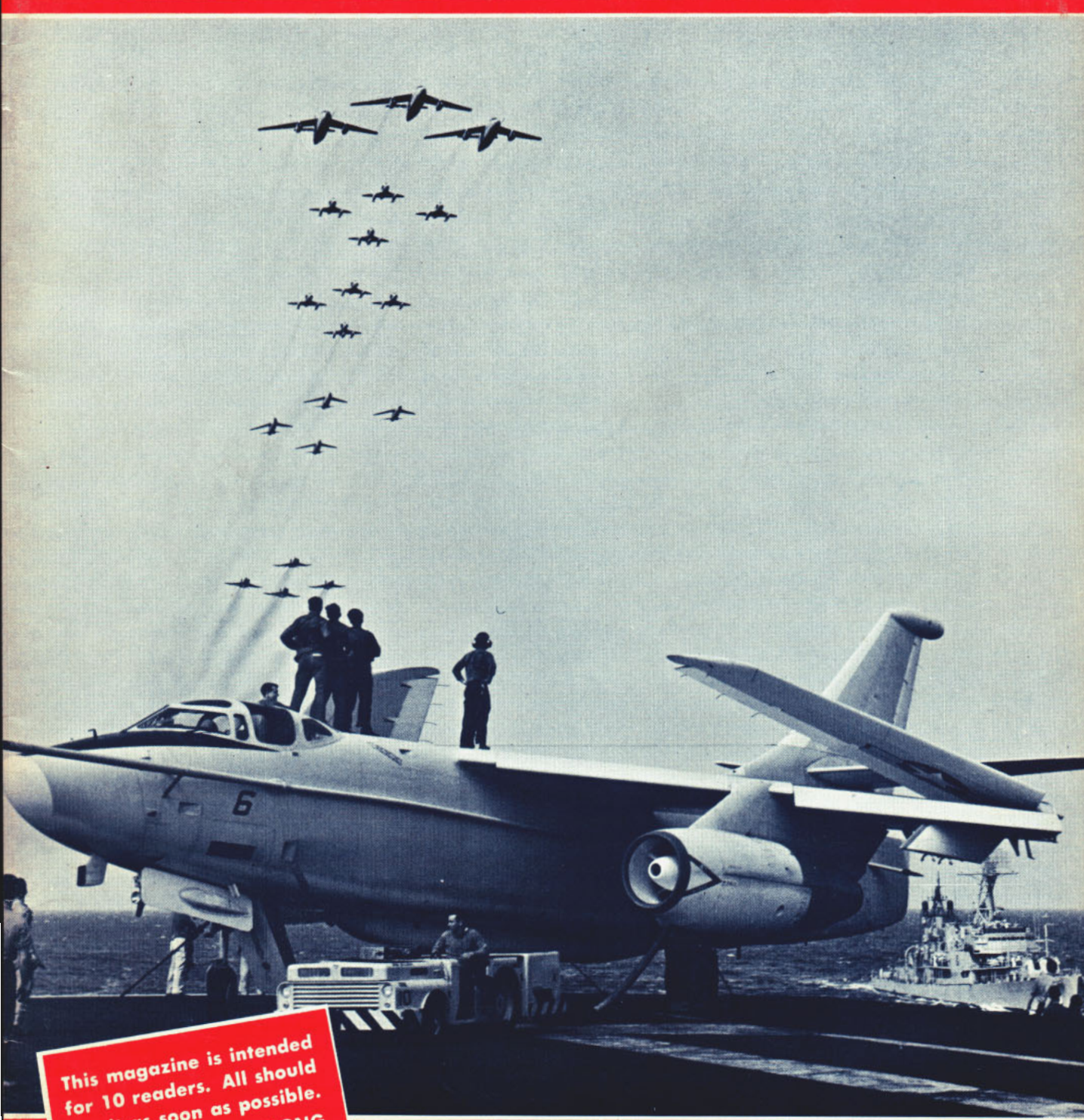


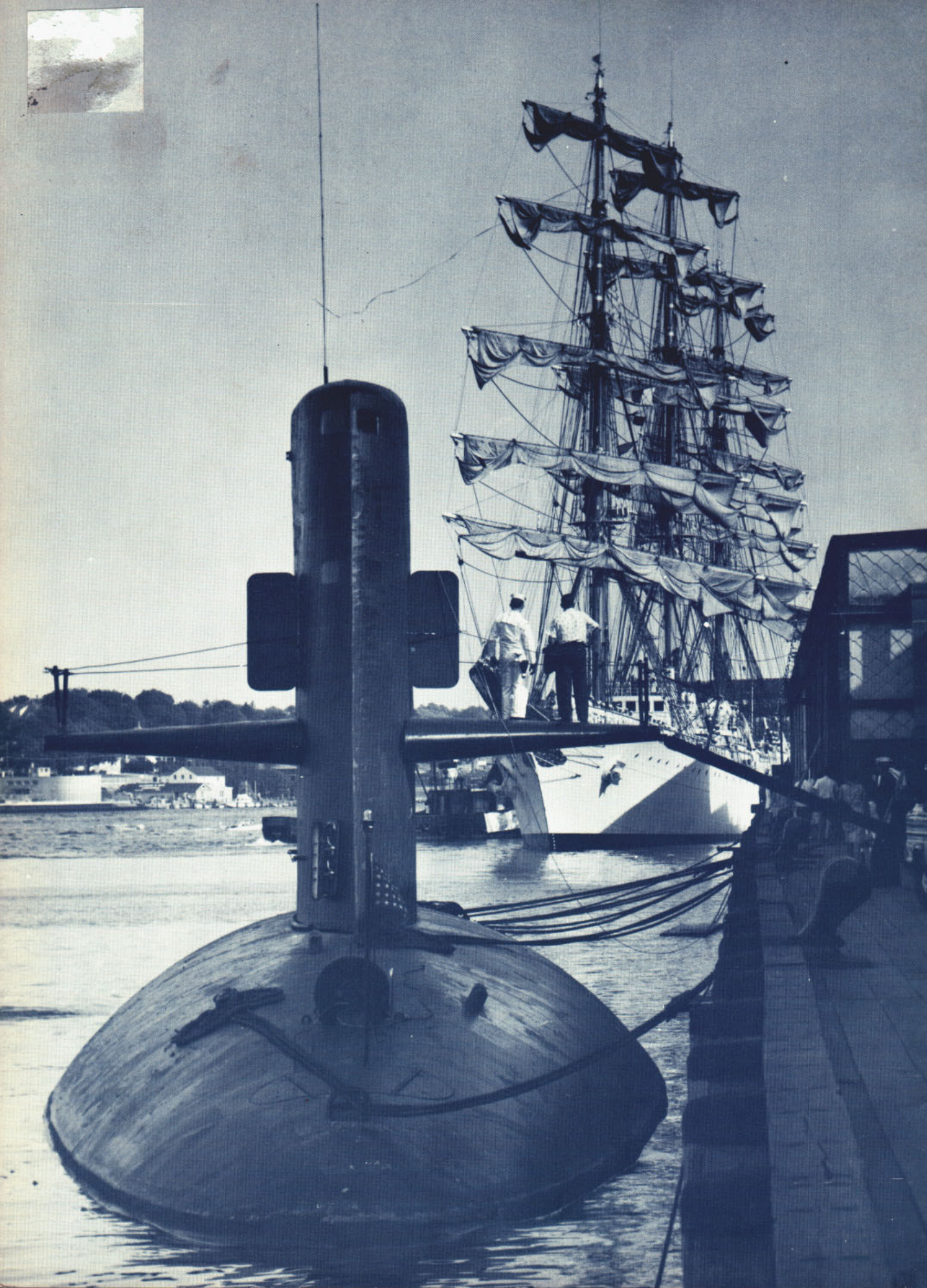
★ ALL HANDS ★

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 1966





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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

JANUARY 1966

Nav-Pers-O

NUMBER 588

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• **FRONT COVER:** LOW OVERHEAD—Navy jets of Carrier Air Wing One, U.S. Sixth Fleet, operating from USS *Franklin D. Roosevelt* (CVA 42) roar through Mediterranean skies as they pass in review over Sixth Fleet ships. The review followed a demonstration of their striking power, held for fellow team members of the Fleet.—Photo by J. H. Perkins, AN, USN.

• **At LEFT:** TIME SAILS ON—Comparison of the metal sail of a *Skipjack* class nuclear-powered submarine with the canvas sails of the wind-powered Argentine training ship *Libertad* points out not only the passage of time but also the advancements that have been made in seapower.

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



CARRIER USS Constellation (CVA 64) was operating base for VA-144. Center: Skyhawks prepare for carrier landing.

First Combat Mission

UNLESS YOU'RE AN AIRDALE, you've probably never heard of light jet Attack Squadron 144. It consists of 150 or so Navymen who fly and maintain a dozen stubby-winged A4 Skyhawks.

In September the squadron wrapped up its training cycle and headed for the Western Pacific. Once with ComSeventh Fleet, it may well be called to launch air strikes against North Vietnam. If so, it won't be the first time.

Many of the Navymen attached to 144 wear relatively new Navy Unit Commendation ribbons. They are the old hands who were with the squadron a year ago last August, aboard the *USS Constellation* (CVA 64) in the South China Sea. Their story is best told by Lieutenant Commander H. W. Alexander, who was there.

Connie was anchored in Hong Kong harbor. Her crew, who had been away from San Diego since May, were enjoying their first liberty in two months. The men planned on being home for Christmas.

It wasn't going to work out that way. At midnight, 2 August, the senior shore patrol officer ordered everyone to return to the ship. The only information available to the arriving crew was that liberty for the

following day had also been canceled and the ship was scheduled to put to sea at 1000 on 4 August. The day of 3 August passed slowly.

Constellation departed on schedule and headed into the South China Sea. Eight Skyhawks were launched toward NAS Cubi Point in the Philippines; four from Atkron 144 and four from its sister squadron Atkron 146. Their absence made room for a photo detachment which was soon flown aboard.

Word came down that the destroyers *USS Turner Joy* (DD 951) and *Maddox* (DD 731) had been attacked by North Vietnamese PT boats. Throughout the night of the 4th, *Constellation* launched sorties (including seven aircraft from Atkron 144) in support of the two destroyers.

THE FOLLOWING MORNING at 0930, Atkron 144 pilots reported to air intelligence for briefing and assignment of targets: PT boat harbors in North Vietnam. Atkron 144 pilots were briefed for a target near the maximum range of the Skyhawks which they flew, and the mission was complicated by bad weather.

At lunch the pilots were in a good mood and looking forward to what would be, for most of them, their

first combat mission. They talked about flak and how to avoid it, formations, and procedures on the target. One hour before launch, VA 144's primary target was cancelled by higher authority.

The squadron was then reassigned a target south of the original one. There were to be 23 strike aircraft launched: 10 A4 Skyhawks, two F4 Phantoms, one RF8 Crusader photo plane, and 10 prop-driven Skyraiders.

THE VA-144 LAUNCH went perfectly and the group left *Constellation* en route to the rendezvous point almost as a unit.

"We were in so close to the clouds all the way that instrument flight was necessary," recalls LCDR Alexander. "Since there were no navigational aids, it was strictly dead reckoning, complicated by the necessity of dodging the larger thunderstorms." As the Skyhawks neared the target they passed the slower Skyraiders with their heavy load of ordnance. Their first contact with the ground was the planned coastal entry point.

"We were descending from 20,000 feet when Commander Nottingham (Atkron 144's executive officer) sighted the target.

"The weather was good and clear



NAVY Skyhawk fires at North Vietnamese train. Explosion knocks out boxcars, damaging train and railroad bed.

An Eyewitness Report

below 12,000 feet. I could see the boats in the harbor and most of them were stationary. When the first division rolled in, the flak started. It varied from white puffs to dark grey. It was so heavy I began to wonder if I'd get my run in before I was hit.

"The flak was very close and I could see puffs surrounding Commander Bolstad's (144's commanding officer) section as he rolled in.

"I went in as a single and followed the section. The flak was following until about 5000 feet, but getting thinner. I watched the first section fire, and realized I was in the wrong attitude for a hit. I made a violent correction as their rockets tore into one of the boats.

"The first division went in from two directions for their reattack. I aimed my rockets a little high to compensate for my attitude which was still not right. As I fired, I turned the guns on and strafed until the rockets hit the boats. There were four boats around some type of barge. The first section had hit the corner boat and my rocket pattern covered all five vessels. My guns were hitting on the starboard side.

THERE DIDN'T SEEM to be an explosion, but as I passed low over the target it felt as if I had hit

some rough air or had taken a hit. I zoomed high, still at full throttle, but reduced power as my oil pressure went from high to out. The reduction of power caused all readings to return to normal and I looked around to find my division leader. All I saw was flak and two aircraft off to port.

"CDR Nottingham called for a strafing run, and I rolled over on my back and pulled below the flak. The sky was becoming overcast at 7000 feet with flak bursts. We had been in the area now about four minutes. I drove in until I saw men on the pier firing and the lighter guns of the PT boats were flashing. My guns hit in the water aft of the boat and up into the gun mount.

"My speed was above 500 knots as I flew low past the pier. I stayed low and rolled into a high G right turn as Lieutenant (junior grade) Alvarez called: 'I've been hit. I can't control it. I'll have to bail out. I'm going. I'll see you guys later.'

"I switched to ADF and turned on the needle. Other transmissions caused it to vary until I heard the emergency beeper on his parachute. Switching to another channel I got a good fix. He was east of the target as I dove in at 3000 feet. Flak was heavy as I got a needle survey and turned south, descending below 2000

feet. There were a million small rocky islands and boats below and many puffs of flak.

AS THE NEEDLE swung again, I came around as the beeper stopped for a few seconds and then beeped again for a few moments. I knew he was down, but I could not see him. The *Skyraiders* were rolling in and I watched the flak following them down. I moved eastward out of the flak area and scanned the surface for Alvarez. It was like watching a movie except the sound of Alvarez' voice put a knot in my stomach.

"All the jets had left except CDR Nottingham and as he called that he was leaving, I noticed my fuel gauge and decided I had better get out of there, too. I was still at high speed and remembered my rocket pod. From habit I started lower to drop it and noticed a PT boat leaving the harbor at high speed. I dropped my pack and rolled in on the boat.

"A *Skyraider* had the same target and his guns pounded the decks. I pulled the trigger and fired up the decks. The A1 had stopped the boat.

"I zoomed for the sky and turned toward the ship. I pulled out my chart and took a good estimate of the heading, hoping I'd get the ship

How to

P EACETIME TRAINING is notoriously an unexciting round of perfectionism and repetition. But there's a theory that it pays off in a pinch. It most certainly does. This is an account of the pre-deployment cycle of training experienced by Atkron 144 which had prepared them for the strike against North Vietnam as described in the preceding pages.

In September 1963, Carrier Air Wing 14 returned to the United States after a relatively uneventful WestPac cruise, and Atkron 144 reported to NAS Lemoore, Calif., to resume its training cycle.

A squadron's pre-deployment cycle begins soon after it arrives in CONUS, and may be eight months to a year in duration. It ends with another overseas deployment. In the meantime, a group of 150 men have become a fighting unit.

The squadron's first 30 days after coming home are devoted to leave and liberty. During the 30-day post deployment period, the unit normally loses from 40 to 50 per cent of its seasoned men through retirement, expiration of enlistment, and transfers. They are replaced by a combination of experienced men from other units and new Navymen fresh from school and the Carrier Replacement Air Wing.

Experienced or not, all the new men need extensive training in the squadron's mode of operations and tactical doctrine. Consequently, the first few weeks of a cycle are reserved for briefings and area familiarization flights designed to introduce the replacements to standard operating procedures in the Lemoore region.

For the squadron pilots—and indirectly for the enlisted Navyman (and occasional LDO) who keep the birds flying—the training cycle is strictly governed by the unit's syllabus, or training schedule. Basically, this is a list of sorties which must be flown by each pilot before he is qualified to operate from a carrier.

Generally speaking, the aviators progress through their syllabus individually, and the ops officer is allowed to juggle their schedules for the most practical combination of flights. There is, however, a logical progression: FAM flights, conventional ordnance, flight planning and



FLIGHT DECK crews check planes as pilots man aircraft for another launching.

tacan at 200 miles. I was well below bingo, but had plenty of reserve. At 35,000 feet I was still in the soup. I heard the flight checking in with the ship.

"At 39,000 feet I leveled, still in the soup, but the ship was having a visual recovery. As the tacan locked on, I felt good, and at 50 miles started down. As I broke out of the clouds, I spotted the ship. It looked good to me."

CONSTELLATION'S STRIKES, coupled with attacks by *USS Ticonderoga* (CVA 14) on more southerly targets, were a definite success (see "Tonkin: A Footnote to History," *ALL HANDS*, December 1964). Approx-

mately 25 patrol boats were damaged or destroyed. An oil storage depot, representing one-tenth of North Vietnam's petroleum storage capacity, was 90 per cent destroyed.

Several months later, Task Group 77.6 received a SecNav Commendation for "... participating in immediate, determined and successful air strike counterattack operations against the North Vietnamese torpedo boats and supporting facilities."

The commendation included *USS Constellation* (and embarked Air Wing 14), *Fechtelor* (DD 870), *Gridley* (DLG 21) and *Preston* (DD 795). A similar citation went to *Ticonderoga*, her embarked air group and her escorting destroyers.

SQUADRON's aviation ordnancemen check bomb rack on A4C Skyhawk.



Build a Fighting Unit

low-level navigation, special weapons delivery tactics and carrier qualifications.

IF YOU WERE an airman apprentice checking into an Atkron, you'd find life much different from that in the surface Navy.

One of the first people you'd meet would be the squadron's Leading Chief.

Chances are, he will be an aviation machinist's mate or aviation structural mechanic. As the senior petty officer in the unit his position is roughly comparable to the job of chief of the boat in a submarine or CMAA on a large vessel. He keeps the liberty cards, arranges for the essentials of life such as messing and bunking and generally looks out for the crew. Also, as the outfit's senior petty officer, you could count on him having an inexhaustible supply of sea stories.

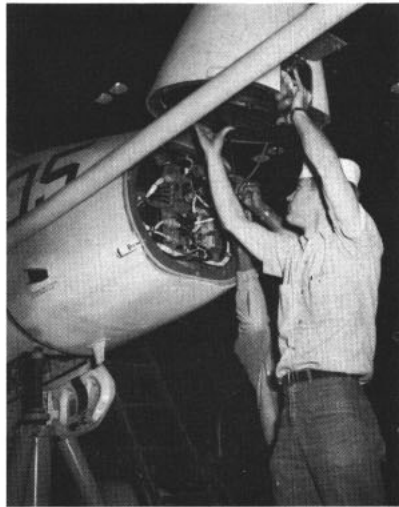
After checking in, the leading chief would probably call the line shack and have a plane captain sent to the office to escort you to your new assignment. Like most new non-rated men, you'd become a plane captain.

You have just joined the maintenance department—the 80 per cent of the squadron's allowance which makes certain those *Skyhawks* can do more than sit on the parking pad and look fast.

AT FIRST, you'd be an assistant plane captain, apprenticed to a third class, who, having just made his crow, would soon be transferred into one of the squadron's shops. As soon as he was promoted—and his transfer is a promotion—you'd take his place as plane captain. Eventually, the same thing would happen to you. After a year or more as a plane captain, a Navyman generally knows enough about aircraft to be of considerable value in the specialty of his choosing.

During the initial FAM flights your job as plane captain would be relatively simple, giving you a chance to catch on. FAM flights usually last about two hours, which means any one aircraft would seldom fly more than two sorties each day. You could be slow and painstaking if necessary during your preflights.

The slow tempo of operations at



AVIATION electronics technicians work on VA-144 Skyhawk's radar.

the beginning of the cycle gives the maintenance department leaders an opportunity to organize their new crews and polish their techniques. Later, there will be more and shorter flights, requiring complex configurations of the aircraft and putting greater demands on each of the squadron's many shops.

You would gather, during coffee cup conversations, information of not quite so technical a nature. Atkron 144 calls itself the Roadrunner outfit, referring to its special skill at low-level navigation. More about this later.

DURING THE FIRST period of the training cycle your job as plane captain would not be especially difficult. The FAM flights are fairly simple for the ground crew as well as for the pilots, as they do not require extensive configuration. This gives the crew a chance to settle into a working routine.

After the FAM flights, the syllabus calls for the squadron to begin training in conventional weapons delivery. By the time the squadron goes to sea, the pilots will be experts at strafing, glide bombing, dive bombing, and delivering rockets and napalm. Before the conventional weapons phase of training is completed the aviators will qualify in each method of delivery under both daylight conditions and darkness.

The squadron packs its orange cruise boxes and deploys to the bombing and firing range at NAAS

READY TO GO—Cat crewman signals thumbs up. Jet is secured for launch.





CANOPY REPLACEMENT is part of Attack Squadron 144's maintenance.

Fallon, Nev., or the Marine Corps Air Station at Yuma, Ariz., whichever the Air Wing Commander can schedule. Now the ordnance team goes to work—installing bomb racks, carrying practice bombs and loading 20-mm rounds into belts, then cases, then into the aircraft itself.

For you, as plane captain, there would be plenty to do.

When conventional training is completed the detachment returns to NAS Lemoore and the pilots will begin classroom training in the base's special weapons delivery school. The

school lasts three weeks, but the squadron staggers the assignments so flight operations can be maintained.

FINALLY, word comes that the squadron is going to WestPac in the near future. The information increases the tempo of the training. Although time has always been limited, now there is a definite deadline.

The special weapons school is followed by practical experience as the pilots practice the standard varieties of weapons delivery.

Once again the squadron deploys

to a bombing range. This time the maneuvers are complicated slightly because live weapons are out of the question. Mock-up "shapes" may be used for competition, but for practice the drops are often simulated, with the fall of the imaginary bomb calculated by machine.

There's more to it than that, however. Pushing the button is but one part of bombing. Atkron 114 specializes in low-level bombing which, its members claim, is the most difficult of all the subjects in any pilot's repertoire.

Basically, low-level navigation is the method used by attack pilots to reach their targets while avoiding detection by enemy radar. They do this by staying down, way down.

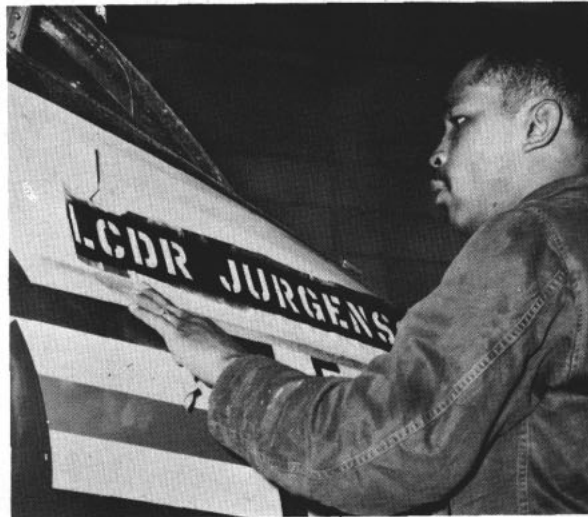
The trick is to recognize landmarks and follow a map while flashing along just above the treetops at 500 knots. Atkron 144 pilots practice in the Lemoore area, closing on targets and dropping imaginary bombs.

Then comes practice in the major skill which separates naval aviators from other pilots: Carrier landings. "Carrier recovery" is the proper term—and the most accurate.

All squadron pilots qualify in carrier arrested landings before they leave NavCad, and again in the advanced training outfits. Nonetheless, they requalify periodically, especially when they check out a new type of aircraft.

BY THE TIME the end of the training cycle rolls around, even the turn-around pilots—those who made the last cruise—may be a little rusty on carrier techniques. Everyone follows the syllabus, which calls for

AIR TURBINE hose stiffens with pressure of air used to start jet engine. Rt: Pilot's name is stenciled on plane.



ALL HANDS



PLANE CAPTAIN pulls main landing gear safety pins prior to flight. Right: Parachute rigger maintains flight gear.

arrested landings of gradually more difficult varieties.

First, they do MLPs—mirror landing practice—at Lemoore. An MLP is a "touch and go" under supervision of a Landing Signal Officer in practice for actual carrier landings.

In the meantime, as the training goes on, the maintenance crews have progressed from a loose group of individuals to a tight, well-integrated professional team. Engine changes and periodic maintenance checks, which took much time at the beginning of the cycle, have now been refined to perfection and go like clockwork.

It is now time to go aboard the carrier.

During the final phases of the cycle, the squadron—as a part of the air wing—makes several short one- and two-week deployments aboard ship. The major purpose of these first at-sea periods is carrier landing qualifications. Each pilot is required to make a minimum of six to ten daytime arrested landings and, finally, six nighttime arrested landings. The entire air group is expected to be qualified before deployment.

During these first deployments the maintenance teams adapt their procedures to shipboard life. If possible, they settle into the shops, living spaces and ready rooms they will occupy when the ship deploys. Those problems which may hinder a successful operation are ironed out. Plane captains who have not made a cruise learn the tricky techniques

of carrier flight deck operations.

SOON AFTER the air wing pilots have qualified, the wing and ship are designated as ready. For all practical purposes the ship-air team could deploy and, in an emergency, *would* deploy at this time. However, the last two months in the First Fleet are spent brushing up on practices and procedures already learned.

In February 1964, three months before *Constellation* and Carrier Air Wing 14 were scheduled to deploy, the ship made a Pineapple Cruise to Hawaii. The short cruise, which lasted about one month, is becoming standard procedure on the West Coast. The time (and the good weather which can be depended upon in the Hawaiian area) was spent meeting a heavy operating schedule and engaging in coordinating exercises.

After the Pineapple Cruise, *Constellation* returned to the States for a short period and the Operational Readiness Evaluation, which is a preparatory inspection that precedes the Operational Readiness Inspection (ORI), in Hawaii—the graduation exercise.

On 5 May the carrier and the air group left San Diego, stopped at Hawaii for the ORI and then proceeded directly to the South China Sea.

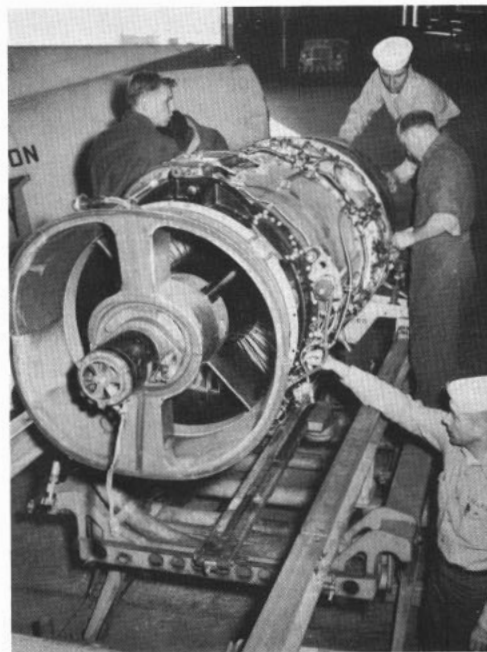
Between Hawaiian liberty and the August port call in Hong Kong immediately before the PT boat incident, the *Constellation* crew had one in-port period—a week in Subic Bay.

The at-sea time was spent, as always, in air operations: Aerial refueling, navigation, strikes on target zones, landings, gunnery—the works. Their assignment was—be ready for anything.

Like other Navy commands which have found themselves suddenly and without warning at the fulcrum of world crises, VA 144 saw how those many months of training paid off.

—Jon Franklin, JO1, USN

GOING-OVER—J-65 jet engine used in squadron's planes is maintained by VA-144 aviation jet mechanics.



The COB: Man with a

ANY SUBMARINER will tell you that the three most powerful men on his boat are the commanding officer, the exec and the COB.

Every Navy ship has its skipper and exec, but what is the COB? He's the Chief of the Boat, the senior enlisted man on board every submarine. (Everyone knows that "ship" is the proper designation for a sub, but the term "COB" seems to be well entrenched.)

From the diesel-electric boats of World War II to the modern nuclear-powered subs of today, the COB is as much a part of the submarine Navy as periscopes and ballast tanks. On no other Navy craft will one find an enlisted man with more authority or responsibility.

The Chief of the Boat's primary duty is administrative assistant to the executive officer. This is similar to the tasks of Chief Masters-At-Arms on other ships who are charged with ensuring that their ship's spaces are clean and the crew is squared away. But here the similarity stops.

The COB must know every system, every valve and every circuit of his boat. He must know the qualifications of the entire crew in order to assign them to the watch, quarter and station bills.

He must be an expert in seamanship, for he is in charge of mooring or anchoring the boat in port and rigging for highline transfers at sea. To train new men for submarine duty, he must be proficient in every other man's job, even the corpsman's.

And most important, yet the most difficult, the COB must be a master

leader of men. Through skillful diplomacy he maintains the dignity required of his position with the air of informality necessary for men living and working in extremely close quarters.

To keep up the morale of his shipmates and sense small problems while they are still small, he also must be a psychologist.

In short, he must be a leader, teacher, social worker, administrator, seaman, psychologist, diplomat and friend to the sub's officers and men.

ONE OF THESE one-in-a-thousand men is 35-year-old Chief Torpedoman's Mate (SS) John G. Hunt. He is Chief of the Boat on the conventionally-powered submarine USS *Blackfin* (SS 322).

Hunt joined the Navy in June 1948 after graduating from high school. "As long as I can remember I wanted to join the Navy," he says. "My grandfather served for 20 years and retired as a warrant officer and my father was in the Navy during World War II as a chief yeoman."

After recruit training, Hunt was sent to submarine school in New London, Conn. He qualified in the submarine USS *Redfish* (SS 395), homeported in San Diego, in 1949 and has served on six other subs in the Pacific since then.

All but four of Hunt's 17 years in the Navy have been spent on subs and he estimates half his time has been spent submerged. He was on shore duty at the Pearl Harbor Submarine Base for two years and

served on COMSUBPAC staff for two years.

HUNT REPORTED to *Blackfin* in August 1963. Five months later the boat's COB was transferred and Hunt started his first tour as Chief of the Boat.

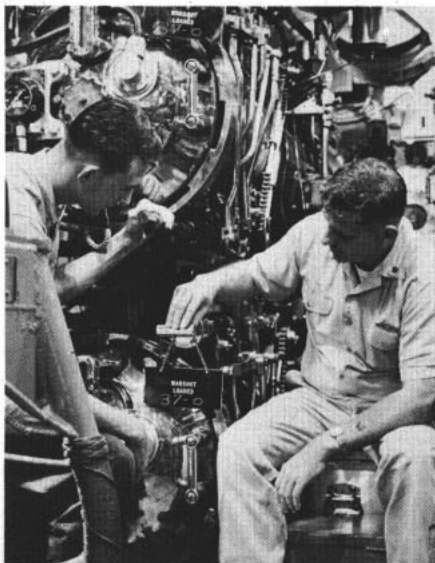
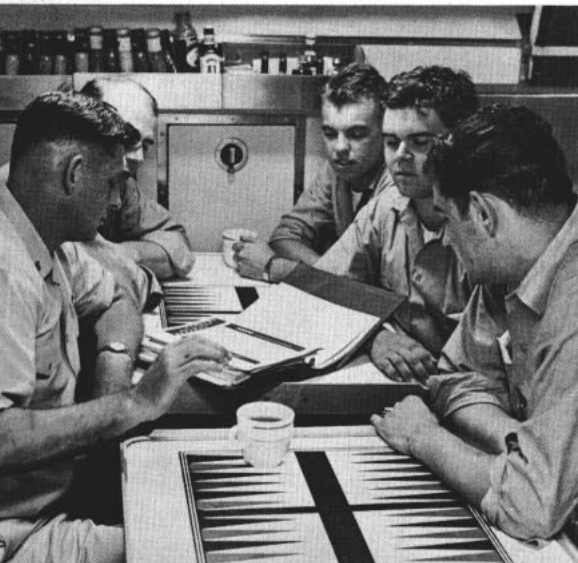
According to *Blackfin's* executive officer, Lieutenant Commander Donald J. Killian, chiefs of the boat are not appointed by virtue of seniority. They are picked for their qualifications to fit the COB criteria.

"Submarine skippers and execs are always looking for prospective COBs," said LCDR Killian. "When we see a young fellow who shows unusual initiative and has an extra amount of common sense, we make a note in his record. This may go on for several boats and if the fellow keeps showing the proper traits, he'll be picked for Chief of the Boat some day. I've got my eye on a couple now."

Speaking from experience gained on five submarines, LCDR Killian said that COBs are a special breed of person. They seem to have something built in. "They also have a keen sense of timing, a special feel of the boat," he said. He stated he has never known, or even heard of, a bad COB, and Hunt is no exception.

Hunt lives in close quarters with the men he supervises. His room is shared with four other chief petty officers. He and the other chiefs eat in the general mess with the rest of the submarine's 72-man crew. Yet his word is law to them.

CHIEF OF BOAT Hunt holds undersea ship session, keeps up to date in torpedo room, instructs in seamanship.



Big Job

BY TIME IN RATE he is not the ship's senior enlisted man, but he has the most senior position. As COB Hunt is the senior enlisted man on the training board and sees that new men progress as they should in qualifying for submarine duty.

"We get a big turnover in these older boats since men coming from sub school have to qualify on conventional boats before going to duty in the nuclear-powered and *Polaris*-configured subs," he said.

