

# ★ ALL HANDS ★

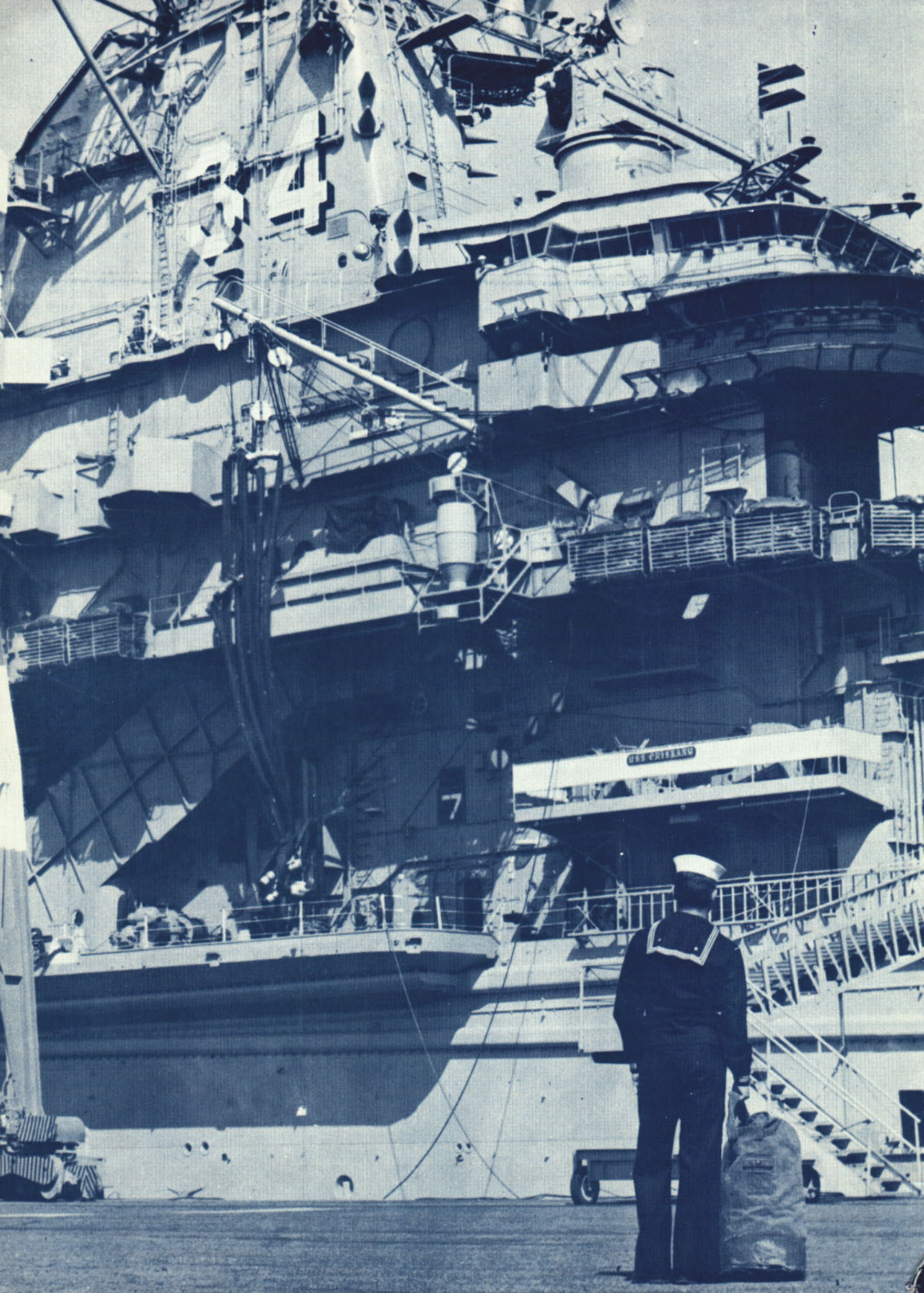
THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



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

JUNE 1966









**ALL HANDS** The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given **ALL HANDS**. Original articles of general interest may be forwarded to the Editor. **DISTRIBUTION:** By Section B-3203 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

