to the needy in Southeast Asia and Japan.

Once again last year the Fleet reaffirmed its friendly terms with Australia. During the 19th anniversary of the Battle for the Coral Sea, five ships and 1200 Navymen visited nine port cities of the Australian continent.

• Scientific advancements in the Fleet were numerous. *Asroc* (anti-submarine rocket), for example, joined the Fleet with *uss Mahan* (DLG 11). With *Asroc* and its associated underwater detection sonar equipment, fire control computer and launcher for eight missiles, ships no longer must come within close range of a hostile submarine before launching an attack.

The underwater-exploring bathyscaph *Trieste*, which made a record descent in 1960 in the Marianas



AT SEA—*USS Coral Sea* (CVA 43) receives supplies while on cruise. Below: *Phantom II*, gets set for action aloft during PacFleet exercises.

Trench, is now equipped with a mechanical arm and claw for picking up samples and specimens off the bottom of the ocean.

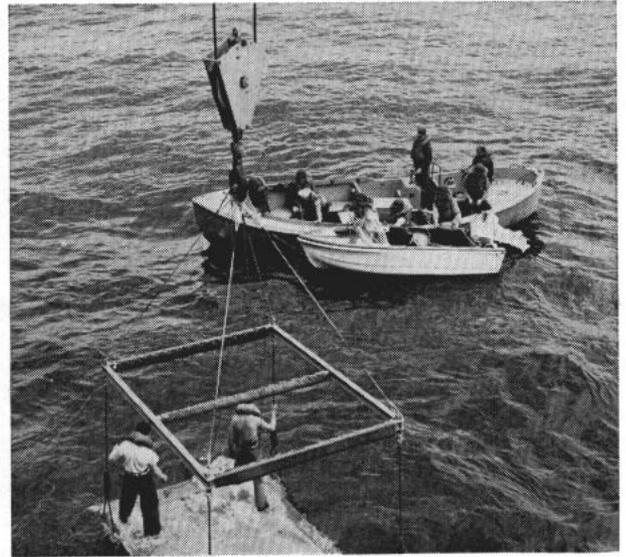
Hydrographic surveys were conducted in the Pacific in FY 61 — most notably by the survey ships *uss Maury* (AGS 16) and *uss Serrano* (AGS 24), which recharted the shoals, coastline and ocean floor of the Gulf of Siam and Malacca Strait.

uss Duval County (LST 758), with a survey team and helicopters embarked, came up with a wealth of information about such little known areas as Lisianski Island, Nihoa Isand and Pearl and Hermes



NEW HOME—*USS Helena* (CA 75) became the flagship of First Fleet.





ONE OF MANY—Seventh Fleet Navymen greet ship scholarship winner. *Rt*: Small boat is rescued at sea.

Reef, and Gardner Pinnacles in the Hawaiian chain.

The demilitarized submarine *USS Archerfish* (AGSS 311), fitted with special equipment, joined the Fleet to conduct a scientific study of marine elements in remote Pacific areas during Phase II of Operation Sea Scan, a world-wide survey conducted by the Navy and the National Institute of Science.

• As elsewhere, the Pacific area took part in celebrations commemorating the 50th anniversary of Naval Aviation. Units from the Arctic to the Antarctic, from the west coast of

North and South America to the middle of the Indian Ocean celebrated the event throughout the 80-million-square-mile area with air shows, open houses and special exhibits.

• In spite of all this activity, Pacific Fleet operations and training exercises continued uninterrupted. One of the major training exercises was Uppercut, which sampled our defenses for the entire west coast of North America against a submarine-launched missile attack.

Another exercise was Pony Express, an amphibious operation in

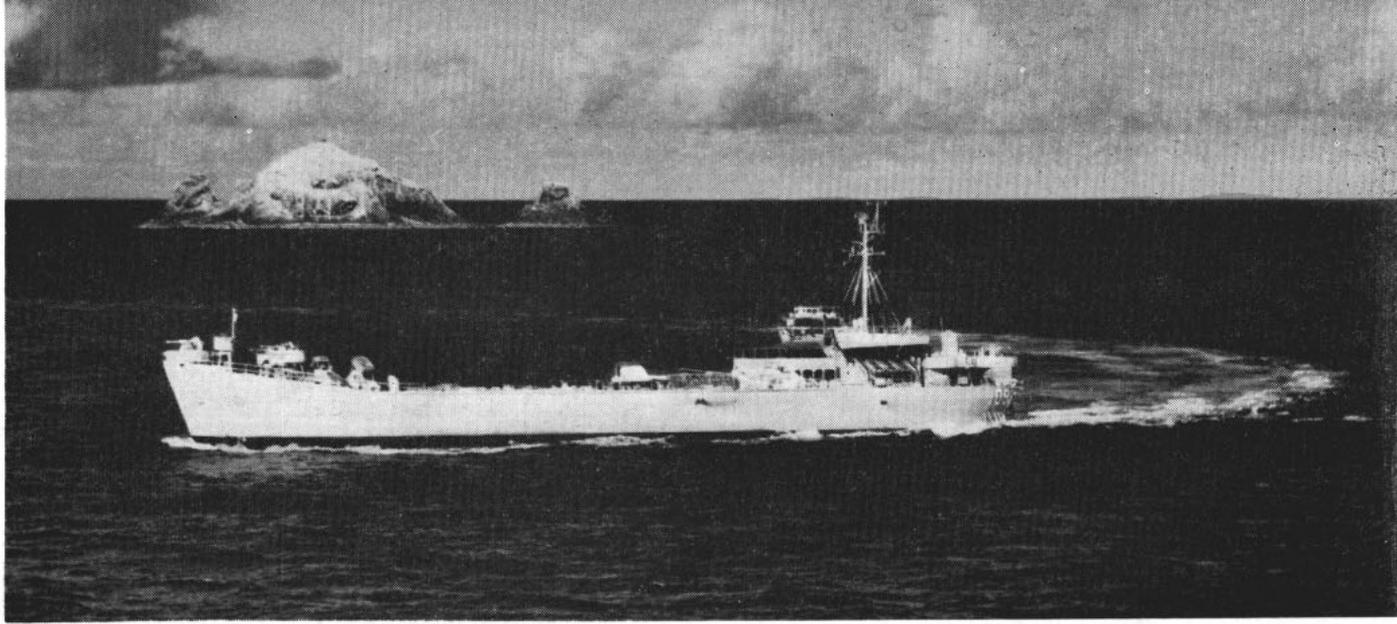
which the United States participated with seven other countries of the Southeast Asia Treaty Organization.

Last summer, Pacific units took part in Operation Greenlight, a large scale exercise designed to improve readiness in antisubmarine and amphibious warfare, and surface to air combat.

For the United States Pacific Fleet, plans are in the mill for even bigger years ahead. This year, and the years succeeding, should see vast improvements and even more advances within one of the Navy's great sea-going commands.

TRAINING—*USS Halibut* (SSGN 587) fires missile during exercise as *USS Lexington* (CVA 16) stands by.





EastPac Survey

FANTAIL TALK of Pacific islands, particularly those of Hawaii, usually turns to exotic foods, palm trees and pretty, grass-skirted girls.

However, this is not so when the men of *uss St. Clair County* (LST 1096) or *uss Duval County* (LST 758) discuss their island duty. The islands of their recent cruise, although part of the Hawaiian chain, were some 650 miles from Oahu. In addition, they were mere dots in the Pacific whose only inhabitants were the beasts and birds of the sea.

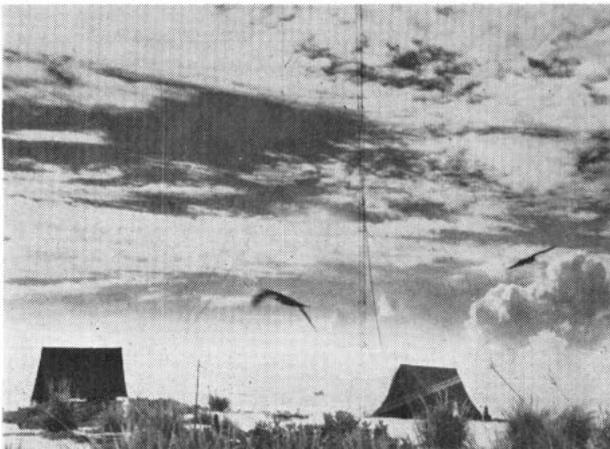
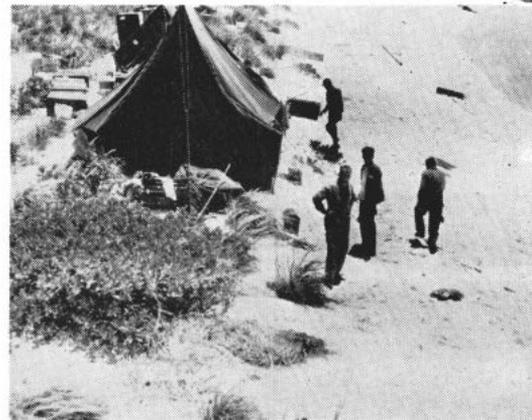
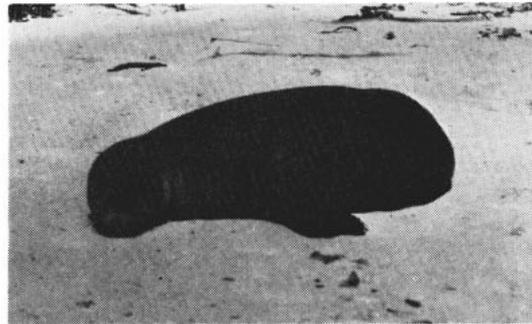
St. Clair County was taking over part of a joint services operation called EastPac Survey. The object of the operation in this desolate region was to fix the position of each of the small islands in the area. The immediate benefit of the survey is the improvement of navigation at sea. Among the more remote benefits

might be the improvement of navigation in the heavens for missiles, rockets and satellites.

The LST's part in the survey was to support the installation of the basic sites, or astro-fix stations, from which measurements are taken to locate each island with pinpoint accuracy.

Third phase of EastPac Survey will find *uss Floyd County* (LST 762) taking over the island duty.

Clockwise from upper left: (1) *uss St. Clair County* (LST 1906) checks on barren island during EastPac Survey. (2) No hula girls here — only wild life such as this sea lion greeted the Navymen. (3) Surveying team sets up camp on the beach. (4) LCVPs brought supplies and men ashore when possible. (5) Birds keep men of survey team company at lonely transmitting stations.





COMING UP—USS *Sablefish* (SS 303) surfaces on Lake Michigan after serving as target for Reservists.

Battle in Great Lakes

SOMEWHERE IN THE murky depths of the Great Lakes rests a "hostile" submarine.

- You are a member of a Reserve helicopter squadron. Sonar gear, suspended by a cable, acts as your ears. *Mission:* Find the submarine.
- You are a member of a Re-

serve squadron flying P2V *Neptunes* or S2F *Trackers*. *Mission:* Find and destroy the submarine.

- You are a member of a Reserve jet fighter squadron, speeding to the area where the submarine was detected by a 'copter's sonar. *Mission:* Spot the submarine's silhouette and

relay the position to nearby surface ships.

- You are a member of the crew of one of the ships in the "Corn Belt Fleet," training in the Great Lakes area. You have been notified that a submarine lurks nearby. *Mission:* Find and destroy her.

ON HIGH—*Sablefish* traverses Welland canal 580 feet above sea level.



- You are a Reservist training on board *USS Sablefish* (SS 303) — the "hostile" submarine. *Mission:* Avoid detection; outwit the ASW forces; torpedo surface ships, if possible.

With certain modifications, the foregoing operations were carried out time and again as Fleet submarine *Sablefish* spent two months as a "hunted fox," training Reserve submariners and members of surface and air units from one end of the Great Lakes to the other.

As the submarine's skipper put it: "Never in the history of peacetime training exercises have so few submariners—the crew of 83 officers and men—been 'clobbered' so often in such a short period of time."

FROM EARLY JUNE, when *Sablefish* dove below the surface of Lake Ontario—her first fresh-water bath since taking part in the opening of

the St. Lawrence Seaway in 1959—until she concluded training operations in Lake Michigan, she was the primary target of more than 4000 Reserve officers and sailors who made countless “attacks” in simulated war exercises. Another 500 Reservists—submariners—got the feel of diving and operating the undersea ship as they took positions beside *Sablefish’s* Regulars during the training operations.

Sablefish was pelted with an assortment of practice depth charges and plaster-loaded hedgehogs. Each solid “hit” produced a resounding “WHANG!” on the submarine’s hull. Whenever possible, *Sablefish* retaliated—firing steam-driven, non-explosive torpedoes at her “foes.”

Naval Air Reservists at Great Lakes stations joined in the simulated “killing” of *Sablefish*. Helicopters, *Neptunes* and *Trackers* from NAS Glenview, Ill., carried out their specialties—the whirlybirds dunking their sonar, the fixed-wing aircraft working their MAD (Magnetic Airborne Detection) gear, and the *Neptunes* attacking by means of night illumination.

From port to port, *Sablefish* would take on her complement of Reserve trainees—some were veteran, but “rusty” submariners, others were experiencing their first real-life dives. Leaving her berth before dawn, the sub would move out to the operating



area, rest on the lake bottom and await her attackers. *Sablefish* was unseen, usually, but not undetected, since engine vibrations travel through the water and may be picked up by sonar. Once the submarine was located, the “attack” was on in earnest. A single error on the part of the ASW forces, however, sent the submarine on the offensive and the

attackers became the attacked.

THE ASW SHIPS were equipped with simulated depth-charges which explode about 15 feet under the surface. If they were on target, the explosions “shook up” the submarine. There wasn’t any real damage to the hull, of course, but the submariners knew they’d been hit.

TARGET—Reservists on USS *Daniel A. Joy* (DE 585) greet *Sablefish* in Chicago. Above: Detroit seen from sub.





FISHING—Naval Air Reservists received their share of ASW training.

When given an opportunity, *Sablefish* rose to periscope depth and sent 20-foot-long steam torpedoes under the hull of the attacking ASW ship. The non-explosive torpedoes were set to pass underneath the ship, and a direct hit was determined by the path of the torpedo's wake. If a hit was scored, the crew of the surface ship was faced with an abandonment drill, while the submarine recovered the torpedo for use in the next exercise.

Sablefish, commissioned in December 1945, is 312 feet long. She is assigned to Submarine Squadron Eight of the Atlantic Submarine Force and is homeported in New London, Conn. In 1951, she was equipped with a snorkel (a steel-pipe breathing tube which draws air for her engines), and can stay submerged for long periods of time—until her food or fuel supply needs replenishing.

The Regular Navymen making up *Sablefish's* crew gave the Reservists

a thorough workout, keeping close tabs on the performance of the submarine Reservists. A number of them earned their dolphins on board *Sablefish*. The sub also did her best to give a hard time to Reservists serving in surface and air units, making the ASW training as realistic as possible. (Some of the surface and air units *Sablefish* helped train are among those recently called up for active duty with the Fleet.)

DURING THE TRAINING PERIOD, *Sablefish* operated with nine ships taking part in two-week AcDuTra cruises. The ships included *uss Worland* (PCE 845), *Havre* (PCE 877), *Ely* (PCE 880), *Farmingington* (PCE 894), *Lamar* (PCE 899), *Portage* (PCE 902), *Amherst* (PCER 853), *Whitehall* (PCER 856) and *Daniel A. Joy* (DE 585). All of these ships except *Amherst* and *Whitehall* also took part in weekend drills, assisting in the training of the following units: *uss Daniel A.*

Joy (DE 585) Reserve Crew (now on active duty with the Fleet); Fleet Divisions 9-6(S) and 9-21(D), Minneapolis, Minn.; 9-9(D), Benton Harbor, Mich.; 9-15(D), Gary, Ind.; 9-17(D), Indianapolis, Ind.; 9-18(D) Milwaukee, Wis.; 9-19(S), Great Lakes, Ill.; and 9-20(D), Chicago, Ill.

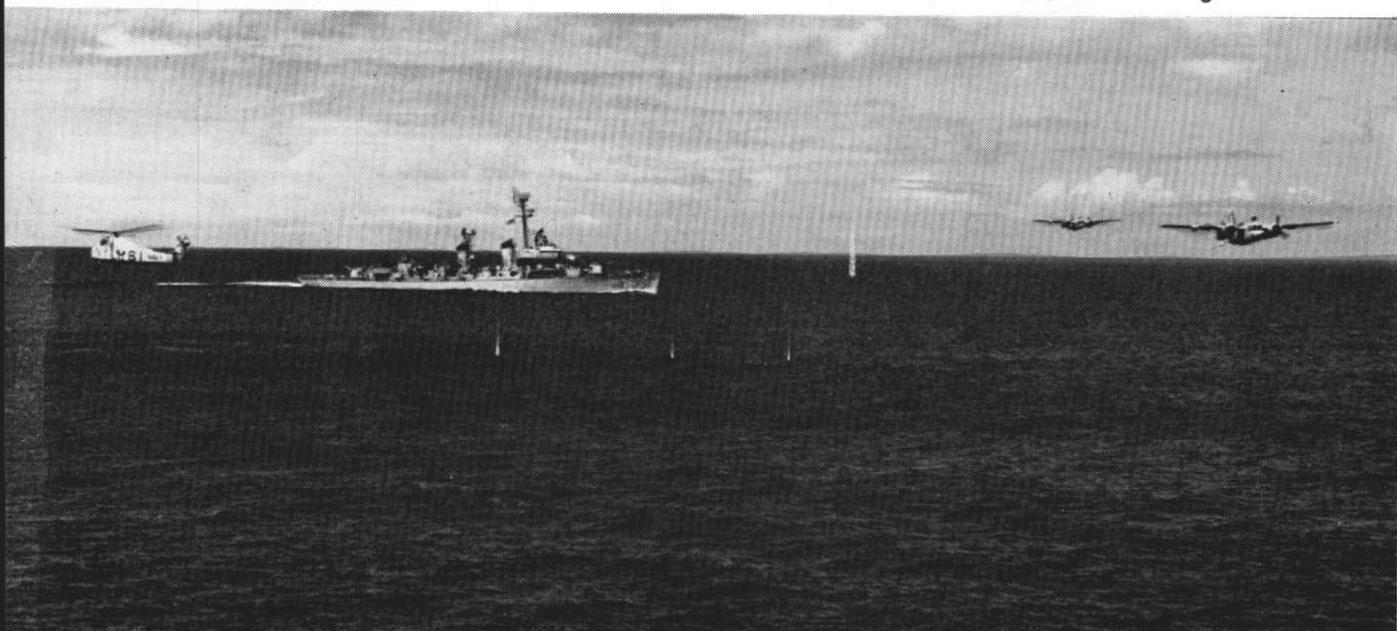
Four Reserve submarine divisions trained on board *Sablefish*—Divisions 9-225, Chicago, Ill.; 9-227, Milwaukee, Wis.; 9-228, Detroit, Mich.; and 4-92, Cleveland, Ohio.

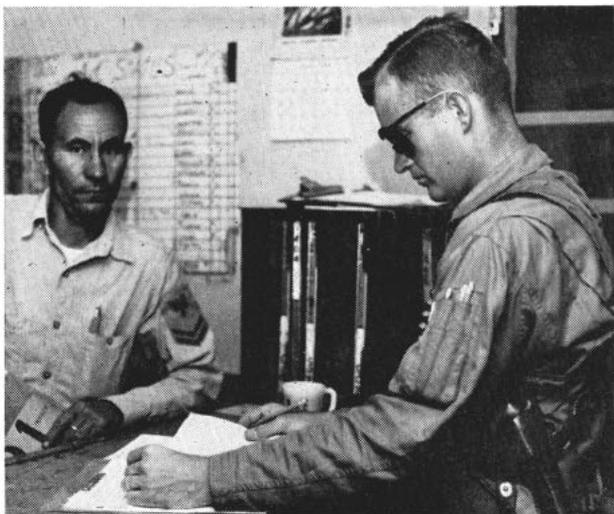
While training Reservists in submarine and ASW operations was *Sablefish's* primary mission, the submarine had collateral duty in the field of public relations. Open house was held in virtually every port, giving some 30,000 visitors (Americans and Canadians) an opportunity to inspect the submarine. In addition, 365 guests were taken on short cruises.

There was a bit of excitement, too, adding spice to *Sablefish's* routine training operations. As the submarine was preparing to get underway from Chicago to Detroit, a car hit a bollard on the pier, swerved, and plunged into the harbor. Ronald A. Moon, EN3 (SS), USN, assigned to *Sablefish*, dove into the harbor and pulled the driver through a window of the car seconds after the accident. Two other submariners raced from the submarine, which was moored nearby, and jumped into the water to assist Moon.

All of which goes to prove the high state of readiness of our Reserve and Regular forces. They're ready for any emergency that may arise—local or international.

HUNTING PARTY—Crew of sub did their best to give Reserves a hard time, thus adding realistic touch.





On the Night Shift

FIGHTING under the cover of darkness requires special ability and extra training, but the forces that have this capability have an advantage that is hard for an enemy to overcome.

Therefore, naval units must be prepared for night fighting.

The most logical way to do this, obviously, is to train at night. Fighter Squadron 154, operating from the Naval Air Station, Miramar, Calif., is doing just that.

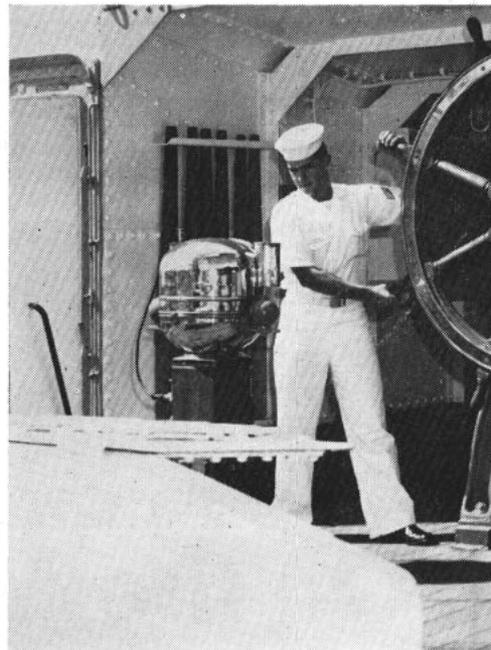
After transferring to Miramar earlier this year from Moffett Field, Calif., where day-fighter type *Crusaders* were the squadron's aircraft, VF-154 immediately began to change over to F8U-2N all-weather *Crusaders*.

At the same time about one-third of VF-154's enlisted men changed from the day shift to working hours

from 2300 to 0800 to help their squadron's pilots to qualify for night carrier duty.

Clockwise from top left: (1) In the line shack, R. D. Montoye, ADR2, USN, assists LT M. O. Wright, USN, in checking out for a night mission. (2) A ground-crewman stands by as a pilot of VF-154 warms up his F8U-2N *Crusader* before leaving on a routine night training flight. (3) H. B. Simpson, ADJ2, USN, left, and R. A. Wall, ADJ2, USN, make repairs to a J-57 jet engine. (4) CDR L. H. Burton, USN, Executive Officer of VF-154, climbs down from the cockpit of one of the fighter squadron's planes. (5) W. J. Stepanet, AN, USN, refuels an all-weather *Crusader*.





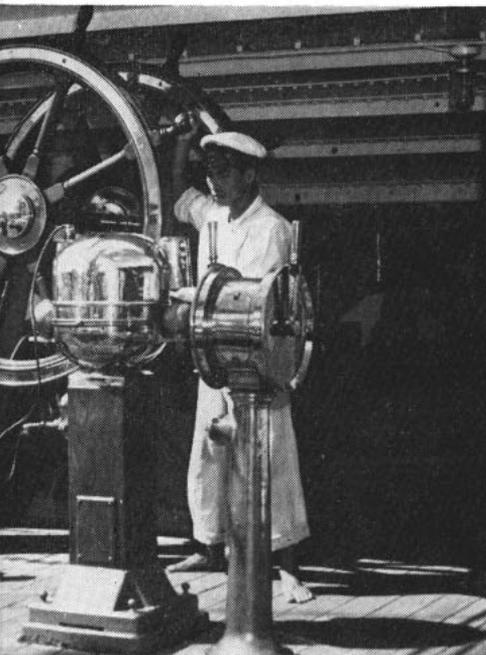
Visit to the

DURING YOUR CAREER in the U.S. Navy you'll probably never be ordered to duty aboard a sailing ship. But should this happen to Tom Davison, JOSN, USN, of the 14th Naval District, he'll know his way around better than most of us. He gained this advantage by accepting an invitation to visit the Japanese four-masted windjammer *Kaiwo Maru* at Honolulu, Hawaii.

Eighty cadets of Japan's Merchant Marine Institute for Sea Training were in Honolulu aboard *Kaiwo Maru*, taking time out from training exercises for sight-seeing before returning to Tokyo.

The cadets are fourth-year students from the Institute's nautical colleges at Tokyo and Kobe, Japan. They were undergoing six months of "at sea" training before graduating to become commissioned officers in Japan's Merchant Marine Force.





Kaiwo Maru

Kaiwo Maru, meaning the "King of the Sea," is used as a training ship for the cadets. Its regular crew consists of 60 enlisted men and 20 officers. It is capable of 12 knots with full sail and eight knots with engines.

Reading clockwise from top left: (1) Japanese windjammer *Kaiwo Maru*, with sister ship *Nippon Maru* astern, is moored in Honolulu. (2) Japanese Merchant Marine cadet Michiyo Tohoda shows Tom Davisson, JOSN, USN, *Kaiwo Maru's* steering compass. (3) U. S. Navyman climbs the rigging with two Japanese cadets. (4) Cadet Tohoda and visitor keep close watch on *Kaiwo Maru's* compass. (5) Two cadets and Davisson "shoot the stars." (6) Japanese cadets use coconut shells to scrub wooden decks of *Kaiwo Maru*. (7) Davisson and his hosts view the rigging and sails from bow.





GOOD EATING—Navymen at sea eat as well as those ashore thanks to NSO and command planning.

The Science of Good Eating

IF YOU'RE ONE of those sea-going sailors who can hardly wait for the day when you'll be going to shore duty, you probably feel that your counterpart ashore is afforded a better way of life than you.

You're entitled to your own opinion. But at least three times each day, you both are engaged in the same pleasant task. This takes place immediately after chow call has sounded and you've seated yourself in front of another Navy meal.

Every day Navy food experts try to tempt the diversified tastes of sailors serving in steaming tropics, sub-zero vastnesses, rolling ships, at distant shore stations, beneath the seas and in the skies.

Unlike the situation in the Navy's sister services — which operate their food programs via executive order, Navy food has its basis in Public Law. The Navy Ration Law goes back to the Act of 27 Mar 1794 and, with modifications, has with-

stood the test of time as the most practical method of operating general messes. Regardless of food cost and fluctuations, the law entitles every man in the Navy to a prescribed daily food ration. Since the ration law is expressed in quantity of food, the quantities are converted into dollars.

In 1959, for example, Navy general messes consumed almost 375,000 tons of food at a cost of \$153,809,199. The mess subsistence returns on these meals were analyzed and audited by the Navy Subsistence Office (NSO).

Under management control of the Navy's Bureau of Supplies and Accounts, NSO, with a relatively small staff of 10 officers and 62 civilians, is responsible for assuring every Navy enlisted man throughout the world an adequate food supply that meets the highest possible standards of taste, sanitation and service. NSO's commanding officer, Captain S. Boozer, SC, USN, also directs the Subsistence Division of BuSandA.

WITH HEADQUARTERS at the Naval Weapons Plant in Washington, D. C., NSO controls the food policy of the Navy's 109 general messes

ALL HANDS



NAVY RATION LAW, used today with changes, was passed in 1794.

in the United States, 53 overseas messes and the more than 1000 messes aboard various ships deployed throughout the world.

Navy general messes are guided by NSO in food operation and service through research, education and training. While receiving help from NSO, every Navy general mess, however, is under military control of its commanding officer. Actual menus are made at the local level and each command plans its own meals.

This illustrates the flexibility that highlights the Navy's food service machine — a flexibility that is necessitated by the diversity of its feeding situation. This diversity is not only in size, but in distances from supply sources, variations in climate, and differences in eating conditions and food equipment.