All special requests, such as early liberty, leave, special schooling and transfer, go through the COB to the executive officer.

"He also recommends things to help morale," said the exec. "One of the things he came up with was a monthly birthday party with a cake for men having birthdays during the previous month. They each got a special day's liberty, too."

COB Hunt is also a career counselor. *Blackfin's* reenlistment rate attests to his success—more than 40 per cent on first term reenlistments.

What does *Blackfin's* crew think of their COB? "He's the guy who keeps us out of trouble when we're right," said one petty officer, "but if we're wrong, we might as well hang it up."

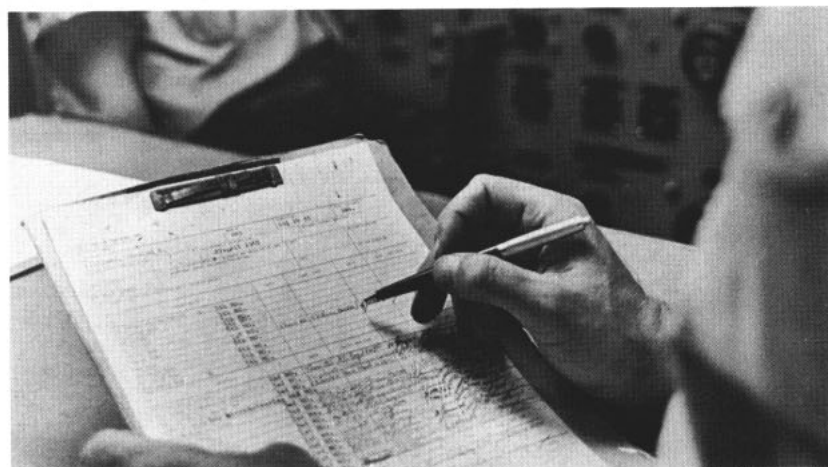
Like all other chiefs of the boat, Hunt will be a COB as long as he serves on submarines as a chief petty officer. "I plan to spend 30 years in this outfit and if I have my way, I'll do the remainder on subs," he said. And he probably will.

—Photos and Story
by J. F. Falk, PH1, USN

DUTIES OF COB include Master-at-Arms inspections. Rt: Sub's exec briefs Chief Hunt on new instructions.



USS *Blackfin's* crew is presented to captain by COB at inspections. Below: COB checks off qualifications for man working for submariner's dolphins.





FRAM for the 'Fighting Eye'

A FRAM JOB on any Navy ship is quite an experience for those involved, but for the crewmen still aboard *uss Intrepid* (CVS 11), life was twice as rich for a while.

As the final Fleet Rehabilitation and Modernization (FRAM) job slated for the New York Naval Shipyard, *Intrepid* started her FRAM II back in April. Then, with her rejuvenation approximately 75 per cent completed, in September she eased down the East River to moor at the Naval Supply Depot at Bayonne, N. J. for the completion of her \$10 million overhaul.

Escorted by six tugboats, she slid smoothly under the Manhattan and Brooklyn bridges. Although her mast

had been taken down for the move across the Bay to Bayonne, the top of the carrier's stack cleared the bottom of both bridges by only 10 and six feet respectively.

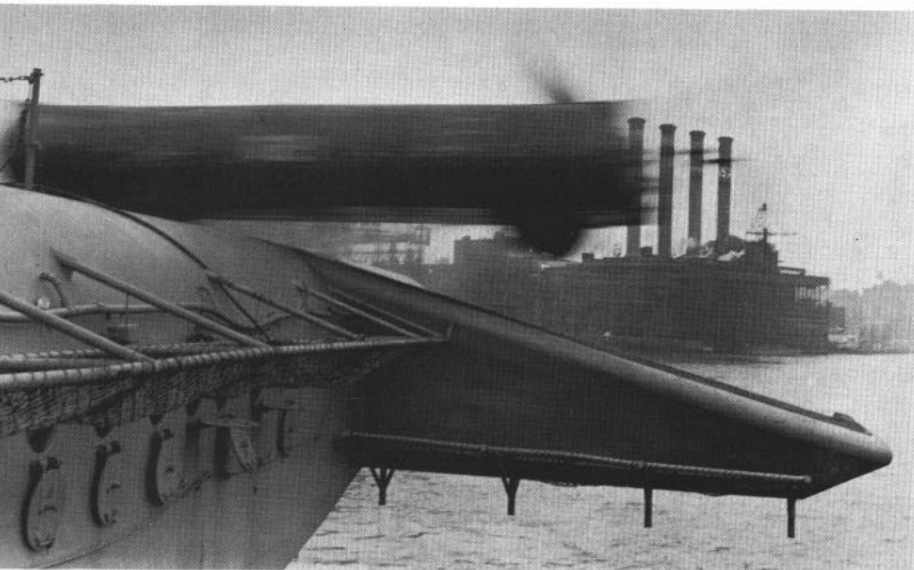
The New York Naval Shipyard is scheduled for closing next year. Nevertheless, the workmen of the yard gave their best to *Intrepid's* overhaul. While in drydock she received a new, 63-ton bow sonar assembly, plus below-the-waterline repairs. At pierside, she received repairs to her two steam catapults. (When tested in September, she caused considerable sensation when the normally-blase New Yorkers were startled to see projectiles ranging in weight from 18,000 to 65,000 pounds

lofted from the cats. Some went more than halfway across the river, and some of their splashes geysered 150 feet into the air).

She also received flight deck replanking, strengthening of her frame, and general restoration of her exterior, such as chipping, red-leading and painting. Her gun mounts were cleaned and refurbished; arresting gear engines overhauled.

New PLAT (Pilot Landing Aid Television) gear was installed, as was the fresnel lens optical landing system. The new centerline hawsepipe was made ready for the like-new 30,000-pound anchor.

Below decks, CIC and Air Operations received new life (and new



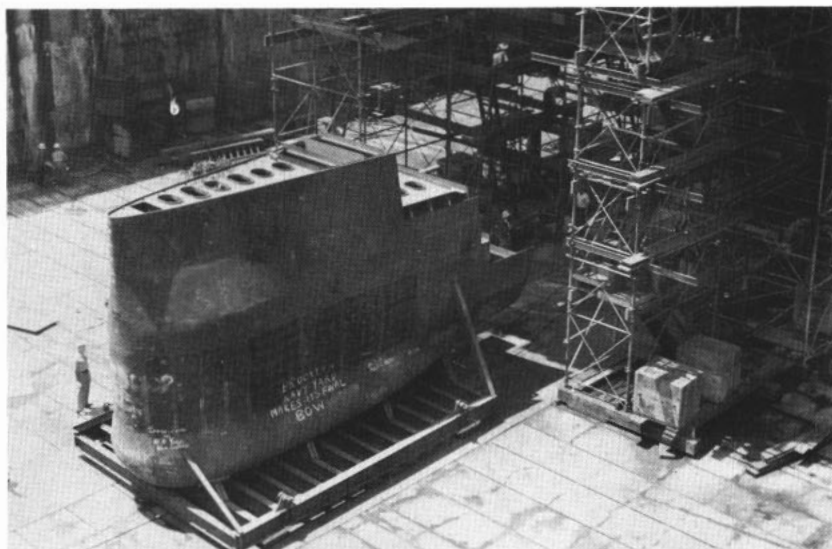
gear). All eight boiler plants were rebricked and retubed.

AT BAYONNE, except for painting and resurfacing the hangar and flight decks with non-skid, resteping the mast and running the thousands of feet of cable through it, most of the work consisted of cleaning up the odds and ends.

Builder's sea trials took place during the middle of September and the Board of Inspection and Survey Trials two weeks later. Fitted out for sea at Norfolk, she took aboard an air group, then headed for a standard shakedown cruise at Guantanamo Bay.

It was a training cruise for the 600 to 700 new men aboard, as well as a refresher cruise for the entire ship's company—which had not been to sea since April. During the six months that *Intrepid* had been in the yards, she experienced a 50 per cent turnover in personnel. *Intrepid* is now with the Atlantic Fleet.

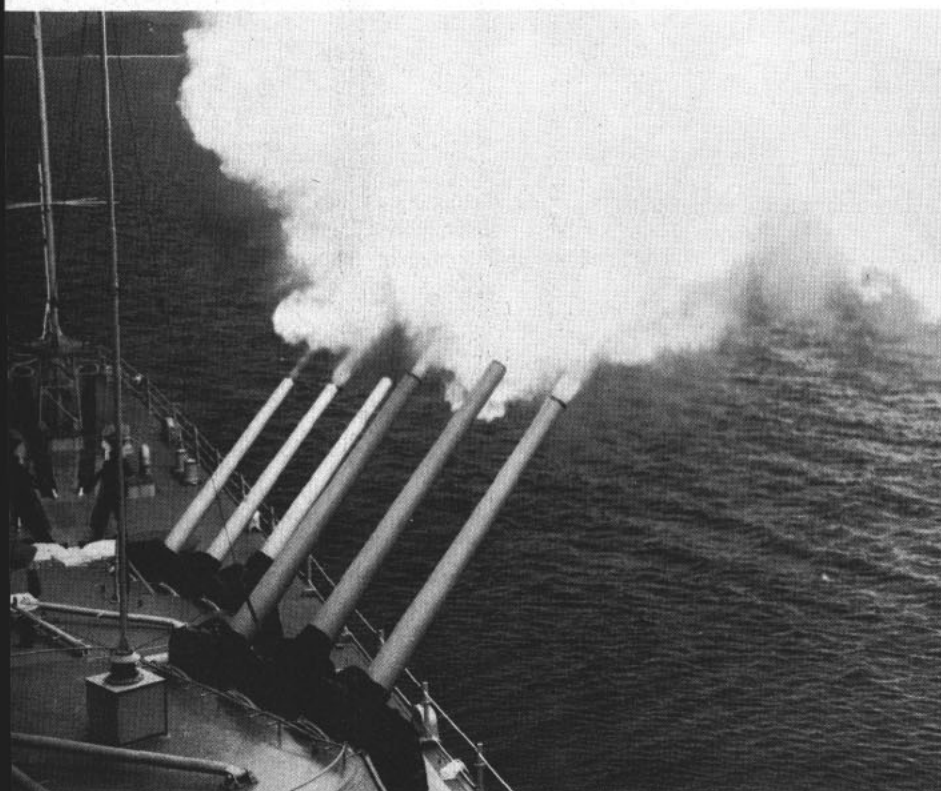
Clockwise from Top Left: (1) At sea again *uss Intrepid* (CVS 11) holds her first flight operation after FRAM job. (2) New York Naval Shipyard goes to work to modernize veteran carrier *Fighting I*. (3) New bow sonar assembly, the last one made by Brooklyn Navy Yard, stands by ready for installation. (4) Scaffolding rises in drydock as changes in carrier's bow take place. (5) Flight deck is cluttered with gear as work proceeds. Long tubes on each side are steam catapult tracks that have been raised for overhaul. (6) With a mighty swish dead load flies off *Intrepid's* steam cat during tests in New York's East River.



From The Vietnam



SMUGGLER BEWARE—Neptune and minesweeper USS Prime (MSO 466) patrol off coast of Vietnam. Below: USS Galveston (CLG 3) shells Cong positions.



The daily newspapers keep you up to date on the latest news from Southeast Asia. Here is a series of reports on various Navy activities which round out the headlines. ALL HANDS will continue to report the background story that comes directly from ships and units on the scene.

VP-4 on Station

The days and nights are long. Flying time on a normal patrol is about eight hours. Some patrols last as long as 13 hours without a break. Day after day the routine is repeated. Such is the job Patrol Squadron Four performed in South Vietnam.

Based in Saigon and operating under the control of Commander Task Force 71, VP-4 and other squadrons like it fly patrols around the clock to keep a constant watch on local boats and merchant shipping. Their job helps prevent smuggling of arms and equipment to Viet Cong guerrillas.

On a typical day in the life of a patrol squadron's crewmen, they first report to headquarters at the Naval Advisory Group building in Saigon, to pick up their day's assignment. Then they head for Tan Son Nhut air base.

At Tan Son Nhut, the crew carefully checks the aircraft. Life jackets are inspected; water and sandwiches are brought aboard. Two English-speaking Vietnamese navymen join them on each flight as interpreters.

Once inside the SP-2H Neptune there isn't much room to move around. Radar and radio gear, a crew of 10 plus the two Vietnamese fill the plane. The temperature inside at take-off time is fairly comfortable, but one hour later the heat generated from electronic equipment makes conditions almost unbearable.

While cruising at patrol altitude, a blip on the radar scope indicates a ship has been detected. The ship's bearing is relayed to the observer in the plastic bubble in the nose of the Neptune. The observer focuses his binoculars on the ship and notes its direction. When the ship is visible to the naked eye the pilot approaches it from astern on the port side. He drops to 100 feet altitude so the forward observer and a photographer in the rear compartment can compile information and photograph the ship. The aircraft then climbs back to 1000

Front

feet and the patrol continues. Throughout the day the same process is repeated over and over.

Any suspicious ships are reported to a nearby unit of the Coastal Surveillance Force, for further investigation.

Upon completion of a patrol, the plane continues to circle until a relief plane arrives on station. What was a long day's job for one crew becomes a long night's job for the relief crew.

Even darkness does not provide safety to Viet Cong infiltrators, because the patrol planes use powerful spotlights.

Upon returning to Tan Son Nhut air base, the weary crewmen welcome the ride back to Saigon where a shower, hot chow and a bed await them.

VP-4 recently completed a tour of duty in Vietnam and returned to its home base at Barber's Point, Hawaii. It was relieved by VP-17 from NAS Whidbey Island, Washington.

—F. Wise, JO3, USN

Mission: Nha Trang

THE SUN HAS YET to break over the horizon as the huge aircraft carrier slips quietly through the waters of the South China Sea. Flight deck ordnance handling crews hang the last bombs on strike aircraft which will attack a Viet Cong stronghold in South Vietnam later in the morning.

Despite tons of bombs nestled under the wings of Carrier Air Wing 15 planes, serenity envelops the flat-top.

At 0530 the stillness is broken by a shrill, nerve-racking pitch of the bos'n's pipe, followed by the word: "Flight quarters, flight quarters—personnel concerned man your flight quarters stations."

Pilots from eight squadrons assemble in their ready rooms for pre-flight briefings while flight deck crewmen scurry about on the carrier's roof making last minute checks on rows of jet fighters and bombers.

Today's mission is a Viet Cong stronghold near Nha Trang, about 170 miles north of Saigon. It entails providing aerial support for U. S. and South Vietnamese ground troops fighting Viet Cong guerrillas in the area.

About 30 minutes before launch,



READY TO GO—Skyhawk is ready for launching from aircraft carrier.

ready rooms are empty as pilots—laden with charts, survival equipment and helmets—make their way to the carrier's 973-foot flight deck.

One of the pilots is Commander Robert M. de Lorenzi, USN, skipper of Heavy Attack Squadron Two and a veteran of over 20 years in carrier aviation. His squadron, known as the Royal Rampants, became the first Navy heavy attack squadron to drop conventional ordnance in Vietnamese combat when six of its *Skywarriors* struck Bach Long Vi Island in the Gulf of Tonkin on 29 Mar 1965.

On that mission, guided by radar, the heavy bombers dropped 12 tons of ordnance and destroyed radar and communications installations.

SINCE THEN, flight crews of HATRON Two have flown over 1000 combat missions in North and South Vietnam, and have accomplished hundreds of in-flight refueling assignments.

At 0600 CDR de Lorenzi and his crew board their A3B *Skywarrior*, which is positioned aft on the flat-top's flight deck. Tagged the Whale because of its immense size, the *Skywarrior* is the largest carrier-based aircraft. The 70,000-lb twin-jet bomber carries eight 500-lb bombs.

This morning's 4000-lb bomb load is destined for Charlie—code name for Communist guerrillas hidden in the dense jungles of South Vietnam.

The carrier heels to port, into the

CB BUILT—Seabees of MCB 3 constructed this road in the Da Nang area.





FLYING HOME—Two Skyhawks clear coast line and head for carrier after bombing Viet Cong military targets.

wind. Word is passed to start jet engines. The piercing screams of jets and roar of propeller-driven A-1H Skyraiders disturb the morning quiet. In the A3B cockpit, CDR de Lorenzi and his crew complete a standard pre-flight check—"DC generators; On. Fuel dump; Off. Clock; Set. Gear handle; Down. Bomb arming switch; Safe. Radios; On. Bomb bay doors; Closed. Flaps; Down. Escape doors; Closed. Tail hook; Up."

Thumbs up—all systems are go. The pilot contacts PriFly: "Ready for takeoff."

Forward on the ship's flight deck the lighter jet and prop planes streak skyward in turn, at 30-second intervals. Then it's time to launch the heavies.

A yellow-shirted plane director signals for CDR de Lorenzi to taxi toward the carrier's bow. The Skywarrior finally stops behind a jet blast deflector near the catapult. An F8D Crusader, cocked for takeoff, strains against the taut steel cables which marry it to the catapult. The full-power blast of its jet engine shakes even CDR de Lorenzi's 35-ton bomber, when suddenly the fighter shoots down the cat.

Complying with the signals of another plane director, the heavy bomber pilot inches forward, carefully positioning his plane on the cat. A few last-minute check-offs, full power, the traditional salute to the cat officer and wham. Six Gs nail the

crew to their seats and the plane is airborne.

A SECOND Skywarrior follows, and joins its squadron mate upstairs. Cruising at 400 knots above the clouds, the navigators pick out references—usually barren islands—as navigational check points. Soon the shore is in sight, and next to it the jungle.

As the planes swing north toward Nha Trang, radio contact is made with the forward air controller. The pilots are advised not to strike the primary target today because of cloud cover, which presents a danger of dropping bombs on friendly troops. The flight is vectored to a secondary target.

Forward air controllers (FACs) are well respected by American pilots and feared by the Viet Cong. Flying light, unarmed spotter planes at tree-top altitudes, within range of rifle and machine gun fire, the FACs manage to locate Charlie and mark his position with smoke bombs.

THE SECONDARY target turns out to be a Viet Cong encampment about 35 miles southwest of Saigon. Smoke bombs already pinpoint the spot as the A3Bs approach. At this point the bombardiers open the bomb bay doors and arm their bombs.

CDR de Lorenzi noses his plane downward to begin the bombing run. Precisely at the correct second, bombs are released and the heavy bomber climbs and banks to the left.

A few seconds later the concussion from two 500-pounders jolts the plane as it enters a horseshoe pattern in preparation for a second pass. Smoke rises above the trees.

FAC radios a slight correction to the bombardier and, on the second pass he scores a direct hit. Two more passes are made.

During the five minutes over the target, the A3B crew did not see any Viet Cong, any buildings or even a sign that Charlie was camped in the grove of trees.

But Charlie *was* there. FAC saw him, and the bombs found their mark. In that area Charlie was wiped out, for the time being at least.

The A3Bs head back to sea, perhaps finished for the day.

—Bob Scott, J02, USNR.

Dig Those Seabees Dig

The yellow and black striped boom of a well-drilling rig is visible long before you reach the camp. As

you get closer, you hear the thump of engines and the sucking noises of a mud pump. The small camp area is dominated by the large well-drilling rig.

A chief petty officer greets you. He's muddy and has grease streaks on his hands and arms.

Cocking his steel safety hat back, Chief Utilitiesman Charles Farmer of Mobile Construction Battalion Ten explains a few of his problems. His 12-man drilling crew digs fresh water wells to supply the Chu Lai area of South Vietnam with the precious stuff.

"We hit granite at about 20 feet on the first well, and got only five feet deeper before we had to quit. We moved the rig and ran into the same problem again. Finally we got a steel bit that would bore through the rock," he reports.

"Now we're at 95 feet, and as soon as more supplies arrive, we'll start pumping good water to the units at this end of the peninsula."

Chief Farmer's crew is composed of one builder, three equipment operators, one mechanic, two utilitiesmen, three steelworkers and a shipfitter.

The men live away from the main body of the battalion, wherever their drilling takes them. They eat with the nearest Marine unit; they rely on the Marines to protect their small camp from Viet Cong attack. Four three-man crews operate the drill around the clock.

Because of the difficulty getting parts and supplies, the Seabees must often improvise to get a job done. On such an assignment, a man's specialty is only part of his work. He must know a little of everything.

—Gary Roth, SW1, USN

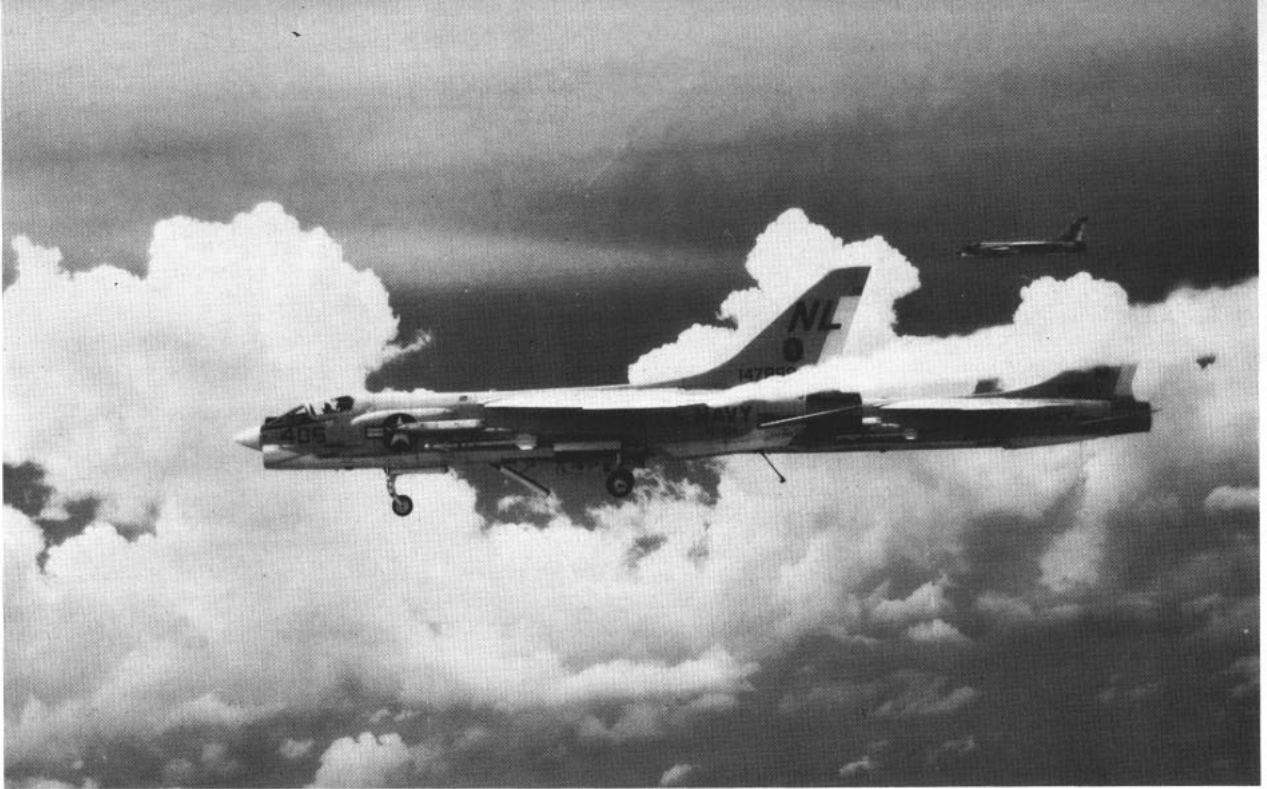
Blue Hawks Mighty Busy

The Blue Hawks of Attack Squadron 72 flew 565 combat sorties for a total of 1188.6 flight hours during July.

VA-72, flying the A4E Skyhawk from the USS Independence (CVA 62), logged this mark while engaged in operations off the Vietnam coast.

During the month, the Hawks delivered more than 250 tons of ordnance on various targets in North and South Vietnam, including highly successful strikes against the Tri Dong bridge, the petroleum storage facilities at Nam Dinh and the army barracks at Bai Thoung and Quang Soui.

This endurance mark would not



GETTING READY—Pilot dumps fuel, lowers landing gear and speed brakes to slow plane for emergency landing.

have been possible without the teamwork and effort shown by each member of the squadron.

With the knowledge that they are engaged in an important task, VA-72 maintains high morale and an effective, efficient fighting machine. The men often work 18 to 20 hours a day to keep pace with the tempo of day and night flight operations.

One of the most important factors in the squadron's success is the outstanding job done by maintenance personnel. The men in the maintenance department continually distinguish themselves by keeping the

aircraft in an up status. A careful maintenance program precluded any major breakdowns during July, and speedy repairs of any downed aircraft resulted in an 82.4 per cent over-all availability.

Photo Officer Commended

Thanks to an imaginative naval photographic officer, many of our fighter aircraft operating in Southeast Asia have their own strike photographic capability.

Lieutenant Clyde T. Kirkman, USN, while assigned to the Pacific Fleet Mobile Photographic Unit,

toured aircraft carriers off Vietnam from April to June this year, showing crews how to mount and operate cameras aboard attack aircraft.

This development enables aircraft to film their own maneuvers during an air strike and thus return from a mission with an on-the-spot view.

The Commander, U. S. Seventh Fleet commended Lieutenant Kirkman as being responsible for the first Navy air-strike motion picture photography in Vietnam.

Dentists in the Jungle

Every Saturday morning a small

RETURNING from North Vietnam raid *Crusader's* engine flames out 20 miles from carrier and LT Terhune ejects. He was picked up by 'copter 80 seconds after hitting water and returned to *USS Coral Sea* (CVA 43) unhurt.





FIREWORKS—Flares light shore for aircraft and ship shelling prior to landing.

band of U. S. Navymen in jungle-green combat uniforms board armed convoy vehicles destined for a steaming Vietnamese jungle, rice paddy hamlet or out-of-the-way village.

The mission: Help Vietnamese civilians and military dependents with dental care.

The Navymen are dental officers and enlisted dental technicians assigned to Navy Headquarters Support Activity, Saigon.

For the past year, teams of from two to four Navy dentalmen have been pursuing a week-end program for Vietnamese who have little or no access to professional dental care.

The dental department in Saigon has the primary responsibility for serving some 10,000 American troops and government employees—plus Australian, New Zealand and Republic of Korea military elements—in the area. They see an average of 4000 office patients monthly.

During off-duty time, they have treated more than 2000 Vietnamese in locations ranging from just off the Cambodian border to hamlets in the countryside outside the Saigon perimeter. Although they wish they could do more, treatment for these people consists of very elementary procedures aimed at relieving pain and stopping infection.

The teams have traveled in jeeps, armored personnel carriers and helicopters, and on two occasions even hoofed it through the jungle.

All five dental officers and 13 dental technicians assigned to the Saigon department have volunteered for field operations. Their week-end trips often take them through Viet Cong territory to their patients.

But toothaches don't choose sides. One dentist had just extracted an offending tooth from a Vietnamese teenager when an interpreter announced that the youth was a recent Viet Cong defector.

Known only as "Phoung," the 16-year-old had been a tough, badly-wounded veteran of six months with the Viet Cong. Phoung had expected a good deal of pain, but was surprised when even the anesthetic needle didn't hurt. He shook hands with the Navy dentist after looking at his extracted tooth.

Selection of week-end objectives is usually made by MACV headquarters. The selections are based on requests for dental teams from U. S. advisers in the field. The advisers normally provide armed guards and an interpreter.

When one of the teams arrive in a village, people are waiting for them. Many have been living with their toothaches and pains for a long time.

The patients' ages range from infancy to very old. In the bulk of cases, the only remedy is extraction. Many teeth are decayed too badly to be saved.

Starting the treatment involves a kind of ritual. The interpreter explains that if the dentist feels an extraction is necessary, he will first give an injection which makes the extraction painless. Then the most heroic volunteer—usually a child—goes first to show how easy and painless it is.

On a typical "day off," two dental teams may spend nine or 10 hours on their feet working on more than 200 patients in a small village.

They have never left a hamlet without a loud cheer and applause from their patients.

—Bob Dietrich, JOCS, USN

MCB-3 Builds On

Seabees of Naval Mobile Construction Battalion Three are engaged in numerous construction projects in the Da Nang area in South Vietnam.

One of the important projects is the construction of an enlisted men's mess hall, NCO mess and a galley for Marine Air Group 11.

Replenishment Off Vietnam

It's a three-ring production of precision teamwork when two fighting ships and an oiler meet on the high seas to exchange the necessities of warfare.

The aircraft carrier *uss Midway* (CVA 41) and the destroyer *Southerland* (DD 743) make their approaches alongside the fleet oiler *Platte* (AO 24). Linked by a network of lines, they cruise off Vietnam in the South China Sea.

Seamen on the *Midway* rig their stations to receive 775,000 gallons of fuel to keep the ship cruising and her aircraft flying.

Southerland prepares to receive her share of fuel to keep her at sea.

Shrill whistles pierce the din of men and machinery, warning "heads up!" *Platte* sailors duck for cover as weight-tipped messenger lines shoot across the oiler's deck.

Then come the cables over which the giant hoses ride to the ships' fuel trunks.

Almost in unison, *Platte's* port and starboard hoses snake across the *Midway* and *Southerland*. Connected, the limp hoses swell from the rapid flow of black oil, aviation gasoline and jet aircraft fuel.

While *Platte* pumps, other actions begin. Cargo is transferred from the oiler's decks to the men-of-war. Men under orders are highlined to and fro. Mail from home, flown daily to *Midway*, is passed to *Platte* for delivery to other ships.

Hours later *Midway's* tanks are filled. *Southerland*, having completed replenishment earlier, resumed her duties as screen and plane guard for the carrier striking force.

Hoses and lines on *Midway* are disconnected and retrieved. The carrier speeds away to resume air strikes on North Vietnamese military installations. *Platte* steams ahead to refuel other ships of Task Force 77 in the South China Sea.



BLUEPRINTS of housing project are checked. *Rt.* Navy men and Vietnamese soldiers work on buildings in spare time.

A Blueprint for Good Will

A AMERICANS are notorious do-it-yourselfers. Given an empty bleach bottle they'll revolutionize the piggy bank industry. Consider what they might do with a pile of packing crates.

Item: 159 women and children lived in thatch-roofed houses at the Chanh Hung Army Compound on the outskirts of Saigon. They were dependents of Republic of Vietnam Army men who guarded U. S. military billets and compounds located in the Saigon-Cholon capital district area.

Item: On the first Friday in April 1965, a fire began in one of these dwellings and spread rapidly to the surrounding houses. The Saigon Fire Department was located just across the Ben Nghe Canal, but by the time they reached the scene there was nothing but ashes and glowing coals.

Item: After the disaster the homeless families were quartered in an abandoned warehouse not far from the burned area.

Enter the packing crate king and his band of builders. Enter, that is, Lieutenant Commander Donald A. Tesch and his group of volunteers from the Saigon support activity.

LCDR Tesch is the Supply Corps officer in charge of the local refrigeration compound. He learned of the accident from one of the Vietnamese soldiers who guarded his installation.

LCDR Tesch wondered what he could do to help, and came up with the answer. Dunnage! Of course.

Dunnage is old crating lumber. It was available, in quantity, from the

civilian and MSTs ships in the harbor. And it was simple to enlist volunteers from among the sailors of the Headquarters Support Activity and the Vietnamese soldiers in the area. They were more than happy to help the cause.

LCDR Tesch and his volunteers gathered the dunnage and other surplus building materials, borrowed tools, and recruited local Seabees.

The South Vietnamese Army supplied a grader and leveled the area where construction would take place.

THE VOLUNTEERS borrowed a cement mixer from a U.S. civilian contracting company working on U.S. military installations in the area, and

FINISHING TOUCH—Last door number is put up, finishing the project.



by the middle of May the flooring had been poured.

While the form work was going on and the concrete poured, the women and children sorted the lumber into piles by size and grade of wood. The nails were removed and saved.

Men from the Public Works department cut the dunnage to usable dimensions. All went smoothly and by the end of June the framework had been raised and roofing was being nailed to the rafters.

Although July, August and September were wet months in Saigon (and wet months here are *really* wet), construction continued. When the first of October arrived the roofing was on, the sides complete.

Problem. Construction came to a screeching halt.

Doors, door fixtures and window shutters were needed. They cost money. So far, the project had cost nothing. All materials had been dunnage or donated surplus building materials.

Fortunately, the crisis was short-lived. When Commander Robert E. Osman, the support activity's senior chaplain, heard of the trouble he suggested the volunteers try arranging for the necessary materials through Project Handclasp. Handclasp, as usual, came through.

The Navy men put the finishing touches on the 34 new family quarters. About six months after the project began, the South Vietnamese families moved into their new homes.

—Thomas A. Johnston, JO1, USN.



BREAKING CAMP—Seabees break camp at 0400 to prepare for day's training. *Rt:* Gunner's mate ships over in field.

Seabees Learn to Protect What

FOR A MARINE, digging foxholes, firing and cleaning M-14 rifles, mortars, machine guns, antitank weapons and 3.5 rocket launchers, sleeping in tents, eating C rations and marching in the hot sun is routine.

And so it is with the Seabees from Davisville, R. I.

For a 30-day period, more than 500 officers and men from Mobile Construction Battalion Four and a detachment from Mobile Construction Battalion Six took combat training courses at Camp Lejeune, N. C.

Their predecessors, who took the

training earlier in the year, are now serving in Vietnam.

