

★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



This magazine is intended for 10 readers. All should see it as soon as possible. PASS THIS COPY ALONG

JANUARY 1965





ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. 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. DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

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.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant. PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The rate for ALL HANDS is 25 cents per copy (except for the December 1963 Rights and Benefits issue, which is 50 cents per copy); subscription price \$2.50 a year, domestic (including FPO and APO address for overseas mail); \$3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

JANUARY 1965

Nav-Pers-O

NUMBER 576

VICE ADMIRAL BENEDICT J. SEMMES, Jr., USN

The Chief of Naval Personnel

REAR ADMIRAL J. O. COBB, USN

The Deputy Chief of Naval Personnel

CAPTAIN JOHN W. HIGGINS, Jr., USN

Assistant Chief for Morale Services

TABLE OF CONTENTS

Features

Battling the Ladies of the Sea: The Hurricane Story	2
Project Stormfury	5
What to Do Before a Hurricane Strikes Ashore	8
Seabees Put Up Defenses to Restrain Gladys	9
Mt. McKinley Has a New Look	10
A Historic 'Show-the-Flag' Cruise	12
Photo Album: The Oldtime Air Reserve	17
Harbor Defense Reserve	18
They Get Shot At Every Day and They Like It	20
It's All in the Family	22

Departments

Letters to the Editor	25
Today's Navy	34
Navy Sports: Schedule on the 1965 Calendar	40
Servicescope: News of Other Services	42
The Word	44
Decorations and Citations	56
Book Reviews	58

Centerspread

What Every Navyman Should Know About Clouds	32
---	----

Bulletin Board

Facts on the Fleet Reserve	46
Basic Information on Constructive Time	47
Changes in the Seavey System Which May Affect You	50
What You Should Know About DD Form 1173	52
Changes in the Family Protection Plan	54
Directives in Brief	55

Special Roundup

Navy New Year's Logs—They Could Be Verse	58
--	----

Taffrail Talk

	64
--	----

John A. Oudine, Editor

Associate Editors

G. Vern Blasdel, News

Jerry Wolff, Research

Don Addor, Layout & Art

French Crawford Smith, Reserve

• **FRONT COVER: FROM THE BEGINNING**—In 1965 the U.S. Navy will enter its 190th year of service. Although serving basically the same mission as when established by legislative action of October 13, 1775, it bears little resemblance to our first fleet. This year, as usual, ALL HANDS will point out the latest development in today's Navy and give a glimpse at the future sea service.

• **AT LEFT: NEEDLE NOSED**—Unusual photo shows submarine-hunting specialist USS *Edward McDonnell* nearing completion in a Louisiana shipyard. The escort ship, equipped with the most advanced ASW gear, is slated for commissioning this month at Charleston, S.C.

• **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.

Battling the Ladies of

Hurricanes are formidable enemies of Navy ships at sea. Their destructive force can equal or surpass that of major combat action. The best defense against them is to determine where they are and where they're going, then avoid them.

Detecting and tracking these Ladies of the Sea has been the principal job of Navy hurricane hunters for over two decades. It's a risky job, but it pays big dividends. Here's a report on hurricanes and Navy hurricane hunters.

TODAY'S NEWSPAPER records current events; last year's reflects history. Yet, in one respect, during one particular season, a one-, two-, five- or ten-year-old newspaper might tell the same headline story as a current one—a story of widespread, merciless devastation of homes and property, with damage running into millions

of dollars; of hundreds of dead and thousands of injured, homeless and missing persons; of ruined crops, decimated herds of livestock, ripped up roads, crumbled bridges and sunken boats with no surviving crews.

All this could happen within a few rotations of the clock's hour hand, and although it resembles a report on war destruction and casualties, it's not. Every year this havoc is executed by a force more powerful than man can muster. This force cannot be regulated by reason or persuasion; it respects no national alliances or divisions; it is completely heartless and relentless when mobilized.

Such is the force of Nature when, in a rage, she unleashes tropical cyclones—hurricanes—during the May to December hurricane season in the North Atlantic.

These tropical cyclones, as they are called by weather experts, are known by other names. In the China Sea they are *typhoons*. On the west coast of Mexico the storms are often referred to as *cordonazos*, while in the Philippines they are called *baguios*. In Australia they are known as *Willy-Willies*. But no matter what name is applied to the whirling mass of wind, it can mean death and destruction.

Hurricanes form over all tropical oceans except the South Atlantic. West Indian hurricanes, which affect the Gulf and Atlantic coasts of the United States, for example, originate in two principal regions. One of these is the southeastern portion of the North Atlantic, near and south of the Cape Verde Islands; the other, the Caribbean Sea and the Gulf of Mexico.

A fully developed hurricane consists of a well-defined area, more or less circular in shape, throughout which the atmospheric pressure diminishes rapidly on all sides toward the center. Within this area, winds blow with great force although the center itself—the “eye”, which is the point of lowest pressure—is a region seldom more than 10 or 20 miles in diameter in which calm or light winds prevail.

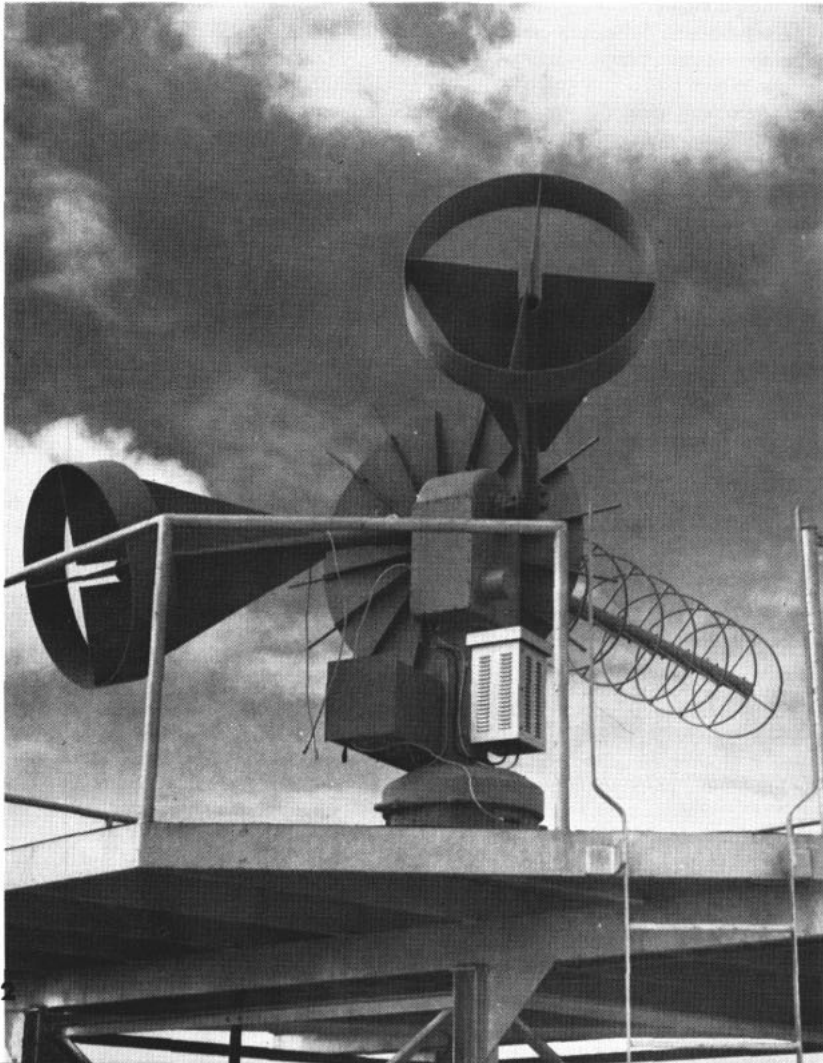
When hurricanes reach their full strength, winds of more than 150 miles per hour, and gusts as high as 186 mph, have been recorded. It has been estimated that velocities up to 250 mph have occurred. (It can only be estimated because any anemometer available has been carried away long before this force has been reached.)

In spite of the high speed of the winds which rotate about the center, the forward movement of a hurricane is usually less than 12 miles an hour, especially during its early stages. As it moves out of the tropical water in which it originates, its forward speed usually increases.

The area of destructive winds varies considerably. The width may be as small as 25 miles, but has been known to extend as far as 500 miles.

Heavy rains and clouds are present and there may be thunder and lightning. In the northern hemisphere, the winds blow counterclock-

SUPER SNOOPER—Satellite tracking antenna collects info at ComNavMar.



the Sea

wise, in the southern, clockwise.

As a hurricane moves at a relatively slow pace, it would seem that a ship should have little difficulty in avoiding it. This is quite true, of course, if the navigator is warned in sufficient time to run out of its path. But the characteristics of hurricanes are as changeable and unpredictable as the women for whom they are named.

MUCH HISTORICAL data about hurricanes and tropical storms has been accumulated, dating back to 1492 when a Genoese sailor under Spanish commission made his great discovery of the New World. This historical data is important because only if we know the extremes of nature's past violence can we adequately prepare to cope with future onslaughts.

David M. Ludlum of the American Meteorological Society notes that, during the first voyage by Columbus, no hurricanes or severe storms were encountered in the West Indies, despite the fact that his three small vessels traversed this area of tropical storm activity during the most dangerous season. One can only guess, Ludlum states in his book *Early American Hurricanes, 1492-1870*, what the course of history might have been if, in the autumn of 1492, a full-blown tropical storm had dashed the frail craft of Columbus' fleet to the bottom of the sea, or flung them shipwrecked on some tiny cay.

Between 1887 and the present, nearly 600 tropical storms have been recorded in the Atlantic. More than half turned into full scale hurricanes such as the disastrous "Audrey," the first of the 1957 season. Audrey was born in the southern area of the Gulf of Mexico and moved almost due north to strike the coast of Louisiana with tremendous force. Many perished in the storm and property damage ran into millions.

Hurricane Flora, the worst of the 1963 season, left a wake of disaster-stricken area throughout the Caribbean. Property damage on Tobago was estimated near \$30 million and 17 persons were killed. As Flora ripped her way northward she wrecked wharves, sea walls, roofs, roads and crops.



CLOUDY PHOTO—Hurricane hunter photo shows clouds in center of storm.

Losses in the Bahamas were estimated at \$1.5 million. Some sections of Haiti endured over 50 inches of rainfall in less than 24 hours, which rendered about 100,000 people homeless and accounted for about 5000 dead and missing persons. Flash floods on Jamaica killed 11 persons and damaged nearly \$12 million

worth of property. The Dominican Republic suffered over 400 dead and property losses estimated at nearly \$60 million. Some 200 to 250 work boats and small schooners were missing or presumed lost along the Haitian coast, each with a crew of three to five persons. Nearly 2000 lost their lives in Cuba and a crip-

ROUGH RIDING—Navy ship is rigged for heavy weather to ride out typhoon.





LADY CHASER—Warning Star of AEW Squadron Four heads for hurricane. *Rt: It's a rough job flying plane into storm.*

pling blow was dealt that island's agricultural enterprises which, as a result, may be affected for five to seven years.

SEVERAL OF THESE storms dominated the news again this past season, with Cleo and Dora the most notable. As is always true, there was no defense against their impending

attack, save a good warning system. That's where the Navy enters the picture.

Since man cannot control these storms (although research into the area is being conducted—see box on *Project Stormfury*), he has devised methods of discovering and tracking them, so areas in the possible path of a hurricane can be forewarned.

The Navy has been in the hurricane reconnaissance business since 1943, when the Miami Joint Hurricane Central, which later became the Joint Hurricane Warning Service and is presently known as the National Hurricane Center, was established in Miami, Fla. The Center employs the combined facilities of the Navy, Air Force and Weather Bureau to provide advisories and warnings of hurricanes and tropical storms in the Atlantic. Also, there is the Joint Typhoon Warning Center at Guam, which provides the same services for the Pacific.

Hannah Whips Up Quite a Storm on TV

As hurricanes go, Hannah was one of the most shapely bundles of energy that has faced any weather bureau in recorded history. She was discovered about 1500 miles west of the Cape Verde Islands by a weather satellite as it orbited the globe. Here's what happened:

Information on the Atlantic storm was first relayed to a monitor tracking station and passed on the wire to the National Hurricane Center in Miami, Fla. Meanwhile, at the Roosevelt Roads Naval Station in Puerto Rico, Airborne Early Warning Squadron Four, better known as the Hurricane Hunter squadron, was alerted. A giant, radar-equipped flying weather station took off on a reconnaissance mission, carrying a crew of 28.

After eight hours of flying, the Navy craft sighted the hurricane and flew directly into it, penetrating its eye so the weather specialists could learn more about the storm. Hannah identified herself as one of the fiercest hurricanes ever encountered by these Navy hurricane

hunters. She was 350 miles in diameter and had 90 times the energy of a 50-megaton hydrogen bomb.

Hannah's violent temper kept the crew tense and bounced the 72-ton aircraft around like a toy. As the plane plowed through the storm, the number four engine began to sputter, then stopped.

Back at Roosevelt Roads, preparations were made for any eventuality. The families of the crew and members of the squadron were not only concerned for their own safety as Hannah approached, but also became anxious about the fate of the plane somewhere out in the storm, and unreported for several hours. Shortly after, it returned safely to Roosevelt Roads—and another hurricane hunt had ended.

This real-life episode was depicted on television earlier this year, giving an insight into the sometimes tedious, often dangerous, and always important work of hurricane reconnaissance. It remains one of the most challenging jobs in the Navy today.

THE NAVY'S contribution includes the Fleet Weather Facility and Airborne Early Warning Squadron Four at Jacksonville, Fla., and Fleet Weather Central and early warning Squadron One on Guam, supplemented by the weather reports of its ships at sea.

These two warning services gather information through communication networks from island stations, ships at sea, commercial aircraft, military reconnaissance units and weather satellites. Navy, Air Force, and Weather Bureau meteorologists produce a coordinated warning of the development of tropical storms, their intensity and movement.

Before this service was established, for every \$10 million property damage caused by hurricanes in the U. S., about 400 people lost their lives. Today, that figure has been reduced to about two to four lives for the same amount of damage.

As soon as there are definite indi-



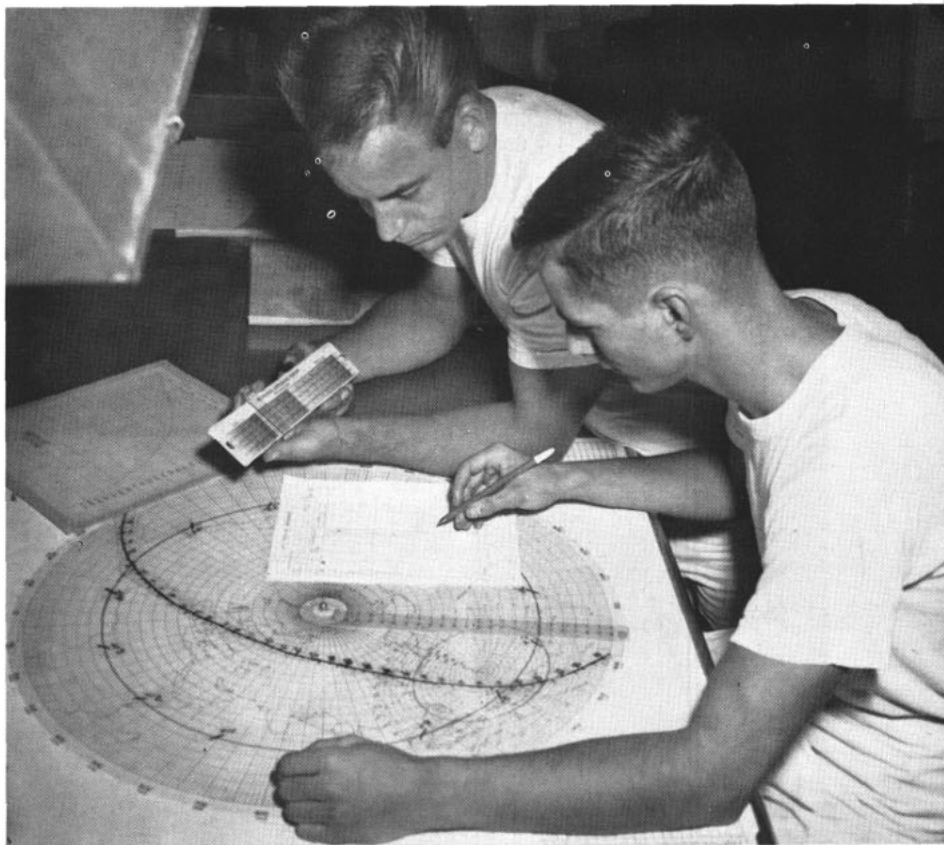
HURRI patrol may fly for 18 hours.

cations that a hurricane may be forming, it is given a name and the Weather Bureau begins issuing advisories. Should the hurricane approach the coast, a watch is announced for vulnerable areas, indicating that those in the area should listen for future advisories.

Girls' names have been used by the Weather Bureau to identify tropical cyclones in the Atlantic, Caribbean and Gulf of Mexico since 1953. These names are picked because they are short, clearly pronounced, quickly recognized and easily remembered—necessary requirements, because a single hurricane can cause millions of additional telephone calls, thousands of additional news bulletins over radio and television, numerous newspaper stories and countless telegrams, written messages, warnings and oral instructions among the millions of people who may be affected.

RESPONSIBLE for tracking the storm and obtaining warning information about the forces contained in it are "hurricane hunter" aircraft. Navy flight crews assigned to this task take their four-engined WC-121N or EC-121 weather-configured *Super Constellations* into the storm itself.

These planes make daily reconnaissance flights, searching for tropical storms still in their early hours of life. The hurricane hunters know the moment a storm reaches hurricane proportions, and keep military and civilian meteorological services advised as to the storm's force and direction of its movement.



HIGH POINT—Navymen track satellite at Joint Typhoon Warning Center, Guam.

Single-place jet photo planes fly into the storms taking high-altitude photographs. The *Super Connie*, loaded with sensitive and sophisticated electronic gear, make low

altitude flights into the eye of the storm to track its position, or skirt the edges keeping track of the hurricane by radar.

A flight may begin in sunny Flori-

These Gals Also Kept Navymen Busy

In the Atlantic this hurricane season the ladies who came in contact with our coasts brought excitement and trouble to many Navymen. Some of the reported experiences follow:

Cleo—On a routine reconnaissance flight one of VW-4's hurricane hunters almost met its match. The aircraft met 120-mph winds as it was departing the hurricane's eye after collecting meteorological data, and dropped to less than 300 feet from an altitude of more than 1000 feet.

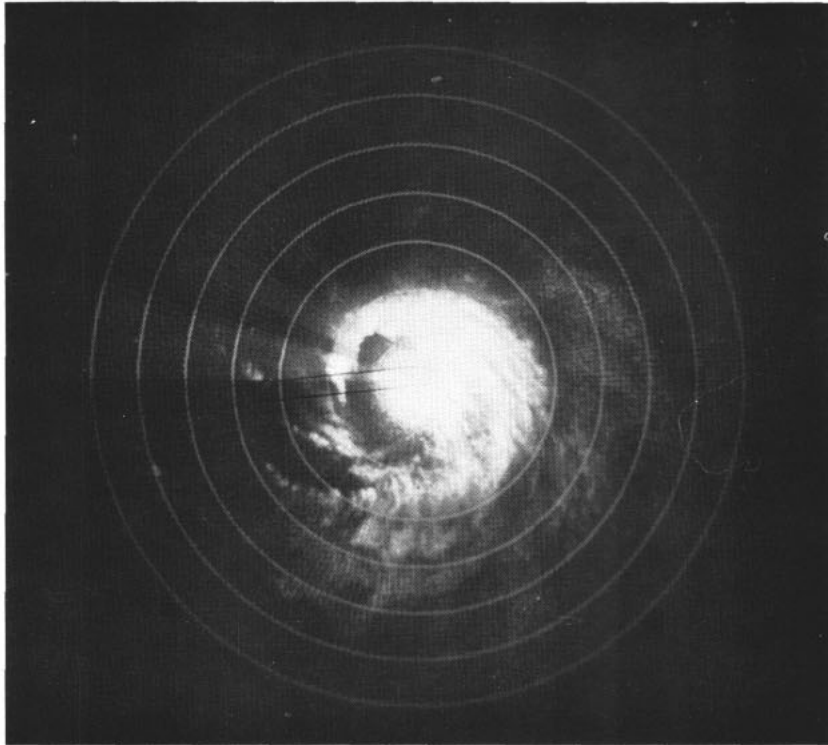
In the turbulence the plane lost both wing tanks and the use of one of its four engines; the starboard wing panel was torn; the port external life raft and raft compartment door blew off; the top antenna was lost; the lower port radome was wrinkled and folded; the hydraulic filler access door was blown open;

and the fuselage near the tail was wrinkled.

The aircraft limped approximately 130 miles home and made a ground controlled approach landing.

Cleo's rampage turned NAS Memphis, Tenn., into a refuge for Navy aircraft from as far away as Key West. There were also planes gathered there from Jacksonville, Glynco and Norfolk.

Dora—Coming hard on the trail of Cleo, Dora took a swipe at northern Florida. Mayport, usually well-populated with Navy ships, soon became practically deserted as ships put to sea to ride out the storm and lighter craft were moved to protected areas. Once again aircraft headed out of the storm's path, many of them putting into NAAS Meridian, Miss., until the lady departed.



NO PRETTY PICTURE—Tropical storm is a white circular mass as seen on radar scope. Diameter of this big blow measures approximately 100 miles.

da, but within hours the planes will be battling winds well over 100 knots and fighting wing-breaking turbulence. At high altitudes, lightning may riddle the plane with holes.

Entrance into the storm is made at a point where wind conditions will give the "smoothest" flight. The flight is at best a hazardous trip, during which extremely close co-

ordination between the CIC officer, the flight meteorologist, and the pilot is necessary. Picking the run-in spot is touchy business, for it is the point at which the wind is the reciprocal of the storm's direction of movement. It can be passed up quickly and the plane carried into the severe quadrant of the storm.

The entrance is usually made in the left front quadrant of the storm. With the wind fairly broad on the port beam the drift will carry the aircraft through the weakest quadrant (left rear) into the eye of the hurricane.

A few minutes of rest here, observations, instrument readings and a cup of well-earned hot coffee, and the flight out begins.

On this type of flight the *Super Constellation* will have a crew of 25 officers and men, and may be up as long as 18 hours at a stretch.

A TYPICAL storm could develop far out in the Atlantic where a disturbance occurs in the prevailing

Project Stormfury Shows Progress in Curbing the

Whether or not man will someday be able to control the weather is a question that surrounds current research and experimental work being performed by meteorologists, both in and out of the Navy.

Through years of effort, scientific means have been developed to help weathermen observe, analyze and forecast weather conditions. All sorts of electronic devices — some crammed in earth-orbiting satellites, some in aircraft and some in fixed and floating installations — enable meteorologists to answer the "whats," "wheres" and "whens" of weather phenomena.

With this accumulated data, scientists might eventually learn more about the most important question — *why* certain weather conditions originate. With this question answered, it might be possible to influence or possibly even control certain situations.

Such a capability could have a pronounced effect on our relationship with the weather—during hurricane season, for example. Some

theorists think there might be ways to reduce the intensity of storm winds, steer them away from land, and possibly even dissipate storms when they're in the formative stage.

At present there is not sufficient evidence either to verify or disprove these theories. Experimental work of this nature necessarily moves at a slow pace, since "laboratory" conditions are not obtainable—no two storms are ever alike—and experimental work is difficult to schedule since, without additional knowledge of why a storm develops, it is not possible to determine just where or when one will form.

As a result, most efforts so far have involved experiments with mature hurricanes, to try to determine if the first step in this direction—reducing the intensity of a storm—is possible. Cloud-seeding experiments in connection with Project Stormfury have this aim.

This process involves seeding storm clouds with silver iodide to convert some of the super-cooled water in the clouds to ice. Silver

iodide crystals are similar in structure to ice crystals. When injected into clouds, these crystals act as nuclei around which the moisture in the clouds gathers and freezes. In the process, some of the storm's potential or latent energy is triggered prematurely. This would, theoretically, result in a redistribution of the storm's energy and reduction of maximum wind velocities near the storm's center.

By redistributing the storm's energy more evenly, the force of its maximum winds would be reduced, but average wind speeds of the storm would probably remain unchanged.

The Navy's cooperation in Project Stormfury, which is sponsored jointly by the Weather Bureau with financial support from the National Science Foundation, dates back to the project's inception in 1962. Cooperative Weather Bureau-Navy experiments were also conducted in 1961, before Project Stormfury was established.

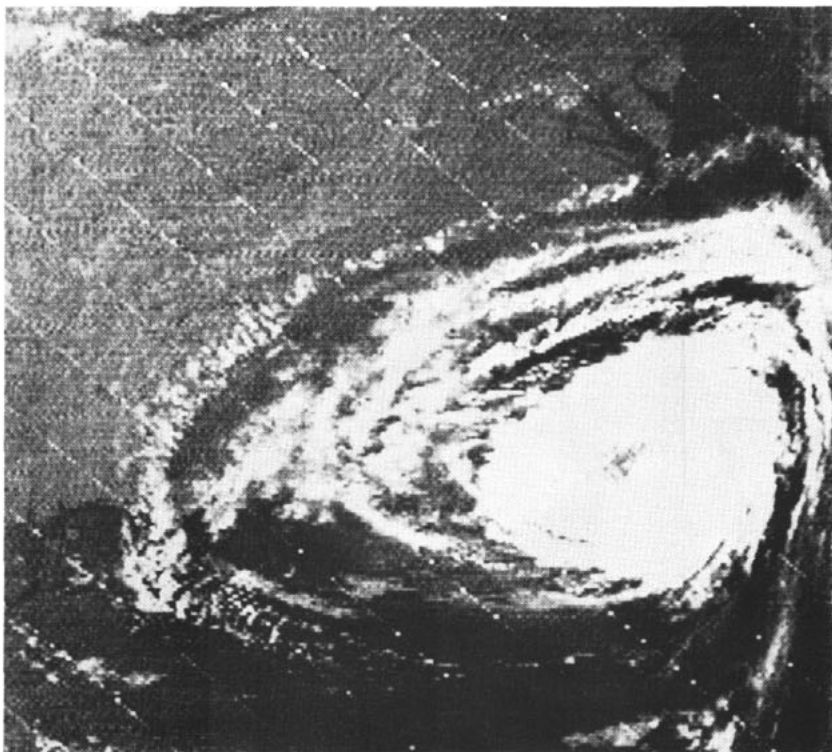
On two occasions the directors

easterly wind current. One strand of the undulating wind system, blowing from east to west, tumbles from its course and begins to circle to the south. Soon it is joined in the counterclockwise rotation by other winds, causing the formation of a low pressure area.

A ship passing across this area would notice an unsteady and possibly falling barometer, and, when the barometer reaches its lowest point, an increase in temperature. The sky might be cloudless, but in a growing storm the clouds would begin to mount, and more and more air would flow into the center of the system and rise through the eye of the storm to the top of the disturbance, then flow out in all directions.

By the time this typical storm becomes an adult (life expectancy about nine days) it will cover a circular or oval area possibly 300 to 500 miles in diameter. The winds near the eye will climb to more than 100 knots and slack off at the outer edges to about 40 knots. The entire cell will move northwest toward the coast at a speed of about 10 knots.

ON A SHIP somewhere in the storm's path things will be normal, with an average amount of wind



SURE SHOT—Photo of hurricane was taken at night with infrared camera. Width of storm (solid white oval) is 500 miles. Gulf of Mexico is at lower left and North Atlantic and Chesapeake Bay are at upper right of satellite photo.

and sea action, but the skipper is informed of the storm's movements through advisories issued every six hours by the Jacksonville Fleet Weather Facility to give the position, force and anticipated movement of the hurricane. After the storm path has developed the captain takes the necessary action to insure the safety of his ship.

During this period a .10-inch drop of barometric pressure in a three-hour period might be noticed. Cirrus clouds (very light and delicate, at high altitudes) are replaced by heavier types at lower levels. Soon a bank of dark gray clouds appears on the horizon, and the wind becomes gusty. Facing the center of the storm the wind will strike to port.

An unsteady barometer, consistently falling, is logged on the bridge and the deck force is rigging for heavy running as the clouds become darker and cover the entire sky. The ship rolls and pitches as a heavy cross sea develops and rain and wind increase as the storm continues to draw nearer.

All of these signs are noted by the skipper of the ship and, even if he does not receive the weather warnings, he has an approximate idea of where the storm center is by apply-

ing the law of Buys-Ballott. (In 1850 Buys-Ballott, a Dutch physicist, observed that with his back to the wind the low pressure center of the storm was to the left and the higher pressure to the right.) Actually the center may lie as far as 30 to 40 degrees ahead of the left.

LATEST WORD—Weather chart received aboard *USS Maury* (AGS 16) from Fleet Weather Facility, Sangley Pt., in the Philippines shows location of typhoon.



Tropical Ladies

have concluded that conditions were favorable for seeding experiments — once in September 1961 with Hurricane Esther, and again in August 1963 with Hurricane Beulah.

Silver iodide generators, developed by the Naval Ordnance Test Station, China Lake, Calif., were dropped in a predetermined zone within the hurricanes by Navy planes. Other aircraft collected electronic and photographic data before, during and after the seeding operations.

After each seeding there were "interesting changes" along the lines predicted by the theorists. Although the results to date do not represent any major breakthroughs, these first phases of the experiment are considered encouraging enough to warrant continuance of the project.

If the desired results are someday obtained, Project Stormfury may become one of the most notable weather-thwarting achievements since Noah and his ark.



BLOW BY BLOW—Aerographers of USS Maury (AGS 16) record typhoon data.

BY THIS TIME the waves are climbing toward 50 feet and the winds are blowing at hurricane force (more than 64 knots). From observations the skipper learns that he is steaming along the track of the storm. To the left of the storm's path is the navi-

gable semicircle and to the right is the dangerous semicircle where the wind and the sea will force him constantly toward the center of the storm. The winds are higher in this segment of the hurricane, for they have the added force of the storm's

forward motion, possibly as high as 30 knots.

With plenty of sea room available the captain changes course and starts running. The winds slowly shift ahead and the ship is headed into the navigable semicircle, making her escape from the storm center.

If the skipper's observations convince him he is in the dangerous semicircle he will try to put the wind on the starboard bow and make as much headway as possible or, if he is in the confused seas near the eye of the storm, he may elect to heave to. Passive resistance—allowing the vessel to lie dead in the water—has been proven an effective method, under certain conditions, for riding out a storm. But advance warning of a storm's path is still the greatest aid a skipper can have when trying to safeguard ship and crew.

Weather reconnaissance satellites are now aiding our hurricane hunter aircraft to discover and track storms. The dividends from this effort can be expressed in the number of lives saved when people in the path of a hurricane have enough warning to prepare for the strike, clear out of areas likely to be flooded, and obtain adequate shelter before the storm approaches.

Aboard ship—thanks to modern warning systems—a commanding officer is not in the dark about a storm's location and movements, and need not go sailing blindly into a situation that could be as dangerous as a combat action.

—Bill Howard, JO1, USN

What to Do If You're Ashore Before Hurricane Strikes

The accompanying article explains some measures a ship's skipper might resort to during a hurricane to protect his ship and crew. The problems posed by a hurricane approaching land masses are more complex. Here are a few pointers, published by the Texas Safety Association, that will be useful to you as an individual when a hurricane approaches land:

- Get away from low-lying beaches or other locations which may be swept by high tides or storm waves. If passage to high ground is over a road likely to be under water, leave early. Don't run the risk of being marooned.

- Board up windows or put storm shutters in place. Use good lumber and fasten securely. Have

strong bracing for outside doors.

- Get in extra food, especially items which can be eaten without cooking. Electric power may be off and you may be without refrigeration.

- Sterilize the bathtub, jugs, bottles, and cooking utensils, and fill them with drinking water, since city water service may be interrupted.

- Have flashlights or other emergency lights in working condition and keep them handy.

- Fill your car tank with gasoline. If electric power is off, filling stations may not be able to operate pumps for several days.

- Store or tie down all things outside which might blow away. Garbage cans, garden tools, porch

furniture and other objects may become destructive weapons in hurricane winds.

- Be sure that a window or door can be opened on the lee side of the house.

- If the eye of the storm passes directly over, there will be a lull in the wind lasting a few minutes to half an hour. Stay in a safe place, make emergency repairs quickly, but remember the wind will return suddenly from the opposite direction.

- Keep the radio or television on and listen for latest Weather Bureau alerts, warnings and advisories. If power fails, use your car radio. Take the advice of the experts; pay no attention to rumors; and keep calm.



BEACH PARTY—Seabees place pontoons along shore to form barrier. *Left*: Steelworker cut holes in top of pontoons.

Seabees Put Up Defenses to Restrain Gladys

Sixty-four had been a season for some very damaging ladies roaring in from the tropics to strike at the Florida coast and the naval bases located in their path.

The damage would have been considerably more at Naval Base, Mayport, Fla., if the Disaster Control Team of MCB Seven had not swooped down from their home in Davisville, R. I., to put up defenses against hurricane Gladys.

The Seabee team, leaving Davisville on only 24 hours' notice, was assisted by Navy welders and divers from *USS Yellowstone* (AD 27) and *Noa* (DD 841) in construction of temporary retaining walls to beaches, piers, and bulkheads damaged by hurricane Dora. Twenty-eight Sea-

bees from Mayport's Public Works Department also helped in the emergency operation. Participants worked in 12-hour shifts in an all-out effort to build defenses against storms already churning in the Caribbean.