Yet diversity is but one of the problems confronting food service people in the Navy. In addition to quality and quantity of food, they must contend with perishability, preservation, packaging and even garbage disposal. Then there's the problem of obtaining highly qualified personnel.

OF SPECIAL CONCERN to the Navy today is the dilemma of space aboard ships—space to store and prepare food. Food storage space—or the lack of it — is a problem with critical military ramifications in the fast-changing Navy of today. With the dawning of nuclear power, the cruising range of ships has been extended until food — rather than fuel — is seriously limiting the maximum deployment of our sea forces.

Food storage facilities aboard most naval vessels are recognized as



SPECIAL DELIVERY—Replenishment at sea keeps food lockers full.

inadequate to support the extended fighting range of our newest ships. Also, as modern weapons and missiles, with their intricate and complex electronic equipment, require more room on ships, food storage space must often be reduced to make way for additional military equipment. The Navy's number one question, therefore, is how to get more food on ships with less storage space.

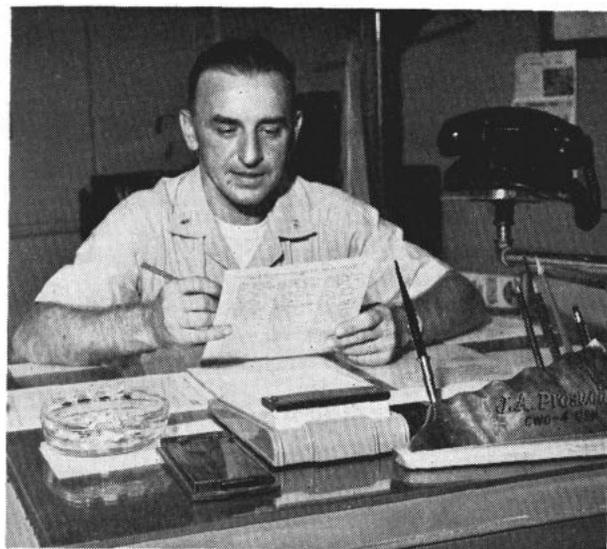
Space to prepare food is also at a premium aboard our ships. To solve the problem of inadequate galley space, Navy food scientists and engineers are constantly at work developing new, compact, multiple-use equipment for ship galleys.

One answer is in bulkless new foods, described as "ration-dense" foods. (See page 23.) They consist of dehydrated, concentrated, pre-cooked, pre-cut and compressed food, which comes to the Navy galley in a compact can, carton or frozen package. These good things in small packages require a fraction of the space reserved for more bulky conventional items needed to feed the Fleet.

Another answer is in redesigning conventional equipment. The cost-conscious Navy has made many advances in the development of new multi-purpose galley equipment and techniques. Some recent achievements include a new oven that saves

ASHORE—Food and service for Navymen is guided by experienced hands of the Navy Substance Office.





LOCAL TOUCH—Although guided by NSO, actual menus and plans for meals are the responsibility of CO.

30 once-wasted pounds, per 100, of roasted meat; a new multiple-function deep-fat fryer; a square coffee urn giving double capacity; an infrared food warmer and cooker; and even a new lightweight stirring paddle that is stain- and scratch-proof.

Another piece of food equipment developed by Navy research is *Unimike* — a steam-jacketed kettle that can bake, stew, deep fry, refrigerate, pressure cook and mix all within 28

square inches. This multi-purpose equipment, given a peck of potatoes, can peel, cook, mash and hold them either hot or chilled. While *Unimike* is not in use in the Fleet yet, it indicates the future of compact galley equipment.

THE NAVY'S GOOD FOOD reputation is a product of cooperation between the Navy and her sister services and with private industry. Navy

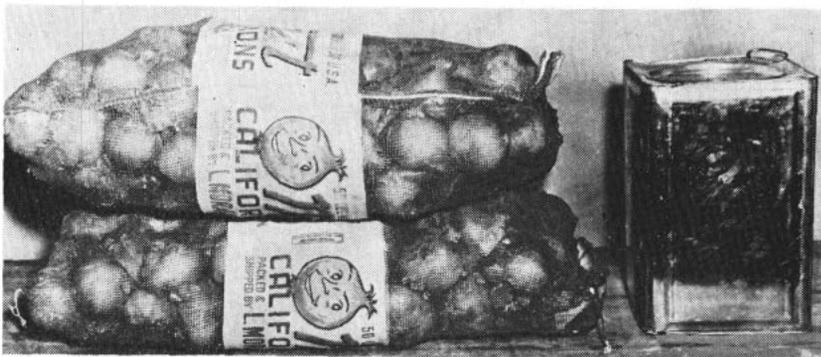
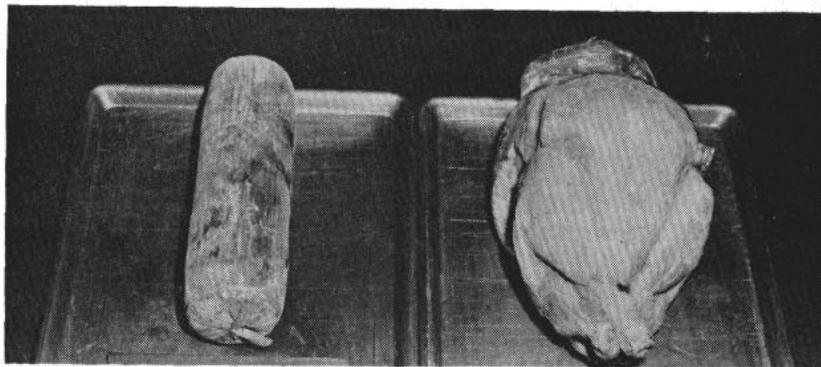
recipes and food techniques undergo constant evaluation and testing. The Navy watches commercial innovations that might increase the effectiveness of Navy food. New food packaging, new methods of food service, new foods and new management procedures always find a welcome in the Navy's subsistence organization.

Here, for example, are a few things Navy food experts are seeking:

- A grill that will make possible the serving of foods to as many as 3000 or more men on a serving line.
- Food preparation equipment such as grill tops, range tops, ovens and dresser top units that could be used in various combinations to permit flexibility, standardization and reduction of equipment.
- Compact dishwashing equipment to scrape, wash, rinse and dry food trays.
- Packaging to extend the storage life of perishables and of prepared meals such as foil-packed foods for flight feeding.

The Navy would be grateful for a hint on how to solve such a simple operation as making fresh toast rapidly enough to supply a fast-moving line.

As to new foods, the Navy Subsistence Office is showing interest in instant bread and freeze-dehydrated cottage cheese. It is also interested in prefabricated, ready-to-cook meals that are portion-controlled. Multi-purpose food items are also desired, such as a universal cake mix from which several flavors may be made.



NEW LOOK—New designs in food are being studied to conserve space. Photos show space saved by turkey roll and dehydrated onions.



ON THE JOB—Space saved by ration dense food (left) is of particular value to far cruising nuclear subs.

Miniature Meals

Food is fast replacing fuel as the limiting factor in keeping our ships at sea.

Consider, if you will, the cruise records of the past three years. The nuclear-powered submarines, *uss Skate*, SS(N) 578, and *Nautilus*, SS(N) 571, made history in the Arctic in 1958, and in the same year *Seawolf*, SS(N) 575, broke previous endurance records for submerged operations. Last year *Triton*, SSR(N) 586, shattered all records by circling the globe submerged, and *Seadragon*, SS(N) 584, traversed the Arctic waters of the Northwest Passage.

Now 60-day underwater operations are routine for such *Polaris* submarines as *uss George Washington*, SSB(N) 598, and her sister ships. But with space aboard these ships at a premium, the storage of enough food poses a problem.

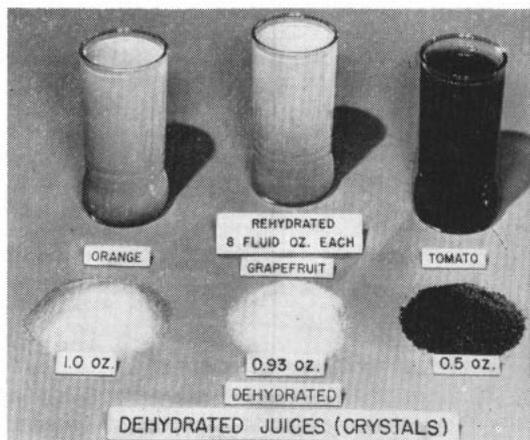
As a possible answer, the Navy has adopted space-saving, ration-dense foods. These are processed to eliminate waste, reduce bulk, and where possible, substantially cut the need for refrigerated storage. Here is an example of how they help save space aboard ship:

Six standard food items — bacon,

coffee, eggs, milk, onions and potatoes — for 100 men for 30 days, weigh 3332 pounds and require 220.5 cubic feet of space. If ration-dense foods are used, the weight drops to 531.75 pounds and space requirements are cut to 33.9 cubic feet. Not only is stowage area saved, but these items do not need refrigeration. Some ration-dense foods save more than 90 per cent of the space normally required. The use of instant nonfat milk, for example, saves 74 per cent in crowded storage bins.

There are now more than 50 ration-dense items in the Navy supply system with many more in development and testing stages. Initially, these miniaturized foods are tested aboard submarines and small surface ships that have limited storage space for food. If they are approved by the crews, their use may be extended throughout the Navy. The high cost of some pilot items and limited production prevent full adoption of ration-dense food by the military. Eventually, however, production will go up and prices will come down.

Both the cooks and crews aboard Navy submarines have rated ration-

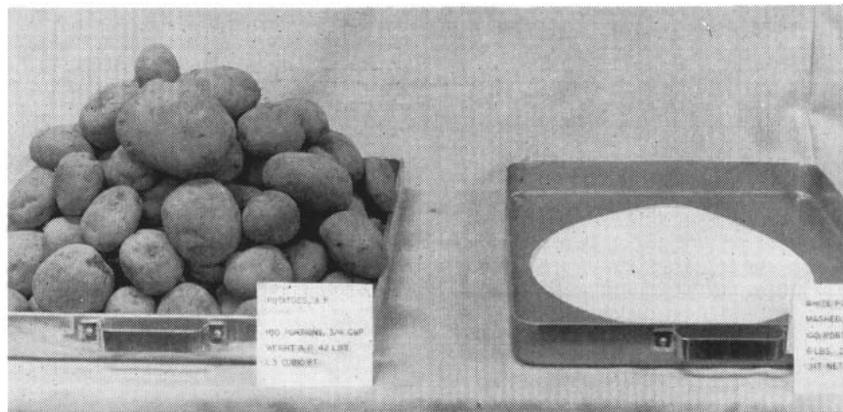


COMPACTS — Display shows space-saving dehydrated juices.

dense foods highly acceptable. Foods rated excellent were pre-fried canned bacon, boneless frozen turkey, dehydrated potatoes, instant fruit juices and instant dessert powders.

The new foods are distributed by the Navy Subsistence Office, Washington, D.C., a field activity of the Bureau of Supplies and Accounts.

SMALL STORES—Instant potatoes and bread leave a lot of room.



LETTERS TO THE EDITOR

Travel Allowances

SIR: I expect to be released from active duty in the Mediterranean area on 30 Jan 1962 I would like to know what travel allowances I am entitled to. The way I see it, I should get government transportation via MATS or MSTs from the port at which I am released to CONUS and mileage from port of entry, CONUS, to my home of record.

If I am entitled to transportation from overseas to CONUS, must this transportation leave from the same port at which I am released or may it leave from a port nearer or farther from CONUS? For example, if I am released at Naples, can I expect transportation from Rota, Spain, or Rhodes, Greece? — T. P., Jr., YN3, USNR.

• *Military members released from active duty overseas upon expiration of enlistment are entitled to transportation on MSTs or MATS from the place of separation — or a lesser destination — to CONUS, within one year of separation. If you are separated in Naples, Italy, you may take MSTs from Rota, Spain, or MATS from Madrid, Spain, to CONUS. There is no scheduled government transportation from Rhodes, Greece, to CONUS.*

You would also be entitled to constructive mileage from the port at which you entered CONUS to your home of record. — Ed.

NEC 9589 and Survey

SIR: I completed Career Appraisal School earlier this year, then returned to my ship and resumed my regular duties.

Question: Are there any official shore duty billets for Career Appraisal Teams and/or individuals, and is it possible to get such a billet through Seavey/Shorvey? — A.F.A., MM1, USN.

• *As a Career Appraisal School graduate, you hold an NEC of 9589 — but this NEC does not take precedence over the rating you hold.*

There are no Career Appraisal billets established directly under this Bureau. However, when there are vacancies in the field requiring the services of a 9589 from Seavey, the Enlisted Personnel Distribution Offices will ask for this NEC. They then assign the man made available to them.

Since such vacancies occur infrequently, a man on the Seavey who possesses NEC 9589 is ordered ashore by rating at the time he becomes senior man requesting a certain area, or as the needs of the service require.

You are in Seavey Segment 2-61, and can anticipate assignment by rating

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept. Washington 25, D. C.

when senior, unless a requirement for a 9589 causes your assignment ahead of time. — Ed.

Only Kiddy Cruise Counts

SIR: *BuPers Manual* (Para C-13407) states, in part, "In computing naval service for transfer to the Fleet Reserve, complete enlistments during minority count as four years . . ."

I know a minority enlistment is covered by the above paragraph, but I wonder if a man in my category also comes under it. I enlisted in the Navy in 1949 on a straight three-year enlistment. I completed this enlistment before I reached the age 21, much the same as a man does on a minority enlistment.

Do my three years count as four under this ruling? — A.J.H., YN1, USN.

• *The law says specifically that "A completed minority enlistment is counted as four years of active service . . ." when computing constructive service for transfer to the Fleet Reserve. Your age at the beginning or ending of your enlistment is immaterial. You were*

National Parks

SIR: Several years ago active duty military personnel were allowed free admission to National Parks and monuments just by showing their ID cards. I am now stationed in an area of many National Parks and I plan to visit as many of them as possible during this tour of duty.

Will I be admitted free to these parks or must I pay the regular fee? — LT. R.C.C., USN.

• *The Department of Interior tells us that individual servicemen are not entitled to free admission to our National Parks and monuments. Organized groups of active duty personnel under the sponsorship of the service, USO, Red Cross, or some similar type of organization, will, however, be admitted free on an advance request.*

This present policy became effective on 1 Jan 1956. — Ed.

on a three-year enlistment and it counts as three years. A minority enlistment is unique, and the law can only be interpreted to apply to this enlistment and none other. — Ed.

Twilight Cruise is for 30 . . . not 20

SIR: I recently requested that the PN of my base submit to the Bureau for me a request that I be granted duty anywhere in the 13th Naval District for my last two years of active duty before I retire with 20 years of service. A few days later he informed me that there was no way for him to submit this request. Would you please tell me why? — F.J.N., BM1, USN.

• *Your request could have been submitted via your chain of command, but no doubt would have been disapproved in view of the policy outlined in Chapter 19 of the "Enlisted Transfer Manual." This covers the procedure under which men applying for retirement after 30 years of service may request assignment to a geographical area of their choice for their last two years of active duty. If you're getting out on 20, you would not be eligible.* — Ed.

Battle Cruisers?

SIR: Some friends and I have been arguing about whether or not the U. S. Navy had any battle cruisers during World War II.

I believe I saw two such ships in the Canal Zone in 1944 but my friends say there were none at this time.

To settle the argument, could you answer these questions for me?

Did we have any ships that were actually called battle cruisers during World War II?

If so, how many were there?

Were there any that were not completed? — M.S.W., Herron, S. Dak.

• *There were no American ships officially designated as battle cruisers during World War II. Heavy cruisers (CAs), large cruisers (CBs) and light cruisers (CLs) constituted our cruiser force.*

The large cruisers (CBs) were the biggest of the three and, because of their size and armament, were sometimes unofficially referred to as battle cruisers. Six of them were authorized—USS Alaska (CB 1), Guam (CB 2), Hawaii (CB 3), Philippines (CB 4), Puerto Rico (CB 5) and Samoa (CB 6).

Only two of the CBs authorized were actually completed—Alaska and Guam. They both had an over-all length of 808 feet and six inches with a standard displacement of 27,500 tons. Their designed speed was 33 knots, and they

were armed with nine 12-inch/50 caliber rifles in their main batteries.

Six true battle cruisers were planned and begun following World War I. Four of them—USS Constellation (CC 2), Ranger (CC 4), Constitution (CC 5) and United States (CC 6)—were cancelled before completion.

Lexington (CC 1) was completed as CV 2 of the same name and Saratoga (CC 3) was completed as CV 3 of that name.—Ed.

Instructor Duty

SIR: I have done special work in setting up communications programs at past duty stations and have set up a program at my present duty station. In recognition of this, officers concerned were willing to approve a special request chit since they wanted me to have a crack at instructor duty.

However, we discovered the *Enlisted Transfer Manual* specifies that a man must be on Seavey in order to get this kind of duty.

I am not on Seavey. Is there anyway I can legally become an instructor in spite of this fact?—L. J. G., RM1, USN.

• *Sorry—you definitely have to be on Seavey to get duty as an instructor. This subject is covered in NavPers 15909A ("Enlisted Transfer Manual"), Article 5.22.—Ed.*

Flying with NORAD

SIR: The officers and men of All Weather Fighter Squadron Three (VFAW-3) noted with interest the June issue of ALL HANDS Magazine which featured "Fifty Years of Naval Aviation."

Since the issue was pretty well devoted to the more spectacular events which are taking place during Naval Aviation's golden anniversary year, we would like to call your attention to our fighter squadron and the job it is doing for the Navy and the U.S.



TENDER DUTY—The destroyer tender USS Sierra (AD 18) slices waves in Atlantic during the ship's annual ISE cruise off Virginia Capes.

All Weather Fighter Squadron Three is based at NAS North Island, San Diego. It is the only Navy fighter squadron under full time operational control of the North American Air Defense Command (NORAD).

We are a unit of the Los Angeles Air Defense Sector of the 28th NORAD Region with the mission of air defense of the southwestern sector of the United States.

The Western Air Defense Force "A" for Achievement awards for 1959 and 1960 and the Air Defense Command "A" Award for 1961 were all won by VFAW-3.

The squadron came home with the honors in the All Weather Competition in the most recent All Navy Weapons Meet, Operation "Top Gun" and the Chief of Naval Operations presented VFAW-3 with the Aviation Safety Award.

Its score of 95.5 per cent, Outstand-

ing, in the Administrative/Material Inspection held last month rounded out a bit of work.

The squadron is equipped with the F4D-1 Skyray which carries a formidable arsenal of air-to-air weapons.—William G. Friel, Jr., LT, USNR.

• *We are certain you realize that it was not our intention to slight VFAW-3 or any of the Navy's many outstanding aviation outfits.*

The issue was designed to give, in the space available, a story of the evolution of Naval Aviation and some of the outstanding events so far this year.

We will admit, of course, that VFAW-3 has made an impressive record.—Ed.

Chance of Advancement to YNC

SIR: What is the outlook for CPO advancements in the Yeoman rating in February 1962?

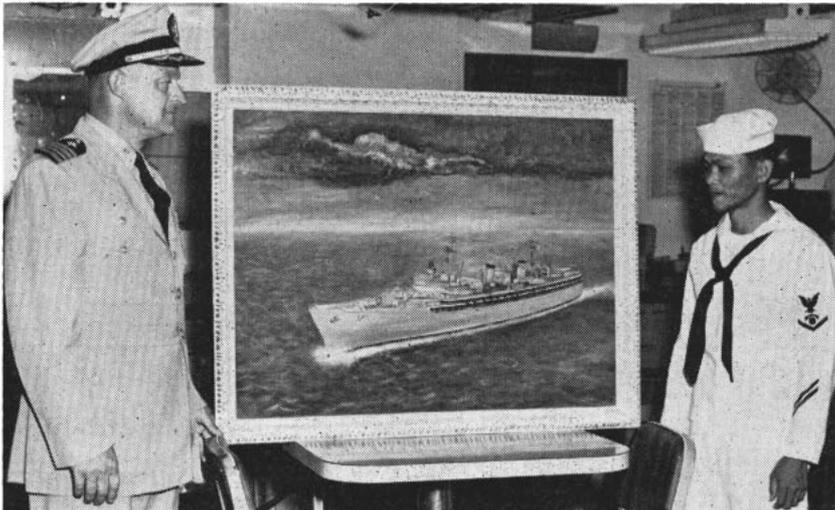
I have taken the examination five years in succession and passed each time. To say that I'm bitter about being "quoted" five times would be putting it mildly.—C.L.C., Jr., YN1, USN.

• *The Yeoman rating continues to be one of the Navy's crowded ratings. Higher than average reenlistment rates and reduced requirements for pay grade E-7, as the E-8/E-9 pay grades continue phasing in, have limited advancements to E-7 for the Yeoman rating.*

This trend is expected to continue for at least the next two years after which the chances of making chief will probably improve.

Advancement opportunity, as a result of the expected participation in the February 1962 CPO examination will fall between 15 per cent and 40 per cent of those who pass the examination.

These percentages are based on a level strength concept with requirements for pay grade E-7 Yeoman personnel remaining stable. Good luck.—Ed.



WORK OF ART—Florentino S. Sacapano, IC3, USN, and his CO pose with oil painting Sacapano made of his ship, USS Nereus (AS 17).



BUNDLED UP—J. W. Ruff, BM3, USN, of USS *Vance* (DER 387), shows off foul weather gear he'll wear during his stay in cold Antarctica.

Rig Time in Jig Time

SIR: Three ships of our Royal Australian Navy recently set records for underway line transfers and refueling rig time. I would like to know if our times can be compared to or beaten by any ship of the U. S. Navy.

While steaming across the South China Sea from Singapore to Manila, our ASW frigate HMAS *Queenborough* (FO 2) sped alongside the carrier HMAS *Melbourne* (R 21) and completed a highline transfer in 3 minutes, 49 seconds.

She then went on to create a fueling record at sea by making a hose connection with *Melbourne* in 4 minutes 5 seconds. Later that same day, HMAS *Voyager* (DO 4) broke *Queenborough's* highline record by making a packstay transfer in 3 minutes 46 seconds. All these ships are part of the SEATO Far East Strategic Reserve.

Can the U. S. Navy query this claim? —CFN Dale W. Hayes, RAA.

• Our Sixth Fleet carrier Franklin D. Roosevelt claims she rigged for fueling in three minutes flat (see below). As for highline transfer time, ALL HANDS researchers couldn't come up with a better one by the USN. We won't concede, however, until we hear from the Fleet.

Smart seamanship is SOP for the RAN, so we're not surprised at the figures you give. What does surprise us: What's an Army type like you doing with these sea records? We note you even get the hull numbers. — Ed.

Rigging — for the Record

SIR: Your June issue, in which you

report a two-minute, 20-second fuel rigging time for uss *Massey* (DD 778), no doubt went to press before you received word of our new underway refueling mark aboard uss *Turner* (DDR 834). To set the record straight, we'd like to report our times and see if anyone can top them.

As we see it, we broke all known rig records with a one-minute, 45-second over-all time on both fueling stations. We have heard of faster rig times on individual stations, but we believe that this is the fastest two-station time to date.

Our "Turner Tigers" rigged for fuel with uss *Aucilla* (AO 56) in one minute, 45 seconds forward, and one minute, 30 seconds aft. Our over-all time, measured from messenger in hand to receiving fuel, was 105 seconds.

Time of fueling can be divided into four phases: (1) The approach to the tanker, (2) the rigging, (3) the actual transfer of fuel, and (4) the unrigging.

Speed in rigging both stations is not

Ship's Clerk Billet

SIR: Can you tell me whether or not there will be a billet for a Ship's Clerk (7820 designator) in the new nuclear-powered guided missile frigates of the Bainbridge DLG(N) 25, type? — N.B.B., CWO3, USN.

• No, there are no Ship's Clerk billets in the new guided missile frigates.

The DLG/DLGN officer structure is basically similar to that found in destroyers. — Ed.

just a trick or gimmick of inter-ship competition. It's a vital part of the over-all time a destroyer spends alongside a tanker. While alongside, the two ships are married by wire ropes, their maneuverability is reduced almost to zero, and for this reason they are particularly vulnerable to attack during the operation. The goal, obviously, is to hook up, fuel, and then get away as quickly as possible.

We would also like to point out that in the peacetime Navy, safety of men and ships is never consciously sacrificed for speed. For this reason, a breakneck approach or too fast an unrigging is never practiced. (Emergency breakaways, however, can be accomplished in seconds with an axe.)

Transfer rates are limited by the size of fuel hose and the physical setup of the receiving ship. Thus the phase remaining for contests of speed is the rigging phase; in this destroyer competition is keen. Rig times have come to be regarded as a measure of deck seamanship.

Our riggers doubt that their new record will be broken easily, but they're still shooting for one minute flat. In the meantime, for lack of news of a better time, we claim our 1:45 with *Aucilla* as an all-time high for all classes of oilers. — G. E. Lockee, CDR, USN.

• *Whew. You speedy riggers are chalking up records faster than we can straighten them out. However, it appears that Turner is the champ, for awhile anyway. Here's how they stack up as we go to press:*

• HMAS *Queenborough* rigged with HMAS *Melbourne* in four minutes, five seconds (above)

• uss Franklin D. Roosevelt (CVA 42) and uss *Salamonie* (AO26) rigged in three minutes flat (above).

• uss *Massey* (DD 778) rigged with uss *Seyern* (AO 61) in two minutes, 20 seconds (ALL HANDS, June 1961).

• *Turner and Aucilla* — 1 minute, 30 seconds.

Incidentally, we thank CDR Lockee for his interesting analysis of fueling tasks and doctrine. — Ed.

Steno Requirement for YNS

SIR: Stenographic requirements became effective for yeoman in the August Navy-wide examinations. This requirement covered all yeomen since earlier examinations do not meet the new requirements.

I completed YN "B" School in January 1959 and, since then, I have had very little occasion to use my stenographic skill except to take messages over the phone which could just as well have been taken in longhand.

This makes me (and others to whom I have talked) wonder why the Bureau doesn't assign its stenographic yeomen to jobs in which stenography is required and why there isn't a job code

for stenographers instead of requiring all yeomen to have stenographic skills which they seldom use.

It seems to me the way things are set up now that those who are now holding stenographic billets and personnel who recently graduated from a Class "B" School may be the ones who skin under the examination wire but will be unusable in billets where application of the skill is on an everyday basis.

This would seem to make available a limited field of "qualified personnel" to choose from for advancement to pay grades E-6 or E-7 with a resulting loss in morale. — L.F.M., YN2, USN.

• BuPers decided to reinstate stenographic requirements as a part of the yeoman rating on the basis of the findings of the Permanent Board of Review of the Enlisted Rating Structure.

We might add that there was also a considerable volume of mail received expressing reasons why the requirements should be reinstated.

Here are a few of the facts that influenced the board's opinion. You will note that the emphasis in some of those given here is toward greater skill for more demanding jobs.

There is an adequate requirement for stenographic proficiency, in normal rotation, to justify making shorthand a requirement for all YN1s and YNCs.

Since the removal of postal and personnel duties from the yeoman rating, it has been considerably restricted in scope.

Reinsertion of the requirement would stimulate a voluntary input of Class "B" School graduates to the Class C Stenography course for those who have shown greater capability and further interest in stenography.

The 60-80 words per minute requirement represents the minimum shorthand speeds which yeomen should attain.

There are, at the present time, insufficient personnel available to fill all the requirements for billets demanding more advanced stenographic skills. Reinsertion of the requirement will provide the source for such personnel and flexibility in assigning them to the more important secretarial billets. — ED.

'Seavey' Failure Explained

SIR: An enlisted man recently reported on board with an entry in his service record which indicated that he was a "Seavey failure."

After searching NavPers 15909 (*Enlisted Transfer Manual*), I could find nothing concerning Seavey failure.

Would you explain what this term means? — R.C.M., YN3, USN.

• Seavey failure is a term used to describe anyone who was at one time on Seavey and later removed for a reason other than receiving Seavey orders.

Some reasons for Seavey failure are



ON DEFENSE—Two F-4D Skyraiders of VFAW-3, a squadron assigned to the North American Air Defense Command, skim California skies.

insufficient obligated service, inter-Fleet transfer, incorrect sea duty commencement date, transfer to a medical activity for treatment, machine error or improper diary entries. — ED.