Combat training has become an integral part of Seabee life, due to their threefold mission—to build advance bases for military operations, often on short notice, anywhere in the world; to protect themselves and what they've built; and disaster recovery in the event of atomic, biological or chemical attack, or natural disasters.

The Seabees began their training by throwing live hand grenades. Also included in the first days of instruction were night firing exercises and

exposure to tactics used by the Viet Cong.

They learned about Viet Cong booby traps; the use of spring-like sharpened bamboo sticks on jungle trails and camouflaged man-traps with poisoned bamboo sticks in them.

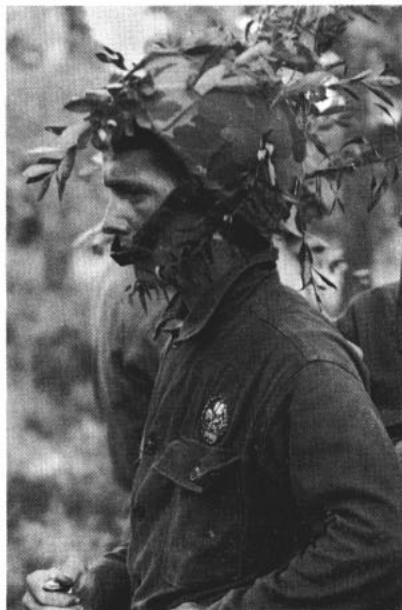
Next the Seabees learned the principles of attack and defense, and received instruction on types of patrols.

THE MEN then made a seven-mile march in full battle dress to the field training area. After establishing their camp, the Seabees put their

LESSONS—Marine instructors teach Seabee classes in woods. *Right:* Seabees throw grenades during field exercise.



ALL HANDS



They Build

lessons to practical use.

Selected squads were to make a reconnaissance patrol. Their mission—to obtain intelligence information about Combat Town, located several miles behind enemy lines. In addition to the enemy, the Seabee patrols encountered snakes, insects and a variety of other hazards. The first time out, only one of the groups returned with the required information.

An evaluation period was held after the exercise, during which the Marine instructors showed the Seabees how to improve on the methods that had been used.

WHERE IS HE? There's a Seabee in the above picture. See if you can find him. *Left:* Woods camouflage includes branches and twigs on helmet.

The units then dug foxholes in preparation for an impending attack.

Again patrols went out, this time engaging aggressor forces. In addition, the men had to wade through mud and water, sometimes waist deep, to get to their objectives. They killed several copperhead snakes while on the patrols.

Near the end of the training, a final exercise was held. The Seabees' job was to attack and destroy an enemy position several miles away, then withdraw to their defensive lines. Battle conditions were real, except for the ammunition used.

The Seabees demonstrated they had learned their lessons well. In the exercise they turned back the aggressors.

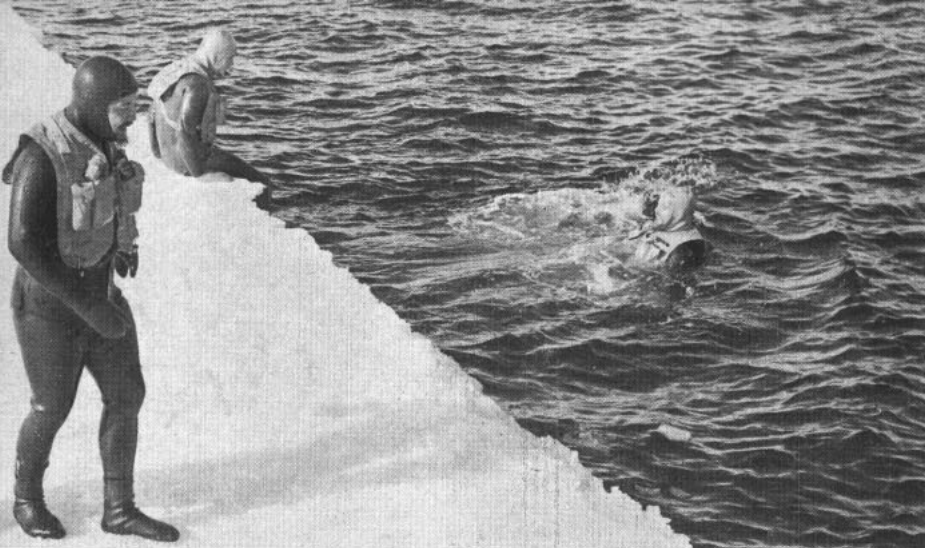
Combat is nothing new to MCB Six. While serving with the First Marine Division on Guadalcanal in World War II, the battalion earned the Presidential Unit Citation.

And during the month-long training, the Seabees proved once again that they are ready, willing and able to build and defend what they build—and help defend their country, as well—whenever the need arises.

—W. Stephen, JO2, USN

GOOD THROW—Grenades are lofted toward mock targets. *Rt:* Seabees train on M-60 machine guns at firing range.

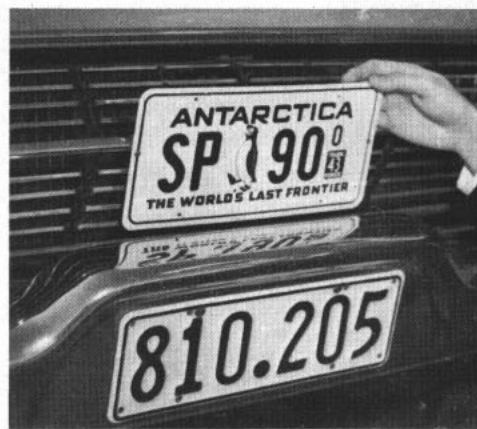




SWIMMERS enjoy a refreshing dip. Below: Kickoff in annual Ice Bowl game.



NOTHING like pushups in the snow. Below: Chip shot is made from snow trap.



LICENSE plates for Last Frontier.

South Pole

D ID YOU KNOW that leis are presented to visitors in Antarctica? Or that golf is played on the ice? Or that it's 9942 miles from McMurdo Station to Seattle?

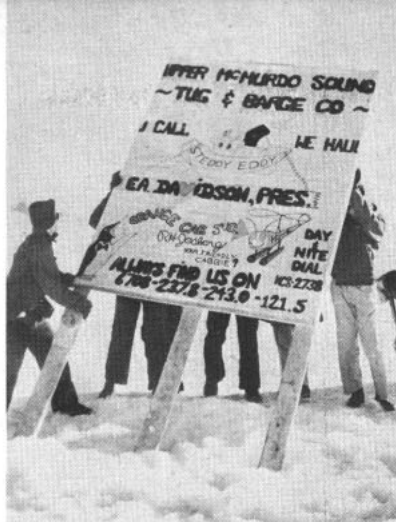
These are just a few of the unusual tidbits of information found on the world's southernmost continent by Navymen who serve with Task Force 43, the Antarctic Support Force, inhabiting the glacier ice as part of the United States scientific exploration program.

First in importance on the ice is the Navy's job of logistic support for U. S. scientists at the permanent bases in Antarctica. The Navymen work 12 to 18 hours a day, in weather which averages 0 degrees Fahrenheit or below, depending on the location.

Weather is completely turned around in Antarctica, as compared to the seasons most of us are used to. For example, while Navymen in the northern half of the globe were getting their whites out of closets and seabags for the summer season, this was the weather situation at the

NAVY UNIT advertises its skills.





SIGNS abound in Antarctica, advertising mileage to all points, services available and helpful advice to newcomers.

Sailors Have a Cool Sense of Humor

South Pole, where autumn was beginning:

"Weather conditions were quite variable during April. Mostly clear skies prevailed, with good visibility, moderate winds, some blowing snow and ice fog. During the first week of the month, the temperature rose slightly, then plunged to the low minus 90s."

On 14 Apr 1965 a new record high for that month was reached at Amundsen-Scott South Pole Station. The temperature was recorded at -25 degrees, outdoing the previous high, set in 1957, by one degree.

DESPITE THE WEATHER, off-time activities include a fairly well-rounded athletic program. Football is a good example. Each year there is an Ice Bowl game between the Navy and USARP (U. S. Antarctic Research Program) personnel. In the latest gridiron match, the scientists won by a touchdown, 12-6, breaking a three-year string of Navy wins.

Other games are spread throughout the year on the continent.

SUPPLIES arrive with a message.



Bowling is a popular sport at McMurdo Station. The duckpin bowling lanes were opened there in 1961, with a touch of local color added for the ribbon-cutting ceremony. The duckpins were removed, and the first balls were rolled at penguin pins.

Avid golfers have little fear of crowded courses on the cold continent, even on weekends. Though relatively rare, golf is played in Antarctica by the more enthusiastic followers of the game—generally one hole to a round.

There is one major drawback, though. Caddies are rare—and it sometimes takes a good one to find a white ball on the shiny ice and snow.

Water sports are a bit limited at the southern bases, but there are scientists and Navymen who Scuba dive and there are some who fish.

One group of two Navy chiefs and a scientist baited hooks with shrimp and went fishing—through a hole in the ice, of course. They caught a total of 15 fish in three hours, enough for a good-sized feast for the personnel at the laboratory where they were taken to be cooked.

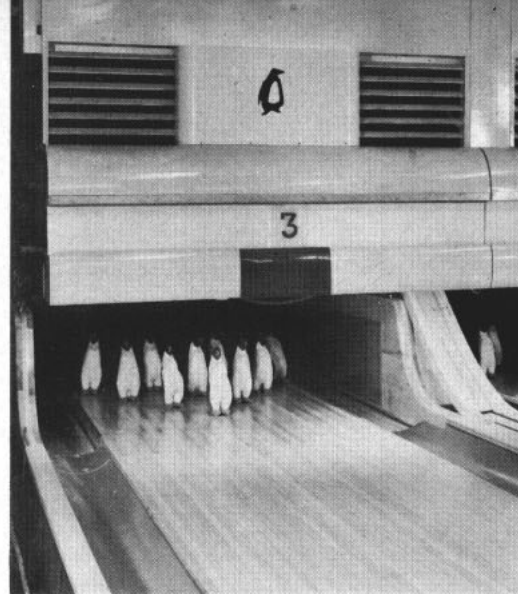
One popular pastime is sign painting. Signs advertising everything from mileages to home towns, the local chapter of the Playboy Club and various topics of local humor can be found on or near the U. S. bases.

One of the most recent signs was put up at the nuclear power plant supplying McMurdo Station's electrical power. The four- by 16-foot sign, containing 40 red light bulbs, flashes the name of the plant whenever it is producing power.

Since the sign is visible to the

ADELIE penguins coyly avoid nets of Navy scientists working on an experiment.





MUSH—Human huskies pull downed helicopter across ice. **Right:** Penguin pins marked bowling alley opening.

whole station, it gives the men who operate and maintain the reactor the challenge of making it a success.

Education is another item not lacking in Antarctica. The "University of the Antarctic" has added a Trades School Division with a five-week school of welding.

Other academic activities include language study in German, French and Russian, and a course in financial management. The latter covers

SOUTH POLE station flag flies from staff painted as cheerful barber pole.

such topics as family budgeting, buying life insurance, savings, and installment buying—which the students can put to good use after their tour on the southern continent.

Visitors from the north come to Antarctica from time to time, to see what goes on in the polar region. One such visitor was Admiral H. G. Hopwood who toured Antarctica in 1959.

Admiral Hopwood, then serving in Hawaii, was presented with a lei—made of ice cubes in lieu of the orchids available some miles to the north.

Other visitors find that it's not

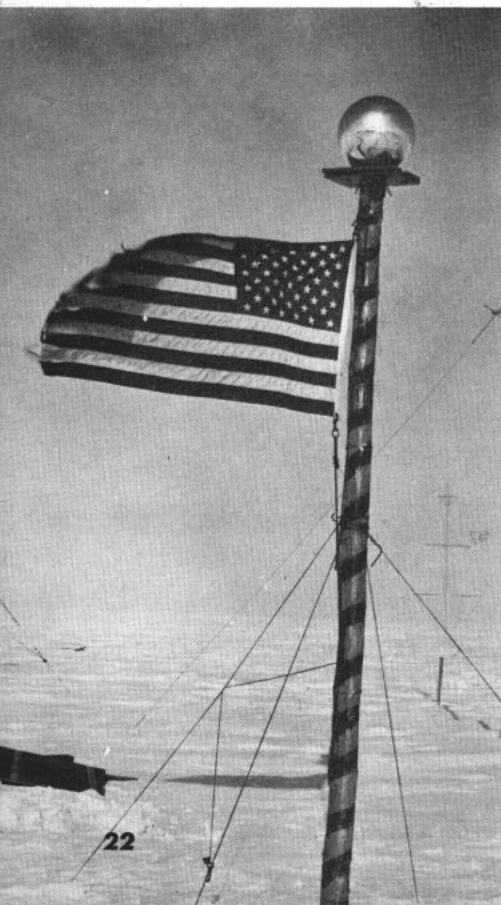
unusual to step ashore to be welcomed by several inhabitants of the continent—the penguins.

This friendliness has proved useful in several experiments with the birds. On one project, small radio transmitters were attached to them. They were then tracked by aircraft in order to allow scientists to gather information about the penguins' navigational capabilities.

As we said before, the men at the Antarctic stations enjoy a high state of morale despite the long hours and year-around cold weather—and they volunteer to go back for another tour.

—Kelly Gilbert, JO2, USN

LEI OF ICE CUBES became tradition with visit of ADM Hopwood back in 1959.



ALL HANDS



Seeing Sweden

LIBERTY CALL is always a welcome sound, and when the guided missile cruiser *uss Little Rock* (CLG 4) dropped the hook for a visit to Stockholm, Sweden, her crew was standing by for good times ashore.

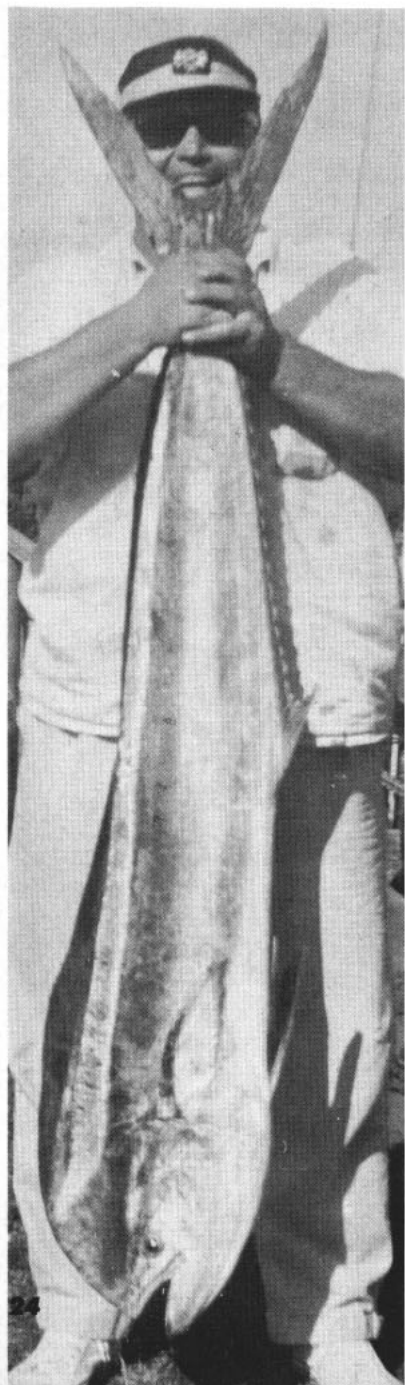
The fun began for many even before their liberty launch made Stockholm's fleet landing. They met and exchanged sea talk with sailors of the Royal Swedish Navy who shared the launch. Once ashore the men of *Little Rock* found many colorful and interesting subjects on which to focus their cameras. A favorite spot for the shutter bugs was Stockholm's world famous Skansen open-air museum, filled with the lore of Sweden's yesterday including old style houses, windmills, and guides in native costume.

Clockwise from Upper Left: (1) Salty talk is exchanged between *Little Rock* crew and Swedish Navy-men. (2) R. L. Snyder, YN1, takes a photograph of shipmates, T. H. Williams, IC3, and G. E. Walters, PN3, at Skansen museum. (3) Second Fleet Marching Band holds concert while visiting Sweden. (4) Tour guide in native costume passes the word to cruisemen visiting open air museum. (5) R. W. Young, JO2, admires the goodies in a Swedish pastry shop while on liberty in Stockholm.—Photos by A. McAllister, PH1, USN





PILL PUSHERS—Golf course is popular place to relax. *Rt:* football is big weekend sport, regardless of climate.



Craving Fun in the Sun?

TAKE AN ISOLATED tropical island 1,500 miles from anywhere and add some 6000 sailors plus their dependents. Assignment: Keep them happy during their off-duty hours. On Guam, Special Services makes it look easy.

Guam is a 32-mile-long piece of jungle-covered real estate in the mid-Pacific and is the United States' westernmost territory. It is billed by an imaginative tourist commission as the place "Where America's Day Begins." Guam also has one of the best deep-water harbors in the world and is strategically located nearly equidistant from a number of places of importance in the Pacific. That's why all the sailors are stationed there.

So what do all these sailors do

when they are not working on their important jobs? According to the COMNAVFORMARIANAS recreation director, they keep "pretty busy."

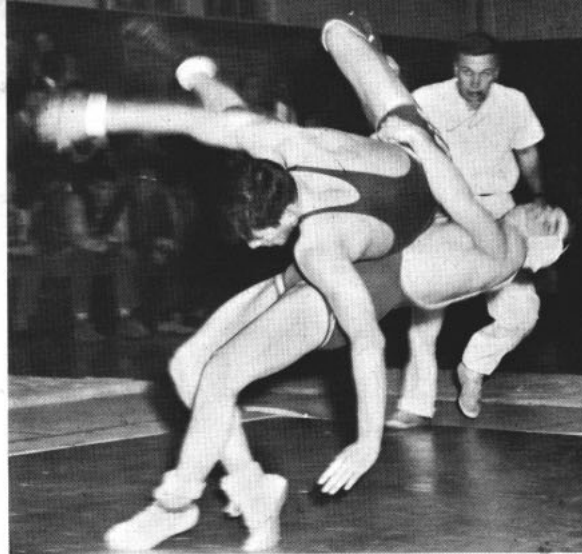
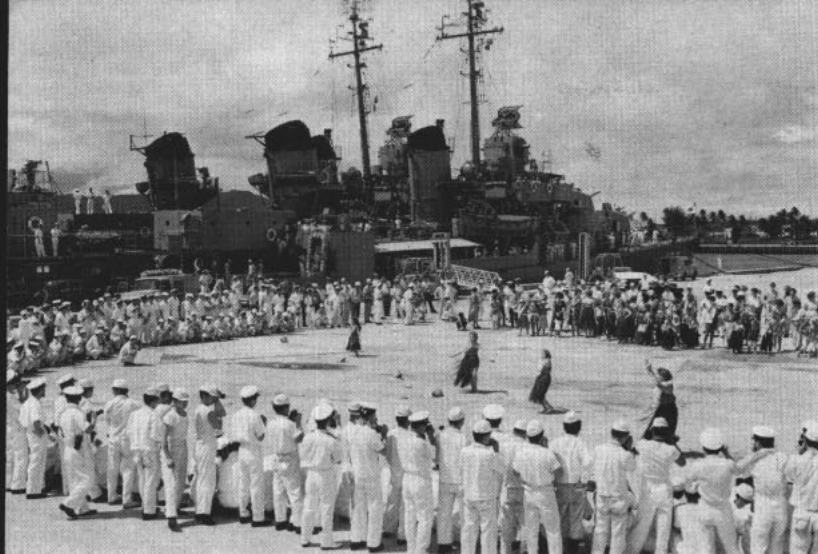
Each of the major commands has a swimming pool, and some have two. There are four Navy bowling alleys, an excellent Armed Forces Golf Course, and miles and miles of white, sandy beaches.

If these activities don't interest you, there are varsity and intramural sports—football, basketball, baseball, tennis—you name it and Guam sailors play it. They even had a well attended chess tournament recently.

For the more adventuresome, snorkeling and Scuba diving are popular in the depths around the island. Shells, souvenirs from sunken

SPORTS such as big game fishing and surf riding are plentiful on Guam.





NAVAL STATION hula troupe entertains visting Japanese sailors. Rt: Special services also sponsors wrestling.

You'll Find it on Guam

ships, and excellent spearfishing reward diving enthusiasts.

If you'd rather stalk your game on land, there are hunting seasons when you may shoot deer, wild pig, game birds, and fruit bat (a local delicacy).

The dependents get into the act too. Little League baseball, Boy Scouts, and Girl Scouts, ceramic classes, art instruction, swimming lessons, wives clubs, league bowling—again, just about anything you could ask for.

ALL THE SCHEDULED recreation for Guam-based sailors is handled by Special Services officers and their staffs at the various commands. Special Services also provides recreation for the dependents of these men.

For example, here are a few of the functions carried out by Special Services:

Care for, and provide lifeguards for, various Navy beaches.

Provide lifeguards and upkeep for the fresh water swimming holes.

Program and maintain a variety of recreational areas.

Program and manage a complete line of hobby shops from automotive to hi-fi.

Provide deep-sea fishing facilities.

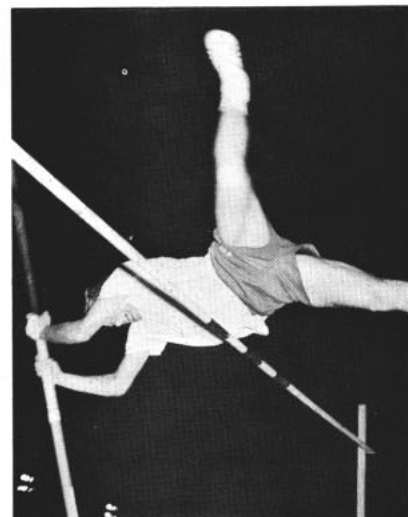
Give instruction in swimming, bowling, arts and crafts, tennis and golf.

And this is just a start. Commander Naval Forces Marianas, through the Force Recreation Office, provides guidance for the recreation programs at the command level. Participation is left to the various activities.

During 1965, COMNAVMIANAS sponsored competitive sports in the following events: Basketball, golf, volleyball, softball, boxing, bowling, track and field, tennis, swimming and diving, judo, wrestling, weight-lifting, and football.

And in the recreation area, COMNAVMIANAS sponsored a talent contest, a chess tournament, an arts and crafts contest, a family bowling tournament, and a dependent track and field meet.

On duty or off, they keep going on Guam. —Charlie Lamach, JO2, USN



NATURAL WONDERS such as Talofofo Falls are abundant on island. Above: Vaulter goes over the bar during a local inter-command track and field meet.



LETTERS TO THE EDITOR

No Reveille Underway

SIR: While reading the *Watch Officer's Guide*, I came across the part which says that reveille is not sounded underway. And the *Bluejacket's Manual* does not include reveille in the sample daily routine underway. What is the reason or tradition behind this?—C. I. S., USN.

• At first glance this looked like a simple enough question, but we rapidly discovered it wasn't. However, we'll give you the information supplied us by one of our good friends in Education and Training to whom we turned for help. Says he:

"Webster's" defines reveille as a signal usually sounded by bugle at about sunrise summoning soldiers and sailors to the day's duties.

And, according to Noel's "Navy Terms Dictionary," reveille means arousing the ship's company in port for work and breakfast. At sea, however, idlers are called, and the expression reveille is not properly used.

He reminds us that an idler in this case does not refer to one who is slothful and lazy; the term refers to those members of the ship's company who did not stand a night watch.

As you say, "Watch Officer's Guide" states "Reveille is not sounded underway," and "Bluejackets's Manual" lists the underway call as "Up all idlers," instead of reveille.

Another naval custom and tradition which may be relevant is the listing of daily evolutions both underway and in port. Plans of the day for both situa-

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.

tions customarily list the getting-up evolution as "Reveille." However, the word which is passed while underway is "Up all idlers."

There's a big difference. One is the signal for the evolution; the other, the evolution itself. Thus the signal "Up all idlers" is made underway and reveille is held.

From this, our learned friend goes on to do a little speculation of his own. We quote him directly:

Reveille, as can be inferred from the "Bluejackets's Manual" and the "Watch Officers Guide," is an all hands evolution, i. e., "Reveille, Up all hands. Trice up all bunks."

In the days of sail, watches were "starboard n' larboard" and watchstanders were hard pressed to get enough sleep underway. It is obvious that a large number of men were involved in the underway situation.

For these reasons, it is believed that in order to permit watchstanders to get enough rest they were allowed to sleep in the morning while breakfast was being prepared and all "idlers" were

roused to prepare breakfast and begin the daily routine of cleaning ship. At some time before "Beating to quarters" late hammocks were lashed up. This can be seen today when the word is passed "Up late bunks" which evolved from "Up late hammocks."

With the evolution of steam and watches in three or more sections, custom now defines "idlers" as those standing the midwatch, and only they and other specially authorized late sleepers are allowed to sleep late.

By current custom this also applies to the in-port situation; even though "Reveille" is customarily sounded, the idlers are allowed to sleep late.

• The explanation is interesting and plausible. We can't help but wonder what Cap'n Mossbottom will make of all this. We'll bet he knows the answers because he was probably there.—Ed.

Conflicting Security Instructions

SIR: I would like to know the proper disposition of an Emergency Destruction Bill prepared in accordance with OpNav Inst. 5510.1B, Article 0625. The article specifies that lists shall be prepared which show the locations of classified material, the personnel responsible for destruction and the recommended place and method of destruction.

Article 212 of ACP (Allied Communications Publication) 122B directs that a list showing the names of persons having the safe's combination is to be placed inside the safe.

Since the ACP article directs that the names of persons having the safe's combination be locked up, it would appear that the OpNav Instruction would either nullify the effects of the ACP article or imply that those charged with the destruction of classified material would not have the combination to the safe in which that material was stored.

Can ALL HANDS give an interpretation of these seemingly conflicting policies?—A. K. M., YN2, USN.

• It might be well to mention before proceeding that ACP 122B applies to communication security procedures while OpNav Instruction 5510.1B is concerned with all other security procedures. Also that the OpNav instruction applies to the destruction of classified material.

Persons charged with the destruction of classified material do not necessarily have everyday access to the safe in which the material is stored. The safes might well be (and probably are) opened and closed daily by others.



LOOK AT THAT—Net layer USS Butternut (AN 9) claims to be third oldest ship in Navy on continuous active duty. Butternut was completed in September 1941.

Combinations to all safes in a given area are kept in a central repository. If an emergency destruction of classified material is necessary, those charged with destroying the material in certain safes can obtain the combinations to the safes from the central repository.—Ed.

Motor Vehicle Laws

SIR: Each time I arrive at a new duty station I begin the same old confusing investigation of the local automobile registration, driver's license and tag laws. Perhaps ALL HANDS will help clarify the situation.

In the first place, are the tags a serviceman keeps on his auto legal in any state? Secondly, is a Navyman's driver's license good in any state?—O. E. B., GMCC, USN.

• It just depends. In your case (we note your return address is Oklahoma) you may legally register your auto in your home of record, and legally drive in Oklahoma with a driver's license from your home of record. That word applies to most—but not all—states in which you may be stationed.

As for explaining the motor vehicle laws which are likely to affect the serviceman—in the future ALL HANDS hopes to print an article listing the motor vehicle laws of each state as they apply under the Soldiers' and Sailors' Civil Relief Act.—Ed.

Anyone Want to Dispute This Claim?

SIR: In your September issue, you said that the oilers *uss Platte* (AO 24) and *Cimarron* (AO 22) were in the Over-25-Year Club. My hearty congratulations to those two ships, for that is quite a distinction. But I feel my ship is better qualified for the number one position.

Recently we observed her 168th birthday. I am, of course, referring to *Old Ironsides* herself, the frigate *uss Constitution* (IX 21). As you probably know, she is still in commission. She is a separate command, and is the flagship of the Commandant First Naval District.

Surely 25 years in commission is worthy of note, but I'm sure you understand that to us any ship with less than 100 years commissioned service must still be considered a boot.—A. J. Leblanc, Executive Officer, *uss Constitution* (IX 21).

• We appreciate your feelings.

And we didn't completely forget about your ship, but thanks for mentioning her anyway. *Constitution*, of course, is in a class by herself. In a forthcoming issue we will include a more complete report.—Ed.

Sorry, Wrong Number

SIR: I would like to know if ALL HANDS can provide the bureau number of the aircraft Colonel John Glenn used when he set a transcontinental speed record. I think it was about 1957.

Second Fleet Blue/Gold Operations

SIR: I would like to clarify the distinction between the Second Fleet Blue/Gold Operations and the *Polaris* Blue/Gold crews concept.

In the Second Fleet Blue/Gold Operations, the ships, rather than individual crews, are two-platooned. The ships of the Fleet are divided into two groups—a "duty group" and a "non-duty group." The portion of the fleet scheduled as the duty group performs all sea assignments and away from home port visits. The ships in this group are scheduled as a single task group, though they may be widely dispersed.

The ships in the non-duty group remain in their home ports.

Normally, the non-duty group relieves the duty group every three weeks. There are many advantages to this system, but the most important ones are in the area of individual sailor benefits affecting some 81,000 Navy families along the East Coast.

The Second Fleet sailor can now better predict time in home port and thereby plan his leave in advance. This predictability of his ship being in home port also increases his opportunity to attend service schools, and a myriad of other personal planning matters.

I hope this clarifies the Fleet Blue/Gold concept.—Dale K. Patterson, LT, USN, Public Information Officer.

• Second Fleet's Blue/Gold Operations have been watched with interest by the rest of the Fleet. The success of this program to date deserves the praise it has already received.—Ed.

The flight was made in an RF-8A photo-Crusader from the west coast of the United States to the east coast, and we believe Colonel Glenn was attached to the Naval Air Test Center, Patuxent River, Md. at that time.

Detachment 42 of Light Photo Squadron 62 is the present custodian of RF-8A bureau number 141363, which is said to be the record setter, but we have no actual evidence to support this claim.

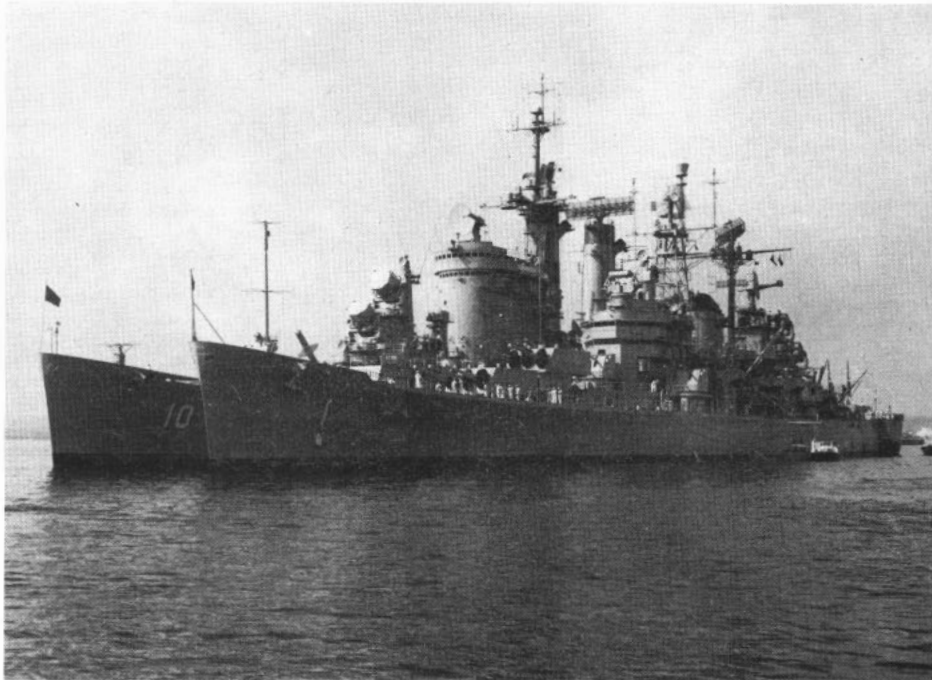
BuNo 141363 was the first photo-Crusader manufactured and consequently is the most ancient Crusader still in

service with the Fleet. The venerable machine flies regularly from the deck of *uss Franklin D. Roosevelt* (CVA 42) which, as of this writing, is deployed to the Mediterranean.—M. L. H., USN.

• We don't like the role of bearer of bad tidings; however, VFP-62 doesn't have a valuable antique in its possession—at least not that particular valuable antique.

The plane flown by John Glenn on his record trans-continental flight on 16 Jul 1957, was an F8U-1P, serial number 144608.—Ed.

SIDE BY SIDE—Guided missile cruiser *USS Boston* (CAG 1) moors alongside *Albany* (CG 10) in Augusta Bay. *Boston* relieved *Albany* as flotilla flagship.



How Much Are Your Fringe Benefits Worth to You?

SIR: In the July 1965 issue, an article entitled "Navy Exchanges Pay Off for Navymen in More Ways Than One" (page 49) brought a question to mind. Namely, do our "fringe benefits" actually help us, or do they merely constitute an excuse for lower basic pay?

I feel that:

- Commissaries and exchanges are less convenient than local civilian supermarkets and chain stores, both by location and because of overcrowded conditions;

- Commissary and exchange prices are not always lower than prices on the open market; and that

- Medical benefits for dependents are likewise of dubious value, because of the long waiting periods at most dispensaries.