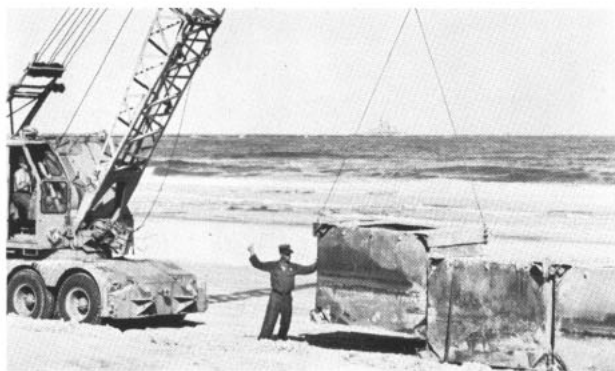
Five hundred and fifty steel pontoons were salvaged from the bay and the tops removed by steelworkers. The pontoons were filled with sand and placed on the beaches to form a 4300-foot temporary seawall. Concrete riprap was hauled 50 miles from the abandoned Cecil Field runways and placed in front of the pontoons as further protection against the pounding surf.

Erosion from Dora came within 12 feet of housing and 40 feet from the Enlisted Men's Club. Without

immediate repairs to the beach, these buildings could have been easily swept away by the heavy surf and high tides caused by the winds of hurricane Gladys.

For their rapid response to the call and efficiency during operations at Mayport, MCB Seven's Disaster Control Team received a commendation from the Commandant, Sixth Naval District. The commendation reads: "Heartiest congratulations to MCB Seven Disaster Recovery Team for a job well done. Seabee ability to respond on very short notice and do an outstanding job again demonstrated on emergency beach repair project. . . Please convey my well-done and best wishes to every member of the team."

LOTS OF PULL—Cat skinner pulls pontoons from bay with dozer (*rt*) and crane lines up sea wall on eroded beach.





INTO THE DRYDOCK she went; yardworkers immediately began to clear out all her spaces. They made an addition to her superstructure and cut large openings in her hull to install new equipment.

When all the work was done, the amphibious command ship *USS Mount McKinley* (AGC 7) had received a first-rate FRAM II overhaul. Here's what happened in the areas where changes were made.

With her communication spaces redesigned, *Mount McKinley* had new single side band transmitters and receivers installed. Her ultra high frequency facilities were enlarged. And she received some new antennas while her older ones were rearranged.

Her radar was improved by a new system that per-

Mt. McKinley

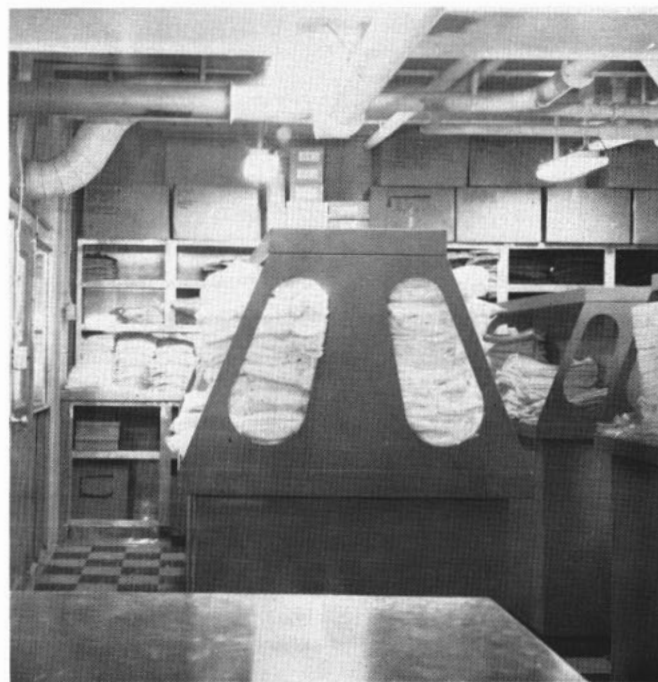
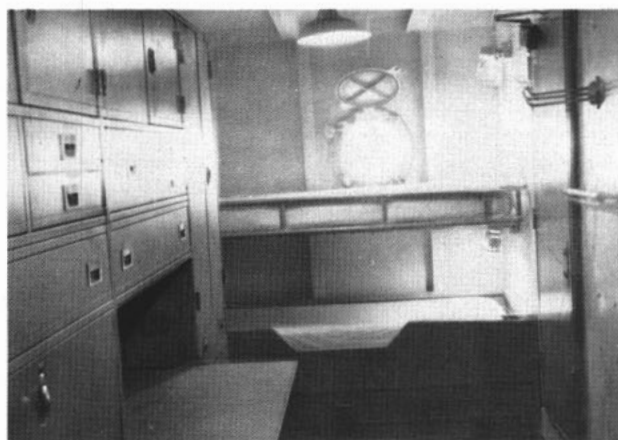
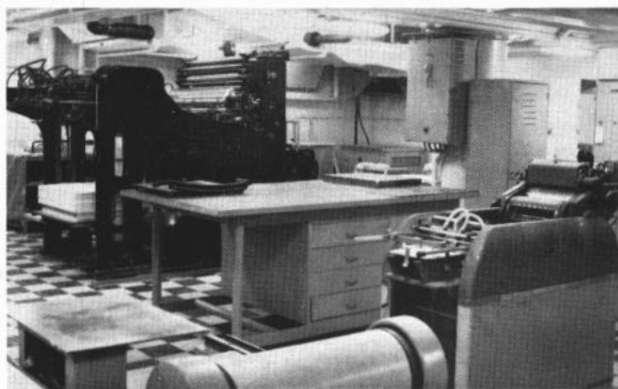
mits greater long-range and height-finding in air search and control. A new 28-inch radar repeater scope aids CIC personnel to evaluate the radar data.

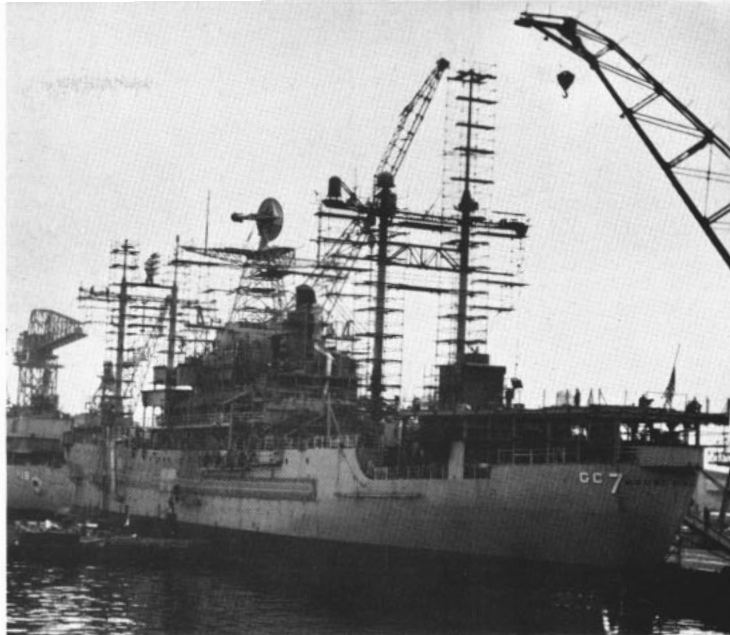
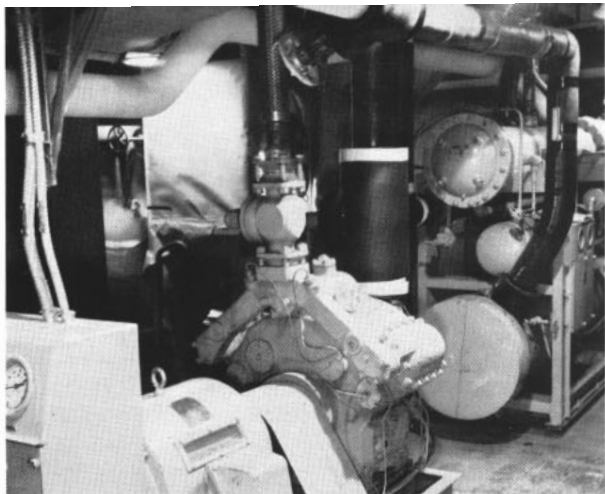
It's rather warm for those working near electronic gear. But *Mount McKinley* has a new central air-conditioning system that cools these spaces as well as the medical, berthing and messing spaces and offices. Two 300-kilowatt diesel generators supply additional power to run the air-conditioning plant and its blower units.

More than 700 combination bunk-lockers, which permit easier entry and allow more storage space, were installed in the crew's berthing spaces.

Printing and map reproduction spaces were rearranged. A large 23-by-35-inch offset press and its associated equipment was added. New drafting tables and enlarged working spaces brought cheer to the map reproduction section.

The Clothing and Small Stores has been modernized and converted to a walk-in, self-service operation. The Ship's Store now includes three activities: a small, self-service store for cigarettes, toiletries and other fast-





Has New Look

moving items; a large counter service for luxury items; and a fountain.

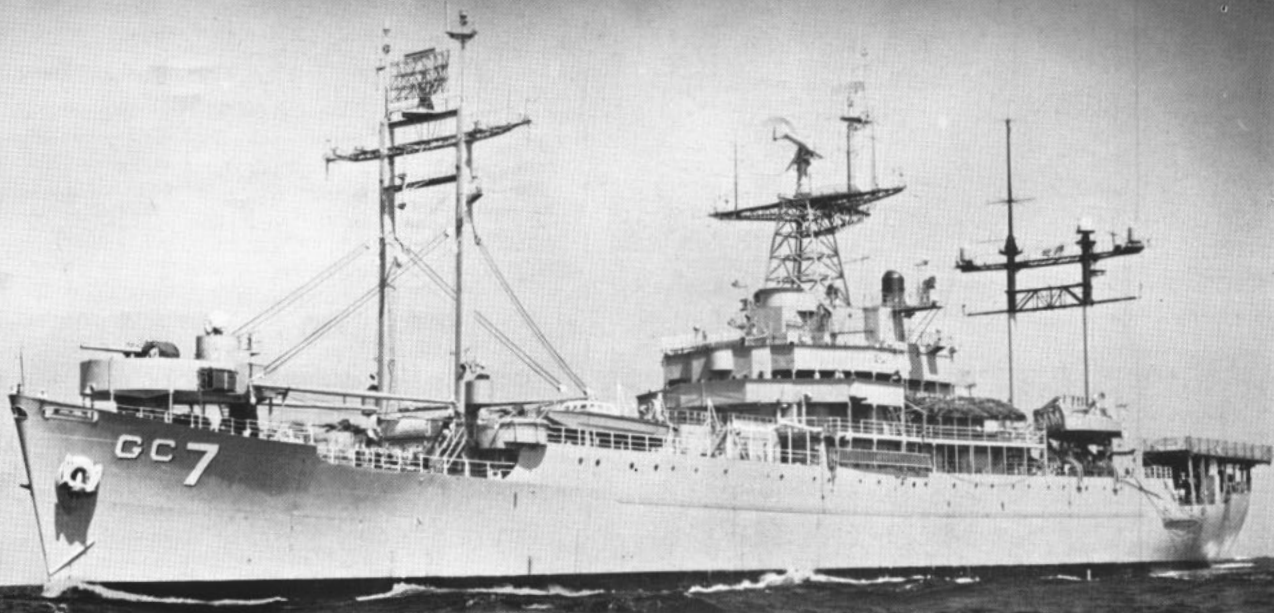
Fluorescent lighting has replaced incandescent in all areas where major alterations were made.

During her 19 years of service, *Mount McKinley's* pipe work had taken a beating, and much of it needed replacement. Each fire main valve was overhauled. Corrosion-resistant piping replaced almost all the original steel main system. The steam drain, sanitation and salt water systems also received attention.

New equipment modernized two other areas: the ship's barber shops and ship's laundry.

With the FRAM II overhaul, *Mount McKinley's* useful life has been extended approximately eight years.

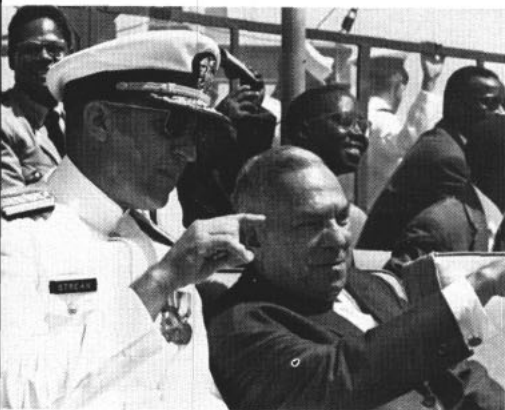
Clockwise from Upper Left: (1) Radio shack, unclassified space. (2) One of the ship's air-conditioning units. (3) *Mount McKinley* during overhaul at Norfolk Naval Shipyard. (4) New combination bunk and locker arrangement. (5) *USS Mount McKinley* (AGC 7) sports her new look. (6) Clothing and small stores self-service shop. (7) Self-service ship's store for fast-moving convenience items. (8) One of the officers' two-man staterooms. (9) Ship's print shop.



Historic



WORLD TRAVELERS—Nuclear Task Force One, USS Enterprise, USS Long Beach, and USS Bainbridge, cruise Mediterranean before Operation Sea Orbit.



WELCOME ABOARD—VIPs visit atomic TF. (l. to rt.) Above: RADM Streaan and guests from Ivory Coast; from Sierra Leone. Below: from Australia, Morocco.



At 1200 on 31 Jul 1964 the three ships of nuclear Task Force One passed the Strait of Gibraltar, chopped from Com6thFlt and turned south on the first leg of Operation Sea Orbit. On the flight deck of uss Enterprise (CVAN 65), flagship for Rear Admiral Bernard M. Streaan, the ComCarDiv Two band played *Carry Me Back to Old Virginy*.

Before leaving the Med, uss Long Beach (CGN 9), Bainbridge (DLGN 25) and Enterprise had taken on provisions. They would not do so again until they reached the east coast of the United States.

Sea Orbit orders had come as no surprise to the 6000 men in the force. Mess deck scuttlebutt had hinted at the possibility since the ships had been commissioned, and the pros and cons of such a venture had been well discussed by the crew. When the orders finally arrived there were few "cons" left. "It should be a great experience," was the consensus, "something to tell the grandkids."

There were two official reasons for Sea Orbit. Number one, although operations such as Sea Orbit would, theoretically, be child's play for nuclear powered vessels, the Navy wanted to be sure no unforeseen complications would arise during a long cruise by such ships.

Reason number two was diplomatic. The cruise would give the citizens of many countries not normally visited by U. S. ships an opportunity to see the nuclear surface fleet in action.

THE MAINSTAY of the diplomatic mission was 17 underway sea power demonstrations scheduled for Sea Orbit. The first of these came the same day Task Force One left the Med, when officials from Rabat, Morocco, were flown aboard to inspect the ships and Carrier Air Wing Six.

At about the same time a young Navyman aboard Long Beach felt a twinge in his side. He waited for it to subside, but it didn't. He was about to discover just how self-sufficient his ship really was.

On the evening of 31 July Seaman Apprentice William Simmons, Jr. was admitted to sick bay and a Long Beach doctor diagnosed the problem: Appendicitis. The following night,

'Show-the-Flag' Cruise

while *Long Beach* Captain Frank H. Price Jr. held the ship steady through heavy seas, Lieutenant Cary G. Hodnett (MC) performed the appendectomy.

Task Force One proceeded toward the equator.

Early on the morning of 6 August, a long way from the Pentagon, the Jolly Roger was hoisted over the three ships and the traditional unpleasanties began. That morning there were 600 shellbacks in the force, but by nightfall there would be 6000.

Sea Orbit pollywogs outnumbered the shellbacks 10 to one, so conditions were ideal for a "mutiny." In the nuclear fleet, however, the pollywogs remained relatively acquiescent throughout the entire miserable ceremony.

Long Beach was the first of the three to cross the equator, and the other two soon followed. The crossing was made at latitude 00 and longitude 00—not a "first" by any means, but it seldom happens.

Shellback Day, always eventful, was even more so on *Enterprise*. During early morning initiation rites on the flight deck, the carrier's radar detected a bogie approaching the ship. The combat air patrol was scrambled. The roof was cleared of blackshoes posthaste and the airdales, many still dressed in their bizarre costumes, launched the aircraft. A few minutes later the two intercep-



LAUNCH TIME—'Big E' launches jets in one of her demonstrations at sea.

tors, a *Phantom II* and a *Crusader*, identified the intruder as friendly. After recovery operations, the ceremonies continued.

LATER THAT DAY Captain F. H. Michaelis, *Enterprise* CO, announced the nuclear flattop had won the fiscal year 1964 "E" award for battle efficiency. Steward Third Class Oliver Bennet, who played King Neptune as the senior shellback aboard (he first crossed the line in '35), painted the hash mark under the carrier's 1963 "E."

By the 6th of August, the cruise barely begun, the group had already performed firepower demonstrations for officials of five countries. After

the demonstration for the Morocco group, COD flights had brought aboard visitors from: Dakar, Senegal; Freetown, Sierra Leone; Monrovia; Liberia; and Abidjan, Ivory Coast.

The firepower demonstrations were standardized. After the visitors were flown aboard, shown about the ship and had talked to the skipper and task force commander, they were taken to vantage points high on the island. On a signal from primary flight control, the aircraft would be launched.

The display would begin with a photo flare salute to the guests, followed by sonic booms and a high speed formation flyover by the carrier's supersonic aircraft. The visitors would then watch a two-hour program of aerial maneuvers including rocket, bomb and strafing runs on surface targets near the ship. The program would end as the three ships steamed in close formation while all airborne aircraft conducted a close formation fly-by overhead. Occasionally, when time and conditions permitted, and with the concurrence of the countries concerned, the air group conducted low-level fly-overs of major cities along the route, giving them a glimpse of U. S. sea power.

MEANWHILE, the ships proceeded south and steamed around the Cape of Good Hope in fair weather. They were scheduled to proceed

ON ORBIT—Jet lands while *Long Beach* and *Bainbridge* maneuver into position. Rt: Australians visit *Long Beach*.





SKY HIGH—Navy planes attract the attention of youngsters at Perth, Australia.

north, steam between Madagascar and the continent and anchor at Karachi, West Pakistan for their first port call since departing the Med.

During the trip north the task force conducted sea power demonstrations for government officials of Nairobi, Kenya. Task Force One also crossed the equator again, but, due to a dearth of pollywogs, the second crossing was much quieter than the first.

On 20 August *Long Beach* and

Enterprise anchored at Karachi and, despite rough water, the Navymen took liberty boats ashore. *Bainbridge* sailors were luckier, since the frigate was small enough to tie up at a Karachi pier.

During the following two days *Bainbridge* was visited by 462 guests. Included on the guest list was Pakistan's atomic energy project officer who, predictably, showed more than usual interest in the ship. After the Karachi visit the ships put to sea

again, this time heading southeast toward Australia and liberty ports most Navymen would like to hit.

The task force split up in Australia. *Bainbridge* left the group to put into Fremantle on 31 August, *Long Beach* dropped out at Melbourne on 3 September and the following day *Enterprise* entered Sydney Harbor.

Before each visit the task force held demonstrations and *Enterprise* conducted flyovers of the city to be visited. For the Sydney air show *Enterprise* was escorted by an Australian cruiser.

AUSTRALIA and the U. S. Navy have always been on the best of terms, particularly since the Battle of the Coral Sea, when the Japanese Fleet was turned back in its drive toward the down-under continent. The Navymen had every reason to expect a handsome welcome and—the natives were very friendly.

When pulling into Sydney, *Enterprise* was met at the breakwater by about 200 small boats. Cliffs overlooking the channel were packed with people who wanted a view of the world's largest warship. Crowds jammed the fleet landing, waiting to meet the *Enterprise* Navymen. The city streets were snarled in a traffic jam which one Sydney taxicab driver said was the worst he'd ever seen.

While 10,000 Australians toured *Enterprise*, *Enterprise* sailors visited Australia. Most of the men spent their time sightseeing, shopping, meeting people, snapping pictures. One enterprising *Enterprise* chief, however, had something more on his mind. He had a date with a kangaroo.

When Chief Aviation Ordnance-man B. A. Juel had heard his ship

TIME OUT—Nuclear sailors relax on off-duty hours with volleyball game. Rt: *Bainbridge* acts as plane guard for 'Big E'.



would visit Australia, he had a brain-storm. He contacted zoo officials in Norfolk, Va., told them where he was going, and asked if maybe they wouldn't like him to bring back a kangaroo.

The zoo officials were enthusiastic. Now Juel turned his attention to finding a kangaroo—and ways and means of getting the animal past the JOOD on the after brow.

Enterprise's CO okayed passage for the kangaroo, but only if said marsupial had been in quarantine the required time, had a full inoculation card and was otherwise eligible to immigrate. Bearing the stipulations in mind Chief Juel wrote to Australia.

Shortly thereafter he was informed an Australian citizen would donate the kangaroo and would contribute enough food to last a month. When *Enterprise* dropped anchor in Sydney the animal was waiting.

While the carrier was visiting Sydney, *Long Beach* and *Bainbridge* upped anchor and got underway for ports in nearby New Zealand where, according to 2000 experts, liberty is every bit as good as in Australia. Later, the three ships rendezvoused off the coast of New Zealand, held a demonstration for local officials and turned east.

BY NOW, with over half the trip behind them, it looked as though there would be no unforeseen problems inherent in operating for long periods in seldom-frequented ocean areas. Morale was holding up well, which was not surprising. Navymen responsible for morale services—laundrymen, doctors, cooks—had



PARTY TIME—Port visit during Operation Sea Orbit included parties for children.

made extra efforts to perform even better than usual. Special sports and recreation events were scheduled on all ships and nightly movies, chosen from the cream of the crop by Sea Orbit planners, helped occupy the men during leisure hours.

On *Long Beach*, Navymen organized a combo and practiced nightly in the crew's lounge, invariably with a large audience. Bingo, contests and special ceremonies (crossing the equator, rounding the Horn, passing the international date line) were held on the slightest pretext.

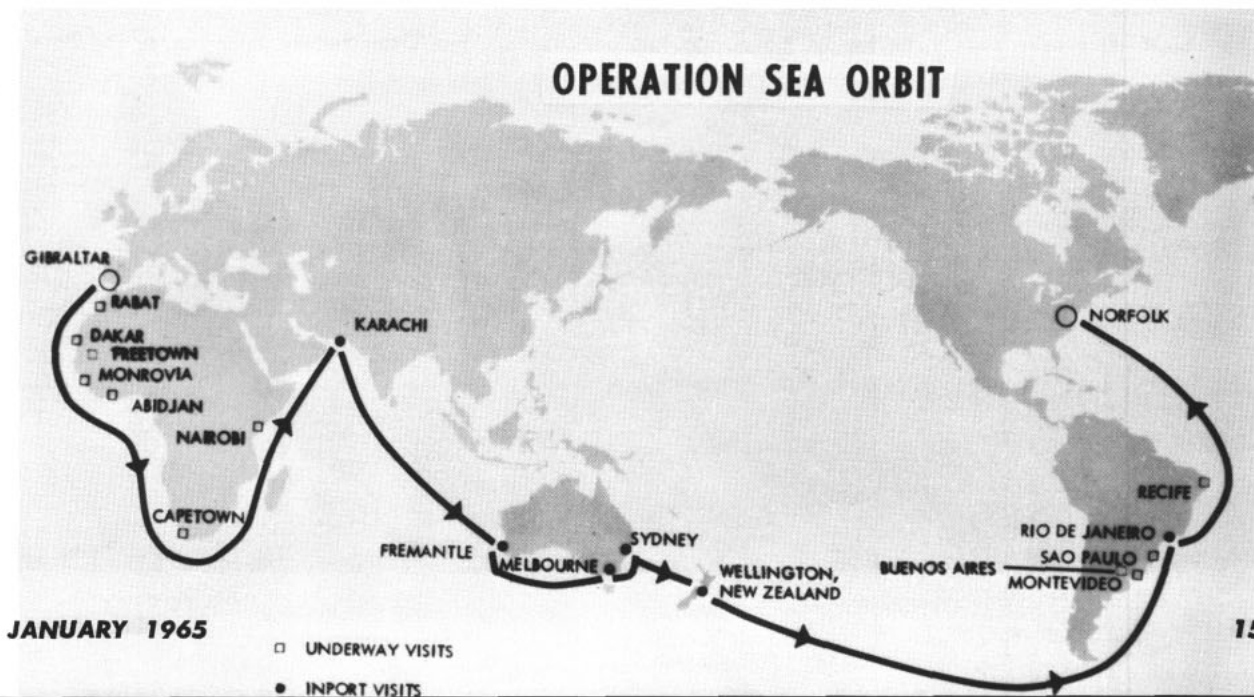
All in all, the personnel picture looked bright—with one exception. That was Matilda, the baby female

kangaroo which Chief Juel had brought aboard in Sydney. The day before crossing the international date line Navymen who had been standing around the kangaroo's cage (there was always a crowd present) summoned the ship's doctor. Matilda looked a mite peaked. As a matter of fact, Matilda looked downright terrible.

"Seasick," pronounced the doctor. It could happen to anyone.

Before the cruise Navy officials had shown more than a little interest in how well the group could handle the weather situation. Air operations are easily influenced by weather but, in normal operating areas, weather

OPERATION SEA ORBIT





SPECIAL DELIVERY—Helio lowers cargo to *Bainbridge* during rough weather.

reports are supplied by shore commands as well as task force ships. During *Sea Orbit*, however, the carrier would rely completely upon the meteorological staff aboard ship.

If there were any misgivings, they were unfounded. *Enterprise* had about 15 weathermen aboard, plus the most up-to-date equipment available. Data was collected by scout aircraft fitted with electronic sensors, by instruments carried aloft by balloon, and augmented by observations from the escort vessels. Predictions were always available and accurate—when *Enterprise* needed to launch aircraft in rough weather, the me-

teorological office could almost always point out a nearby area where it was calmer.

WHEN THE TASK FORCE, enroute to Cape Horn, dropped below the 50-degree parallel, however, there was not much the weather experts could do. The roaring forties have always been noted for rough weather, and during one 16-hour period the trio was swept by 50-knot winds and *Enterprise* reported salt spray on the bridge windshields, 125 feet above the water line. As they rounded the Horn 470 miles north of the Antarctic ice the ships encountered

near-freezing weather, the coldest of the cruise.

Despite wind and waves, however, the three ships reached Cape Horn just eight days, nine hours and 52 minutes out of New Zealand. Their speed averaged more than 25 knots.

When the task group turned north, weather improved quickly. On 21 September the ships held sea power demonstrations for VIPs from Argentina and Uruguay. Two days later they performed again, this time for dignitaries from Sao Paulo, Brazil, and then pulled into Rio de Janeiro for their last port call.

Rio liberty, predictably, was fine liberty—but not all the Navy men spent their time eyeballing the sights. Parties were organized for over 180 children and many Task Force One Navy men donated their liberty time to goodwill community projects.

Immediately after the ships left Rio, the Vice President of Brazil was taken aboard for a sea power demonstration. On 27 September, dignitaries from Recife, Brazil were received, given the usual show, then flown ashore. That evening the ships headed home.

There was one last underway sea power demonstration, this time conducted off the eastern U. S. coast for the benefit of State Department officials and newsmen. On 3 Oct 1964 the ships entered their home ports for the first time since February. Bands played. Banners waved. Kids yelled. The piers were jammed.

The force had steamed over 30,000 miles without taking on provisions or fuel, and had returned home with enough supplies to last at least another month. But no one had them prove it. —Jon Franklin, JO1, usn

LAST STOP—*Enterprise* rests in harbor at Rio during last port visit of *Sea Orbit* before returning to the States.





PUBLIC LOOKS at early plane. Rt: Anderson and Reservists work on glider, and (below) pose with finished product.

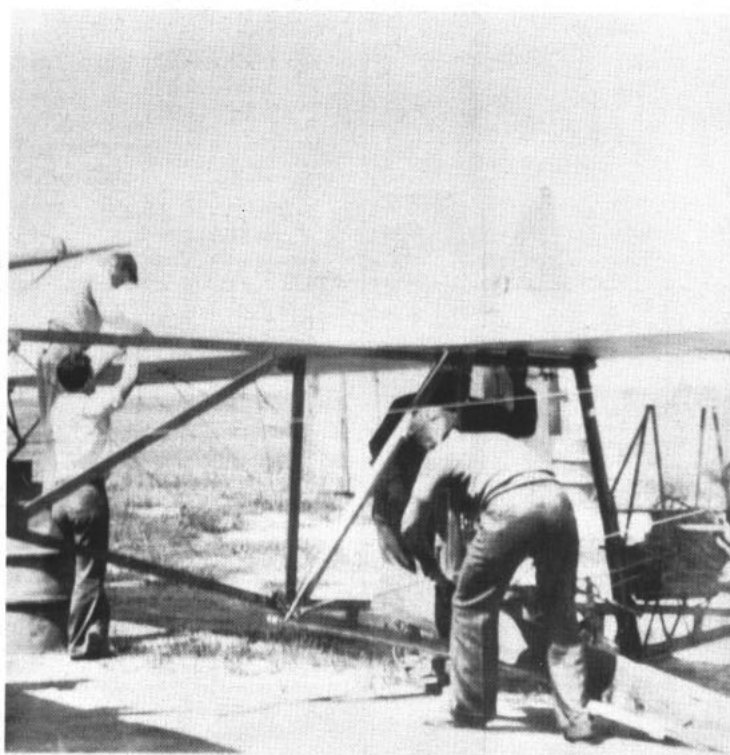
Oldtime Air Reserve

THE PICTURES on this page, from the album of a former Naval Air Reservist, will give modern Navymen an idea of what it was like to be a week end warrior two or three decades ago.

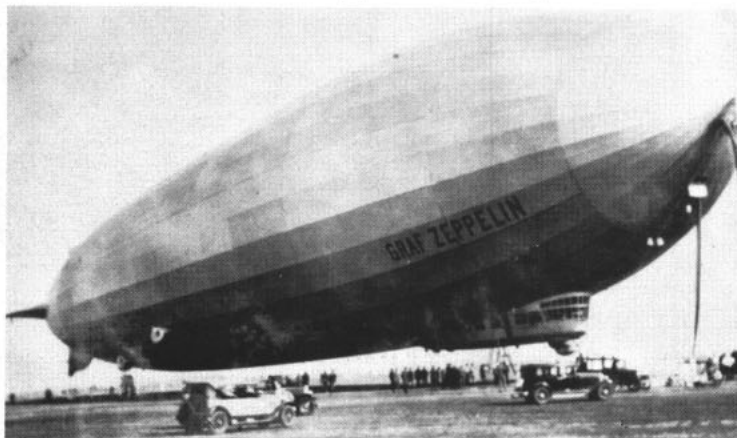
John A. Anderson, of Lancaster, Calif., can truthfully say he has seen aviation grow up. He enlisted in the Naval Air Reserve in the 1920's at Long Beach Naval Air Station (now Long Beach Municipal Airport), and has aviation photos from as far back as 1916 (above).

While serving under the command of Captain Krup, USN, and with the assistance of Army Air Corps Captain Threader, Anderson and several other air Reservists, not having access to naval aircraft, formed a high school flying club. They built a powered glider, using a motorcycle engine for a powerplant.

Among other events during a tour of duty in the late 1920's and early 1930's, Anderson was detailed with several other men under a chief petty officer to refuel and guard the German airship *Graf Zeppelin* during its West Coast stopover at Long Beach, Calif. Reservists were also among those welcoming Charles Lindbergh on his visit to North Island Naval Air Station with the *Spirit of St. Louis*. —Kenneth D. Watson, RMC, USN



AVIATOR Charles Lindbergh and *Spirit of St. Louis* at North Island. Rt: *Graf Zeppelin* stopped at NAS Long Beach.





TIED UP—Inshore Undersea Warfare Division 5-3 makes Turks Head for connecting hydrophones while in Panama.

Harbor Defense Reserve

IF YOU FORM a proper Turk's Head, your hydrophone cable won't tear loose.

This is one of the tricks of the harbor defense trade which Naval Reservists put to good use during a training exercise early this year.

Naval Reserve units from the Canal Zone and Baltimore, Md., con-

ducted harbor defense exercises off the Pacific entrance to the Panama Canal. Units taking part in the training exercise included Inshore Undersea Warfare Division 15-1, Balboa, C. Z., and Inshore Undersea Warfare Division 5-3, Baltimore. Inshore Undersea Warfare Surveillance (MIUWS) Unit 22, of Inshore

Undersea Group II, stationed at Little Creek, Va., accompanied the two divisions in an instructor capacity.

Trucks filled with electronics and communications equipment, monitoring devices, hydrophones and sonobuoys were brought to Panama for use by the Reservists.

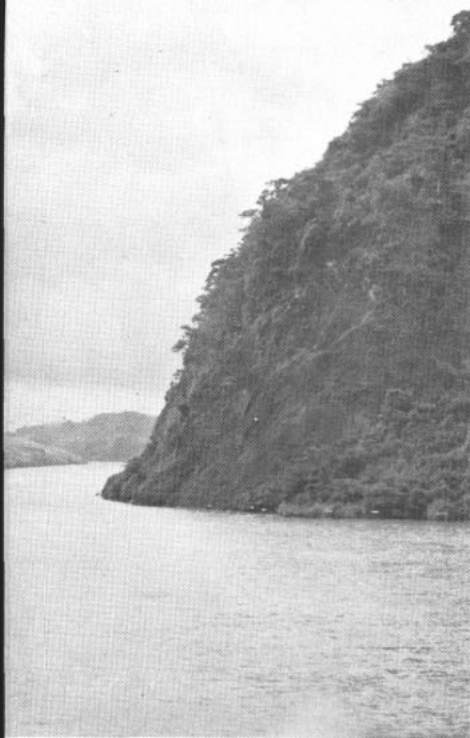
On the first day of the two-week Active Duty for Training (ACDU-TRA) period, most of the men embarked on board *USS Walworth County* (LST 1164), which served as the base of operations as the two divisions prepared to drop hydrophones at the mouth of the Panama Canal.