STAR Advancement

SIR: I reenlisted in December 1960 as a seaman under the STAR Program. On 16 May 1961, I was advanced to E-4.

I had applied for admission to Class "A" YN School but my application was cancelled because of my advancement to E-4 in May. I have now received a 1-A card making me available for Class "B" School later this year.

After reading BuPers Inst. 1133.13, I am unable to find any mention of automatic advancement to E-5 upon graduation from Class "B" School.

Can you clarify my status for me? — S.B., SN, USN.

• Sure we can. Your answer is in Para. 5e of BuPers Inst. 1133.13 (STAR) which states, among other things, that commanding officers of Class "B" Schools are authorized, upon graduation, to advance career designated men to grade E-5 if they have completed a year of service in pay grade E-4 and if they are recommended for advancement by their commanding officers.

For those who have less than a year in grade a notation in their service record provides for advancement after completing one year in pay grade E-4. — ED.

Erin Go Brath

SIR: I have been informed that my wife and children are eligible to take one trip a year to a foreign country via MSTs space available, even while I am on active duty.

My deep concern about this matter is based on the fact my wife is an Irish citizen and wishes to visit Ireland with our children. Was I misinformed? — W.A.R., YN1, USN.

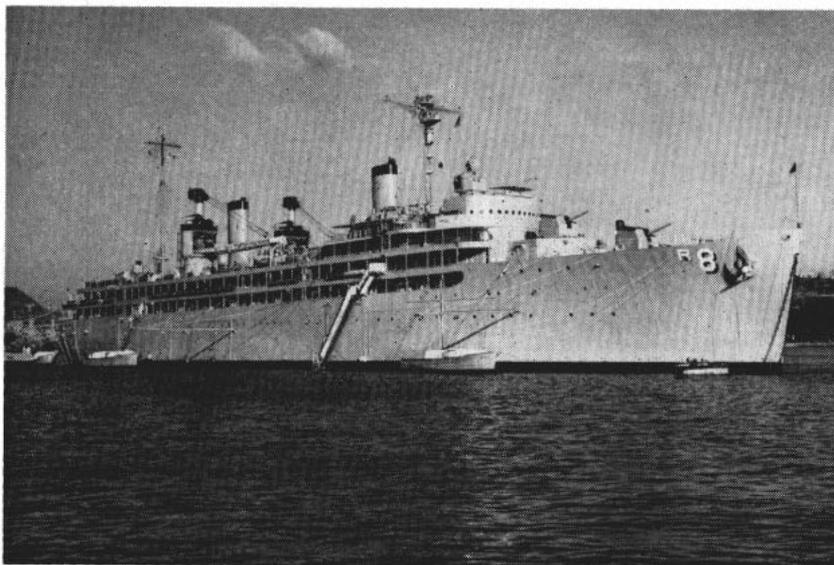
• Possibly. Did your source of information point out that your family could not make such a trip alone? If he said you would have to accompany them in a leave status, you received the straight dope. Is your permanent duty station in the continental limits of the U.S.? If so, you are eligible as outlined in OpNav Inst. 4650.4.

But, before you start packing, note that MSTs does not operate to Ireland. The nearest port would be Southampton, England. Also, there is but one sailing monthly which calls at Southampton and space is not always available. — ED.

Almost Impossible

SIR: While competing in a bowling tournament sponsored by the Naval Station at Long Beach last summer I successfully converted a 7-10 split. I recall reading in ALL HANDS some time ago that trophies are sometimes awarded to Navymen who attain certain specified goals in their particular sport. Do I qualify? — N.E.J., YN1, USN.

• Sorry. The only bowling trophies awarded by the Chief of Naval Personnel are for perfect games (300) or a 700 series (three-game total). (For the information of non-bowlers, the 7-10 split is considered an "impossible" setup to convert. To do so successfully usually means hitting one pin, which, if you're lucky, may occasionally bounce back to carry the other.) See page 55. — ED.



FULL CREW—Repair ship USS Jason (AR 8) boasts this year's Ney Award for the best general mess in the Pacific's Fleet's Service Force.

Bats and Pelicans

SIR: The March 1961 issue of ALL HANDS contained an excellent article on the Missile Test Center at Pt. Mugu, Calif. After reading that article, I seem to recall that the Bureau of Ordnance Special Unit at South Charleston, W. Va., assembled automatic-homing radar control units for Bat during World War II. It was the first automatic-homing radar missile.

This same West Virginia unit also assembled, I believe, the earlier Pelican control units and reclaimed several million dollars worth of excess electronic components and assemblies returned from Fleet and base activities.

Some 95 per cent of the unit's staff was made up of Naval Reservists. They did a top notch job in meeting delivery deadlines.—Capt R.W.A., USNR.

• *Your memory serves you well, Captain. The guidance mechanisms for both Bat and Pelican were assembled, checked and packed for overseas shipment by the Bureau of Ordnance Special Unit, Naval Ordnance Plant, South Charleston, W.Va., The components were manufactured by civilian companies.*

For those who don't remember these missiles, here's some background that was furnished us by the Bureau of Weapons.

Both Bat and Pelican were radar homing missiles developed by the Bureau of Ordnance during World War II. Three patrol squadrons were equipped with Bat, and it was used in an attack on the harbor of Balikpapan, Borneo, in April 1945 and in attacks on Japanese ships off Okinawa later the same year.

Bat and Pelican airframes were small gliders mounted on carrier-based aircraft or patrol planes. Their guidance systems differed in that Pelican was a beam rider and Bat used a self-con-

tained guidance system.

In 1943 and early 1944, plans called for the airframes and guidance mechanism for Pelican to be provided by civilian companies and the guidance mechanism to be assembled and readied for shipment by the BuOrd Unit at South Charleston. When the Pelican program was terminated, similar arrangements were made for Bat production.

It would be rather interesting to hear from someone who has used either Bat or Pelican—Ed.

The Good Conduct Medal

SIR: My question involves the procedure for requesting the Good Conduct Medal and awards subsequent thereto.

If my memory serves me correctly, before the revision of eligibility requirements for the GCM, it was necessary to submit an individual letter to the Chief of Naval Personnel for the initial award, listing the marks assigned for the period involved.

Eligibility would then be determined and the medal would be sent to the command for presentation to the individual. However, for second and subsequent awards, where the command was able to determine from the current service record that the individual was eligible, the commanding officer could make an entry on the Administrative Remarks page authorizing the award.

After browsing through the Awards Manual recently, I could find nothing specific on the procedure for requesting a GCM or subsequent awards. I have also searched for a directive on this subject to no avail.

What is the proper procedure for requesting the Good Conduct Medal? Is the commanding officer authorized

to determine eligibility for subsequent awards once the initial award has been issued, or is it necessary to request substantiation from the Bureau in each instance?—C. L. C., Jr., YN1, USN.

• *Determination of eligibility for the Good Conduct Medal and subsequent awards was made by the Chief of Naval Personnel before the 1953 revision of NavPers 15790. This revision allowed commanding officers to make determination of first or subsequent awards where service record information was available.*

However, because the medal was stocked only in the Bureau of Naval Personnel, all requests for the medal issuance were submitted to the Chief of Naval Personnel.

The current regulations (Change 5 to NavPers 15790) make no reference to the method of procurement. However, commanding officers may authorize the wearing of the ribbon and/or stars when determination of eligibility can definitely be made from the service record held by the command.

This determination can generally be made for a first enlistment award since a first enlistee has no previous closed-out record which has been forwarded to the Chief of Naval Personnel.

On a second or subsequent enlistment, however, especially under the current three-year requirement, the previous service record has been closed out and forwarded to the Bureau. Thus, if part of the prior enlistment is to be included in the second or subsequent award, the commanding officer has no access to entries or marks.

In such instances, a request must necessarily be made to the Chief of Naval Personnel for adjudication of the total period and determination of eligibility.

Inasmuch as application must be made to the Chief of Naval Personnel for issuance of the medal and, since service records containing complete eligibility periods are not available to commands, the provision for commanding officers to make such determinations was deleted from NavPers 15790.

However, as previously stated, this deletion does not preclude commanding officers' authorizing the wearing of the ribbon and/or stars when service record information is available.—Ed.

Rates and Precedence—Again

SIR: Of the two chiefs listed below, I would like to know which is the senior man for military matters on this station.

One man is a QMCA with 10 years' service and three months in rate, and the other, a BTC, has 17 years' service and three years in rate.—W.A.L., BMCS, USN.

• *The quartermaster is senior, regardless of time in rate or time in service.*

This question seems to come up almost every time we get a new batch

of CPOs. It is, however, clearly spelled out in the "BuPers Manual." The book even goes so far as to give specific lists for each pay grade, showing exactly how the different rates stack up in regard to precedence.

In the "BuPers Manual," Article C-2103(5), the quartermaster rating is number two on the precedence list, while boilerman is about 30th. This means that any QMC takes precedence over any BTC for military matters, regardless of time in rating.

Since QMC is second only to boatswain's mate on the precedence list, the QMC is senior to all E-7s (and naturally all those men in lesser pay grades) except the BMC, and at the same time, since BTC is about number 30 on the list, all those chiefs listed above him take precedence, and are therefore senior, for military matters.

Of course, your commanding officer can disregard this precedence list completely and designate the man he wishes as senior chief. He couldn't make a PO1 senior to a chief, but he could make the BTC senior chief over the QMC.

The "BuPers Manual" says: "Unless otherwise directed by competent authority, enlisted personnel shall take precedence for military matters in accordance with the rules prescribed in this paragraph. In such matters the individual taking precedence shall be considered to be the senior member."

About the only difficulty that should come up on this section of the manual is exactly what is a military matter and what is not. But even this is covered generally. It seems almost anything from a watch list to the presidency of the Chief's Mess can be considered military. Non-military matters concern only those things "which involve privileges or honorary functions, in which no responsibility to exercise authority over others is involved." In matters

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, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four months in advance.

● *Pearl Harbor Survivors* — A reunion is scheduled for 7 December at Disneyland Hotel, Anaheim, Calif. For further details, write to Mark Ferris, 7551 Trask Ave., Playa Del Rey, Calif.

● *VP-11* — A 20th anniversary reunion for members of VP-11, who were based at NAS Kaneohe, Hawaii, in December 1941, is being planned. For additional information, write to Charles F. Willis, Jr., 2320 Sixth Ave., Seattle, Wash.

outside this area you should go strictly by the precedence list — unless your commanding officer has other ideas. — Ed.

Converting to Another Rating

SIR: I have a question that concerns Waves in the TE/RM rating.

In my own case, and for background, my rating is now TE/RM2. In 1955 I graduated from TE "A" School. I was advanced to TE2 in 1957. In connection with the gradual elimination of the TE rating, I was identified as TE/RM.

Since that time, I have experienced a great deal of difficulty in attaining any kind of proficiency in radio code — enough to preclude probable eventual conversion to the RM rating. Even if I were eventually able to change to RM, I would probably find it very rough attempting to advance in that rating.

I have a strong desire to change to

the rating of PC. I have completed the training course, *Navy Mail*, Volumes I and II — satisfactorily. Present indications are, however, that Waves will not be permitted to enter that rating.

Specifically, my questions are: Is any consideration being given to allowing Waves to enter the PC rating? If the answer to that question is negative, what is the deadline for my conversion to some other rating? — L.J., TE/RM2, USN.

● *Waves will definitely not be permitted to enter the PC rating, since the great majority of PC billets are in ships.*

Complete information on final disestablishment of the TE rating is contained in BuPers Inst. 1440.20A, which should be available at your personnel office. — Ed.

First Ship to Test Asroc

SIR: In your May 1961 issue you referred to the guided missile frigate *uss Mahan* (DLG 11) as the first ship to test the Asroc system in Pacific waters. However, I seem to recall the frigate *uss Norfolk* (DL 1) testing the Asroc system in the Pacific about two years ago — in the summer of 1959, to be exact. Right or wrong? — J. W., SN, USN.

● *Right — and wrong.*

*While it is true that in the summer of 1959 *uss Norfolk* carried a prototype system on board for the purpose of conducting a technical evaluation of the Asroc system, it is also true that *uss Mahan* was the first ship in the Pacific to test out what is differentiated as a production ASROC system.*

Thus, Norfolk's tests were more in the nature of preliminary testings prior to full acceptance of the system, while Mahan's were those of evaluation after acceptance and incorporation into the Fleet's defense system. — Ed.

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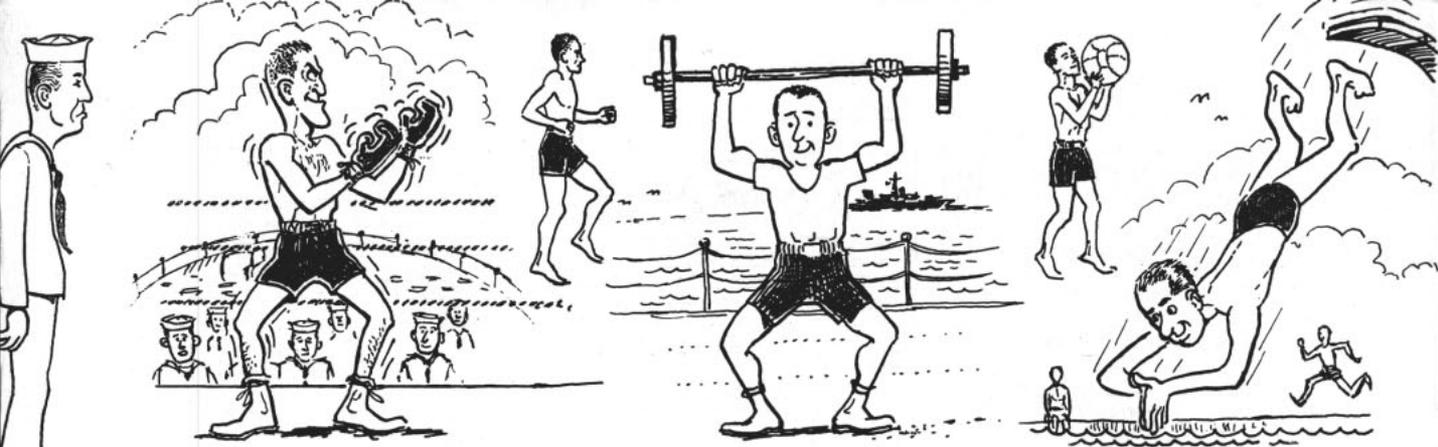
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Here's How To Look Trim,

NAVYMEN ARE, by definition, fighting men. Fighting men should have a reasonable amount of strength and endurance. Both of these commodities are hard to maintain in our highly mechanized civilization.

There was a time when fighting men lived a life designed to condition their bodies solely for the purpose of making war.

Our concepts have changed since then. War has become something to be avoided, if possible, and the fighting man is now expected to concentrate a good part of the time exercising his brain power.

Although a Navyman no longer has to keep the muscles bulging in his sword arm, he does have to keep fit.

There are two roads to this goal, and they should be traveled simultaneously.

To be fit, you must exercise and watch your food intake.

The best, and most satisfying way to get exercise is in the course of your work or in recreation. Nowadays, not many people have to chop wood or move

heavy weights around during the average working day and a Navyman can't always take a brisk walk, a good swim or play 18 holes of golf.

Facilities for recreational exercise are often expensive, hard to get at or just not available to everybody every day. Aboard ship, however, any man who wishes to do so can take a brisk turn on deck or find sufficient space to do a few exercises. All you need is your own weight and sufficient room for you to lie, stand, squat and to stretch your arms and legs.

THERE IS A DIFFERENCE between muscular activity and exercise. Your usual daily activities move muscles but don't exercise them.

In order to have bounce, to feel alive, it isn't necessary to be muscle bound or move mountains. All you need is muscle tone.

Muscle tone is like musical tone — a sense of physical harmony in which every muscle is at the right pitch. There isn't any magic required to do this — all you need is about 20 minutes daily.

The medical officer is the man to see for exercises that are tailored to take care of your particular needs but here are a few routines that will take care of the rank and file.

- *The washerwoman* — Stand with your hands stretched above your head. Bend and touch your toes. Bend your back — not your knees. This is good for your leg and back muscles.

- *The archer* — Lie on your belly with your hands clasped behind your neck. Raise your head and chest. This is a general tune-up for back muscles.

- *Abdominal arch* — Like the archer except that you raise your legs one at a time as you raise your head and chest.

- *The leg lifter* — Lie on your back. Keep your legs stiff and raise them one at a time. This strengthens thighs and tones the abdomen.

- *Bend and squat* — Stand. Bend and touch your toes. Stand. Squat. This strengthens hip muscles.

- *Push-ups* — You know how to do them. Be sure you keep your body straight.

- *Sit-ups*. Hook your toes under something. Keep your abdomen rigid as you pull to a sitting position with your hands clasped behind your head. Great for the abdominal and leg muscles.

- *The punter* — Stand with your arms extended rigidly above and behind your head. Bring them down in front of you to chest level at the same time raising

Conditioning Program

ALL MILITARY DEPARTMENTS have been ordered by the Secretary of Defense to set up physical conditioning programs.

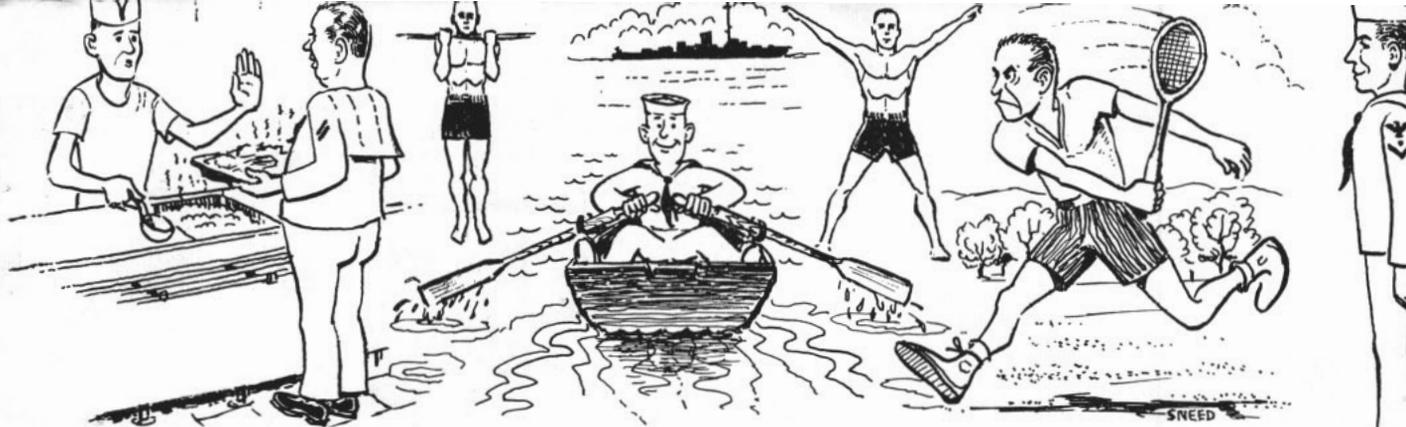
The exercises are divided into four groups each of which is designed to test a specific aspect of your physical fitness. Failure to pass any one group flunks you out of the whole test.

The only Navyman exempted from the order are those who cannot participate for medical reasons. Navyman over 40 are actually not required to participate either — except on a voluntary basis. They will be encouraged to volunteer.

Those who can't pass the minimum standards will be required to take part in vigorous exercise and developmental activities.

Details may be found in BuPers Inst. 6100.2, and in the information on these pages.

Beefy sailors also come under a cold, steely gaze. In SecNav Inst. 6100.1, there is a terse announcement that all naval personnel are expected to meet the weight standards set forth in the *Manual of the Medical Department*, Chapter 15, Article 8, Paragraph (1). (See box.)



Feel Trim and Stay Trim

each leg as though you were punting an imaginary football held in your hands. This strengthens hip muscles.

PATIENTS OF THE Physical Therapy Section at the National Naval Medical Center, Bethesda, Md., are examples of what exercise can do to build bodies from relative uselessness to normal activity.

Many Navymen who find themselves referred to the Section have recently been put together again after an accident or are recovering from operations.

In either case, they are unable to use parts of their bodies which have been damaged for one reason or another.

For the patient who cannot exercise of his own volition, the unit has electronic equipment which, when applied to the patient, will involuntarily flex the patient's muscles thus giving him exercise although the patient himself is incapable of movement.

When the patient has progressed to the point at which he has control over his muscles, the therapists provide him with weights and exercises designed to strengthen weakened muscles.

Physical therapists have to combat the same problem any man who embarks on a do-it-yourself fitness program will encounter. Therapy patients must go to the Naval Hospital for their treatment even though their therapy may consist of exercises which could as well be done at home.

There is a sound reason for this. Even though exercising may sometimes mean the difference between walking and not walking, patients have a tendency to goof off. If they do the exercises, they may do them in such a way that stronger muscles will do the work intended to rebuild weak muscles or they may let momentum and not muscle move the weights. At the hospital, they are placed in front of mirrors in which they can check themselves and therapists are on hand to correct any cheating — willful or otherwise.

Physical therapists have to cope with discouragement. It sometimes takes a long time to rebuild a broken body through exercise.

You won't have that difficulty. You will be able to feel the difference a little exercise makes almost immediately and will be able to see the difference in a matter of a few weeks.

Physical therapists also treat Navymen who have become the victims of a sedentary life. LSD (large steel desk) skippers who get no exercise other than propelling themselves from one ride to another often

lack the muscle tone to hold themselves in a good posture. The result: they suffer from a myriad of complaints which range from backaches to low vital capacity.

GOOD POSTURE is often a matter of muscle tone and a realization that your posture is bad. It is a good idea to back up against a bulkhead now and then to check whether or not your heels, buttocks, shoulders and head touch it while standing naturally. If they don't, make them.

If you are overweight, one of the best exercises you can take to reduce the excess poundage is pushing yourself away from the table.

Food is energy. Exercise can prevent you from getting fat because it will burn up the fuel you feed your body. If you are fat before you start exercising, reducing your food intake is the only way to get rid of the extra blubber.

You may point to the hot day you played a couple of sets of tennis and lost five pounds. You bet you did lose five pounds, but how long did they stay lost? What you got rid of on the tennis court was water and not fat.

In order to lose one pound of body fat by exercise, you would have to walk sixty-six and one half miles (at the rate of one mile each 17 and one-half minutes); stand for 160 hours; shovel 114,739 pounds of sand; run 43.2 miles (at the rate of one mile each six minutes); climb 48 times to the top of the Washington Monument or do 5714 push-ups from the floor.

You don't have to consider yourself a martyr to reduce your weight by dieting. Dieting doesn't mean food frustration but it does mean calorie restriction.

You can eat anything you want provided your daily caloric intake in balanced meals equals your daily energy output.

Again, a word of warning. In diet, as in exercise, your medical officer is the man to give you specific advice. He can give you calorie charts and tell you what your intake should be for the type of work you do.

Your naval duties require you to be in top flight condition. Look around you. Do you see many of your friends indulging themselves in too much food and too little exercise?

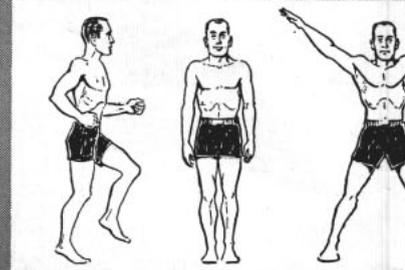
A proper diet and a few daily toning-up exercises will make your friends look better and feel better — and you, too.

— Robert Neil

SIT UPS



STATIONARY RUN



A Navy Primer on

UNCLE SAM'S NAVY expects all Navymen to be physically fit.

To measure the degree of physical fitness of each individual, tests will be given to Navymen who have been on active duty for 90 days and who have not reached their fortieth birthday. The tests will measure arm, shoulder, abdominal and trunk strength, explosive power of the legs and endurance.

In order to do this, Navymen will be required to do a minimum number of push ups or pull ups, sit ups, jumps and a certain amount of running, all to be performed in a certain way.

There will be four tests, and they all have to be completed during one session which can last up to one hour. Rest periods are allowable between events.

Now, here's what you have to do, and how you do it:

To test your arm and shoulder strength you may do either push ups or pull ups.

Push ups

Lie on your belly with your hands under your shoulders and your palms flat on the floor. Straighten your arms to lift your body until your arms are fully extended and only your palms and toes touch the floor. Keep your back and legs straight.

Lower your body until your chest touches the floor. This is one full count.

Be careful to do this according to the rules. If you do a push up incorrectly, it won't count. You have to do at least 15 push ups to be a winner.

Pull ups

Grip a bar with palms inward or outward but with both palms facing the same direction. Your feet must not touch ground. First, hang at full-arm extension.

Lift your body until your chin can touch the bar. Then lower your body to a full arm's-length before starting to pull up again. This is one count. *Be sure you pull up. Don't swing up.*

As with the push ups, if you don't do it right, it doesn't count. A minimum of three will get you over the line.

In order to test your abdominal and trunk strength, there is only one exercise — the sit up.

Sit ups

Lie flat on your back with your hands clasped behind your head.

Sit up to a vertical position or beyond. Keep both feet on the floor. If you can't do this by yourself, somebody can hold your feet to keep your legs straight.

Return to a lying position touching both elbows to the floor.

We repeat, follow the rules; incomplete performances are not counted. The least you can get by with here is 25.

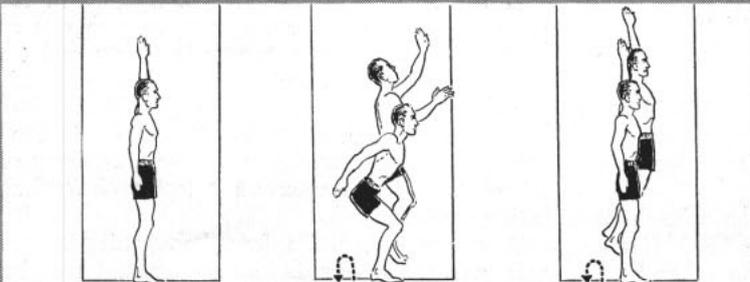
You have two choices of tests for measuring the explosive power of your legs. They are the jump-reach or the standing broad jump.

Jump and Reach

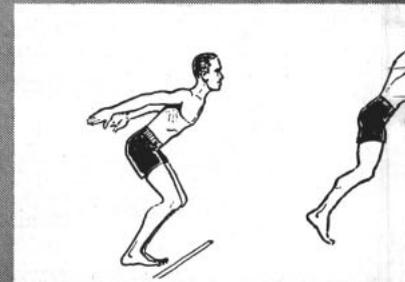
Stand with both heels on the floor with your side to the wall. Reach as high above your head as you can and have that point marked on the wall.

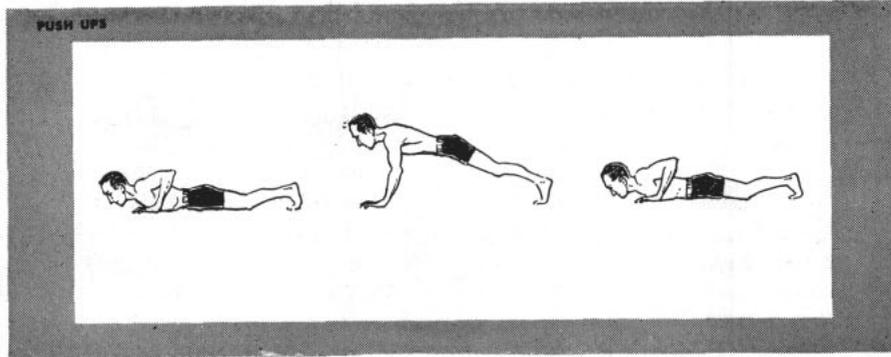
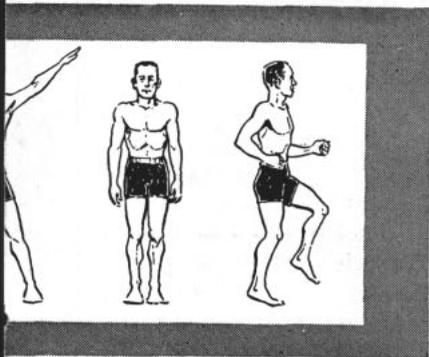
Without taking any steps from where your reach was marked, jump as high as you can and touch the wall again. The height of your jump will be measured between the first mark and the mark you made when you jumped. Your top mark must be at least 11 inches above the bottom mark.