I hasten to add that all these services are invaluable in overseas locations, regardless of any inconvenience involved. But in view of my personal belief, I wonder how much our fringe benefits are considered to be worth? What is their value in dollars and cents?

If there are any figures available on this subject, perhaps you could publish them.—B. S. S., LT, USN.

- There are some figures available, and we will publish them. But first, this point:

Navymen are entitled to a variety of fringe benefits. Bear in mind that the value of benefits each man receives is dependent on several factors. The actual value received varies from man to man.

To be more specific, the real "value" of some fringe benefits received by an individual depends on his marital status, the size of his family, the availability and usage of fringe benefits and, of course, whether or not the man remains in service long enough to collect the most valuable of all fringe benefits—retirement pay.

Your question is one that has been asked by others, including Congressmen studying military pay raise proposals. Congress endeavors to adjust military pay on the basis of "total

compensation," which is the aggregate of all money, goods, services and other benefits furnished to or received by a member for his services rendered.

We cannot comprehensively discuss a Navyman's fringe benefits in the space available to us here. In the December 1963 issue we devoted 96 pages to the subject and still felt we had left out a few points. (We're referring to our special issue "Rights and Benefits of Navymen and their Dependents," reprinted as NAVPERS 15885-B.)

Generally speaking, however, the fringe benefits portion of a Navyman's total compensation is divided into five categories, according to a recent Department of Defense report. These are: Retirement pay; leave and holidays; medical care for dependents; Social Security employer contribution; and "all others." "All others" includes commissaries and exchanges, separation pay, FHA mortgage insurance premiums and unemployment compensation.

According to this DOD study, every dollar the government spends on a serviceman's fringe benefits is cut up as follows: Retirement pay, \$.51; leave and holidays, \$.33; medical care for dependents, \$.07; Social Security employer contribution, \$.06; all others, \$.03.

Interestingly enough, when men speak of fringe benefits they frequently attach great significance to commissary and exchange privileges, on the assumption that these were the two most important benefits provided. Actually, although they are valuable benefits to many men, the figures above point out that they do not represent a substantial contribution toward total compensation.

Which brings us back to the main point. We cannot answer your question, in realistic terms, because only you can determine how valuable your fringe benefits are to you.

To a man with a large family hard hit by illness, free medical care might be worth several thousand dollars a year. The mechanically inclined can

conceivably save several hundred dollars a year by doing their own automotive repairs at the Special Services hobby shop. To some, commissary privileges might constitute tremendous savings over the years, depending on circumstances.

In reference to the specific points raised in your letter, you might bear in mind that:

- Commissaries are operated as a necessity, not a convenience, and are only authorized when these services are not readily available in the civilian community.

- Exchanges operate on non-appropriated funds on a small net profit basis.

- Medical benefits to dependents are available after care to the serviceman himself. The difficulty in obtaining many medical services for dependents is primarily due to the shortage of doctors. This shortage in many instances is found outside the service as well, and civilians, too, often have long waits in doctors' offices. While the long waiting periods encountered by dependents are regretted, it does not change the fact that the service is without charge. Most civilians would be happy to wait for free medical attention.

The entire package of fringe benefits is more valuable to some than to others. The situation is periodically reviewed to determine if total compensation for servicemen, including fringe benefits, is adequate. When Congress decides it is not, an adjustment is made, such as the recent pay raise.

You asked for some figures.

A Department of Defense study of military compensation, published in 1964, states that the value of total fringe benefits to the average enlisted man in fiscal year 1964 was \$1165.40. For officers, the figure was \$3110.90.

These figures are helpful to DOD when budgeting for funds. But they probably will mean little to you, because, as we say, the actual value varies from individual to individual.—ED.

Plastic Garbage Bags—Why Not?

SIR: An item in the Four-Star Forum section of the October 1965 issue proposed the use of disposable plastic liners for shipboard garbage cans. The writer suggested that such liners would aid sanitation and solve the problem of dumping garbage in rough weather.

I would like to add my support to this suggestion, because I know the idea is practical. As a matter of fact, we were using just such liners for our garbage pails in *uss Maloy* (DE 791) over two years ago. Our benefactor was P. B. Yarrington, a senior chief hospital

corpsman, who suggested the idea.

On 10 Oct 1963 the CruDesLant supply department sent a "Supply Gram" to all ships in the force concerning this idea. Here's how it read:

"Sani-liners—A very practical suggestion regarding another use for the polyethylene bag has been forwarded by *uss Maloy* (DE 791). During the annual supply inspection of *Maloy* it was noted that these bags were being used as sani-liners for the G. I. cans in the scullery, resulting in a great improvement in appearance.

"The bag may also be used to trans-

port garbage, in port, to the pier. It saves wear and tear on the G. I. can and also keeps the can clean. Underway, bags may be used to stow garbage until proper disposal is authorized. Again, cans remain clean, and the bag is much easier to carry than the can.

"Caution: The bag, although very strong, is limited in weight capacity. It could be rather embarrassing should the bag become overloaded and break while transporting garbage to disposal.

"Stock number—GSA No. 8105-655-8286, bag, polyethylene, 16" X 14 1/2" X 38 1/2". Packed 144 per case—cost

\$11.45 per case (cheap when the life of the G. I. can is extended). Consult your GSA catalog for correct ordering procedures."

That's the story.—Frederick P. Schmitt, LTJG, SC, USNR-R.

● It all sounds very practical and sensible to us and we thank you for passing on the information.

We expect it will be used by many ships of the Fleet. A check with the CRUDESANT Supply Department confirms that many ships are, in fact, using these liners now.—Ed.

Great Guns!

SIR: I have been asked to obtain information on a short-lived USN shooting medal, which I believe was known as the "great guns," "great guns efficiency" or "great guns expert medal." I have been unsuccessful in uncovering any information on this subject.

Do you know the correct title of this award; when it was authorized and the criteria for receiving it?—R. A. W.

● We imagine that you're referring to the short-range battle practice award—a badge given to midshipmen for exceptional merit in short-range battle practice. The award was authorized by the Secretary of the Navy on 11 Jan 1934, and subsequently a medal with ribbon was approved.

The award was discontinued during World War II, but during the latter part of 1957 a recommendation was made to reinstate it. In March 1958 the Permanent Naval Uniform Board recommended against the issue or wearing of the short-range battle practice medal or ribbon because there was no longer a midshipman practice squadron. The Board felt it would be impracticable to conduct competitive firing



"SWIFT BOAT" is name given to the new PCF (patrol craft, fast) 50-footers which arrived in Vietnam recently as part of the Coastal Surveillance Force.

exercises for midshipmen without the practice squadron.

On 21 Apr 1958 the Assistant Secretary of the Navy for Personnel and Reserve Forces approved the Uniform Board recommendation, abolishing further wearing of the medal or ribbon.—Ed.

On Shipping Cars to Hawaii

SIR: As I was reading your October issue, I came across a statement which was incorrect.

In your article entitled "It's Aloha Whether You're Coming or Going in Happy Hawaii," you said that enlisted

personnel in pay grade E-4 (with under four years' service) and below could ship their cars to Hawaii on a space available basis.

That is no longer true. This policy was discontinued some time ago, due to operational commitments which made it impossible to ship automobiles on Fleet vessels for these members.

Therefore, if an E-4 with less than four years' service, or a lower rated man wants to take his car to Hawaii, he'll have to foot the bill.—W. C. Salembier, LTJG, SC, USN.

● Thank you for the information, Lieutenant. We stand corrected.—Ed.

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OFF VIETNAM—Task Force 77, part of the Seventh Fleet, has been conducting strikes against North Vietnam bases.

FLAG DUTY

On the following pages are some samples of famous flagships of the Navy. The flagship serves as the headquarters of a large naval command. What are the duties of personnel assigned to a flag staff? The following report from the Seventh Fleet points up the various duties and responsibilities of the staff personnel aboard the flagship USS Oklahoma City (CLG 5).

DIRECTING the daily activities of the world's largest numbered fleet is big business.

The fleet is the U. S. Seventh Fleet, and its area of responsibility is 30 million square miles of the western Pacific, roughly one-fifth of the earth's surface.

Assigned to this task are approximately 170 ships, 700 aircraft and 70,000 Navy and Marine Corps personnel. This force is deployed nearly 7000 miles from the mainland of the U. S., and the job of these men and equipment is to serve as a mobile deterrent to communist aggression in the western Pacific.

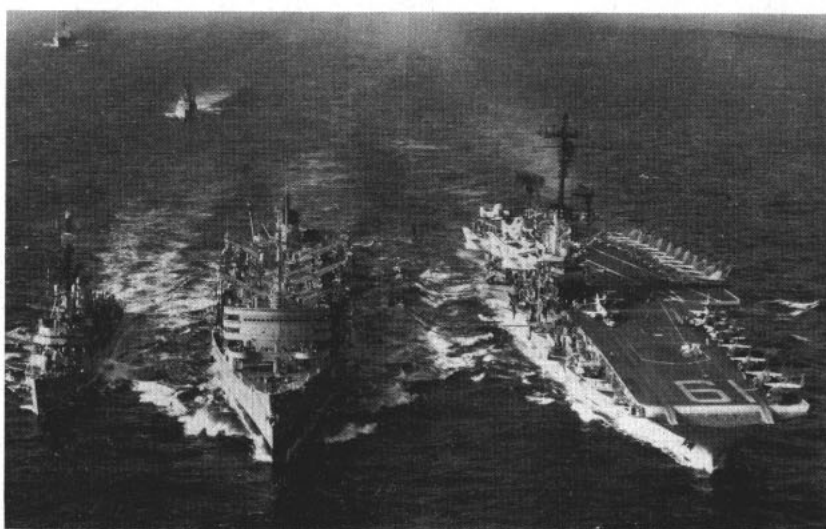
The individual with the task of

running the most powerful fleet ever assembled except in a declared war is Vice Admiral John J. Hyland, Commander Seventh Fleet. He directs the operations of the Seventh Fleet from his seagoing headquarters in the guided missile light cruiser USS *Oklahoma City*.

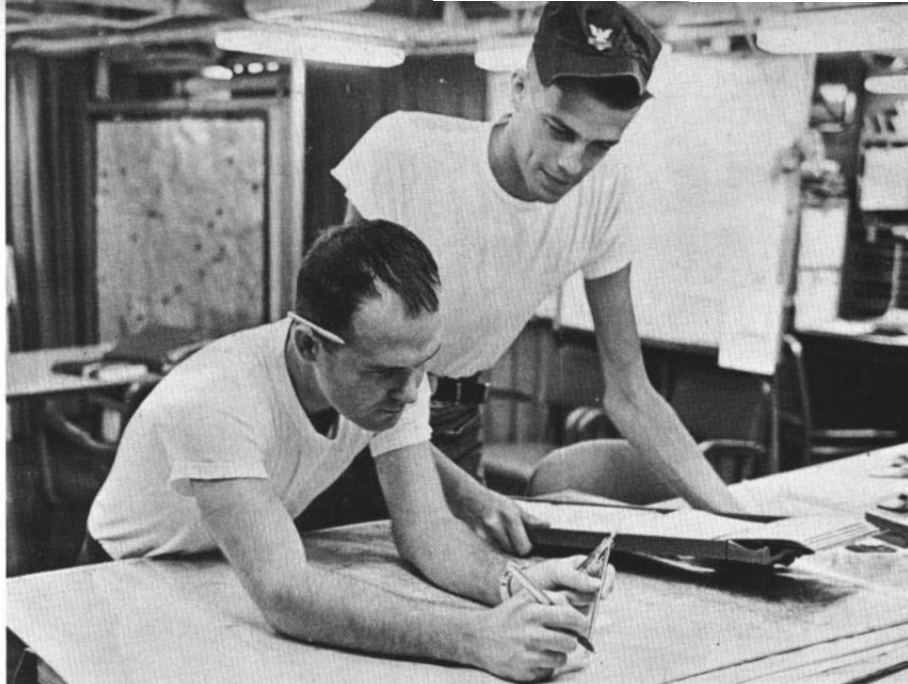
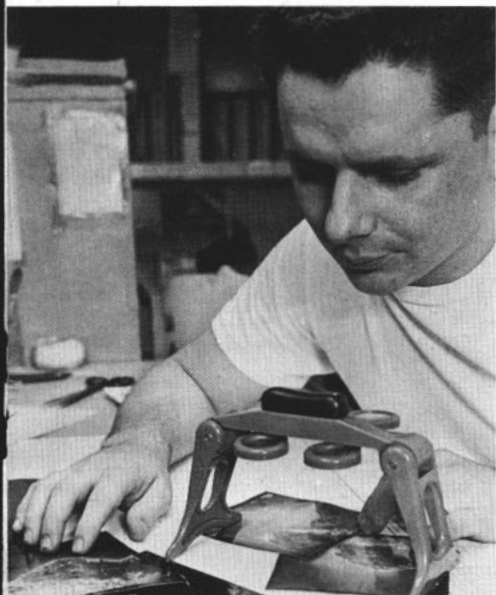
The three-star admiral has a professional supporting team. This unit is the admiral's special staff—made up of 55 officers and 200 enlisted men.

Carefully selected on the basis of experience and training, this tightly-

ON THE GO—ComSeventhFleet staff logistics division coordinates the planning for support of Fleet's ships and men.



ALL HANDS



AT WORK—Aerial photos are studied in intelligence division. *Rt:* Radarmen in war room draw plot for a briefing.

knit staff provides COMSEVENTHFLT with talent in all aspects of naval warfare needed to keep the fleet on the line.

The aggregate naval experience recorded by staff officers and men would be more than 2000 years. With such a background, the staff is geared to handle the various problems constantly arising rapidly and efficiently.

SOLVING PROBLEMS and "running" the fleet require round-the-clock attention because—with the operating ships of the fleet—there is no quitting time. Consequently, the admiral's staff works 24 hours a day, seven days a week (holidays included),

keeping the Seventh Fleet keyed to the tension spots of the Far East and wherever a need for assistance is evident. The range of responsibilities is varied, from action in Vietnam to rescuing a ship in distress.

To do the job, the radio and teletypes in the fleet flagship's main communications center chatter day and night. Officers and men staff the Seventh Fleet war room at all hours. Regardless of the time, work must be handled as the necessity arises.

With increasing Seventh Fleet participation in Southeast Asian action, the role of the staff takes on even greater significance. The staff provides Admiral Hyland with advice, research and recommendations

which assist him in directing the fleet in its challenging assignments.

The staff's operation is directed by a captain who is Chief of Staff to ComSeventhFt. He coordinates the activity of six major staff divisions: Operations, Plans, Intelligence, Communications, Logistics and Administration.

The Operations Division, also headed by a captain, directs strike operations, reconnaissance, ship movements, training and fleet readiness. All are important jobs and it takes the largest portion of the staff to keep these areas squared away. With the increased tempo of Seventh Fleet operations in Southeast Asia, *(Continued on page 34)*

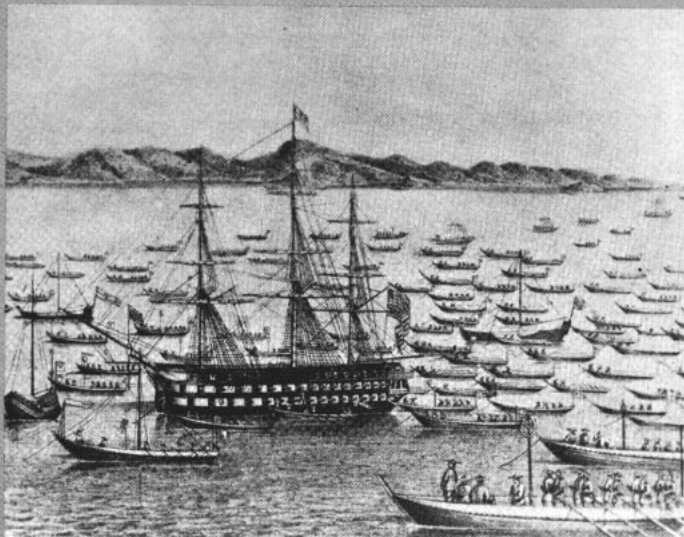
SEAGOING HQ—VADM John J. Hyland, Commander Seventh Fleet, directs operations from USS *Oklahoma City*.



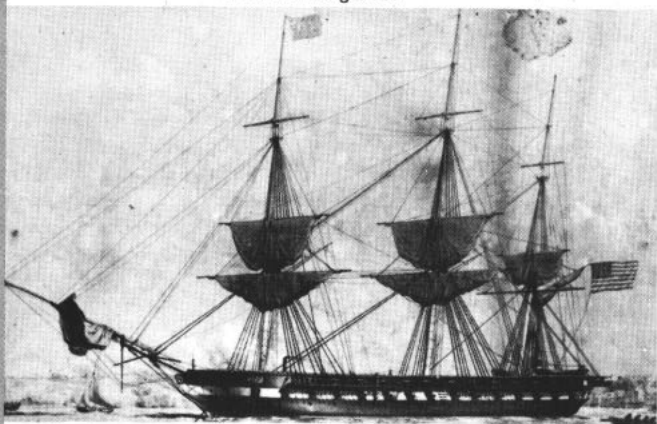
NAVY FLAGSHIPS

A Sample of

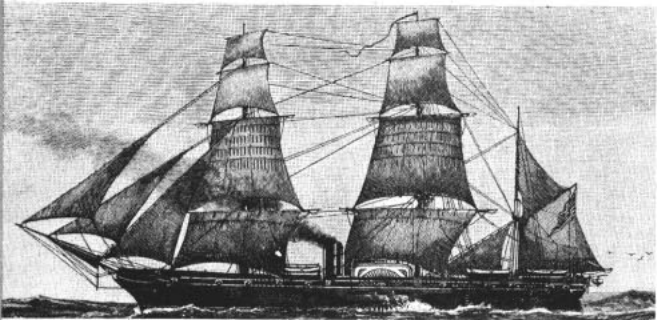
Flagships, the floating command posts from which naval warfare since ancient times. In the United States for their association with well known leaders and events—some—but far from all—of the significant flagships of the U.S. Navy.



VINCENNES—Flagship of Lieutenant Charles Wilkes' South Seas and Antarctic surveying expedition, 1838-1842. First U. S. warship to circle the globe.

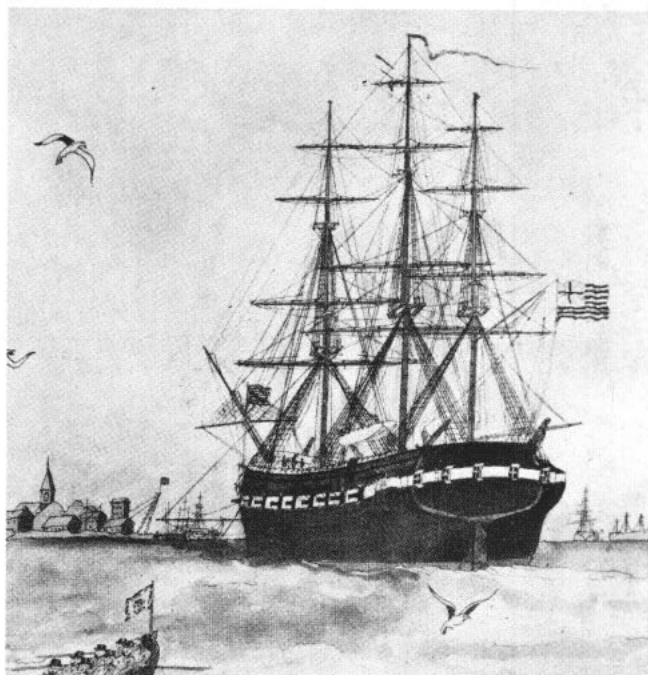
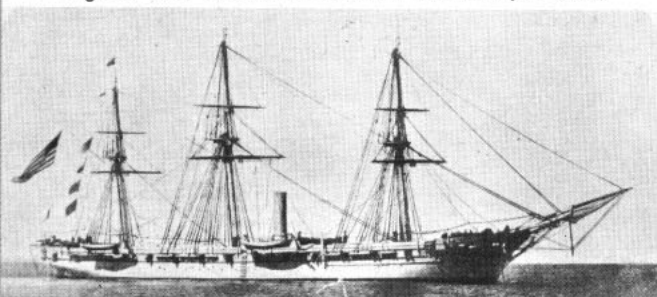


LAWRENCE—Commodore Oliver Hazard Perry's flagship at the Battle of Lake Erie, 1813.

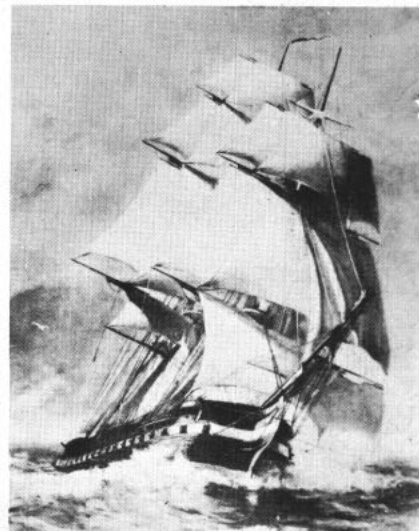


USS POWHATAN—One of Commodore Matthew Perry's three flagships during the Japanese treaty expedition of 1853-54.

Below: **USS Hartford**—Civil War flagship of Admiral David G. Farragut at New Orleans in 1862 and Mobile Bay in 1864.



ALFRED—Flagship of Continental Fleet under Captain Esek Hopkins that raided the British island of New Providence in the Bahamas in 1776.

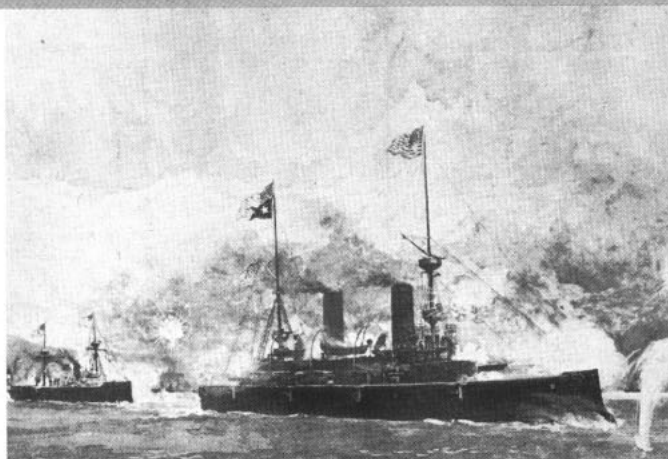


USS CONSTITUTION—Commodore Edward Preble's flagship at Tripoli in 1804. Earned the name "Old Ironsides" in victory over British Guerriere.

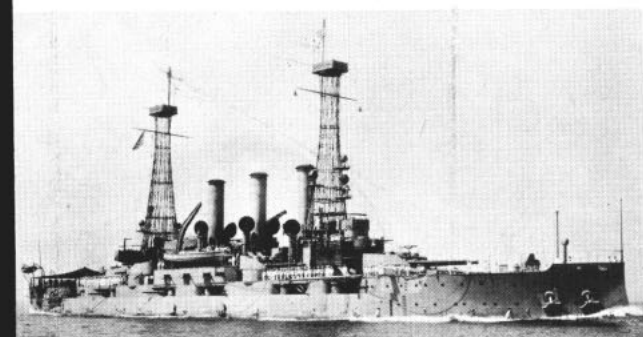
PAST AND PRESENT

Famous Names

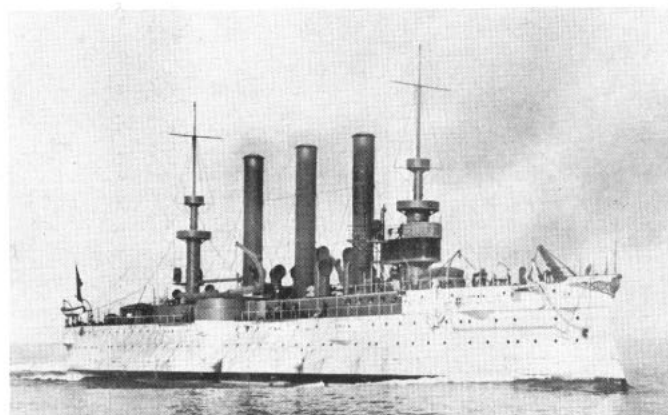
If actions are directed, have been an important part of the Navy many such ships have earned a place in history—both in combat and in peacetime. Shown here are the past. Along with them are pictured the current flag-day's fleets.



USS OLYMPIA—Admiral Dewey's flagship at the Battle of Manila Bay.



USS CONNECTICUT—Flagship of Great White Fleet's round-the-world cruise, 1907.



USS BROOKLYN—Flagship of Commodore W. S. Schley's Flying Squadron, Battle of Santiago, Cuba, 1898.



USS WADSWORTH (DD 60)—Flagship of first destroyer group to arrive off Queenstown, Ireland, in World War I.



USS AUGUSTA (CA 31)—Flagship of Asiatic Fleet, 1933-1940, and of Western Naval Task Force in North African landings in 1942.

USS NEW JERSEY (BB 62)—Admiral William F. Halsey's flagship at the Battle of Leyte Gulf, 1944.



USS CONSTELLATION—Flagship of Captain Thomas Truxtun during quasi war with France (1798-1799) and served as flagship of Atlantic Fleet during World War II.





BUSY GROUP—Men of operations division have a lot to do. *Rt:* Administrative officer takes problem to chief of staff.

involving frequent air strikes in North Vietnam, the Operations Division plays an important role in activities that make tomorrow's headlines.

EQUALLY VITAL is the Plans Division, headed by a third captain. The Plans officers prepare estimates on operations, study future activities, work out war plans, and provide additional brainpower to the paperwork side of the Fleet's operations.

Since Seventh Fleet operations often involve other branches of the Armed Forces, there are representatives of the Army, Air Force and Marine Corps assigned to the Plans Division in a liaison capacity.

The Intelligence Division provides

the admiral, other members of his staff and the fleet with a multitude of information. Under a commander, the division provides up-to-the-minute enemy threat analyses that serve as a basis for execution of many plans and operations. The division consists of both line officers (including a naval aviator) and intelligence specialists, to provide the experience required in assessing the full range of the intelligence spectrum—from politico-military aspects of insurgencies to the foreign application of modern naval warfare.

The Communications Division, with a commander in charge, provides Admiral Hyland with instantaneous communications to and from

the fleet as well as with other government and civilian agencies. Thus the flagship fulfills its function as the nerve center for Seventh Fleet operations. The staff communications officer also plans and coordinates the communications effort for the entire fleet.

ENOUGH MESSAGE traffic comes through the Seventh Fleet flagship's "comm" center in one day to fill a six-by-eight-foot room from floor to ceiling. The words involved would fill six standard dictionaries in the same 24-hour period.

Next comes the Logistics Division. Its boss is a captain, who coordinates the logistic planning for support of the approximately 170 ships and 70,000 men of Seventh Fleet.

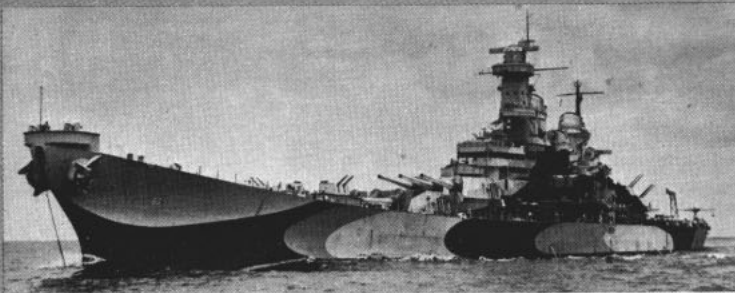
Working with personnel and administrative needs and problems generated by some 70,000 men is the job of the Administrative Division, headed by a lieutenant commander. He and his staff plan, coordinate and supervise the activities of the fleet which include personnel, legal, medical and dental matters, welfare, recreation, medals and awards. Administration provides valuable support to the needs of 70,000 men.

Together with other staff officers and enlisted men, these division heads, through the Chief of Staff, provide COMSEVENTHFLT with the support he requires to administer the daily activities of the world's largest fleet.

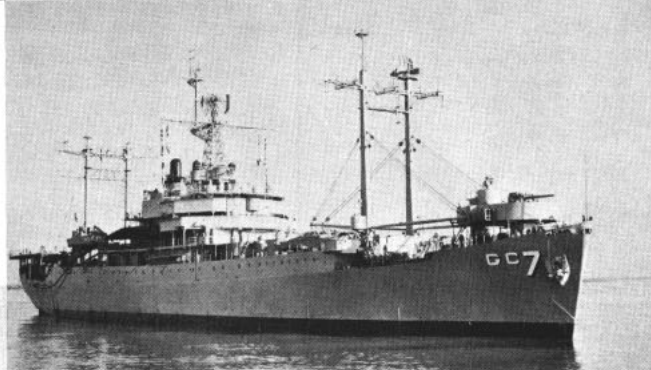
Day after day, the officers and men who serve on staff duty conduct their myriad responsibilities with skill and precision. This is what puts the Seventh Fleet on the front line of defense in the Western Pacific.

FIRE POWER—Flagship *USS Oklahoma City* tests her *Talos* missile system.

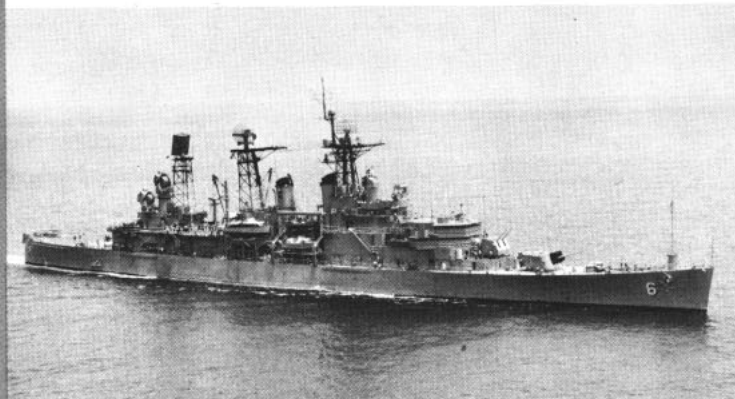




USS MISSOURI (BB 63)—World War II Third Fleet flagship and scene of Japanese surrender ceremonies, 2 Sep 1945.



USS MT. McKINLEY (AGC 7)—Served as a flagship in many World War II operations in the Pacific, and General MacArthur's flagship for the landing of UN forces at Inchon, Korea, 1950.



USS PROVIDENCE (CLG 6)—Current flagship of First Fleet operating off the West Coast.



USS NEWPORT NEWS (CA 148)—Current flagship of the Second Fleet in the Atlantic.

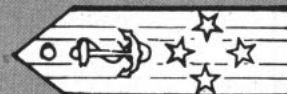


USS SPRINGFIELD (CLG 7)—Current flagship of U. S. Sixth Fleet in the Mediterranean. Below: USS Oklahoma City (CLG 5)—Present flagship of Seventh Fleet operating in the western Pacific





FOUR STAR FORUM



Suppose You Were CNO for Sixty Minutes

Bachelor Navyman

As training PO for my department, it is part of my job to act as career counselor and interviewer. I believe I can present Navy life in a favorable manner to the potential reenlistee, but it is my opinion that there is an inequity in the case of single men.

At the shore station where I am, the enlisted married men are more or less making the same amount of money as their civilian counterparts. Such is not the case with the single Navyman. For example, a single man is not allowed to draw ComRats unless he is an E7.

The argument is always brought up that a single man does not have to pay rent or buy groceries. This does not mean that the single man would not prefer to live on the beach, even though he prefers to remain single.

It is my opinion that a single man on shore duty (especially in higher pay grades) should be allowed to choose between living ashore or on the base, and he should be allowed to draw ComRats and BAQ, or

something along these lines, if he goes ashore.

He is doing the same job as the married man; therefore he should have the same comforts. Also, it is very demoralizing for the PO1 or PO2 who is single to have fewer benefits and less take-home pay than the married men who work under him.

R. E. H., TM1, USN
New London, Conn.

Sea Duty after Boot Camp

I strongly concur with Lieutenant Pfister in his statement in the August issue that sending new recruits to rather bland shore billets before school or their initial sea tour is not the way to start them off.

If an opportunity exists to acquaint a sailor with ships and the sea, then that opportunity should be sought out and used. Midshipmen cruises are short, but in two months at sea a midshipman can put to use what he has learned in a year at school. Could not a recruit do the same in four or five months at sea after completing boot camp? Let

them put to use the practical knowledge gained in boot training, and continue their basic training in seamanship at sea. Then they can go on to specialized training at a shore school.

C. E. Giese, Jr., LT, USN
CO, USS Marysville (EPCEP 857)

But Don't They Always?

If I were CNO for 60 minutes I would try to eliminate the minor gripes of the Navyman by having the leading chiefs of ships and stations hold meetings with these men by rate. Have them air these views and take action on their views. This would get ideas out in the open and make the enlisted man feel that something is done.

I would also take advantage of the draft, and I would use these men who are drafted into the Navy in non-technical billets, such as mess-cooking, first lieutenant and deck force divisions aboard ship. This would leave the enlistee, who has usually gone to a Navy school, available for the skilled job he enlisted for.

G. W. McPike, ADR2, USN
Utility Squadron Eight.

Reduce Shore Duty Billets

After a relatively short time on my present tour of sea duty I feel that the U. S. Navy should keep ships staffed to full allowance. I suggest this be done by cutting down on the number of shore billets or reducing the number of active ships.