While those on board ship prepared hydrophones for operation, the remaining men departed NS Rodman on board an Army Landing Craft (Medium). The LCM crew laid insulated cable, starting at a point of land which jutted out into the Bay of Panama.

THE RESERVISTS laid approximately 10,000 feet of cable—reaching out to the site where *Walworth County* had dropped anchor. At the starting point of the cable, MIUWS

HOME BASE—*USS Walworth County* (LST 1164) served as base of operations as the Reserve units prepared to drop hydrophones at the Panama Canal.





LOCAL COLOR—In addition to on-the-job training, Reservists had time to enjoy the tropics and tour the canal.

Unit 22 had set up a Harbor Entrance Control Post, from which the hydrophones and sonobuoys could be monitored. The heavy cable was attached to the monitoring equipment on shore.

As the LCM laid out cable, the men on board the LST went to work preparing hydrophones for their undersea operation.

When the cable-laying LCM pulled alongside the LST, the Reservists hauled the cable aboard and began a complicated splicing operation. In splicing the cable to the phones, each wire was separated from the main body of the cable for a length of approximately one foot, baring the electrical wire underneath. The separate wires were turned back over a special washer. Then they were secured by more wire and wrapped tightly around the cable.

This formed a Turk's Head that was inserted at the base of the hefty hydrophone to prevent the cable from tearing loose under strain. The hydrophones were then lowered into the water—ready for operation.

Hydrophones are part of underwater detection equipment known as passive sonar. Unlike sonar aboard ship, which bounces sound beams off underwater objects, the hydrophones merely pick up sounds which

are relayed to monitoring devices ashore via the underwater cable.

Next phase of the exercise consisted largely of manning the Harbor Entrance Control post, under the supervision of the MIUWS Unit from Little Creek.

THE PANAMA CANAL has an average daily traffic of some 35 ships. The situation of the HECP at the Pacific entrance to the Canal afforded a prime opportunity for the Reservists to gain practice in the use of detection equipment and monitoring systems. Each man in the divisions, regardless of his primary job, trains with the detection equipment. In this way, a Reservist becomes familiar with at least two jobs within his division.

A Reservist manning the monitoring devices listens for the sound of engines as the unknown ship passes overhead. The operator signals that he has a contact. Word is passed to a signal tower that is part of the HECP, and visual identification is made. If no visual contact is made, and the results from the Inshore Undersea Warfare Division mobile radar unit are negative, it is assumed that there is a submarine in the area.

In time of war, patrol boats would be dispatched, and various

instruments of underwater destruction would come into play.

All was not work for the Reservists, however. Over the week-end, they visited Summit Gardens, located almost on the Continental Divide. They rode the Panama Canal Railroad—which gave them a fast coast-to-coast trip. Some Reservists managed to get in some water skiing, while others visited Fort San Lorenzo, one of the earliest Spanish forts in the western hemisphere, built in the 1500s.

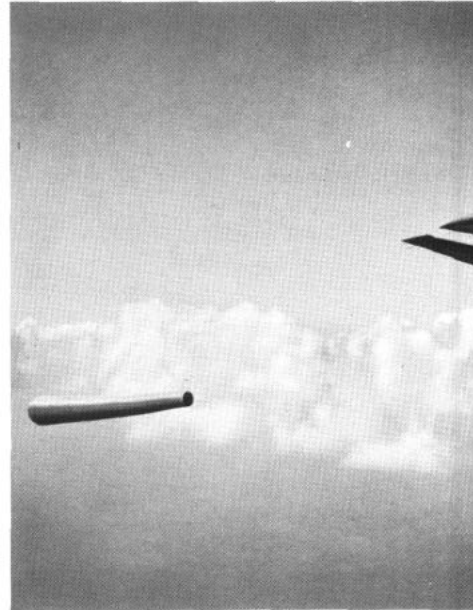
Later in the afternoon, the Baltimore Reservists took part in a pistol match with Reservists from the Canal Zone, MIUWS Unit 22, and members of COM 15's staff.

On their final day of tours, the Reserve units transited the Canal on board *Walworth County*, and were given a guided tour of the locks.

Then it was back to work, as the Inshore Undersea Warfare Divisions began packing for the trip home. They dismantled the Harbor Entrance Control Post and hauled in the underwater detection gear.

Preparations completed, bags packed, the Baltimore Reservists set out for the States. They had gotten lots of practical training in their billets. And they were wearing sunburns and smiles.

—Jack S. Fisher, JO3, USN



They Get Shot at Every Day — and

GETTING SHOT at on a day-to-day basis is routine for this group of Navy men flying out of NAS, Miramar. The group recently moved there from North Island.

Furthermore, Utility Squadron Seven doesn't mind it a bit as it is all part of its mission, to provide utility services to Pacific Fleet units. Broken down, this amounts to towing six different types of targets for aerial gunnery practice; flying air intercept missions for the training of air controllers; airborne spotting of practice torpedo shots; simulated attacks on all types of Navy ships; and extensive aerial photographic work.

To perform this mission VU-7 is assigned a complement of five different types of aircraft and approxi-

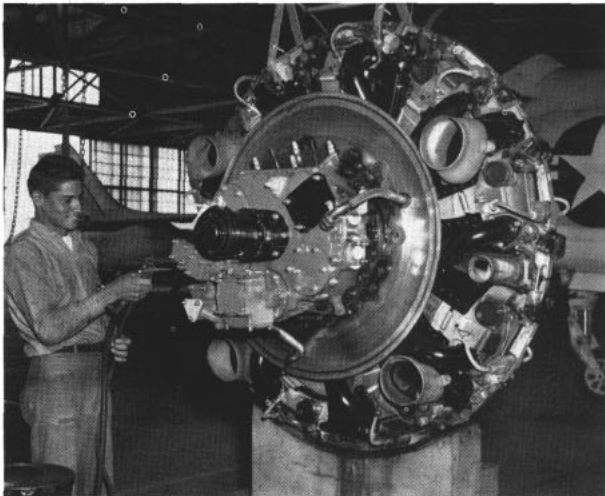
mately 410 enlisted personnel and 52 officers, including 50 naval aviators.

It is mutually agreed among aviation maintenance men that when a maintenance department is called upon to support more than one type of aircraft it has a problem on its hands. UtRon Seven has five types, ranging from the 20-year old UB-26J *Invader* and aging RC-45J to the supersonic F-8 *Crusader*. Inherent with these planes are five different engines to maintain, including reciprocating and both centrifugal and axial flow jets.

Target towing takes up the greatest part of VU-7's flying time. The squadron tows targets for both surface-to-air and air-to-air gunnery as

well as for missile firing. For surface-to-air gunnery the squadron's US-2C's and UB-26J's tow sleeves with over a mile of cable strung out behind the aircraft. Prime users of this service are First Fleet ships in training under Commander Fleet Training Group, San Diego. Other target towing duties are handled by F-8 *Crusaders* whose pilots are trained to tow missile targets and the conventional Navy air-to-air target banner.

Other services offered include daily flights for Fleet Anti-Air Warfare Training Center, Pacific, during which the F-8 and T-33 are controlled on practice air intercepts for the training of air controllers. The squadron also flies extensive



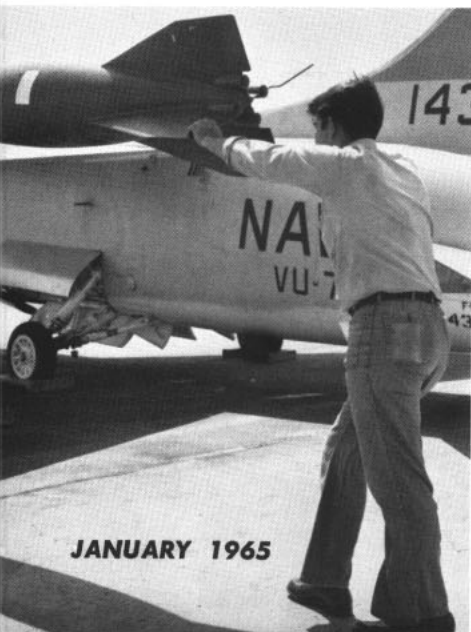


They Like It

photo missions in connection with its own photographic lab.

During a typical day, VU-7 provides services for as many as 16 ships of the Pacific Fleet. It keeps the squadron hopping.

Clockwise from Upper Left: (1) RC-45J makes a stable platform for squadron's photo missions. (2) A Tracker tows a target sleeve for ships of the Pacific Fleet. (3) Crusader prepares to reel out target for jet gunnery practice. (4) Maintenance men check an F-8. (5) Pilots of VU-7 swap air tales. (6) Progress board indicates availability of all squadron aircraft. (7) Ordnance man mounts target. (8) and (9) Squadron's maintenance department works on its charges.



JANUARY 1965



FAMILY STYLE—Patrol Squadron 17's commanding officer tries to figure out who's who among four sets of brothers.

IT'S ALL IN THE FAMILY

IN YOKOSUKA, Captain John K. Batchellor, Sr. (CEC), USN, found he could walk around his yard and tell how many places to set for dinner. To the north he could see the destroyer moorings. If *uss Mansfield* (DD 728) was in port, Lieutenant (jg) John K., Jr., would be home. Daughter Patricia, a Navy nurse, would come up the hill from the Naval Hospital to the south.

The Navy is full of such family combinations; brothers, sisters, father-son teams, husband-wife duos. Some of them serve together, some carry on a family Navy tradition.

The Bureau of Naval Personnel (*BuPers Manual*, Art. C-5207) says family combinations may serve together under certain conditions, and many families have taken advantage of this. Among the cases in point:

- Charles R. Starr, BT2, saw his son Ricky enlist aboard *uss Hammerburg* (DE 1015). After recruit training, the younger Starr requested, and got, duty with his father.

- Lester, Raymond and Larry Ward began serving together aboard *uss William M. Wood* (DDR 715) in December 1962, when Larry arrived from recruit training. Lester,

the senior member of the trio both in age and rate, reported aboard *Wood* in 1961. He was joined by Raymond in January 1962.

- Identical twins John and Steven Forshaw, attached to the U.S. Naval Air Technical Training Unit, Pensacola, Fla., cause many a Navyman to do a double-take. Both joined the Navy in 1963 and want Navy careers as jet mechanics. Their stepfather was a career Navy commissaryman.

- Garrell Ivey, QMC, began another line of brothers aboard *uss Goodrich* (DDR 831) when he arrived in 1960. He was followed three

YORKTOWN SKIPPER and son exchange hats aboard carrier. Rt: Charles Starr squares away son for liberty call.



years later by brother Jesse, a GMSN. Last year a third brother, Patrick, reported aboard.

• John W. Whitley, AKC, and his twin brother, Benjamin, enlisted together in 1944 and served side by side for two years. During that time they earned promotions together up to second class petty officer.

John returned to civilian life after World War II, but later reenlisted and joined Benjamin for duty in Dallas. In May 1960 both were promoted to chief.

When Ben was transferred to the Fleet Reserve in 1964 at Los Alamitos, Calif., brother John came from his duty station in Texas for the ceremony. Then the team again split up, after nearly 20 years of dual service.

• Before his retirement, Chief Journalist William Barrymore was visited by his son, Stephen, who was en route to basic training at San Diego. Stephen came into the Navy through the Reserves in Oklahoma City. While they were together Chief Barrymore prophesied, "There will always be at least one Barrymore in the Navy."

• Midshipman Third Class James P. Lynch, Jr., flew aboard *uss Yorktown* (CVS 10) to pay his father a visit while home from the U.S. Naval Academy. The senior Lynch, a captain and then commanding officer of the ship, gives his son a Navy tradition to follow as both an aviator and submariner.

While aboard the carrier, Midshipman Lynch tried both his father's hat and chair, and tactfully decided it would be a few years before either would fit.

• Vincent P. Colaluca, TDC, has the rare opportunity to always win an argument with his wife, Betty—at least so far as the Navy is con-

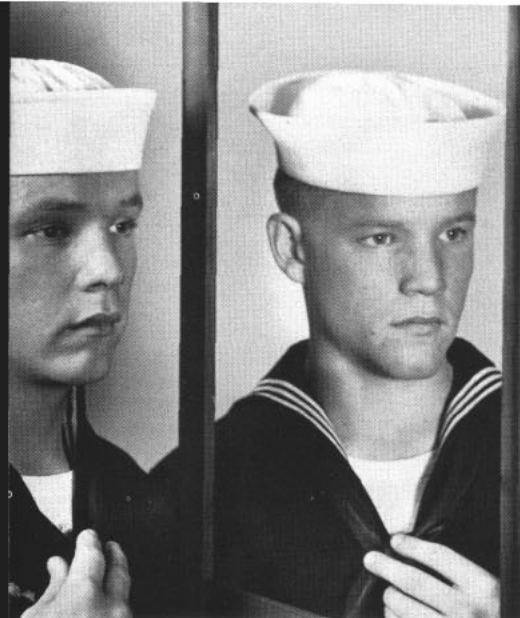


RETIREMENT—John Whitley, AKC, attends brother Ben's transfer to Fleet Reserve. Below: LTJG Kenneth Batchellor, Jr., tells dad and sister about ship.

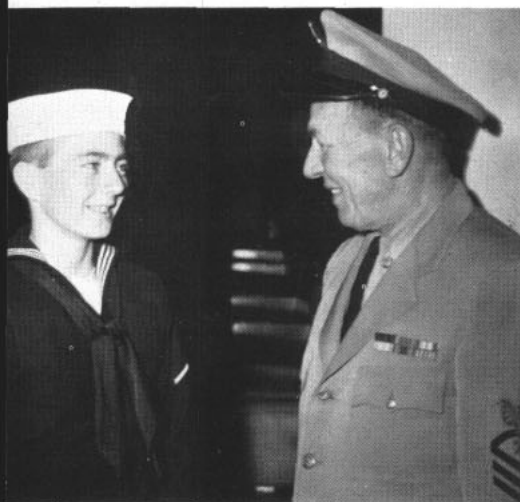


NO INDIANS—Colalucas serve together as Reservists. Both are TDCs. Rt: Ward brothers serve together aboard *Wood*.





MIRROR—Forshaw twins give mirror effect with picture frame. Sherlin triplets joined Waves in October 1964.



HAIL & FAREWELL—Steven Barrymore came on active duty before dad retired. Below: Larry, Garry, and Harry Winter took recruit training at San Diego.



cerned. Mrs. Colaluca, also a TDC, is junior to her husband by seven years. Both are Reservists attached to NAS Willow Grove, Pa.

- Jean, Jane and Joan Sherlin, identical triplets, entered the Waves together in October 1964. The 19-year-old trio has turned many a head since enlistment day, from the recruiting office staff to personnel at NTC Bainbridge, Md., where they underwent recruit training.

- Another father-son combination is Donald J. Ferguson, MMCM, and his son, Robert, ENFA. Both serve in the same division aboard *uss Sabine* (AO 25). Robert joined his father aboard the oiler late in 1964.

The chief also has a son, Jay,

SH3, serving aboard *uss McCloy* (DE 1038).

- Patrol Squadron 17, early in 1964, discovered four sets of brothers in its ranks when a sailor arrived and went through routine check-in procedure.

The check showed brothers Ronald J. Flynn, PR3, Richard F., AN, and Daniel S., AN, are all members of the squadron. Ronald, the oldest, was the last one to come into the service. The Flynn's have one older brother who was in the Navy, and five younger brothers to follow them when the time comes.

Lorin L. Dixon, AN, and his brother, Larry D., AA, are also serving in the squadron. They, too, have a Navy family tradition, with an older brother in the Pacific.

The Paunas, Arnie R., ADR3, and Robert R., PRAN, are attached to Patrol 17. Another Pauna, younger than these two, is also in the Navy.

The fourth set is comprised of two half-brothers, Ronald Hoebeck, AME2, and Gary Bowman, ATRAN.

When the four sets of brothers were asked about the advantages of living so close together, they agreed on one point—it cuts down on correspondence to the folks at home.

There are others, of course. Many a sailor can trace a Navy background to someone in his family—father, brother, cousin, etc.—who served in the Navy. And there were Matthew and Oliver Perry, and thousands of others.

One thing is certain. When one sailor calls to another by his last name, he shouldn't be too surprised if two—or more—answer him.

—Kelly Gilbert, J02, USN

LETTERS TO THE EDITOR

Saigon Is a Busy Place

SIR: Having recently completed a tour with the Headquarters Support Activity, Saigon, I read your September 1964 issue with particular interest. Commander Knipple's article about the Navy in South Vietnam was well written, but I was disappointed that he didn't mention that this covered only the supply aspect, which is but one department of the Headquarters Support Activity, Saigon.

Unmentioned were some of the following aspects of HSAS:

Administrative department: Conducts the administrative necessities of the command; provides personnel services for all naval officer and enlisted personnel in Vietnam; administers special services for Saigon and other sections of South Vietnam; coordinates the USO tours; operates four officer and four enlisted open messes, supplying food and drink for all American forces in Saigon (probably the largest open mess operation in the Navy); and operates a pool of Navy and locally employed translators for translations to and from English, French and Vietnamese.

Operations department: Coordinates with the other commands in Vietnam for the preparation of Op plans; promulgates Op plans for HSAS; coordinates with the MSTs liaison officer and operates the port control office for Saigon; and provides and schedules aircraft for all naval aviators in the area and coordinates airlift requirements within its capabilities.

Public works department: Supplies public works facilities including transportation services and vehicle maintenance, building maintenance and repair, engineering services and contract and leasing services for Saigon and other areas.

Dental department: Operates a dental clinic for all armed forces and American embassy personnel in the Saigon area.

Medical department: Operates a station hospital and outpatient clinic for all armed forces and American embassy personnel in the Saigon area.

Industrial relations department: Provides industrial relations services for U. S. and Vietnamese civil service employees of HSAS.

Provost marshal's department: Staffed almost entirely by U. S. Army MPs, with the exception, I believe of one Navy CPO, this department supplies MP and provost marshal services, including CID, for the Saigon area. That's right—an Army unit under a Navy CO.

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, D.C. 20370.

The HSAS chaplain will also be disappointed that church services available were not mentioned. He is conducting regular services and Sunday school in the HSAS compound.

Nor should we forget the commanding officer and executive officer, and their special assistants, who have the enormous task of commanding and coordinating this heterogeneous command.

So you can see that although the supply department is the largest, and does an outstanding job as indicated by your article, its work is not the only difficult assignment accomplished by the Headquarters Support Activity, Saigon.

Additionally, some of your information in the article following—entitled "Assignment: Vietnam," seems a little dated. The station hospital though still crowded and limited in its facilities, is quite a bit better than the once-used American dispensary.

Please do not take this letter as derogatory, as I know how difficult it is to keep up with the changing scene over here. I certainly enjoy your excellent magazine—A. F. Gordon, LCDR, USN.

Ensigns in the Army?

SIR: I know the rank of ensign is usually considered to be exclusively Navy but I understand it was once used by the Army. Is this true; if so, when was it used?—L. R. S., ENS, MSC, USN.

• *The Army used the rank of ensign and also that of cornet in its earliest days but both ranks were dropped by Act of Congress in 1799. They again returned to the organization table in 1800 and remained through 1814.*

In 1815, the ranks of ensign and cornet were permanently dropped from the Army table of organization in favor of the rank of second lieutenant.

The rank of ensign in the Navy was established on 16 Jul 1862.—Ed.

• *We thank you for both your information and your sympathy. As you can well imagine, we are restricted by the amount of information we receive, when we can't make it to the scene ourselves, and though it may often be less complete than we wish, you know what they say about half a loaf. We are happy to publish your information to help round out the picture, and thank you for the personal effort you made to assist us in informing our readers about the Navy's activities in Vietnam.*
—Ed.

Modest Fellows, These Oilers

SIR: In the September 1964 issue Chief Storekeeper L. A. Moore called his ship, *uss Taluga* (AO 62), the queen of the oilers.

We of *uss Tolouana* (AO 64) are usually pretty modest about our ship, but there comes a time . . . Chief Moore said *Taluga* transferred 15,000,000 gallons of fuel during her recent WestPac cruise.

That's nice. *Tolouana* has also just returned from WestPac and we doubled *Taluga's* figure, transferring a total of more than 30,000,000 gallons. Furthermore, we have unofficial information that *Tolouana* has broken the underway replenishment record previously held by *uss Manatee* (AO 58).

While away from the States we spent 150 days underway (63 per cent of the deployment) and steamed 41,549 miles. We handled 233 underway replenishments. And there's more, but as I said before . . . we're modest.

So what do the other oilers have to say about *that*?—D. Urioste, SN, USN.

• *Thanks for the information, and we'll concede your figures sound—very sound. But we're sure the other oilers will think of something. They always do.—Ed.*

Try Sitting Under An Apple Tree

SIR: Our deep sea diving club has occasionally encountered problems with new divers becoming seasick. If anyone can help it should be the Navy—so how about some advice?—H. D., Ardmore, Pa.

• *Sorry. The Navy doesn't have a pat solution because seasickness is not a common problem (among divers). For one thing, most Navymen who become divers have had a year or two aboard ship before they begin training, so if they've had a bout with seasickness it's behind them. And for another, would-be divers are given a thorough physical*



MINESWEEPERS OF Mine Division 73 steam toward Seattle and the city's annual Sea Fair celebration. They led the nine-ship "Sea Fair Fleet" into harbor.

screening and, consequently, those particularly susceptible to seasickness would not be allowed to dive.

We did want to help, so we sent your letter to the Bureau of Medicine and Surgery. The doctors could see no reason why you couldn't use drugs such as bonamine; but it's impossible to make a diagnosis via mail, so they strongly suggest you see a local doctor.

Incidentally, new Navymen usually become seasick during their first few days aboard ship, but so far as we know they all recover. Eventually.—ED.

Back to the Geography Books for Us

SIR: I may be just another nitpicker, but if I'm wrong, geographers and geologists around the world certainly should know about it.

According to your reply to Ensign D. Y. in the September issue, Naval Air Station, Barber's Point, Hawaii is in CONUS. But this contradicts everything I've learned about the 50th state. (For instance, we're on the island of Oahu, which is more than 2000 miles west of CONUS.) Did someone sneak a huge land mass between Hawaii and the mainland while no one was looking? —R. H. F., PRI, USN.

• *As far as we know, Oahu is still unattached, geographically speaking, to CONUS, so you and all the other servicemen stationed in Hawaii must be right.*

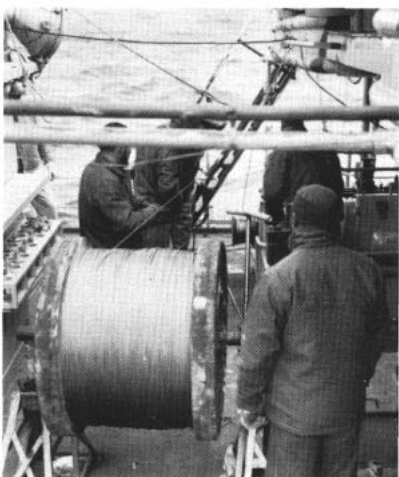
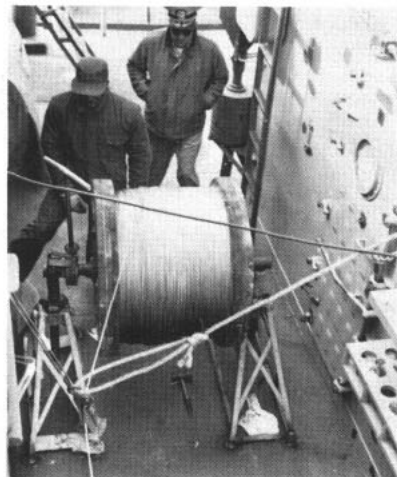
With our faces an uncomfortable red, we'd like to offer a reason (not an excuse), poor as it may be. Every once in a while some little gem, like this one, manipulates itself by us while we're on the lookout for a bigger one. When that happens it certainly doesn't take long for us to hear about it.—ED.

Ingenuity Is Found at Sea, Too

SIR: In the July issue of ALL HANDS an interesting article caught our eye. It appears that *uss San Pablo* (AGS 30) was boasting of how she successfully changed the wire on her oceanographic winch. We of *uss Rehoboth* (AGS 50), *Pablo's* sister ship, consider this a routine operation.

In port, *Rehoboth* uses a rig similar to *Pablo's*. It consists of a reel stand, two snatch blocks and 250 pounds of lead coring weights. Tension for the process is provided by the ship's crane and a braking device on the reel stand. The wire is wound on the winch in the same manner as described in the article about *Pablo*, but this process is simple compared to the same problem at sea.

RESPooling of after oceanographic winch aboard USS Rehoboth (AGS 50) is helped by snatch block and 100 pounds of weight. Job took 54 man-hours.



In October 1963, while on a survey operation, we lost a coring device and most of the wire on our winch. We had to suspend operations until we could respool a winch. Since it was some 1800 miles back to port, we decided to attempt a respooling at sea.

With the ship's depth finding equipment we found a region of deep water and a spare reel of wire was brought up from below decks. Basically, the same process for rewinding the wire in port was used at sea with the following exception: The reel stand was welded to the deck amidships with the bitter end of the wire pointing outboard. The wire was then fairleaded through a snatch block to the gypsy head of the winch, through the oceanographic station meter wheel, and back onto the main deck.

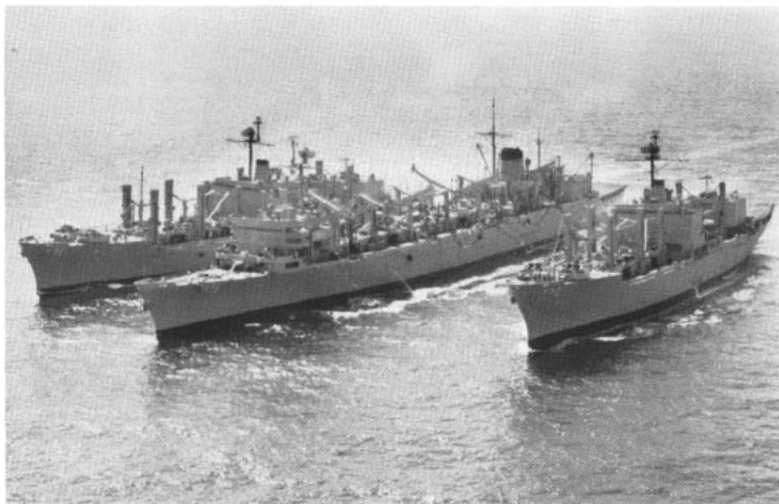
A 100-pound lead weight was attached to the bitter end of the wire and was lowered over the side. After paying out over 7500 meters of wire the winch was stopped and the wire was stopped off with three Chicago cable clamps. The remaining bitter end was attached to the winch drum and we started reeling.

The 100 pounds of lead plus the weight of the wire provided 1700 pounds of tension to the first few layers of wire, and proportional decreases in tension for succeeding layers. We finished the job in nine hours, or 54 man hours.

... not that we like to brag about our simply daily chores but, *Pablo*—what took you so long?—The Oceanogoofers, *uss Rehoboth* (AGS 50).

• *We wouldn't dare presume to answer for San Pablo, but we suspect they will remind you they don't make it a practice to lose their wire while at sea.*

On the other hand, were they to do so, we can't see any reason why they shouldn't follow your example. Nice thinking on the part of someone.—ED.



SUPPLY ADVANCEMENT—Latest word in underway replenishment is seen in this photo of three new supply ships. Fast combat support ship *USS Sacramento* (AOE 1) (*center*) combines jobs of fleet oiler, ammunition and refrigerated stores ships into one. *USS Mars* (AFS 1) (*top*) and *USS Sylvania* (AFS 2) are first of combat stores ships class, combining the functions of aviation, general and refrigerated stores ships.

Cuban Medals

SIR: During the Cuban crisis I was deployed with the Second Marine Division as a naval gunfire officer. We were aboard *uss Francis Marion* (APA 249) from 15 Oct 1962 until 30 Oct 1962, then transferred to *uss Mt. McKinley* (APA 249) where we remained until about 30 Nov 1963.

I'm sure the Marine Division will qualify for a campaign medal, but what about me? As a naval officer attached to a Marine Corps unit will I wear a Navy Expeditionary Medal, a Marine Corps Expeditionary Medal, or an Armed Forces Expeditionary Medal?—E. H., LCDR, USN.

• *If the Second Marine Division is listed as eligible for the entire period from 15 October until the last of November, you'll receive both the Navy Expeditionary Medal and the Armed Forces Expeditionary Medal.*

Although the lists of commands have not yet been published, the qualifying dates during the Cuban crisis are firm. Navymen who were stationed at Guantanamo Naval Base (or on a ship operating from Gitmo) between the dates 3 Jan 1961 through 23 Oct 1962 are eligible for the Navy Expeditionary Medal. Those men who were there from 24 Oct 1962 to 1 Jun 1963 are eligible for the Armed Forces Expeditionary Medal. Since you served during both periods, you'll probably receive both medals.

It is irrelevant whether your service was with a Marine unit or a Navy one.

Navy personnel who performed eligible service will be issued the Navy Expeditionary Medal and/or the Armed Forces Expeditionary Medal. Marine Corps personnel who performed eligible

service will be issued the Marine Corps Expeditionary Medal and/or the Armed Forces Expeditionary Medal. You should make your application to the Bureau of Naval Personnel.—Ed.

Welcome Back to the Fold, Chief

SIR: I am a Navy recruiter and was recently approached by a former Navy Chief Electronics Technician who retired two years ago after 20 years of active service. Since his retirement, he has been teaching electronics at a technical junior college. He would, however, like to return to active duty in the Navy.

I have read in various Navy bulletins that the Navy is seeking men in critical rates to return to active duty. However,

DAY ON THE LINKS—Proper maintenance of ship's anchor chain is task before these men of Cruiser-Destroyer Force at Newport, Rhode Island.



none of the publications I have seen outlined the procedure these men should follow.

How would the Chief go about it?—K. P. B., OMC, USN.

• *You're right about the Navy being anxious to have some retired Navymen return to the fold after they join the Fleet Reserve.*

At the moment, Fleet Reservists in the RM, ET, ST, FT and MT ratings are usually welcomed with open arms if they want to complete their 30 on active duty rather than in the Fleet Reserve.

To start the ball rolling, all they have to do is address their request to the Chief of Naval Personnel, Navy Department, Washington, D. C. 20370—Ed.

Readjustment Pay

SIR: I was interested in your reply to YN2 D. W. F., USN, concerning readjustment pay in last September's issue (I was the tenth man).

I was involuntarily released from active duty on 30 Dec 1957 and received readjustment pay. But it was computed on the basis of *one-half* month's base pay multiplied by the number of years of active duty. I ended up with a total of seven months' base pay.

Then I noticed in your reply that the law had been changed. Now readjustment pay is computed on *two* months' base pay times the number of active duty years, but cannot exceed \$15,000.

Is this law retroactive? If so, to what date?—C. E. C., HMC, USNR-R (TAR).

• *No. The law (Public Law 87-509, approved 28 Jun 1962) does not contain any provision for retroactive entitlement based on the new method of computation. This law applies only to members of Reserve components who are involuntarily released from active duty after 28 Jun 1962.—Ed.*



OLD SALTS of steam sloop *USS Mohican* (left) wore their beards a bit longer than their modern counterparts in *USS Muliphen* (AKA 61), who cultivated their whiskers during 71 days at sea during a deployment.

Sara's Guns Stir Interest

SIR: I read with interest the short article on *uss Saratoga's* (CV 3) 8-inchers (July issue). I served in the Air Department of *Saratoga* from December 1935 until May 1940.

I believe you listed the incorrect date of their removal in your article.—E. O. Crosby, CDR, USN.

SIR: A few old-timers around BuWeps and the 14th Naval District headquarters at Pearl Harbor will recall the story of the 8-inch guns from the old *uss Saratoga* (CV 3) and *Lexington* (CV 2). When World War II came along they were almost finished—but not quite; the guns had a little-remembered second career.

Saratoga's 8-inchers were removed at the Puget Sound Navy Yard about the time the war began. *Lexington's* guns were removed at Pearl Harbor and were in storage at the time of attack.

With the Pearl Harbor bombing it was evident that aviation was to be the dominant element of warfare in the foreseeable future. But it was also true that seacoast guns would be an asset if Oahu were to fight off an invasion.

Nobody knew what the immediate future held for Hawaii. Although the Army already had about 100 guns of 6-inch or larger caliber emplaced for protection of Oahu, immediate steps were taken to incorporate every spare weapon in Army and Navy stocks into the island's defenses.

The Navy handed over a sizable collection of ordnance to the Hawaiian Seacoast Artillery Command. Although most of the guns were obsolete, they shared one thing in common—they were available.

Additional guns were removed from sunken ships; former battleship casemate guns were incorporated into the shore defenses as rapidly as possible. In this manner weapons which had armed the Fleet a few months, or even a few days before, were put in camouflaged

emplacements all around Oahu.

Of all the spare Navy weapons, those which intrigued the Army most were the four pairs of 8-inchers from *Lexington*. The Army had long considered turrets to be ideal mounts for seacoast guns. Would the Navy offer the 8-inch turrets to the Army?