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

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



# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

JUNE 1966

Nav-Pers-O

NUMBER 593

VICE ADMIRAL BENEDICT J. SEMMES, Jr., USN  
The Chief of Naval Personnel  
REAR ADMIRAL BERNARD M. STREAN, USN  
The Deputy Chief of Naval Personnel  
CAPTAIN JOHN W. HIGGINS, Jr., USN  
Assistant Chief for Morale Services

## Features

'Port Call'—Here's How You Go, Via MSTs and MAC	2
Don't Make a Move—Without Reading This	6
Valuable Booklet Available on Overseas Transportation	10
Waikiki? No, It's Grande Island	11
USS Piedmont: Seventh Fleet's Destroyer Doctor	12
At the Pole—It's Wintertime Down South	14
Underwater Cameramen	23
FACSFAC—For Fleet Air Control	24
Chasing Goblins	39
Tracking the White Monsters	42

## Special Report

HedSuppAct: Four Years and a Big Job in Saigon	16
--	----

## Departments

Letters to the Editor	26
Today's Navy	32
Servicscope: News of Other Services	40
The Word	44
Decorations and Citations	63

## Bulletin Board

Basic Award Scales for Beneficial Suggestions	47
For a Better Navy: Here's the Three-Year Record	48
Rotation and Seavey B-66	50
Assigning Master and Senior CPOs to New Duty	52
A Taste of Newport: The Navy Family Goes for it	54
USAFI Exam Controls	58
Scholarships for Full Time Study	60
Directives in Brief	61
Automatic Advancement for 'A' School Grads	62

John A. Oudine, Editor

Associate Editors

G. Vern Blasdel, News  
Don Addor, Layout & Art  
Ann Hanabury, Research  
Gerald Wolff, Reserve

• **FRONT COVER:** HELLO DOLLY—Crewmember of guided missile frigate *USS King* (DLG 10) greets his daughter pier-side. *King* returned to her home port of Long Beach, Calif., after seven months with the Seventh Fleet, operating in waters off coast of Vietnam.—Photo by R. D. Moeser, JOC, USN.

• **AT LEFT:** NEW CREW MEMBER Airman Apprentice William D. Pine, USN, takes a look at the Big 'O' before reporting aboard. Attack aircraft carrier *USS Oriskany* (CVA 34) rests in her home port at San Diego after 256 days and 12,000 combat missions in Vietnam.

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



**MOVING**—Baggage is tagged at Port Call. *Rt:* Navyman and his family wait for flight to next duty station.

# 'Port Call'—Here's How

**M**ATHEMATICIANS SAY the shortest distance between two points is a straight line. This may be true but, when traveling between these two points, the formula isn't quite so simple. Especially when one point is in the continental United States and the other is somewhere in the Pacific.

Throw in a couple of naval stations as intermediate reporting activities along with the fact that the traveler isn't sure how (or when) he'll be transported to his next duty station, and the mathematical formula becomes somewhat more complicated.

Now, to simplify the transportation phase of transferring its people, the Navy has established what is called the "Port Call" system. Perhaps you have had the good fortune to experience it firsthand.

Moving still means upheaval, of course, but the Port Call aims to ease not only the paperwork, but also to look out for you and your dependents as much as possible.

**U**NDER THE Port Call system, receiving stations, with their inconvenient layovers, have been eliminated. You are booked for passage from the West Coast to your

new duty station before your actual transfer date. This includes the married Navyman's family too, if concurrent travel is authorized.

Your standard transfer orders should now include your point of embarkation, reporting time and flight number, or boarding instruc-

## On-the-Scene Report

**A**LL HANDS has pointed out on numerous occasions in the past that U.S. Navyman are among the most traveled people in the world. As such, it behooves them and their dependents to know at least the rudiments of the Navy's Port Call system as well as other facets of government travel.

Here is a rundown on how it is done at San Francisco's Port of Embarkation. Needless to say, similar procedures are followed at other ports of embarkation on the west coast as well as at those funneling naval personnel and their dependents to overseas duty stations from POEs on the Atlantic coast.

This article is an on-the-scene report from the San Francisco Port Call Office itself. For additional information check the pamphlet entitled "Overseas Transportation Information for Navy Personnel."

tions if you are traveling by ship.