On the surface it appears that shore stations could perform missions with less personnel. I would assume that, in the past, to improve retention, the Navy created billets ashore to increase the opportunities of shore rotation. The Navy's intention was laudable, but it hasn't met expectations. The Navy felt that, given more shore duty, a sailor would ship over. There is, of course, no magic answer to the question of shipping over.

Navy life is basically a life at sea. Therefore, we should make life at sea as appealing as possible. Sea duty isn't bad; what is bad is that the job



never gets done. This is because of the shortage of personnel afloat. It is hard to keep up with the daily routine; it is impossible to get ahead.

Navy men want to work. They want to do the job right. They want to have training programs and accomplish projects which, when given the time, may prove beneficial to the Navy. And most of us in the sea service really like our fair share of sea duty.

Richard A. Ruth, IV, LCDR, USN
USS *Cambria* (APA 36)

Less, but Better, Paperwork

If, through some great miracle (possibly made even more unlikely by this letter), I were appointed CNO for an hour, I would be too excited to accomplish anything. But, I can't pass up this opportunity to express my views.

I am a line lieutenant filling the billet of supply officer on a submarine. I recognize that the tremendous problem of supporting our ships and stations is extremely well managed and well organized, as evidenced by the outstanding reputation of our afloat units. However, the following problems do bother me.

Each new supply department requirement increases the workload on the operating forces. More records. More reports. More time-consuming requirements.

I suggest that we fully investigate the necessity for increasing the amount of work required by the shipboard supply team. Make every effort to put the added paperwork ashore. I seriously doubt that much of it would seem so necessary if those who require it had to maintain it. The new workload is too great for one storekeeper and a part-time supply officer.

Requisition processing times, receipt of status, and resultant material arrival on board my ship have not been in accordance with stated procedures on priority time frames. The supply system is overwhelmed with so many high priority requests that the control points and supply centers cannot process routine requirements within the stated time. Therefore, we are forced to use higher priorities than normally justified to ensure material receipt within a reasonable time.

I suggest that we monitor more



closely the actual items requisitioned on high priorities. Priority O1 cannot be justified for such items as transistor radios, ship's letterhead and rubber stamps regardless of scheduled deployment dates or the mission of the unit involved.

One further thought—the structure of fringe benefits gives the married Navyman an advantage over his bachelor shipmates. Married men are provided by the Navy with a place

to go in port. A place of their own choice away from the constant activity of a naval command.

Bachelors are expected to endure all manner of inconvenience under the old adage, "On board—On Duty."

I suggest that the Navy insure bachelor personnel, officers and enlisted, better than second-rate lives.

John W. Blatt, LT, USN
USS *Skate* (SSN 578)

Sea Duty for Academy Grads

In the July "Four-Star Forum," the suggestion was made that specialists and staff officers acquire some line time. As a staff officer, I strongly concur with this view and would go a step further by attempting to start as many officers as possible with 1100 designators.

Specifically, I think that, upon graduation, all USNA officers should go to sea. Arguments which are usually raised against this scheme are based on the need to begin specialized training early, and the assumption that we can't live with a temporary delay in the input to various specialties. A third argument is sometimes raised that those officers with visual defects may not qualify for

An Invitation from Topside

Do you have a pet project you want to get off the ground? Do you have the solution to a problem that has been bothering you? The Navy is interested in hearing about it.

Now is your chance. The invitation comes directly from the Secretary of the Navy and the Chief of Naval Operations. The ideas of enlisted and officer personnel alike are solicited with the aim of improving efficiency, organization, operations, morale and esprit de corps.

What would happen, for instance, if through some small miracle, you were suddenly appointed CNO for an hour? What would you do? What steps would you take to make the Navy more effective? What policies would you initiate? What problems do you think are the most pressing? How would you, as a four-star admiral, solve them?

With the blessings of the Chief of Naval Personnel, CNO and SecNav, ALL HANDS is making available a portion of its space to a discussion of the problems—big and little—of the Navy today. What are they, and what would you do about them if you had the authority to act?

The rules are simple: Officers and enlisted, men and women, are invited to contribute. Your suggestions need not be sent through the chain of command; they may be forwarded directly to ALL HANDS Magazine, Room 1809 Navy Annex, Bureau of Naval Personnel, Washington, D. C. 20370. The best letters will be published and forwarded to the cognizant activity in the Naval Establishment for consideration and action. Sorry we cannot reply directly to your letters. (If you prefer that you be identified by initials only, please so indicate.)

This is a golden opportunity to provide a forum for your ideas.

The prize is substantial—the knowledge that you have made a contribution to the betterment of the Navy.

Here is another installment. Keep your ideas coming.



duty at sea. Show me the capital ship which will refuse to employ an officer with glasses.

In response to the argument that we cannot afford to delay the beginning of specialized training, I can only emphasize the point previously made that contact with realities of Fleet problems can have a positive effect on the qualifications and usefulness of staff and special duty officers. I personally think the requirement of orientation toward Fleet problems demands some delay or interruption in non-1100 officer career patterns.

In response to the argument about minimum annual officer input required to exist, I just do not believe that the system is so inflexible that we can't route our future staff and specialized officers through at least one short sea tour, preferably before officially choosing a specialty.

As a Civil Engineer Corps Officer, I think we should have as personal an understanding as possible of the problems of the operating Fleet in order to more effectively discharge our responsibilities in support of that Fleet.

P. A. Phelps, CDR, CEC, USN
MCB 8

How to Spend Your Pay Raise

I would like to suggest a means by which we can save part of the very

generous pay raise that was given us. We hear so much about buying bonds but, if you are aboard ship or overseas, where can you get them?

I already have a bond allotment with my bonds being held in safe-keeping, but there are times when I have an extra \$20.00. I think disbursing should be able to sell bonds in locations where bonds are not available. I realize an extra work load would be put on the disbursing office, but bonds help our country so I believe this would justify the extra work.

Paul Q. Vile, MM1, USN
USS AFDM 5

RecSta Procedures

I would like to suggest a change in check-in, check-out procedures. It seems to me that a small amount of coordination could save a lot of wasted time and energy.

For example, A. B. Sailor checks in to a station for duty. He is single with no car and arrives late on a Saturday night. He is instructed to wait until Monday morning to check in formally. Monday (the worst possible day) rolls around and, with all his earthly possessions, Sailors sets out to complete the check-in slip which has been handed him by the yeoman. Many wasted footsteps and aching muscles later, he triumphantly returns the slip. He gets the "Mon-

day-morning-glazed-eyes" reception at each stop. He waits an hour and a half to find out that three of the required signees are at a meeting. And so on.

He wrestles his seabag some 10 blocks to the Post Office (and 10 blocks back) only to spend two and a quarter minutes to fill out a change of address card. Now he is decidedly demotivated and understandably so.

Why can't he fill out the change of address card and the chaplain's data card, leave his health, pay and service records at the check-in office?

Sickbay, Dental, Disbursing or any other facility can notify him by a simple phone call if he is required at their offices. Records of everyone checking in that day could be sent by Guard Mail to their ultimate destinations. If the man needs pay, he could elect to visit the disbursing office on his own.

There are those who will say that if he does not actually visit each place, how else will he learn his way around? I say hand him a map; if he can't read it he doesn't belong in the Navy in the first place.

H. E. W., MMC, USN

Status of Single Sailors

Being a career bachelor as well as a career Navyman, I would make a few improvements for the single sailor in this married man's Navy.

To start with, it seems that many married men are assigned overseas shore duty even though they do not want it, while a single man of the same rate and rating who would like such a tour of duty never seems to get it. This is not only demoralizing for both parties, but the cost to the Navy of shipping dependents and household effects compared to one single man and his sea bag is completely out of proportion. Then too, since the pay of a married man is higher than that of his counterpart, it stands to reason that the gold flow overseas will also be higher.

An obviously simple solution to this problem would be to take a man's marital status into consideration when an overseas billet is to be filled. The order of priority could be as follows:

(1) Single men who have requested it; (2) married men who have requested it; (3) single men who did not request it; (4) married

men who did not request it.

My next change would be that of barracks. Although it's true that some barracks are in excellent condition and quite comfortable, they are still a far cry from home. When a married man is off duty he can go home, relax, putter around the house, eat home cooking, and enjoy himself in general. All a single man has to look forward to is going to a noisy barracks, eating in the mess hall and, unless he hits the beach, a dull, monotonous evening of sitting around in complete boredom.

I think that a man should be given a choice of living aboard, or collecting a regular subsistence and living on the beach.

Gary L. Brown, TM1(SS), USN
USS Hardhead (SS 365)

Plenty of Ideas

I have a few ideas I would like to see put into effect.

Initiate a screening board on all officers every two years and also initiate a leadership school to be added into the final weeks of OCS. This would reduce the misfits.

Take enlisted men on their first enlistment and give them more than one ship. Many men spend their entire enlistment at one command and draw the conclusion that all of the Navy is like that one ship or station.

Let recruits have more say in regard to which schools they want to attend. Men with high battery scores are usually forced to attend schools not of their choice and then money is wasted by having them drop out of school for one reason or another half way through the school.

Give the second and third term personnel more of a choice of what they want. Too much time is being given to keeping men on their first enlistment in the Navy and more of the "oldtimers" are getting out, feeling that they have nothing to look forward to.

J. F. Smith, RD2, USN
USS Caliente (AO 53)

Consider the Personal Factor

It has been our experience that most Navymen, after spending several years at sea before shore duty, consider the area and type of duty ashore a prime factor when thinking about a naval career. While we realize that the needs of the



Navy come first, we believe that the personal factor should be taken into consideration before transferring a man to any station. If a man is happy in a billet at sea and the need exists for someone to fill this billet, he should be allowed to remain in this sea billet.

Quarters for single men could be improved upon. The barracks could be sectioned into rooms with locks, for first and second class petty officers. Partitions for third class petty officers and non-rated men could be built. In this way, personnel would be held responsible for the cleanliness of their own areas, thus alleviating the necessity of a large cleaning crew. Further, this would be an added incentive to personnel to make rate.

When on shore duty, commuted rations should be available to all

petty officers. The freedom given in choosing what and where petty officers eat would improve morale of the bachelors.

Most commands are more concerned with the paper work connected with the physical fitness program than the actual idea of physical fitness. In order to be physically fit, exercise should be required two or three times a week rather than once a quarter.

Personnel in critical rates who are drawing P-2 proficiency pay while at sea should not lose this pay when working on related equipment ashore. This situation is more noticeable at Research and Development facilities where the equipment is largely prototype.

Glen Elliott, FTM1, Charles Shelbaer, FTM1,
George McGarter, FTM2, Mark Poland, FTM2,
David Schick, FTM3, White Sands, N. Mexico.



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



GOOD LISTENER—Navy porpoise Tuffy responds to acoustic device used to recover missile cradles. Tuffy follows the sound and the Navy follows Tuffy.

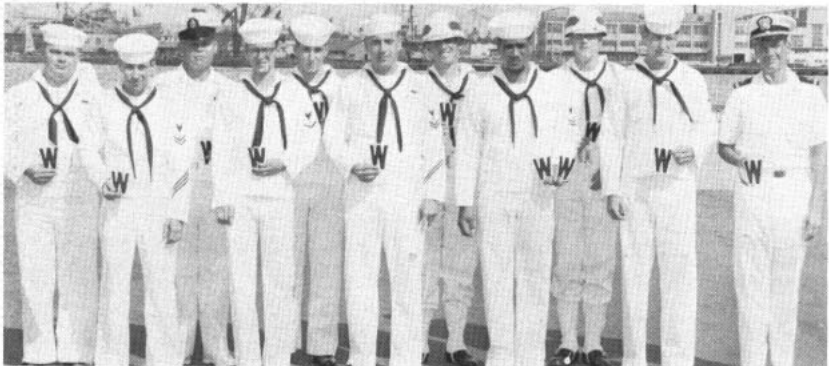
Coral Sea a Winner

The attack carrier *uss Coral Sea* (CVA 43) and embarked Air Wing 15 have been awarded the Navy Unit Citation. The ship and air wing earned the award during a recent WestPac deployment.

The carrier returned to CONUS in November after spending nearly 11 months in the Western Pacific—eight months of her tour in the South China Sea. During the eight months the carrier launched more than 10,-

000 combat sorties. Her aircraft flew in 160 major strikes and delivered 6000 tons of ordnance against military targets in North Vietnam and Viet Cong Forces in South Vietnam.

Despite the strain on *Coral Sea* Navymen caused by combat operations, the ship maintained her standards of efficiency and safety. In June the ship received the 1965 Admiral Flatley Memorial Aviation Safety Award. *Coral Sea* has now returned to the West Coast.



LETTERMEN—USS *Wilhoite* (DER 397) men pose with their W's, awarded for participation in athletics. *Wilhoite* has won two intra-flotilla tournaments.

New Construction

Should you be thinking about spending your next tour of sea duty aboard a new ship, you might take a look at the following report on new construction. Two ships have recently joined the Fleet, while three others have been launched.

The nuclear powered ballistic missile submarine *uss Benjamin Franklin* (SSBN 640) was commissioned at Groton, Conn. As with other *Polaris* submarines, *Franklin* will be manned by two complete crews—the blue and gold.

This latest addition to the *Polaris* fleet makes 30 SSBNs in commission.

Franklin's keel was laid 25 May 1963, and she was launched 5 Dec 1964. She is capable of firing the A-3 missile.

The hospital ship *uss Repose* (AH 16) was recommissioned at the San Francisco Bay Naval Shipyard.

Originally commissioned in May 1945, *Repose* served with the U. S. Seventh Fleet in Asian waters. In 1949, the ship helped evacuate U. S. and British personnel from the Chinese mainland. And during the Korean War, *Repose* operated off the Korean coast. In 1954, she was decommissioned.

The hospital ship, equipped with up to a 900-bed capacity, has three operating rooms and the most modern medical equipment available, some of which she did not have during the Korean War. For example, the new facilities include an intensive care ward, recovery ward, frozen blood bank and central oxygen and suction systems.

The hospital section staff of *Repose* consists of 30 doctors and medical service corps officers, 30 nurses and 256 hospital corpsmen.

Repose is 520 feet in length and has a 15,000-ton displacement. She is scheduled to deploy with the Pacific Fleet.

The nuclear powered fleet ballistic missile submarine *Mariano G. Vallejo* (SSBN 658) was launched at Vallejo, Calif.

This ship was named for Mariano Guadalupe Vallejo (1808-1890) who supported the rebellion of Californians against their Mexican Gover-

nor. At the time, Vallejo was Deputy to the Territorial Congress. Later he was elected as a state senator to the first California Legislature.

With Vallejo launched, the *Polaris* submarine count comes to 30 commissioned, eight launched but not commissioned, and three in various stages of construction.

The guided missile frigate *Biddle* (DLG 34) was launched at Bath, Maine.

The 7900-ton frigate is the fourth ship to be named in honor of Captain Nicholas Biddle (1750-1778), a hero in the Continental Navy during the American Revolutionary War.

The first two *Biddles*, torpedo boat 56 and destroyer 151, have been stricken from Navy records. The third ship to be named Biddle, a guided missile destroyer, was designated the mixed-manned demonstration ship for the NATO Multilateral Force concept. Her name was later changed to *Claude V. Ricketts* as a tribute to Admiral Ricketts' efforts in behalf of this concept.

Biddle is a *Belknap*-class frigate with a length of 547 feet and a beam of nearly 55 feet. When completed she will carry a dual *Terrier-Asroc* missile launcher, 3-inch/50 and 5 inch/54 caliber guns, torpedo tubes and the Drone Antisubmarine Helicopter (*Dash*).

The destroyer escort *O'Callahan* (DE 1051) was launched at Bay City, Mich.

The ship was named for Captain Joseph T. O'Callahan, the only Navy chaplain to be awarded the Medal of Honor. He received the award for his

courageous actions while serving aboard the aircraft carrier *uss Franklin* (CV 13) when the ship was attacked by enemy aircraft near Kobe, Japan, in March 1945.

O'Callahan is a *Garcia*-class destroyer escort. The new ship will be equipped with an *Asroc* launcher, antisubmarine torpedo launchers and a single 5-inch/54 caliber gun mount. *O'Callahan* also will carry *Dash*.

The new destroyer escort is 414 feet long, has a 44-foot beam and displaces more than 3400 tons. Her keel was laid 19 Feb 1964, and she is scheduled to be commissioned in early 1967.

Sea Poacher Reminisces

uss Sea Poacher (SS 406) had an experience this summer that all teenagers look forward to. She celebrated her 21st birthday. Actually she had come of age very early in life.

Past events during *Sea Poacher's* commissioned service have been filled with excitement.

Built in Portsmouth, N. H., she was commissioned on 31 Jul 1944. Almost immediately the war in the Pacific beckoned for her services.

Sea Poacher began her war career a scant three months after being commissioned. She conducted four extended patrols in the waters near the Japanese home islands, sinking nine ships and destroying a shore communications installation with gunfire.

When hostilities ended, *Sea Poacher* returned home to the Atlantic Fleet. She remained homeported in New London, Conn., until



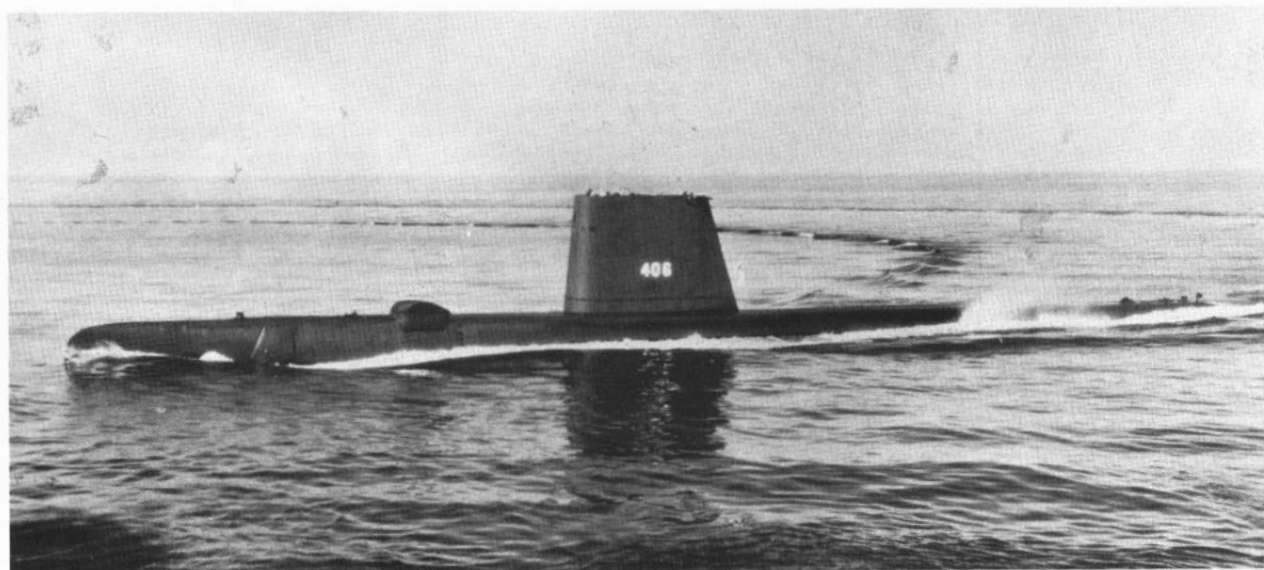
FROGMAN makes adjustment on model of waterjet propulsion unit. Test of unit showed system could drive Navy ship at speeds of 76 knots.

moving to Balboa, Canal Zone, in 1946. Then in 1949 she settled down in Key West, Fla.

While operating in the Key West area in July 1952, the friendly sub demonstrated how helpful she can be to other Navy units. She rescued a blimp.

The blimp had suffered an engine casualty, and was down, adrift at sea, when *Sea Poacher* came to the rescue. She towed the disabled airship 40 miles to the Boca Chica Naval Air Station.

Sea Poacher received the Subma-



WHAT A DIVER—*USS Sea Poacher* (SS 406) celebrated 21st birthday two days early with 5901st dive in Navy career.

TODAY'S NAVY

rine Division 122 award for excellence in fire control and torpedo firing two consecutive years in 1963 and 1964.

No birthday reminiscences are complete without some statistics, so compare this one to the records of other young ladies in the Silent Service:

During *Sea Poacher's* career she has averaged almost one dive every 30 hours, having completed dive number 5901 two days before her 21st birthday:

Any congratulatory messages on this outstanding mark—should other subs care to communicate—will eventually catch up with *Sea Poacher*, although she is still a very busy girl.

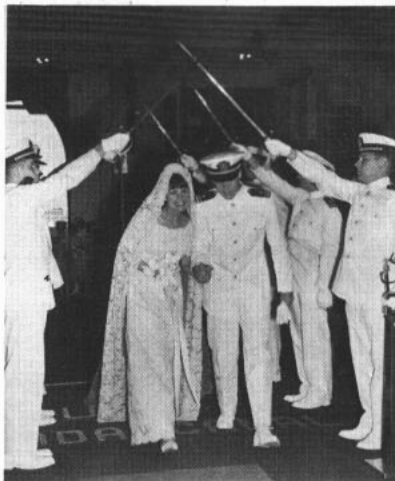
DD Rescues Helo Crew

It was to be a routine day at sea in antisubmarine warfare training for the destroyer *uss Sarsfield* (DD 837). But the day didn't quite wind up that way.

After conducting part of the exercise with the submarine *uss Threadfin* (SS 410), the destroyer was joined by two helicopters to practice coordinated ASW exercises.

Sarsfield's air controller was positioning one of the helos near the submerged *Threadfin*, when it was noticed that the chopper was settling toward the water. At the same time, the pilot gave a Mayday, and the destroyer changed course for the scene.

A few minutes later, *Sarsfield's* rescue crew was in a motor whaleboat and headed for the four life



WEDDING MARCH—LTJG H. Ford and his bride cross quarterdeck of *USS Guadalcanal* after wedding.

rafts bobbing in the water (the helicopter had disappeared by this time). Within seven minutes, the helo crew was aboard the boat. And 12 minutes after the pilot had given the Mayday, the four helo crewmembers were aboard the destroyer.

Once aboard the destroyer, the helo crew was found to be in good shape. They were returned to their squadron a few hours later.

Conway Carries On

No matter how you look at it, a 23-year-old ship is up in years. But you may have a difficult time proving that such a ship is no longer useful.

For instance, take the destroyer *uss Conway* (DD 507). During her years of active service, *Conway* has

seen quite a lot of history. She was originally commissioned back in October 1942, and it wasn't long before she was in combat in the Pacific.

She earned 11 battle stars for her World War II campaigns, which included Guadalcanal, Kula Gulf, Bougainville and Lingayen Gulf.

In 1950, after more than four years of retirement, she came back on active duty with Escort Destroyer Squadron 21 and operated off the coast of Korea from June to November 1951.

Ten years later, *Conway* was one of the ships in the *Project Mercury* space shots. She stood by to assist in the recovery of astronaut Major Gus Grissom in case the helicopter failed.

While on an ASW training cruise in the Caribbean in October 1962, *Conway* found herself as one of the ships in the Cuban quarantine. Like the other ships, she maintained surveillance on merchant shipping to the Caribbean waters, and intercepted vessels which looked suspicious.

Primarily an antisubmarine warfare ship, *Conway* is equipped with rocket launcher, hedgehog mounts, torpedoes and depth charges. In addition she has 5-inch/28 and 3-inch/50 caliber guns for antiaircraft defense, and for surface-to-surface and shore bombardment.

Although 70 percent of her crew is younger than she is, *Conway* keeps up with the best. At present, she is part of Task Group Alfa, an antisubmarine warfare group which develops antisubmarine techniques and equipment.

Conway is the second ship to bear that name. The first was a four-stack DD built in 1918.

Medals for Midway

Having been where the action is since April, the men of *uss Midway* (CVA 41) have had ample opportunity to cover themselves with glory which was later reflected in medals and other decorations.

In ceremonies aboard the carrier at sea, *Midway's* aviators received five Distinguished Flying Crosses, one Bronze Star Medal, 271 Air Medals, 11 Commendation Medals, Five Secretary of the Navy Commendation for Achievement Ribbons and one Purple Heart.

The pilots, flight officers and crewmen from the eight squadrons and detachments of Attack Carrier Air Wing Two also received medals for



INSPIRATION FOR A POWERHOUSE—Wives of four top Defense officials are seen together in one photo. They are (l-r): Mrs. Robert S. McNamara, wife of Secretary of Defense; Mrs. Paul H. Nitze, wife of Secretary of Navy; Mrs. Horacio Rivero, wife of Vice Chief of Naval Operations; and Mrs. David L. McDonald, wife of Chief of Naval Operations. Occasion was a benefit for Navy-Marine Residence Foundation, of which RADM John Crumpacker, USN (Ret), is Administrative Director.

meritorious achievement in aerial combat while conducting air strikes against communist military targets in North Vietnam and Viet Cong strongholds in South Vietnam.

All-Navy Talent Contest

TWENTY-ONE Navymen, two Waves, two Marines and over 3000 spectators gathered at NAS Patuxent River, Md., for the 1965 All-Navy Talent Contest.

It was the first All-Navy level event held in seven years, but the winner was the same as in the last contest—ENS Richard L. McMeekin. (The uniform was different, however.) He played piano and impersonated such famous performers as Al Jolson, Dean Martin and a popular singing group. (When he last won the contest in 1958, he was a yeoman first class.)

McMeekin, who represented the Sixth Naval District, is stationed aboard *uss Yellowstone* (AD 27).

Second place in the contest was awarded to Louis Garcia, SN, of U. S. Naval Station, San Juan, Puerto Rico. Garcia sang a medley of Broadway show tunes.

Harold B. Dial, RM1, placed third. Dial, representing the 14th Naval District, sang "My Funny Valentine" and "Goodbye, Charlie."

A unanimous honorable mention went to Valentin S. Sapo, TN, of U. S. Naval Station, Annapolis, Md. He played electric guitar renditions of "Theme from Exodus" and "Lady of Spain."

Other acts included a pantomime, interpretive dancer, comedians, vocalists and a juggler.

Participants in the contest were winners and runners-up in district events. The districts hold yearly contests to encourage and develop the talents of Navy personnel, regardless of professional or amateur standing.

Judges for the contest were Frank J. Scimonelli, MUCM, soloist with the U. S. Navy Band, Washington, D. C.; Mrs. Eloise Spencer, of the Catholic University drama department; and James Ueberhorst, director of the American Light Opera Company, of Washington, D. C.

Unrep Centurion

The recent WestPac Cruise of *uss Coral Sea* (CVA 43) has been something of a record breaker, the carriermen report.

At last report before her return,



STAR—Diana K. Albro, YN3, is first Wave to re-up under STAR at Schools Command, Treasure Island, Calif.

the combination of launches and landings of her embarked aircraft had passed the 10,000 mark for this cruise.

About that same time, *Coral Sea* completed her 100th underway replenishment in eight months. Lest anyone miss the significance, that means *mucho* sea time, partner.

On the occasion, *uss Vega* (AF 59) edged alongside the carrier in the South China Sea. After the first shot lines found their mark, a canvas with large numerals "100" was stretched between the two ships, and a plaque commemorating the accomplishment was presented to *Vega*.

Football, LantFlt Style

COMPHIBLANT's touch football team unleashed a powerful attack in both offense and defense against COMNAVAIRLANT, and won the Atlantic Fleet Touch Football Championship, by a score of 47-7.

Quarterback LTJG Bob Gormley led his team to a 14-0 first quarter, then pushed them downfield for two more touchdowns in the second.

COMNAVAIRLANT, outplayed consistently through the game, scored their only touchdown in the second quarter, after a pass interference call against the 'Gators on the PhibLant 15-yard line.

The first half ended with COMPHIBLANT leading, 27-7.

In the penalty-filled second half, Gormley scored on a 10-yard run in the third quarter and passed for

two more touchdowns in the fourth period, bringing the score to 47-7.

Late in the fourth quarter, 'Gator Don Eggert intercepted a COMNAVAIRLANT pass and ran it 50 yards for a touchdown, only to have it erased on an illegal block penalty.

The COMPHIBLANT team was comprised of players from Underwater Demolition Teams 21 and 22, SEAL Team Two, *uss Mountrail* (APA 213) and *Arneb* (AKA 56).

Byrd Monument in Antarctic

A memorial to the late Rear Admiral Richard E. Byrd has been placed at the bottom of the world, where he gained his fame as an Antarctic explorer.

The monument—a bronze bust atop a marble pedestal—was the work of Felix de Weldon, sculptor of the Iwo Jima war memorial in Arlington, Va.

Unveiling ceremonies were held on Admiral Byrd's birthday, at McMurdo Station, Antarctica. Inscribed on the base of the monument is a statement once made by Admiral Byrd: "I am hopeful that Antarctica, in its symbolic robe of white, will shine forth as a continent of peace, as nations working together there, in the cause of science, set an example of international cooperation."

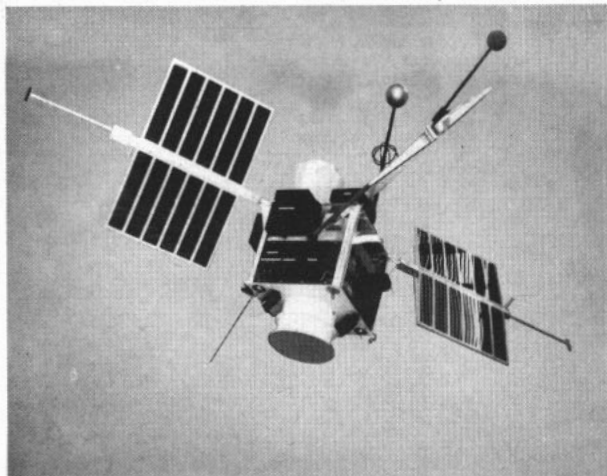
Also recorded are some of the more significant achievements of the South Pole explorer, and the dates of his five expeditions.

SHIPSHAPE—Personnel of Training Squadron Six stand at attention for the commanding officer's inspection.



SERVICESCOPE

Brief news items about other branches of the armed services.



OV2-1 SATELLITE launched by Air Force is designed to explore solar flares and earth's radiation belts in space.

THE U. S. AIR FORCE Air Rescue Service (MATS) has amply proved its worth during its first 19 years by rescuing 12,233 people and saving 88 aircraft. As if this weren't enough, it has also aided an additional 54,000 people and nearly 60,000 aircraft.

The Air Rescue Service is organized for world-wide search, rescue and recovery missions. It has a precautionary or escort service which flies missions (usually over the ocean) to be on the scene in case serious trouble develops in other aircraft.

It also has an emergency service using pararescuemen who work from both fixed and rotary wing aircraft, as well as a program for retrieving space hardware; assisting astronauts and recovering personnel from hostile areas.

In combat rescue operations in Southeast Asia, ARS forces recovered 39 combat aircrews in the year ending last August. Fifteen of the rescues were made in the open sea while 23 were made under enemy fire. During

rescue and recovery operations in hostile areas, ARS aircraft are protected by U. S. Air Force, Navy and Marine fighters.

At the present time, there are about 300 men in Southeast Asia rescue units. They are from U. S. base detachments and serve on a 120-day temporary duty basis. Since August 1964, rescue forces in Southeast Asia have flown more than 6700 missions, totaling more than 12,000 hours.

★ ★ ★

SEISMOLOGISTS are analyzing the results of a recent U. S. underground nuclear test, to learn more about detecting nuclear explosions.

The experiment—dubbed Project Long Shot—was conducted by the Department of Defense at Amchitka Island, Alaska, near the western end of the Aleutian Chain.

This location was chosen because of its geology and its position in the seismically active areas which extend from the Aleutian Islands to Japan.

The deep underground explosion provided data on both the nature of seismic signals from underground nuclear tests and their long-distance travel times. The experiment was aimed at helping scientists learn to discriminate between earthquakes and man-made seismic disturbances. Such a capability has been a major goal of the U. S. for some time.

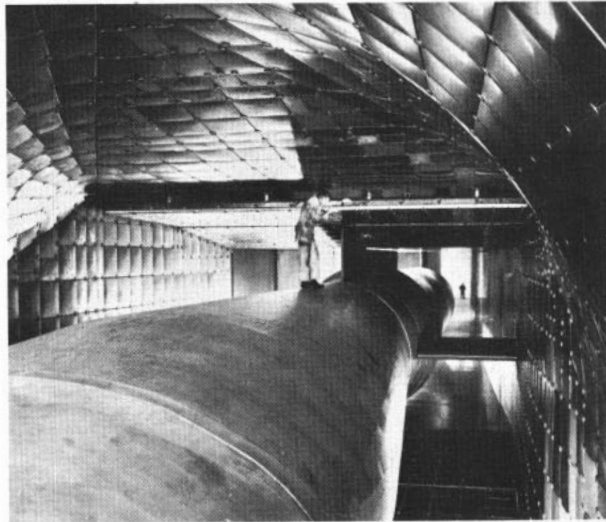
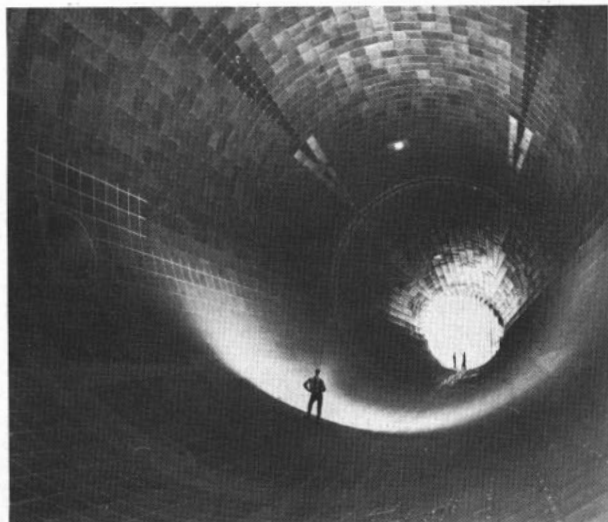
Information on the experiment was provided to world-wide seismological stations, including an alert previous to the blast. All available information will be collated to aid in the analysis.