JUMP AND REACH



STANDING BROAD JUMP





Physical Fitness

Standing Broad Jump

Toe a line and jump with both feet. Your jump will be measured from the jump line to the nearest point of touching on the floor after the jump. If one foot lands ahead of the other, that means the heel of the foot nearest the jump line will determine the measurement. If you fall, the point nearest the jump line at which any part of your body touches the floor will determine the distance of your jump. The minimum jump is six feet four inches.

Your endurance will be measured by a 300-yard shuttle run or a stationary run.

Stationary Run

When the timer gives the signal, begin to run in place by bringing the knees up in front of you with the foot coming about four inches off the floor with each step.

Each time your right foot hits the floor, you have completed a count. After each 100 counts, do 10 astride jumps and resume your stationary run.

To do an astride jump, begin with your feet together and your arms at your side. Jump to an astride position with your feet apart to each side swinging your arms to the side and over your head. Return to your starting position with each jump.

Your score is determined by the number of full counts executed in three minutes. Astride jumps aren't counted.

In this test, only persistently bad performance will make the test invalid so keep bringing the knees up. You can also stop during the three-minute period with no more penalty than the loss of time involved. When you resume your run, the count will begin where you

left off. Your right foot has to touch the ground at least 176 times in three minutes.

300-Yard Shuttle Run

You must run between two lines 60 yards apart five times. You will, of course, finish on the line opposite the one from which you started.

You must cross the line with both feet when you are running in order to qualify for that particular section of the relay. The shuttle run ends in at least 66 seconds, or else.

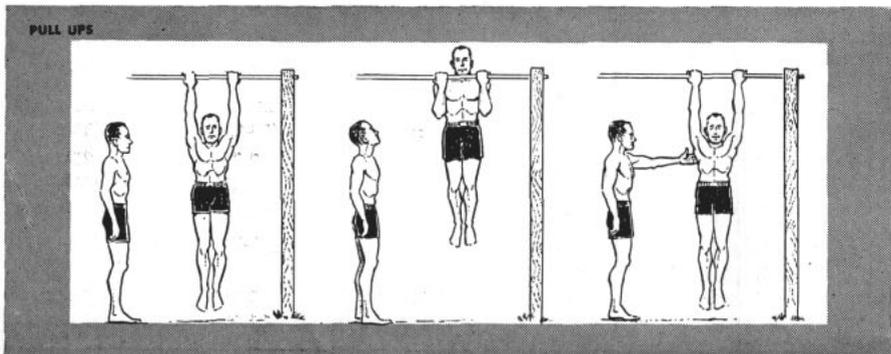
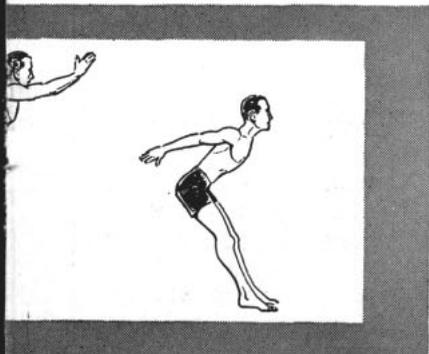
The choice of tests is up to you except in the endurance section where running in place will be substituted for the shuttle run, at the discretion of the test administrator, if there is insufficient space for the shuttle run. This will probably be the case aboard some ships if the shuttle run cannot be scheduled while the ship is in port.

IF YOU ARE INTERESTED in what the Navy thinks of your efforts check the table on this page which gives graduated achievement standards. While you are practicing, you can rate yourself to see how you measure up.

The frequency of these tests will be decided by the command in which you are located. However they should be given at least quarterly, and everyone is subject to testing by inspecting parties at any time.

All men who rate in the unsatisfactory column will be required to participate in a physical conditioning program.

If a petty officer or an officer fails to meet the minimum requirements, the commanding officer will make a note of it in his evaluation report or his fitness report in accordance with program requirements.



GRADUATED ACHIEVEMENT STANDARDS

Event	Unsatisfactory	Satisfactory	Good	Excellent	Outstanding
Push Ups	0-14	15-24	25-31	32-39	40 or above
Pull Ups	0-2	3-7	8-11	12-17	18 or above
Sit Ups	0-24	25-33	34-50	51-70	71 or above
Jump and Reach	0-10 inches	11-16 inches	17-20 inches	21-23 inches	24 inches or above
Standing Broad Jump	0-6 ft. 3 in.	6 ft. 4 in. - 6 ft. 10 in.	6 ft. 11 in. - 7 ft. 7 in.	7 ft. 8 in. - 8 ft. 5 in.	8 ft. 6 in. or above
300-Yard Shuttle	over 66 seconds	66-58 seconds	57-52 seconds	51-47 seconds	46 seconds or under
Stationary Run (full count jumps in three minutes)	0-175	176-220	221-270	271-325	326 or over

THE WAY MOST PEOPLE would like to get their exercise is during the course of their work or recreation. Fortunately or unfortunately — depending on the way you feel about it, there aren't many jobs that require a lot of muscle flexing these days, and not all Navy-men can indulge in sports programs which will give them exercise.

A lot of what we call recreation today really isn't much when it comes to developing strength and endurance. Three of the best forms of recreation are walking, running and swimming.

When we say walking, we don't mean taking a stroll through the park nor do we mean draping yourself over an inflated inner tube and floating in the pool when we speak of swimming. Therein lies the difference, as we said before, between muscular activity and muscular exercise.

Muscular exercise will give you bounce and make you feel alive. In order to achieve this state of well being you don't have to make yourself look like the cover boy on a body building magazine. All you need is muscle tone.

FOR NAVYMEN who can't take a swim or a walk or run around the block, because you are aboard ship or in other confining circumstances, there are exercises which you can do. All you need are your own weight and sufficient room to lie prone, stand, squat and stretch your arms.

Here are a few suggestions which will get you in shape for the Navy tests. Set your own pace and avoid strain. *Doing more at the beginning than you are physically capable of doing will result in more harm than good. Don't overexercise; don't overeat.*

Do these exercises daily and increase your activity until you reach the desired level of strength. After that, three sessions a week should be enough to maintain your strength.

The methods of doing all these exercises are the same as the methods prescribed for the Navy tests. The only exercises not included in the tests previously mentioned are the stretcher and the sustained jumping.

Stretcher

To do the stretcher, start with your feet astride and your arms up and straight with your hands clasped.

Bend and touch the floor outside your left foot. Touch between the feet and touch outside your right foot.

Come to an upright position and bend in a circle as far as possible with your hands above your head.

Sustained Jumping

The sustained jumping is simply a practice of the jump and reach test. Follow the directions given for the test but, instead of doing it only once, keep doing it each time, trying to go higher. This will not only improve your reach but it will build endurance.

PART OF KEEPING FIT is keeping your weight within reasonable bounds. If you have been an LSD (large steel desk) skipper for quite a while, chances are you have begun to show it around the middle, especially if the most exercise you have had is propelling yourself from your easy chair to your car and then back home again.

Exercise of course, will help you check your weight gain. There is one exercise particularly recommended for blubbery people — and it's worth repeating — push yourself away from the table.

Guide for Individuals in Do-It-Yourself Physical Fitness Programs

In the chart below, the first line of numbers in each group applies to Navymen under 40; the numbers in parentheses are for Navymen who are 40 or more years old.

Exercise	Performance Time	Unsatisfactory	Satisfactory	Good	Excellent	Outstanding
Stretcher	2 mins.	0-22 (0-19)	23-24 (20-22)	25-26 (23-24)	27-29 (25-26)	30 and above (27 and above)
Sit Ups	60 secs.	0-19 (0-15)	20-24 (16-20)	25-29 (21-24)	30-35 (25-29)	36 and above (30 and above)
Push Ups	60 secs.	0-14	15-16	17-19	20-24	25 and above
Sustained Jumping	60 secs.	(0-12)	(13-14)	(15-17)	(18-20)	(21 and above)
Stationary Run	6 mins.	0-350 (0-300)	351-410 (301-375)	411-525 (376-450)	526-650 (451-550)	651 and above (551 and above)

Read This Chart to Find Your Correct Weight

Did you find you needed larger blues this fall? Did you tell yourself it was only because you are a growing boy? If so, check this chart, and you may discover you're not the ideal physical specimen you thought you were.

This table is used as a guide in determining whether men are, or are not, medically acceptable

for the Navy's officer procurement programs. It should give you a pretty good idea of the sort of shape you're in.

The standard weight for each height for the age group 26-30 is the ideal for men over 30. For men under 30, "ideal weights" can be misleading because of such factors as variations in growth rate.

Weight According to Age and Height

Height (inches)	17-20		21-25			26-30			31-35		36-40		41-45		46-50		51-64		
	Mini- mum	Stand- ard	Maxi- mum	Mini- mum	Stand- ard	Maxi- mum	Mini- mum	Stand- ard	Maxi- mum										
60	105	117	146	108	120	150	110	122	153	125	157	128	160	131	164	133	166	135	169
61	107	119	149	110	122	153	112	124	155	127	159	130	163	133	166	135	169	137	171
62	109	121	151	112	124	155	113	126	158	129	161	132	165	135	169	137	171	139	174
63	111	124	155	113	126	158	115	128	160	131	164	134	168	137	171	139	174	141	176
64	113	127	159	115	128	160	118	131	164	134	168	137	171	140	175	142	178	144	180
65	115	130	163	119	132	165	121	135	169	138	173	141	176	144	180	146	183	148	185
66	117	133	166	122	136	170	125	139	174	142	178	145	181	148	185	150	188	152	190
67	121	137	171	126	140	175	129	143	179	146	183	149	186	152	190	154	193	156	195
68	125	141	176	130	144	180	132	147	184	150	188	153	191	156	195	158	198	160	200
69	129	145	181	133	148	185	136	151	189	154	193	157	196	160	200	162	203	164	205
70	133	149	186	137	152	190	139	155	194	158	198	161	201	164	205	166	208	168	210
71	137	153	191	140	156	195	143	159	199	162	203	165	206	168	210	170	213	172	215
72	141	157	196	145	161	201	148	164	205	167	209	170	213	173	216	175	219	177	221
73	145	161	201	149	166	208	152	169	211	172	215	175	219	178	223	180	225	182	228
74	149	165	206	154	171	214	157	174	218	177	221	180	225	183	229	185	231	187	234
75	153	169	211	158	176	220	161	179	224	182	228	185	231	188	235	190	238	192	240
76	157	173	216	163	181	226	166	184	230	187	234	190	238	193	241	195	244	197	246
77	161	177	221	167	186	232	170	189	236	192	240	195	244	198	248	200	250	202	253
78	165	181	226	172	191	239	175	194	242	197	246	200	250	203	254	205	256	207	259

All-Navy Softball

A talent-laden crew of NAVAIRPAC *Packers* have returned the All-Navy Softball crown to the West Coast.

For the hundreds of appreciative fans who sat in on the festivities at NAS Patuxent River's Buddy Myers Field 21-24 Sep, the 1961 All-Navy Tournament will always rate as a prime exhibition of softball at its best. For the record, it will be remembered as a year the form sheet flew out the window during a major share of the four-day action.

It was a year, for example, which saw the solid pre-tourney favorite—the Atlantic Fleet Region champion SUBLANT crew featuring a murderous array of big name sluggers—flail away fruitlessly for 21 innings for a grand total of two measly runs, and become the second team eliminated from the meet.

It saw, too, the Pacific Coast Region *Packers*, figured by many as the title favorite if SUBLANT wasn't, unceremoniously dumped into the losers' bracket in their very first game. And it presented the exciting spectacle of a youthful Cinderella

team, wearing the colors of the Potomac River Naval Command and the North Atlantic Region, making a rousing and courageous run for the roses—and very nearly coming up smelling like one.

Midnight finally tolled for the hustling PRNCers, however. Classy NAVAIRPAC—no pikers in the courage department themselves—proved equal to the task of playing four tough games within 36 hours, and topped the previously undefeated NORLANT entry twice on the tournament's final day to walk off with all of the marbles.

In the end it was four straight brilliant pitching performances by AIRPAC's two young righthanders, Joe Lynch and Jim Sperry, plus the clutch hitting of rightfielder Red Lewis, which turned PRNC's dreams of glory into pumpkins.

Through 30 pressure-packed innings in those 36 hours, 19-year-old Lynch and 21-year-old Sperry combined for two wins apiece, surrendered just one lonely run, and struck out 55 opposition batters. And in three of the four games the lefty-swinging Lewis had a large hand

directly in the production of the winning run.

The tournament, day by day:

First day

Western Pacific Region (CINCPACFLT) — 3; South Atlantic Region (NAS Charleston) — 0. WESTPAC's tall Bob Clason and SOLANT's drop-ball artist Don Weed matched goose-eggs through seven scoreless innings. Samoan outfielder Paulo Pueliu broke the game wide open by leading off the eighth with a mammoth home run over the centerfield fence. Clason finished with a fine one-hitter.

NORLANT — 2; LANTFLT — 1. Jim Dillon's strong three-hitter stopped LANTFLT's vaunted power cold. Centerfielder Billy Taggart scored the winning run in the sixth when he walked, stole second, and romped home when an attempted pick-off throw went awry.

Second day

WESTPAC — 4; PACCOAST — 1. Little Tom Ford tossed a four-hitter at the startled *Packers*, while leftfielder Dick Rothstein's long home run and Pueliu's ground-rule double paced the WESTPAC batting attack,



TWO HATS—John Lightning, USN, who is also Chief of a Canadian Indian tribe, receives his hard hat from his division officer.

as the Far Pacific boys won their second straight.

LANTFLT - 1; SOLANT - 0. A lead-off single in the seventh inning ruined Jim Cheesman's bid for a no-hitter as the big SUBLANT ace hurled his club into the victory side of the ledger, and eliminated SOLANT from further play.

Third day

PACCOAST-1; LANTFLT-0. Lynch's

REFUELING MUSIC is provided by bands of *USS Lake Champlain* (CVS 39) and *USS Beale* (DDE 714) during replenishment at sea.



sparkling two-hitter and 12 strikeouts kept LANTFLT's big guns spiked. Lewis' single, Bob Petinak's sacrifice, and a line single by center-fielder Jim Shaw produced the winning tally in the fourth.

NORLANT - 3; WESTPAC - 1. Slick Kenny Gossett outdueled Clason, scattering five hits to hand WESTPAC its first loss. Hustling little right-fielder Chico Gotauco, a crowd favorite throughout the meet, went three for three, and tripled home the two winning markers in the sixth.

PACCOAST - 2; WESTPAC - 0. Outfielder Pueliu toed the pitching rubber in this one, and did a fine job, but he couldn't quite match the strong-armed Sperry, who dazzled the WESTPAC'ERS with a two-hitter while whiffing 14. Lewis' big two-run homer in the fifth gave Sperry all the margin he needed.

Fourth Day

PACCOAST - 2; NORLANT - 1. The fireballing Lynch and NORLANT's slender Wayne Bowen, hero of their Regional Tournament triumph, battled it out through eight bitter innings in a real heart-stopper before PACCOAST and the ever-present Lewis, broke through in the ninth. Lynch himself singled in his team's first run, while Jerry Stewart's double and Gotauco's single in the last of the seventh saved NORLANT from a 1-0 loss in regulation time.

Lewis blasted a triple to lead off the AIRPAC ninth, and scored the decisive run two outs later on a wrong-field bloop single by short-stop Bob Knapp. Lynch finished with a four-hitter, and fanned 14.

PACCOAST - 7; NORLANT - 0. An overwhelming pitching show by the dark-haired Sperry, and a NORLANT defense which finally cracked, told the story when the two clubs returned to the field just 20 minutes after completion of the first contest. Sperry, sharp as a razor, gave up just two harmless singles and struck out 15, while two NORLANT fielding miscues put righthander Dillon behind to stay in a hurry. Lewis' smoking bat finally cooled off, but third baseman George Giles, with a single, triple and two walks, and veteran catcher Petinak, with a single, sacrifice fly and two RBI's, ably took up the slack.

Lynch (16 innings, 1 run allowed, 26 strikeouts), and Sperry (17 innings, no runs allowed, 34 strikeouts) were unquestionably the two brightest pitching lights in a tournament replete with top-notch mound performances. Lewis (7 for 13, .538) and Gotauco (6 for 11, .545) were far and away the tourney's most consistently outstanding hitters.

Champion Anglers

Donald N. Clark, an aviation machinist's mate second class, usn, stationed at NAS Corpus Christi, Tex., has won the Big Fish Roundup - lead-off contest in the new Navy-wide Sport of the Month Program.

Clark's winning entry: A 327-pound, ten-and-a-half foot hammer-head shark caught on July eighth. A championship plaque, engraved with the pertinent details of his achievement, has been forwarded to him via his Commanding Officer.

Second and third place winners in the Roundup (which had a deadline date for entries of 31 July) were Franklin A. Futch, aviation storekeeper second class, usn, of NavSta Seattle, who boated a 223-pound halibut, and LT Leonard L. Auclair, usn, of the U. S. Naval Ordnance Unit, Key West, Fla., who landed a 206-pound white shark. They too received trophies commemorating their accomplishments.

Details of the Sport of the Month Program can be found in the May 1961 Special Services Newsletter, and in the August 1961 ALL HANDS.



Keeping Fit in UDT

WHETHER OR NOT you have what it takes to become a Navy "frogman" will probably come to light during your fourth week of underwater demolition team training.

Twice each year a group of Navymen at the U. S. Naval Amphibious School, Coronado, Calif., enter this most crucial week of one of the toughest military training programs ever devised. A little more than half of the students complete the course.

Aptly nicknamed "Hell Week," this is the roughest and most strenuous of the 17-week course. If the "pollywogs" pass every trial to which subjected, they qualify for 13 more weeks of training.

Those completing the fourth week usually graduate later and become members of one of the two operational Underwater Demolition Teams in the Pacific Amphibious Force.

After assignment to a team they are further screened for aptitude and are sent on to other schools for specialized training in other fields.

Trainees do not receive final UDT qualification until they have completed six months of UDT duty.

Clockwise from top left: (1) UDT candidates are tested for strength and endurance by climbing a line which is being jiggled by an instructor. One candidate splashes in water below. (2) Future frogmen gain experience in working and fighting under the most abnormal conditions by crawling through sloppy mud. (3) UDT trainees lift heavy, water-soaked logs on which an instructor jumps up and down. (4) During a competitive race, future frogmen run at top speed while shouldering 500-pound logs. (5) Instructor keeps frogman trainees in safe range as they ease their way through a mine field, simulating battle conditions.



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



GOING ON 20—A veteran of both WW II and the Korean conflict, the escort destroyer *USS Fletcher* (DDE 445) is still going strong.

Modern Amphib Assault Ship

The Navy's newest amphibious assault ship, which was launched in August, is *Okinawa* (LPH 3).

Okinawa is designed to embark, transport and land troops and equipment by means of assault transport helicopters.

She is 592 feet long with a beam of 84 feet, and is being constructed at a cost of more than 42 million dollars.

She weighs 18,000 tons and will carry a crew of 700 with facilities for 2000 Marine troops. Her aircraft complement will consist of approximately 20 helicopters.

The modern amphibious technique of vertical envelopment was pioneered by Navy-Marine Corps teamwork and exploits the element of surprise.

Combat-ready Marines are borne inland behind the enemy's defense

by helicopters. They isolate his strong points, disrupt his communications and, in combination with beach-landed Marine assault troop units, consolidate to crush the enemy.

Okinawa's keel was laid on 1 Apr 1960. She is scheduled to be commissioned in June 1962.

First Nuclear Surface Warship

The guided missile cruiser *USS Long Beach*, CG(N) 9, has been commissioned at Boston Naval Shipyard. She is the world's first major nuclear-powered surface ship.

Long Beach is also the first warship to rely solely on guided missiles for her major offensive and defensive power. She carries one *Talos* and two *Terrier* missile launchers. Both *Terrier* and *Talos* are supersonic surface-to-air missiles.

Long Beach also carries *Asroc* launchers. She has a 960-man crew.

Still Running Strong

One of the Navy's oldest active ships has celebrated her 19th anniversary of service in the Fleet — service originally scheduled to end four years ago.

The officers and crew of *USS Fletcher* (DDE 445) observed the ship's 19th year of service this summer at Pearl Harbor, the destroyer's home port.

Fletcher was built with a proposed life span of 15 years. Commissioned on 30 Jun 1942, she was the first of 177 of her class launched before the end of World War II.

Fletcher wasted no time in entering the war. In November 1942, she shot down six enemy aircraft in less than two days, then the following night helped cut short the life span of an enemy cruiser during a free-for-all battle at Savo Island.

On 11 Feb 1943, off Guadalcanal, *Fletcher* helped to sink the Japanese submarine *RO-102* by means of well-placed depth charges.

For some three years *Fletcher* operated undamaged in action that included the Gilbert and Marshall island campaigns. Then, in 1945, she finally ran into trouble. A six-inch shell from a hidden shore battery on Corregidor ripped through her main deck, put both her forward guns out of commission, killed six men and started a fire in a gun magazine. Only the heroic efforts of the crew prevented an explosion that otherwise would have left the ship at the mercy of enemy guns ashore.

By war's end *Fletcher* had amassed 15 battle stars, rescued more than 1000 persons from the sea, and steamed some 200,000 miles. One of her great moments of the war came when she assisted in destroying a heavy cruiser during a battle in which six other U. S. ships were sunk and six others damaged. *Fletcher* was not scratched.

Wartime destroyermen referred to *Fletcher* and her sister ships as the fightingest destroyers of the Fleet during some of the toughest sea battles of the war. Nineteen *Fletcher*-types were sunk and another six severely damaged.

In 1949 the ship was converted to DDE status. Her equipment and

YESTERDAY'S NAVY



On 10 Nov 1864 Confederate officers and men aboard the passenger steamer *Salvador* were captured off Panama by *USS Lancaster*. On 11 Nov 1847 Mazatlan, Mexico, was captured. On 12 Nov 1912 the first successful launch of an airplane by catapult was made at the Washington Navy Yard. On 15 Nov 1776 Congress established the relative rank of Navy and Army officers. On 25 Nov 1775 Congress authorized the capture of all British armed vessels, transports and supply ships. On 28 Nov 1775 the Rules and Regulations of the U. S. Navy were drawn up and adopted by Congress.

armament gave her the primary mission of tracking and killing submarines.

With the outbreak of the Korean conflict, *Fletcher* joined the Seventh Fleet in the Far East, saw action at Inchon, Amgak, Sak To Island, Peppa Kotsu, Hosen, Nenjo, Chi, Hungnam and Wonsan, and added four more battle stars to her record of wartime activity.

So it was that *Fletcher* this past summer achieved a hard-earned age of 19 years. This forerunner of modern destroyers is truly a dowager of the Fleet; and she's still running just as strong as ever.

Nomad Checks on Hurricanes

Although ships in the vicinity of a hurricane usually like to keep well away from the storm, an unmanned Navy weather station is now being anchored in the path of such storms to keep vigil on them. This is the Navy's newest weapon against hurricanes.

During the recent hurricane Carla, for example, the floating station was anchored in the Gulf of Mexico. An earlier model provided advance warning of the build-up of hurricane Ethel in the Gulf during the late summer of 1960.

Officially designated as the Navy Oceanographic and Meteorological Automatic Device (*Nomad*), the 20 by 10-foot platform is designed to monitor and report weather data automatically from a surrounding area of hundreds of miles of open water. It measures air temperatures, water temperature, wind speed and direction, and the direction of the ocean's surface currents.

During periods of low winds, *Nomad I* transmits once every six hours, but during periods of high winds, it transmits reports hourly.

The *Nomad* is now in production, and the Navy plans to station seven in the Atlantic and Pacific Oceans in areas where hurricanes and typhoons are most active. They will guard against hurricanes and typhoons which might otherwise develop into mammoth storms without being detected. Devices such as *Nomad* can monitor large areas of water where there are no human observers, and will be able to detect such first signs of a hurricane or typhoon as indicated by increased wind velocity and decrease of barometric pressure.



TV CHAT—P. Van Hooser, YN1, USN, interviews the Secretary of the Navy on closed circuit TV aboard *USS Forrestal* (CVA 59).

Television Program on High Seas Draws Top Names

Television cameras focused upon their subject as a radio-TV announcer interviewed the Honorable John B. Connally, Secretary of the Navy. The subject was a service newspaper's headliner—extension of enlistment tour of military personnel.

The place: Closed-circuit TV aboard *USS Forrestal* (CVA 59) somewhere in the Mediterranean Sea. The time: About 8 p.m.

And the "Question Thrower": Perry Van Hooser, Jr., Yeoman first class, petty officer in charge of the supercarrier's legal office.

Perry, better known as "Pete," conducted the interview during a visit by Mr. Connally to *Forrestal*. Before the interview took place, the Secretary addressed the ship's officers and men. He was introduced to his audience by VADM David McDonald, USN, Commander Sixth Fleet.

Was Pete nervous before the

cameras, especially before the Navy "Boss"? No, he looked calm—and on the whole, carried on the interview with confidence. Van Hooser declared: "I consider it an honor and a privilege to be called upon to interview the Honorable Secretary of the Navy."

Interviewer Van Hooser is no newcomer in the radio-TV field—he is *Forrestal's* WFOR-TV news director appearing nightly while the giant flattop is at sea, and he's been in the business, outside the Navy and in, for years.

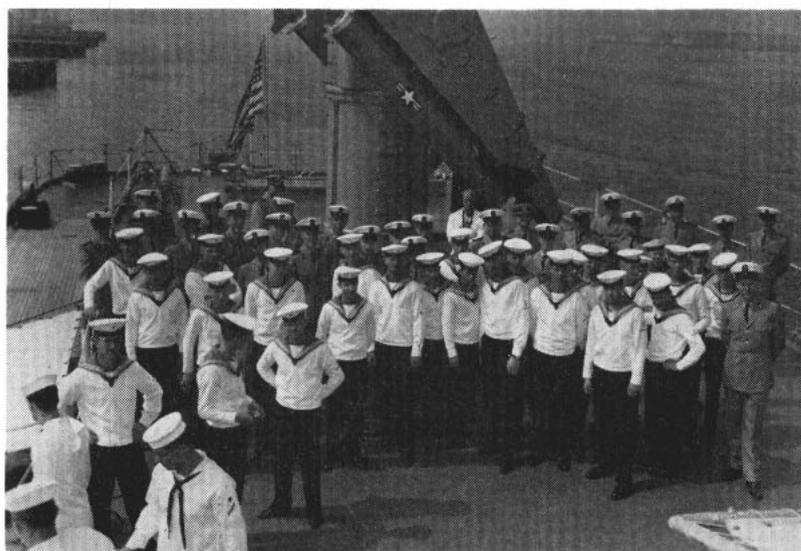
SecNav Connally, a Navy veteran himself (he saw action in World War II in the Gilberts, Marshalls, Marianas, Philippines, Formosa, China Sea, Bonins and Ryukyus), emphasized the importance of the Navy as a component of the armed forces team. He cited the role the Navy is performing at the present time in the Med as one good reason for extending enlistments.

The weather station is made of aluminum alloy and other non-magnetic materials. Two masts, a large flashing beacon, a buoy-type bell and a railing form the superstructure.

Four watertight compartments, which extend below deck, hold the complex electronic components. Each unit can be removed and replaced independently. Eight other watertight wells contain the power supply,

which consists of storage batteries normally used by the U.S. Coast Guard for floating buoys, and other electronic instrumentation. The power batteries have a life of approximately six months.

Oceanographic measurements will be added to *Nomad* so that temperatures and pressures will be measured to a depth of 1000 feet and transmitted as part of the meteorological broadcasts from the floating station.



NORWEGIAN sailors and midshipmen of KNM *Haakon VII* pause by Terrier guided missile launcher while touring USS *Boston* (CAG 1).

Norwegian Navymen Visit Guided Missile Cruiser

A group of Norwegian sailors, including midshipmen from the Norwegian Naval Academy at Bergen, recently had a first-hand look at the U. S. Navy's first guided missile cruiser, *uss Boston* (CAG 1).