Indeed it would, and on 17 Jan 1942, the Commander in Chief Pacific Fleet did just that. Later, *Saratoga's* turrets back at Bremerton were offered as well.

The Chief of Hawaiian Artillery selected locations for four batteries, each armed with two turrets. Each turret was placed atop a concrete barrette which extended 50 feet into the ground. At the bottom of the barbettes were the magazines. The turrets were about 450 feet apart; between them were the battery commander's station, a plotting room and a firecontrol radar.

Work on these batteries proceeded at a top priority, second only to that of airfields. Oahu's blackout requirements were relaxed somewhat to permit work on an around-the-clock basis. By the time *Saratoga's* turrets arrived from the mainland in mid-1942 the barbettes were ready; by Christmas the guns were manned.

One feature the Army especially liked

Revise the E-8/E-9 Exams? No!

SIR: I've heard rumors that the E-8 and E-9 examinations were being revised. The new exams will, according to my informant, deal strictly with questions concerning professional, military and leadership matters and will be reduced to 100 questions vice 150.

Is there any truth in the info? If so, will the revised examinations be administered in August 1965?—L. R. D., YNC (SS), USN.

• *That bit of scuttlebutt must have come directly from the butter-cutter on the port mess line. It has absolutely no validity.*—Ed.

about the turrets was the armor which afforded protection against air attack. A considerable effort was made to find overhead protection for all major caliber seacoast batteries.

Medium caliber weapons were enclosed in steel shields; other weapons were put in casemates. The latter limited the field of fire and were not as satisfactory as turrets. Many gun casemates constructed at this time are still seen in areas around Oahu.

While the southern sector of Oahu was most heavily fortified, the north, east and west coasts also figured prominently in defense plans. New projects for the construction of heavy batteries were begun on all sides of the island.

Among these was one of the most elaborate ordnance engineering enterprises ever undertaken. This project incorporated two naval turrets, each bearing three 14-inch guns, into the defenses of Oahu. The turrets were from the battleship *uss Arizona* (BB 39).

When the ship was sunk at Pearl Harbor, the two rear turrets escaped serious damage. In these, the Army considered it had two of the most formidable seacoast batteries ever constructed.

One turret was mounted between Waianae and NAS Barber's Point on the west shore, and named Battery Arizona. The other, Battery Pennsylvania, was mounted on the eastern side atop Mokapu Point, outboard of Kaneohe Bay. From these sites, the guns of sunken *Arizona* would extend the artillery-defended area some 35,000 yards seaward from the battery sites.

This project ranks high in the history of ordnance engineering, both for complexity and the sheer size of the units involved; but today it's almost forgotten.

In a difficult series of operations the turrets were disassembled, completely renovated, transported to the sites and reassembled. As the war moved west, the priorities on gun emplacements were lowered and the work gradually slowed.

Nevertheless by the end of the war, Battery *Arizona* was in the final stages of construction. Battery *Pennsylvania* blasted out a three-gun salvo to mark V-J Day and to proof-fire the guns.

Some say that, since the guns never fired a shot in anger, the seacoast defenses were a waste of resources. But some measure of how important they might have been is the case of Fort Drum, the Army's concrete battleship in Manila Bay.

Although it took a beating from Japanese guns on Bataan and the Cavite shore, Drum's 14-inch turrets still pounded out their salvos long after the rest of the U. S. heavy artillery was smashed. When the end came, the turrets of the concrete battleship trained to the centerline and leveled to zero elevation; they're still in that position.

After aviation proved its ability to dominate the arena of battle the seacoast guns became anachronous; but they were still pretty good insurance.

If another disaster of Pearl Harbor magnitude had happened at Midway or in the Coral Sea, perhaps the safety of the Navy's main base in the Pacific would have depended on the guns of Oahu. The turrets of *Lexington*, *Saratoga* and *Arizona* might have been magnificent in their second careers.—D. P. Kirchner, LCDR, USN.

SIR: In your July issue, F. V. T. W., LTJG, USN, asked whether *Saratoga* had 8-inch guns. She did. And if I remember correctly, they were removed at Pearl Harbor, turned over to the Army and mounted in the hills back of Honolulu.

According to the information in *The Ships and Aircraft of the U. S. Fleet, War Edition*, both the *Lex* and *Saratoga* had 8-inch guns.

I was at Pearl Harbor when *Saratoga* took her first fish. While she was being repaired there, her 8-inch guns were removed.

I'm quite certain the guns were not removed until 1942. I'm also quite sure that *Lex* went down with hers intact.—L. J. Meindle, CMM (Ret.), USN.

SIR: I was very interested in your article on *Saratoga*. I remember well her stay in the dock at Pearl Harbor for repairs to torpedo damage in 1942 (I was Navy Yard communication officer at the time). She had a hole in her side big enough to drive a locomotive through; the fact that she survived was

There Were Tons of Sea Power in Frisco That Day

SIR: I was digging through our photographic files here at NAS Moffett Field and came across an old aerial picture showing eight battleships anchored in San Francisco Bay. It was taken from the airship *Uss Macon* on 9 Nov 1933 and identified as "battleships at anchor, San Francisco Bay."

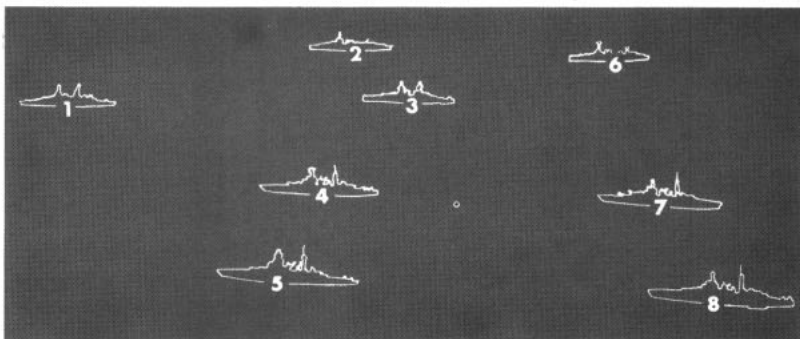
Can you tell me what battleships are in the picture? Also, what brought them to San Francisco at that time? —K. F. L., PHCAP, USN.

● *Problems which at first appear insurmountable often turn out to be quite easily solved if you know the right people. The right people, in this case, are our good friends in the Naval History Division. Your eight battleships are identified (see accompanying photos) by plotting the anchorage bearings entered in their logs on a bay chart. It just happens that nine battle-*

*ships were in San Francisco Bay at the time, but *Uss Pennsylvania* (BB 38) was, presumably, out of camera range.*

The date of the photo should give you the clue to your second query. Nov 11 was Armistice Day.—Ed.

- (1) *USS Nevada* (BB 36), (2) *USS Texas* (BB 35), (3) *USS Oklahoma* (BB 37), (4) *USS West Virginia* (BB 48), (5) *USS Colorado* (BB 45), (6) *USS New York* (BB 34), (7) *USS Maryland* (BB 46), (8) *USS California* (BB 44).





ALL-YEAR SWIMMING pool at Naval Ammunition Depot, Bangor, Wash., is covered by economical, heated air house.

a tribute to her damage control.

It's my recollection (which may be faulty) that her 8-inch turrets were removed during this period, rather than the late thirties as you suggested in your article.

I remember quite well, though, that the word around the yard then was her 8-inch guns were moved up into the hills of Oahu, where they were installed as coastal defense guns. I believed the story at the time, and still do, but I've never had occasion to check up on it.

It must be remembered that in those days coastal defense guns were still part of our defensive armament. In 1942 we were taking all the precautions we could on Oahu.—Arthur Enderlin, CAPT, USNR (Ret.).

• Thanks very much for the info.

A further check by BuShips indicates that all of you were correct. Saratoga's 8-inch guns WERE removed during her 1941 overhaul period.

According to Jane's Fighting Ships (1943-44), Saratoga had new anti-aircraft armament installed. She also received new gas defense, damage control and aircraft operation equipment. Her

flight deck was widened at the bow by 60 feet.

A two-and-one-half foot bulge was built along the port side, nearly the full length of the ship. With the superstructure on the starboard side, Saratoga previously had to retain some fuel oil to keep her balanced. The bulge allowed the carrier to use her full quantity of fuel.

The bulge increased the carrier's deadweight by 450 to 500 tons, but it decreased her displacement about 2000 tons, since she stood a little higher out of the water.

In addition to her 8-inchers, Saratoga's four 5-inch guns also were removed; additional light AA armament was substituted.—Ed.

Two Off-Beat Ships

SIR: Two vessels I served aboard in World War II were unusual, and I've yet to meet anyone else who has heard of them. One was a prize of war and the other was a coal burner.

The prize was the German luxury liner ss *Europa*, sister ship to ss *Bremen*

which was sunk earlier in the war. I reported aboard *Europa* as a member of the prize crew shortly before she was commissioned uss *Europa* (AP 177). The troops she carried on her first trip to New York as a commissioned ship were among the first to be repatriated. We were met with a rousing welcome by fire tugs, bands and newsmen. I left her shortly thereafter and have heard nothing else about her.

The coal burner was a converted ferryboat, uss *Leyden*. She served during 1944 as a floating hotel in Weymouth, England, and later in Cherbourg, France.

Any further information you can supply about these two vessels will be greatly appreciated.—Ernest F. Whitlatch, ET1, USN.

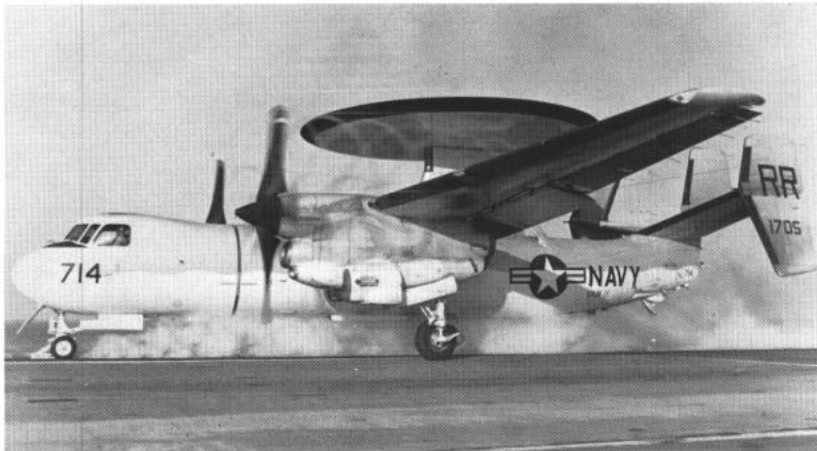
• After a little digging through the files at Ships' History Division, we must agree that the two vessels you mentioned do provide excellent examples of the off-beat type of duty you might find during wartime. Neither served the Navy very long, which may explain your inability to find someone with whom to swap sea stories.

Europa, one of the largest prizes of war (937 feet long, with a displacement of 43,407 tons) was taken over by 26 Navymen as she lay at anchor in Bremerhaven, Germany, on 8 May 1945. About 3000 Nazi troops had been quartered aboard shortly before the Allies took Bremerhaven, but *Europa's* war activity had otherwise been restricted to two voyages to Hamburg.

When it was decided that the prize ship would be converted to a U. S. troop ship, the name USS *Europa* (AP 177) was assigned (1 Aug 1945). With partial conversion completed and a crew of 960 aboard, *Europa* was commissioned in the U. S. Navy on 25 Aug 1945, with CAPT Benjamin Franklin Perry, USN, commanding.

In September 1945 *Europa* arrived at the New York Navy Yard Annex, Bayonne, N. J., where she discharged some 4500 troops she had transported

TURBOPROP E2A Hawkeye prepares to take off from flight deck of USS *Oriskany* (CVA 34). Hawkeye carries computerized airborne tactical data systems.



from Europe. There she stayed for about 45 days undergoing completion of the conversion. This involved installing berths in almost all areas not used by the ship's company. This alteration gave Europa berthing space for approximately 10,000 troops.

After participating in the Atlantic troop-carrying run, it was decided on 26 Feb 1946 that, because she was uneconomical for transport duty, Europa would not be retained by the U. S.

On 15 Mar 1946 she departed New York for Bremerhaven, where she was placed out of commission and stricken from the Navy list in June 1946—but not before she earned the Navy Occupation Service Medal.

The other vessel you mention, *uss Leyden* (IX 167), also has an interesting history. Built in 1911 for a commercial steamboat company as the *ss Northland*, this vessel served on the Potomac River and Chesapeake Bay as an overnight passenger and freight steamer, plying between Washington, D. C., and Alexandria, Old Point Comfort and Norfolk, Va.

It was acquired by the government on 10 Jul 1942, for transfer to the British Ministry of War Transport. To prepare it for a wartime trans-Atlantic voyage, the open deck spaces were boxed in and a small gun was mounted aft. Manned by a British merchant crew and flying British colors, the *Northland* joined a convoy of similar shoal draft passenger steamboats at St. John's Newfoundland, from where it departed for the U. K. on 21 Sep 1942.

During the voyage, the convoy sustained a running battle with Nazi wolf-packs. *HMS Veteran* and three of the former steamboats were sunk. By the time *Northland* reached Londonderry, Goebbels had broadcasted that German submarines sank "several ships of the

Queen Mary class"—a slight exaggeration of the steamboats' size.

In 1943 the British turned *Northland* over to the U. S. Navy. Her name was changed to *uss Leyden* because there already was a *uss Northland*.

Leyden was sold to Chinese interests after World War II. She made a trip to the Orient from England in 1947 and was renamed *Hung Chon*. She was reported scrapped in 1955.

If your query has stimulated some memories of past shipmates, perhaps they'll contact us and swap stories. Thanks for the tip-off about these two unusual vessels.—ED.

Detachment of One

SIR: Back in November 1963, you published a few claims to Navy firsts and some more in April 1964. At that time I couldn't claim any kind of a record, but I can now—at least I think I can.

I'm a Chief Construction Electrician stationed with the Navy Detachment at the Army Nuclear Power Plant, Fort Greely, Alaska. The point is, I'm the detachment.

My family and I have been here since June of '63, but it wasn't until this last August that I became a detachment. As a detachment of one (enlisted type) do I have a first?—R. J. M., CECA, USN.

• We have no way of checking whether you have a record or not, so we'll let everyone in the Fleet examine it. If your claim isn't a first, you'll hear about it in short order.

However, another chief may give you a hard time. As we heard the story and reported it in the June 1952 issue of ALL HANDS, Chief Storekeeper Frederick A. Pobst ruled over the island of Chichi Jima in the Bonin group for an unknown period when he was officially designated

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.

• *uss Block Island* (CVE 21 and CVE 106)—The third reunion is scheduled for 29 May. For further details, write to Weber Rego Torres, Jr., 118 East Morgan St., Fairhaven, Mass.

• *uss Enterprise* (CV 6)—A reunion is planned for the near future. For further information, write to Richard Kenyon, 119 North Barr St., Crawfordsville, Ind.

as American Military Government Representative of the U. S.

As the story goes, Chief Pobst appeared to have been the only Navy type on the island. We don't know whether or not he was considered a detachment, so you may have a claim.

The nearest grocery store or post office was some 1000 miles away, in Guam. Every two months, a Navy ship would pay the Pobst family a visit, bringing with it supplies, mail and sometimes, official visitors. Mrs. Pobst taught the third, fourth and fifth grade for islanders in another quonset-type school house while the chief taught the older kids baseball and showed their parents how to increase their crops. He also taught them self-government.

The point? Navymen certainly do get around and it's highly probable that many another man has, at one time, been a detachment of one.—ED.

WHEREVER YOU ARE
SEND ALL HANDS TO THE FOLKS AT HOME

Superintendent of Documents
 Government Printing Office
 Washington 25, D.C.

ENCLOSED find \$2.50 for a subscription to ALL HANDS Magazine, to be mailed to the following address for 1 year. Subscriptions are also accepted for 2 years for \$5.00 and 3 years for \$7.50.

NAME _____
 ADDRESS _____

(For prompt filling of order, please mail this blank and remittance direct to the Government Printing Office, Washington 25, D.C. Make check or money order payable to the Superintendent of Documents.)

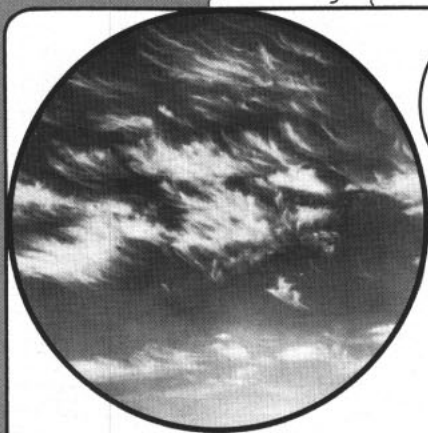
Subscription for mailing to a foreign country without an FPO or APO is \$3.50 per year.

Check one: One year Two years Three years



WHAT EVERY NAVYMAN

The symbols shown below are used by weather men all over the world.



Ci

"FEATHERY CLOUDS"

Often seen during fair weather.

At times serve as first visible indication of approaching storm.

CIRRUS clouds are observed at very great altitudes and owe their fibrous and feathery appearance to the fact that they are composed entirely of ice crystals. Although the word "cirrus" derives from the Latin for "curl" or "lock," the clouds are found in varied forms including curved wisps, featherlike plumes, isolated tufts, and thin lines. Because of their height, they color before other clouds at sunrise and remain lighted after sunset.

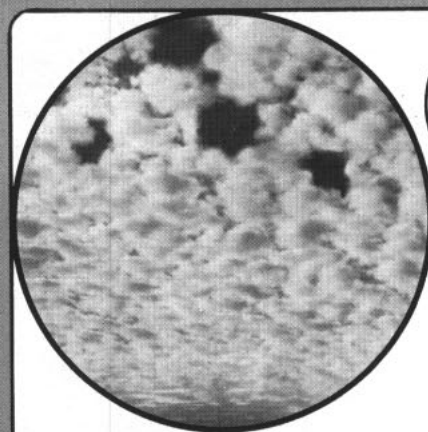


Cc

"MACKERELS' SCALES"

Look for wind and rain if they change to cirrostratus and lower thicker clouds.

CIRROCUMULUS are similar to cirrus clouds but contain globular cotton-like masses arranged in groups or lines which at times give them the appearance of rippled sand on the seashore. One form of cirrocumulus is commonly known as the "mackerel sky" because of the way in which the pattern resembles the scales on the back of a mackerel. The harder and grayer variety, often indicate foul weather may follow.

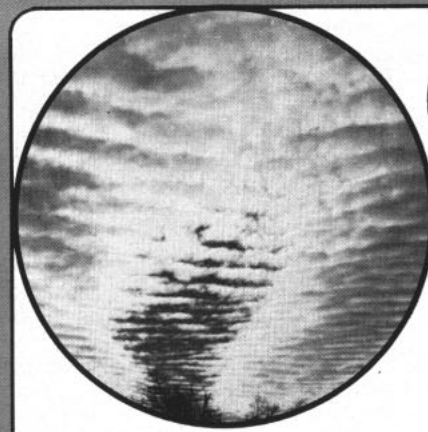


Ac

"SHEEP BACKS"

If this formation precedes lower cumulus clouds look for thundery weather.

ALTOCUMULUS clouds (known as "sheep backs") are a layer of large, ball-like masses often so close together that the edges touch. They are often mistaken for an unbroken layer of stratocumulus. While the balls or patches may vary in thickness and color—from dazzling white to dark gray—they are more or less regularly arranged and distinct. They differ from cirrocumulus cloudlets in that they show distinct shadowed portions.

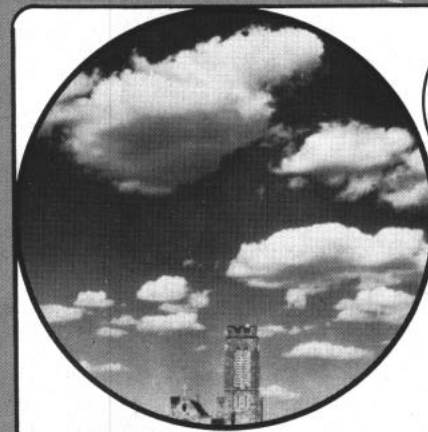


Ac

"LONG ROLLS OR BANDS"

These rolls stretch to the horizon and move at right angles to their length.

ALTOCUMULUS—in "bands" or "long rolls"—are shown above. This is a form of this cloud type having big roll clouds separated by streaks of blue sky. The rolls appear to be joined together near the horizon because of the effect of perspective. These regular parallel bands of alto cumulus differ from the "mackerel sky" in that it is found in larger masses with shadows and is not composed of ice crystals like the higher cirrus forms.



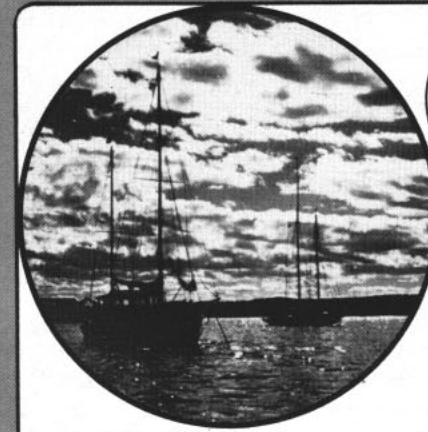
Cu

"WOOLPACK"

This type generally seen in fine weather.

Turbulence increases as thickness increases.

CUMULUS clouds pictured above are the small, fluffy, "fair weather type." The various types of clouds in the cumulus family are defined according to the extent of their vertical development—the height to which warm moist air is being raised by updrafts within them. It is the presence of these updrafts which makes flying near or in cumulus clouds "bumpy" and sometimes dangerous. Note little vertical development.



Sc

"FLAT LONG LAYERS"

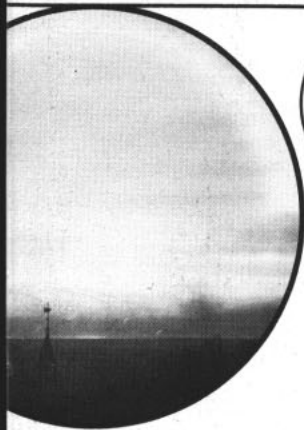
Tail-end of the day's cumulus clouds.

Usually a clear night ahead over land.

STRATOCUMULUS clouds shown above are the final product of daily changes in cumulus clouds. They vary greatly in altitude. At lower levels this type also appears as roll-shaped masses which are soft and gray and can be composed of long parallel rolls. (Such rolls are good indicators of wind direction at their level because they form on crests of atmospheric waves at approximate right angles to the wind producing them.)

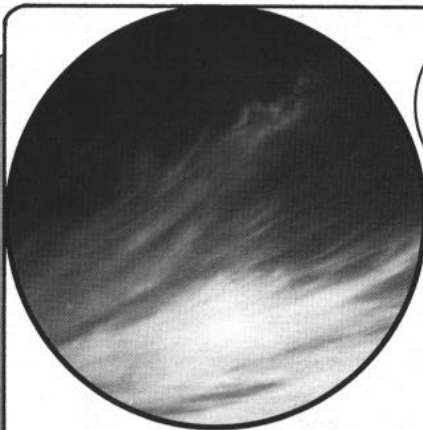
MAN should know about CLOUDS

The cloud pictures used here are the most frequent types observed but there are specific cloud types for each of the code symbols shown.



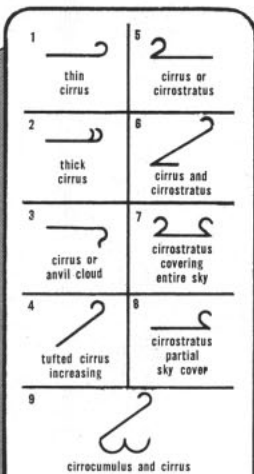
Bad weather approaching if these clouds thicken and change to altostratus.

ALTOSTRATUS covers the sky with a thin whitish veil. The cloud is sufficiently dense to obscure or blur the outlines of the sun or moon. However, the ice crystals of which the cloud is composed, refract light which passes through them in such a way that a ring known as a halo forms around the sun or moon. Cirrostratus clouds which follow altostratus may be an indication of approach of low-pressure area.



This type appearing after cirrus and followed by thickening lower clouds, increases probability of rain within 24 hrs.

CIRRUS and cirrostratus. "Mare's tails" is the popular name given to well-defined cirrus clouds that thicken into cirrostratus, and then gradually lowering into water droplet altostratus. The clouds may resemble a mare's tail and may often be the forerunner of a storm as indicated in the old rhyme: "Mackerel sky and mare's tails, make tall ships carry low sails." The more brush-like the cirrus, the stronger the wind at that level.



HIGH



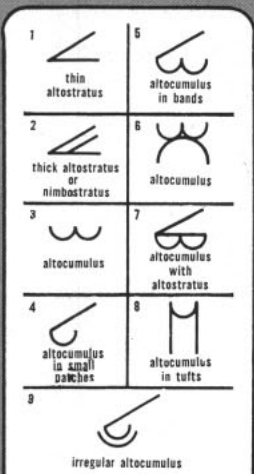
Continuous rain or snow may follow thickening altostratus in a few hours.

ALTOSTRATUS clouds have the appearance of a gray or bluish, fibrous sheet which is sufficiently dense so that the sun and moon generally are not visible through ground glass. There is no "halo" as usually seen with cirrostratus but a similar phenomena called a "corona" may be observed. The low ragged "scud" or NIMBOSTRATUS "rain clouds" under altostratus clouds grow denser and lower as rain falls.



Often short-lived, making only a brief appearance. Frequently precede thunderstorms.

ALTOCUMULUS. These "castles in the air" are visible proof of the great altitude to which rising currents in the atmosphere often extend. Generally arranged in a line and resting on one horizontal base, they give the impression of turrets on a castle. These turreted tops look like miniature cumulus clouds and possess considerable depth as well great length. These clouds usually indicate a change to chaotic, and thundery skies.



MIDDLE



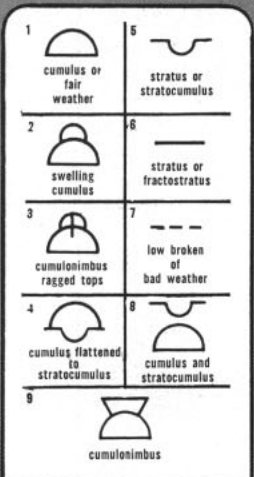
Stratus often produce a fine drizzle or mist.

Formations are low horizontal, uniform layers of clouds. Strong winds sometimes break them up into irregular fragments or shreds called nimbostratus. A veil of true stratus gives the sky a hazy appearance. Because of their thickness, stratus appear dark to sailors and land-look white to aviators. Clouds of stratus family are called "low clouds" when their base is below 1,000 ft. and "fog" when on the ground.



This is the signpost of turbulent, bumpy air, with thunder, lightning, snow in upper levels, hail and heavy rain.

CUMULONIMBUS "thunderheads" or "showerclouds" are heavy masses of clouds rising in mountainous towers to great heights. The upper parts consist of ice crystals and often spread out in the shape of an anvil. The base is horizontal, but as showers occur it lowers and becomes ragged. The anvil of this giant cloud is so high that it can be seen many miles away long before the base becomes visible. A regular "cloud factory."



LOW

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



HOME IS THE CRUISER—USS *Providence* (CLG 6) has returned to Long Beach, Calif., after more than two years in Far East as flagship for Seventh Fleet.

One Fine Ship, 2 Great Names

When *uss Norfolk* (DL 1) tied up at Talcahuano, Naval Base in Chile, the skipper spotted a mighty familiar looking ship moored to a nearby pier. So when the forward brow was in place, Captain Parker B. Armstrong strolled over to take a look.

The ship flew the Chilean flag and the name on her stern was *O'Higgins*, which failed to ring a bell. Along about then the captain must have had that uncomfortable feeling which comes from seeing a face you can't recognize—but know you should. So the *Norfolk* skipper did some investigating.

It turned out *O'Higgins* wasn't the ship's original name. She'd been *uss Brooklyn* (CL 40) until the U. S. sold her to Chile in 1951.

The captain remembered *Brooklyn*, all right. She'd be hard for him

to forget. As a young officer he'd ridden *Brooklyn* all through World War II when he'd seen action at Casablanca, Sicily, Salerno, Anzio and Southern France.

It's a small world.

Pennant Covers 610 Feet

uss Providence (CLG 6) has returned to Long Beach, Calif., flying a 610-foot homeward-bound pennant. She spent over two years in the Western Pacific as flagship for Commander, Seventh Fleet.

Providence was relieved by *uss Oklahoma City* (CLG 5).

The cruiser returned to Long Beach via Guam; Sydney, Australia; Suva, Fiji Islands; and Pearl Harbor, Hawaii. During her deployment to the Seventh Fleet she steamed over 90,000 miles, stopped at 25 ports in 12 countries, and was given the once-over by some 150,000 visitors.

BUILDERS OF THE NAVY



Thomas Macdonough's victory over the British fleet at Lake Champlain during the War of 1812 is often considered to be as important as O. H. Perry's on Lake Erie. Macdonough's force was inferior to the British and his crew was nearly raw. Macdonough's personal courage and determination communicated itself to his men and he exercised outstanding skill in tactics. He chose a position that imposed upon the British an approach under a raking fire and won the opening move of the battle. Several times during the fighting the enemy thought Macdonough was defeated but each time his tactics saved the day.

A Huelva Big Operation

People watching from the rooftops of seaside villas had never seen anything quite like it. Indeed, it was a rare sight to see so many Navy amphibious landing craft loaded with U. S. and Spanish Marines hit the beach on the southern coast of Spain near Huelva. The rooftop viewers had a right to be impressed, for they were watching the biggest peacetime amphibious operation in history—Steel Pike I.

While landing craft churned shoreward, *uss Okinawa* (LPH 3), *Boxer* (LPH 4), and *Guadalcanal* (LPH 7) were launching 100 helicopters which carried 3000 Marines to positions behind beach defenses in a demonstration of Navy-Marine vertical envelopment.

The ASW support carrier *uss Lake Champlain* (CVS 39) and a squadron of destroyers furnished anti-submarine protection for the task force.

The personnel and heavy equipment of two amphibious squadrons—one normally deployed in the Med, the other in the Caribbean—were transported to the exercise area in three merchant marine vessels and seven Military Sea Transportation Service ships.

During the exercise, Marines demonstrated their method of landing jet aircraft on an airstrip of less than 4000 feet. The method is called SATS (for short airfield for tactical support). In principle, it is an aircraft carrier deck moved ashore complete with arresting equipment.

About 80 ships and 60,000 men took part in the amphibious exercise which lasted five days.

Shenandoah to Rescue

The wind was blowing at 40 knots through the Bay of Naples, and the seas were heavy. At 0500 that morning, the duty officer of the destroyer tender *uss Shenandoah* (AD 26), Lieutenant Gerrit J. Verheijen, noticed that a Dutch freighter, *Doris*, was in trouble. The wind was pushing her away from her anchorage toward the outer harbor's quay wall.

LT Verheijen notified the ship's

rescue party to stand by in case the Dutch crew could not gain control of their ship. They didn't, and the freighter slammed against the wall. The rescue party was dispatched immediately.

When the rescuers arrived at the scene, Chief Boatswain's Mate Hollis O. Hood rigged a boatswain's chair and transferred 27 of the 36 passengers and crew. Nine crewmen, including the ship's master, had elected to remain aboard the freighter, but they were taken off when it looked as though the ship would capsize.

Two minesweepers, *uss Aggressive* (MSO 422) and *Agile* (MSO 421), also assisted with the rescue work.

When *Doris* rolled over on her port side, a 30-to 40-foot gash was visible on her starboard side.

None of the passengers or crewmen were injured, but for the second mate it was a case of double rescue, because he was lost overboard. The U. S. sailors threw him a lifeline and pulled him to safety.

The Dutch crewmen and passengers were taken aboard *Shenandoah* and were given a U. S. breakfast of bacon, eggs, toast and coffee.

Ney Award Rules Changed

Navy ships and stations who compete for the Annual Ney Memorial Awards next year will find themselves working under a modified set of rules.

For the first time since the Ney Awards were initiated, each finalist will be required to prepare a specified meal, to be announced immediately before the arrival of the awards committee sometime in June.

The menu for all the finalists will be the same to enable committee members to make a closer comparison.

According to the 1965 timetable, each type commander, overseas area and force commander; and district and river command commandant will—before 1 April—select a ship or activity to represent his command in competition. Last year this resulted in 46 entrants.

During April, the nominees will be visited by a member of the Ney Awards Committee for preliminary evaluation of the general mess.

Before the first of May, nominating letters and samples of the general mess menus will be sent to the Bureau of Supplies and Accounts together with photographs showing the general mess operations.



NEW SUBMARINE—President Johnson receives a model of nuclear attack sub *Pargo* (SSN 650) at Groton, Conn. The President initialed *Pargo's* keel.

The Ney Memorial Awards Evaluation Committee will convene in Washington early in May to select nine finalists, three each in the large afloat, small afloat, and ashore mess categories, after which a first-hand inspection of the mess operations of each will be made.

During this visit, the finalists' subsistence spaces will be inspected, records and reports evaluated and food preparation will be observed. After a thorough looking-over, the noon meal will be given the taste test.

Winners will be announced about 30 June. First place winners and their runners up will receive plaques,

IT CAN'T BE—Crew members of *USS Compass Island* (EAG 153) upload a genuine mail buoy picked up at sea.



and all semi-finalists will be presented Ney Award Certificates, while each member of the winning subsistence division will receive an individual citation from the Chief of BuSandA. Navy honors will be followed by recognition from civilian culinary groups.