★ ★ ★

LANCE WILL GO anywhere—can even be parachuted to a combat zone—which makes it a highly mobile missile system for the field Army.

In recent tests at the Yuma, Ariz., proving grounds, the 10-ton system—which comes complete with its own self-propelled, tracked vehicle—was dropped from a

TECHNICIANS CHECK interior of supersonic wind tunnel at development center in Tennessee. Circuit is lined with stainless steel panels, simulates flights up to Mach 4 (2800 mph). Rt: Scavenging scoop for propulsion tunnel.



transport plane. A cluster of six cargo parachutes carried it down to a soft landing.

Minutes after it hit the designated drop area, Army troops were upon it. They unrigged the parachutes and deployed on a simulated tactical situation. This marked the first time a ballistic missile system had been dropped in this manner. But it won't be the last—*Lance* is being developed with just such mobility in mind.

It is an artillery missile, which can fire nuclear or conventional warheads. Unlike most of today's mobile missiles, it uses prepackaged storable liquid propellants.

Lance has been undergoing development flight testing since March 1965.

★ ★ ★

A RESERVATION AGENCY to handle air transportation reservations for all military services has been approved by the Department of Defense.

The worldwide agency is operated by the Military Air Transport Service (MATS) and began operation in November for passengers traveling from CONUS to overseas points. Passengers inbound to CONUS were to be brought into the central reservation system at a later date.

Passenger reservation centers for traffic leaving CONUS have been set up at McGuire Air Force Base, N. J., and at Travis Air Force Base, Calif. Centers spotted at key bases in Europe and the Pacific area will handle inbound and intra-theater reservations.

Overseas bases under consideration as reservation centers are Rhein-Main Air Base, Germany; Hickam AFB, Hawaii; Clark Air Base, Philippines; and Tachikawa Air Base, Japan.

The separate passenger reservation systems which have been used in the past for making military air reservations will be eliminated when both inbound and outbound reservation systems are in operation.

The new system is expected to make fuller official use of available aircraft, thereby reducing space available travel. Otherwise, most servicemen probably will notice little change in air travel procedures.

Home stations will continue to request reservations, issue orders, arrange domestic travel to the terminal and provide other services such as base clearance, passports and hold baggage shipment. Terminals—both MATS and commercial—will accept and process passengers as usual.

★ ★ ★

THERE IS A NEW electronic shooting gallery at Wright-Patterson Air Force Base, Ohio. It is not, however, designed for entertainment.

This new test range provides all the military services with what is perhaps one of the most versatile test grounds for airborne reconnaissance. It is capable of telling just how well the photographic, electro-optical, infrared and radar detection instruments aboard the reconnaissance aircraft are performing.

Generally speaking, here's how the test range will work: A plane will fly over at an altitude between 2000 and 10,000 feet as if on a reconnaissance mission. It will test all its special detection instruments against the equipment on the ground. Since the latter will be controlled, the reconnaissance plane will have a good idea just how well its equipment is working.

The new field also contains other instruments which



LIGHTWEIGHT—XM656 truck is two tons lighter than present Army five-ton truck, can be transported by air.

furnish detailed ground conditions, such as haze, relative humidity and temperature. This information will be used to interpret how well it performed.

★ ★ ★

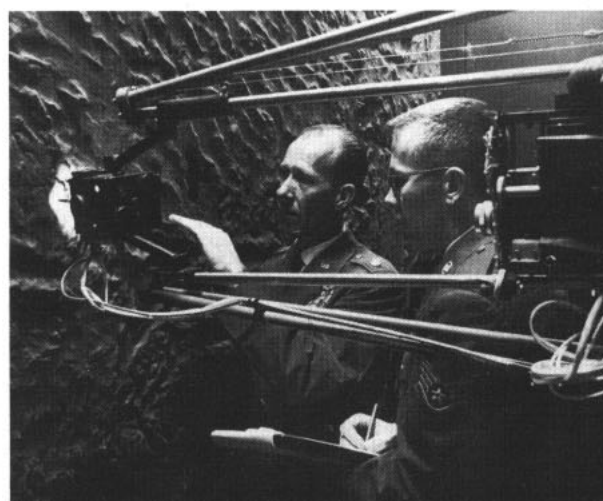
A LARGE APERTURE SEISMIC ARRAY (LASA) in Billings, Mont., has been designed to study the difference between underground nuclear explosion and earthquakes.

Through detecting, locating and identifying seismic disturbances, this facility should boost our capability in earthquake identification. Thus, the number of remaining seismic events could be nuclear detonations. This may also help reduce on-site inspection requirements in the verifying of a comprehensive test ban.

The installation itself spans a distance of 150 miles. Clusters of 25 seismometers are placed 200 feet underground and send data to a central analysis center in Billings. There are 21 such clusters, each four and one-half miles in diameter.

The data will be made available to all countries.

TV TRAINING—Television camera shows giant relief map to radar intelligence trainees at Nellis AFB, Nevada.



THE WORD

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

• **NEW RATING**—A new general rating, Aviation Support Equipment Technician (AS), is being added to the enlisted rating structure. As a part of this change, three service ratings are to be established at the E-4 and E-5 level: Electrical (ASE), Mechanical (ASM) and Hydraulics and Structures (ASH).

Advancement in this rating extends to E-9. The normal advancement path to commissioned status leads to Warrant Aviation Maintenance Technician, or the LDO category of Aviation Maintenance.

For some time now, it has been felt that there was a need for specialized training in the maintenance of aviation support equipment (jet engine starters, tractors, cranes and mobile power units.) Previously, this equipment was maintained by ADs, AEs, AMs, EMs, ENs and MMs.

The details, which have yet to be fully worked out, will be promulgated by instruction as soon as possible.

• **VOLUNTARY RECALL**—Is there a doctor in the house? The Navy is calling.

It is also calling for more chaplains, civil engineers, unrestricted line officers and Supply Corps officers.

Due to increasing demands placed on the Navy in Southeast Asia, Naval Reserve officers—especially those in the above categories—are urged to volunteer for recall duty.

In critically short officer categories, regulations concerning voluntary recall have been liberalized. Eligibility requirements in three categories,

however—Restricted Line, Medical Service Corps and Nurse Corps—remain unchanged.

BuPers has sent a message to Reserve commands explaining the new policy. The revised regulations:

- Ease the eligibility requirements for Supply Corps, Chaplain Corps and Unrestricted Line officers who wish to be recalled to active duty;

- List specific specialties in the Medical Corps which are particularly needed; and

- Reduce the minimum recall period from two years to one.

In addition, the message repeats a call for more Civil Engineer Corps volunteers.

The procedure for volunteering is to apply directly to BuPers (Pers-B151), with a copy to the command holding your record. Indicate the minimum and maximum period on active duty acceptable if you should be recalled. (The minimum time cannot be less than one year.)

Applications will be considered and approved on an individual basis.

Not eligible are retired officers and officers subject to mandatory attrition in fiscal year 1966.

The following Reserve officers are eligible to apply:

- Medical Corps—Lieutenant commanders and above in the following specialties: surgery; orthopedic surgery.

Lieutenants and above in the following specialties: anesthesiology; internal medicine; ophthalmology; psychiatry; preventive medicine; neurosurgery; plastic surgery; otolaryngology; thoracic surgery, urol-

ogy; pathology; radiology; and general medicine.

- Supply Corps—Lieutenant and lieutenant commander.

- Chaplain Corps—Lieutenant commander and below.

- Civil Engineer Corps—Commander and below.

- Unrestricted Line—Lieutenant and below.

- Restricted Line—Lieutenant and below.

- Medical Service Corps—Lieutenant and below.

- Nurse Corps—Lieutenant commander and below.

Restricted Line and Medical Service Corps officers—still bound by previous regulations—must have a date of rank such that they will be able to complete at least two years of active duty before being considered for selection to lieutenant commander.

Nurse Corps officers must be of such age that they can complete 20 years total active service before reaching age 55.

When applying, use *Application for Recall to Extended Active Duty*, NavPers 2929, if forms are available. All provisions of BuPers Inst. 1141.1B (Voluntary Recall) which are in conflict with the above information are temporarily held in abeyance.

• **EXAM SCHEDULE**—Here is the schedule for the Navy-wide advancement in rating examinations to be held in February:

Pay grade E-4 (PO3), Tuesday, 1 Feb 1966.

Pay grade E-5 (PO2), Thursday, 3 Feb 1966.

Pay grade E-6 (PO1), Tuesday, 8 Feb 1966.

Pay grade E-7 (CPO), Thursday, 10 Feb 1966.

There have been some changes made to the procedure outlined in BuPers Inst. P1430.7D concerning



SNOW TIME to hold out on your shipmates. Remember there are nine others waiting for this issue, so pass it on.

advancement in rating of enlisted personnel on active duty. The changes cover the following points.

- **Performance Marks:** The average of the enlisted performance evaluation marks should be computed according to Part V, page 75 of BuPers Inst 1430.7D, but do not convert the performance mark. The result should be entered in block eight.

- **Series Number:** Write "39" in the upper left hand of the NavPers 624 card with grease pencil or a stamp—anything that makes a dark impression.

- **Errors in NavPers 624 cards:** Submit corrections to the Commanding Officer of the U. S. Naval Examining Center on a regular NavPers 624 card. All you have to do is fill in the 10-digit activity code, the man's name, service number, present rate and the corrected information. Then mark the card in big red letters **SERIES 39 CHANGE**.

Corrections, except in performance mark, may be submitted any time.

- **Service School Graduates and Enrollees:** Graduates or current enrollees who expect to graduate from a Class A, B or C School in the rating for which they are being examined should be certain their schooling is shown in block seven of NavPers 624.

- **Temporary Active Duty Personnel:** Those on duty for 150 days or less may not take the examination. They follow the same procedures as those outlined for inactive duty Navymen.

- **AC Rating:** Before taking the exam, air controlmen must have FAA Form ACA-578A or ACA 1710 and a Class II Medical Certificate. This does not necessarily apply to overseas stations or naval vessels where commanding officers may request waivers of these forms if examination facilities are not available.

- **Waves:** May not be advanced to or within the IM, OM, LI or CT ratings.

Some Navymen are entitled to additional multiple credits and the following factors may be included in multiple credit computations beginning with the February 1966 examination cycle:

- **Fleet Reservists Recalled to Active Duty:** May credit time in rate (TIR) served in their present rate before transfer to the Fleet Reserve in their TIR multiple computation.

- **Good Conduct Award Earned in Other Military Services:** Rates a

2.00 credit in the awards multiple.

- **Joint Service Commendation Medal:** Rates 3.00 points in the awards multiple.

When examinations containing classified information are requested for Navymen on leave or in transit, the request must contain a certification that those to whom the exam will be administered possess the required security clearance.

Complete information concerning advancement in rating of enlisted personnel on active duty may be found in BuPers Notice 1418 of 23 Oct 1965.

- **ILLINOIS STATE BONUS**—Serviceman and veterans with Vietnam service who are residents of Illinois are eligible for a recently-announced state bonus of \$100 if they meet three conditions.

To be eligible, first you must have been a resident of the state for one year prior to entering the military.

Next, you must have served in the Armed Forces on or after 1 Jan 1961.

Third, you must have received either the Vietnam Service Medal or the Armed Forces Expeditionary Medal (Vietnam area).

If an eligible member is killed in action or dies as a result of Vietnam service, his next of kin will receive \$1000 from the state of Illinois instead of \$100.

Further information and application forms are available from the Illinois Veterans Commission, 221 W. Jefferson St., Springfield, Ill.

- **COMMERCIAL SOLICITATION**—There are several directives which clearly prescribe proper conduct of

All-Navy Cartoon Contest
William R. Maul, CTC, USN



"How do you spell HELL!!! with three L's or four . . . ?"

Navymen and civilian employees of the Navy but apparently 10 per cent didn't get the word or, having got it, ignored it.

It has come to the attention of the Secretary of the Navy that some active duty Navymen have been using their military titles in connection with after-hours employment which involves business solicitation.

Such conduct is explicitly prohibited by Paragraph IXA of DOD Directive 5500.7 of 17 May 1963 which states in part, "All civilian personnel and military personnel on active duty are prohibited from using their civilian or military titles or positions in connection with any commercial enterprise or in endorsing any commercial product."

- **BEWARE THE BEAN**—Navymen visiting the Caribbean area and parts of Africa are cautioned against buying souvenirs made of (or ornamented with) the deadly jequirity bean.

Jequirity beans are shiny, hard-shelled and either solid black or black with red markings. They are about the size of Navy beans, but a bit plumper. When swallowed or brought into contact with an open wound—or even a scratch—they can be fatal, particularly if the seeds are broken.

Young children are exceptionally vulnerable.

The Bureau of Customs recently discovered jequirity beans were being bought by tourists to the Caribbean area. The beans had been pierced and strung as beads for necklaces and rosaries, used for eyes on dolls and toy animals and in the manufacture of purses and table doilies.

Customs officials have warned travelers returning to the United States. Many articles containing the bean were abandoned by tourists after they were advised of the hazard.

This is not the first time the bean has been in the news. In 1962 it was discovered by the Food and Drug Administration that they were being brought into the country as decoration on "voodoo swizzle sticks" from Haiti.

Many of the articles are bought by tourists visiting Jamaica, Antigua, and nearby Caribbean islands. Some necklaces imported from Northern Rhodesia and retailed through U. S. novelty stores have been identified as made of the jequirity bean.

THE BULLETIN BOARD

Major Revision of Seavey-Shorvey System Will Interest You

THE NAVY'S SEAVEY/SHORVEY rotation system is undergoing a major revision, which is aimed at improving the ratio of sea time to shore time for men in many ratings.

The changes (announced in BuPers Notice 1306, of 2 Dec 1965,) primarily serve to narrow the types of duty which qualify as sea duty for rotation purposes, while redesignating many choice assignments both in CONUS and overseas as "shore duty," though they have previously been labeled sea duty billets.

In effect, BuPers intends to call sea duty sea duty and shore duty shore duty, provided a location ashore meets certain standards to allow for accompanied tours.

Also new is the introduction of "neutral time" billets. These are billets heretofore known as "preferred sea duty," but they will no longer count toward sea time for rotation purposes.

Virtually everyone whose rotation is controlled under the Seavey/Shorvey system will eventually feel some effects from the revisions now in force. The changes were inevitable, considering the fact that sea duty billets are on the increase in an expanding Navy, while at the same time many CONUS shore billets have not correspondingly increased.

The benefits of the new system are many and varied. Family separation is an accepted fact of life in the Navy, but the Bureau is constantly concerned that separations be no longer than necessary—that every measure possible be taken to avert prolonged absences of Navymen from their normal family life. An important change along this line is the lessening of restrictions on the number of dependents a Navyman can have with him overseas.

Improvements in the rotation system over the past 10 years have been aimed at affording Navymen their fair share of what each one considers desirable duty.

While the actual bookkeeping (personnel accounting and control) has improved immensely, it has not been possible to resolve many unsatisfactory sea to shore time ratios which historically exist for personnel serving in certain ratings. Recent studies revealed that about one-half of the rates in the Navy do not afford at least a four-years-at-sea to two-years-ashore ratio.

In reviewing the situation, many factors were considered, such as:

- **Preferred Sea Duty Billets**—The Navy has some ships, squadrons and staffs homeported in the U. S. which normally remain in the assigned home port, or operate locally for only brief periods. For those activities, liberal liberty hours permit assigned personnel to enjoy a reasonable family or community life that is nearly comparable to that enjoyed on shore duty.

Because duty in these billets has counted as sea time for rotation purposes, it has been possible for many men to satisfy their required sea time in a preferred sea duty billet, then be transferred to normal shore duty.

By classifying duty in preferred sea activities as neutral time for rotation, and assigning two-year tours in these billets, the Bureau expects to achieve substantial

improvements for the sea-to-shore time ratio in many ratings—particularly those in the engineering and hull category.

- **Overseas Shore Duty**—This duty, too, has always counted as sea duty for rotation purposes. But there are several overseas areas which provide individuals with a three- or four-year accompanied tour ashore. Particularly desirable are the shore-based activities in the Hawaiian area and those in certain foreign countries where adequate family accommodations are available.

- The Bureau felt that a large volume of requests for one-year extensions from personnel serving in certain overseas locations was indicative of the desirability of this duty. Consequently, it was decided that such duty would satisfy the Seavey shore duty preferences of many individuals. This has the effect of opening more opportunities for slow-rotating ratings.

- This also precludes many individuals' chances of transferring from CONUS to overseas shore duty and back to CONUS, thus giving more people an opportunity for certain billets.

- **Increased "G" Billets**—Redesignation of certain overseas shore billets—while providing for more equitable rotation—does not create additional Navy billets. Further improvement of sea to shore rotation of enlisted men with poor shore duty opportunities will be attempted by establishing additional "G" billets ashore including the preferred overseas areas.

A "G" billet, which includes such duty as brig guard, dispatcher, driver and police petty officer, is one of a general administrative nature in a shore activity that does not require the skills of a particular rating. Commanding officers of all shore activities have been urged to review their present command structure and to recommend, where appropriate, redesignation of selected billets as "G" billets.

The revised Seavey/Shorvey program will include the following types of duty:

- **Type 1—Shore duty.** (Includes CONUS shore duty, Fleet shore duty and certain Fleet activities considered shore duty for rotation.)
- **Type 2—Arduous sea duty.**
- **Type 3—Overseas shore duty** (Less preferred overseas shore duty). (Sea duty for Seavey rotation).
- **Type 4—Toured (non-rotated) arduous sea duty.** (Sea duty for Seavey rotation).
- **Type 5—Preferred sea duty.** (Neutral time for Seavey rotation).
- **Type 6—Preferred overseas shore duty.** (Shore duty for Seavey rotation).

Preferred Overseas Shore Duty (Shore Duty for Rotation)

Effective 1 Jan 1966, activities listed in Table I were changed from overseas shore duty to preferred overseas shore duty (shore duty for rotation).

Personnel reporting on or after 1 Jan 1966 will be assigned a shore tour completion date in accordance with

current Navy Manpower Information System instructions and paragraph 7.4 of the *Enlisted Transfer Manual*. Upon completion of tour, these personnel will be reassigned to activities considered sea duty for Seavey rotation in accordance with normal Shorvey procedures. With this redesignation, it is recognized personnel currently assigned to overseas shore activities may have volunteered for such duty, assuming that they would earn sea duty credit toward Seavey rotation ashore in CONUS. Therefore, the following special procedures will apply:

- Personnel on duty in the redesignated preferred overseas shore activities on 31 Dec 1965 will be placed in neutral time status. Sea duty credit earned for Seavey rotation before 1 Jan 1966 is retained under prior rules. Extension requests from personnel in neutral time status normally will not be approved.

- Personnel who were assigned to the preferred overseas shore activities through Seavey procedures prior to 31 December 1965, and those who meet the sea duty cut-off dates of Seavey A-66, will be considered for Seavey assignment to shore duty upon completion of tour in accordance with paragraph 3.32 of the *Enlisted Transfer Manual*. These personnel may be identified by their sea duty commencement date in the activity Enlisted

Distribution and Verification Report (BuPers Report 1080-14). Also, a special Vey code will be developed and indicated in column "W" of the above report.

- Personnel who, prior to Jan 1966, were assigned to the preferred overseas shore activities other than through Seavey procedures and who do not meet the Seavey A-66 eligibility, will be reassigned through the overseas survey procedures, upon completion of tour. Assignments will be to activities considered sea duty for Seavey rotation and they will resume accumulating sea duty credit. The original sea duty commencement date (SDCD) will be adjusted (subtracting all neutral time) for Seavey rotation. The adjusted SDCD will be reported by journal entry to PAMI by the appropriate EPDO and will also be indicated in the transfer directive.

Tour Lengths (Preferred Overseas Shore Duty)

Tour lengths will be for 36 months, or 24 months from the date of arrival of dependents in the area, whichever is greater, up to 48 months.

Personnel assigned to preferred overseas activities through the Seavey program may anticipate receiving favorable consideration on requests for extension of preferred overseas tours, service requirements permitting, and provided they are recommended by their command-

Table I
Overseas Activities to Be Considered Shore Duty for Rotation of Enlisted Personnel

HAWAII	United States Armed Forces Institute	
Naval Station, Pearl Harbor	District Intelligence Office, Pearl Harbor	
Navy Supply Center, Pearl Harbor	Task Unit 8.3.9	
Regional Finance Center, Pearl Harbor	Military Sea Transportation Service Office, Honolulu	
Commissary Store, Pearl Harbor	Medical Administration Unit, Tripler Army Hospital	
Branch Commissary Store, NAS Barbers Point	Commander in Chief, Pacific Airborne Command	
Degaussing Station, Pearl Harbor	Commander in Chief, Pacific	
Dental Clinic, Pearl Harbor	Naval Manpower Validation Shore Survey Team, 14th Naval District	
Reserve Training Center, 14th Naval District	Naval Research and Development Satellite Commission	
Reserve Supplement Headquarters, 14th Naval District	Auxiliary Repair Dock 30 (Pearl Harbor)	
Training Device Center Regional Office, Pearl Harbor	Commander Service Force, U. S. Pacific Fleet	
Navy Exchange, Naval Station, Pearl Harbor	Commander Construction Battalions, Pacific	
Location Navy Exchange Naval Radio Station, Lualualei	Mobile Technical Unit ONE	
Branch Navy Exchange Naval Communication Station, Wahiawa	Security Group Detachment, Commander in Chief, U. S. Pacific Fleet	
Special Communication Division, Naval Communication Station, Honolulu	U. S. Intelligence Support Group, Pacific	
Naval Astronautics Group Detachment Charlie	Fleet Aviation Electronics Training Unit, Barbers Point	
Flag Administrative Unit, Commander Fleet Air, Hawaii	Navy Exchange, Naval Air Station, Barbers Point	
Fleet Composite Squadron ONE	Marine Corps Air Station, Kaneoche	
Fleet Weather Center, Pearl Harbor	Defense Communication Agency, Pacific Area	
Submarine Base, Pearl Harbor	Commander Service Squadron FIVE	
Fleet Submarine Training Facility, Pearl Harbor	Commander Destroyer Flotilla FIVE	
Commander Anti-Submarine Warfare Force, U. S. Pacific Fleet	Naval Air Station, Barbers Point	
Fleet Intelligence Center, U. S. Pacific Fleet	All naval shore-based activities in the following overseas areas:	
Pacific Command Administrative Detachment	Argentina	*Japan
Commander in Chief, U. S. Pacific Fleet	*Australia	Mexico
Pacific Command Military Assistance Program Data Center	Austria	Netherlands
Headquarters, 14th Naval District, Pearl Harbor	Belgium	New Zealand
Preventive Medicine Unit SIX, Pearl Harbor	Bermuda	Norway
Inactive Service Craft Facility, Pearl Harbor	*Brazil	Panama (including Canal Zone)
Commander Hawaiian Sea Frontier	*Canada	Peru
Pacific Liaison Office, Hawaiian Sea Frontier	Chile	Portugal
Pearl Harbor Naval Shipyard	Denmark	Puerto Rico
Fleet Operations Control Center, Pacific	France	*Spain
Naval Ammunition Depot, Oahu, Hawaii	Germany	*United Kingdom
Branch Navy Exchange, Naval Ammunition Depot, Oahu, Hawaii	#Hawaii	Uruguay
Security Group Department, Communication Station, Honolulu	Hong Kong	Virgin Islands
Headquarters, Fleet Marine Force, Pacific	*Italy	
Navy Branch Oceanographic Office, Honolulu		
Communication Station, Honolulu		

*Except for specific areas excluded by BuPers Instruction 1300.26 series.

#Hawaiian activities considered shore duty or neutral time duty are listed separately.

*Except for specific areas excluded by BuPers Instruction 1300.26 series.

#Hawaiian activities considered shore duty or neutral time duty are listed separately.

ing officers. Tour lengths, as extended, may not exceed the Department of Defense 48-months limitation except on rare occasions.

When considering duty preferences under Seavey, you might bear in mind the tour length advantages that are available if you volunteer for preferred overseas shore duty; that is, a 36- to 48-month tour as compared to the 24-month tour for most personnel assigned shore duty in the continental United States.

You will be given the opportunity to indicate whether you wish to serve the "accompanied by dependents" or the "all others" tour. This decision must be made no later than 30 days after date of reporting.

If, after choosing an "all others" tour, you change your mind and desire the "accompanied by dependents" tour, you may submit a request to the Chief of Naval Personnel via your commanding officer and appropriate EPDO.

This request must be submitted in time to reach BuPers at least six months before the month in which tour expires. The request will be approved only if it is in the

best interest of the Navy to do so.

Normally, a request will not be approved where you have already been furnished transportation for the relocation of your dependents and household effects as a charge against the permanent change of station orders under which you are currently serving. The forwarding endorsement by your commanding officer will state whether or not you have already been furnished, against last PCS orders, transportation of dependents and shipment of household effects.

Eligibility Requirements (Preferred Overseas Shore Duty)

The eligibility requirements stated in paragraphs 3.22 and 6.21 of the *Enlisted Transfer Manual* and paragraph 7.c of BuPers Inst. 1300.26D will be strictly adhered to in selecting personnel for preferred overseas shore duty.

Personnel assigned to preferred overseas shore duty shall not be assigned a second tour of preferred overseas shore duty when again Seavey eligible without an intervening tour of continental United States shore duty, unless at his own request and if such assignment

Table II
Preferred Sea Activities to Be Considered Neutral Time for Rotation of Enlisted Personnel

SUBPAC

Commander, Submarine Force, U. S. Pacific Fleet
Commander, Submarine Flotilla 1
Commander, Submarine Flotilla 2
Commander, Submarine Division 11
Commander, Submarine Division 12
Commander, Submarine Division 13
Commander, Submarine Squadron 3
Commander, Submarine Division 31
Commander, Submarine Division 32
Commander, Submarine Division 33
Commander, Submarine Squadron 5
Commander, Submarine Division 51
Commander, Submarine Division 52
Commander, Submarine Division 53
Commander, Submarine Squadron 7
Commander, Submarine Division 71
Commander, Submarine Division 72
Commander, Submarine Division 73
Commander, Submarine Squadron 15 Representative
USS Sperry (AS 12)
USS Nereus (AS 17)

CRUDESAC

USS Norton Sound (AVM 1)

PMIBPAC

Naval Beach Group ONE
Commander, Tactical Air Control Group ONE

MINPAC

Commander, Mine Squadron 7
Commander, Mine Squadron 9

USS Cape (MSI 2)

USS Cove (MSI 1)

MISCELLANEOUS—PACIFIC

Commander FIRST FLEET

Fleet Training Group, San Diego

Fleet Training Group, Pearl Harbor

Missile Training Unit, Pacific

U. S. Naval Airborne Project PRESS Operation Group, Pearl Harbor

Pacific Missile Range Facility, Hawaiian Area

USS George Eastman (YAG 39)

USS Granville S. Hall (YAG 40)

USS Stark County (LST 1134)

USS Targeteer (YV 3)

USS Sunnadin (ATA 197)

USS McGinty (DE 365)

USS Walton (DE 361)

USS Cockrell (DE 366)

USS Marsch (DE 699)

USS Vammen (DE 644)

USS Whitehurst (DE 634)

USS Charles Brannon (DE 446)

USS Cormorant (MSC 122)

USS Thrasher (MSC 203)

USS Ruff (MSC 54)

SUBLANT

Commander, Submarine Force, U. S. Atlantic Fleet Deputy Commander,
Submarine Force, U. S. Atlantic Fleet/Commander, Submarine Flotilla TWO

Commander, Submarine Flotilla SIX

Commander, Submarine Development Group TWO

Commander, Submarine Squadron 2

Commander, Submarine Squadron 8

Commander, Submarine Squadron 10

Commander, Submarine Division 21

Commander, Submarine Division 22

Commander, Submarine Division 81

Commander, Submarine Division 82

Commander, Submarine Division 101

Commander, Submarine Division 102

Commander, Submarine Squadron 6

Commander, Submarine Division 61

Commander, Submarine Division 62

Commander, Submarine Division 63

Commander, Submarine Squadron 4

Commander, Submarine Division 41

Commander, Submarine Division 42

Commander, Submarine Squadron 12

Commander, Submarine Division 121

Commander, Submarine Division 122

USS Fulton (AS 11)

USS Orion (AS 18)

USS Gilmore (AS 16)

USS Simon Lake (AS 33)

USS Canopus (AS 34)

USS Bushnell (AS 15)

ARD 5

ARD 7

CRUDESANT

Commander, Destroyer Division 601

Commander, Reserve Destroyer Squadron 30

is consistent with the needs of the service.

In the absence of sufficient Seavey personnel for assignment to preferred overseas shore duty, vacant billets may be filled from general detail sources, and Shorvey availabilities, excluding those personnel on Shorvey completing a normal tour of preferred overseas shore duty.

Personnel serving on arduous sea duty who are Seavey eligible and who would rather remain on arduous sea duty when CONUS shore duty is unavailable may request a sea extension in lieu of assignment to preferred overseas shore duty. They may indicate the following on their Seavey rotation data card (block 11): "Do not desire overseas assignment."

Those indicating that they do not desire assignment to preferred overseas shore duty will not be extended off Seavey until every effort has been made to assign them to one of their CONUS duty preferences.

The dependency limitation in paragraph 6.22 of the *Enlisted Transfer Manual* is cancelled. A forthcoming change will delete paragraph 6.22.

Preferred Sea Duty (Neutral Time for Rotation)

The following procedural changes to the Career Enlisted Rotation Program to include preferred sea duty are effective 1 Jan 1966. Sea duty credit earned for Seavey rotation before 1 Jan 1966 is retained.

"For duty" assignments in preferred sea activities listed in Table II are to be considered as "neutral time" and, beginning 1 Jan 1966, will not be credited for eligibility for rotation to shore duty. Personnel rotating from preferred sea duty will be transferred in accordance with procedures similar to the current overseas survey established by the Fleet Commanders.

Except where otherwise specified below, a 24-month tour is established for personnel permanently assigned to any preferred sea activity listed in Table II. A tour completion date (TCD) will be established on an individual basis for personnel who will be on board in excess of 20 months as of 1 Jan 1966 to provide for an orderly rotation. This TCD will not be later than July 1966. All other personnel will have a 24-month TCD established, based on date received for duty, or EAOS

Table II
Preferred Sea Activities to Be Considered Neutral Time for Rotation of Enlisted Personnel

Commander, Reserve Destroyer Squadron 34
Commander, Cruiser-Destroyer Flotilla 4
USS Arcadia (AD 23)
USS Everglades (AD 24)
USS Yellowstone (AD 27)
USS Yosemite (AD 19)
USS Sierra (AD 18)
USS Tweedy (DE 532)
USS H. D. Crow (DE 252)
USS Parle (DE 708)
USS Greenwood (DE 679)
USS Coates (DE 685)
USS Tills (DE 748)
USS DeLong (DE 684)
USS Albert T. Harris (DE 447)
USS Thaddeus Parker (DE 369)
USS Snowden (DE 246)
USS J. Douglas Blackwood (DE 219)
USS Darby (DE 218)
USS Roberts (DE 749)
USS Loeser (DE 680)
PHIBLANT
Commander, Amphibious Force, U. S. Atlantic Fleet
MINLANT
USS Reedbird (MSCO 51)
USS Suskin (MSCO 58)
USS Turkey (MSCO 56)
USS Falcon (MSC 190)
USS Fulmar (MSCO 47)
USS Larikeet (MSCO 49)
USS Plover (MSCO 33)
USS Linnet (MSCO 24)
Inshore Underseas Warfare Group TWO
Commander Mine Squadron FOUR
Commander Mine Squadron EIGHT
Commander Mine Squadron TEN (less detachment)
Explosive Ordnance Disposal Unit TWO
SERVLANT
Commander Service Squadron TWO
Commander Service Squadron FOUR
USS Cadmus (AR 14)
USS Amphion (AR 13)
USS Tutilla (ARG 4)
USS Vulcan (AR 5)

NAVAIRLANT
Aircraft Ferry Squadron THIRTY-ONE Ferry Support
Utility Squadron SIX (Detachment TWO)
Utility Squadron FOUR (Detachment ALPHA)
Flag Administrative Unit, Naval Air Force, U. S. Atlantic Fleet (TEAM ONE)
Flag Administrative Unit, Naval Air Force, U. S. Atlantic Fleet (TEAM TWO)
MISCELLANEOUS—ATLANTIC FLEET
Mobile Photographic Group, Newport
Underway Training Unit, Norfolk
MRC 40, Newport
Test and Evaluation Detachment, Norfolk
Inspection Division, Nuclear Weapons Training Center, Norfolk
Navy Oceanographic Office, Suitland, Maryland
Fleet Training Group, Charleston
Missile Training Unit, Atlantic

Preferred Sea Activities To Be Considered Neutral Time For Rotation Of Enlisted Personnel (EPDOLANT Distribution Control)

MSG 280 Prowess (Buffalo, N. Y.)—Com 3
PCER 856 Whitehall (Cleveland, Ohio)—Com 4
PCER 853 Amherst (Detroit, Mich.) Com 9
PCE 877 Havre (Michigan City, Ind.)—Com 9
PCE 880 Ely (Sheboygan, Wis.)—Com 9
PCE 902 Portage (Milwaukee, Wis.)—Com 9

Preferred Sea Activities To Be Considered Neutral Time For Rotation of Enlisted Personnel (BuPers Distribution Control)

Fleet Work Study Group, Atlantic
Fleet Work Study Group, Atlantic, Newport Detachment
Fleet Work Study Group, Pacific
Manpower Validation Office, Atlantic
Manpower Validation Office, Pacific
Field Food Service Team, Newport
Field Food Service Team, Norfolk
Field Food Service Team, Charleston
Field Food Service Team, San Diego
David Taylor Model Basin Project
Meat Produce Field Team, Brooklyn
Ship's Store Office, West Coast Branch
Fleet Assistance Group, Atlantic
Antarctic Support Activities, Detachment BRAVO

whichever is earlier.