Booking passage to the Pacific area for Navy people, including civilian employees, is the job of the Twelfth Naval District Passenger Transportation Office (DPTO) in Oakland, Calif. (Passage to Alaska is booked through 13ND and BuPers (Pers B-31) handles Atlantic traffic.)

Pacific-bound Marines are booked at the Marine Barracks, Treasure Island, San Francisco, and Coast Guardsmen through their district headquarters in Alameda.

The Navy's DPTO offices, located at the Naval Supply Center, Oakland, are staffed with a naval officer as director, a civilian deputy director, a senior chief petty officer as transportation officer, and some 25 enlisted men and civilian employees. They book their passengers on both military and commercial ships and planes.

Under the Port Call system, work begins on your transportation problems almost as soon as you receive orders to a deployed ship or an overseas command. When your personnel office receives an assignment card ordering you to Pacific duty, you are interviewed to determine leave requirements, dependency status and transfer date.





OFF THEY GO—Navyman and family (rt.) board MAC flight for Pacific. Below: Ship travelers process for their voyage.

# You Go

THIS INFORMATION is submitted as a "Port Call request" as soon as possible so that space can be reserved as close as possible to the date you wish to travel. Your leave may be cut short by three days or extended five days in order to start your travel as near as possible to the date you requested.

If you are married and concurrent travel is authorized, four copies of Request for Transportation for Dependents (DD884) are submitted with four copies of your orders.

Besides entering the information on your family on the DD884 form, you must specify the type of transportation you desire. If needed, a request for your dependents' entry is sent by your command to the area commander of your new duty station.

When the Port Call request is received by DPTO, it is checked and a flight or ship is assigned for the date you are available to travel. At present, single and unaccompanied men travel by air only.

Your personnel office is then notified of the assigned transportation, date and time you report, and the place of embarkation. It is important for you to obtain a Military Transportation Authorization (MTA) from your command before depart-



AIR AND SEA—Passengers head for plane and (rt.) dependents board ship.







**PROCESSING** takes lot of work but Navy traveler proceeds with minimum delay.

ing, because MAC cannot provide a flight without this form and you will not be able to obtain it at Travis Air Force Base.

Upon receipt of your Request for Transportation for Dependents in DPTO, your family is booked tentatively on or about the date specified in the form. The family is then mailed an Information Record Card, authorization for no-fee passports and other items pertinent to the booking.

When the Information Record Card is returned to the DPTO, it is scanned for possible change in preferred mode of travel and date transportation is desired.

**T**HE FAMILY isn't ready for travel yet, however. Family travel is cleared only when a DPTO file on it is complete. A complete file contains: DD884s, copies of orders, entry approval from the area commander (except Hawaii), passports (except Hawaii and Midway) and the returned Information Record Card.

Then, when the file is complete, DPTO forwards a final offer of transportation to the family. Only upon return of an acceptance of the offer will the family be firmly booked.

There is no further contact between DPTO and passengers traveling by air. Most air travel is performed on MAC aircraft (contracted commercial jets) from Travis Air

Force Base, some 50 miles from San Francisco. You can get to Travis by bus direct from San Francisco International Airport, downtown San Francisco, Oakland International Airport or Oakland Army Base.

The bus delivers you directly to the MAC terminal. Then, two to six hours before flight time, you report to the passenger service counter for processing.

Anyone reporting less than two hours before his flight will not be processed. He will be put on a standby list and remain at the terminal until another space becomes available. This can be a real hardship if your family is traveling with you.

The baggage allowance for MAC flights is 66 pounds for officers and enlisted men unless additional weight allowance is specified in their orders. Family baggage is limited to 66 pounds for each person. These weights include hand-carried items also. Plastic clothes bags and cardboard boxes will not be accepted as baggage and under no circumstances will any pets be carried by MAC aircraft.

**A**CTIVE DUTY military personnel must travel in their class "A" uniform. It is suggested that wives wear a suit or tailored dress. Full-length slacks are authorized, but they become uncomfortable at such places as Hawaii and Wake Island.