The Ney Memorial Awards honor the memory of Captain Edward Francis Ney, SC, USN, who served as head of BuSandA's Subsistence Division during World War II.

Manning The Mail Buoy

Ahah! So there's no such thing as a mail buoy, huh? Well, skeptics, if that's the case, just what was it that *uss Compass Island* (EAG 153) fished from the sea recently, stuffed with letters and parcels (and a few repair parts to boot)?

Once again it seems you are guilty of underestimating Navy ingenuity. Now, as you suffer your due shame, be advised that the inevitable has happened.

Compass Island was on extended operations along the Air Force eastern test range in the Atlantic. The crew wanted mail. So the Naval Ordnance Test Unit at Patrick Air Force Base, Fla., made arrangements to air-drop a data capsule—converted to a mail buoy—near the ship.

Thus it was necessary for *Compass Island* to establish a mail buoy watch.

Next on the agenda: The Bureau of Fantastic Accomplishments is evaluating waterproof brushes which might be used by the Navy's first real sea painter.



ALTHOUGH HULL numbers suggest *USS Sylvania* (AFS 2) is older, *USS Aldebaran* (AF 10) is oldest. *Sylvania* was commissioned in '64, *Aldebaran* in '40.

Flip Has SPARRing Partner

Sailors who couldn't believe their eyes when they saw the oceanographic *Flip* ship will really go wild when they see *Spar*, the Navy's new acoustics research vessel. *Spar's* unusual design, like *Flip's*, will enable it to do an unusual and difficult job better.

The cigar-shaped *Spar* is similar in many other ways to *Flip*: It is towed while in a horizontal position then changed to a vertical position to become a Stable Platform for Acoustics Research.

Unlike *Flip*, however, *Spar* is unmanned and will be externally controlled, receiving its power from a nearby ship.

Spar will listen to underwater sound through its vertical and horizontal hydrophones.

A gyroscope compass and accelerometers will account for *Spar's* motion and rotation and a string of thermistors will measure water temperature. Other equipment will measure the surface waves of the ocean.

The data gathered by these instruments will be transmitted via a floating cable to *Spar's* tender where it will be recorded in a high capacity data logging system.

The preliminary design for *Spar* was done by the Naval Ordnance Laboratory at White Oak, Md. The research ship is constructed of rolled shell plating stiffened with intersecting longitudinal and transverse T-beams. Watertight bulkheads and tank decks divide the ship into ballast, buoyancy trim and stability, free-flooding and gear lockers.

Spar must have the help of two

ships to aid its operations. The ships probably will be the Navy's oceanographic research ships (AGORs) which are operated by MSTs.

Power will be supplied to *Spar* from one of the tending vessels by means of a 3000-foot floating electrical cable. The other vessel will transmit electromagnetic and acoustic signals to be received and compared by *Spar* from a distance of from five to 100 miles.

More detailed statistical analysis of the data gathered by *Spar* will be made on the Naval Ordnance Laboratory's analog computer.

Little Squirt Is Just That

Little Squirt really isn't very little—nor is she big, relatively speaking. She is a two and three-quarter

SNOWCAPPED Mt. Fuji, Japan, makes a backdrop for formation of Navy A4C Skyhawks from *USS Midway*.



ton hydrofoil vessel with a water-jet propulsion system.

Designed as a research craft with speeds up to 50 mph, *Little Squirt* is used for developing and testing foils, electronic controls and water pump propulsion.

The 20-foot boat also will supply researchers with information on a variety of characteristics peculiar to hydrofoils, including foil depth, speeds, operation in rough waters and ability to operate in debris. By October the boat had accumulated more than 150 hours of operation. Of this, 85 hours were spent foilborne during test programs.

Little Squirt uses fully submerged foils. Unlike the more common surface-piercing foil systems requiring no auxiliary stabilization, the submerged type has movable foil surfaces to provide stability and depth control. On *Little Squirt*, the angle of the foils is variable and is connected to an automatic control system. This system senses and controls the boat's height above water and pitch, roll and heave.

The submerged foil system isn't seriously affected by waves. As a result, it produces a smooth ride in almost all weather conditions. A limit for foilborne operation is reached when the wave height is greater than the length of the foil struts and reaches the hull.

The pump-jet hydrofoil is designed with a "W"-shaped hull bottom, which aids stability.

Little Squirt is propelled by a stream of water. Using the same principle as a jet engine, the water is taken in by a scoop built into the rear strut, travels up the strut and into a centrifugal pump. With a gas-turbine engine supplying power, the water is then pumped out through a nozzle into the air behind the craft.

Little Squirt's water pump, turning at 2900 rpm is capable of pumping 3500 gallons of water a minute.

The information gained through this relatively small boat is expected to help develop propulsion systems for large hydrofoils.

As the size of hydrofoils increases, the problem of propelling them through the water at high speed also increases. In most current submerged-foil systems, such as the one employed in the subchaser *uss High Point* (PCH 1), the power is transmitted mechanically down the foil strut to propellers on the foils. As the size of the craft increases, the distance the power has to be trans-

mitted also increases, making the design and fabrication of the transmission system increasingly difficult. The water-pump system is being developed as a possible alternative.

Agana Has Seen Lively Years

The U. S. Naval Air Station, Agana, Guam, has celebrated the 20th anniversary of the island's liberation from enemy hands in World War II.

Just 33 days after the first American landings were made on 21 Jul 1944, the 72nd Construction Battalion established camp at Tiyan, the small Japanese airstrip, and began to build an air station.

On September 11, the air station was officially opened, and the first U. S. plane landed on the 6600-foot north runway. The second runway was completed 30 September. At that time, more than 11,000 officers and men were stationed in Agana.

Today the air station has two parallel asphaltic concrete runways, one 10,000 feet long, the other 6600 feet. In more recent years, the air station has averaged over 32,000 landings annually.

From the beginning, NAS Agana's mission was to support the Army, Navy and Marine Corps aviation units that were assigned in Guam. And it's still the same today. Since those first few years, however, the air station has taken on some additional responsibilities, such as providing logistic support for the surrounding islands.

Search and Air Rescue, established in 1951, also is one of the more important phases of the air station. SAR pilots, within minutes after they are notified, can be airborne and on their way to the rescue scene.

In addition to SAR, the air station is headquarters for a photographic squadron, an airborne early warning squadron, a Coast Guard air detachment, and until last June, was a main stopover for MATS aircraft. (MATS now operates through Anderson AFB Guam).

In November 1962, the Naval Air Station, along with the rest of Guam, was the victim of one of the most devastating typhoons to hit the Pacific area—Typhoon Karen. She destroyed many permanent structures and damaged hundreds more.

After the air station was flattened, personnel joined in a massive clean-up program that lasted for months. It wasn't long before the station began to take form again. In addition to the old buildings that had to be



RECRUITING TROPHY winners pose with awards. RADM James O. Cobb, (left) Deputy Chief of Naval Personnel, presented the awards. (left to right) RADM Cobb; CAPT Jimmie Savage, Director Seventh Recruiting Area; CAPT John B. Davenport, Director First Recruiting Area and CAPT Morris E. Haller, Director Third Recruiting Area.

Recruiters Win Trophies for Getting Their Men

Recruiters from the Southeastern, Southwestern and New England states have won the Bureau of Naval Personnel Awards for recruiting proficiency. Three recruiting awards are given annually by BuPers, one for efficiency, one for progress and one for reenlistments.

The three commands won after a year-long competition between the nation's eight recruiting areas.

The Chief of Naval Personnel's Recruiting Efficiency Trophy went to the First Navy Recruiting Area with headquarters at Scotia, N. Y. The first area includes New York, Maine, New Hampshire, Massachusetts, Vermont, Connecticut, and Rhode Island. During fiscal year 1964 the area recruiters enlisted 15,144 new Navy men and women, 68 per cent of whom were qualified for school training. The area also exceeded its officer quota by 14 per cent and its enlisted quota by seven per cent.

Area Three, with headquarters in Macon, Ga., won the Progress Trophy. The area exceeded its 1963

enlistments by recruiting 13 per cent more male recruits, 33 per cent more men with prior service, and placing 13 per cent more men in the office programs. Area Three recruiters are stationed in North Carolina, South Carolina, Tennessee, Georgia, Florida, Alabama and Mississippi.

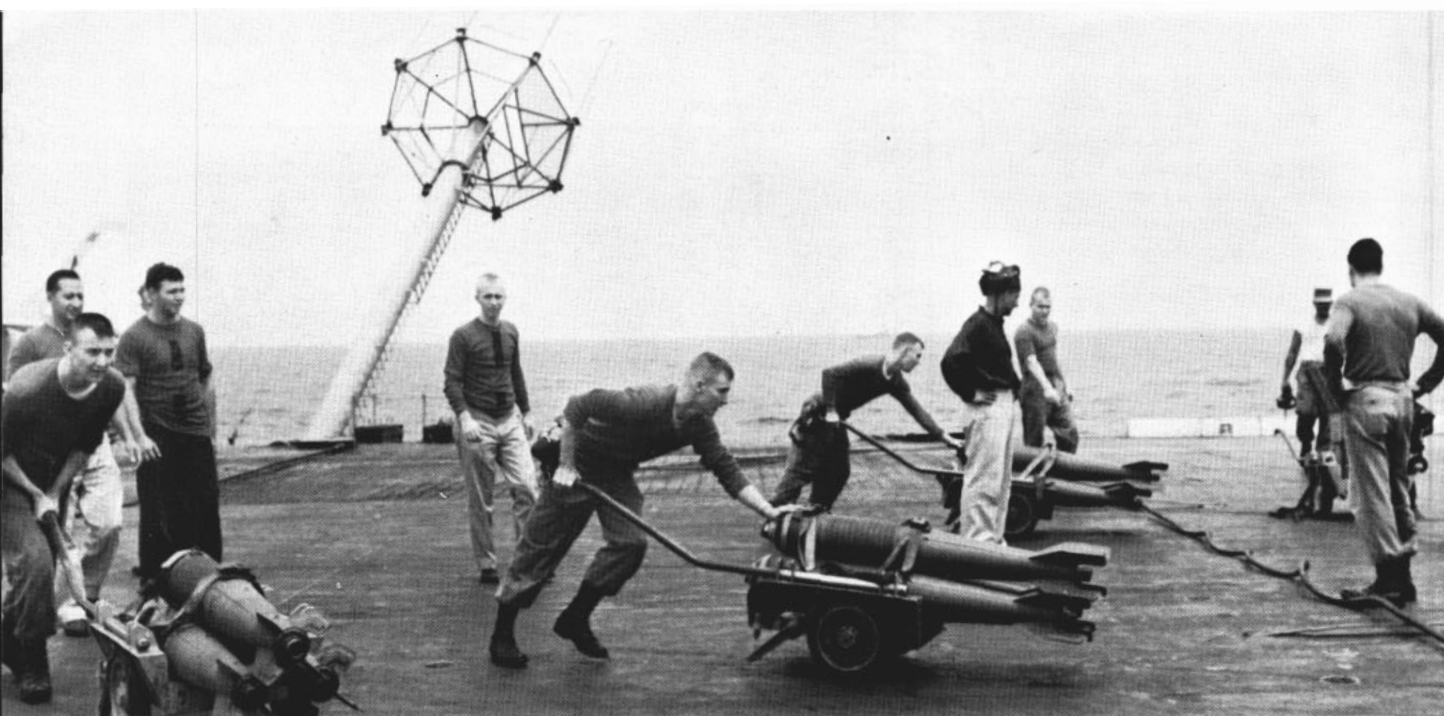
The 1964 Reenlistment Trophy was won by men from the Seventh Navy Recruiting Area, with headquarters in Dallas, Texas. The area recruiters reenlisted 1433 Navy men and women who had prior service in the Navy or other branches of the military. Area Seven includes Arkansas, Louisiana, Oklahoma, New Mexico and Texas.

All three awards were presented in Washington, D. C., by Rear Admiral James O. Cobb, Deputy Chief of Naval Personnel. The trophies were received by the area directors: Captain Morris E. Haller of the Third Area, Captain Jimmie E. Savage of the Seventh Area and Captain John B. Davenport of the First Area.

rebuilt from the ground up, new buildings were constructed on the station.

Today the air station not only has recovered from the devastation, but is even better than before. A new hangar, Coast Guard facility, swim-

ming pool, football field, chapel, youth center, photo lab and bowling alley are among the many new construction ventures. A new recreation room, resale store, air terminal, security building and many other facilities already are completed.



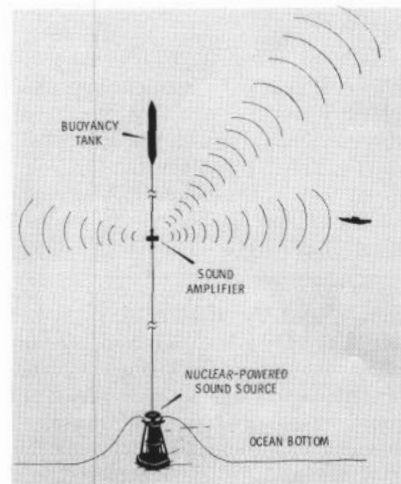
SAFETY CONSCIOUSNESS is a must, especially under such emergency conditions as racing to load bombs on planes.

Atomic Sonar Beacon

An atomic-powered sonar beacon has been placed on the ocean's bottom about 750 miles off the east coast of Florida. It is an experimental underwater sounding device—similar units may someday serve as navigation aids.

The three-ton atomic power plant rests on the bottom about 15,000 feet below the surface. A small sound amplifier, attached to a buoy, floats about 3000 feet above the power plant, attached by a cable. This amplifier sends out sound waves which may be picked up by ships in the area.

The generator is designed to provide about seven watts of continuous electrical power and will last two years. It is powered by three pounds of strontium 90 fuel pellets which decay spontaneously, producing heat.



This heat is converted into electricity by 60 sets of thermocouples

The generator has been designated SNAP-7E by the Atomic Energy Commission. SNAP stands for Systems for Nuclear Auxiliary Power. Other SNAP devices are being designed for use in space and on land.

Meet My Friend Roosevelt

What do a *Polaris* submarine and various high schools throughout the United States have in common? First, a name; and now a bond of friendship, thanks to *uss Theodore Roosevelt* (SSBN 600).

Some time ago *Roosevelt* decided to contact all the high schools and junior high schools in the country which are also named for the 26th president of the U. S. A letter, signed by the Blue and Gold skippers, a ship's plaque and a large color picture of the *Polaris* sub were sent to the schools, which were located by a list obtained from the Department of Health, Education and Welfare.

The letters to school principals began: "Since your school and our ship are both named for the same outstanding American, we are certain that we share with you a mutual pride in the heritage of honesty, courage and idealism embodied in the career of this great man."

The letter tells something about the ship—that its propulsion plant and missile system are the result of our nation's most advanced technological achievements, and that the operation and maintenance of such advanced equipment requires extensive train-

ing of the crews in the fields of electronics, nuclear power, computer theory, inertial navigation and missile technology.

The letter observed that such training requires a sound secondary education. The skippers urged students to complete successfully at least a high school education, pointing out that some servicemen miss out on promotions and other opportunities due to neglected or abbreviated educations.

School principals who have long been concerned about dropouts were in hearty agreement. The principal of Theodore Roosevelt junior high school in Glendale, Calif., said in his reply: "Your comment on the need for successful completion of a secondary education has been used to good advantage here." The student body president at Theodore Roosevelt junior high school in San Jose, Calif., wrote: "Your interest can help convince those who are undecided to continue their education."

A letter from Theodore Roosevelt high school in the Bronx, N. Y., said the plaque and picture of the ship would be displayed among the school's most prized possessions. Many of the schools reported putting the plaque and picture on special display, and some expanded their displays into comprehensive submarine exhibits.

Where Will It All End?

Rig time competition is stiff among the Fleet oilers, and one is always managing to do the job just a little

faster than the others. The latest word on this comes from the crew of *uss Chukawan* (AO 100), who claim to have broken a few records for rigging a cruiser and a guided missile destroyer.

During double fueling operations in the Med last fall, the crew rigged for underway refueling with *uss Sellers* (DDG 11) in a mere minute and 27 seconds. A little later, with *Sellers* still taking fuel on the starboard side, *uss Boston* (CAG 1) pulled up to the port of the oiler. One minute and 12 seconds after the shot line was in the hands of *Boston* Navymen, the commence pumping signal was given.

The rigging crews had been working toward a record for a long time. Only three days previously they had succeeded in hooking up with *Boston* in one minute and 52 seconds.

New Construction

On this month's construction scene, two ships have joined the Fleet from the East Coast and another was launched in Louisiana.

The nuclear powered attack submarine *uss Tinosa* (SSN 606) was commissioned at Portsmouth, N. H.

She is the second submarine to bear that name; the first *Tinosa* (SS 283) had a World War II record of sinking 16 enemy vessels totaling 64,665 tons.

The submarine is equipped with the latest in sonar and fire control systems which enable her to fire all types of torpedoes and the antisubmarine warfare guided missile *Subroc*.

Assigned to Submarine Development Group Two, *Tinosa* is homeported in New London, Conn.

At Newport News, Va., the nuclear powered fleet ballistic missile submarine *uss Von Steuben* (SSNB 632) was commissioned. The 27th SSBN to be commissioned, *Von Steuben* is capable of firing the *Polaris* A-3 missile.

As with other fleet ballistic missile submarines, two complete crews will man her—Blue and Gold

Von Steuben's keel was laid 4 Sep 1962; she was launched 18 Oct 1963.

And in Westwego, La., the escort ship *Davidson* (DE 1045) was launched.

Authorized under the Fiscal Year 1962 Shipbuilding and Conversion Program, *Davidson* is designed for antisubmarine warfare. She will be equipped with the drone antisubmarine helicopter (*Dash*), an anti-



FAMILIES OF WWII submariners saw old and new subs when they took a day's cruise in *USS Carp* (SS 338) and toured *USS Henry Clay* (SSBN 625).

Submarines Have Open House Too

What's an ex-submariner's version of a bus driver's holiday? Whatever it is, the families of some World War II sub veterans received the treatment recently aboard *uss Carp* (SS 338), as they went cruising, diving, touring, eating and snorkeling their way through an enjoyable day at sea off the coast of Norfolk.

The dads are members of the Bull Run Squadron, Virginia Chapter, of Submarine Veterans of World War II, who were invited

by SubLant for the outing. *Carp's* one-day operational cruise gave the families a look at what Dad's job used to be. In addition, several dives were made, a steak dinner was served in the crew's mess, and the guests toured the ship.

Back in port, they were taken on a tour of the atom-powered *Polaris* sub *uss Henry Clay* (SSBN 625), to see the latest developments in the Silent Service. For the submarine old-timers, it was a "very memorable day."

submarine rocket (*Asroc*) launcher, antisubmarine torpedo launchers and two five-inch guns.

Two Hundred Arrests

It was a routine landing—the F4B *Phantom II's* tailhook caught the arresting cable, and the jet decelerated from 135 knots in less than three seconds.

But for the pilot, LT G. W. Berg of Fighter Squadron 143, the landing had special meaning; it marked his 200th arrest aboard the attack carrier *uss Constellation* (CVA 64). Now he is a double centurion.

The Boat House at Pearl

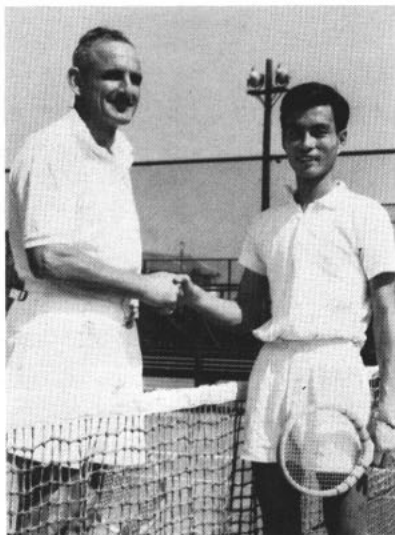
Chances are the next time you tour Pearl Harbor, you will see it through the courtesy of the Water Transportation Division. The Division operates 31 boats—among them, the 64-foot tour boat *Aloha*. With a 110-passenger capacity, the craft

transported well over 52,000 sight-seers around Pearl Harbor last year.

This isn't all for which the Boat House is responsible; one of their biggest jobs is the operation of the Ford Island ferry. This vessel transports approximately 225,000 vehicles and 1,500,000 pedestrians each year between Ford Island and Halawa Landing.

It's the only ferry in Hawaii. The crew keeps it in such good condition it hasn't required a major overhaul since 1961. It doesn't sound like much until you consider the ferry makes a round trip every 45 minutes.

These are the two biggest jobs for the Boat House. The Division also provides a shuttle boat to the *Arizona* Memorial, seven utility boats, three ammunition barges, four harbor patrol boats and a school boat which transports some 75 children to and from the school bus stop five days a week. —J. M. Glasgow, JOSA

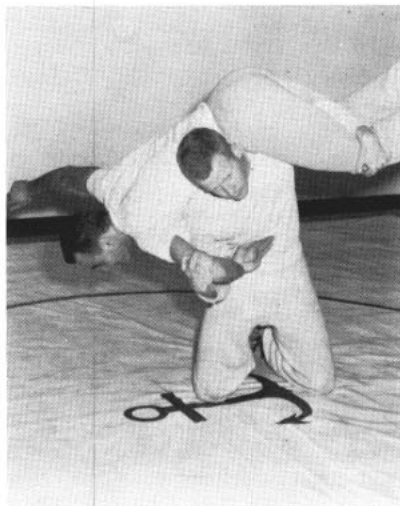


Navy Sports Calendar

NEXT MONTH marks the beginning of the 1965 All-Navy competition which will continue during the year, ending with the Men's Softball Tournament in September

As usual, all All-Navy contestants will, in most instances, be chosen from regional winners. Hosts for the regional contests will be designated by ComFourteen at Pearl Harbor for the Western Pacific region. Pacific Coast hosts will be selected by ComEleven at San Diego. South and North Atlantic hosts will be chosen by ComSix, Charleston, S. C., and ComOne, Boston, Mass., respectively. COMSERVLANT will take care of the Atlantic Fleet region.

Here is the 1965 schedule with information on All-Navy and higher competition:



Basketball (Men) 22-26 Feb 1965

Host—U. S. Naval Training Center, San Diego
 Type of Tournament—double elimination
 Rules—National Basketball Committee
 Squad Size—12 maximum; includes OIC, manager and coach

Interservice—Ft. Lewis, Wash., 10-13 March. A team to represent the Navy will be selected using the All-Navy championships as a basis.

Volleyball (Men) 14-16 Apr 1965

Host—U. S. Naval Air Station, Olathe
 Rules—USVBA
 Type of Tournament—double round robin
 Squad Size—12 maximum; includes OIC, manager and coach

Interservice—NAS Olathe, 19-23 April. A team to represent the Navy will be selected using the All-Navy championships as a basis.

Boxing (Men) 26-28 Apr 1965

Host—U. S. Naval Station, San Diego
 Rules—AAU modified to three 3-minute rounds with headgear mandatory
 Squad Size—one participant in each weight class plus OIC and coach

Type of Tournament—single elimination
 Equipment—squads will furnish own headgear and uniform. Host command will furnish gloves, hand wraps, etc.

Interservice—Hamilton AFB, California, 5-7 May 1965. A team to represent the Navy will be selected using the All-Navy championships as a basis.

Bowling (Men and Women)

10-14 May 1965

Host—U. S. Naval Training Center, Bainbridge
 Squad Size—Men—five; Women—five; includes the officer in charge.

Type of Tournament—Men: Single round robin, six games per match. Team with bye to bowl on adjoining lanes with pinfall to count toward individual championship.

Women: Single round robin, six games per match, first three days; last two days, six games per day with total pinfall to count toward individual championship.

All five team members bowl each game; only high four count toward team winner. Low scorer each game to count toward total pinfall for individual championship. One point is to be awarded for each game won and one point will be awarded for the highest team pinfall in each match.

The men's team and women's team accumulating the highest number of points will be declared All-Navy champions.

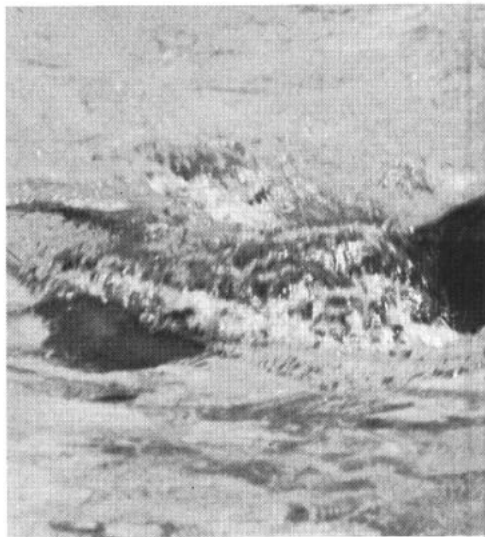
The man and woman accumulating the highest total pinfall in 30 games will be declared the All-Navy individual champion.

Wrestling (Men) 24-28 May 1965

Host—Mare Island Naval Shipyard, Cal.

Rules—AAU

Squad Size—one participant in each weight

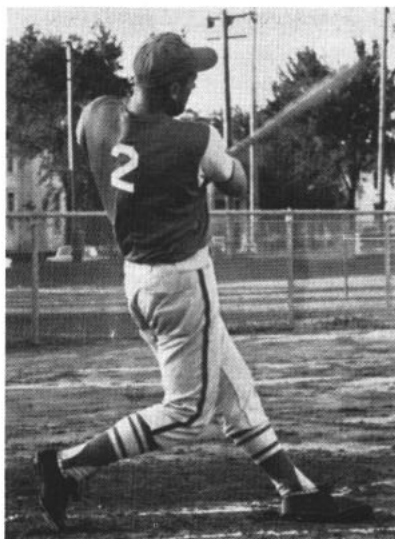




class plus the officer in charge and coach
 Type of Tournament—AAU elimination; free style only
 Interservice—Mare Island Naval Shipyard—9-11 Jun 1965. A team to represent the Navy will be selected using the All-Navy championships as a basis.

Swimming and Diving (Men)
21-23 Jul 1965

Host—U. S. Naval Amphibious Base, Little Creek
 Squad Size—14 participant maximum plus officer in charge and coach
 Rules—AAU
 Events—100-, 400- and 1500-meter, freestyle
 200-meter backstroke, breaststroke, butterfly
 4x100-meter freestyle and medley relays
 400-meter individual medley
 one-meter and three-meter diving
 Entries—Regional coordinators or elimination hosts will submit entries in individual events to PHIBASE, Little Creek, by 17 July. Names for relay entries will be submitted on the day of the event. Details will be announced later.



Tennis (Men and Women)
27-30 July 1965

Host—U. S. Naval Station, Newport
 Rules—USLTA
 Squad Size—Men: Four open, two seniors each region
 Women: Four open each coast
 Interservice—Ft. Sam Houston, Texas, 4-7 Aug 1965. A team to represent the Navy will be selected using the All-Navy championships as a basis.

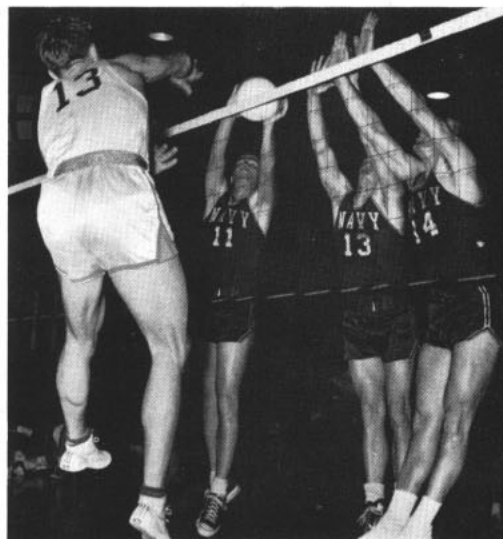
Golf (Men and Women)
30 Aug-2 Sep 1965

Host—U. S. Naval Air Station, Jacksonville
 Rules—USGA
 Type of Tournament—72-hole Medal
 Squad Size—Men: four open, two senior each region
 Women: six open each coast
 Equipment—Host command will furnish each contestant two balls per round.
 Interservice—Marine Corps Air Station, Cherry Point, 6-10 Sep 1965. A male team of five open division and three seniors will be selected to represent the Navy using the All-Navy Championships as a basis for selection.

Softball (Men) 6-10 Sep 1965

Host—U. S. Naval Air Station, Memphis
 Squad Size—16 maximum; includes OIC, manager, coach
 Rules—ASA
 Type of Tournament—double elimination
 Equipment—At least three makes of official softballs sanctioned by the ASA will be furnished by the host command. One make will be designated for use in each game prior to drawing for bracket assignment
 World's Championship—Subject to over-all Navy and DOD policy at the time of entry, consideration will be given for a Navy team to participate in the ASA Men's World Fast Pitch Championships using the All-Navy championships as a basis for selection.

Women will qualify for competition in the All-Navy Championship tournament in the same way as men—through regional elimination.



Small Base, Big Bulls-eye

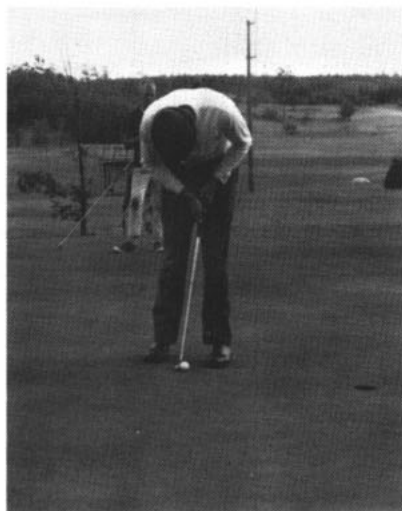
From the CO down, the small Naval Air Facility at Monterey, Calif., is fast becoming known in small arms competition as the team to beat in the 12th Naval District.

In nine matches the pistol team has won 88 trophies and awards, 16 of them in two District tournaments.

Leading the squad is John C. Simms, ADR2, who began shooting in November 1963. Simms became a Marksman in January, a Sharpshooter in August and an Expert in September. He has contributed 50 awards to the team tally.

Among other team members is Captain M. W. Munk, the facility's commanding officer.

Ammunition and service automatic pistols are furnished the team by the Navy, but the members provide their own pistols for other events. They also pay match entrance fees and transportation costs.



Brief news items about other branches of the armed services.



AMMUNITION is loaded into test gun pod on AF F4C Phantom. Pod's 20-mm gun fires 6000 rounds a minute.

SOON WE WILL KNOW precisely where Iwo Jima and several other Pacific islands are located, thanks to the Army Map Service and a SECOR satellite.

SECOR (Sequential Collation of Range) is an electronic system that utilizes radio signals to measure distances up to 1000 miles accurately within 30 meters. When operated from an orbiting satellite, it allows for pinpointing the exact geodetic location of land bodies which are separated by large expanses of water. In many cases, this information is not available in such precise form.

This system is also helping scientists determine the exact size and shape of the earth.

It is difficult or impossible to determine the exact locations of mid-ocean islands using conventional methods, because accurate relative distances from other sites, whose locations are known, cannot be computed.

To determine a particular site's geodetic location with the SECOR satellite, ground stations are set up at three other sites, within a certain radius, whose locations have

already been determined, and at the fourth site.

As the satellite passes, each of the four stations, in sequence, transmits a phase modulated signal.

On the satellite is a transistorized electronic device which receives and retransmits these signals back to the respective ground stations. In this manner the range from the satellite to each ground station can be measured.

Through triangulation, the location of the fourth site can be calculated. This station can then be used as one of the three known locations for determining the location of another unknown site.

★ ★ ★

THE COAST GUARD recently decided its Bering Sea Patrol had expanded its scope sufficiently to warrant the name Alaska Patrol. There was good reason for the change.

The earlier patrol was sponsored by the Revenue Cutter Service (the Coast Guard's predecessor) and was begun in 1867—shortly after the United States purchased Alaska from Russia.

Alaska, in those days, was principally uncharted wilderness. Its population lived in scattered outposts which were remnants of Russian rule. The first job done by the service was to send the cutter *Lincoln* north to explore Alaskan waters and take part in a survey of the newly acquired territory's natural resources.

As Alaska's wealth became known, people coming into the territory brought their troubles with them. Revenue Service cutters were frequently the seats of justice during these rough and tumble days. The Service's *Bear*, for example, became famous in Alaska as a floating court.

In 1895, the Revenue Cutter Service strengthened the patrol operations which it had started 28 years earlier by sending additional cutters northward to officially form the Bering Sea Patrol Force.

The patrol's principal function was to enforce the terms of treaties negotiated with Russia, Japan and Great Britain to regulate sealing and fishing in Alaskan waters.

The patrol also brought medical and dental personnel



EXPERIMENTAL JET—YF-12A, capable of sustained 2000-mph flights, is being tested as a long-range interceptor.



LOAD CARRYING device being tested by Army was designed for use as supply carrier for small units in normally inaccessible areas. Fiber glass cart has wide wheel for land use, can be opened into two-man boat as needed.

to the Eskimos in remote settlements—a practice which was recently expanded by using aircraft instead of ships.

Nowadays, Coast Guard planes combine their efforts with the Coast Guard cutters and personnel to carry out air-surface reconnaissance; make seismic studies; continue conservation work; conduct medical missions and make oceanographic studies which are invaluable to Alaskan fisheries.

All these services have firmly established the old patrol in the esteem of people all over Alaska.

★ ★ ★

THE AIR FORCE expects to orbit an experimental fuel cell early this year which will produce both electricity for space power and water sufficiently pure to drink.