It is recognized that some activities will require that tours be extended beyond 24 months to ensure accomplishment of missions, specific functions and stability. Accordingly, for those specific billets for which Type Commanders consider the 24-month tour to be too short, requests with brief justification for a longer tour may be made to the Chief of Naval Personnel (Pers-B2) via the cognizant Fleet Commander.

Personnel currently on board who are in active Seavey as of 31 Dec 1965 will remain in Seavey and be considered for assignment to shore duty.

Upon completion of prescribed tour in preferred sea activities (neutral time for rotation), personnel will be reassigned by the cognizant EPDO to one of the activities considered sea duty for Seavey rotation. Upon reporting to the new activity, personnel will resume accumulating sea duty credit for shore rotation under Seavey

Table III

Sea Activities Redesignated Fleet Shore Duty for Rotation of Enlisted Personnel (Pacific Fleet)

Commander Cruiser-Destroyer Force, U.S. Pacific Fleet
Commander Service Group/Squadron ONE
Commander Service Squadron SEVEN
Commander Reserve Destroyer Squadron TWENTY-SEVEN
Pacific Fleet SOAP Team, San Francisco
Pacific Fleet SOAP Team, Long Beach

*Air Transport Squadron SEVEN

*Air Transport Squadron TWENTY-TWO

*Fleet Tactical Support Squadron TWENTY-ONE

*Fleet Tactical Support Squadron TWENTY-ONE TACAMO Component

*Less Flight Crews which remain arduous sea duty

Sea Activities Redesignated Shore Duty for Rotation of Enlisted Personnel (Atlantic Fleet)

Commander Cruiser-Destroyer Force, U. S. Atlantic Fleet
Commander Service Squadron EIGHT
Commander Naval Beach Group TWO
Commander Naval Operational Support Group, Atlantic, Staff AFDL 6,
Little Creek, Virginia
Laundry Team, Newport
Laundry Team, Norfolk

Sea Activities Redesignated Fleet Shore Duty for Rotation of Enlisted Personnel (EPDOCONUS Distribution Control)

Service Craft, Underwater Ordnance Station, Newport—COM 1
Service Craft, Naval Shipyard, Boston—COM 1
Service Craft, Naval Shipyard, Portsmouth, N. H.—COM 1
Service Craft, Naval Station, Newport—COM 1
Service Craft, Naval Shipyard, New York—COM 3
Service Craft, Naval Shipyard, Philadelphia—COM 4
Service Craft, YTM 380 (Little Creek)—COM 5
Service Craft, Naval Weapons Station, Yorktown, Virginia—COM 5
Service Craft, Naval Station, Norfolk—COM 5
Service Craft, Norfolk Naval Shipyard—COM 5
Service Craft, TYL 439 (Little Creek)—COM 5
Service Craft, Naval Station, Charleston—COM 6
Service Craft, Naval Station, Key West—COM 6
Service Craft, Naval Station, Mayport—COM 6
Service Craft, Naval Ordnance Unit, Key West—COM 6
Service Craft, Naval Station, Long Beach, Calif.—COM 11
Service Craft, Naval Ordnance Test Station, Pasadena Annex, Calif.—COM 11
Service Craft, Naval Air Station, Point Mugu, Calif.—COM 11
Service Craft, Mare Island Shipyard—COM 12
Service Craft, San Francisco Naval Shipyard—COM 12
Service Craft, Treasure Island, San Francisco, Calif.—COM 12
Service Craft, Naval Ammunition Depot, Bangor, Washington—COM 13
Service Craft, Puget Sound, Bremerton, Washington—COM 13
Service Craft, Torpedo Station, Keyport, Washington—COM 13

procedures. Sea duty time earned prior to assignment to a neutral time activity shall be credited.

The following rates/ratings and NEC's are excepted from the "neutral time" concept inasmuch as there are insufficient billets to provide adequate rotation: Opticalman, Instrumentman, Molder, Patternmaker, ET 1591, SF-4915, SF-4916, SF-4917 and certain other ratings/NEC's which may be recommended by the Fleet Commanders to the Chief of Naval Personnel. For control purposes only, a tour completion date of 4 years or EAOS, whichever occurs first, will be established.

Fleet Commanders will establish, maintain and administer, through the Fleet EPDOs, a waiting list of men desiring transfer to preferred sea duty (neutral time for rotation). It is desired that all men in each Fleet, regardless of type command in which serving, be eligible on an equitable basis for assignment to preferred sea duty.

In general, priority of assignment to preferred sea duty will be as follows, bona fide humanitarian cases excepted:

- Personnel on arduous sea duty and those men completing tours in Vietnam and on 12-months unaccompanied tour ships and staffs.
- Personnel completing tours in overseas areas (not designated preferred overseas shore duty) requesting preferred sea duty.

Precedence on the waiting list will be determined by date of receipt of your request in the appropriate EPDO and the above assignment priority category.

Sea duty commencement dates will be determined by the appropriate EPDO and reported to the cognizant PAMI as follows:

- Personnel ordered to preferred sea activities from shore duty will be given a normal SDCD. For these individuals, this SDCD is established for control only. Upon transfer to an activity considered sea duty for Seavey rotation, SDCD will be adjusted by journal entry to PAMI by the appropriate EPDO and will also be indicated in the transfer directive.

Personnel transferred from preferred sea activities who previously served in arduous sea duty will have their SDCD advanced by the number of months served in preferred sea duty.

Sea Activities Redesignated Shore Duty (Shore Duty for Seavey Rotation)

Effective 1 Jan 1966, the preferred sea activities listed in Table III will be redesignated shore duty (Category 1) for Seavey rotation. Personnel on board for duty as of 1 Jan 1966 will be assigned a tour completion date. Personnel eligible for Seavey as of 31 Dec 1965 have the option of accepting the redesignated activity as their Seavey assignment, or requesting another shore duty assignment under Seavey procedures. Requests for another Seavey assignment are to be submitted to the Chief of Naval Personnel (Pers-B2141), via commanding officer, by 31 Jan 1966.

Tour lengths will be as prescribed for the various rates/ratings in Chapter 7 of the *Enlisted Transfer Manual*. Commencement of tours will be 1 Jan 1966. For personnel assigned to the Flag Allowance of the Fleet or Type Commander the tour lengths will be as indicated

above or 36 months, whichever is greater. Fleet and Type Commanders previously designated shore duty are authorized to adjust tour lengths from 24 months to 36 months for those Flag Allowance personnel for whom a longer tour is desired.

To provide for an orderly rotation of key personnel

serving in the activities redesignated as shore duty, requests for extension of tour from one to 12 months will normally be approved by the Chief of Naval Personnel. Extension requests must be submitted to the Chief of Naval Personnel, via commanding officer at least six months before the normal tour completion date.

Educational Funds Available From Navy Relief Society

Interest-free loans to students who hope to attend college or other institutions of learning during the 1966-67 school year are available from the Navy Relief Society. The size of the loan will depend upon need, and will vary with family circumstances, its size, assets and income.

Deadline for application is 15 March. Types of schools to be attended may include accredited colleges, vocational schools or prep schools for service academies.

Those eligible are dependents, under 23 years of age, of Regular Navy and Marine Corps personnel, active duty or retired. Also eligible are dependents of Reserve personnel on continuous active duty, retired for physical disability, or retired with 20 years of active duty.

Loans are made directly to the dependents with the stipulation that repayment begin six months after graduation.

During 1965, more than 140 students received assistance from the Society. Ten of these attended vocational schools, 60 went to state universities, and the remainder to private universities. Ninety-three were freshmen.

For complete information, write to the Navy Relief Society, 1030 Munitions Building, Washington, D. C. 20360. However, note that the deadline is 15 March.

What a Way to Go!

There are many ways to go, but you haven't really traveled until you've gone by skyhook. Though not exactly adapted to the champagne flight, it's the greatest if you like fresh air.

Skyhook is the Navy's new fixed-wing rescue system, designed to pick up men who are stranded in situations which do not lend themselves to helicopter rescue. The procedure was recently demonstrated by two Navy frogmen at the Amphibious Base in Coronado, Calif.

The rescue plane was a Navy S2F, specially rigged with a "Y" shaped steel skyhook. The aircraft made a preliminary pass over the baseball field (where the frogmen waited) and dropped the necessary equipment. This consisted, among other things, of a long length of nylon line, a balloon, and bottled helium.

The men inflated the balloon, attached it to the line, attached the line to themselves and sat down to wait. Presently the S2F approached on its second pass. The line, just beneath the balloon, caught in the fork of the S2F's skyhook. Exit frogmen.

The line, caught in the skyhook, was fed into a winch in the aircraft. At this point the two men were trailing the plane, one a few feet behind the other. It took about 25 minutes to pull them inside.

It was an interesting 25 minutes.

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 and BuPers Notices that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Instructions and Notices for complete details before taking action.

Alnavs

No. 77—Required the suspension from issue and use of certain defective medical supplies.

No. 78—Discusses revision of zone rates for air parcel post addresses to and from Army, Air Force and Navy post offices.

No. 79—Discussed procedures concerning payments to Marine Corps members without pay records.

No. 80—Announced approval by the Secretary of the Navy, for the President, of the report of a selection board which recommended women line officers for permanent promotion to the grade of lieutenant.

No. 81—Announced approval by the Secretary of the Navy of a selec-

tion board that recommended warrant officers for promotion to the grades of CWO-4, CWO-3 and CWO-2.

No. 82—Announced approval by the Secretary of the Navy, for the President, of the report of a selection board which recommended active duty officers for promotion to the grade of lieutenant.

No. 83—Announced a Thanksgiving proclamation by the President.

No. 84—Announced a Thanksgiving message by the Secretary of the Navy.

Instructions

No. 1520.98—Provides an opportunity for naval officers (except Medical Service Corps and Nurse Corps) to earn a baccalaureate through full-time study at a civilian educational institution.

No. 4650.14A—Establishes procedures for obtaining reservations for Navy-sponsored military personnel, civilian personnel, and their dependents, traveling overseas under Navy authorization from the continental United States to an overseas destination.

Notices

No. 1070 (20 October)—Announced the change in service numbers to be assigned to individuals first enlisted or inducted in the U.S. Navy or Naval Reserve on and after 1 December.

No. 1306 (16 November)—Announced the sea duty commencement cutoff dates which established the eligibility of enlisted personnel for Seavey A-66.

No. 1531 (16 November)—Discussed the opportunities available to sons of regular members of the Navy and Marine Corps for nomination to the Naval Academy.

No. 1560 (16 November)—Invited attention of all officers to the active duty obligation incurred by participation in the Navy's tuition aid program.

No. 1611 (23 November)—Provided further clarification of the provisions of BuPers Inst. 1611.12 as it pertains to the reports submitted on officer students.

If You're Taking the Exam For Advancement, This Listing May Give You the Odds

Should you be taking the advancement exam next month, you undoubtedly would like to know what your chances are of making it. Therefore, here are the latest estimates of advancement opportunities for pay grades E-4 through E-7.

The following table is based on available statistics, a study of past performances and consideration of the variables which might have an effect on the number of Navymen who may be included in the advancement quotas.

The code numbers in the table are, of course, clues to your chances. Here is what they mean:

Code 1: Excellent Between 70 and 100 per cent of those passing the examination will be advanced because the greatest shortages exist in these rates.

Code 2: Good From 40 to 70 per cent of those passing will be advanced.

Code 3: Fair Between 15 and 40 per cent of those passing will be ad-

All-Navy Cartoon Contest
Charley Wise, HMCS, USN



"They really emphasize name tags on this base, don't they?"

vanced.

Code 4: Poor Less than 15 per cent of those passing will be advanced. The number of rates in this category is small, amounting to about five per cent of the total group.

For other information, see ALL HANDS, July 1965, page 28.

College Degree Program Gives Officers Chance For Four-Year Study

Many an officer who does not possess a bachelor's degree has continued his education during his off-duty time. This is a rewarding, interesting and sometimes arduous effort, not without problems. For example, a student approaching his fourth year of study must hurdle the obstacle labeled "residency requirement."

Most colleges and universities require that the last 30 semester hours (about one academic year) be completed in residence, either by full-time or part-time study. Because of this, many officers in the past have found that they could not complete the requirements for a degree, since they were not in one place long enough.

Therefore, the College Degree Program was recently established. Through this program, an officer with three or more years of undergraduate education may attend school full-time to complete requirements, for

Rating	Advancement To Pay Grade			
	E-4	E-5	E-6	E-7
ABE	1	2	4	4
ABF	2	3	4	3
ABH	3	2	1	3
AC	1	4	4	4
ADJ	1	2	2	2
ADR	4	4	4	4
AE	1	4	4	4
AG	1	4	4	4
AK	2	4	4	4
AME	1	2	4	4
AMH	1	4	4	4
AMS	1	3	4	4
AO	1	3	4	4
AQ			1	3
AQB	1	1		
AQF	1	1		
AT			4	4
ATN	1	3		
ATR	1	1		
AX	1	1	1	1
AZ	3	1	1	2
BM	3	2	1	1
BR			1	4
BT	1	1	4	3
BU			1	3
BUH	1	1		
BUL	1	1		
BUR	1	1		
CE			4	4
CEP	1	1		
CES	2	1		
CET	1	1		
CEW	1	1		
CM			2	4
CMA and CMH	1	1		
CS	1	3	2	2

Rating	Advancement To Pay Grade			
	E-4	E-5	E-6	E-7
CT	1	1	1	1
CYN	1			
DC	1	1	2	4
DK	2	3	3	4
DM	2	1	3	4
DS	1	1	1	1
DT	3	3	4	4
EA			1	1
EAD	1	1		
EAS	1	1		
EM	1	2	2	2
EN	1	1	2	3
EO			2	3
EOH	1	1		
EON	1	1		
ET			1	1
ETN	1	1		
ETR	1	1		
FT				1
FTG	1	1	1	
FTM	2	2	1	
GMM	1	2	3	3
GMM	2	4	4	3
GMT	1	3	4	3
HM	2	3	4	3
IC	2	2	2	4
IM	2	2	2	3
JO	2	1	2	1
LI	3	2	3	3
MA	1	1	1	1
ML	4	4	4	4
MM	1	2	3	2
MN	1	4	4	4
MR	2	2	1	4
MT	4	4	4	1
MU	1	2	3	1

Rating	Advancement To Pay Grade			
	E-4	E-5	E-6	E-7
OM	1	2	3	2
PC	1	4	4	4
PH	1	1	3	4
PM	1	1	1	2
PN	2	3	3	3
PR	1	4	4	4
PT	1	1	1	2
QM	1	1	2	2
RD	1	1	4	4
RM	1	1	2	2
SD	3	2	2	3
SF			2	2
SFM	1	2		
SFP	1	1		
SH			3	4
SHB	1	3		
SHC	3	3		
SHL	3	3		
SHS	1	1		
SHT	1	1		
SK	1	2	2	3
SM	1	1	3	4
ST			1	2
STG	1	1		
STS	1	1		
SW			3	3
SWE	1	1		
SWF	1	1		
TD	1	4	4	4
TM	1	3	4	4
UT			3	3
UTA	1	1		
UTB	1	2		
UTP	1	1		
UTW	1	1		
YN	1	2	3	3

his baccalaureate.

If you have been looking for a way to finish your education, this may be just what you want. There are only two requirements which you must meet to be eligible:

- You must be a warrant or commissioned officer, either temporary or permanent appointment. (Medical Service Corps and Nurse Corps officers, however, are not eligible.)
- And you must have enough undergraduate education to meet the requirements of a baccalaureate within 12 months or less.

Before you submit your application for this program, you will need a certification from the college or university which you choose to attend. This certification should say, in effect, that you are able to meet the requirements of a baccalaureate within a 12-month period.

The certification from the college should accompany your application, which you submit to the Bureau of Naval Personnel (Pers C-312). Your application should include your date of birth, date of rank, the date when you wish to begin your studies, your field of study, and a statement which says that all transcripts of college work which you have completed are filed in your service record at BuPers.

(When deciding what date you want to start your schooling, you would do well to keep in mind that your tour of shore duty may not be interrupted to allow you to attend school under this program. This means that normally you will be ordered to the school of your choice during the first or last year of your regular tour of shore duty.)

A selection panel will be convened at BuPers to consider all those officers who have applied for the program. The panel will consider your availability, your career potential, your past performance of duty, your academic record and, of course, the recommendation of your endorsing command.

Should you be selected for this program, you will then be required to make the final arrangements for gaining admission to the college or university. Once you have done this, you should notify the Chief of Naval Personnel, and you will receive orders to report to the naval activity nearest your school for a period of not more than 12 months.

Sometime while you are involved with these preparations, you will be

required to incur additional obligated service. Under this program, you must serve one year of active duty for each six months (or fraction thereof) of schooling which you will receive.

You will continue to receive your regular pay and allowances while you are attending school. However, you will be required to pay your own tuition and other school expenses.

At the end of the 12 months (or less), you should have your baccalaureate degree. Your college or university must submit a transcript of your work to the Chief of Naval Personnel (Attention Pers C-312) so that it can be entered into your record.

BuPers Inst. 1520.98 has the details concerning the program.

More New Navy Enlisted Classifications Will Help To Shape Future Careers

A number of new Navy Enlisted Classifications (NECs) have recently been established. They became effective as of 1 November and, like all NECs, they will be a factor in the future assignments of the Navymen who hold them.

The following table shows the new NECs, along with the ratings eligible. Those without rating prefixes are special series NECs which may be held by Navymen in any rating.

In addition to the above categories, five Data System Technician NECs have been disestablished, and the codes converted.

DS-1632, 1633, 1634 and 1635

Check These New NECs

NEC	Function	Source Ratings
BOATSWAIN'S MATE		
BM-0166	Boat Captain, High Speed Small Craft	BM, QM, SM
RADARMAN		
RD-0312	Radar Technician	RD
RD-0333	IDS Operator/Electronics Evaluator	RD, AT
SONAR TECHNICIAN		
ST-0427	General Submarine Sonar Maintenance Technician	STS
ST-0496	UWFCS Mk 105 Mod 11-27 (AN/SQS-23)	STG
ST-0497	UWFSC Mk 105 Mod 11-27 (AN/SQS 29-32)	STG
DATA SYSTEMS TECHNICIAN		
DS-1621	NTDS Computer Technician (with WDS Mk 11)	DS
DS-1622	NTDS Computer Technician (with VIDEO/IDAC)	DS
DS-1636	SOCSS/FFDS/NECPA Systems Technician	DS
DS-1651	IOIC EDP Systems Technician	DS
DS-1652	IOIC Intelligence Data and Storage Retrieval Systems Technician	DS
DS-1666	3M System Technician	DS
RADIOMAN		
RM-2312	Radio Technician	RM
MACHINE ACCOUNTANT		
MA-2733	IOIC Storage and Retrieval/EDP Operator	MA
MA-2734	IOIC Storage and Retrieval Operator	MA, PT
MA-2766	3M System Operator	MA
BOILERMAN		
BT-4521	BAILEY Automatic-Combustion Control Operator	BT, BR
BT-4522	HAGEN Automatic-Combustion Control Operator	BT, BR
BT-4523	GENERAL REGULATOR Automatic-Combustion Control Operator	BT, BR
SHIPFITTER		
SF-4919	Nondestructive Testing Operator	SF, ML, MR, BR
PHOTO INTELLIGENCEMAN		
PT-6733	IOIC IDS Operator/Photo Interpreter	PT
PHOTOGRAPHER'S MATE		
PH-8133	IOIC Photo Processing Maintenceman	PH
SPECIAL SERIES		
9571	Radio/TV Announcer	
9572	Radio/TV Program Director	
9574	Monochrome TV Technician	
9575	Educational TV Production Director	
9903	Nuclear Power Plant Operator Trainee (Special Pilot Surface Program)	

have been converted to DS-1631.

DS-1635 has been disestablished and converted to (according to rating), DS-1651 and DS-1652 (source rating DS), RD-0333 (source ratings RD and AT), MA-2733 (source rating MA), MA-2734 (source ratings MA and PT), PH-8133 (source rating PH) and PT-6733 (source rating PT).

Eligibility Rules Set for Vietnam Service Medal

Navy men stationed in Vietnam or aboard ship in Vietnamese waters since 3 Jul 1965 are eligible to receive the new Vietnam Service Medal. In addition, they are authorized to purchase and wear the ribbon bar.

Under certain conditions, Navy men who served in Vietnam before 3 July may also be eligible for the new award.

But before you rush out to spend some of your hard-earned money, you would do well to check with your personnel officer. He will have a list which shows if the ship or unit with which you served is eligible. The list itself was not published as ALL HANDS went to press. However, certain Fleet commands have authority to make a determination.

For your own information, here are the general requirements for the Vietnam Service Medal. If you meet one of them, you may be eligible.

- You must have served with an organization ashore which participated in, or directly supported, the military operation.

- You must have served aboard a ship which supported the military operation.

- You must have been a crew member on one or more aerial flights which directly supported the military operations.

- If you were assigned on temporary duty, you must have served there for 30 consecutive days or 60 non-consecutive days. However, this time limit may be waived if you participated in combat operations.

As stated before, the award is effective 3 Jul 1965. However, Navy men who completed their tour before that date may be eligible for the new medal, even though they have received the Armed Forces Expeditionary Medal. But no one may have both medals for service in Vietnam.

Therefore, if you already have, or

All-Navy Cartoon Contest
Fernand I. Chagnon, RD1, USN



are entitled to the Expeditionary Medal and you want the new Vietnam Service Medal, you must make a choice. Should you choose the new award, you will have to relinquish your Armed Forces Expeditionary Medal. No choice is necessary if you earned the Expeditionary Medal for service other than Vietnam.

The Vietnam Service Medal is disc-shaped and made of bronze. On the front, a cluster of bamboo trees is superimposed over a traditional oriental dragon, and below is the inscription "Republic of Vietnam Service." The reverse side of the medal shows a flaming torch over a cross bow, and below are the words "United States of America." The medal is attached to a yellow ribbon with three vertical red stripes and a green border on each side.

Ships Reactivated

The Navy is reactivating 24 ships and 43 small craft from the Reserve



"You got a complaint, Bud?"

fleets to meet increased requirements in Southeast Asia.

Scheduled to return to service are: USS *Tappahannock* (AO 43), *Virgo* (AE30); *Chara* (AE 31); *Askari* (ARL 30); 17 LSTs; three gasoline tankers (AOGs); 40 medium and utility landing craft (LCUs and LCMs); and three harbor utility craft (YFUs).

Ceiling for Compensation For Personal Property Losses Raised to \$10,000

Navy men who suffered a personal property loss of more than \$6500 after 2 Jul 1952 under the conditions outlined in Art A-5101(1) of the *BuPers Manual* may be in for an unexpected windfall.

Congress has raised the maximum amount for which compensation may be made for such personal property damage or losses from the old maximum of \$6500 to a new high of \$10,000.

According to the *BuPers Manual*, claims are usually payable if the property loss occurred in quarters (or other authorized place), if it was a transportation loss, loss due to a marine or aircraft disaster, loss due to enemy action or loss of property subjected to extraordinary risks.

The *Manual* also covers property used for the benefit of the government, property which was damaged or lost because of government negligence as well as the loss of motor vehicles, or money deposited for safekeeping, transmittal or other authorized disposition.

Any Navyman, Navy dependent, Navy civilian employee or next of kin whose first claim was adjudicated in excess of \$6500 and payment was limited to that amount may now submit a new claim to fit the new maximum.

Requests for additional compensation for such losses must be made in writing before 14 Sep 1966. Navy men may submit their claims through their commanding officer. Former Navy men and next of kin of deceased Navy men may submit their requests directly to the Chief of Naval Personnel, Department of the Navy, Washington, D. C. 20370.

If the loss for which the claim is being made was covered by a carrier or was insured by a commercial company and compensation was received from these or other sources, you

All-Navy Cartoon Contest
William R. Maul, CTC, USN



"Got a match, Lieutenant?"

should say so in your application.

The application should also refer to any previous claim you have made against the government for coverage of your loss.

Complete information concerning the increase in the maximum amount payable for personal property loss or damage may be found in BuPers Notice 5890 of 8 Oct 1965 or in Public Law 89-185 (78 Stat. 789).

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).

Ski Party (3060) (C) (WS): Musical Comedy; Frankie Avalon, Deborah Walley.

Fort Courageous (3061): Western; Fred Bier, Donald Barry.

Miss Susie Slagle's (3062): Comedy Drama; Veronica Lake, Sonny Tufts.

The Night Holds Terror (3063): Mystery Drama; Jack Kelly, Hildy Parks.

So Big (3064): Drama; Jane Wyman, Sterling Hayden (Re-issue).

Johnny Dark (3065): Drama; Tony Curtis, Piper Laurie (Re-issue).

The Return of Frank James (3066): Adventure Drama; Henry Fonda, Gene Tierney (Re-issue).

Crime Wave (3067): Drama;

Sterling Hayden, Gene Nelson (Re-issue).

The Amorous Adventures of Moll Flanders (3068) (C) (WS): Comedy; Kim Novak, Richard Johnson.

Apache Gold (3069) (C) (WS): Western; Walter Barnes, Lex Barker.

Phantom of the Rue Morgue (3070): Horror Drama; Karl Malden, Patricia Medina (Re-issue).

The Man with the Gun (3071): Mystery Drama; Lee Patterson, Rona Anderson (Re-issue).

Young at Heart (3072): Musical Drama; Doris Day, Frank Sinatra (Re-issue).

A Bullet for Joey (3073): Mystery Drama; Edward G. Robinson.

Break to Freedom (3074): Ad-

• **DEPENDENTS' TRAVEL**—A new regulation permits Navymen to move their families at government expense in cases where some ships and staffs—as a result of the Navy's increased activities in Southeast Asia—are faced with exceptionally long deployments.

The recent change to *Joint Travel Regulations* allows for a government-paid household move when certain deployments exceed 12 months.

In cases where the Chief of Naval Operations designates a ship or staff to an overseas tour of more than 12 months, all personnel assigned to such a unit (who are otherwise eligible for dependents' travel and shipment of household goods at government expense) are entitled to move their families to any location in CONUS, or the Panama Canal Zone, Puerto Rico, Alaska or Hawaii and other U. S. territories and possessions if approved by the Secretary of the Navy or his representative.

Previously, if a Navyman wished to move his family away from his home port while he was away on an extended deployment, he had to do so at his own expense. Many men prefer that their dependents move nearer to relatives at such times.

The new regulations will ease the difficulties of family separation and the concern each husband and father has for the wellbeing of his family during his absence. Although long separations are necessary to enable the Navy better to fulfill its increasing commitments, this new entitlement will do much to insure that the Navyman's dependents are cared for during long deployments.

All-Navy Cartoon Contest
Charley Wise, HMCS, USN



"I'm getting sick and tired of these letters about payments overdue."

venture Drama; Anthony Steel, Jack Warner (Re-issue).

The Diamond Wizard (3075): Mystery Drama; Dennis O'Keefe, Margaret Sheridan (Re-issue).

Sons of Katie Elder (3076) (C) (WS): Western; John Wayne, Dean Martin.

How to Stuff a Wild Bikini (3077) (C) (WS): Comedy; Annette Funicello, Dwayne Hickman.

Son of a Gunfighter (3078) (C) (WS): Western; Russ Tamblyn, James Philbrook.

Dark Intruder (3079): Melodrama; Leslie Nielsen, Judi Meredith.

Kiss Me Deadly (3080): Mystery Drama; Ralph Meeker, Paul Stewart (Re-issue).

The Good Die Young (3081): Mystery Drama; Richard Basehart, Gloria Grahame (Re-issue).

Twist of Fate (3082): Mystery Drama; Ginger Rogers, Jacques Bergerac (Re-issue).

Witness to Murder (3083): Mystery Drama; Barbara Stanwyck, George Sanders (Re-issue).

Coast of Skeletons (3084) (C) (WS): Adventure Drama; Dale Robertson; Richard Todd.

War Gods of the Deep (3085) (C) (WS): Melodrama; David Tomlinson, Susan Hart.

The Family Jewels (3086) (C): Comedy; Jerry Lewis.

Love and Kisses (3087) (C): Comedy Musical; Rick Nelson, Jack Kelly.

Abe Lincoln in Illinois (3088): Drama; Raymond Massey, Ruth Gordon (Re-issue).

The Command (3089): Adventure Drama; Joan Weldon.

The Background Investigation: Its Significance and Purpose

What is the purpose of the background investigation? How does it affect you and the Navy? Here's a brief report, written by a Navy captain who is an assistant director of Naval Intelligence for counterintelligence.

THIS DISCUSSION deals with the "background investigation" in the Navy and presents a point of view which is not often considered by the average individual.

In addition to physical fitness, a good mind and rather extensive training; what is required of a Navyman to make a successful career in the sea service?

In the early days of our nation, fighting forces were characterized by physical strength and stamina—two requirements which were indispensable under combat conditions in those times. These elements, of course, are important now, but less so than during the ages when hand-to-hand fighting was the order of the day. With the advance of science and technology, effective power in warfare is being transmitted to a large extent through weapons and hardware rather than muscle.

Science and technology have had their effect on the fighting forces in more ways than one. For example, although we have always had military secrets which required protection, it was not until the beginning of this century that scientists and engineers began to produce military weapons and techniques which came to be quite decisive in combat.

This development, in World War II, had as one of its by-products, an enlarged program—that of the "personnel security investigation." It affected primarily the then relatively few persons selected for especially sensitive assignments. This was still a comparatively small investigative program, and adverse findings were not necessarily fatal to a Navyman's career, since there were many billets which required no security clearance.

HOWEVER, the number of sensitive positions has increased many times; in fact, by the thousands.

One of the turning points of history came with the discovery that the Soviets had procured, through intelligence sources, the secret of the

atomic bomb. The defections of Martin and Mitchell from the National Security Agency to the Soviet Union also had an important impact upon the growing need to protect our military secrets.

Such incidents point up the importance of the security investigation program.

The armed forces cannot afford to have questionable or vulnerable personnel placed in positions of great responsibility. The eyes and ears that are entrusted with the nation's expanding military secrets obviously need to belong to individuals of loyalty, integrity and trustworthiness—of high character and of such habits and associations as to cast no doubt upon their discretion or good judgment.

To insure the right persons in sensitive positions, the armed forces conduct personnel security investigations. To some this may occasionally appear as an unwarranted interference in a person's private life. As explained in the case of *Pavesich v. New England Mutual Life Insurance Co.*, 122 Ga. 190, 50 S.E. 68, a candidate for public office is said to waive his right to privacy to such extent as to permit any proper investigation of the conduct of his private life which may throw light upon his qualifications for the office, and one who holds public office subjects his life to the closest scrutiny for the

purpose of determining whether the rights of the public are in safe hands.

PROCEDURES and policies for a background investigation are spelled out by the Secretary of Defense. The three military departments select high quality talent as investigators, and then give them thorough training; these personnel are held to a strict accountability for "moral rectitude," they are carefully instructed to sift out fact from rumor, to be discreet in their discussions of cases, and to be fair and objective in their complete approach to all investigations. A separate group of persons, usually commanding officers, then utilize the facts as developed in the investigative report to decide whether or not the subject of a case is eligible for a security clearance.

What are the negative factors with which a background investigation is concerned?

Sexual aberrations obviously require close scrutiny. Excessive use of intoxicants, use of narcotics, black-marketing, thefts, a close and continuing association with anti-American elements all merit analysis and evaluation and may compromise an individual's future.

The purpose of the personnel security investigation is to protect the security of the nation. The investigation itself enables the Navy to certify an individual as "clearable for security." Clearables are indispensable for the U. S. Navy of today and tomorrow.