Eighty Navymen from the Norwegian training ship *KNM Haakon VII* went aboard *Boston* while visiting Boston, Mass., during a

midshipman training cruise.

While aboard, they saw simulated loading and launching demonstrations of *Boston's* surface-to-air Terrier missiles.

These men were already accustomed to U. S. Navy ships even before they went aboard *Boston*. Their own *KNM Haakon VII* was formerly a U. S. Navy ship.



BRIDGE WORK—ENS M. E. Shanok, USN, of USS *Boston* (CAG 1), shows engine order telegraph to visiting Norwegian midshipmen.

Three DDs for Argentina

uss Heerman (DD 532), *uss Stembel* (DD 644), and *uss Dortch* (DD 670) are now sailing under the flag of the Republic of Argentina.

On 1 August the 2100-ton *Heerman* became ARA (Armada Nacional

de la Republica Argentina) *Brown* (D-20) and the 2050-ton *Dortch* took on the new name ARA *Espora* (D-21). Both ships have been in the Atlantic Reserve Fleet. *Stembel* was transferred to the Argentine Navy at Puget Sound Naval Shipyard and has been renamed ARA *Rosales*.

The three destroyers, which were transferred to Argentina under the Military Assistance Program will be ready for sea in April 1962. After shakedown training, and after the crews have undergone indoctrination, *Brown* and *Espora* will join *Rosales* at Trinidad, and all three MAP ships will sail for Argentina.

Shipbuilding Program

The shipbuilding appropriation which was signed into law by the President (see last month's ALL HANDS) provides for the expenditure of nearly three billion dollars for the construction of 36 new ships and 16 service craft, plus 22 conversions.

These ships are in addition to the five *Polaris* submarines for which only long lead time equipment, such as nuclear reactors, had previously been authorized, and which the President ordered begun earlier this year.

Here is a breakdown of ship construction by type.

- **Submarines** — Funds have been allocated for 10 *Polaris*-firing and three attack submarines. All will be nuclear-powered.

The SSBNs will be in the *Lafayette* class and each will be armed with 16 *Polaris* missiles.

Six nuclear-powered *Polaris*-firing submarines are now in commission and 13 other SSBNs are already under construction. These, plus the 10 above, make a total of 29 SSBNs which the Navy expects to have by the end of 1964. The Navy's goal for this type of ship is 45.

By the end of 1964, the Navy also expects to have 31 attack submarines and one *Regulus* missile submarine, all nuclear-powered.

Submarine updating is also included in the 1962 program with provisions in the Guppy III conversion Program for the conversion of six diesel-electric powered submarines. They are: *Cobbler* (SS 344), *Clamagore* (SS 343), *Remora* (SS 487), *Volador* (SS 490), *Pickrel* (SS 524) and *Corporal* (SS 346).

The keel of *Dolphin* (AGSS 555), the Navy's deep-diving research submarine, will be laid at Portsmouth, N. H., next year.

- **Destroyer Types** — The 1962 program includes seven frigates as big as World War II cruisers and six escorts as big as World War II destroyers.

The frigates, one of which will be

nuclear-powered, will be equipped with both *Terrier* surface-to-air missiles and *Asroc* (antisubmarine rockets).

They will also carry two three-inch guns amidships and a rapid-fire five-inch gun aft plus ASW torpedo launchers and drone helicopters.

Three of the six new escorts will have mixed gun-missile anti-aircraft batteries. The other half will have all gun batteries.

Three will be DEGs with a five-inch gun and an *Asroc* launcher forward and a *Tartar* missile launcher aft.

The three DEs will carry a second five-inch gun instead of the missile launcher. Both types will have helicopter facilities.

The 1962 budget also has provisions for the modernization of 14 additional destroyers under the FRAM I Program. They are *uss R. S. McCard* (DD 822), *Sarsfield* (DD 837), *Glennon* (DD 840), *Johnston* (DD 821), *Gearing* (DD 710), *Vogelgesang* (DD 862), *H. J. Ellison* (DD 864), *Cone* (DD 866), *Wiltsie* (DD 716), *Hamner* (DD 718), *J. E. Kyes* (DD 787), *Eversole* (DD 789), *F. B. Parks* (DD 884) and *J. R. Craig* (DD 885).

● **Amphibious Ships** — The new budget calls for one helicopter carrier (amphibious assault ship) and three multi-purpose ships (amphibious transports dock).

The carrier will be capable of transporting 2000 troops and up to 40 helicopters to land them.

● **Special Types** — Six special purpose ships are included in the new program. They are a large hydrofoil ship, two oceanographic research ships, a surveying ship, a missile range ship and a communications relay ship.

● **Support Ships** — A combat store ship and a *Polaris* submarine tender are allocated for 1962.

Third FBM Sub Tender

A third submarine tender (AS 32) specially equipped to support *Polaris* submarines will be constructed in Mississippi.

The new submarine tender will issue missiles and will have facilities to check out, maintain and make minor repairs to all missile components. It will also have facilities to repair nuclear power plants. The ship will be 600 feet long, 83 feet wide, and have a full load displacement of about 18,500 tons.



GERMAN NATIVE Uwe Siemers, SK2, USN, chats with a German naval cadet while visiting aboard the sail training ship *Gorch Fock*.

U.S. and German Sailors Talk Over Old Times

When West Germany's sail training ship *Gorch Fock* called at London this fall, U.S. Navyman Uwe Siemers, SK2, USN, who serves in London at the U.S. Naval Support Activity, found the ship a nostalgic link with the past.

Born and raised in Bremerhaven's dock area, Siemers has always been close to the sea. His interest in ships mushroomed after World War II; he divided his learning years between the classrooms and piers. When he wasn't chalking a blackboard he'd be listening to sea stories unfold on the Bremerhaven docks.

In 1953, a visit by U.S. destroy-

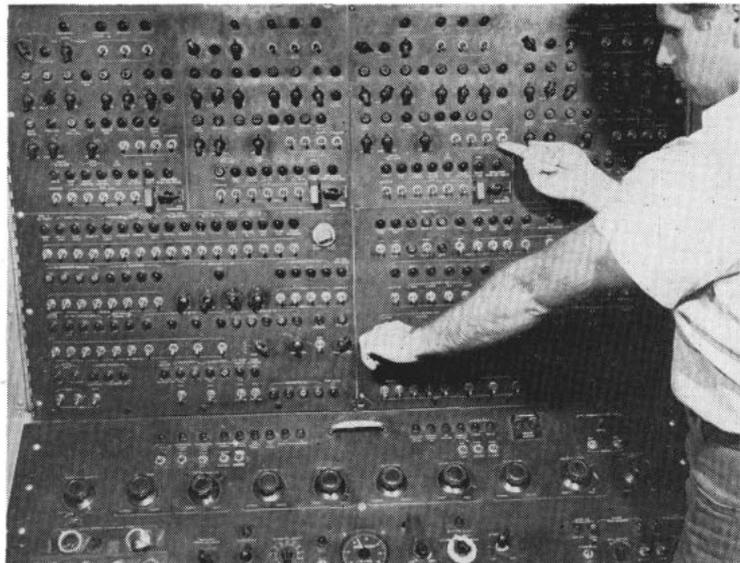
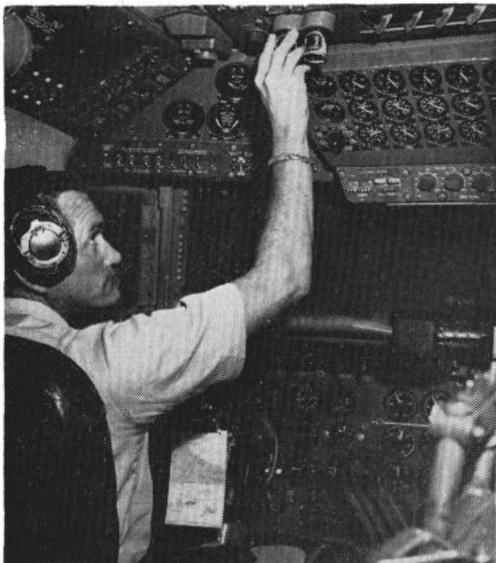
ers to Bremerhaven so impressed Siemers he decided to enlist in the U.S. Navy if ever given the opportunity. His chances appeared slim until 1955 when a stateside friend sponsored his trip to the U.S.

In September 1956, he enlisted in the U.S. Navy.

After boot camp at Bainbridge, Siemers served on board *uss DeLong* (DE 684), *Borie* (DD 704), *Gen. H. W. Butner* (T-AP 113) and *Gen. G. M. Randall* (T-AP 115). He shipped for six last year after receiving his assignment to London, and is now awaiting his United States citizenship.



WHISKEY, a mascot of *Gorch Fock*, is held by Uwe Siemers, SK2, USN, while German naval cadets explain dog's Honorary rank.



SWITCHMEN — Pilot 'flies' R6D Operational Flight Trainer while the panel operator creates 'troubles'.

Here's a Real Squawk

If seagull society has such things as psychiatrists, there will probably be a crying need for a few couches in the vicinity of the Naval Electronic Lab's oceanographic research tower off Mission Beach near San Diego, Calif.

The seagulls, so we read in the *Naval Research Reviews*, were making a nuisance of themselves around the tower.

NEL had tried numerous methods of discouraging its unwelcome guests — such as making noises, giving electric shocks, placing moving objects on the tower, introducing natural predators and using repellent paint. Some of the measures worked temporarily but others were like many of grandma's home remedies—worse than the disease they were supposed to cure.

Some intelligent person — or diabolic fiend — (the point of view depending upon whether you are a man or a seagull) hit upon the idea of making models of owls, which are the born enemies of seagulls, and placing them at strategic points on the tower.

Because of various factors, such as the periodic presence of humans on the tower, or for other reasons best known to the gulls themselves, they didn't care to frequent their old roosting place and the tower was relatively free of the pests.

The people at NEL are not convinced of the owls' true effectiveness, but suspect they were largely instrumental in keeping the pests off the tower. They are certain that

even the dumbest seagull is going to tumble to the fact that the owls are dummies if they do nothing but sit there.

They are considering adding realism to the setting by devising a way for the owls to move their wings or beaks and, possibly, wiring them for sound, since the dummies they now have simply don't give a hoot.

In order to add to the inner tensions and neuroses of the local seagull population, they might even play periodic recordings of gull distress calls from the tower.

If all this works, the seagull population around the tower soon should be reduced to a mass of quivering nerves and the people at NEL can spend their time standing on the corner watching all the gulls go by.

A Place to Test Jets

Seven hundred yards of concrete reinforced by 70 tons of steel anchored to 100 pilings sunk 35 feet into the ground have been combined to make a formidable cell for testing Navy jet engines at the Naval Air Technical Training Center at Memphis, Tenn.

The cell is divided into three parts: The chamber in which the test engines are mounted; a compartment which deflects noise upward through a sound reducing system; and an observation booth which contains the control panel.

The observation booth is completely sealed from the test chamber in order to keep technicians as free from heat and noise as possible. The engine undergoing test can be

observed through a glass window.

The unit has its own electric power generators and transformers. It has two 10,000-gallon fuel tanks and its cooling system uses the contents of a 25,000-gallon water tank.

The unit at NATTC Memphis will serve as a prototype for training men to be used in other units located throughout the country. Current plans call for a five-week course in test cell operation to be taken by 200 men each year.

Radford Looked Mighty Nice

The Pearl Harbor-based escort destroyer *uss Radford* (DDE 446) steamed into its home port a few weeks ago with the nose cone from *Discoverer 25* and three cone sitters.

Discoverer 25 had been launched from Vandenberg Air Force Base in California a few days before. On its 33rd orbit around the earth and 50th hour in space, the nose cone was released somewhere over Alaska. As it descended, it swung southward toward the Hawaiian Islands and finally plunged into the mid-Pacific some 365 miles from Pearl Harbor.

Three Air Force sergeants, members of the 76th Air Rescue Squadron, were flown out to sit with the cone until it could be retrieved by the Navy. They parachuted from a low-flying SC-54 *Rescuemaster* along with two, 20-man rubber life rafts. The three located the nose cone and soon had it aboard the two rafts.

During the night the rafts drifted 15 miles to a point 380 miles northeast of Pearl Harbor. At the same time, *Radford* was steaming that

380 miles, at 26 knots through choppy waters and intermittent rain squalls. When the ship arrived in the rescue area, however, the weather took a sudden change for the better, and the cone was retrieved in 20 minutes without hindrance from the weather.

Some 200 people met *Radford* when she returned to Pearl Harbor. As soon as the brow was over, the container which held the space capsule was whisked away to Hickam Air Force Base where a C-130 *Hercules* was waiting to fly the nose cone to Sunnyvale, Calif.

Ever Been in South America?

If you've dreamed of pulling liberty in some South American ports, but never got down that way, you should be serving in one of the ships participating in ASW Exercise, *Unitas II*.

Unitas II is combined antisubmarine warfare (ASW) training exercises in which the U. S. Navy and navies of eight South American countries are taking part. Air force elements of some of the countries are participating also. The exercises commenced in early August and are scheduled to cover a four-month period.

U. S. Navy units taking part in the exercises consist of four destroyer types, the submarine *USS Clamagore* (SS 343) and a detachment of P2V *Neptune* patrol aircraft of Patrol Squadron 11.

With a trip down the west coast,



NAVY EXCHANGE—Midshipmen of United States and Royal Canadian naval academies man bridge of Canadian DD during exchange cruise.



TEAM WORK—Canadian copter from ASW Carrier *HMCS Bonaventure* hovers near *USS Boston* (CAG 1) during NATO exercises in Atlantic.

U. S. Navy units began circumnavigation of the South American continent, exercising en route with ASW units of Venezuela, Colombia, Ecuador, Peru and Chile. Later the force will transit the Chilean Inland Passage and the Magellan Strait to the Atlantic and proceed up the east coast of South America, exercising with ASW units of Argentina, Uruguay and Brazil.

During the four-month exercises, U. S. Navy units will spend about

34 days visiting in South American ports. They are scheduled to return to their east coast home ports in early December.

New Flasher on the Way

A namesake of the Pacific Fleet Submarine Force's "top gun" of World War II is now abuilding at Groton, Conn. The Navy has announced that the nuclear-powered SS 613, officially designated a *Thresher*-class sub, but primarily designed as an antisubmarine submarine, will be named *USS Flasher* in honor of the only WW II U. S. submarine to sink more than 100,000 tons of enemy shipping.

World War II's *Flasher* (SS 249) was not only a deadly shot, but an efficient one to boot. During her six Pacific war patrols, all performed during one 17-month period, she sent 100,231 tons of Japanese shipping to the bottom, damaged another 50,000 tons, and earned the Presidential Unit Citation.

After the war she was assigned to the Atlantic Reserve Fleet in New London, Conn. Currently, the U. S. Submarine Veterans of World War II are completing plans to establish her as a memorial to all submariners who lost their lives during that conflict.

The new *Flasher* is being built in the same yard which produced her famed predecessor of WW II.

First Fleet Sails West

Eight ships of the U. S. First Fleet left three West Coast ports recently for extended deployment in the Western Pacific.

uss *Helena* (CA 75) and *Coontz* (DLG 9) departed San Diego; *Ranger* (CVA 61) left from Alameda; and *Los Angeles* (CA 135), plus the destroyers *Edson* (DD 946), *Picking* (DD 685), *Fechtelor* (DDR 870) and *Herbert J. Thomas* (DDR 883) all left from Long Beach.

After a rendezvous at sea, the ships conducted extensive training exercises en route to Pearl Harbor. The aircraft carrier *Yorktown* (CVS 10) and eight ships of Destroyer Divisions 232 and 253 joined the eight First Fleet ships after they left Pearl Harbor for a Fleet sail to the Western Pacific. It was the largest such sail scheduled by the Navy in four years.

Except for *Helena*, which was scheduled to return to San Diego at the end of September, all ships involved were normal rotational reliefs for ships in the Seventh Fleet.

During peacetime, the First Fleet is assigned the eastern and middle portion of the Pacific Ocean area, while the Seventh Fleet is assigned the western portion. Ships of the First Fleet rotate singly and in groups, such as this one, to the Seventh Fleet for service in the Western Pacific. The returning Seventh Fleet ships in turn join the First Fleet for maintenance and repair of the ships, and for leave and liberty in the U. S. for their crews.

Two A-Boats Commissioned

Two more nuclear-powered submarines have been placed in commission.

uss *Ethan Allen*, SSB(N) 623, was commissioned at Groton, Conn., and is the first Fleet ballistic missile sub designed to fire the longer range 1500-mile *Polaris*.

She displaces 6900 tons and is 410 feet long. *Thresher*, SS(N) 593, was commissioned at Portsmouth, N. H., displaces 4300 tons and is 278 feet in length.

She has a speed of over 20 knots and carries advanced weapons and underwater detection systems.

Thresher is named for a shark and is the second to bear the name. The first *Thresher* (SS 200) was active in the Pacific during World War II and sank 17 enemy ships.



COMMENDATION Medal for work with Army unit in South Vietnam goes to D.E. Coombs, YN1, USN.

Army Award to Navyman

The Army has awarded Navyman Donald E. Coombs, YN1, usn, its Commendation Medal for meritorious service. Coombs, who now serves aboard *uss Lake Champlain* (CVS 39), worked for 14 months with an Army Military Assistance Advisory Group unit in South Vietnam.

The Army said he possesses "unusual administrative ability."

Navy's Busiest Aircraft

The R6D simulator is perhaps the busiest "aircraft" in the U. S. Navy. It is the only one of its kind in the Navy and it is flown by Fleet Tactical Support Squadron 21 (VR-21) from NAS Barber's Point and by the 1502nd Air Transport Wing from Hickam Air Force Base. It is scheduled for training 16 hours per day Monday through Friday and eight hours on Saturday.

While in the flight simulator, Navy and Air Force pilots use extensively prepared syllabi and senior pilot instructors. The syllabus is flexible, however, so that in-flight emergencies can be presented. This allows pilots to make the necessary decisions and take corrective measures.

Here is a transcript of one of the simulated emergencies:

"Oakland Center, this is Navy 33223. Feathered number three engine, declaring an emergency. Request clearance to reverse course to Rainbow intersection, permission to descend to 7000 and Alameda weather . . ."

"Navy 33223 this is Oakland Center. Understand your emergency. Navy. 33223 is cleared from present position to Rainbow intersection and

descend to 7000 feet. Maintain 7000 feet. Weather ceiling 600 feet, visibility one mile, wind northwest at four knots, altimeter 29.92, light rain. Contact San Francisco Radar on 126.2 for vector to Rainbow. Standby 269.2 for further clearance . . ."

If this had been an actual transmission, the crash fire crew at NAS Alameda would be standing by for a possible crash landing. But Navy 33223 is the call number of the R6D Operational Flight Trainer at Fleet Airborne Electronics Training Unit, Pacific, Detachment Three, at Barber's Point. The above transmission represents just one of many emergencies simulated each day by Navy and Air Force crews without leaving the ground.

The pilots generally agree that the simulator is much harder to fly than the real aircraft. Not because it doesn't fly like an airplane, but because they get so many emergencies in a short period. It's not at all unusual to see a pilot emerge from the cockpit covered with perspiration from the work he has done in coping with realistic emergencies. The trainer carries realism right down to the audible effects of a crash.

Situations simulated in the trainer would be impossible to duplicate, in some instances, without sacrificing a real airplane and perhaps the lives of several of the crew members. Being able to stop, go back and start all over again, is where the real training factor pays off. Once aloft in a real airplane, there is no second chance to correct errors.

Fourteen Navy and Air Force operators, aircraft control and maintenance men keep the simulator operating during its heavy schedule. A night check crew of six maintenance men are on duty from 2200 until 0600 and a check crew of three men are aboard on Sunday. Additional men are used on a part-time basis for supply, maintenance and to revise navigational charts.

16,000 Accident Free Hours

Helicopter Anti-Submarine Squadron Five (HS-5), homeported at NAS Quonset Point, R. I., is working on its second 16,000 accident-free-hour stretch.

Its first 16,000 hours, which began in July 1958, were flown without any major accident to aircraft or personnel even though its pilots were engaged in evaluating the

squadron's new HSS-1N copters.

HS-5 has 15 crews fully qualified to pursue a distant contact in all weather conditions night or day. It also has other pilots and crewmen progressing toward qualification.

Takelma Has Big Pull

The crew of the Pacific Fleet's *uss Takelma* (ATF 113) have finally fessed up. They admit they used pull to have their ship's name entered in the Fleet's book of records. Fortunately, however, it wasn't the kind of pull an investigating committee would find of particular interest.

Here's the story of *Takelma's* pull, as told by SERVPAC:

"For the Fleet tug *Takelma*, towing is more than pulling with rope or chain, as the dictionary would have you believe. It's an operation that begins long before she gets underway with a dead weight dragging behind her.

"Last summer, for example, *Takelma* towed the decommissioned submarine *Dragonet* (SS 293) from San Francisco to Norfolk via the Panama Canal. The towing task actually began at Pearl Harbor, the tug's home port, where she first received the assignment and made preparations.

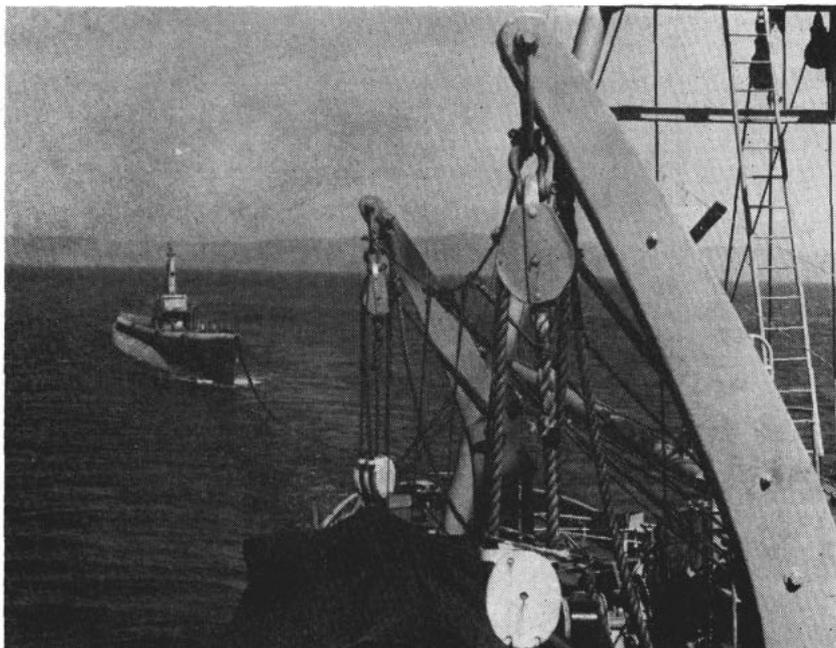
"Even after she arrived at the San Francisco Naval Shipyard, *Takelma's* job was not just a matter of securing a hawser to the sub's anchor bitt and steaming out to sea.

Dragonet first had to be made seaworthy. *Takelma* divers slipped underwater to make a thorough check of the sub's hull for places that might start leaking en route, and of other weak spots that had to be strengthened.

Her deck force, meanwhile, worked to make the topside shipshape, and engineers checked running lights, the flooding alarm system, valves, piping system, and other fittings.

Finally, after all these preparations had been made, *Takelma* sailed for the Panama Canal with her inert partner trailing at the end of a towing hawser. *Dragonet*, a retired veteran of World War II, was to be used in underwater ordnance tests in Chesapeake Bay.

Twice on the southward portion of the trip, *Takelma* sent a boarding party to *Dragonet* to repair the running lights and inspect the sub for watertight integrity.



REAR VIEW—*USS Takelma* with the submarine *Dragonet* (SS 293) on tow astern, departs San Francisco harbor bound for Norfolk.

The tug and her tow transited the Canal 16 days after departing San Francisco, and from Limon Bay on the Atlantic side they began the northward trek to Norfolk. Off the coast of Georgia and the Carolinas, rough weather threatened the slow moving duo. High waves made it seem that *Dragonet* was riding more often under water than on the surface, but *Takelma's* commanding officer and crew were confident their hard work of preparation would see them through. It did.

One month to the day after beginning her tow in San Francisco, *Takelma* delivered the sub to the Norfolk Naval Shipyard. The completed task, 5200 miles of ocean towing, was one of the longest in the history of towing in the Pacific Fleet.

Thus, *Takelma* goes into the record books under "Hauls, longest." But we know she used her pull in the process.

New Research Ship

Uss Oxford (AG 159), the first ship of her type to be specifically outfitted for research operations, has been commissioned at the New York Naval Shipyard.

Oxford joins a growing list of merchant-type ships which have been converted by the U.S. Navy for specialized duties afloat. Ships in this class include *uss Compass Island* (EAG 153), missile range in-

strumentation ships and the AGRs (ocean radar station ships).

This new ship has been fitted out primarily to conduct electromagnetic research. Equipped with the latest antenna systems and measuring devices, *Oxford* gives the Navy a highly sophisticated and mobile station that can participate in research and evaluation experiments around the world. Most of *Oxford's* work will be classified.

In addition to research in electromagnetic reception, *Oxford* will also be able to conduct hydrographic and oceanographic research operations. There is an unlimited demand for soundings and research data for all of the oceans of the world. With the addition of a small number of men, *Oxford* will also be able to carry out many projects which would normally require the services of a regular hydrographic or oceanographic survey ship.

Oxford was the former ss *Samuel R. Aitken*, a Liberty ship completed just after World War II. Since 1948, *Aitken* has been laid up in the Reserve Fleet. She was towed to the New York Naval Shipyard in October 1960 for conversion.

An all-Navy crew of nine officers and 123 bluejackets will man *Oxford*. In addition, eight officers and 114 men will be assigned to the Research Department. These men will be mostly communications, electronics and hydrographic specialists.

SERVICSCOPE

Brief news items about other branches of the armed services.

SOLDIERS IN BATTLE or on maneuvers are probably a delicacy to mosquitoes and gnats in desolate areas of the world. But the next time these insects sit down to dine on some soldier, they may find the seasoning not to their liking.

The Army is now using a new insect repellent called "deet." The greaseless substance repels most insects, including mosquitoes, fleas, chiggers, ticks, deer flies and biting gnats. It is effective under conditions of heavy rainfall and extreme heat.

Deet has a faint and relatively pleasant odor and replaces the Army's previous standard repellent, M-2020.

Field tests of deet by the U.S. Army Medical Research and Development Command showed it gave excellent protection against land leeches that inhabit the jungles of southeast Asia and against hordes of mosquitoes in mangrove swamps.

★ ★ ★

THE U. S. AIR FORCE'S Ballistic Missile Early Warning System (BMEWS) station at Clear, Alaska, is now operational. It is the second such station to be completed, and it scans the skies over the western flank of the northern polar regions.

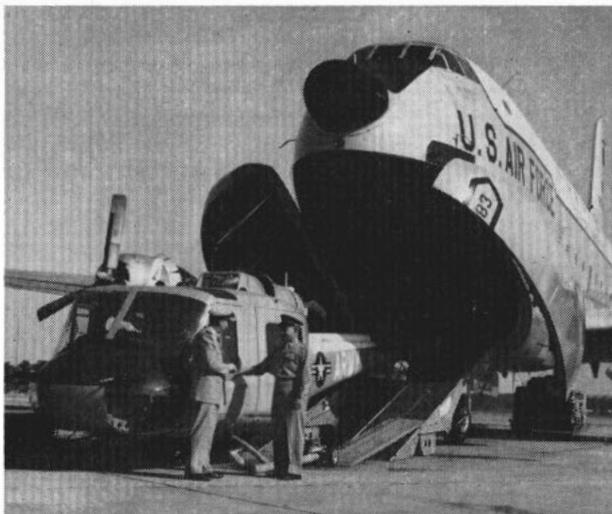
The only other BMEWS station is at Thule, Greenland. Each can provide about 15 minutes' warning of an enemy missile attack.

These king-size surveillance radar systems are designated AN/FPS-50.