When military transportation is

not available, passengers are assigned travel by commercial aircraft. In this case, they report to the assigned airline passenger service center one hour before departure time. Families must have their passports and immunization cards up to date before reporting.

Commercial airlines do carry pets, but all arrangements must be made and all charges borne by the traveler. Pets are not carried on military aircraft nor on MAC contracted commercial aircraft.

When traveling by military ship, you and your family report to the DPTO in Building 222, Naval Supply Center, Oakland, on the day of sailing. Here your wife fills out a pre-embarkation certificate; families with children are interviewed by a doctor; required immunizations are given (immunization cards should be up to date before reporting); and cabin baggage is checked.

Baggage allowance for surface travel varies with your rank: Admiral, 800 pounds; captains, commanders, lieutenant commanders and warrant officers (W-4), 600 pounds; lieutenants, lieutenants (jg), ensigns and warrant officers (W-3, W-2, W-1), 400 pounds; and petty officers, 350 pounds.

Each member of your family, 12 years of age or older, is authorized 350 pounds; children under 12 are limited to 175 pounds of baggage.

These allowances, both military and dependent, are for hold baggage only and do not include cabin baggage. Cabin baggage is limited to two suitcases for each adult and one suitcase for each minor child.

Should you end up with more than the authorized amount of baggage, the excess can be shipped as household goods and will be charged against your total allowance for the transfer. The supply center's household goods section is in the same building as the DPTO.

If you ship your hold baggage commercially, it should be consigned to Transportation Officer, MOTBA, Building One, Oakland Army Base, Oakland, Calif. Shipped goods should be clearly marked "hold baggage" with your name, home address, sailing date, ship, and ultimate destination. Make sure commercial charges are prepaid, and never ship cabin baggage with hold baggage.

**E**NLISTED MEN are required to wear their uniform for embarkation and debarkation, but while the ship is



underway appropriate civilian dress may be worn. Sport clothes in daytime and either your uniform or coat and tie for the evening meal are considered appropriate. Officers may wear civilian clothing at all times except when debarking.

Suggested wear for women is a semitailored type suit or dress, with low-heeled shoes. Full-length slacks are the most practical attire on the windy decks, but may not be worn for the evening meal. No formal attire is required of anyone on a military transport.

Pets (dogs, cats and birds) may be carried on MSTs ships, but the expense, inconveniences and restrictions involved in their transportation and entry into certain overseas areas should be carefully weighed.

The only charges for dependents of officers and enlisted men of all grades are for meals and an occasional nominal charge for laundry. Meal charges for adults run from \$7.20 to \$28.10 depending on the area to which you are traveling. Meal charges for children under six are \$3.60 to \$14.05. There is no charge for infants under one year old.

All MSTs ships carry a supply of baby food. However, all formulas are not available.

**A** LIMITED NUMBER of passengers are assigned travel via commercial ships. This requires you to report directly to the shipping line two hours before sailing time. As in traveling by commercial aircraft, you must ensure that passports are in order and immunization and other requirements have been met.

If you are going to have your car

**ON THE JOB**—A yeoman working at Port Call station books a passenger for transportation on day requested.



**ON THE LINE**—Navy and other service personnel wait for flight at Travis AFB.

shipped overseas, most of the paperwork should be done at your home command. Then when you get to the Bay Area, make arrangements to turn your car in at Building 222E, Naval Supply Center, Oakland.

The only items you can ship in your car are automobile tools, jack, spare tire, etc. If you will be traveling by ship, you should turn the car in the day before you sail.

For those who don't have orders overseas, but plan to take leave in the Pacific area, there is a very limited amount of space-available transportation. This travel is authorized for both active duty and retired servicemen and their families. Travel is performed on MAC aircraft and MSTs ships.

When requesting space available surface travel, you should apply early enough to allow your name to move up on the waiting list. You will be notified approximately five days in advance of sailing when space is available. You will be processed in the same manner as space required passengers.

If you want to travel space available by air, simply go to the air terminal handling travel to the area you desire (Travis AFB for Pacific area), present your ID card, retirement orders, immunization card, passport, and visas if applicable, place your name on the waiting list, and stand by for a call.

All flights are closed out two hours before flight time and any remaining seats are assigned to space available travelers. Therefore, you

must be ready to go at the time you place your name on the list. Baggage limitations, travel requirements and processing are the same as for personnel under orders.