The cell, which is actually an electrical battery, combines hydrogen and oxygen to produce electricity and water. The water is a by-product of electrochemical reaction within the cell and must be removed to permit efficient generation of electricity.

The fuel cell will be placed into orbit by a carrier rocket launched from Vandenberg Air Force Base, Calif., and is expected to operate for two days to produce approximately 1.6 volts and 31 amperes of electricity. If the tests are successful, the cell may be used to drive equipment in future aerospace craft.

Information on voltage, amperage, temperatures and pressures will be telemetered to stations on the earth and the Air Force will keep a special watch on how the orbiting fuel cell withstands thermal cycling.

Tests have already been made in aircraft to determine how efficiently the cell operates under weightless conditions. The cell has also been satisfactorily tested for vibration, resistance to environmental conditions, heat, shock and acceleration.

★ ★ ★

THE ARMY'S NEW "starlight scope" might be the answer to an infantryman's dream. It is a night vision device that enables a soldier to see the enemy in almost total darkness, without the enemy being aware that he is being observed.

The scope weighs less than six pounds and can be

attached to a standard rifle. It is presently in the prototype stage, and ready for production.

This new instrument magnifies existing moonlight, or even starlight, to such a degree that enemy activities or locations as much as 1000 yards away can be seen readily in near darkness.

The starlight scope is not the same as the "sniper-scope" of WW II, which used infrared rays to actually illuminate a target. Trouble with this system was that an enemy with an infrared detector could see the sniper-scope operator's position just as readily.

There is no infrared usage with the starlight scope. The instrument solely employs existing light and magnifies it.

Also, two larger models of greater efficiency have been designed—one of 20 pounds for mounting on a machinegun or recoilless rifle, and the other of 40 pounds which would be used on a tripod. Other mounts are under consideration, for night driving and for airplane observers.

In any case, it appears the modern infantryman may soon benefit from being able to turn night into day.



TOW SIGHT—Army UH-1B helicopter takes off on accuracy test of experimental sight for launching TOW missile.

THE WORD

Frank, Authentic Career Information Of Special Interest—Straight from Headquarters

• **OVERSEAS MAIL ADDRESS**—The Army, Navy, and Air Force will change their overseas mail address system the first of this month. The new address system discontinues use of the old style Army and Navy post office numbers in addresses and will use a five-digit ZIP Code type number to indicate the geographical location of overseas addresses.

This means that more than one million overseas servicemen and their dependents will have new addresses, but postal authorities expect that the resulting reduction in routing and sorting time will ultimately reduce mail delivery time to compensate for any temporary inconveniences the change might cause initially.

The currently assigned Navy and Army one to four digit numbers will give way to five-digit numbers used in the same manner as ZIP Code numbers. New York APO and FPO addresses will use numbers from 09001 through 09999 with FPO addresses using the numbers 09501 through 09599; San Francisco APO and FPO addresses will use numbers 96201 through 96699 with FPO addresses using the numbers 96601 through 96699; Seattle APO and FPO addresses will use numbers 98701 through 98799 with FPO addresses using the numbers 98790 through 98799.

The five-digit ZIP Code type numbers have been introduced because they can be adapted to automatic data-processing equipment. It is anticipated that, within two years, optical scanners will be able to sort mail electrically.

In the meantime, those who forget to use the new numbers won't be completely ignored. Mail bearing the old post office numbers will continue to be delivered during the transition period.

• **FEBRUARY EXAMS**—The schedule for the February 1965 Navy-wide examinations for advancement in rating has been announced by BuPers.

Requests for February exams should have reached the Naval Examining Center not later than 15 Dec 1964. If, for any reason, an activity was unable to comply with this procedure, requests should be sent by message, letter or Examination Request Form (NavPers 585) to reach the Exam Center not later than 15 Jan 1965.

A change has been made in the time allowed for ordering substitute examinations. Requests for substitute exams must reach the Naval Examining Center not later than two weeks after the date of the exam. Previously there was a one-month time allowance.

Requests for substitute exams must include a justification, but neither administrative error nor annual leave are normally acceptable reasons.

Following is the February examination schedule:

Exam For	Date
E-4	2 Feb
E-5	4 Feb
E-6	9 Feb
E-7	11 Feb

Some minor changes have been made regarding preparation of NavPers 624 (which accompanies each

exam). These changes are the concern of personnel offices preparing these forms. BuPers Notice 1418 of 22 Oct 1964 should be reviewed for details.

All Aircontrolmen must possess either the FAA Form ACA-578A or FAA Form ACA-1710, and a class II medical certificate, before taking the exam for advancement. Overseas stations where FAA examination facilities are not available may request waivers of the form ACA-578A, on an individual basis, from the Chief of Naval Personnel, Pers B-2127.

Men who converted from MT to FTM or FT under the provisions of BuPers Notice 1440 of 28 May 1964, who elect the option of taking the MT exam for advancement in the FT rating, shall indicate on their NavPers 624, in the lower right hand corner, "ALT PATH OF ADV AUTH BY BUPERSNOTE 1440 OF 28 MAY 1964."

Naval Reserve personnel serving on temporary active duty (150 days or less) will not be administered a Navy-wide examination. Advancement procedures for personnel in this category are the same as for personnel on inactive duty.

Personnel serving in pay grade E-6 who are competing in the Warrant Officer Program, and whose advancement to E-7 has not already been authorized (including those who are not eligible for advancement to E-7 because of insufficient time in rate), must take and pass the February exam for pay grade E-7 in order to be considered for selection in the Warrant Officer Program.

Other details on this subject may be found in BuPers Notice 1418 of 22 Oct 1964.

• 1300 SELECTED FOR PG SCHOOL

—The list of officers who will be ordered to postgraduate school during academic year 1965-1966 has been published by BuPers. Not counting alternates, there were 1300



TO THE RESCUE—Don't leave your shipmates at sea. Remember ALL HANDS Magazine is intended for ten Navymen.

officers on the list—slightly more than chosen last year.

Of the 1300, 817 will receive technical training, probably at the Naval Postgraduate School in Monterey, Calif. Most of the remaining 483 officers will attend civilian universities, 288 for postgraduate non-technical schooling and 195 for undergraduate work leading to a BS or BA degree.

Officers who do not qualify for schooling due to rotation stipulations but who will go to school later were also listed. More information may be found in BuPers Notice 1520 dated 20 Oct 1964.

• **MSC SELECTIONS**—Selection of 40 men in medical and dental ratings who have been recommended for appointment to the grade of ensign, Medical Service Corps (Supply and Administration Section), Regular Navy, has been made by the Naval Examining Board.

Individual notification of selection or non-selection will not be made. Applicants who applied and whose names did not appear in BuPers Notice 1120 of 8 Oct 1964 were not selected. But, as usual, non-selection should not be construed as a reflection on the personal, professional or military qualifications of the individual concerned, but rather the result of extremely intense competition.

The first group of 20 selectees will be ordered to officer indoctrination training at Newport, R. I., on 3 Jan 1965. The second group is scheduled to report on 14 Feb 1965. Following indoctrination, selectees will be ordered to new duty stations.

All candidates have been selected for the 2302 designator and will be tendered temporary appointments. To make personal plans easier, temporary duty at Newport will be performed incident to a permanent change of station.

• **SHIPYARDS CLOSED**—The Defense Department has moved to close 95 military bases in an effort to reduce expenses without impairing the nation's defense capacity. The naval shipyards at Portsmouth, N. H., and Brooklyn, N. Y., are among those scheduled to be shut down. The Navy now has 11 shipyards. While the closings will reduce this number to nine, the Portsmouth yard will probably be reduced over an extended period of 10 years, to provide a graduated conversion period in that area. The Brooklyn shipyard may be closed within 12 to 18 months, it was said.

West Coast shipyards were not entirely unaffected. Both the Mare Island and San Francisco yards will be retained but have been ordered to operate under single management.

Other naval shipyards are at Philadelphia, Pa.; Boston, Mass.; Norfolk, Va.; Charleston, S. C.; Puget Sound, Wash.; Long Beach, Calif.; and Pearl Harbor, Hawaii.

The closings will still leave the Navy with the following industrial capabilities on each coast:

- Three shipyards for overhauling nuclear submarines;
- Three shipyards capable of installing, maintaining and checking out highly sophisticated electronic equipment and missile weapons systems; and
- One shipyard on each coast to repair surface nuclear ships.

Sharpen Those Wits Men, Cartoon Time Is Here

ALL HANDS Magazine again extends to Navy cartoonists its annual invitation to enter the All-Navy Comic Cartoon Contest. This year's contest, the 10th, was briefly mentioned in last month's issue, and is open to all active duty Navy personnel and their dependents.

Entries must be in black ink on 8 by 10½ inch white paper or illustration board. They must be gag or situation cartoons in good taste, suitable for general use and have a Navy theme or background.

Contestants may enter as many cartoons as they wish so long as the following information and statements are securely attached directly to the back of *each* entry: The full name of the originator; his rate or grade; service/file number; his duty station and the name of his hometown newspaper(s); his command recreation fund administrator and a brief statement certifying that the cartoon is original.

The following statement must also be included: "All claims to the attached entry are waived and I understand the Department of the Navy may use as desired." This should be signed by the contestant.

Beneath this statement should be written "forwarded" with the signature of the contestant's commanding officer or his designated representative.

Entries from dependents of active duty Navymen should bear this statement: "I am dependent of-----rate/grade, etc."

Lost of luck to all of you.

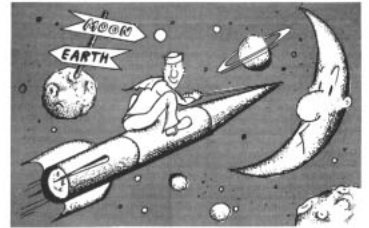
QUIZ AWEIGH

The first U.S. astronaut was a Navyman, the first U.S. satellite (Vanguard 1) was designed and built at the Naval Research Laboratory, and there is every indication the Navy will continue to play a major part in the space program. If you're still skeptical you might read *Alnav 45*, which asks for Navy volunteers who are willing to undergo astronaut training.

There are opportunities for these men to go far in their field. How much do you know about where they're headed?

1. The United States hopes to land a man on the moon before 1970. It should be quite a trip. Approximately how far is the moon from the earth?

- (a) 800,000 miles
- (b) 310,000 miles
- (c) 240,000 miles.



2. After landing on the moon, the next step will probably be a trip to another planet (there are nine in the solar system). Not counting the earth, how many are visible to the naked eye?

- (a) Four
- (b) Five
- (c) Seven.

3. Should an object on the earth reach a certain speed, it would shoot off into space without additional power. The speed is called the escape velocity—how fast is it

- (a) Seven miles per second
- (b) Thirteen miles per second
- (c) Eighteen miles per second.

4. The Milky Way is a spiral galaxy composed of about 100,000,000,000 stars. The sun, along with earth and the eight other planets, are located:

- (a) Nearer the center of the galaxy
- (b) Nearer the outside edge of the galaxy
- (c) Completely outside the galaxy.

5. We're sure you answered the above questions correctly, so here's one to separate the men from the boys:

Around the solar system's nine planets revolve 31 known moons. Two of these moons are about the size of the smallest planet. Name the two moons, the planet around which they revolve, and the smallest planet. If any part of your answer is correct, take credit for the question.

Answers to Quiz Aweigh may be found on page 55.

THE BULLETIN BOARD

Is It Getting Close to That Time? Facts on the Fleet Reserve

AS MORE AND MORE Navymen rack up enough service to make them eligible for the Fleet Reserve, a good many questions arise.

This is understandable. It's a new and big step. We're happy and flattered that many a man facing the new future turns to ALL HANDS for his answers. We note, however, that the questions tend to follow a definite pattern. Generally speaking, the questions that arise to plague one man seem equally to bother his shipmates.

Nevertheless, there have been some relatively minor changes made since we last published, in February 1961, our question and answer series concerning these problems. Further, those interested in the Fleet Reserve today weren't, perhaps, too fascinated by the subject three years ago.

So here we are with the latest report on the subject:

Just what is the Fleet Reserve?

It is a force of former warrant and commissioned officers and enlisted men who have left the Navy after at least 19 and one-half years' active duty but with less than the 30 years of service (active and Fleet Reserve) needed to retire.

These men may be recalled in time of war or national emergency and are subject to the Uniform Code of Military Justice.

During his years in the Fleet Reserve, a Navyman draws retainer pay (not retired pay).

What is the status of commissioned and warrant officers in the Fleet Reserve?

The Fleet Reserve is strictly an enlisted man's organization. There are, however, many members who have held temporary rank as commissioned or warrant officers who have reverted to their enlisted status (voluntarily or otherwise) before becoming Fleet Reservists.

While these one-time officers are in the Fleet Reserve they receive retainer pay commensurate with their permanent enlisted status. However, when they retire, after a minimum of 30 years of service (20 active and 10 in the Fleet Reserve) former warrant and commissioned officers

receive the retired pay of the highest rank in which they served.

What are the eligibility requirements for transfer to the Fleet Reserve?

Eligibility requirements for transfer to the Fleet Reserve vary. The most practical way of learning the requirements which apply to your particular case is to consult *BuPers Manual*, Part C, Chapter 13, Section Four. The conditions under which transfer to the Fleet Reserve may be deferred are given in BuPers Inst. 1830.1A.

Are there any restrictions on men who want to serve more than 20 years' active duty?

Yes. Men in the SD rating who desire retention beyond 20 years must request it in accordance with BuPers Inst. 1133.16. This is due to an overcrowding of the rating.

I plan to reenlist five months before I complete my 19 and one-half years' service. How much of this enlistment must I serve before I can transfer to the Fleet Reserve?

You must serve a minimum of six months to provide sufficient time to order in your relief. However, BuPers Inst. 1830.1A suggests you submit your request for transfer to the Fleet Reserve one year in advance. Those who can would be wise to comply with this suggestion.

Besides the six months' minimum time you must serve to provide for a replacement, there are other factors which might retain you on active duty beyond 19 and six. You

must, for example, have served one year aboard your duty station and have completed all obligated service incurred by any active duty agreement you may have made.

An "active duty agreement" should not be confused with an extension of enlistment. An extension may be broken if all other eligibility requirements are satisfied. An active duty agreement cannot be broken.

I have spent eight and one-half years as a warrant officer and I am approaching 20 years' service. Can I go into the Fleet Reserve as a CWO at that time or will I be reverted to my permanent CPO rating?

As mentioned before, the Fleet Reserve is strictly an enlisted man's organization; therefore, you could not become a member unless you reverted to your permanent CPO rating.

This is not, however, the only alternative open in your particular case. If you are serving in a warrant grade, you may be retired as a warrant officer when you complete 20 years' active service without regard to length of service as an officer.

Article C-13405 of BuPers Manual states that when transferred to the Fleet Reserve, a man may be eligible for an additional 10 per cent retainer pay if he has been decorated for extraordinary heroism. I was so decorated; how can I get it?

When you are eligible for the Fleet Reserve, you will receive from BuPers the Fleet Reserve Transfer Authorization (NavPers 631).

If you were decorated for extraordinary heroism, Paragraph four of the authorization will contain this statement: "Was reported for extraordinary heroism in line of duty." This will get you the extra money—no further correspondence is needed. The determination as to whether or not extraordinary heroism may be credited is automatically made by the Secretary of the Navy in each case.

A man was recently reduced in rate but retained on active duty. Since he is now ready for transfer to the Fleet Reserve, will his retainer pay be

All-Navy Cartoon Contest

William R. Maul, CTCA USN



"I feel I should read and explain the following very carefully . . . 'Article 94 . . . Mutiny' . . ."

computed at the present or former rate?

His retainer pay will be computed on the basic pay he is receiving at the time he transfers to the Fleet Reserve. Even after 30 years' service his pay remains the same.

I enlisted for a minority cruise in January 1941 and at the end of my enlistment in March 1944, I extended my enlistment for two years. Since I didn't actually reenlist, will that minority cruise count as four years for constructive time?

Yes.

Is there any difference in the retainer pay between 19 and one-half years' day-for-day service and a full 20?

No. The Comptroller General of the United States has determined that it is legal to credit a fractional year of six months or more as a full year of service for basic pay purposes when computing retainer pay based on the percentage method for transfer to the Fleet Reserve.

How do I compute retainer pay when constructive service is involved?

While there are several classes of Fleet Reservists, nearly all men now on duty will be eligible for transfer only to Class F-6.

Upon transfer to the Fleet Reserve, Class F-6, you will be entitled to receive retainer pay computed at the rate of two and one-half per cent of your enlisted base pay multiplied by the number of years of active federal service.

Navymen retire in different pay grades with varying lengths of service. However, a good portion of enlisted personnel transfer to the Fleet Reserve on 20 as chief petty officers in pay grade E-7.

A sample of the basic monthly retainer pay for a CPO's grade is given below: The figures shown are subject to upward revision to match increases in the Labor Department's Consumer Price Index.

**SAMPLE RETAINER/RETIRED PAY FOR
A CHIEF PETTY OFFICER**

Years of Active Service	Monthly Pay
20	\$192.15
21	201.76
22	225.72
23	235.98
24	246.24
25	256.50
26	299.91
27	311.45
28	322.98
29	334.52
30	346.05

Some Basic Facts on Constructive Pay

ANY NAVYMAN who begins thinking about retirement inevitably reaches for pencil and paper to figure just how much time he has toward his 20. When he begins toting up the score, however, he frequently finds that computing active service time is more complicated than adding two and two.

Since many of these stymied mathematicians put down their pencils and fire off a letter on the subject to ALL HANDS, we thought it high time to review the procedure.

Before you start figuring, it might be well to break out the *BuPers Manual* and look up Art. C-13407-(1) (a) which reads in part:

HOW DID IT START

Naval Research Lab

In 1915, in an interview with a New York newspaperman, Thomas A. Edison said the Navy needed a scientific staff to sift the ideas of an inventive nation, and a naval laboratory where inventions could be tested and adapted to the needs of the Navy.

A newspaper bearing a copy of that interview eventually wound up on the Washington desk of Josephus Daniels, Secretary of the Navy.

The Secretary was, at that time, faced with the fact of preparing the Navy for a war which was beginning to look unavoidable, so Edison's suggestion impressed him. Daniels wrote a letter to the master inventor, asking him to recruit a technical advisory staff composed of leading scientists. Such a staff, he said in the letter, could sort through the many inventions submitted to the Navy and recommend those which showed merit.

Edison complied, and by October he had recruited 24 of the biggest names in the scientific and engineering world. One of the first actions of this group was to recommend the Navy build a research laboratory. A deserted field on the east bank of the Potomac River in Washington, D.C., was selected.

One year later Congress authorized \$1,000,000 for the project, to be started in 1917. But in 1917 the nation was plunged into World War I and the plans were pigeonholed while U. S. scientists devoted their attentions to the development of war machinery. The lab was not forgotten, however, and after the war the plans were revived. In December 1920 Secretary Daniels turned the first shovelful of dirt at the building site and the workmen moved in. The Naval Experimental and Research Laboratory was dedicated on 2 Jul 1923.

"... In computing Naval service for transfer to the Fleet Reserve, completed enlistments during minority including minority enlistments terminated within three months, count as 4 years, and any enlistment terminated within three months prior to expiration of the term of such enlistment counts as the full term for which enlisted." Inactive Reserve service cannot be counted toward service for transfer to Fleet Reserve.

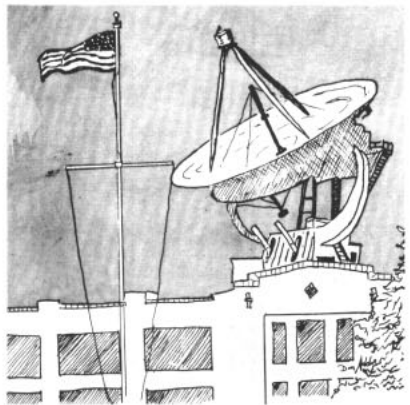
To get the full picture, it is necessary to quote a section of part (b) of the same Article:

"... In computing active Federal service for transfer to the Fleet Reserve a fractional year of service of six months or more may be counted as a full year."

With the meat of both parts of the

Navy researchers, who had until then worked in improvised laboratories nearby, moved bag, baggage and test tubes into the new buildings. Among these men were two radio experts who, one year before, had observed curious effects when a ship passed between two radio installations. In the 1930's their project led to one of the greatest successes ever achieved at the lab—the birth and development of radar.

Since then, NRL researchers have spent their time developing inventions which have changed the Navy. Within recent years they conducted the Vanguard Project, were instrumental in launching the Lofti series of communications satellites, developed an underwater television camera which has been used for deep ocean surveillance in the North Atlantic, and pioneered in the development of procedures by which metals may be used safely in structure without risk of catastrophic failure. NRL presently conducts about 400 concurrent research projects.



Article in mind, let's consider a hypothetical case which should clarify some of the questions which concern computations of service for transfer to the Fleet Reserve.

The man used in the example on this page is a CPO who enlisted on a minority cruise when he was 17 years and nine months old and had no lost time during his career. The same principles of figuring pay can be used for any pay grade.

As you can see in the table, on 23 Feb 1961 the man had served 14-03-04 day for day, with constructive time of 16-00-00. He could then reenlist for six years on 24 Feb 1961, serve until 3 Sep 1964, have 19-6-10 constructive time and only 17-09-14 actual time.

Based on present pay scales and if he decided to go out on 3 Sep 1964, his retainer pay would be \$189.60 a month. This is computed by multiplying \$379.20 (over 18) by two and one-half per cent, times 20.

Why is it correct to use the base pay figure of "over 18" when he served only 17-09-14? Without adding confusion, just go back to part (b) of Art. C-13407(1).

To carry the chief's case further, suppose he decided to stay until 29 May 1966. He would have served 19-06-10 day for day, and have constructive time of 21-03-06. In this case, based on present day scales, his retainer pay would be \$201.76. This is computed by multiplying \$384.30 (over 20) by two and one-half per cent, times 21 (years of constructive service).

Here are answers to questions on the subject of computing service time.

Just what is constructive service?

The term "constructive service" means service for which credit is given although the service was not actually performed.

All-Navy Cartoon Contest
James R. Branum, CT1 USN



"Must be new aboard; he wants seconds."

What's the difference between day-for-day time and constructive service time?

Day-for-day time is the number of days, figured on the basis of 30 days to a month, that you actually served while in the federal service. This includes all service in the Army, Navy, Air Force, Marine Corps, Coast Guard, or any Reserve component thereof. It also includes the State National Guard when it is activated and mustered as an integral part into the U. S. Army.

Is constructive service computed automatically or must I ask for it in my request for transfer to the Fleet Reserve?

You don't have to ask. Computation has been automatic since 13 Mar 1959.

How long before transfer to the Fleet Reserve can I put in my papers?

Up to one year before actual transfer to Fleet Reserve. (See Art. C-13402(1), BuPers Manual.)

If I complete exactly 22 years of service as of midnight on the date of

transfer to the Fleet Reserve, would I be entitled to compute my retainer pay on the basis of 22 full years of active federal service for percentage multiple purposes? And would I be considered as having completed over 22 years of cumulative service for the purpose of establishing the applicable rate of basic pay to be used in the computation of retainer pay?

For a lengthy question, a short answer—Yes.

What is the rule on figuring lost time?

This gets complicated, so look at BuPers Manual, Art. C-10304A.

What if I set my date for transfer and, through my own fault, put down the wrong one?

The correct date will be set for you when your time is computed in the Bureau and you will be notified if there is any change.

What happens if I go into the Fleet Reserve with 19 and one-half years and become disabled with less than 30 per cent disability before completing a total of 20 years?

You would be placed on the retired list at the same rate of pay. You would not get severance pay.

Navy Is Willing to Give A Hand If You Are Ready To Work for That Commission

So you want a commission? What do you plan to do about it? Do you want the Navy to give you a helping hand? Do you believe the Navy is interested in helping you along the road to a commission?

This is a reminder that the Navy is ready, willing and able to do everything it can to help you, if you've got what it takes to become a midshipman in the U. S. Naval Academy and are ready and willing to help yourself.

What does it take?

It takes a young man with above average ability, in good health physically and mentally, who has a strong desire to attend the Naval Academy. If that includes you, check these other requirements:

You must be a U. S. citizen, and will not pass your 21st birthday before 1 Jul 1965. You must be a high school graduate, or lack only a few credits for your diploma—but you must have a good high school record. You must have a combined GCT/ARI score of at least 118.

You must be unmarried, and be

HOW TO COMPUTE SERVICE FOR TRANSFER TO FLEET RESERVE HERE'S A SAMPLE OF A TYPICAL NAVYMAN

ENLISTED/REENLISTED	DISCHARGED	DAY-FOR-DAY	CONSTRUCTIVE
		TIME	TIME
		Yr. Mo. Day	Yr. Mo. Day
20 Nov 1946 (minority)	19 Feb 1950	03-03-00	04-00-00
20 Feb 1950 (for 4)	20 Nov 1953	03-09-01	04-00-00
21 Nov 1953 (for 2)	21 Aug 1955	01-09-01	02-00-00
22 Aug 1955 (for 2)	22 May 1957	01-09-01	02-00-00
23 May 1957 (for 4)	23 Feb 1961	03-09-01	04-00-00
24 Feb 1961 (for 6)	*3 Sep 1964	03-06-10	03-06-10
	**29 May 1966	05-03-06	05-03-06

* Date on which man could go into FR using constructive time.

** Date on which man could go into FR using day-for-day time.

recommended for the program by your commanding officer. And you must pass the physical exam.

With these qualifications, you are eligible to compete in an exceptional program. Here's what it consists of:

Each year the Secretary of the Navy is authorized to appoint a quota of enlisted men, USN or USNR, serving on active duty in the Regular Navy and Marine Corps, to the Naval Academy.

Those who are eligible and who volunteer for this program are screened by a selection board. From their ranks, about 350 of the most qualified and most promising will be selected for a nine-month training program which is designed to prepare them for the Academy entrance exams.

The training takes place at the Naval Preparatory School in Bainbridge, Md. (For a comprehensive look at the Prep School, consult ALL HANDS, March 1964, page 12.) It consists of an intensive review—at an accelerated pace—of a secondary school curriculum in all those subjects which are most important at the Academy.

Successful candidates are subsequently enrolled as midshipmen in the Naval Academy and, upon completion of the course of study there, graduate with a degree, a commission, and a new lease on life. And the Navy has helped them every step of the way.

Now is the time to take stock of yourself and decide for the future. Good men are in demand, and there's a bright future reserved for you if you care to claim it.

The program will be announced officially a short time from now. You can review the application procedure in advance by consulting the current copy of BuPers Notice 1531.

If you intend to apply, there's one more thing you should do this year to increase your chances.

The Secretary of the Navy's quota of appointments for active duty Regulars has been reduced by 75, from 160 to 85, effective this year. (A similar reduction has been made in the Reserve service quota.) This means that all Prep School students who do not have an appointment to the Naval Academy from any other source will be competing for the 85 SecNav direct appointments.

The 75 appointments which were taken from the SecNav direct service

quota have in turn been reassigned to SecNav, but can be used only to appoint qualified Congressional alternates.

You should, therefore, make every effort to obtain a Congressional alternate appointment to increase your chances under the quota limitations. This would provide you with two paths to an appointment rather than just one.

Correspondence Courses

Five correspondence courses have been released by the Bureau of Naval Personnel—three for officers and two for enlisted men. They are:

OCC Shipboard Electrical Systems (NavPers 10991-A) which supersedes NavPers 10991-2; OCC Naval Arctic Operations (NavPers 10946-A), which supersedes NavPers 10946-2 and OCC Operational Communications (NavPers 10760-A) classified confidential.

ECC Engineman 3 and 2 (NavPers 91519-2) supersedes NavPers 91518-1A and NavPers 91519-1. ECC Aviation Fire Control Technician 2 (NavPers 91634-2) which is classified confidential, supersedes NavPers 91634-1.

Yeoman Study Guide Success Shatters Bainbridge Budget

As almost every wide-awake yeoman knows, the Yeoman "B" School Study Guide prepared by the Service School Command at Bainbridge is just about the finest handbook available for those studying for advancement.

It's been so popular with those who know that the demand has just about wrecked the Command's budget. These study guides have, in the past, been produced by the Command for the convenience of eligible yeomen who were preparing to take the advancement exam.

But there is still one way to receive your copy—attend "B" school. The course is seven weeks long, and you can either attend on normal rotation from shore to sea duty or returnable quota basis as a reenlistment incentive. Hardly any of the classes are filled to capacity.

Here's something else you might keep in mind: The school also has a "C" course for well-qualified second class yeomen and above. This course is 16 weeks in length and prepares you for assignment to writers' billets.

NOW HERE'S THIS

Ocean-Going Locomotive

Navy tradition dictates that, whenever possible, some form of entertainment be given by the host ship during underway replenishment. If a ship has a military band on board, its musicians can usually be found on deck providing some lively music.

Other ships have varied the tradition to fit their facilities and their imaginations. USS Mount Baker (AE 4) went so far as to install a calliope aboard and provide circus music during underway replenishment.

Now comes word from USS Castor (AKS 1) which takes pride in the sobriquet of 'WestPac Express.'

Castor, it seems, salvaged a genuine steam locomotive whistle from a Japanese railroad scrap heap and installed it on board.

Nowadays, when Castor steams alongside the ship it is to replenish, a Castor Navyman dressed in engineer's cap and overalls greets unsuspecting sailors with several long blasts on the locomotive whistle.

A combo composed of a snare drum and three guitars then break into "She'll be

Comin' 'round the Mountain," complete with locomotive noises.

After the first number by the guitar plunkers comes a rendition of "The Atchison Topeka and the Santa Fe" followed by a chummy little number ideal for UNREPS called "Side by Side."

Castor has always abided by the motto "You call, we haul". Now she's willing to provide a show and replenish in jig time.



Changes in the Seavey Rotation System Which May Affect You

SOME CHANGES in the Seavey (sea to shore rotation) system in the coming year will affect enlisted personnel in all ratings which come under Seavey for rotation purposes.

These changes will be published soon in Change Nine to the *Enlisted Transfer Manual*; however, some advance information on this subject had been published in BuPers Notice 1306 of 1 Nov 1964. Here's a glimpse at what the changes will mean to you.

First, and most significant, all ratings will soon be surveyed three times a year—instead of once—to determine the number of billet vacancies occurring ashore. Your rating will no longer come under one of three Seavey segments which are surveyed once a year. Instead, there will be three segments, identified as Seavey A, B and C, followed by the year, and each will include *all* the Seavey ratings. (The next segment, for example—the first under the new system—will be Seavey A-65.)

Sea duty commencement dates for each rate will also be adjusted—as vacancies dictate—up to three times a year. This can mean that you will become eligible for orders ashore much sooner than if your rating were surveyed only once a year. In many cases it can mean, for example, that if you missed the previous cutoff by one month, chances are fairly good that you will be picked up

by Seavey on the following go-around—four months instead of one year later.

But, as with any major change in a complex system, there will of necessity be a phasing-in period. So while some changes will occur early in 1965, the new system will not be fully operative until Seavey C-65 comes up on 1 October, and only those ratings presently included in Segment One of the outgoing system will receive the full benefits of the new system from the start.

Here, briefly, is how Seavey will operate in 1965:

On 1 February, Seavey A-65 will go in effect. All ratings formerly identified as Segment One of Seavey will be surveyed during this time (the list of rates and ratings and cutoff dates of Seavey A-65 follow this article).

On 1 June, Seavey B-65 will go in effect. All ratings formerly identified as Segment One and Segment Two will be surveyed during this time.

On 1 October, Seavey C-65 will go in effect. At this time all ratings included in Seavey will be surveyed, and the new system will be in full operation thereafter.

Eligibility

One important change has been made in the eligibility requirements for Seavey. The primary requirement—that your sea duty commenced in or before the month and year specified in the cutoff date for your rate and rating—still, of course, applies. In addition, before your rotation data card (which records your duty preferences and other rotation information) can be submitted to the appropriate PAMI (Personnel Accounting Machine Installation), you must have sufficient obligated service to qualify for shore duty. This is a new requirement.

For Seavey A-65, for example, everyone who is otherwise eligible for rotation must also have an active duty obligation to May 1967 or later.

You can satisfy this requirement by agreeing to extend your enlistment for at least the minimum time required, or by shipping over—depending on when your present enlistment expires.

However, the extension procedure has also been modified. Now, for normal Seavey rotation, you cannot

extend with the condition that you will receive orders to a specified location or type of duty. The only condition that can be made on your extension is that you will be recorded in Seavey.

A listing of those who will be eligible for Seavey A-65 will be compiled by BuPers in February. No information on the status of those who are eligible for Seavey A-65 can be given by BuPers before that time.

For the time being, you can determine your eligibility by checking off the following requirements for Seavey A-65:

- You must be in an on board for duty status at your present command (permanently assigned; not in a temporary duty or transient status).
- You must be in a rate eligible for Seavey A-65, as specified in the following list.
- You must have commenced a continuous tour of sea duty in or before the month specified for your rate.
- You must have an active duty obligation to May 1967 or later.

Here are two other points:

If you have recently been advanced (effective 16 Nov 1964), you are considered as serving in your new rate for purposes of determining your eligibility.

Or, if you hold a conversion PNEC (XX99), you will be considered as serving in the rating to which you are converting.

The Bureau also requires that you

All-Navy Cartoon Contest
Samuel C. Richardson, PHAN, USN.



"Every year it's the same old thing. I go up to the I&E office and I can't decide what I want to strike for."

All-Navy Cartoon Contest
James R. Branum, CT1, USN



Summary of What Every Navyman Should Know About DD Form 1173

A QUICK CHECK of almost any Navy dependent's purse or wallet would probably show that it contains (among other items) a driver's license, some money and a Uniformed Services Identification and Privilege Card (DD Form 1173).