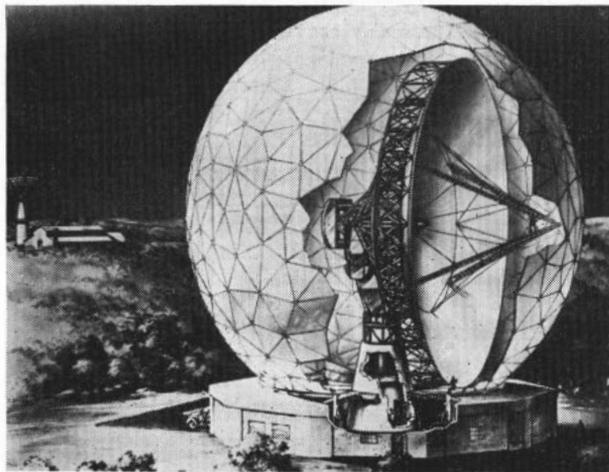
★ ★ ★

LONG RANGE PLANS for Army aviation have been announced. During the next ten years the nine types of aircraft currently being used by the Army will be replaced by six gas turbine-powered helicopters and fixed-wing planes.

The turbine engines, which will be installed in most of the new planes, need less maintenance and therefore reduce the number of mechanics needed. Fewer models also mean fewer spare parts—which will bring a further savings in storage, transportation and manufacture. The



FOUR SERVICES—Army, Navy, Marines and Air Force take part in preparations for Deep Freeze.



ROUND HOUSE—Fiberglass and aluminum radome houses USAF radio research unit, Tyngsboro, Mass.

new planes will also use only two or three grades of fuel, while planes now in use need many different grades.

Currently, the Army has about 5500 aircraft. By 1970, however, under a 10-year modernization plan, there will be about 8000 helicopters, fixed-wing and vertical takeoff and landing craft in use. Moreover, these new aircraft will be specifically designed for their observation, surveillance or transportation missions. The old planes, produced under World War II or Korean conflict pressures in a changing military situation, require unreasonable amounts of maintenance, and lack the desired high degree of reliability.

In addition to more or less "conventional" new planes, the Army also sees a need for a flying crane. It envisions a "plane crane" that can lift an eight to 12 ton load and carry it about 25 miles.. Such a plane could be used to load or unload vessels quickly, transport engineer bridges or missile system equipment, or perform a variety of other missions when heavy equipment needs to be moved over a battlefield.

★ ★ ★

THE AIR FORCE will receive the first of six "Talking Bird" communications packages this month. They will contain all the equipment necessary to establish a communications center in any remote area where no facilities exist.

The communications package, which can be rolled into any C-130A or C-130B aircraft and connected to existing power outlets, was tested early this year in aircraft operated from airfields in widely scattered parts of the world.

The testing aircraft, using voice single sideband radio and telecommunications equipment, was able to maintain contact with the USAF's Pentagon command post and other major air communications centers.

The Tactical Air Command in the United States will receive two of the communications systems which will be ready for immediate deployment with TAC's Composite Air Strike Force or with the Military Air Transport Service for possible airlift operations.

The other four packages will be divided equally between U. S. Air Forces in Europe and in the Pacific.

UNITED STATES ARMY engineers are experimenting with ways and means of unloading oil and gasoline tankers, without the aid of harbor facilities, under cover of darkness.

It now takes a regular commercial tanker from 12 to 15 hours to unload while safely moored in port. Additional time is required for it to enter and leave the port. During this time, it would be exposed to daylight attack by enemy planes, if it were in a combat zone.

The objective of the engineers' tests is to shorten unloading time to fewer than 10 hours and to eliminate entirely the necessity of entering and leaving the port.

To do this, it is necessary to lay specially designed military pipelines from the shore to mooring positions in open water more than a mile offshore.

The engineers are using techniques adapted from commercial offshore loading of giant super-tankers which are too large to enter port with a full cargo.

★ ★ ★

HIGH ON HAYSTACK HILL in Tyngsboro, Mass., the Air Force is building a new radio research facility. It will employ a 120-foot wide saucer-shaped antenna with a surface contour of unprecedented accuracy.

The Air Force intends to use the facility as a test-bed for development of the large ground-based transmitting and receiving equipment that will be needed to operate high-capacity satellite-relay systems for round-the-world communications.

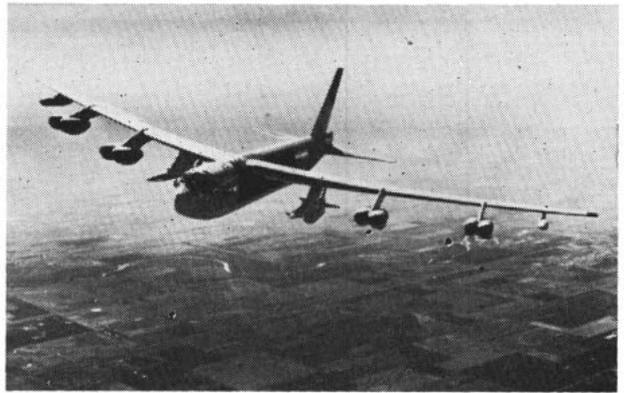
Construction of the research facility is expected to cost \$3,800,000. It is scheduled to be on the air by the end of 1962. As an instrument for radio communications research, the Haystack system will be used to probe the troposphere and the ionosphere and to study atmospheric irregularities that may limit radio antenna performance similar in principle to the limits the atmosphere imposes on astronomical observations with large optical telescopes.

★ ★ ★

AN ELECTRONIC TUBE which can be used to pick up and transmit an image with no more light than that furnished by natural skyglow has been developed for the U. S. Army Corps of Engineers.



HANDS OFF—Army guerrilla students watch judo demonstration while training at Fort Bragg, N. C.



AIR-TO-SURFACE Hound Dog missiles launched by USAF B-52 can hit targets hundreds of miles away.

The new development is a combination of the type of tube used in an ordinary television camera and in the infrared "sniperscope" with the difference that it is sensitive to natural light instead of infrared.

It amplifies natural light 100,000 times to produce an image which is comparable to normal TV reception. It will make night observation of a battlefield and other night operations possible without the use of floodlights. It will also make night movement without lights easier and safer.

The device was demonstrated before a roomful of Washington newsmen and U. S. Army officers who were gathered together in a darkened room. An unseen camera was trained on the group and, at a signal, a 23-inch television screen was uncovered so the occupants of the room could see themselves sitting and moving around in the darkened room.

★ ★ ★

THE AIR FORCE has substantially raised its enlistment objective for this fiscal year from the 97,000 originally scheduled. It is also stressing voluntary retention of personnel as a means of augmenting its strength.

In addition, the number of officer candidate school graduates will be increased by 200 and officer-training school graduates will be increased by 600.

Voluntary retention will be employed in order to reach its objective strength in scarce skills, particularly those for which long training periods are necessary.

Scarce skills which will require retention of officers are in the fields of communications and electronics, missiles, maintenance, civil engineering, medicine, meteorology, science and armament.

Critical airman career fields are in air traffic control and warning, communications operations, radio-radar systems, missile guidance and control systems, armament systems maintenance and gunnery, nuclear weapons, airman training devices, wire maintenance, aircraft and missile accessory maintenance, aircraft maintenance, munitions and weapons maintenance and utilities.

The number of Air Force personnel who will have to be retained involuntarily cannot be estimated because it will vary with the number of enlistments in the various critical skills.

The Air Force does not anticipate the necessity for individual recall of Reserve flying officers at present.

THE WORD

Frank, Authentic Information On Policy — Straight From Headquarters

• **HIGHER PENSIONS FOR MOH** — Medal of Honor holders' pensions have been upped from \$10 to \$100 per month under a new law enacted by the 87th Congress.

In addition, the new law lowers the age requirement for eligibility from 65 years to 50 years, and eliminates the requirement of having an honorable discharge.

All veterans currently receiving the \$10 pension will automatically receive the increased payment. Future recipients of the MOH, however, and all those who currently hold the medal for heroism in combat, but who are not receiving the pension because they are under 65 years of age, will have to apply for the pension in order to get it.

Application should be made to the appropriate military department, so it can submit a certification of eligibility to the Veterans Administration, which administers payment of the pensions.

Eligible Navymen should forward their applications to the Chief of Naval Personnel.

• **ARLEIGH BURKE FLEET TROPHY** — To thousands of Americans in and out of the Navy, Admiral Arleigh A. Burke, usn, symbolizes modern naval leadership and a battle-ready Fleet.

During his last six years of active service, as Chief of Naval Operations, Admiral "31-Knot" Burke took steps to improve battle efficiency, naval weapons and weapons systems, and was a dynamic leader in the leadership program.

Because of these accomplish-



ments, a new battle efficiency trophy has been established in his name. The Arleigh Burke Fleet Trophy, in the form of a plaque, will be awarded annually to one ship or aircraft squadron in the Atlantic Fleet and one in the Pacific Fleet that have demonstrated the greatest improvement in battle efficiency during that competitive year.

The plaque, which will be a permanent award, will indicate the Fleet involved, the name of the commanding officer of the ship or squadron, and the year awarded.

The first award will go to a ship or squadron as a result of the "E" Award competition currently underway for Fiscal Year 1962. Complete details on the new award are listed in OpNav Inst. 3590.11.

• **REENLISTEES** — If you hope to make the Navy a career, you will have to measure up. In reenlisting, the decision is not entirely yours. You must first want to reenlist, of course, but then the Navy must also want your services for another hitch.

The primary objective of the Navy's reenlistment program is to develop and maintain a highly motivated and well qualified nucleus of career personnel.

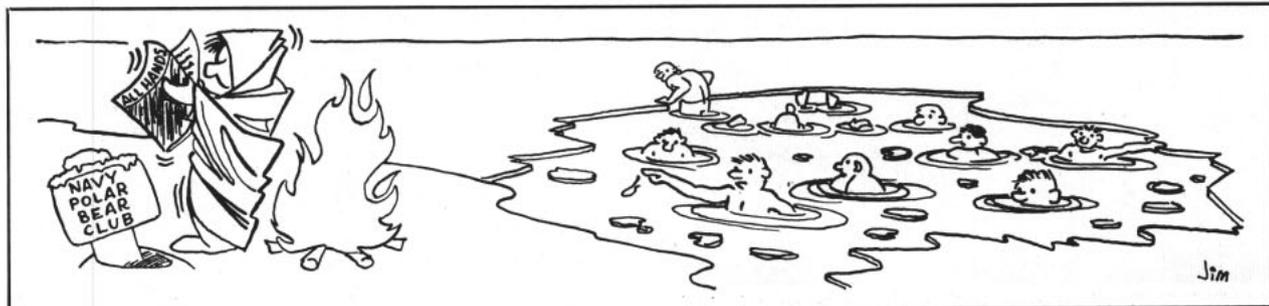
To make this possible, there must be a concentrated reenlistment program, as well as a continuous weeding out process. A Navyman will, however, be allowed to reenlist time after time until he finishes his 20 or 30 years' service, provided he proves he's the type of career man the Navy wants.

Men completing their first enlistment or their first period of active duty must have performed satisfactorily, have definite leadership ability with potential for improvement, and, in the CO's judgment, have over-all potential for future useful and responsible service in the Navy.

If you are reenlisting for other than the first time, you must have consistently performed satisfactorily in your present rate and be valuable to the Navy in that rate as well as demonstrate potential for a higher one.

Commanding officers have specific guide lines to follow for Navymen in certain rates or age groups. If you are in pay grade E1 or E2, for example, and have served continuously on active duty for 30 months or more, you may not stay on active duty beyond your present active obligated service.

An E3 who has not passed a servicewide examination for pay grade E4 may not remain on active duty beyond his expiration of enlistment. However, Naval Reserve personnel completing their first tour of active duty may be recommended for re-



DON'T LEAVE your fellow Navymen out in the cold. Pass this copy of ALL HANDS to nine other readers.

enlistment provided they are otherwise qualified.

Enlisted personnel who have over 30 years of active service must have specific approval of the Chief of Naval Personnel to reenlist or extend their enlistment.

Don't think the Navy is suddenly getting tough on reenlistments, because it is not. The basic instruction (BuPers Inst. 1133.11A) has been in effect since 22 Mar 1960.

• **AMENDMENT TO HISS ACT** — A recent Amendment to the statute popularly known as the Hiss Act is contained in Public Law 87-299.

The original Hiss Act made military personnel subject to a loss of retirement pay for conviction of any felony under the laws of the United States committed in the exercise of their authority or influence as military personnel. However, the present amendment limits Hiss Act application in the case of military personnel to convictions for: (1) aiding the enemy (Art. 104 UCMJ); (2) spying (Art. 106 UCMJ); (3) any other violation of the UCMJ where the executed sentence includes death, dishonorable discharge or dismissal from the service; or (4) federal offenses involving the security of the United States.

The practical significance of the foregoing is to take the military out of the Hiss Act. Conviction in any of the above situations would almost invariably preclude retirement benefits in any event.

The amendment also provides that military personnel, whose retirement benefits were denied under the original act, will have those benefits restored retroactively if, after the enactment of the amendment, said benefits would no longer be denied.

Finally, the provisions of the original act prohibiting perjury, false statements, refusal to appear or produce documents and refusal to testify have been modified to make these prohibitions more clearly related to matters involving national security.

• **PLANS FOR RETIREMENT** — Most of us give considerable thought to the day when we can transfer to the Fleet Reserve or retire. Yet, with all this planning, many of us will not be prepared when the day arrives.

To help you make plans — and the right ones — the Chief of Naval

Personnel has approved two booklets for your information. They are: *Your New Career* — Planning for Retirement, NavPers 15895-B, and *Navy Guide for Retired Personnel and Their Families*, NavPers 15891A. (Both are recent revisions.)

The publications contain information about your rights and privileges upon retirement; your benefits from federal and state governments; restrictions on civilian employment; how to plan your finances and activities; how to go about looking for a job; and chapters on family protection and survivors' benefits. These books will be given to you when you have passed your 17th year of service, normally at the same time you are told about the provisions of the Retired Serviceman's Family Protection Plan. Persons who are retired for physical reasons, regardless of service, are also given copies.

These two books will help you make necessary preparations for retirement while you are still on active duty, and answer many questions.

• **RESERVES RECALLED** — In August and September the Navy ordered all Naval Reserve training destroyers and escort vessels to active duty along with their Reserve crews. (See ALL HANDS, October 1961, page 43.) In addition, 18 ASW Selected Air Reserve squadrons with their assigned crews were recalled. These activated squadrons were augmented by some additional 200 officers and 1750 enlisted men recalled from the Selected Air Reserve Active Fleet Augmentation Component.

All but one of the Reserve ships and their crews, and all of the recalled squadrons and individual Reservists, have now reported for active duty. One destroyer is undergoing overhaul and is to report for active duty in December. Each man called up was given at least 30 days' notice.

In cases where recalled Reservists do not have 12 months' obligated service, authority has been granted to extend their enlistments involuntarily. All recalled men whose enlistments expire between 13 Sep 1961 and 30 Jun 1962 will have their enlistments or obligated service extended 12 months beyond current expiration dates. Those whose enlistments expire after 30 Jun 1962 are also being recalled, but will be released before their enlistments or obligated service expire.

QUIZ AWEIGH

We live with uniform regulations every day of our Navy career. Here are a few questions about these regulations. Are you familiar with them?

1. Uniform regulations now require that a rating badge be worn on the pea coat. Should this rating badge be: (a) Always scarlet; (b) the same as required on the dress blue jumper; (c) a special rating badge designed for use on outer garments?

2. Gold service stripes and rating badge may be worn by: (a) Any enlisted man or woman who has 12 years of continuous active duty in which he or she has qualified for the Good Conduct Medal; (b) only officers who have 12 years of continuous active duty in which they have qualified for the Good Conduct Medal; (c) any petty officer who has 12 years or more of continuous service.

3. If you saw an enlisted man with the rating device pictured at left, he would be: (a) An engineering aide (former surveyor); (b) fire control technician; (c) builder.



4. If you saw the same emblem on the right sleeve of an enlisted man, he would be: (a) A gun range finder operator; (b) out of uniform; (c) a mount captain.

5. Stenciling clothing has always been a rather messy job. According to present regulations, clothing may be marked: (a) With a stencil and paint only; (b) either a stencil and paint or a half-inch stamp; (c) in any manner, so long as your name and service number appear.

6. It's not uncommon to see an enlisted man with the emblem of a diving helmet on his right sleeve and most of us immediately recognize him as a Navy diver. If you saw a diver's insignia like the one at right above, the wearer would be: (a) salvage diver; (b) deep sea diver; (c) Scuba diver.

7. Riding on a two-wheeled vehicle is dangerous and safety officials continually remind us not to ride this type vehicle without protective headgear. Naval personnel, when riding a two-wheeled vehicle, may: (a) Wear a plain white helmet; (b) wear only regular uniform clothing, and no protective headgear; (c) wear any type of protective headgear, regardless of color or design.

ANSWERS MAY BE FOUND ON
PAGE 58

THE BULLETIN BOARD

Navy's STAR Program Is a Success — With Cast of Thousands

THE NAVY'S STAR Program is working out quite nicely.

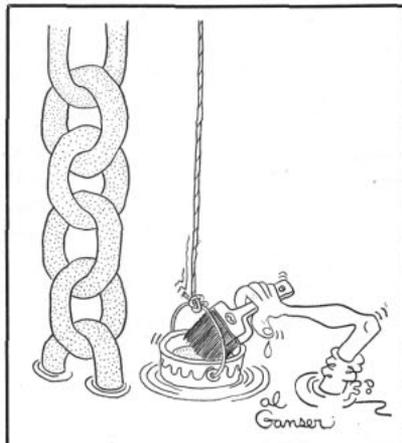
The "Selective Training and Retention" program, now slightly more than a year old, guarantees enlisted men serving on their first hitch a service school, and, in some cases, automatic advancement without examination, in exchange for a four- or six-year reenlistment.

A statistical breakdown of STAR reenlistments during the program's first nine months shows that 4904 Navymen in 66 rates and ratings shipped over. This was some 1300 more than expected under the original STAR goal.

Among the petty officer and designated striker ratings, STAR attracted 3526 men. In the non-petty-officer category, a total of 1378 men, ranging from one TN to 590 SNs, took advantage of the STAR program.

Perhaps the most surprising statistic, however, was the enlistment

All-Navy Cartoon Contest
A. P. Ganser, MM2, USN



ratio for six- vs. four-year hitches. A whopping 94 per cent of all STAR reenlistees shipped for six.

STAR is actually an incentive program designed to induce trained

Navymen, or Navymen eligible for training, to make the Navy a career. When the program was introduced in August 1960, there was an urgent need for a large number of career enlisted men, particularly in these critical ratings: RD, SO, TM, GS, FT, GMT, ET, RM, CT, MM, MR, BT, EM, IC, AT, AQ, AE, AG and PR.

The goal of STAR, therefore, as introduced last year, is the early separation of first-termers and their immediate reenlistment for career designation.

Now, under STAR, first term enlisted men, who have served at least one but less than six years of active duty, may receive an early out and immediate reenlistment for four or six years, whichever is necessary to incur an aggregate of seven or more years' active service. This aggregate of seven years' service is what career designation actually means. With it go the benefits of STAR which include:

- **Guaranteed "A" School** — Some STAR nominees (not petty officers) are guaranteed an appropriate "A"-level school. Assignment to school normally occurs within one year after requests are submitted.

- **Automatic Advancement to E-4** — "A" school students who graduate in the upper half of their class are automatically advanced to pay grade E-4, provided they have completed at least six months in pay grade E-3 and are recommended by their commanding officers. (Lower half graduates are automatically designated as strikers, and must compete for advancement in the usual servicewide examination manner.)

- **Guaranteed "B" School** — Assignment to certain "B"-level schools is guaranteed for STAR nominees in pay grades E-4 and E-5. Men are usually in class within one year after submitting their requests.

- **Guaranteed "C" School** — Where a "B"-level school does not exist for a rating (or the man has already completed it) assignment to an appropriate "C"-level school, if there is one for the rating, is guaranteed.

Here's List of Navy STARS, By Ratings

Here's a rate-by-rate rundown of the 4904 Navymen who reenlisted under the STAR Program during its first 9 months of operation. Critical ratings are identified by an asterisk.

RATE	E-3	E-4	E-5	RATE	E-3	E-4	E-5	RATE	E-3	E-4	E-5
BM	2	2	—	JO	2	3	3	*AQ	10	42	17
QM	1	3	—	PC	1	—	—	AC	6	15	6
SM	1	1	2	LI	—	1	1	AB	2	11	4
*RD	28	80	34	DM	4	8	1	*AE	34	109	45
*SO	21	77	20	*MM	51	110	27	AM	15	94	24
TM	14	34	6	EN	2	42	13	*PR	11	21	8
GM	3	22	1	*MR	2	19	6	AG	15	16	8
*GMT	11	8	4	*BT	14	154	27	TD	15	30	7
*FT	14	64	26	*EM	42	138	54	AK	7	4	—
*GS	9	15	5	*IC	41	96	23	PH	1	17	3
MN	—	2	—	SF	1	24	2	*PT	1	1	—
*ET	40	119	46	DC	—	7	—	HM	4	31	4
IM	2	2	1	PM	—	1	1	DT	—	4	1
OM	2	3	—	EA	—	2	—	OTHER (Non-rated)			
*RM	108	204	51	CE	—	2	—				
*CT	16	68	29	EO	1	6	1	SN	—	590	
YN	23	68	9	CM	—	1	—	FN	—	326	
PN	—	21	5	BU	—	3	—	CN	—	3	
MA	—	1	—	SW	—	1	—	AN	—	441	
SK	3	9	2	UT	1	4	1	HN	—	12	
DK	3	1	—	*AD	13	150	17	DN	—	5	
CS	3	9	1	*AT	43	195	122	TN	—	1	
SH	4	—	—	*AO	1	24	11				

• **Automatic Advancement to E-5**

— Upon graduation from “B” school, advancement to pay grade E-5 is automatic for STAR PO3s, provided they have completed one year of service in pay grade E-4 and are recommended for advancement by their commanding officers. This feature applies only to those petty officers who entered the program as PO3s.

If you’re interested, here’s a run-down on the program’s eligibility requirements, as outlined in BuPers Inst. 1133.13A.

First, if you hold one of the critical ratings listed above you must be in a non-career status (first term, less than seven years’ obligated service) with at least one year and less than six years of completed active service. Also, you’ll need your commanding officer’s recommendation.

You may submit a request to your CO for early discharge, then reenlist for a four- or six-year hitch, as necessary, to provide an aggregate total of seven or more years’ service. This makes you a “career designee.”

You must meet the test score requirements, with waivers, for entrance into an appropriate “A”-level school of your normal path of advancement.

Even if you aren’t in one of the critical ratings, you may be able to qualify for STAR. Many already have (see box). If you are a first-term petty officer or striker you may be recommended for STAR in your present rating.

Other details of the STAR program are spelled out in BuPers Inst. 1133.13A.

Latest Correspondence Courses For Officers, Enlisted Men

One new officer correspondence course (OCC) and two enlisted correspondence courses (ECC) are now available from the Correspondence Course Center, Scotia, N. Y. Three have been discontinued.

The new courses are:

Course	NavPers Number
OCC Shipboard Electronic Equipments	10762-A
ECC Air Controlman 1 and C	91677
ECC Aviation Electronics Technician 3 and 2	91613-1

All-Navy Cartoon Contest
Charley Wise, HMCA, USN



“Where’s Ray? Last time I saw him he was helping improvise a fender he lost over the side this morning.”

Courses discontinued were: *OCC Shipboard Electronic Equipments* (NavPers 10762-1); *ECC Aviation Electronics Technician 2* (NavPers 91613-A); and *ECC Aviation Electronics Technician 3* (NavPers 91612-A.)

WHAT'S IN A NAME

Gyro Compass

Today the gyrocompass is regular equipment aboard every ship in the Navy. Back in 1909, however, it was just being tested for use in U.S. Navy ships.

As a result of these tests, a year later the Navy proposed that gyrocompasses be installed in *uss Utah* (BB 31), *Wyoming* (BB 32), and *Arkansas* (BB 33).

In July 1911, another experimental model was installed in *uss Delaware* (BB 28) at Boston, Mass. It was successful, and \$200,000 was requested by the Navy to purchase and test gyrocompasses for battleships. (This experimental compass is normally on display at the Smithsonian Institution in

Policy Is Revised for NROTC Officers Completing Obliserv

Graduates of the NROTC program have been accorded a status that is comparable to that of Naval Academy graduates. This means that NROTC officers who want to be retained in the Regular Navy at the conclusion of obligated service no longer have to apply for retention.

Those officers who do not wish to remain in the Navy after their service obligation has been discharged must resign from the Navy and accept Reserve commissions. Provision for resignation was made in SecNav Inst. 1920.3B.

Announcement of the change of status of NROTC grads was made in BuPers Notice 1611 of 31 Aug 1961. Because of the change, those requests for retention or non-retention in the Regular Navy which were submitted shortly before and immediately after the effective date were not acknowledged.

Washington, D.C. but was recently borrowed by its manufacturer for a special showing. It will, however, be returned to the D.C. museum.)

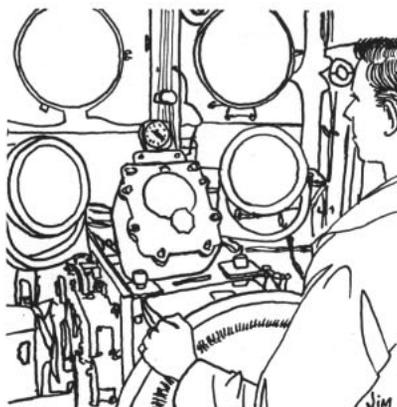
Compass number 101, which was the first one manufactured other than this experimental model, was installed in *Utah* on 13 Nov 1911.

During a six-day test later that same month, the master compass was several degrees off the meridian and the repeaters sometimes failed to follow the master. The following month, during a cruise from Hampton Roads to Galveston, Texas, much the same thing happened. The compass sometimes operated satisfactorily and at other times was several degrees in error.

When *Utah* returned to Boston, the company which built the compass overhauled the instrument and replaced the parts that had caused the trouble. Later the gyrocompass was further modernized. Apparently this corrected the trouble, because a gyrocompass report of 31 Oct 1922 said: “Compasses are in excellent condition.”

In April 1925 this first U.S. Navy compass was removed from *Utah* and was taken to the U.S. Submarine Base at New London, Conn., where it was used in a Navy school.

The compass was later overhauled at Norfolk, Va., and exhibited at the Naval Observatory in Washington, D.C.



Report on Living Conditions in Korea for the Navy Family

IF YOU HAVE RECEIVED ORDERS for duty in Korea, you'll probably be assigned to an advisory group as a representative of the United States government.

The primary mission of these groups is to help the Korean armed forces equip, train and develop balanced forces to defend that country against aggression. Here's a report on what you can expect to find there.

The climate in Korea is similar to that found in New England and the Middle Atlantic states. Korea has four distinct seasons occurring at about the same time of the year and in the same manner as our seasons do. Spring and autumn are ideal, and the change to other seasons occurs gradually and pleasantly. Seoul, for example, has an average temperature of 52 degrees (New York: 53 degrees) while Pusan averages 56 degrees (Washington, D. C.: 56 degrees). The winters are relatively cold and dry and the summers hot with considerable rain. Korea receives more than half its yearly rainfall during July, August and September.

The principal cities in which you may make your home are Seoul (pronounced Sole), with a population of 1,500,000, situated in the west central portion of the peninsula; and Chinhae (Chin-hay), with a population of 80,000, located in the southern portion. There are many interesting places to see in these cities and the surrounding areas, but the cities, as such, do not have the shopping facilities or conveniences offered by American cities.

Housing—Housing presents no special problems. Single persons and those in Korea without dependents are billeted in barracks or BOQs.

Navy and Marine Corps dependents are located in Seoul or Chinhae. These quarters range in size from two bedrooms to four bedrooms. They are generally of a one-story duplex type, with asphalt tiled floors, and are supplied with hot and cold running water, electricity and modern plumbing facilities, including bathtubs and showers.

In addition, a majority of the quarters will have an open fireplace in the living room and a screened-in

All-Navy Cartoon Contest
Amador Rieta, DK2, USN



"I have lost my pay record and would like to know if I could get paid with my credit card."

porch at the rear. Each unit has a central oil-fired hot air heating system. Drinking water is delivered by tank truck on military installations where required. Water elsewhere is not always safe without boiling or chemical purification.