Dependents desiring to travel on a space available basis must be accompanied by their sponsor who, in turn, must be in a leave status.

**B**OOKING PASSENGERS is the primary function of the DPTO but, recognizing the inherent problems in a military transfer, they offer some additional services.

A transportation representative is present in the passenger terminal during all sailings and arrivals when dependents are involved. He is there to assist anyone with questions or problems concerning transportation.

A hospital corpsman is at the DPTO during normal working hours, and will administer immunizations for overseas travel to those passengers whose immunization cards are not up to date. On sailing days, a doctor is also available.

An overseas library for areas of the Pacific and transient mail facilities are also available at the DPTO.

The Port Call system hasn't solved all of the problems involved in a military transfer, nor has it reduced travel arrangements to a mathematical formula. But it has made things a lot easier for the man under orders. No more receiving stations and no more wondering how or when you will get to your new duty station.

—T. W. Walton, JO2, USN



# Don't Make a Move—

**M**ORE NAVYMEN move during the summer months than at any other time of the year, and another summer will soon be upon us. Last year, the normal transfer of families and the increased rotation of people to and from Vietnam, in addition to limited commercial moving industry facilities hampered by maritime strikes, combined to make the year the most critical in the moving industry's history. This coming summer is expected to be just as busy.

Therefore, if you are in receipt of orders or are expecting to be transferred this summer, it is recommended that you read and note the following items, to insure that you understand the factors affecting your move, and that you do all you can to assist in making your move a satisfactory one.

The Bureau of Supplies and Accounts (with over-all responsibility for Navy household goods moving functions), the local Household Goods offices and, the commercial moving industry have reviewed and attempted to solve many of the problems encountered last year. If problems do develop, remember your Household Goods Officer is your best friend. Contact him immediately. Ask your Household Goods Officer or local Supply Officer for assistance in referring your problem to BUSANDA, should it become necessary.

## When You Receive Orders

To get the best information on your special moving needs, you should visit the Household Goods Shipping Office personally. Because you may not always be able to make arrangements in person, you may choose to empower your wife or some other person to act for you as your agent. This may be done by a letter over your signature or by a formal power of attorney.

Four copies of your orders (one of which must be certified) are required for *each* shipment. Be sure you (or your agent) have sufficient copies of your orders.

The interviewer at the Household Goods Office will fill out an Application for Shipment of Household Goods (DD Form 1299) based on the information you give. Always ask the interviewer to explain *all* your entitlements to shipment or storage before deciding what you want shipped, when and where. This is important because once you have made your decision and the shipment is on its way, your household goods may not be rehandled for your convenience at government expense.

## How Much You Can Ship

The authorized weight allowance of household goods is based on your rank or rate on the effective date of your orders. Shipment may be made for personnel in the rate of third class petty officer (with over four years' service) and above. This weight allowance is based on the net weight of your household goods. Allowances over and above these net weights are made for

packing and crating material. Where household goods weigh more than the authorized allowance, the cost of shipping the excess weight is charged to you. Check carefully and dispose of worn-out and no longer needed articles to insure that you do not incur a personal expense. You'll find it's worth it to plan ahead.

## What Cannot Be Shipped

The Navy won't ship as household goods: Automobiles or other motor vehicles; trailers with or without other property; boats or outboard motors; alcoholic beverages; animals and birds; perishable foodstuffs and plants; dangerous materials such as loaded firearms, ammunition, photoflash bulbs, flammables and acids; groceries and provisions other than those for consumption in your own home; articles acquired after the effective date of orders, except when specifically authorized by BUSANDA for shipment overseas; and articles intended directly or indirectly for persons other than you and your immediate family.

(Movement of private motor vehicles and house trailers is authorized by legislation and regulations separate from those pertaining to household goods. These two items are discussed at the end of this article.)