As anyone who has one knows, the latter item is a passport to many of the benefits available to dependents of military personnel and is literally worth its weight in gold and then some.

The cards are issued not only to the dependent wife (or husband) of each serviceman (or woman) but to other dependents as well.

The privileges not only continue through the sponsor's active duty but also (provided the card is re-issued)

after his retirement, entry into Fleet Reserve or death.

There are few changes in entitlement to the privilege card. However, one revision regarding eligibility for use of card by parents and parents-in-law of active duty personnel merits emphasis.

When no approved dependency for basic allowances for quarters is in effect for an active duty member's parents or parents-in-law, their eligibility for the privilege card must be determined by the officer in charge of the Family Allowance Activity in Cleveland, Ohio.

The following table and its footnotes incorporate, in summary fashion, the latest information on the use of the privilege card. A full discussion, plus administrative details, can be found in BuPers Inst. 1750.5C.

CATEGORY OF DEPENDENTS	Medical Care				
	Civilian Facility	Service Facility	Commissary	Exchange	Theater
1. Dependents of active duty members of the Uniformed Services:					
a. Lawful wife	Yes	Yes	Yes	Yes	Yes
b. Lawful husband	1	1	Yes	1	Yes
c. Unmarried legitimate children, including adopted and stepchildren:					
(1) Under 21 years of age	Yes	Yes	2	1	Yes
(2) Over 21 years of age.	4	4	3	4	4
d. Parents or parents-in-law	No	5	3	5	5
2. Dependents of members of the Uniformed Services who are retired with pay, except as indicated in 5 below:					
a. Lawful wife	No	Yes	Yes	Yes	Yes
b. Lawful husband	No	1	Yes	1	Yes
c. Unmarried legitimate children, including adopted and stepchildren:					
(1) Under 21 years of age	No	Yes	2	1	Yes
(2) Over 21 years of age.	No	4	3	4	4
d. Parents or parents-in-law	No	5	3	5	5
3. Surviving dependents of members of the Uniformed Services who died while on active duty, or in a retired status except for dependents of deceased retired Reservists who served less than 8 years' active duty (see paragraph 5 below):					
a. Unremarried widow	No	Yes	Yes	Yes	Yes
b. Unremarried widower	No	6	No	No	No
c. Unmarried legitimate children, including adopted and stepchildren:					
(1) Under 21 years of age	No	Yes	3	7	Yes
(2) Over 21 years of age.	No	8	3	8	8
d. Parents or parents-in-law	No	10	3	No	No
4. Other members of the household of active duty or retired members, such as wards, brothers, sisters, grandparents, "loco parentis," etc., who are dependent upon member for any degree of their support	No	No	3	No	19

NOTE: See explanatory notes immediately following this guide.

CATEGORY OF DEPENDENTS	Medical Care				
	Civilian Facility	Service Facility	Commissary	Exchange	Theater
5. Dependents of Reserve members who are retired with pay after attaining age 60 under 10 USC 1331-1337 and who have served less than 8 years on active duty (Excluding active duty for training):					
a. Lawful wife	No	No	Yes	Yes	Yes
b. Lawful husband	No	No	Yes	1	Yes
c. Unmarried legitimate children, including adopted and stepchildren:					
(1) Under 21 years of age	No	No	2	1	Yes
(2) Over 21 years of age.	No	No	3	4	4
d. Parents	No	No	3	5	5
e. Parents-in-law	No	No	3	No	5
6. Surviving dependents of Reserve members who were retired with pay after attaining age 60 under 10 USC 1331-1337, who served less than 8 years on extended active duty:					
a. Unremarried widow	No	No	Yes	Yes	Yes
b. Unremarried widower	No	No	No	No	No
c. Unmarried legitimate children, including adopted and stepchildren:					
(1) Under 21 years of age	No	No	3	7	Yes
(2) Over 21 years of age.	No	No	3	8	8
d. Parents or parents-in-law	No	No	3	No	No
7. Honorably discharged veterans of the U.S. Armed Services, who are totally (100%) disabled as a result of a service-incurred or aggravated disability, and are receiving continuous regularly scheduled medical care or treatments (including future) in a hospital, including outpatient service, or private domicile through the VA	No	No	9	9	No
8. Divorced wife (final divorce decree granted) of active duty, retired, or deceased member	No	No	No	No	No

CATEGORY OF DEPENDENTS	Medical Care				
	Civilian Facility	Service Facility	Commissary	Exchange	Theater
9. Surviving widow of a member of the Reserve Component of the Uniformed Services who died in the line of duty while in an active status	No	No	Yes	Yes	Yes
a. Unmarried legitimate children, including adopted and stepchildren:					
(1) Under 21 years of age	No	No	3	7	Yes
(2) Over 21 years of age.	No	No	3	8	8
10. USN civilian employees and civilians affiliated with the USN:					
a. USN employees and their dependents who are residing together on a military installation within the continental United States	No	11	12	13	Yes

CATEGORY OF DEPENDENTS	Medical Care				
	Civilian Facility	Service Facility	Commissary	Exchange	Theater
b. U.S. citizen employees of the USN and their dependents stationed outside the continental limits of the United States	No	11	14	15	15
c. Uniformed, full-time, paid personnel of American Red Cross assigned to duty within an activity of the Armed Forces (See SecNavInst. 5760.1 series)	No	11	16	17	18
d. U.S. citizen employees under private or government contract with the USN and their dependents	No	11	16	17	17
e. U.S. citizen employees of other U.S. Government departments or agencies and their dependents	No	11	16	17	17

NOTES

1. If he or she depends on the service member for half of his or her support.
2. Yes. If actually residing in the member's house.
3. If designated by the serviceman or his widow as the one adult family member living in the house to act as agent for making purchases on his or her behalf.
4. If the child is incapable of self-support because of a mental or physical incapacity that existed before he was 21 years of age and depends on the member for more than one-half of his support. This also applies to children under the age of 23 who are enrolled as full time students at an institution of higher learning approved by the Secretary of Defense or the Secretary of Health, Education and Welfare. The student must also receive more than one-half of his support from the member.
5. If dependent upon the service member for over one-half of their support and residing at a place provided or maintained by the service member.
6. If physically or mentally incapacitated and dependent upon the member for over one-half of his support at the time of the member's death.
7. If designated by the widow and approved by the installation commander. The children of the deceased member are no longer eligible for this privilege when the widow remarries.
8. If the child can't support himself because of mental or physical incapacity which existed before he became 21 years of age. He must also have depended upon the member for over one-half of his support when the member died. This also applies to children under 23 years of age who are dependent upon the member for over one-half of their support and who are enrolled as full time students at an institution of higher learning approved by the Secretary of the Department of Defense or the Secretary of Health, Education and Welfare.
9. Commissary and limited exchange privileges are authorized. Each year the Veterans Administration must certify that the holder of the privilege card is totally disabled and is receiving medical care in or through VA facilities. Privilege cards issued to disabled veterans should expire within one year of issue and can be used by one adult member

- of the veteran's family designated by the veteran to make purchases in his behalf.
10. If dependent upon the member for more than one-half of their support when the member died and living in a place provided or maintained by the member.
11. Subject to the limitations of BuMed Inst. 6320.31. If eligible, medical care should be authorized by the cognizant commander in a separate document—not the privilege card.
12. Applicable to the employee or the one adult member of his family residing in his household authorized to make purchases in his behalf (see footnote No. 3). This card will be issued by the military installation commander in cases where it is impractical for the employee to use civilian agencies without impairing working efficiency.
13. Limited exchange privileges to the employee only.
14. Applies to the employee or one authorized adult family member residing in the household (See footnote No. 3). "Overseas Only" should be entered on the privilege card.
15. When authorized by the overseas commander. To be eligible, family member must reside with employee and receive over one-half of his support from the employee. "Overseas Only" should be shown on the privilege card.
16. For the employee only within the continental United States, if impractical to use civilian agencies without impairing efficiency. When overseas, the privilege card must be authorized by overseas naval commander for use by employee or one adult dependent household member. (See footnote No. 3).
17. For the employee only within the continental United States if the military commander considers it impractical to use civilian agencies without impairing efficiency. In overseas areas, the card must be authorized by the overseas naval commander. Eligible dependents must be household residents receiving more than one-half of their support from the employee.
18. If a member of the employee's family actually residing in his household and receiving more than one-half of his support from the employee.
19. Only when member occupies government quarters and dependent resides with him.



List of New Motion Pictures Available to Ships and Overseas Bases

The latest list of 16-mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

Scheherazade (2746) (C) (WS): Melodrama; Anna Karina, Gerard Barry.

The Seventh Dawn (2747) (C): Melodrama; Capucine, William Holden.

The Bounty Hunter (2748): Western; Randolph Scott, Dolores Dorn (Re-issue).

Chicago Deadline (2749): Mystery Drama; Alan Ladd, Donna Reed (Re-issue).

633 Squadron (2750) (C) (WS): Melodrama; George Chakiris, Cliff Robertson.

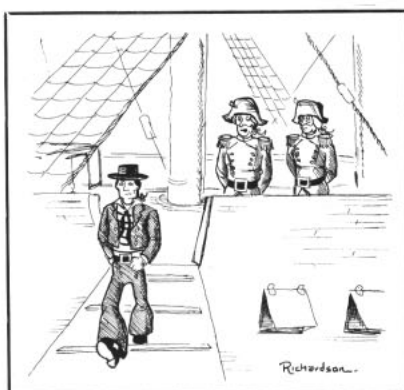
Flipper's New Adventure (2751) (C): Drama; Luke Halpin, Pamela Franklin.

Stop Train 349 From Berlin (2752): Drama; Sean Flynn, Nicole Courcel.

Cripple Creek (2753): Melodrama; George Montgomery, Karin Boota (Re-issue).

Behold A Pale Horse (2754):

All-Navy Cartoon Contest Samuel C. Richardson, PHAN, USN



"It's a new style of trousers the enlisted men are wearing, but it'll never last."

Drama; Gregory Peck, Anthony Quinn.

Devil Doll (2755): Melodrama; William Sylvester, Bryant Haliday.

Master Spy (2756): Drama; Stephen Murray, June Thorburn.

And Now Tomorrow (2757): Melodrama; Alan Ladd, Loretta Young (Re-issue).

Dark Corner (2758): Melodrama; Lucille Ball, Clifton Webb (Re-issue).

Guadalcanal Diary (2759): Drama; Preston Foster, Lloyd Nolan (Re-issue).

Drums Across The River (2760): Western; Audie Murphy (Re-issue).

Sun Valley Serenade (2761): Romantic Comedy; Sonja Henie, John Payne (Re-issue).

Taproots (2762): Drama; Boris Karloff, Julie London (Re-issue).

Swanee River (2763): Musical Drama; Don Ameche, Andrea Leeds (Re-issue).

No Time For Love (2764): Comedy; Claudette Colbert, Fred MacMurray (Re-issue).

Slave Ship (2765): Adventure; Warner Baxter, Wallace Beery (Re-issue).

Moon Spinners (2766) (C); Drama; Hayley Mills, Eli Wallach (Re-issue).

Hard Day's Night (2767): Musical Comedy; The Beatles.

Nightmare In The Sun (2768) (C): Suspense Drama; John Derek, Arthur O'Connell.

Ring of Treason (2769): Melodrama; Bernard Lee, William Sylvester.

Vital Statistics of Your Fighting Ships in Dictionary

If you have served in a ship whose name begins with A, B, C, D, E, or F, if you are a lover of ships, or if you simply have an interest in naval history, you will find Volumes I and II of the *Dictionary of American Naval Fighting Ships* fascinating.

Here are historical sketches of the careers of some 2700 ships of more than 10,000 that saw service in the United States and Continental navies. Each sketch includes the source of the ship's name, its basic statistics, launching and commissioning dates, and names of sponsors and first commanding officers.

Battle stars won in World War II and Korea are given for the ships which served in those conflicts. For seagoing men of the Navy, the *Dictionary of American Naval Fighting Ships* will tell where you were and what your ship did.

Volume I gives historical sketches for some 900 ships whose names begin with the letters A and B. It also contains five valuable appendices with information on all our battle-ships, cruisers, destroyer types, and submarines (including tenders and rescue ships). Here you will find their statistics (size, power and armament), their building yards, keel and commissioning dates, and names of first commanding officers. In the narrative sections of the book you

You Can Change Your Mind Under Family Protection Plan

Many Navy wives, like their civilian sisters, live longer than their husbands. This presents the Navyman with the problem of how his widow may pay the rent and obtain the necessities of life for herself and the children when he is no longer around.

Whatever continuing income (other than Social Security) your family will receive if you die while retired depends largely upon what you elect to provide for them under the Retired Serviceman's Family Protection Plan. The plan applies both to officer and enlisted personnel.

Briefly, this plan provides an annuity to be paid to your widow or your children, or both, if you die after you retire.

If you want to participate in the program, you should take steps to do so before you complete your 18th year of service for pay purposes.

The law, as it now stands, also

provides for enrollment in the plan after your 18th year of service. However, if you wait that long to elect participation, three years of service are required before the first day on which you will be entitled to receive retired pay. The same requirement applies if you change or revoke your election after your 18th year of service—you must complete three years of service after the change is made.

There's one exception to the three-year rule—the officers who are retired (voluntarily or otherwise) under the "Hump Law" (Public Law 155 of the 86th Congress). If you are in this category, you can revoke or change an election, or you can make an original or new election.

If you'd like more information on the Retired Serviceman's Family Protection Plan, check with the Rights and Benefits Issue of ALL HANDS (December 1963) and BuPers Inst. 1750.ID.

can trace your seagoing career; in the appendices, the development of modern American fighting ships; in both sections, U. S. naval history.

Volume II covers 1800 ships whose names begin with the letters C, D, E, or F. Appendices cover all aircraft carriers and escort carriers. A special appendix, based on wide research, brings together for the first time brief historical sketches of some 500 ships that, in the Navy or otherwise, served the Confederate government.

The Naval History Division does not sell or distribute these books. They may be obtained by sending check or money order (\$3.00 for Volume I, \$4.25 for Volume II) to: Superintendent of Documents, Government Printing Office, Washington, D. C. 20402.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current *Alnavs* 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.

Alnavs apply to all Navy and Marine Corps commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 44—Concerned change in dosage of malaria prophylaxis.

No. 45—Requested applications for future manned space flight missions.

No. 46—Announced approval by the Secretary of the Navy for the President the report of the selection board that recommended Marine Corps women officers for permanent

All-Navy Cartoon Contest
L. R. Silva, PN3, USN



"What do we do now, Chief?"

ANSWERS TO QUIZ AWEIGH

Quiz Aweigh is on page 45.

1. (c) 240,000 miles.
2. (b) Five—Venus, Mars, Jupiter, Saturn, and Mercury.
3. (a) Seven miles per second.
4. (b) Nearer the outside edge.
5. The two moons are Ganymede (diameter 3500 miles) and Callisto (diameter 3100 miles). They revolve around Jupiter. The smallest planet is Mercury, with a diameter of 3100 miles.

promotion to the grades of major and captain.

No. 47—Announced approval by the Secretary of the Navy for the President the report of the selection board that recommended women officers for permanent promotion to the grade of lieutenant (line).

No. 48—Announced approval by the Secretary of the Navy for the President the report of the selection board that recommended officers for temporary promotion to the grade of lieutenant (line).

No. 49—Announced celebration of Thanksgiving Day (26 November).

Instructions

No. 1120.15F—Outlines the eligibility requirements and processing procedures whereby qualified personnel on active duty may seek permanent or temporary appointment to commissioned status in the various sections of the USN Medical Service Corps.

No. 1520.85A—Establishes eligibility requirements and invites applications for naval aviation observer training from commissioned officers and officer candidates, leading to their designation as Naval Aviation Observers.

No. 6100.2B—Concerns changes which have taken place in the physical fitness program.

Notices

No. 1306 (1 November)—Announced the sea duty commencement cut-off dates which establish the eligibility of enlisted personnel for Seavey A-65, and offers advance information which will be included in Change 9, *Enlisted Transfer Manual*.

No. 1020 (4 November)—Announced advance changes to *U. S. Navy Uniform Regulations*.

No. 1710 (3 November)—Designates hosts for, and discusses details of, the 1965 All-Navy and Interservice Sports championship.

No. 1520 (19 November)—Invited

applications from Supply Corps officers for assignment to the 18-week Subsistence Officer Course.

No. 4600 (30 November)—Announced a change in the computation of allowable travel time for Navy personnel using privately-owned conveyance on permanent change of station orders.

Dress Swords and Gym Shoes Included in Uniform Changes

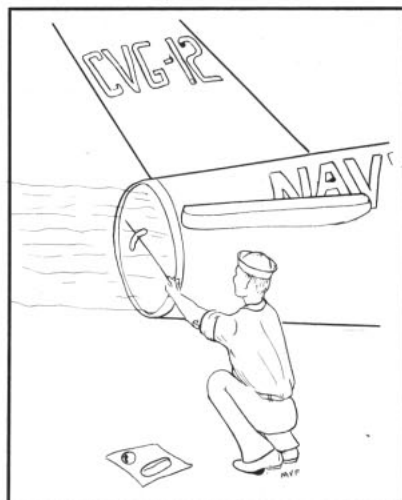
Three changes have been made to the *U. S. Navy Uniform Regulations*. First, the sword and its accessories are required for all commissioned warrant officers and above (except chaplains) on active duty. As of 1 Jan 1965, these items will be worn with the full dress uniform. However, if you are a Reserve officer on active duty for less than six months, the sword requirement does not apply to you.

Next, all first class petty officers and below will need a pair of gymnasium shoes. It has been determined that gym shoes are required, or at least beneficial, in the performance of certain duties. They're also an asset for sport competition.

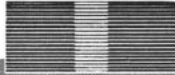
Since you were issued a pair as part of your minimum outfit during recruit training, chances are you already have them. But if you don't have a pair, you will need them before your next bag inspection.

The final change applies to marking your tropical shirt. You will now stencil them on the inner side of the right front fold (the same side on which the buttons are sewn) beginning one inch from the bottom.

All-Navy Cartoon Contest
Marion V. Frasier



DECORATIONS & CITATIONS



DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ RIVERO, HORACIO, JR., Admiral, USN, as Director, Navy Program Planning, from October 1963 to July 1964. Admiral Rivero was instrumental in developing an effective integrated planning system which provided a coordinated study effort in the Office of the Chief of Naval Operations that was highly responsive to Department of Defense requirements. In addition he developed the organizational procedures for coordinating the total study effort of the Department of the Navy. ADM Rivero visualized the missions, tasks, and requirements of the Navy of the future in such terms that these vital factors of Navy planning resulted in the best possible determination of supporting force structures. He instituted a revised procedure and format for the Department of the Navy program objectives which facilitated the formulation, precise costing, and organization of proposed new programs into program change proposals.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ SAUNDERS, WILLARD A., Rear Admiral, USN (Ret), as Director of the International Staff of the Inter-American Defense Board from 1 Jul 1963 to 31 Aug 1964. Responsible to the Council of Delegates of the Board for the leadership and guidance required to produce successful solutions to the problems of common hemispheric defense of the American continent, RADM Saunders led his staff, comprised of high-ranking officers of diverse nationalities and interests, in the preparation of an unprecedented number of superior studies which have been enthusiastically approved by the Council of Delegates. During this period he contributed to fostering sound and friendly relationships between the U. S. and the other American nations by approaching the problems and projects of the Inter-American Defense Board as being inter-

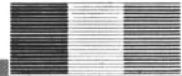
American in nature and demanding of inter-American thought and action for their successful accomplishment.

★ SEAMAN, DONALD F., Captain, USNR, as Assistant to the Director of Naval Intelligence for Automation, Office of the Chief of Naval Operations, from April 1961 to September 1964. CAPT Seaman forged a Navy and industry team, utilizing this group to design, develop and implement a complete digital data processing system to serve the ONI ADP Center supporting the Chief of Naval Operations and the Secretary of the Navy as a strong link in the Department of Defense National Military Command System and the World-Wide Military Command and Control System; to monitor and coordinate systems development at the Fleet intelligence centers; to implement automated integrated operational intelligence centers, now in operational use on board attack carriers; to develop automated intelligence centers being readied for other Fleet units; and to bring into operational use an automated Naval Intelligence security system to accelerate effective action on counterintelligence and investigative security efforts.

★ THOMAS, VINCENT C., JR., Captain, USNR, as Special Assistant for Public Information to the Chief of Naval Operations. During the Cuban missile crisis in October 1962, his intimate understanding of press needs and the requirements of official policy produced a course of action which resulted in both a close relationship between the Department of the Navy and the Office of the Secretary of Defense in information matters and in full and clear press coverage of the Navy contribution to solution of that explosive international situation. His prompt grasp of the extent and direction of public interest following the loss of *uss Thresher* in April 1963, as well as his appreciation of its internal impact, led him to recommend to the Chief of Naval Operations and subsequently to implement a series of actions which contributed materially to averting a grave crisis in public confidence in the submarine service and the Navy.

★ WEIDLEIN, LEOPOLD, Captain, USN, as a member of the Strategic Plans and Policy Directorate, Organization of the Joint Chiefs of Staff, from June 1963 to November 1964. He performed a leading role in a comprehensive study for the Joint Chiefs of Staff on Army/Air Force use of aerial vehicles and in the development of concepts and evaluations of air support and Army

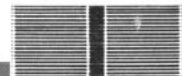
tactical mobility. His examination of "show-of-force" influences and graduated application of military power added materially to Joint Staff procedures in considering alternative courses of coordinated action at the national level.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ RIGNEY, RAYMOND F., JR., Fireman, USNR, for heroism on the early morning of 3 Jun 1964 while serving aboard *uss Lake Champlain* (CVS 39), which was proceeding up Chesapeake Bay en route to Annapolis, Md. When the Norwegian ship *Skauvaag* collided with *Lake Champlain* in a dense fog, Rigney, awakened by the collision and general quarters alarms, proceeded to his general quarters station on the hangar deck and helped man a fire hose on the starboard catwalk. When it became apparent that burning acetylene bottles could not be extinguished, he voluntarily crawled along the badly damaged catwalk in darkness, without the benefit of lifelines, and threw the burning acetylene bottles over the side of the ship into the water, thereby preventing possible explosion and death or serious injury to ship's personnel.



BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

★ BOEHM, ROY H., Lieutenant, USN, as a member of the Navy Advisory Group, U. S. Military Assistance Command, Vietnam, during the period 9 Nov 1963 to 21 Jul 1964. Assigned as U. S. Navy Advisor to the Vietnamese Navy Underwater Demolition Team, LT Boehm participated in 23 operations in support of the counterinsurgency campaign, nine of which involved combat with Viet Cong forces. He was instrumental in conducting a successful amphibious landing on a Viet Cong-held island. In the face of heavy small-arms fire, he accompanied the Vietnamese Navy Underwater Demolition Team in routing an enemy force and destroying six loaded junks. During his tour, combat readiness of the Underwater Demolition Team improved significantly. The Combat Distinguishing Device is authorized.

BOOKS

FACE OF CHANGING NAVY DEPICTED IN BOOK LIST

WE'VE SAID IT before and we'll say it again and again—the Navy is changing, and changing faster than we think. This seems to be a theme of several new books which may be found in ship and station libraries.

We're more than happy to receive further confirmation of this thesis by one of the more eminent authorities on naval affairs, Hanson W. Baldwin in his *The New Navy*. In a sense, it is something of an inventory of the Navy's ships, planes, equipment and men. But it's more than just that, of course. According to Baldwin, the essence of the new Navy is the technological revolution which amplifies the basic principles of sea power. After World War II, it was thought by some that the Navy had worked itself out of a job. Korea, Lebanon, Cuba and the growing strength of Russian sea power have proven this to be a fallacy. Baldwin runs through the significant technical developments (including the new type of Navyman) to show how important this really new Navy is to our national defense.

Naval Review 1965, edited by Frank Uhlig, Jr., deals with much the same subject, but from a different angle. *New Navy* considers the prospects from the over-all viewpoint—*Naval Review* is more operational. In a series of 12 essays by distinguished contributors, they consider such questions as ASW, the future of the surface fighting ship, naval weapons today, aircraft carrier design, and systems analysis. As Uhlig says in his preface: "As long as the nation depends to any considerable degree upon its Navy, it depends on its naval officers concerning themselves

with, and debating, such matters as these."

We Are Not Alone, by Walter Sullivan, pushes us a little further into the future. Sullivan is concerned with the search for intelligent life in other worlds, and he makes a most plausible case for his suggestion. At this moment, he says, there is a possibility—perhaps a definite probability—that signals from other civilizations are striking our earth. Besides offering you a tour of the universe to show the likelihood of other civilizations, Sullivan reviews the experiments which have already been conducted. He also raises the question: If we are *not* alone in the universe, what happens to some of man's long held beliefs?

Let's get back to earth, and speculation of another kind. *Clear for Action*, by Foster Hailey and Milton Lancelot discusses the past and the future. Within the years of modern naval warfare, 1898 to 1964, it covers every battle of importance, every new development in ships, submarines, tactics, and armament. It's primarily a picture book, but it also presents some ideas which make for both discussion and controversy. The authors feel they have covered the beginning and the end of a definite era; for example, they refer to the Battle of Leyte as the last major naval conflict. (This attitude, of course, does not agree with the general viewpoint expressed in *Naval Review*). Lancelot and Hailey say: "Space is the only defense against nuclear energy, and we have about run out of space on earth. If man is wise, the last war has been fought." But men have been saying this for a long time.

Moonlighting appears to be standard practice among newspaper men—Baldwin and Sullivan are respectively military and science editors for the New York Times and Arthur J. Dommen is bureau manager of UPI in Saigon and Hong Kong. This gives him considerable authority when he speaks of *Conflict in Laos*. Laos has been in and out of the newspapers every few months for what seems like years but still is largely unknown to most readers. Dommen does his best to make it all clear. He briefly sketches the background, then proceeds step by step to describe what has been happening there since the French left.

Appraising the impact of U. S. military and economic aid to nations of the Far East, he discusses its success and shortcomings in the face of guerrilla warfare and subversion. He also has some of his own suggestions in regard to future policy.

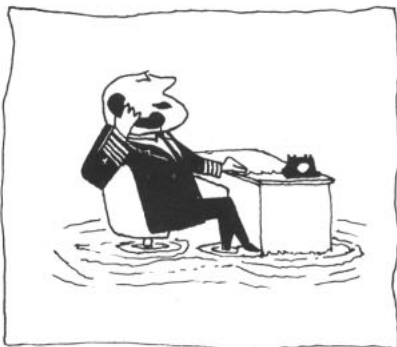
No matter what the circumstances, courage usually pays off. That's the theme of Arnold Lott's *Brave Ship, Brave Men*. This time, Lott tells the story of *uss Aaron Ward's* (DD 773) engagement with a good share of the Japanese air force during the battle of Okinawa. At that time, *Aaron Ward* had been in commission six months, in the war zone, six weeks. For most of her men, this was their first cruise. Within 52 minutes, she received the attack of 20 kamikaze planes. Ten got through, the ship was a shambles, but she didn't sink, and eventually made it back to the States.

Somewhat broader in scope, but continuing the same theme is the anthology of the world's best war stories (that's what the publisher says) *American Men at Arms*, selected by F. van Wyck Mason. The two World Wars and Korea are represented and, although the action appears to have a certain similarity, the writers seem to have improved. The selections concerning World War II contain the better portions of James Jones, Norman Mailer and Irwin Shaw, with their breadth and many levels of interest. In general, the collection is filled with more good writing than we have been led to expect.

Which is better—or worse—combat against man or combat against nature? *Men at Arms* dealt with the former, *Hurricane Coming!* by Thomas Helm, tells us about combat against nature. He describes the life and effects of one hurricane, Clementine.

All-Navy Cartoon Contest Peter A. Hansen, EN1, USN

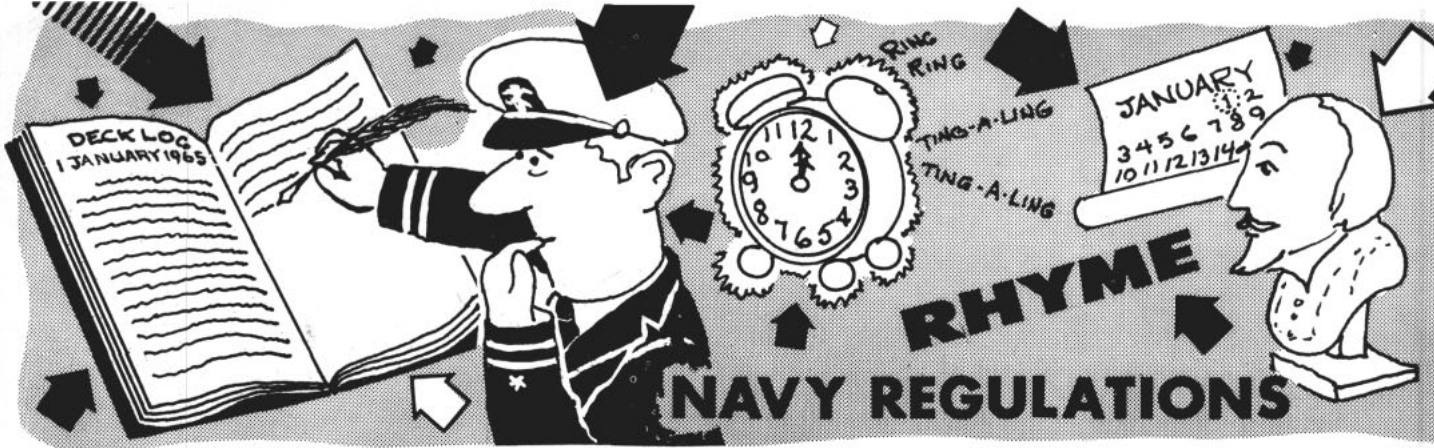
All-Navy Cartoon Contest Peter C. Markantes, Jr., DM3, USN



"Hello—DC Central...?"



"Yes Sir, I know 'because I'm cracking up' isn't the proper term to put on a transfer, but in this case..."



Navy New Year's Logs

IT WAS WITH SOME trepidation and over the vociferous objections of the more purist-minded members that ALL HANDS first published, a little more than a decade ago, a clutch of rhyming New Years mid-watch logs.

"Where," was the cry, "will it all end?" Rhyming logs, of course, are part of a long tradition that may be as much as half a century old, possibly considerably older. The earliest New Year's log in verse that we have been able to confirm dates back to 1926, and our source on that information says that even then it was an old, established custom.

For those who have had a try at it, writing the log on the mid-watch in verse is something of a challenge. It's a happy kind of tradition, and even the purest of the purists must admit that the quality of the rhyming logs has increased beyond anyone's greatest expectations.

Some, in fact, are quite good, with a salty swing.

Recent efforts were so good that ALL HANDS decided, on a highly unofficial basis, to appoint a committee of judges to select those which, in their opinion, were worthy of the honor of publication as the best of the past year. The prize is a modest one, you may be sure, but it does attest that ALL HANDS judges, at least, consider Lieutenant (jg) C. J. Morley, USNR, of *uss Arneb* (AKA 56) to have written a first prize winner and the finest example of mid watch rhyme in 1964—"worthy of the title of poetry (that is, verse of some artistic merit)." Lieutenant (jg) R. M. Cutter, USNR, of *Mt. McKinley* (AGC 7) has run him a close second; and A. F. Riefer, ETCM, USN, of *uss Ajax* (AR 6) is more than worthy of third place.

After that it's hard to tell so—of the scores of rhyming logs submitted to us which ushered in 1964—the judges

USS Arneb (AKA 56)

*A sailor's tongue bears many yarns
And many have I heard.
But never did I think that I'd
Be there when one occurred.*

*The night was black, the wind was up,
The rain was bitter cold;
The watch and I sought shelter from
The winter's icy hold.*

*The messenger was shivering,
The PO's nose was red,
"These Norfolk nights are colder than
A witch's ear," he said.*

*At one o'clock I left the group
To check the starboard side,
And note Pier Three, Berth
Thirty-Five's
Relation to the tide.*

*Among the lines collected there
I saw an ancient man,
Whose face reflected years at sea
As only sea-dogs can.*

*He ran his fingers down a wire,
The forward one, to see
If it was helping doubled lines:
One, two and nearby three.*

*Observing four and five and six
Were made up of five parts,
He eyed the single eight-inch aft
As one who muses arts.*

*Then slowly starting up the brow,
He noticed as he climbed
That we were taking services
From pierside at the time.*

*And as he reached the bulwark, he
Saw merchants did abound,
And scanned the Navy ships and yard
And district craft around.*

*He searched our rigging with his eye
As if he'd seen a friend,
A friend of many years gone by
Whose love time does not mend.*

*"What ship is this?" he asked of me,
"The Arneb," I replied.
And then he asked if he might be
Allowed to go inside.*

*"I'd like to see your engine room
And spaces, if I may,
To make a final tour of things
In this, my parting day."*

*I wondered what he meant by that,
But gave it little heed;
The tour would give the watch a
chance
To warm and puff a weed.*

*The messenger went down to him,
They disappeared below.
The PO rolled his collar up,
"You think it's gonna snow?"*

*The Newport News was moored nearby,
And SOPA was embarked,
"Vice Admiral C. B. Martell,"
I quietly remarked.*

*The PO of the watch looked up
To check our warning light.
We heard the messenger and guest,
Two voices in the night.*

*"I thank you, lad, for showing me
The innards of your ship,
And now I'd better make my way,
For I've a long, long trip."*

*The old man climbed the brow to leave,
A tear was in his eye;
He paused to scan the ship again
And breathe a heavy sigh.*

*And then he spoke in solemn tones,
In words so crisp and clear,
That I remember every phrase
As you my voice do hear:*

*"I doubt if you'll believe it, men,
But I am Davey Jones,
And once a year, on New Year's Eve,
I dry my watery bones.*

*"I come topside to see a ship
And walk the living decks;
I come to see how matters are
On vessels that aren't wrecks.*



—They Could Be Verse

selected 14 for honorable mention. You may prefer them.