A host officer or PO is designated for every military person assigned to Korea. Shortly after receipt of your orders, you will receive a letter from your host, or the chief of the activity to which you are to be assigned. He may need information from you as to the composition of your family and any unusual requirements for equipment or domestic servants. Your host will attempt to have your quarters ready for occupancy when you arrive. He will assist you with your processing and housing.

What to Bring—Plenty of space is available in your quarters for luggage, suitcases and footlockers. Furniture and essential appliances, such as refrigerators, stoves, rugs and lamps are provided in all types of housing to which you may be assigned. It is neither necessary nor desirable that you bring your own personal household belongings. There is no storage space outside your quarters.

You should, however, bring the following items with you as, you will need them, and in many instances they cannot be bought on the scene:

Cooking utensils, kitchenware, sil-

verware, china, glassware, linens, towels, washcloths, bathmats, shower curtains, electric fans, blankets, pillows (mattresses will be issued), drapes and curtains or material for them. (Material is available for sale at the PX, but the selection is often limited. Korean tailors or seamstresses will make the drapes or curtains at a reasonable price.)

If there's a baby in the family bring along a bassinette, high chair, play pen and baby pillows. If air travel is anticipated, ship these well in advance (10 to 12 weeks). FPO addresses, not geographical locations, should be used on all shipments.

Electrical Appliances—The standard electrical current in Korea is 110V, 60 cycle, the same as in the United States. However, the voltage sometimes drops to as low as 85 volts, which will cause some trouble in the operation of most common electrical devices, such as electric mixers, heaters, coffee pots, blenders, sewing machines, irons, vaporizers, fans and vacuum cleaners.

Step-up transformers are available at the PX to play radio and TV sets during periods of voltage drops. Washing machines, clothes dryers and air conditioners that operate on 110 volts in the U. S. will operate in Korea. Maintenance and repair work on washing machines and dryers will be done by Korean workers who are not trained in the complexities of automatic equipment. Therefore, if you bring such equipment, it is recommended that it be in good condition and reasonably simple to repair.

Domestic Help—Maids, cooks, laundresses, houseboys or chauffeurs are available through local billeting sections. Salaries are relatively low compared to rates prevailing in the United States. Generally, Korean servants have had some domestic background, although many will require training in American house-keeping methods. Salaries vary considerably, depending upon experience and the size of the family.

Food and Clothing—Commissary sales stores are available in the same locations as dependent housing. These stores are modeled after the normal stateside or overseas commissary and, even though small, will

stock a complete line of foodstuff items to include meats, fresh vegetables and fruits, canned goods and frozen foods. Fresh milk is not obtainable from authorized sources, but condensed, evaporated and reconstituted whole powdered milk is available. All normal food necessities may be purchased in commissaries. Bakery goods are available in limited varieties.

You may shop in the numerous branches of the Post Exchange system for merchandise and necessity items at minimum cost. These retail outlets sell items for everyday use, plus a limited number of luxury goods, such as record players, cameras, radios, tape recorders, sporting goods and yard goods.

The Post Exchange has a very limited selection of clothing and footwear, so you are strongly urged to bring an adequate supply to meet foreseeable needs for at least six months. Civilian clothing is not authorized for wear by the military except while engaging in athletics. However, it is recommended that some civilian clothing be brought as it may be worn on visits to Japan and other countries.

Service-type accommodations, such as barber shops, beauty shops, laundry and dry-cleaning service, watch repair and shoe repair are operated by Koreans.

Post Exchange ration books are issued for use in purchasing restricted items such as cigarettes, some cosmetics, watches, cameras and electrical appliances.

Uniform — Winter uniform is worn from 15 October to 30 April; summer uniform, from 1 May to 14 October. Optional periods range from 1 October to 14 October and from 1 April to 30 April.

Navy and Marine Corps rank insignia, corps devices, collar and cap ornaments, uniform buttons and some service ribbons are not usually available in the Army Exchanges.

Dress uniforms must be worn at appropriate times and occasions. It is recommended that officers bring a full complement of uniforms. Uniforms and small stores cannot be purchased in Korea, and the nearest clothing and small store issue point is in Japan.

Schools — The station schools have a curriculum designed to prepare pupils to meet the requirements of

schools and colleges on their return to the United States. Students coming from the United States do so without major interference with their studies or loss of credit.

Schools from first through eighth grade are located in all areas where families are housed. A high school, keyed to the U. S. college preparatory curriculum, and accredited by educational associations in the U. S. is located in Seoul. Dormitories are provided for students.

It is important that you bring transcripts of credits for the schooling already completed by your children, plus available information regarding their particular aptitudes

and educational levels.

After-hours college courses (University of Maryland) are offered at most major installations. There is no English language college operating in Korea.

Money — The official currency of Korea is the hwan (h-wahn). Paper money is issued in denominations of one, five, 10, 100, 500 and 1000 hwan notes. No coins are now minted. The current rate of exchange is 650 hwan to one dollar.

Finance officers and Post Exchanges are authorized to exchange dollars for hwan at the established rate. It is illegal to exchange hwan for dollars.

HOW DID IT START

First Copter Rescue at Sea

Most carrier pilots, if they had their druthers, would druther not have to ditch at sea. Their aircraft just don't operate very well in water.

If and when such disaster occurs, however, they're armed with the comforting knowledge that a helicopter is close at hand, and, in most cases, will have them safely out of the drink in a matter of minutes.

It wasn't always so. In fact, as short a time ago as 1947, the Navy was still debating whether to accept the helicopter for shipboard use. Now the naval aviator whose unscheduled dunking—and subsequent rescue by a helicopter—probably had a good deal to do with that acceptance has been presented an award commemorating the event.

CDR (then LT) R. A. Shields, USN, one of the principals in that little drama, is believed to be the first Navy pilot ever rescued by a chopper.

LT Shields, a member of Attack Squadron 7A based on board USS *Leyte* (now

AVT 10) was flying an SB2C dive bomber during Task Fleet Two operations in Atlantic and Caribbean areas on that very special February day. And, lucky for him, a chief test pilot for a helicopter manufacturing company, D.D. "Jimmy" Viner was also present during those operations, busily demonstrating the capabilities of his firm's pride and joy.

Copter test pilot Viner was already airborne demonstrating the ease with which his craft handled such routine at-sea chores as mail and supply transfers between ships when LT Shields' plane developed engine trouble just after takeoff from *Leyte*, and he ker-plunked into the sea.

Not one to pass up such a heaven-sent opportunity as this, the quick-thinking whirlybird driver rapidly wheeled his machine to the scene, lowered the line he had been using on the mail and supplies, and quickly plucked the soaked but grateful flyer from the water and deposited him back on *Leyte's* flight deck. The inherent possibilities of the performance were definitely not wasted on those Navymen who witnessed it.

"I was in the water only a short time," CDR Shields recalls. "I had no idea at the time, however, what an impact my experience would have on the business of flying everywhere."

CDR Shields posted a distinguished World War II record flying both torpedo and dive bombers and night fighters. Unsurprisingly, however, after his history-making rescue he developed an abiding interest in helicopters. He requested and received 'copter flight training, and was a chopper pilot for more than eight years before reporting to his present billet at NAS Miramar.



Military Payment Certificates (MPC) in denominations of \$.05 to \$10.00 will be available for exchange with U. S. currency before or immediately upon arrival. In military installations and facilities, you will use MPC exclusively. The possession and use of U. S. currency is not authorized. It is illegal to transfer MPC to any person or agency not authorized possession.

Mail and Communications — Mail may be sent via air or surface transport through Army post offices (APO). Normally, airmail to the States takes four to five days to the West Coast and four to six days to the East Coast. Surface mail requires approximately six weeks. Telephone calls may be made at rates averaging \$12.00 for three minutes.

All-Navy Cartoon Contest
ENS R. C. Harvey, SC, USN



"Say, chief, what ship did this new man come from?"

Religion — Religious facilities in the Protestant, Catholic and Jewish faiths serve the communities. Chaplains are frequently assisted by civilian missionaries who supplement

Sabbath and week-day services.

Sports and Recreation — Libraries, craft shops, spectator and participating sports, entertainment workshops and clubs are available.

Spectator type sports include wrestling, boxing, basketball, softball and football. Leisure time voluntary participating activities include handball, badminton, table tennis, horseshoes, swimming, weightlifting, archery, hunting, fishing and bowling. A golf course is available in Seoul. Hunting and fishing, as elsewhere, are carefully regulated in respect to season, take and area. Both fresh water and deep sea fishing are available and, for hunters, pheasants are plentiful.

The entertainment workshop sponsors amateur musical and dramatic productions periodically.

At the clubs, you will find a variety of off-duty activities and entertainment which includes dances, parties, floor shows and bingo. The American Forces Korean Network and numerous Korean radio stations offer an excellent variety of radio programs. One AFKN television station broadcasts programs in Seoul.

The news is published daily in Seoul by two English language Korean newspapers: the "Korean Republic" and the "Korean Times." The Pacific edition of the "Stars and Stripes" is published in Tokyo and air-carried to Korea daily for sale and distribution to military activities and dependent areas.

Medical and Dental Facilities — Adequate medical and dental facilities are available. Treatment for hospitalized cases is provided in the 50-bed hospital at Seoul. Dental care includes general operative, surgical and prosthetic treatment.

Everyone entering Korea is required to have up-to-date records showing prescribed inoculations. Booster shots are obtainable.

Dependents should complete any necessary medical or dental treatment before departure from the United States.

Transportation — Shipment of privately owned vehicles is authorized if you are to serve at least 24 months in Korea. Only one vehicle (motor scooters, motorcycles and motorbikes are considered vehicles) is authorized. Korea has very strict laws on the ownership of vehicles by Koreans, and resale is not feasible

Here's List of Publications and Films on Leadership

Here is a list of publications and films for use by commands in their leadership programs. Initial distribution of all this material has been made. However, additional copies of publications may be requisitioned from the U. S. Naval Supply

Center, Norfolk, Va., or Oakland, Calif., in accordance with Nav-SandA Publication 2002 (Navy Stock List of Forms and Publications, Cognizance "I").

Films are obtainable from Navy and Marine Corps Film Libraries.

Title	NavPers Number
PUBLICATIONS:	
<i>Effective Division Officer Leadership</i>	15914
<i>Leadership Discussion Guides (Officer)</i>	15915A
Second Increment	15915A-1
Third Increment	15915A-2
<i>Leadership Discussion Guides (Enlisted)</i>	15916
Second Increment	15916-1
Third Increment	15916-2
<i>Department Head/Division Officer Leadership Check-List</i>	15918
<i>Officer Leadership Check-List</i>	15919
<i>Officer Leadership Check-List</i>	15922
<i>Effective Naval Leadership and the Code of Conduct</i>	15923
<i>The Armed Forces Officer</i>	15924
<i>Principles and Problems of Naval Leadership</i>	15928
<i>Five Steps to Effective Naval Leadership</i>	15932
<i>Guided Discussion — A Tool for Effective Naval Leadership</i>	15890
<i>Moral Leadership</i>	15933
<i>A Leadership Seminar Guide</i>	10903A
<i>Correspondence Course, Leadership (Enrollees only)</i>	
FILMS:	
<i>The Challenge of General Order No. 21</i>	MN-88292 (25 Min.) (color)
<i>Use of Discussion</i>	MN-8829b 27 min.) (B&W)
<i>The Case of the Early Leave</i>	MN-8829e (15 min.) (B&W)
<i>The Case of the Unmoved Files</i>	MN-8829f (15 min.) (B&W)
<i>The Case of the Penurious Personnelman</i>	MN-8829g (15 min.) (B&W)
<i>The Case of the Unwashed Seaman</i>	MN-8829h (15 min.) (B&W)
<i>The Navy Way</i>	MN-53211 (20 min.) (B&W)

and in most cases not possible. So it is best to plan to return your vehicle to the U.S. upon completion of your tour.

Be sure your automobile is in first-class condition before shipment. If possible, it should be of the light-weight and low-price range type. Replacement parts are very limited at the PX garage and will, in most cases, have to be ordered direct from the U. S. Lock-type gas caps are required.

It may be five weeks to two months from the time you turn your automobile in at a West Coast port until you receive it. You will be notified when your car arrives and given information as to when and where you may receive it. You should bring a valid, current driver's license from some state in the United States as a prerequisite to obtaining a driver's permit from the Korean government. You will be required to obtain both a Korean and a military permit and to have them in your possession while driving.

Be sure to check with your automobile insurance company to make certain that your present policy provides the coverage you think it does. Highways leave much to be desired. Modern paved roads are few, and most of the streets are narrow and winding and heavily traveled by pedestrians and bicyclists.

Military transportation will be provided when necessary to carry children to and from schools and dependents to and from the commissary when quarters are located beyond reasonable walking distance.

All-Navy Cartoon Contest
LT B. E. Lodge, USN



"... and all liberty is canceled until morale improves."

WAY BACK WHEN

Commodore Sloat's Festival

The Sloat Day Festival, which is held annually in Monterey, Calif., is named in honor of Commodore John Drake Sloat, who captured the city of Monterey for the United States in July 1846.

This celebration actually commemorates the second time that Monterey was captured by the U. S. Navy for the United States. Some four years before, in 1842, Commodore Thomas ap Catesby Jones, believing a state of war existed between

Mexico and the United States, captured Monterey. When he found that the two countries were not at war, he apologized and gave the city back to Mexico. The United States later relieved Commodore Jones of his command as a result of his hasty move.

When Commodore Sloat captured Monterey, however, it was for keeps. He sailed into Monterey Bay in his flagship, the frigate *Savannah*, and joined two other American ships, *Cyane* and *Levant*.

Five days later, on 7 Jul 1846, the United States flag, which then had 28 stars, was officially unfurled over the Mexican Custom House in Monterey. A proclamation was read by Commodore Sloat which declared the territory of California to be under the protection of the United States. California became a state in 1850.

During this year's Sloat Day Festival in Monterey, some 900 officers and enlisted men from five ships participated in the celebration. The ships were USS *Benner* (DDR 807), *Everett F. Larson* (DDR 830), *De Haven* (DD 727), *Conflict* (MSO 426), and *Endurance* (MSO 435).



Regulations Revised on Athletic Achievement Awards

Regulations for the Chief of Naval Personnel's Athletic achievement awards have been reviewed and up-dated.

The guidelines are:

Eligibility—All officer and enlisted personnel on active duty in the Navy for a period of 90 days or more, AND their bona fide dependents. NROTC and USNA midshipmen are *not* eligible.

Awards and requirements are as follows:

Bowling—Men, for rolling a "300" game or a "700" series in ten pins; Women, for rolling a "300" game or a "600" series in ten pins. All requests should include verification by teammates or opponents, and an official of the bowling alley.

Golf—For a "Hole-in-One." It must be accomplished on a regulation golf course (one which has no more than five par-three holes out of 18) or on a pitch-and-putt hole more than 200 yards in length. Request should include the score card properly attested by playing part-

ners and the club professional.

Baseball—For pitching a no-hit, no-run baseball game (nine innings) during regular league play.

Softball—For pitching a no hit, no-run, no-man-reach-base softball game (seven innings) during a regularly scheduled game.

All requests for the baseball and softball awards should be accompanied by an authenticated score sheet.

Requests—Requests for awards should be forwarded to the Chief of Naval Personnel (Attn: Pers G-11) via your commanding officer. Each request must have been properly authenticated and accomplished after 1 Jan 1960 in order to be considered for an award.

Thomas Edison Is Launched

Thomas A. Edison, SSB(N) 610, has been launched at Groton, Conn. She is a sister ship of *Ethan Allan*.

Thomas A. Edison is 410 feet long and displaces 6900 tons. It will carry 16 A-2 *Polaris* missiles.

The A-2 version of the *Polaris* missile has a range of 1500 nautical miles (1725 statute miles).

**Naval Clemency Board
Can Provide Another
Chance in Disciplinary Cases**

By and large, most of us go along from day to day, doing the best we can at our jobs and trying to keep out of trouble. Sometimes a man gets himself fouled up, and it is necessary to invoke the law. If that should happen to one of your shipmates, the Naval Clemency Board can be one of his good friends. Allow us to perform the introduction:

The Clemency Board has been created by the Secretary of the Navy to study the cases of those who have committed offenses under the Uniform Code of Military Justice and have been sentenced to a punitive discharge or confinement by court-martial.

If the circumstances appear to warrant, the Board may recommend that a man's sentence be reduced, or that he ultimately be restored to duty. (It is, of course, entirely up to the Secretary whether or not to accept the Board's recommendation. Usually he does.)

It might be mentioned here that

All-Navy Cartoon Contest
A. P. Ganser, MM2, USN



prisoner rehabilitation programs have been more than a century in their development, and are only now coming to be generally accepted by society. More than 33 years ago, retraining of convicted men and restoring them to duty became standard practice in the Navy.

It is entirely consistent with the Navy tradition of treating all Navy-

men as individual human beings, and not mere numbered cogs in a great military wheel, that the Secretary's policy regarding clemency extends consideration to those who await a punitive (bad conduct or dishonorable) discharge. Under this policy, if a man who has gotten into trouble is considered "suitable" and submits a request, he may be restored to duty after confinement and given the opportunity to show, during a probationary period, that he is entitled to have the punitive discharge dismissed.

In short, the Clemency Board reviews cases of naval personnel serving sentence of courts-martial resulting in punitive discharge or eight months or more confinement, and makes recommendations to the Secretary of the Navy with regard to clemency. The Board may review, in exceptional instances, cases of less than eight months' confinement.

This is not mere mouth honor to the concept of mercy. Members of the Board are high-ranking, responsible officers. The Senior Member is a senior captain (Line), assigned from the Executive Office of the Secretary. The Commandant of the Marine Corps is represented by a senior colonel. Relatively senior officers represent the Chief of Naval Personnel and the Judge Advocate General. The Bureau of Medicine and Surgery is represented by an experienced psychiatrist.

The Board is convened by precept of the Secretary of the Navy, and is guided by instructions issued by the Secretary. (SecNav Inst. 5815.3 is the current Instruction regarding clemency.)

The Board reviews from 2000 to 6000 cases each year. Of those who are restored to duty as a result of action by the Board, it has been found that about 70 per cent succeed in staying out of further trouble, and are of real value to the service.

Normally, the Board's work begins when an individual involved in a court-martial submits a request for clemency. After he has served a portion of his confinement, he is automatically granted the opportunity to make such a request. The time of eligibility depends, of course, upon the length of his sentence. Subject to certain conditions, a punitive discharge will not be executed until the action of the Secretary

Two-Time Winner of Navy and Marine Corps Medal

Some people are born with a special spark; for heroes, they say, are born, not made. Perhaps it is a profound compassion for their fellow man that makes a few—with complete disregard for their own safety—willing to snatch the life of another from the jaws of death.

John Joseph Stankaitis was born with that spark. He and his friends were swimming on the tenth of December last year during a station picnic at Guam, M. I., when the treacherous rip tide caught one of the swimmers and carried him struggling far out into the waters of Togcha Bay.

When Stankaitis learned what had happened, he swam through the swift currents in an attempt to rescue the man. He succeeded in reaching his side but the rip tide had them both in its grasp and refused to let them go.

Stankaitis managed to keep the other man's head above the turbulent water for 30 minutes—long enough for a helicopter to reach

them and pull them both to safety.

For his heroic conduct, Chief Warrant Officer John J. Stankaitis was awarded a Gold Star in lieu of a second Navy and Marine Corps Medal.

John Stankaitis received the first award in 1946. He was a Chief Pharmacist then. A commercial airplane crashed near his home at Lakehurst, N. J. Stankaitis rushed to the scene of the crash and found the plane burning furiously.

The plane's stewardess was lying in a water-filled ditch near the blazing plane. In spite of the intense heat of the burning plane and the knowledge that the plane must certainly explode soon, he jumped into the ditch and pulled her to safety seconds before it exploded.

CWO Stankaitis has had the opportunity twice in a lifetime to exhibit the quality with which heroes are endowed. The Navy and those who were fortunate enough to have him nearby in time of trouble are the beneficiaries.

upon the clemency request has been published, unless the individual asks for it.

(In addition to this automatic clemency review procedure, the man's commanding officer is authorized to grant a special review at any time before discharge if he considers it to be warranted. The automatic review applies if the Navyman is awaiting a punitive discharge or serving eight months or more, either with or without a punitive discharge. However, in special cases, the commanding officer may grant a clemency review to anyone serving a court-martial sentence, without regard to the eight-month limitation.)

When a man is eligible for clemency review, he is furnished a choice of two forms. On one, he may request restoration to duty; on the other, he may request to be discharged as sentenced. On either form, he can request additional types of clemency.

If he is confined in a disciplinary command, his request will be acted upon first by a local clemency board. He will be allowed to appear before this board in person to present his case. The board will also review his request together with his case history, reports from supervisors, instructors and custodians, as well as all other available information. A psychiatric evaluation is included. The local board then informs the individual, in person, of its recommendations.

A progress report will be prepared, which sets forth all the information concerning the case. This report, accompanied by the recommendations of the local board and the commanding officer, will be forwarded to the Chief of Naval Personnel or the Commandant of the Marine Corps for further recommendation and forwarding to the Naval Clemency Board.

If the Navyman is confined in a brig or hospital, or if he is not serving confinement, the procedure is the same, except for the review and recommendation by the local clemency board.

When the Naval Clemency Board reviews a case, all available information is carefully studied. In addition to the progress report and recommendations of previous reviewers, this includes any letter which may

have been received from interested parties, the court-martial order with the action of the convening authority (and at times, the complete court record), and any other pertinent material.

If a person thinks it will do any good, he may ask interested parties to appear before the Board on his behalf and, in rare instances, it may be possible for the individual himself to appear before the Board. However, this must be done at his own expense.

After due deliberation, the Board forwards its recommendations to the Secretary, who directs the final action to be taken.

It should be remembered that the clemency review is entirely separate from legal review. When a Clemency Board reviews a case, it must accept the findings of the court-martial as final. However, the Board does consider all available information which might help in the best disposition of a particular case.

Each case is decided entirely upon its own merits as the Board attempts to satisfy man's basic sense of ethics, the best interest of the Navy, and the best interests of the individual.

'Bonnie Dick' Bakery

When a destroyer pulls alongside *uss Bon Homme Richard* (CVA 31) to refuel, the "Bonnie Dick" furnishes more than just fuel for the ship's engines.

As an escorting destroyer hooks up to refuel, the tin can sailors watch eagerly for a small satchel to come over via the highline that will also refuel them. They know from past experience that inside the package will be "goodies" from the carrier bake shop. It's always a surprise, but doughnuts, cinnamon rolls, cookies, pie, cake or maybe some bake shop specialty, may be inside the package.

The word is undoubtedly getting around the Seventh Fleet about the Bonnie Dick's new program of goodwill, but Fleet headquarters has denied that the ships of the Seventh Fleet are flocking to the carrier for just a whiff of the aroma of hot baked bread, newly cooked doughnuts or rolls just out of the oven.

Bon Homme Richard is now on duty with the Seventh Fleet.

HERE'S YOUR NAVY

Anyone who has tried to select a name for a baby pleasing to the largest number of relatives can appreciate the Navy's difficulty when it seeks a name for a new ship.

The Navy uses the ship's name to perpetuate and honor the names of heroic ships of the past; to perpetuate the names of battles famous in the annals of naval history; and to honor heroes of the Navy, Marines and Coast Guard.

Certain ships are named for geographical locations. Others get their names from the plant and animal kingdoms, astronomical bodies, mythological beings and Indians.

Whenever the Navy gets a new type of ship, as was the case when the nuclear submarines came into existence, the Navy has to settle on a new category from which names can be selected. In the case of the FBM subs, of course, the names of distinguished patriots are being used.

A name is assigned to a ship as soon as possible after its construction



has been authorized and the contract awarded.

The Navy Department maintains lists of names for each category of ship. When a name is needed, a process of selection begins, and eventually the Chief of Naval Operations makes a recommendation to the Secretary of the Navy.

The ultimate decision for the ship's name rests with the Secretary of the Navy. He or his representative chooses the name and invites the sponsor.

When the ship is launched, the sponsor uses a bottle of champagne which has been elaborately encased in a "tuxedo" of 1/16-inch flexible mesh to prevent accidents from flying glass. When the bottle smashes against the bow of the ship, the sea gods, who used to insist on the blood of slaves to slake their thirst, are now mollified by champagne.

In case the sponsor should miss her mark, or lacks the strength to smash the bottle, a ready assist is given by anyone close by, retrieving the bottle and smashing it against the bow so the gods will not be cheated of their libation.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs

No. 37 - Announced approval by the President of a report of selection that recommended Marine Corps officers for temporary promotion to the grade of colonel.

No. 38 - Announced the suspension of the transportation of dependents to Western Europe until further notice.

No. 39 - Announced the death of Dag Hammarskjold, and directed the display of the national flag at half-staff on all government buildings.

No. 40 - Announced approval of the slogan, "U. S. Navy - Freedom's Guardian," for use in connection with observances of Navy Day.

No. 41 - Announced approval by the President of a report of a selection board that recommended Marine Corps officers for temporary promotion to the grade of lieutenant colonel.

Instructions

No. 1050.2C - Provides information concerning the conditions under which enlisted personnel of Philippine or Guamanian extraction may be transferred to the Republic of the Philippines or to Guam for reassignment or to visit these areas in a leave status.

No. 1110.4B - Sets forth the requirements for participation in the nationwide competitive examination for appointment to cadetship in the U. S. Coast Guard which is conducted annually during February.

No. 5390.2 - Provides general information regarding the Naval Leadership Program evolving from General Order No. 21.

Notices

No. 1611 (31 August) - Announced a change in the law governing regular NROTC graduates, and cancels BuPers Inst. 1611.1, which

is concerned with the retention, as permanent officers in the U. S. Navy, of officers who accepted USN appointments from NROTC and college-graduate sources.

No. 1120 (5 September) - Announced the selection of personnel recommended for appointment to the grade of ensign, Medical Service Corps, USN.

No. 1530 (5 September) - Announced the selection of Navy and Marine Corps personnel for assignment to the Naval Preparatory School, Bainbridge, Md., as candidates for appointment to the U. S. Naval Academy.

No. 1110 (14 September) - Provided information on the selection of enlisted personnel on active duty in the Navy and Marine Corps for appointments as midshipmen in the NROTC program for the class entering school in the fall of 1962.

List of New Motion Pictures And TV Series Available To Ships and Overseas Bases

The latest list of 16-mm feature movies and TV series available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Two one-hour TV shows are packaged together for a 108-minute program, but may be shown only aboard ship. TV series available for selection are: *Wagon Train*, *Bonanza* and *Rawhide* - Westerns; *Perry Mason* and *Michael Shayne* - Melodramas; and *Checkmate* - Drama.

Movies in color are designated by (C) and those in wide-screen processes by (WS). They are available for ships and bases overseas.

Motion Pictures

The Adventures of Mark Twain (1787): Biographical Drama; Fred-

ric March, Alexis Smith.

Shadow of the Cat (1788): Melodrama; Andre Morell, Barbara Shelley.

You Have to Run Fast (1789): Melodrama; Craig Hill, Elaine Edwards.

Terror of the Tongs (1790) (C): Melodrama; Christopher Lee, Yvonne Monlaur.

Angel Baby (1791): Melodrama; George Hamilton, Mercedes McCambridge.

Mad Dog Coll (1792): Melodrama; John Chandler, Kay Double-day.

Homicidal (1793): Melodrama; Glenn Corbett, Patricia Breslin.

Absent-Minded Professor (1794): Comedy; Fred MacMurray, Nancy Olson.

David and Goliath (1795) (C) (WS): Biblical Drama; Orson Welles, Ivo Payer.

The Pleasure of His Company (1796) (C): Comedy; Fred Astaire, Debbie Reynolds.

Most Dangerous Man Alive (1797): Melodrama; Ronald Randall, Debra Paget.

Time Bomb (1798): Melodrama; Curt Jurgens, Mylene Demongeot.

Battle at Bloody Beach (1799) (WS): Melodrama; Audie Murphy, Gary Crosby.