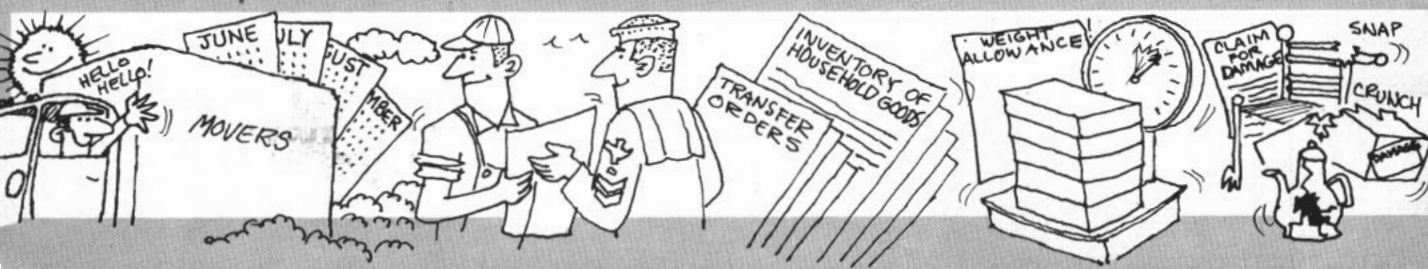
## Shipment of Pilferable and High Valued Items

The government expects the owner to take reasonable precautions to avoid pilferage of his property, and will not honor claims for loss or damage when the owner has permitted easily pilferable items to be shipped with his ordinary household goods or as unaccompanied baggage. Protection is provided if these items are shipped by an expedited means or contained in baggage in the personal custody of the owner.

While a complete listing of easily pilferable articles is impractical, they may generally be described as small, attractive articles usually worn or carried, such as jewelry, including costume jewelry, cameras and accessories, transistor radios, binoculars, etc., which are of substantial value but not necessarily of extraordinary value. These articles should be sorted from your household effects before the packers arrive and provision made to carry them or ship them by expedited mode.

Items of extraordinary value, as differentiated from highly pilferable items, include such items as precious jewels, expensive jewelry, articles of gold and silver, paintings, authentic oriental rugs, relics, antiques (other than bulky furnishings) and furs. They deserve special handling and should not be shipped by ordinary means.

The transportation officer should be advised of the quantity and value of these articles and he will arrange for their shipment by an expedited mode to provide maximum security. The government will assume the cost of this shipment by expedited means if it is within your weight allowance. This can save you lots of worry.



# Without Reading This

One of the advantages of this type of shipment, in addition to greater security, is that it affords you an opportunity to obtain, at your own expense, commercial insurance protection for your valuables above the limited protection automatically provided.

This may be important to you if your belongings include extremely valuable items, inasmuch as there are maximum allowance provisions applied to uninsured items of this nature in the adjudication of claims under the Navy Personnel Claims Regulations. For example, the maximum amounts the government will reimburse you for jewelry, silverware, paintings and furs are \$750, \$1000, \$1000 and \$750, respectively.

Further restriction exists to single items of jewelry and paintings of \$250. Other items may be limited to reimbursement for the fair and reasonable purchase price of substitute articles of a similar nature.

## Professional Books, Papers and Equipment

If professional books, papers and equipment are needed in the performance of your duties, you can have them shipped without charge against your weight allowance. You should be sure that the estimated weight of these items is shown on your application for transportation of household goods and that they are listed as professional items on the inventory which will be prepared by the packers.

## Your Next Overseas Duty Station

Household Goods Shipping Offices can probably give you general information on housing conditions overseas. Information may be provided with your orders, but the best source for the current situation as well as information concerning the climate, electric current, and other local conditions pertaining to your new duty station, is the commanding officer or his representative at that duty station.

Housing conditions at the overseas location may determine the items you will want to take with you and the items you will want to place in nontemporary storage.

## Method of Movement

The method by which your household goods will be shipped depends on when you require your goods at your new station. If your household goods are to be shipped uncrated (in a moving van), you are permitted to state a preference for use or non-use of a particular carrier. However, the transportation officer is bound by certain regulations and may not always be able to honor this preference. He will do so whenever possible.

Expedited shipments may be requested for items which are easily pilferable or of extraordinary value and for those *essential* items that are needed at home right up to moving time and that will also be needed im-

mediately after your arrival at your new duty station.