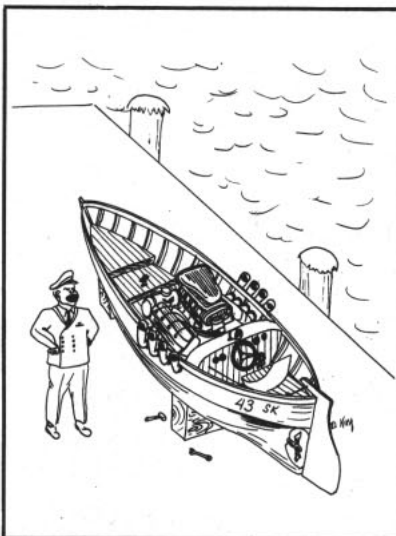
One further point—garnered from 20 years in the field of intelligence and counterintelligence. The background investigation in itself does not determine whether a person is clearable. That is determined by the individual himself through his way of life.

Lincoln Visits New London

uss *Abraham Lincoln* (SSBN 602) eased herself against a pier at New London, Conn., recently for an important face-lifting. She was there, not only for her regular overhaul, but also for conversion from the A-1 to the A-3 *Polaris* missile.

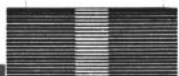
Lincoln, a veteran of 18 patrols, has been operating as a unit of Squadron Fourteen advance based in Holy Loch, Scotland.

All-Navy Cartoon Contest
D. S. King, SN, USN



"All right, who's the wise guy?"

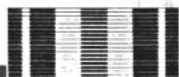
DECORATIONS & CITATIONS



DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ GOLDTHWAITE, ROBERT, Rear Admiral, USN, as Commander Fleet Air Jacksonville from July 1963 to September 1965. RADM Goldthwaite was responsible for maintaining a high state of combat readiness of aircraft carriers and aviation units. Particularly noteworthy were his efforts to increase the effectiveness of antisubmarine forces assigned, which resulted in the improved capability of these forces to counter any submarine threat. He was also responsible for a quantitative increase in the airborne reconnaissance capabilities of the Navy through his contributions to the successful introduction of the Integrated Operational Intelligence System into reconnaissance squadrons and aircraft carriers.



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action . . ."

★ BARSCHOW, WILLIAM M., Lieutenant, USNR, posthumously, for service with the Naval Advisory Group, U. S. Military Assistance Command, Vietnam, assisting friendly foreign forces engaged in armed conflict with Viet Cong guerrilla forces, from May 1964 to April 1965. During this period, LT Barschow was in more than 50 combat operations in Viet Cong-controlled territory. On 5 Apr 1965, the ship convoy in which he was participating came under sudden heavy enemy gunfire from both banks of the river. Maintaining his position at the side of his counterpart aboard the command craft, LT Barschow performed his advisory duties with exceptional bravery and effectiveness while subjected to the enemy fire, which wounded many men on the craft and temporarily silenced most of the ship's guns. While momentarily standing alone and firing at a machine gun emplacement on the bank, Barschow was fatally wounded by enemy fire. His courage and leadership contributed greatly to the eventual success of the convoy in breaking the

enemy ambush and gaining a major victory.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ FOOTE, HORACE S., JR., Captain, USNR, as Commanding Officer, Naval Command Systems Support Activity, from December 1961 to June 1965, for his contribution to the establishment of the Department of Defense Computer Institute.

Gold Star in lieu of Second Award

★ HATHAWAY, AMOS T., Captain, USN, as Director, Logistic Plans Division, Office of the Chief of Naval Operations, from June 1963 to June 1965, for his contributions in logistics serving to increase operational readiness.

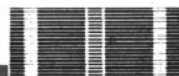
Gold Star in lieu of Second Award

★ POST, WILLIAM S., JR., Rear Admiral, USN, as Deputy Commander and Chief of Staff, Military Sea Transportation Service, for his contributions to the

ocean transportation service and the improved sealift readiness position of the Department of Defense.

Gold Star in lieu of Second Award

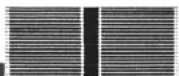
★ STEVER, ELBERT M., Captain, USN, while serving in the Office of the Chief of Naval Operations as Assistant for Aviation Maintenance to the Director, Ships Material Readiness Division, from August 1963 to June 1965, for his contributions in the development of the Standard Navy Maintenance and Material Management System for Aviation.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ HUME, KENNETH E., Lieutenant Commander USN, posthumously, while serving with Fighter Squadron 154 in Vietnam on 29 Mar 1965. As an aircraft section leader, LCDR Hume led his unit in a rocket attack against an enemy military installation of prime importance. The unit made a diving attack in the face of heavy hostile ground fire, scoring direct hits and inflicting severe damage to the objective. After completing his attack, LCDR Hume reported a fire in the after section of his aircraft and attempted to save the plane by flying at reduced power to his carrier base. However, control was subsequently lost and his aircraft crashed into the sea.



BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

★ LANGFORD, RICHARD H., Engineman 2nd Class, USN, posthumously, for service aboard USS *Cook* (APD 130) on 23 Apr 1965. As a member of a boat crew exposed to heavy enemy fire while landing a reconnaissance team, Langford returned the fire until he was fatally wounded. His accurate and effective support fire was instrumental in diverting enemy fire from the beach. Langford's courageous devotion to duty at the cost of his life was in keeping with the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

Named for Vietnam Hero

The first U. S. Navy ship to bear the name of an American killed in Vietnam action will be the new escort ship *Roark* (DE 1053).

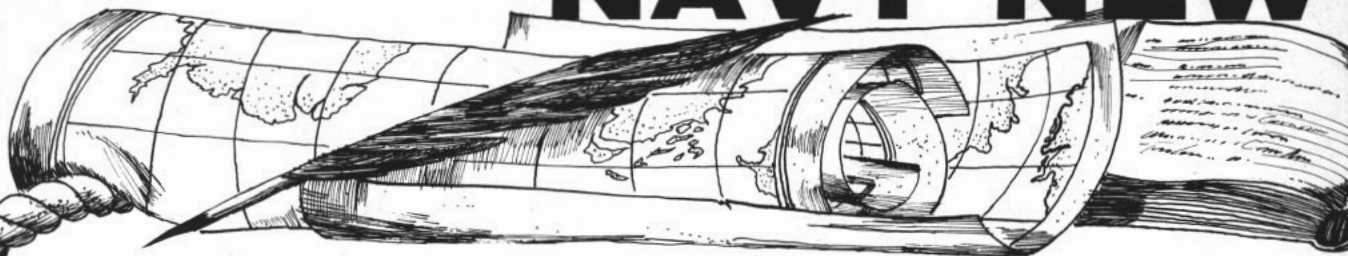
Lieutenant William M. Roark, for whom the ship is named, was killed while flying an armed reconnaissance mission over North Vietnam on 7 Apr 1965. He was posthumously awarded the Distinguished Flying Cross for his heroism during the mission.

Roark was also awarded the Air Medal for his performance in a strike against the Dong Hoi supply area and Army barracks in North Vietnam on 7 Feb 1965.

In announcing the name selected for the ship, Secretary of the Navy Paul H. Nitze said, "Lieutenant Roark exemplified the valor, integrity and dedicated service that our nation has always honored."

The ship is scheduled to be launched late in 1966.

NAVY NEW



THOSE OF YOU who care about such things may recall that, about this time last year ALL HANDS announced the result of a contest—and, as such, a Navy first. Contests are the going thing these days, but this one was different—it called for a combination of talent, tradition and know-how, tempered by the rules as laid down in *Navy Regs.*

The end product was the selection of those New Year's deck logs which, in the opinion of the admittedly unqualified judges, were most worthy of publication for the Navy audience.

The response says much for the competitive spirit of the U.S. Navyman. At the moment, we're up to here in New Year's logs and those which, in more routine years, would have been snatched eagerly for publication must now be passed by with regrets.

This speaks highly of the pencil-chewing efforts of the reluctant OODs of *uss Beatty* (DD 756), *Recruit* (TDE 1)—now there's a surprise!—and *Salmon* (SS 573) who were named first, second and third place winners in that order.

USS BEATTY (DD 756)

The lights of Cannes, not far away,
Wink playfully, as if to say,
What kind of fool would not take leave
When faced with duty New Year's Eve.
So fool I am; the lights are right.
There'll be no cheer for me tonight.
The man who writes those travelogues
Should be here now—without his togs!
He'd learn the truth, that liar bold,
The Cote D'Azur is freezing cold!
But let us quit this tone of woe;
It's not that bad: there could be snow.
The weather's clear, the seas are sweet.
Beneath the keel lies forty feet.
The port hook feasts on mud and slime;
Amount of chain I just can't rhyme.
While Number Four produces heat,
The juice from forward lights my beat.
For readiness, Condition Six
Is set in case of warlike tricks;
And though it's said we maintain Yoke,
In ships like this it's just a joke.
Four other ships ride near us here
With Gearing closest to the rear;
Yarnell, the King, and Forrestal
Create with lights a brilliant wall,
On Forrestal COMCARDIV Four
Presides as SOPA—what a chore!
Well, that concludes the standard stuff;
A final note will be enough.
Beatty's seen the world, cruised every sea,
Since '44 steamed faithfully.
We're fond of her; this old gray mare;
We coax and prod, she gets us there.

If wine I had, I'd toast her long,
This New Year's morn, still going strong.

M. R. NAESS, LTJG, USNR

USS RECRUIT (TDE 1)

I sit here alone, and hail the New Year,
On a ship with no engines, at a make-believe pier;
A hull made of plywood, she sometimes shakes—
Only ship in the Navy afraid of earthquakes,
We're receiving fresh water, electricity, steam,
Just like North Island or, better yet, Ream.
We're getting all services direct from the pier.
But Please, no emergencies!! The boss may hear.

For many long years, tied up taut and snappy,
We're sailing nowhere, but the termites are happy.
We never need rat guards, there's nary a rat,
Those guys pushing companies won't allow that.

We're moored in the blacktop, we never look sloppy—
And everyone knows, concrete can't get chappy.
To starboard North Island is shining so bright;
To port, all recruits are tucked in for the night.

They're really a fine breed, those Company Commanders—

You too, can savor the heady delights of victory such as that experienced by Lieutenant (junior grade) M. R. Naess, USNR of *Beatty*; Boatswain's Mate 1st Class A. M. Henry, USN, of *Recruit*; and Lieutenant (junior grade) R. W. Felton, USN, of *Salmon*.

Here's how you can do it.

First, maneuver adroitly and subtly so that you will be designated to the mid-watch come next New Year's Eve. Next, choose a moment when the spirit of the muse is at its highest. Then whip out your epic.

HOWEVER, such a project is not to be undertaken lightly. There are rules to be followed. You are bound by *Navy Regulations* (Art. 1037) to enter in the log all the information that is customarily required of any watch. The particulars of important details such as mooring lines, ships present, senior officer present, sources of electric power, steam and water, must be included whether or not in verse.

Recruits don't believe it (they write to Ann Landers)—

We nurse 'em, and march 'em, teach 'em and feed 'em,
So our Navy has fighting men whenever we need them.

We taught you the difference between rope and line;
You took a turr. at the helm: she handled just fine.
You got acquainted with hatches, with shrouds and stays,
With traditions and customs, and old Navy ways.

All you sailors in ships, please remember us here—
We're "Cradle of the Navy" with "let's pretend" gear;
Keep sailing with pride as this new year is begun;
Best wishes to all from old TDE One!

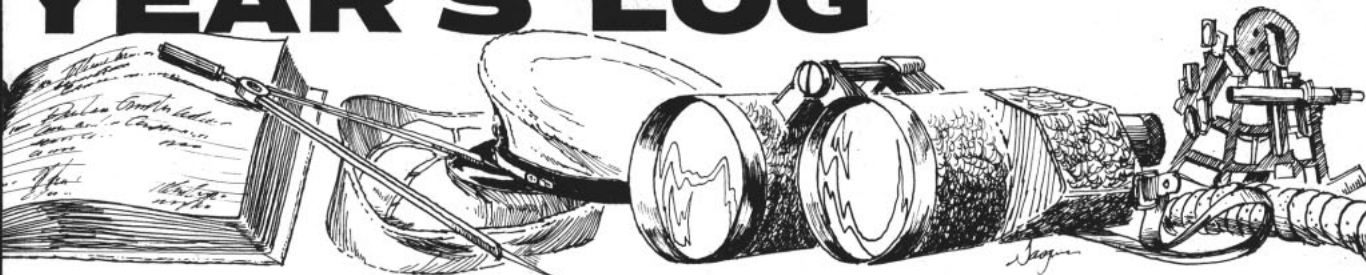
A. M. Henry, BM1, USN

USS SALMON (SS 573)

I'm "BIG SAL". I'm moored,
And I cannot be lured
From my berth at Pier Fifty-Eight—
Since shore power below
Keeps me all aglow,
While the shipyard determines my fate.

I believe I will be
A new Guppy Three,

YEAR'S LOG



Other items that might be covered include the character of duty in which engaged, state of the sea and weather, courses and speed of the ship; bearings and distances of objects sighted; 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.

No small task and one which is guaranteed to keep all hands busy during the entire watch.

We noted in last year's introduction that the three named as best of the lot were from ships moored comfortably—to use the term loosely—in port while written. The same coincidence holds true this year, but we invite your attention to USS *Robison* (DDG 12), who leads the list of honorable mentions.

She was steaming in the South China Sea off the coast of Vietnam when her New Year's log was written (very well, indeed, by LTJG M. A. Rose, USNR.) Come to think, a surprising number of de-

stroyers have written most acceptable New Year's logs this year. As ALL HANDS has frequently observed, DDs are not only the workhorses of the Fleet, they're versatile, too.

Many hours of intensive study and analysis have also revealed one additional and extraordinary fact—naval rhymesters consist largely of boatswain's mates and quartermasters, ensigns and lieutenants junior grade. Can it be that rate and rank have a direct correlation with verbal facility? Does this actually mean that beneath the supposedly gruff exterior of the salty old bos'n there beats the tender heart of a beardless poet?

All this is hard to believe but, if true, the literary world will be shaken to its very foundations.

Further research on this point is necessary. You can help by asking your senior bos'n or OOD if he has the heart of a poet. Let us know what he says.

We'll give you the results of our investigation next year.

Meanwhile, here are this year's Navy winners.

Once this Frisco Shipyard is through.
But you must surmise
I've begun to despise
All the chipping and hammering they do.

I'm sure all the ships
of PacFlt in their slips
Round this San Francisco Bay—
With the Navy yard rafts,
And the district crafts—
For their ears' sake, wish I'd go away.

But I cannot run,
For I am not done,
And this causes much concern.
I must somehow
Complete right now,
Or I'll delay my WestPac sojourn.

SOPA (COMCARDIV Seven),
At his Alameda haven,
Is waiting for me to leave—
For my status report
Would be one less to sort,
A task if he lost he'd not grieve.

But I'll be out
To roust about
And compete with my sister subs.
And flaunt my "Es"
On the Seven Seas
And therein lies the rub.

Other subs of the fleet
Are not quite so elite

For—since I've been in commission—
I've never failed;
It seems I'm detailed
To win "Battle E" competition.

Back in sixty-two
I did something new
When I won the "Golden E."
Again, sixty-three,
And finally
'Twas seven in a row—that's me!

I'm sure the past year
May well disappear;
It'll fade, be forgotten by some.
But I'll not forget
CINCPACFLEET'S epithet:
To the Salmon he cabled "Well Done."
R. W. Felton, LTJG, USN

USS ROBISON (DDG 12)

0000-0400
Here we are steaming on the South China
Sea
While serving to help keep South Vietnam
free.
COMSEVENTHFLT put us out here on station
His Quarterly OP Order guides ships of our
nation.
The SOPA and tactical commander are one;
The Hancock's his home—he's COMCARDIV
One.
This same man is saddled with more than
one chore;
He is also in charge of the group in line four.

"Forty's" our "form" with just one CVA;
HANCOCK is our guide, by night and by day.
Two DDs are screening in a Three-Charlie-

Two,
Edwards is in One and Robison in Two.
Screen axis and course have been signaled
by name

One-eight-zero will do, for both are the
same.

Twelve is our speed; guide's range is four
thou;

Three-one-five the guide bears; we're in
station now.

In USS Edwards (she's DD Nine-fifty)
Rides COMDESRON One-Seven, whose screens
are nifty.

The boilers and generators are One and
Two "B."

We sail with Yoke set and plant split, you
see.

"Fifty-two" mount is manned; Condition Three
watches yet.

"Darken ship's" in effect, navigation lights
set.

At midnight plus twenty we re-oriented the
screen

To zero-six-zero, on our new course I mean.
Fifteen minutes it took us (with spray on our
smiles)

One-nine-five bears the guide, with a range
of two miles.

To keep us awake and our actions alive
We started to zigzag at Oh-oh-four-five.
Quickly Plan Twenty was put on the line,
The entire formation began weaving in time.

I won't tell you courses (for reason of security)
But I will tell you this: we blew tubes at
two-thirty.

The watch is completed; there's no more to
write—

Happy New Year to all and to all a good
night.

M. A. Rose, LTJG, USNR

USS GEORGE K. MACKENZIE (DD 836)

Moored in the port of Yokosuka, Japan,

In a nest of five, the outboard can.

Standard mooring lines doubled, both aft
and fore,

Captain, XO, and liberty party ashore.

Condition of readiness Four is set,

Plus Condition Yoke, on that you can bet!

Inboard to starboard is Ernest G. Small,

Most everyone's over, having a ball.

Inboard of her, it's Higbee and Mason,

And also the Orleck is moored to this
caisson.

The five of us nested, as secure as could be,

To port of the Markab, AR Twenty-three.

Oklahoma City is moored over there,

Her CO is SOPA. The weather is fair.

The usual yard craft are scattered about,

And New Year has come, there's no room
for doubt.

Various fleet units, like us, lie at rest.

Hoping this season will yet be the best.

The world, as usual, is far from steady,

But the Seventh Fleet, always, is Razor-
sharp Ready.

C. R. Murphy, Jr., ENS, USN

USS MARS (AFS 1)

Moored starboard side to,

In a foreign land—

Berth eight, S. R. F.,

Yokosuka, Japan.

Six nylon hawsers

Doubled up tight;

Three wire preventers

Adding their might;

Condition yoke set—

All is sublime;

Boiler two, generator one,

Are both on the line.

Receiving phone services

Direct from the pier;

Plus fresh mountain water,
Sparkling and clear.

To port and starboard,
And moored in the stream,
Lie Seventh Fleet ships
With lights all agleam.

Off in the distance—
Yet sounding so clear—
Temple bells chime
As we start a new year.

Ships present tonight
Are varied and many:
Seventh Fleet units
And yard craft a-plenty.

SOPA (our boss) lies
To port on our beam,
In Okay City—
The Seventh Fleet Queen.

From USS MARS
And her Martian crew
"Happy New Year, shipmates,
To all of you."

C. E. Johnson, BMCS, USN

USS MIDWAY (CVA 41)

'Tis hard enough these words to weave
On every duty night.

But when we come to New Year's Eve
This log in verse we write.

We're bound by duty, per Navy Regs,
To give our hard-earned time;
Yet this question an answer begs:
Why must the - - - - - thing rhyme?

In Hunter's Point Shipyard for major repair—
San Francisco seems colder than "Heaven"—
Tied starboard side to, all snug in our lair,
Midway covers berths ten and eleven.

In case rough seas might soon appear,
As witches' cauldrons bubble,
Sit back, relax, and have no fear—
Our standard lines are double.

O'er each vessel that's nestled near
The shipyard makes a fuss.
Service to all comes from the pier—
Of types miscellaneous.

Condition of readiness continues at Six,
Five echo our EmCom Con.
Material Condition Yoke we fix
As this night goes on and on.

SOPA we find is Rear Admiral Bringle
COMCARDIV Seven by the sea.
Two stars go further than a single,
Anyone for three?

In our midst we find this night
Ships of the Pacific Fleet;
The Hornet, largest in her might,
Yard craft asleep at her feet.

Greyhounds of the fleet are home from the
main

And slumber in their nest:* (See footnote)
The Stoddard, Mullany, Mansfield and Braine,
With Garcia and De Haven at rest.

The Atlanta is back from her time at sea,
Her trials all over for now.
The escort Edmonds is in her lee
With yard craft at her bow.

Scabbardfish, Salmon and Spinax, subs three,
Low in the water lay.

Their men are at home, their loved ones to
see

Tomorrow it's back to the bay.

Neches, Kennebec and Mattaponi, each
Usually pumping oil;
Though far across the seas they reach
They're now on native soil.

Aircraft fuel is kept on board,
And the fly-boys want it known
Conditions are normal where it's stored,
Though the tanks are dry as a bone.

If the occasion arises when we must duck
Or strike when the iron is hot—
We'll do our best and pray for luck,
For hot our iron is not.

J. N. Lorton, LTJG, JOOW
O. W. Lewis, ENS, OOD

Footnote

*This mixed metaphor is from the song: "When
my sugar walks down the street, all the
canines go tweet, tweet, tweet."

USS McCAFFERY (DD 860)

Astride the rows of keel blocks stark
In Charleston Naval Shipyard dark,
The New Year, fresh and quite alive,
Arrived in Drydock Number Five.
Beneath the glare of floodlights bright,
Three vessels blushed in naked plight:
Destroyers there, the "Mighty Mac"
With Allen Sumner at her back,
And tiny YC sev'n-five-four

Suspended o'er the drydock floor.
All services are from the pier
And COMINLANT is SOPA here.
Ships present on the local beat
Are units of the Second Fleet;
And readiness Condition Six
Is sure to stifle any tricks.
This quiet vigil in the night
Awaits the dawning of first light
To shout aloud the news of cheer
And celebrate a bright New Year.

D. A. Otto, LTJG, USN

USS WALDRON (DD 699)

Tied starboard side to Willard Keith,
DD seven-seven-five;
At Pier two-one, berth two-one-three,
It's nineteen sixty-five.

Inboard of Keith, USS Eaton,
DD five-one-zero at rest;
These three ships, with us outboard,
Make up the entire nest.

Spring-lay and hawser aft to Keith,
Keep our fantail tight;
A wire forward to the pier,
Keeps our bow in sight.

Our left-hand bower underfoot,
And standard lines all double,
Give us complete protection here,
And keep us out of trouble.

Steam and water—voltage, too,
Are coming from the pier,
To maintain health, and warmth, and ease,
For all on duty here.

Condition of Readiness Six is set,
Along with Yoke (Modified);
Near us are harbor and merchant craft,
Some anchored and some tied.

To all the other United States
Atlantic Fleet ships here,
And SOPA too, COMNAVAIRLANT,
We wish a Happy New Year.

—Forwarded by
James A. Baxter, Commanding Officer

USS SALUTE (MSO 470)

Here we are at Minecraft Base,
Doubled up with four in place;
Notable's on our starboard side
The sea is slack, it is high tide.
Electricity, water and shore steam
Come not from our Engineering team,

But from the shore-based Navymen
Stationed at NAVBASE Charleston.

At twenty-four hundred the whistles did toot
From ships at the pier (Sierra and Salute).
COMINLANT's SOPA both day and night,
LANTFLEET units show his might;
Yard and district craft are his charge,
Readiness condition six (we believe too large);
But Yoke is set, so have good cheer,
Salute is ready for the New Year.

M. C. Gibbons-Neff, ENS, USNR

USS NORRIS (DD 859)

In a city here in Italy,
We start this New Year's Day,
And according to traditions
I'll write the log this way:

Our ship, USS Norris,
DD eight-fifty-nine,
Is berthed here near Genoa
With standard mooring line.

Stern to the pier, in Med moor style—
Port anchor lays away,
With sixty fathoms of its chain
In the muddy bottom bay.

The pier's Andrea Doria;
We arrived just yesterday,
With the J. R. Pierce to starboard
And her brow across our way.

Porto Vecchio, the harbor—
For this I surely know—
With four and one-half fathoms
Of water just below.

Gathered all around us
The Sixth Fleet ships look fierce—
An ammo ship named Shasta;
Destroyers Cecil and Pierce.

COMCRUDESFLT Twelve is SOPA:
Admiral Heinz, so we all know;
He's aboard the Saratoga
Numbered CVA Six-Oh.

Our ship is brightly lighted,
With Med lights for all to see;
Power from number two Turbo,
And boiler number three.

Yoke's set throughout the ship now,
Of this the watch did say;
And I make this final entry
On a Happy New Year's Day.

F. V. McAloon, BTC, USN

USS COLONIAL (LSD 18)

'Tis twelve o'clock and here I stand,
Not quite the way I had it planned.
A whole lot worse, though, it would be
If we were still steaming in the South China
Sea.

Indeed, it's a blessing to be here at home
In San Diego where we love to roam.

This ship is moored at Berth 85,
Outboard from Oakhill, who's in PhibRon
Five.

We're on cold iron and watches are set,
This vessel's secure fore and aft, you can bet.
Six lines and a wire that shouldn't slip
Hold us against the inboard ship.

Assorted hoses and lines connect at our beam,
For power, telephone, water and steam.
All of these services come from the pier
To keep us going while we are here.
Various ships of Pac Fleet are all around,
Blowing their whistles, making plenty of
sound.

With security check going there is no slack,
Especially when SOPA is ComNavAirPac.
As the old year passes happily on,
We think back on its work and its fun,
The highlines and fueling on "routine holi-
day"
And two glorious days in Port Subic Bay.

In the New Year we're expecting some more
of the same,
Which will build up our muscle and add to
our fame.

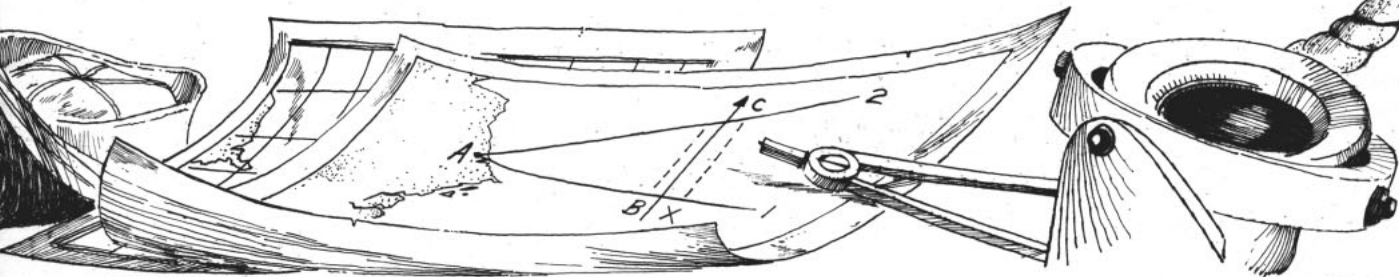
But despite all the hardships we have to
endure,
Our hands they are steady; our convictions
are sure.

The lovers of freedom have nothing to fear;
The "Gators" will guard them throughout the
New Year.

Antonio Mina, SH1, USN

If you too, want your name in-
scribed on the roster of immortals,
send along this year's efforts. We
could, for example, have printed
many more excellent contributions
this year had space permitted.

(We would have written this epi-
logue in rhyme, but that would only
have made things verse).



TAFFRAIL TALK

WE'RE NOT QUITE SURE how it came about, but it seems that one of the stock comedy situations in the Navy centers about the boot with an undying hatred of the wise-guy, city-slicker type (usually a chief boatswain's mate) recruiter who fast-talked him into enlisting in the Navy.

We can't be sure, of course, but we suspect that, if most recruits were inclined to verbalize their feelings on the matter, the sentiments of a healthy percentage would closely parallel those of the young man who wrote the following letter to Chief B. B. Herdman, USN, a recruiter stationed at Winchester, Va.

Dear Chief:

On 9 Jan 1964, I came into your office and told you I wanted to join the Navy.

One week later I was in Washington, D. C. holding up my right hand, saying those meaningful words.

From there I took a jet to O'Hare Airport and then a Navy bus to Great Lakes. At Camp Berry I took tests, got shots, and a haircut, and really learned the fundamentals of what the Navy was all about. And on top of that, it was blasted cold!

From this preliminary indoctrination I graduated to Camp Moffett, where we learned about discipline, neatness and the strength of togetherness.

Then there was Service Week. Really the hardest week in boot camp. But each one of us struggled through and went on to Camp Porter. The last leg of our instruction. Here we learned about guns, rockets, ships, the 96 count manual—and how to shovel snow.

But the real reward came the last night before we left for a different duty station. I don't think anyone slept that night. We had a ball. Then there were the graduation exercises that we had practiced for so long. We were all proud of ourselves.

After the usual 14 days leave, I flew to Charleston Naval Base to report aboard *uss Cone* (DD 866). On board, I spent some wonderful days, the best of my Navy career.

While in *Cone* I went to the Med. We stopped at such ports as Madrid, Naples, Marseille, Palma, Valencia, Gibraltar, Cannes and the beautiful French Riviera.

While on board, I started working in sick bay. The chief hospital corpsman helped me get into the Hospital Corps School at Great Lakes. At Corps School, I was taught patient care, first aid and the administration of medicine. The course I'd say was sort of cut and dried, but I learned a lot. The graduating services were just as impressive as they were at boot camp. It really made me proud to be in the Hospital Corps. From there, I was sent to Bethesda where I was to take instruction in operating room technique, which I have been studying for two months now. It is a very interesting profession and it has set me up for my life's work when I leave the Navy. But now, I'm not so sure I want to leave. Besides all this, I also got free food, clothes, shelter and much fun in recreation. And I've done a lot of traveling.

In less than two years I have risen two ranks and almost completed two schools and will go up one rate in August. I think only in the Navy could one do all this in such a short time.

That's about all I can think of for now.

Most respectfully,

Loring W. Carper, Jr.

So who's laughing now?

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 keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel 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.

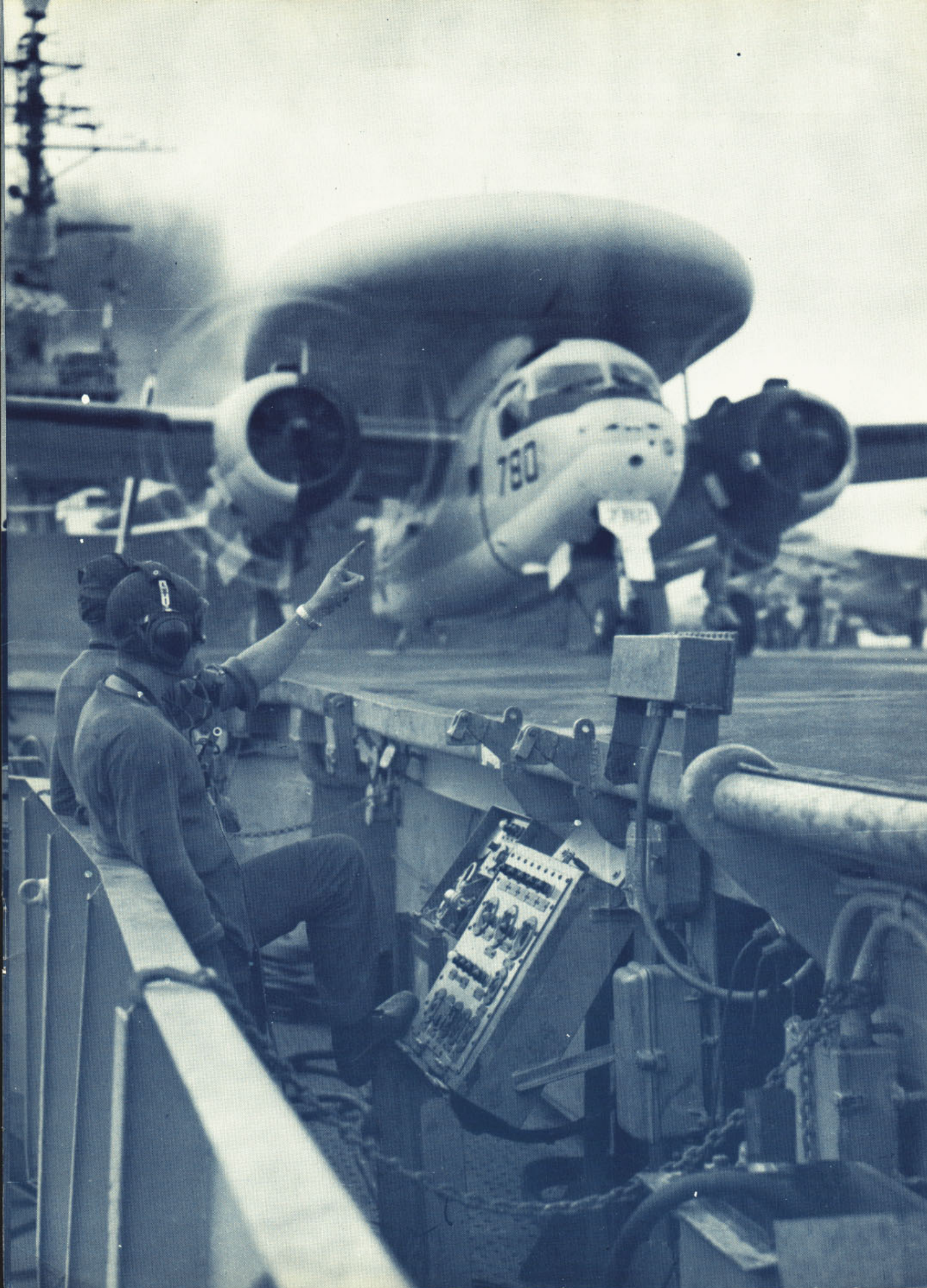
Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

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: OFF GOES WILLY—** Catapult operator aboard the attack aircraft carrier *USS Constellation* (CVA 64) gives 'Go' signal for launching of an E1B Tracer, known in the Fleet as a Willy Fudd.



Polaris - Defense In Depth