One Eyed Jacks (1800) (C): Western; Marlon Brando, Karl Malden.

Curse of the Werewolf (1801) (C): Melodrama; Clifford Evans, Yvonne Romaine.

Five Golden Hours (1802): Comedy; Cyd Charisse, Ernie Kovacs.

Television Programs

5160: TV-1 *Wagon Train* - Trial for Murder, Part I. TV-2 *Wagon Train* - Trial for Murder, Part II.

5161: TV-1 *Wagon Train* - The Jeremy Dow Story. TV-2 *Checkmate* - Princess in the Tower.

5162: TV-1 *Wagon Train* - The Cathy Eckhart Story. TV-2 *Checkmate* - The Dark Divide.

5163: TV-1 *Wagon Train* - The Dick Jarvis Story. TV-2 *Checkmate* - Moment of Truth.

5164: TV-1 *Wagon Train* - Princess of a Lost Tribe. TV-2 *Checkmate* - Between Two Guns.

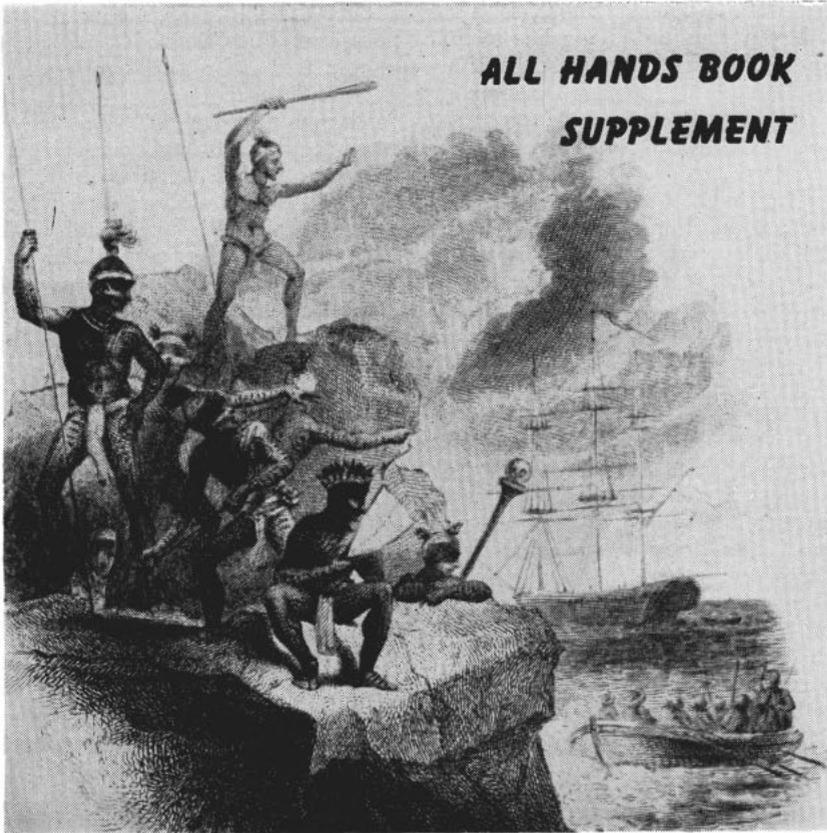
5165: TV-1 *Wagon Train* - The Patience Miller Story. TV-2 *Checkmate* - One for the Book.

5166: TV-1 *Wagon Train* - The Prairie Story. TV-2 *Checkmate* - A Matter of Conscience.

Answers to Quiz Aweigh

1. (b) The same as required on the dress blue jumper.
2. (b) Only petty officers who have 12 years of continuous active duty in which they have qualified for the Good Conduct Medal.
3. (b) Fire control technician.
4. (a) A gun rangefinder operator.
5. (b) Either a stencil and paint or a one-half inch stamp.
6. (c) Scuba diver
7. (a) Wear a plain white helmet.

Quiz Aweigh may be found on page 49.



**ALL HANDS BOOK
SUPPLEMENT**

SOUTH SEAS

Summit Meeting

1829

Misunderstanding and conflicts appear to arise in all times and places. Here, a chaplain aboard *USS Vincennes* tells how the captain of that ship was instrumental in negotiating peace between opposing tribes near the Marquesas Islands more than 130 years ago.

THE NEXT DESTINATION of *Vincennes* is the Washington Islands, a group in the vicinity of the Marques de Mendocas and frequently included with them under the general appellation of the "Marquesas."

Though the Marquesas were discovered by a Spanish voyager in 1595, the Washington group, scarce a degree distant to the northwest from them, remained unknown until 1791, when they were first seen by Captain Ingraham of Boston, and in the succeeding year visited by Captain Roberts of the same place, who gave them their name.

There are three of them; Huahuka, Nukuhiva, and Uapou, forming a triangle by their relation with each other. Nukuhiva, 20 miles in length and nearly the same in breadth, with three or four good harbors on its coast, is much the largest and most important of the three and that alone which ships have frequented. It is the island at which Commodore Porter refitted his squadron in the Pacific during the late war between the United States and Great Britain, and is the principal scene of the journal he later wrote.

The inhabitants are now as they were then, in an entire state of nature, and their primeval condition is unchanged except, it may be, among those in the vicinity of the harbor occasionally visited by ships.

THE HIGHEST PEAKS of Nukuhiva we judged to be between two and three thousand feet above sea

level. Its eastern end is perfectly ironbound, presenting an uninterrupted succession of barren precipices. As we approached with a gentle breeze, the only object that attracted particular attention was the headland forming the southeast point for which we were steering. It is a bold and lofty promontory, surmounted by a gigantic rock having a most striking resemblance to the ruined watch-tower of some dilapidated castle.

On passing this we opened on the right the deep bay and valley of Oomi, inhabited by the Taipiis, the warlike tribe whom Commodore Porter skirmished while refitting his squadron. The valley is richly covered to the mountain tops with groves of cocoanut and breadfruit. A high green point, clothed only with grass, and a still deeper arm of the sea running three or four miles inland, separate this valley and its waters from that of the Hapas, the only tribe intervening between the Taipiis and the Teiis, the occupants of Taiohae, immediately round our anchorage.

There being no obstruction to the navigation along the coast, except a single point of rock above water within a mile of Tower Bluff, we ran close in with the shore and soon came upon a fleet of fishing

From *A Visit to the South Seas*, by C. S. Stewart, A. M., Vol. I. Published by Henry Colburn and Richard Bentley, London, 1832.

canoes. They were filled with men of the Hapa tribe who, the moment they saw the ship, began hauling in their lines and fishing tackle in readiness to board us.

THERE WAS NO LITTLE EXCITEMENT ON OUR DECKS IN THE prospect of a close observation of these people, and as we came in among them and caught the sounds of their chatter and laughter, with which they expressed their surprise at the sight of us, everyone was ready to throw a line to the numbers who leapt from their canoes into the sea to get hold of some part of the ship and to mount her sides as she passed.

Five or six succeeded in the attempt, although we were under considerable sail. Some were entirely naked, but all appeared as good natured and jovial as could be.

We soon discovered that their tribe and the Taipiis were, as usual, at war, and that only two days previous there had been a sea-fight between them near the spot at which we then were. Their grimaces of detestation and deadly hatred to their enemies, as they pointed in their direction, and pantomimic representation of the battle, the discharge of the muskets and effect of the shot was fascinating; while they used all the eloquence of speech and gesture to induce us to espouse their cause and pour destruction on the poor Tapiis, whose very name seemed to be a watchword of terror among them.

For this purpose they wished us to come to an anchor near their valley opposite, but finding us determined to proceed to our own harbor they continued on board, the Teiis being at present their friends and allies.

While yet under weigh, two or three canoes were seen paddling towards us from the fishing grounds near the sea, and others from the center of the bay; and we had scarce let go our anchor before scores of visitors came swimming in all directions from the

shore, soon surrounding the ship, sporting and blowing like so many porpoises. They were all received on board, and we quickly had noise and confusion in abundance.

Many of them, both men and women, were entirely naked, though most of the latter brought with them a *pau* or *kihei* (petticoat or mantle) tied up in leaves or native cloth, and elevated on a short stick which they held above their heads with one hand while they swam with the other. Until they gained the deck, however, and had time to make their toilette there, they all stood *a la Venus*. I should think the number thus on board amounted to at least 150 to 200.

IT WAS NOT UNTIL TWO OR THREE HOURS later that a canoe of chieftains was announced as alongside. The party consisted of Moana, the prince or king of the tribe, who was a boy about eight years of age; of Haape, guardian of the prince and regent during his minority; with Tenae, a son of the same age as Moana; and Piaroro, a chief of rank from the neighboring tribe of the Hapas. Neither men nor boys had any other clothing than the simple *maro*, of a kind of *tapa*, or native cloth. I never saw brighter looking little fellows than the prince and his companion. They at once became favorites with us all.

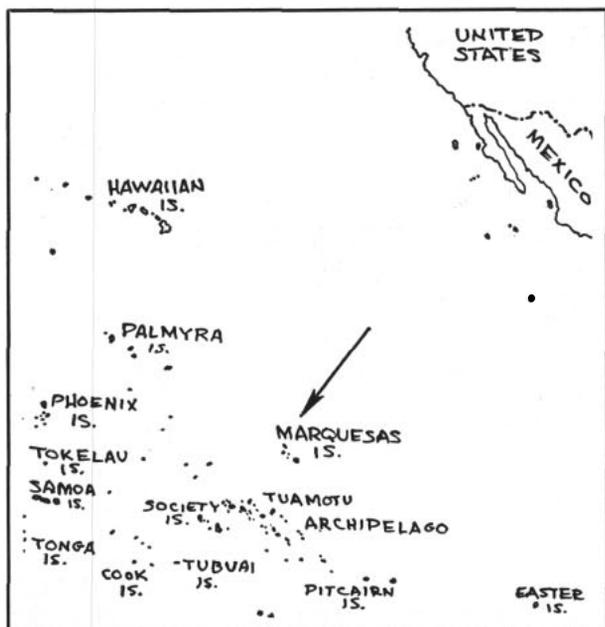
Haape is a middle-aged man of mild countenance and seemingly of most kind and amiable feelings. He welcomed us with great cordiality, taking it for granted that by the arrival of one of "Porter's ships," as they call all American vessels, he had gained just the kind of ally against the Taipiis that he needed.

My partial knowledge of the Hawaiian language, which does not differ radically from that spoken at this group, enabled me to interchange ideas to some extent; and by the aid of five or six Society Islanders and Hawaiians belonging to the crew, Captain Finch succeeded so far in explaining the general object of our visit — we came neither for trade nor war, but to express our good will towards them, purchase from them such refreshments as were desirable, and render them any service of kindness in our power.

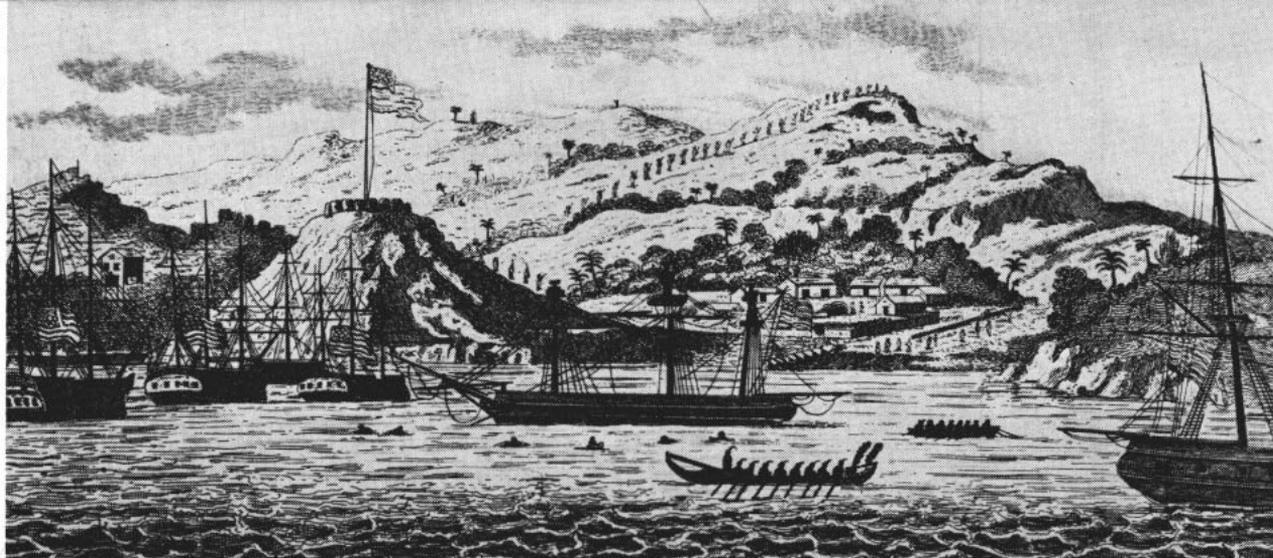
ON ENTERING THE HARBOR, a white flag had been hoisted at the foretop masthead, as a signal that the ship was free of access to all who might choose to come on board. The captain informed them of the design in setting it and told the chiefs that any of the people might come off whenever they saw it flying, but that taking it down would show that the ship was *tabu* until it should be hoisted again; that now it was to be lowered for the night, and all on board, men and women, must start for the shore.

This Haape and Piaroro made known to the crowds thronging the decks and rigging. At first, little attention was paid to the order, but when Captain Finch repeated the injunction to the chiefs, assuring them that the ship must be cleared, they assumed a more authoritative tone toward the people, and the men began plunging overboard amidst the confusion of a general chatter and exclamation.

The women manifestly considered the order as referring only to the men, and remained clustered about, in the belief that, like all other ships that had ever visited them, *Vincennes* was to be their home



PACIFIC DOTS—Arrow points to Marquesas Islands where *USS Vincennes* made good will stop in 1829.



SAME SPOT—*Vincennes* found islands much the same as during Commodore Porter's visit shown here.

until her anchor was taken for sea again. When, after repeated declarations that they too must go, they began to suspect the truth of the case, scarce anything could exceed the looks of surprise they cast at one another and on the ship's company.

They seemed determined, by their further dilatory movements in obeying the order, still further to test the reality of such an unknown measure. It was not until we beat to our usual evening quarters, and the officers by their swords very courteously pointed out the steps at the gangway to them, that they too began with many a "*taha, taha,*" to leap one after the other into the water and pull away for the shore.

REVILLE HAD SCARCE BEEN BEATEN the following morning before *Vincennes* was surrounded by the noise, loud talking, hallooing and various rude merriment of the islanders. Finding the ship strictly *tabu*, they took possession of the launch which had been hoisted out and moored at a little distance and, although a heavy boat, crowded her until her gunwales were almost level with the water. As the white flag has not been hoisted during the day, they have been content with that accommodation.

Before breakfast, the chiefs we saw yesterday came to us accompanied by an Englishman named Morrison. He has lived here several years as a collector of sandalwood, and the captain readily accepted his services as an interpreter. The principal object of the visit on the part of the chiefs was to know when they might expect Captain Finch and his officers on shore, and we made an appointment for 11 o'clock.

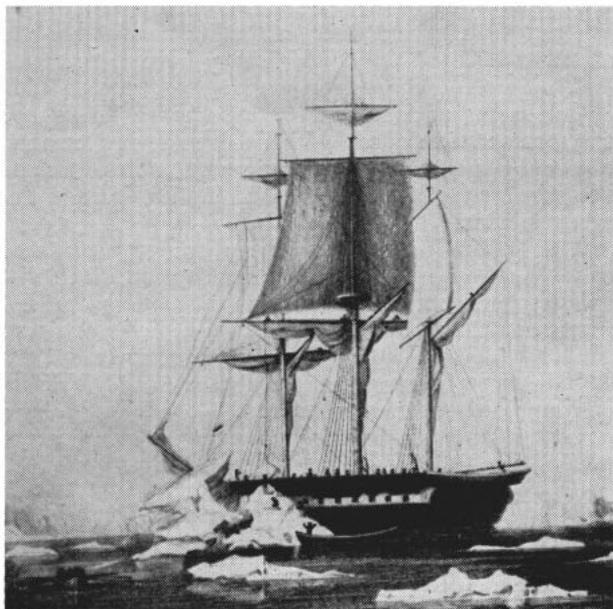
The house of Haape, with whom the young king Moana lives, is located on the brow of a small hill near the beach and overlooks the bay. It is small, but is a conspicuous object from the anchorage and has a pretty cottage-like appearance. The various houses, though of different sizes, from 20 to 100 feet in length and from eight to 16 in height and from 10 to 14 and 16 feet wide, are all of one shape and style, and vary considerably in their form and construction from those of the Sandwich Islanders.

Here, the roofs instead of descending to eaves on both sides of the ridgepole, have rafters in front only, while the back of the house descends perpendicularly from the peak to the ground, giving to the exterior the appearance of an ordinary hut cut length-

wise in two. They are always erected, as far as I can see, on a platform of rough but massive stonework from one to four feet in height which extends two or three feet beyond the area of the house. The rafters descend in front to a plate or timber, extending the whole length of the house, supported by a row of thick round pillars from three to five feet in height, over which the eaves project sufficiently to screen the entrance from the weather.

At the peak the rafters rest on a similar stick of timber, supported by two or more posts. The space between them is filled with poles of bamboo or of the light wood of the hibiscus, laid parallel, two or three inches apart, over which lighter sticks are placed, the whole being neatly lashed together at the intersection.

The fronts of the houses are seldom thatched. Sometimes they are entirely open, in which case the timber supporting the roof, and the pillars below are generally neatly hewn and ornamented by braids of sennit, of various colors tied on in horizontal stripes,



THE SHIP—USS *Vincennes*, shown during a later expedition, received a warm welcome from natives.



MUCH DECORATED chief warrior of Taipii tribe is shown in drawing made during visit to islands.

in diamonds or in checks, in a pretty and fanciful manner.

THERE WERE A NUMBER of people in Haape's house besides his wife and female relatives, children and servants, some sitting and others lying and lounging around. The wife of Haape, a fine looking and graceful woman, was nursing a child some months old, of which she seemed very fond.

In every house, the internal arrangement is the same. A smooth trunk of a cocoanut tree extends the whole length, a foot or two from the farther side. At an interval of about four feet another lies parallel to it and the space between is spread with grass and covered with mats. This constitutes the bed of the whole family and household, the innermost log forming a general pillow and the second a support for the lower limbs, which extend over it. The rest of the area is a paved floor, a foot or two above the platform without, upon which they have their meals and perform their indoor work.

Calabashes of food and water, wooden bowls and trays, some stone adzes, with other rude implements, numerous spears and war clubs and a few muskets sticking in the thatch, constituted the furniture of the establishment.

After a few expressions of civility and assurances of the kind intention of our visit, Captain Finch distributed some small, but to them valuable and useful presents, such as axes and knives and pieces of white calico. After this, and a few minutes spent in the examination of some papers, calabashes, wooden dishes and other articles of manufacture, we proposed taking a walk inland among the groves and plantations of the valley.

AS WE LEFT THE HOUSE, a chief warrior was pointed out to us in the crowd, a small but exceedingly athletic and muscular man, with sharp features and wild expression of countenance, and a tremendous head of bushy hair frizzled widely in every direction, cultivated to add to the terror of his looks in battle. He had a spear in one hand, and at our request

went through the various rapid movements and gesticulations, terrific grimaces and savage shouts of an onset, throwing so much of the excitement of reality into the exhibition as at times to make one almost apprehend that before we were aware of it, his spear might transfix one of us.

Impatient to visit one of their temples, I inquired of the interpreter where they were located. He pointed to a ruinous looking building in the immediate vicinity, not differing in its appearance from the common habitations around us.

He accounted to its present condition by telling us that within the past year, a war had been carried on against the Teiis, occupying the valley, by their neighbors the Hapas, in which the latter were victors and carried their spoils even to the temples, bearing away all the images and leaving the buildings in ruins.

No attempts have since been made to replace the idols or repair their former dwellings. To the same cause, it seems, is to be attributed the many appearances of neglect and decay in the district and the obvious poverty of the chiefs and people. Haape, as well as the whole valley, is in state of vassalage to Piaroro, the chieftain of the Hapas, here nominally as a guest but in reality as ruler.

My robes and scarf were the subjects of the highest attraction. They seemed to take the fancy of the crowd even more than the glitter and lace of my companions, and when my hands were discovered in a pair of black kid gloves stitched in white, I could scarce free myself from the throngs gathering around with wonder and delight. They appeared to think them a species of tattoo inseparable from the hand.

THAT THE TAIIIS might have no reason for supposing us the friends only of the tribes at war with them, Captain Finch decided some days ago to remove *Vincennes* to their waters, to show them our perfect neutrality by holding similar intercourse and bestowing the same gifts on them that he had on the Teiis, Taioas and Hapas, and to exert his influence there also to bring the present hostilities to an amicable adjustment.

He told the chiefs on Saturday of his intentions and proposed to them to send a deputation of their principal personages by the ship to hold a conference under his protection with the rulers of that tribe, that if possible peace might be formed. To this they readily acceded; appointing the young prince Moana, and Te Ipu, a chief warrior from the Teiis and Taioas, and Piaroro from the Hapas.

Though there was no fear for the personal safety of the young prince in landing among the Taipii, still Haape, his guardian, made it a condition of his accompanying us, that he should go on shore only with the captain, lest he might be detained by his friends in a kind of honorable captivity.

All hands were called yesterday at four o'clock in the morning, and we cleared the harbor in a short time without difficulty. Our course for the six or eight miles intervening between Taiohae and Oomi being directly in the face of the trade wind, we were obliged to beat up and thus made two stretches into the midchannel between Nukuhiva and Uapou 25

or 30 miles south of it. The outline of Uapou is altogether the most romantic and is most singularly marked by two or three peaks in the center, one of which rises in the proportions of a spire, rising to a perfect point at least 1000 feet above the elevation of the general range.

THE APPEARANCE OF OUR SHIP in the harbor was evidently regarded with suspicion. Few of the natives were to be seen and none except at a distance. We were not surprised at this, nor to learn that it was believed that we had come for war.

By established and universal usage at this group, any member of a tribe nearly related by blood or marriage to persons in another may, in times of war as well as peace, pass with impunity from the territories of one to those of another and be regarded as a friend. Acquainted with this fact, we had brought with us a native Tapii who had married a woman at Taiohae, and was living there.

Hoisting a white flag at the foremast head, we landed him on the rocks abreast of the ship as a messenger of peace. Morrison, the interpreter, was also dispatched in a boat to the beach to give assurance to the chief personages of our friendly intentions and to invite them to an interview with the captain.

These manifestations of good will soon brought a canoe or two alongside with cocoanuts for barter and in the course of an hour, many men and boys swam off and came on deck.

The rain poured in torrents for two or three hours in the afternoon, but ended in time for the chief and his assistants to come on board before the night. They were less imposing in their personal appearance than any of the higher classes we had seen; not much different from the most common of their fellows. There was no attempt at a display of costume or ornament, except a full wreath of red and white feathers, much soiled, in alternate bunches over the forehead and temples.

We were interested to discover that, upon seeing us approach, they believed that "like Pota (Porter) we were coming in war only."

It seems that the Hapas, after learning from the captain that he planned to visit the bay of Oomi for purposes of peace, had sent a messenger to the Tapiis to spread the rumor that Porter's ship was

coming up to attack them by water while they and the Teiis were to fall upon them by land. Since then, they had been busily engaged in throwing up a breastwork of stone across the front of the valley as some kind of defense against our invasion.

After making known their fears to the captain, and expressing their joy at finding them groundless, they said: "Now all is right, you come in peace and have brought our king Moana with you. Our valley and all it contains is yours, and yourself and ship's company may land at any time in perfect safety and take whatever you please."

CAPTAIN FINCH THEN FULLY EXPLAINED to them his views, in the manner he had already to the other chiefs, and urged on them the importance of following his advice instead of continuing to shed the blood of their fellows and of devastating each other's valleys.

At every sentence, they exclaimed with seeming great pleasure: "Motaki! Motaki! It is good; it is right!"

They added: "But you are the only chief that ever talked to us in this manner and gave us such advice. This is the first ship in which we were ever told that it is wrong to fight."

The captain told them that whatever others might have thought necessary, war was one of the greatest of evils. He pointed to the heavy guns of our batteries, to the muskets and cutlasses, battle-axes and boarding pikes of our well guarded ship and assured them that all this array was not designed to promote bloodshed and war, but to secure peace, both at home and abroad.

I was delighted with the intelligence and deep interest shown by them on the subject. The scene was of no ordinary character; a captain of a vessel of war in the cabin of his battleship, surrounded by chieftains and warriors stained with each other's blood, unfolding the miseries which attended violence and war, urging them to friendship and lasting peace, while they hung on his words with the delight of children listening to a new tale.

People-to-people, down through the years, has been a collateral function of Navymen ashore and afloat, as well as a rewarding aspect of the Navy's role in preserving the peace.

RISING HIGH—Sketch made during 1829 cruise shows how islands of Marquesas rise abruptly from sea.



TAFFRAIL TALK

IN THE MAY ISSUE, you may recall, ALL HANDS published the winning entries in the 1961 All-Navy Cartoon Contest — a chuckling good group, we're sure you'll agree.

Later, we decided to run some of the more outstanding entries, which had just missed placing in one of the top ten spots, in several succeeding issues. No sooner had copies of the July issue reached our hands from the printer, however, than a goof was spotted. Armed with the evidence, we invaded the Layout Editor's lair and protested:

Lookit. In the May issue you ran the All-Navy Third Place cartoon by Peter A. Hansen, EN2, USN, on page 32, and the Fifth Honorable Mention cartoon by Neil H. Hansen, AC1, USN, on page 33, and you got them exactly right. Then in the July issue you ran a Neil Hansen contribution on page 48 with Peter Hansen's byline, and you ran one of Peter Hansen's drawings on page 52 with Neil Hansen's credit line attached. Can't you read?

It seemed like a completely valid complaint at the time, but when the Layout Editor's eyes glazed over, and his hand crept closer to a dangerously heavy paperweight, we deduced that perhaps he'd been staring at too many cartoons and cut-lines lately. At any rate, in view of his wretched attitude, we've decided to content ourselves with mentioning it to you.

Okay?

And so why did it take so long to get out the right word? We're human too — we just hate to admit our own mistakes.

★ ★ ★

RECORDS, WE'RE AWARE, are made to be broken—and, as a matter of fact, oftentimes turn out to be no records at all. And we've been bitten just often enough in the past to make us extremely careful of claiming a record for anyone or anything.

Now, however, comes word of an aerial accomplishment which has all the earmarks of a bona-fide record. It may have been duplicated in the past, but it has never been topped. And it may be tied again in the future—but if it is to be, prospective challengers had best get humping, for they've precious little time left.

We refer, of course, to the busy, busy day spent recently by LT William N. Straughan, USN, of the CIC School, NAS Glynco, Ga. Scarcely taking the time for a cup of joe between stints, the lieutenant, as a qualified-in-type pilot, flew all five of the major classes of naval aircraft—a ZPG-2 blimp; an SNB twin-engined light transport; a T2V-1 *Sea Star* jet; a UF-1 *Albatross* seaplane, and an HRS-1 helicopter.

LT Straughan, it develops, is one of only a bare handful of Navy pilots who have qualified in all classes of aircraft during the 50-year span of Naval Aviation. And until they hear to the contrary, Glynco observers feel he may well have become the first ever to fly them all in one day.

In the process of establishing what may have been a memorable "first" moreover, the versatile lieutenant was also participating in a "last," of sorts. His excursion in the ZPG-2 was one of the final scheduled sub hunts slated to be conducted with the blimps. With their decommissioning late this year will go the chances of other Navy pilots to equal LT Straughan's feat.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipments, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Information Bulletin is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. The issuance of this publication approved by the Secretary of the Navy on 27 June 1961. Opinions expressed are not necessarily those of the Navy Department. 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 as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

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

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

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● AT RIGHT: SHIP SHAPE—On board USS *Nautilus* SS(N) 571 Fred F. Knouse, MM2(SS), squeezes out last chin-up as part of Navy's physical fitness program while judge and score-keeper check his action.

Photo by J. J. Krawczyk, FTC(SS), USN.

ALL HANDS





E for EXCELLENCE