It may be coincidence, but we note that the three named as best of the lot were from ships firmly moored in port when the deathless epics were recorded. You may draw your own conclusions.

WE'RE SURE we couldn't do as well, particularly in view of the rules. As almost everyone knows, each year on New Year's eve, the unfortunate OOD selected for duty on the 0000-0400 watch is encouraged by Navy tradition, if not his CO, to forget his woes by writing his log in verse.

Yet he is also bound by Navy Regulations (Art. 1037) to enter in the log information that is customarily required of any watch. While the particulars of important details such as mooring lines, ships present, senior officer present, sources of electric power, steam and water,

etc., may be stated before or after the poetry, it is generally agreed that more skill is required to include all these details in the rhyme itself.

Other items that might have to be covered include the character of duty in which engaged, state of the sea and weather, courses and speeds of the ship; bearings and distances of objects detected; position of the ship, draft; soundings; zone description; particulars of anchoring, disposition of the engineering plant and changes thereto; tests and inspections; changes in the status of ship's personnel; and such other matters as may be specified by competent authority.

To record all this in verse is not easy. That is why we offer our most sincere congratulations to the authors of those logs printed here.

Try it yourself. And if you've already done so, we'll be looking for your 1965 entries any day now.

*"And I have seen a goodly ship,
And you have served me well;
So now I leave for one more year
To rule my watery hell."*

*The night was black, the wind was up,
The rain was bitter cold,
The watch and I sought shelter from
The winter's icy hold.*

C. J. Morley, LTJG, USNR

USS Mount McKinley (AGC 7)

*No iron heart to throb tonight,
No waves to crest the sides,
Just memories of days at sea—
We contemplate the tides.
No sparkling lights of Athens,
No shallow shoals to sound,
We're tied up at the shipyard
In rainy Portsmouth Town.*

*Ships of the Fleet Atlantic
Surround us here tonight,
And ships of allied nations
Are present and in sight.
SOPA is on the Randolph,
COMCARDIV 16,
Coast Guard and merchant ships
Are also to be seen.*

*At berth 42, to the starboard side,
With standard lines doubled we are
tied.
Services from the pier received,
Wire ropes through chocks are reeved.*

*No stars to shine are seen tonight
As clouds skim overhead;
A silent prayer for peace we say
And nothing more is said.*

*All watches stood as usual,
We stand our duty night,
A single gull wings overhead
And glides in lonely flight.
We contemplate the ships of old,
Of sail and tar and brass,
Of mainsail and the mizzen
And straight and solid masts.*

*A new year is upon us
This cold and rainy night;
We wonder what new tracks we'll
plot
What landfalls we will sight.
Be it North or South or East or
West—
The winds be slack or fair—
In the days that fall before us
Mount McKinley will be there.*

*No iron heart to throb tonight,
No waves to crest the sides,
Just memories of days at sea—
We contemplate the tides.
No sparkling lights of Athens,
No shallow shoals to sound,
We're tied up at the shipyard
In rainy Portsmouth Town.*

R. M. Cutter, LTJG, USNR

USS Ajax (AR 6)

*I'm just out of the yards with a fresh
coat of gray,
My proud two stars fly high
o'er the bay.
My booms are varnished, I have
bright shiny brass,
I'm ServPac's finest—the best
of my class.*

*I'm AR number six; Ajax is my name,
After that speedy Spartan, the very
same.
For 20 long years I've served the Fleet,
My customers know I'm hard to beat.*

*I'm moored in Japan, in Sasebo Ko,
The "Ko" means harbor (in case
you don't know).
I'm in India Basin, Berth Number
Eight,
They like me here, I'm near the
main gate.*

*I've been in Japan for so many a year,
My crew thinks Japan makes the
best of all beers.
It's been so long you may think
I'm whacky,
But instead of black oil I prefer saki.*

*I even watch Sumo, Taiho is best,
He's to the East as Staubach to the
West.
When they sent me here to promote*



good will,
They realized the Spartan could
fill the bill.

I'm learning their language:
"Wakarimash to ka?",
Which means "Do you get it"—
'sorta easy,' eh?
Or how about this one—"Oyas' mi-
nasai?"
That means good-night—"Sayonara's"
goodbye.

But, seriously, speaking, I'm
homeported here,
And can usually be found at this
very pier.
With standard mooring lines on my
starboard side,
And just enough slack to allow for
the tide.
My 1 and 2 boilers are on the
line now,
For auxiliary needs only, like
cooking the chow.
My 2 and 3 generators—they're
both on tonight.
Number 1 is in standby, I may
need more light.

So my crew doesn't get restless—
or even nervous—
From the pier I'm getting some
extra service.
Fresh water is one (so they can
take showers);
Telephones the other (to spend
idle hours).

Alongside to port I've got 6 "nifties,"
Two twenty-one hundreds and four
twenty-two fifties.
I'll name them for you but you've
got to know
Getting six "cans" to rhyme is
no easy go.

The first one of these, Kyes, James E.,
Carries the pennant DesRon Twenty-
three.
In slot Number 2—there's one you
know—
Everett F. Larson, eight-three-0.

Alongside the Larson is Evans,
Frank E.,
Just ahead of the Walke—seven-two-
three.
The twenty-one hundreds complete
the view,

The four-ninety-eight and six-fifty-two.

Just to show them that I'm on the
same team,
I'm giving free water and plenty of
steam.
And also going to these six little
champs,
Is my electrical power—all two
thousand amps.

Other ships are here too—both
big and small,
I'll name just a few—there's not
room for all:
There's Oriskany, Hector, Mahan and
Hornet,
The latter's namesake was Jim
Doolittle's pet.

The Japanese Defense Force has
ships here too,
And the yard and district have
quite a few.
It really is an impressive sight,
Especially on this New Year's night.

Now that my first watch is almost done,
I want to tell you about COMCARDIV 1.
His flag flies from Oriskany,
he's S-O-P-A,
Rear Admiral Ashworth—he's A-OK.
Well, that ends my story, I've finished
my chore.
None of us will see the old year any
more.
Please accept from Ajax and also
from me,
"Happy New Year to all" who follow
the sea.

A. F. Reifer, ETCM, USN

USS Topeka (CLG 8)

Once upon a yearly basis,
Poetic deck logs have their places.
Topeka wants to write for you,
A log that's different, kind of new.

While the ocean's idle slapping
On our hull creates a tapping,
And our lines with all the frapping
Hold us in Berth Twenty-two,
Long Beach Shipyard shows the traces
Of the ships and all the places.
Places far across the sea
Where they've steamed with thee
and me.
And our boilers, one time steaming,
Now are cold as if they're dreaming.
And the harbor lights are beaming,

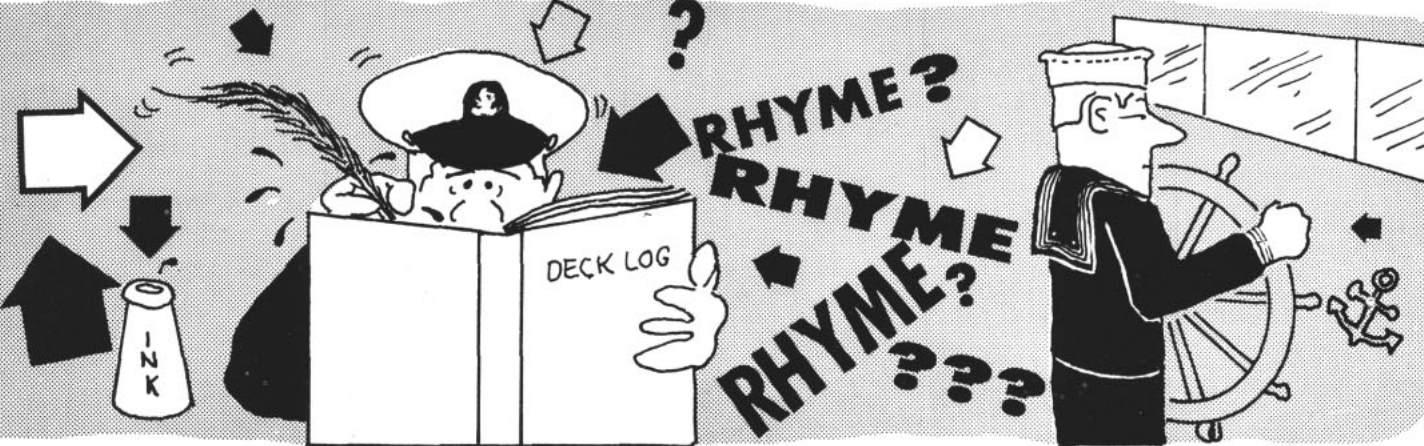
Here in port we start the year.
Exactly how Topeka's tied
Is at Pier Two, her starboard side.
Condition Five of course is ready,
And a watch to keep things steady.
The cruiser's lines of course are double,
Erasing any chance of trouble
As we break the New Year's bubble
With all services from the pier.
Now we usher out the night
With the New Year starting right.
On the old year's rushing tide,
Topeka's Yoke is modified
The ships nearby are quite a few,
Yorktown, Kearsarge, Bennington too.
And these ships with all their crew,
Wish all well this New Year morn.
We have two oilers tied up aft,
Plus local yard and district craft.
We have SOPA too, you see.
Commander of CRUDESFLOT Three.

It's late, the watch is nearly done;
These few short hours have been
great fun,
To try and write a poem that's new
That represents our ship and crew.
So now we wish to one and all,
In the New Year have a ball.

W. A. King, LTJG, USNR

USS Carter Hall (LSD 3)

00-04 we're steaming alone under
COMSEVENTHFLT,
his third Quarter Op-Sked trying to
meet.
From the old Bay of Subic to the
Island of Guam,
We'd rather be home but we're
carrying on.
On course 088 and speed thirteen three,
We slowly make way through a
moderate sea.
Each Babcock and Wilcox boiler below,
is feeding good steam to an old uniflow.
Modified Yoke's our material condition,
And readiness five (with the captain's
permission).
We're carrying a load that's rather
a feat;
It may be a record not easily beat.
For down in our well deck, this I
will confide,
About two thousand tons we have
for the ride.
There's a dredge called the Norfolk
(YM 22),
And in tonnage she's listed at
one-four-five-two.



A crane barge that's numbered YD
two-one-two;
She's two-five-five tons, but that's
nothing new.
There's also an anchor, in tons ten
times five,
And further a landing barge that
weighs twenty-five.
The other spare gear that we have
on board,
Weights one-two-four tons and is safely
stored.
All's quiet below, the crew is asleep,
As we sail along o'er this billowy deep.
There's no liquor, no girls, no dance
and no cheer.
What a helluva way to start the
New Year.
—Forwarded by W. W. Johns, CDR, USN

USS Columbus (CG 12)

In San Diego Harbor
On the first day of the year,
The USS Columbus
Rests by southside Broadway Pier.
Eight mooring lines are over,
Boiler number one is lit,
And generators one and two
Contrive to do their bit.

The bow and stern guards posted,
Their lonely watch are keeping,
While round about them wafts the
sound,
Of the New Year's frolic-making.

The anchor and the beacon
Lights cast a pallid glow,
And faintly trace the outline of
The ghostly ship below

The USS Canberra,
Is just across the pier;
And other units of the Fleet,
Are lying by quite near.

The carriers of NAVAIRPAC
By North Island's quay wall lie,
The "Bonnie Dick" and "Connie"
And the old enduring "Ti."

COMNAVAIRPAC is SOPA,
We'll set the record straight,
According to the latest word,
Which we've received to date.

An admiral and his staff embarked:
COMCRUDESFLT Eleven
(A most impressive title,
And one with which to reckon).

The boat schedules are posted,
The coxswain's standing by,
And for the duty driver,
Just notify Supply.

The weather here is crystal clear—
No heavy rain is found,
Such as the kind hurled by the wind
When we sailed Puget Sound.

The tides down here are calmer,
There's not as great a range,
As once there was in Bremerton—
A name that now seems strange.

But there was where NAVSHIPYARD
BREM
Transformed us, at long last,
Into a missile cruiser
That all records has surpassed.

With one last sigh and fond goodbye,
We then steamed out to the sea,
The helmsman met the courses set,
We steamed out merrily.

By Golden Gate we sailed in state,
And to Mare Island creped,
Then loaded out, with missiles stout,
Sailed the finest in the Fleet.

We hail the new year with a cheer—
The old lady's laid to rest.
In every way, on every day,
Let all be for "the best."

Roth M. Hafer, LTJG, USNR

USS Dahlgren (DLG 12)

The New Year's arrived and the crew's
filled with glee,
For Dahlgren's in port, not out to sea.
In berth 206 where we usually moor,
With lines doubled up, we feel safe
and secure.
Five's the condition the skipper has set,
All the requirements of Yoke have
been met.

Our nest of three ships is a tight
little gang,
First Dahlgren, next Mullinnix, then
Vogelgesang.

Forward's the finest AD of the era,
Dahlgren's big sister, the tender Sierra.
Our squadron's new member, the
HARRY YARNELL
And other Fleet units are present
as well.

The old year has succumbed to an
unpleasant day,

It's cold and it's windy, the sky
gloomy grey.
We're expecting hard weather, with
rain, snow, and sleet,
As predicted by SOPA, COMSECONDEFLT.

Electrical power, from 2-B and 2-A,
Provides light for the ship and our
Christmas display.
Then there's boiler 2-A which produces
our steam
To help make Dahlgren's crew a
most comfortable team.
"Port Services" aid is a vital resource,
For other things needed by this
CRUDESANT force.

But what of our shipmates whom '64
found,
Alone on the high seas, or on some
foreign ground,
We of the Dahlgren wish to them all,
A bright Happy New Year, in all
ports of call.

G. P. Steinhauer, LTJG, USN

USS Cavalier (APA 37)

Listen my shipmates and you shall hear
The midnight log of the Cavalier!
Moored starboard side to Pier Number
Three,
Standard mooring lines rigged with a
boatswain's glee.
San Diego, California, is where we now
rest,
Here in the state so greatly sun-blessed.
We who have duty long for shore
liberty,
To greet the new year in the land of the
free.

Now standard wire rope is rigged fore-
an'-aft
To keep us from drifting, just like a
raft.
The waters are calm and heavenly
serene,
While we stand our watches (with
minds very keen).
Condition Yoke, modified, has been set
below
In hopes that no holes in our hull will
show.
We have set condition of readiness five
In order to keep all our shipmates alive!

The anti-sabotage watch is being stood
Back on the fantail where the weather
is good.

The sounding watch says that "All is secure,"
R-Division watches are still running pure.
Fresh water is being received from the pier,
And we all drink it, but not with much cheer.
Number Two boiler is now on the line,
While the engine room watch has the brass yet to shine.

Number Two generator is still spinning loose
As it faithfully provides our electrical juice.
Generator Number Three is idling nearby,
And if we need it we'll give it a try.
Tubes have been blown but, gosh, what the heck,
The farthest the soot went was on the main deck.
SOPA, dear friends, is COMNAVAIRPAC
'Cause we're all waiting for COMFIRSTFLT to come back.

Ships in the area are said to include
Those of First Fleet; there's plenty of room.
Yard, harbor and some fishing craft
Are seen standing by with their shallow draft.
This mid-watch has been truly a treat,
Writing verse that only Shakespeare could beat.
The aim of this log—if it isn't too clear—
Is to wish all our shipmates a Happy New Year.

L. W. Allan, ENS, USNR

USS Hancock (CVA 19)

On New Year's morn we open our scene
With Pier Three North at our starboard beam.
Alameda Air Station is our berthing spot
With all of our mooring lines doubled and taut.

Coral Sea, Markab and Pictor are here,
Our sisters-at-arms, at nearby piers.
Rear Admiral Welsh is SOPA this night,
Fleet Air Alameda has title by right.

Number Seven Boiler is on the steam line,
Numbers Three and Four Generators keeping in time;
Miscellaneous services are received on our decks,
While Condition Yoke settings have hourly checks.

As time passes by and midnight draws near,
We look ahead to a bright New Year
When the old one passes we bid it adieu—
Amid whistles and bells we welcome the new.

LTJG Dennis E. Neuman, USNR

Patrol Squadron 28

VP Twenty-Eight's the name
Or so my log will read.
We're based ashore at Barbers Point—
And now a poem I need.

Tradition says on New Year's Eve,
You write your log in verse.
So here I start with pen in hand
For better or for worse.

Commander Folsom's our CO,
Roll is his exec.
All is quiet this New Year's Eve,
Upon our quarterdeck.

We're under administrative control,
And operational too,
Of Commodore Ringness and his staff,
Com Fleet Air Wing Two.

This year has been a busy one
For men of "Twenty-Eight,"
We've traveled half the world around—
This has been our fate.

'Twas while we were deployed we saw
The start of the old year,
We had a few more months to go
At Iwakuni-by-the-sea.

We left Japan and headed home
'Twas in the month of May.
We stopped at Wake, then to the Point.
We hoped this time to stay.

We've worked real hard since we've
been back,
We've also had some fun.
We've met commitments from the
"Wing,"
And earned a "Job Well Done."

We'll do our job this next year too.
We'll do as much and more.
And now, you men of Twenty-Eight,
Get busy on this chore.

M. F. Finneran, AT1, USN

USS John W. Weeks (DD 701)

Securely moored in Egypt's Port Said,
Stern toward the quay wall, with
standard lines tied,
The port anchor's out and holding us
fast,
With Suez Canal lights hung from the
mast.

With readiness four and material Yoke,
Two boilers in tandem are ours at a
stroke.
Both dynamos turning, all hands set to
go,
Ahead is the desert, behind us the snow.

Six sentries on deck keep security taut,
With New Year's Eve liberty granted to
naught.
At midnight the whistle announces 'mid
cheers,
The pilot's arrival (and also New Year's).

The last freighter northbound shows
green over white

And as she goes past us we enter the
night,
Underway for Suez with southerly
course,
According to orders of COMMIDEAST
Force.

The convoy forms on its only
greyhound
And soon eighteen ships are slowly
southbound.
At the head of the column John Weeks
leads the way,
The first through Suez on this New
Year's Day.

The transit is long and the hour is late,
Yet most of the crew thinks the viewing
is great.
From Med to Mideast no ship is our
peer,
So to all you who read this, a Happy
New Year!

J. K. Birchfield, ENS, USNR

USS New (DD 818)

'Tis the end of an old year, the start
of a new—
Tonight's CDO has got plenty to do.
The log must be written, in verse so
they say,
Proper meter and rhyme for the
midwatch, this day.

So here is our status—moored starboard
side to
uss Barton, DD Seven Two Two.
Standard mooring lines doubled, a wire
out aft,
The port anchor down. Strong winds?
We just laugh.

Other ships in the nest, from outboard
in,
Are the uss Pierce and uss Lind;
Last is the Cony with nothing to fear;
She's got the good berth, starboard side
to the pier.

Pier twenty-one, Berth two-one-one—
This is it, lads, our place in the sun.
At the DesSub piers in a town of much
fame:
Norfolk, Virginia, the one and the same.

The pier is denied us for getting our
power,
So Number One boiler is the man of the
hour,
To give us the juice for the things that
we need
The Number One plant is doing the
deed.

Other friends with us on this joyful
night
Are ships of LantFlt all snuggled up
tight.
Our boss for the evening and SOPA as
well
Is COMSUBLANT, a vice admiral.

Now the log is complete, there's no
more to say

Except for a wish on this happy day,
That the New Year will bring to the
ships and the men
A continuing peace and a world on the
mend.

R. S. McCartney, LTJG, USN

USS Henry W. Tucker (DD 875)

The time is four "O" (so's the ship
we're aboard),
It's the first of the year and Tucker is
moored.
The pier is 8 west in the Boston
Shipyard.
The crew is at rest after work long and
hard.
Six standard lines doubled: wires fore
and aft.
A full fourteen feet is Tucker's mean
draft.
Our plant is cold; we're supplied by the
pier,
Yoke has been set and the weather is
clear.
Rear Admiral Hull, COMCRUDESFLT
Ten,
(His Flag is in Boston) is SOPA again.
Various units of the Atlantic Fleet
Are present as these two years meet.
It took a full year for FRAM Mark I.
We leave on the 6th, our work here is
done.

In a new ship we are going to sea,
Off to Long Beach and CruDesFlot
Three.
Our trip to the East has been fruitful,
but cold.
We made many new friends, but long
for the old.
So in this season of good will to men,
We set out to join OPNAV again.
Now we must make a new resolution,
For this we have a good solution:
To continue to do what we've always
done,
Work hard to make Tucker Number
ONE.

B. J. Sottile, LTJG, USN

USS Klondike (AR 22)

The night is quite pleasant, and clear
As a bell, as we ring out the old
Year and the new in as well.

NS San Diego, east side of
Pier One, is where we're tied
Up, with mooring lines doubly run.

We're receiving all service direct from
the pier—electricity, steam, water,
But sorry, no beer.

Alongside to starboard, and humming
Like bees, are the *uss Clymer*
And *uss Lenawee*.

Ships all about us both fore and aft—
Are PacFleet units,
Plus some district craft.

COMNAVAIRPAC is SOPA, over North
Island way, he resumed this
Duty only yesterday.

To our loved ones and good friends
throughout
This great sphere—our very best
Wishes for a Joyous New Year.
A. J. Stefano, IMCS, USN

USS Henry B. Wilson (DDG 7)

Moored starboard side to the pier that
floats,
In Berth Eleven, by the harbor boats,
At the Naval Station on Yokosuka Bay—
In old Japan we spend New Year's Day.

Six mooring lines doubled will hold us
in place,
With two wire ropes out, just to save
face.
Steam is from Forward, we're making
our own,
From the pier we are getting fresh
water and phone.

Other ships present are both large and
small,
Of the Seventh Fleet they are members
all.
We are also surrounded, both fore and
aft,
By various yard and district craft.

uss Galveston, a ship large and fine,
Is the flagship for SOPA, CRUDESFLT
Nine.
The readiness condition is Number
Three,
If you don't think we're ready, just
try us and see.

We have Yoke set (and know it's set
right),
So the old Henry B. is quite watertight.
To the past we bid a fond adieu,
But out with the old and in with the
new.
The crew of the Wilson, with hearty
cheer,
Wish all those who read this a Happy
New Year!

Michael W. Kilgore, LTJG, USN

USS Apache (ATF 67)

First I must say
Happy New Year to you,
From the good ship Apache
Twixt the pier and the Sioux.

I hasten to explain
(at least I'm a sport)
That pier one is to starboard
And the Sioux is to port.

So that our shipmates'
Sleep will not be troubled
(We're very efficient),
Our moorings are doubled—

Although New Year's Eve's
Rarely spent in the rack.
We represent SOPA—
He's COMNAVAIRPAC.

North Island's established
As SOPA's location,
It's affectionately called
Our Naval Air Station.

Of supporting ourselves
We're capable, no fear,
But we are getting services
From Number One pier.

In that there's no harm,
So the following I deem
We are receiving:
Water, current and steam.

Various units of
U. S. PacFleet
are present this night
As the New Year we meet.

Aboard the Apache
Yoke has been set;
As I mentioned before,
We are taut—you can bet.

We are all looking forward
To a peaceful New Year
Aboard the Apache
At the Number One pier.

J. N. Shadle, ENS, USNR

USS Oxford (AG 159)

Roses are red, violets are blue,
uss Oxford's at Berth 32.
Naval Shipyard Portsmouth's the place
we are moored;
The Randolph is SOPA, Admiral Stuart
aboard.

Service from the pier is same as before
The security watch says that all is
secure.
And we are all ready to greet the New
Year,
With our doubled up lines secure to the
pier.

Now up the brow comes an old, old
man
Wearing bell-bottomed trousers, with a
scythe in his hand.
His whiskers quite long, he's dragging
the deck—
He's worn and tired, with a crick in his
neck.

Coming to meet him is a little babe—
He just arrived on an ocean wave—
To assume the duties of a new day.
And the old man retires—he's on his
way.

The bell strikes eight and fades away,
With Yoke all set, merriment holds
sway.
Now a rousing good cheer for all our
crew,
And a Happy New Year to each of you.

J. L. Montgomery, CTCs, USN

Now, if you have written a New
Year's log in rhyme, and it's released
by your CO for publication, send it
along to the Editor, ALL HANDS,
1809 Arlington Annex, Navy Dept.,
Washington, D.C.

TAFFRAIL TALK

ALL HANDS FINALLY has a first of its own, and now we can appreciate to the full just how it feels.

We are pleased to announce that, after all these years, we have received through ordinary official channels, with no coaching from anyone, the announcement of a change of command ceremony which was NOT (repeat NOT) described as "brief but impressive."

This is, in its own small way, a first of considerable magnitude and, if we but knew the name of the journalist who first conceived this daring departure from naval cliché, and the fearless PIO who approved it, we would be proud and honored to shake their respective hands.

Man and boy, we've been around these editorial offices for nigh on these many years, and this was the *first* time in donkey's years (to coin a phrase) of the arrival of a change of command announcement which stuck to the facts and avoided the floral formula.

The change of command ceremony is an important tradition in today's Navy, as it was in yesterday's. It provides an opportunity to welcome the new CO aboard, and to do honor to the outgoing commander. Because change of commands are occurring throughout the Fleet and shore stations all the time, ALL HANDS could never publish them all, and hence has a policy not to print them at all.

The following account is brief and impressive, and therefore as a kind of tribute to the ceremony itself and to succinct journalism also, it is reported that:

CDR Donald R. Schaffer became commanding officer of USS *Everett F. Larson* (DD 830) at Long Beach when he relieved CDR Carl R. Quanstrom, Jr.

CDR Schaffer reported to *Larson* from duty on the staff, U. S. Naval Postgraduate School, Monterey, Calif. He served as ordnance engineering curriculum officer.

Upon being relieved, CDR Quanstrom reported to the Naval Communications Station, Washington, D. C. for duty.

A fine ship, *Larson*.

★ ★ ★

Most of the old salts in the Navy are familiar with nearly every excuse a new recruit can dream up, but perhaps the regimental duty officer at San Diego Naval Training Center has heard a new one.

Confronting Prince David Scott during night rounds, the officer was told the reason for Naval Recruit Scott's late appearance at the base: "I've been to Hollywood, sir, to play my bugle for the movies, sir."

The recruit had been flown to Los Angeles and whisked to the movie studios by chauffeured car. He gave the OOD a detailed description of how his bugle calls were dubbed into the movie soundtrack.

Scott then told how he had toured Beverly Hills with a TV cowboy, lunched at Lindy's and met numerous Hollywood stars. The story was ended with a wide-eyed tale of a movie star in a bikini, "with crystal clear blue eyes. . . ."

The excuse, it turned out, was true. But how many times can you really believe something like that?

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, capable of strong action to preserve the 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 shipmates, 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 keynotes 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 Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

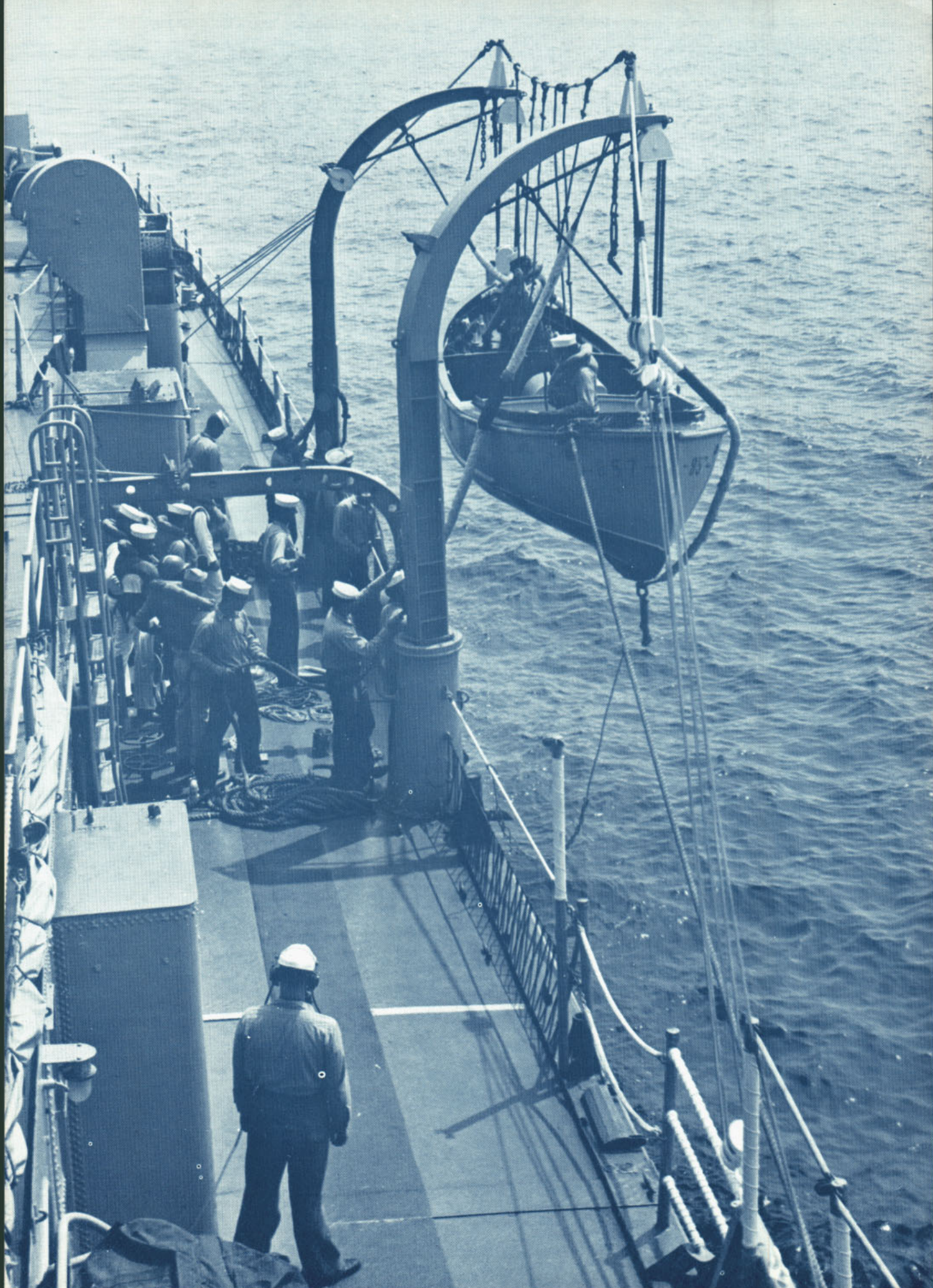
Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

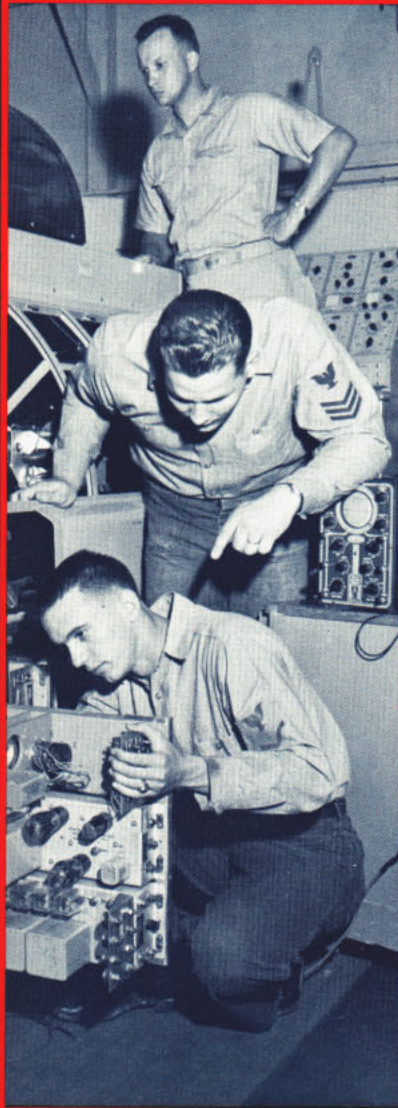
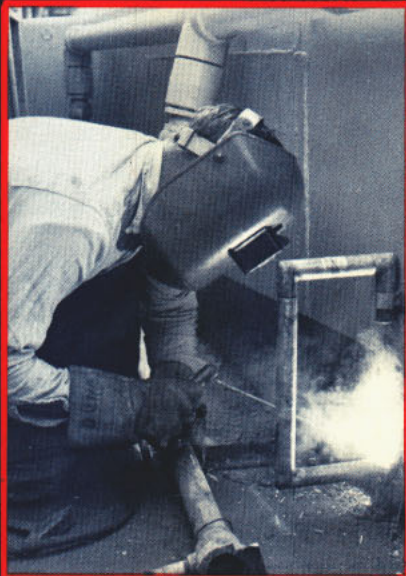
ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

● AT RIGHT: WHALEBOAT READY—Essential element in rescues at sea is a good boat crew. Hours of practice make crew react automatically and smoothly in every kind of emergency. ➤



**CHART
YOUR
FUTURE
IN
THE
U.S.
NAVY**



**ADVANCE
WHILE
YOU
LEARN**