## Your Responsibility in Moving

Before the packers arrive, you are responsible for: Removing and dismantling television antennas; emptying, defrosting, cleaning and drying the refrigerator and freezer; disconnecting appliances (including necessary plumbing, electrical, and carpentry services); dismantling children's yard swings and sliding boards; and taking down mirrors, pictures, draperies and drapery rods.

The government provides for the preparation of appliances at origin so that they will safely withstand handling, movement and storage. This servicing of appliances is restricted to the blocking, bracing, padding, etc., that is required to prevent damage in transit.

## Moving Day

When the time comes to make the actual move, the Navy will arrange for contractors to pack, crate and inventory your household goods; pick up your household effects at your residence; store; make delivery at your new residence; uncrate and unpack your household effects and remove trash and debris. If you ask the carrier to accept cartons packed by you he will make a record of your request on the inventory and will not normally accept responsibility for damage to their contents.

When your goods are packed, you should insure that the mover:

- Uses new, or used boxes and cartons in good condition, and marks the general contents on each.
- Tags or marks each container or loose item with the item number and lot number shown on the inventory list.
- Packs large mirrors, glass tops, large glass-faced pictures, etc., in a crate or reinforced carton.
- Wraps furniture and articles having surfaces liable to damage by scratching, marring or chafing in pads, covers, burlaps, or other suitable wrappers.

For your protection in substantiating a claim for loss or damage, you are encouraged to make a detailed inventory of your own items. However, whether you do or not, the movers will make an inventory of furniture, boxes and barrels, and give you a signed legible copy as a receipt.

You should be sure that the inventory reflects the true condition of the property. General terms such as "marred," "scratched," "soiled," "worn," "gouged" and the like should not be used unless the specific location of the damage and extent of the defect is also indicated. For example: "right front leg chipped," "three-inch scratch in center of table top."

Make sure the number of boxes, barrels and crates furnished by the mover agrees with the number he lists





on the Statement of Accessorial Services Performed (DD Form 619) before you sign the statement as an acknowledgment that the services were performed.

Do not sign a blank form or a form that has been filled out for more services than the mover has actually performed in packing your household goods.

Call the nearest household goods shipping office in case of disagreement.

### Insurance

If you have any question regarding the protection of your property, consult your shipping officer.

Only you can decide if you should carry additional commercial insurance. There are two factors you should take into consideration.

If you have no items of extraordinary value and your entire shipment of household goods is by ordinary means, you may want commercial insurance if your goods are valued at more than \$10,000.

If you have two shipments, that is, one by ordinary means and one by expedited means, you should consider the following factors in regard to your security shipment. The government does not provide automatic protection up to \$10,000 for items of extraordinary value because of the maximum allowance it applies to uninsured items of this nature.

If you want full protection for this shipment it is necessary that the full value of the article be declared to the transportation company and that you bear any additional cost above the minimum rate to obtain this protection. When this has been done, and you suffer damage or loss, you are protected either by the coverage you have purchased, or, if for any reason the carrier denies liability in whole or in part, by the government up to the \$10,000 maximum.

Be careful to place a true valuation on your property. Remember, the government and, usually, the insurance company or carrier will not pay more for an item than its depreciated value at time of loss or damage, and your combined recovery cannot exceed this value.

### Delivery Arrangements

Delivery of the household goods to your new home can be arranged by merely calling the Household Goods Shipping Office nearest your duty station (indicated on your copy of the Application for Shipment of Household Goods and/or your copy of the government bill of lading).

Be sure to contact this office as soon as housing or quarters become available, to prevent unnecessary handling and storage of your effects. Give as much advance notice as possible for delivery, especially during the busy summer season.

### Delivery Day

When your goods are unpacked, the movers must:

- Position your goods in any room you designate, but they are only required to make one placement.
- Check off all items delivered against the inventory

(you should do the same—it's to your mutual benefit).

- Unpack all items from containers.
- Record all loss or damage found during the unpacking process (you should verify).
- Remove all debris resulting from unpacking.

If any problems or questions arise, don't argue with the movers. Call the nearest Household Goods Shipping Office.

Do not refuse to sign the government bill of lading because the goods are received in a damaged condition, or when a portion of the shipment is missing. But, before you sign the bill of lading or other receipt document, be sure to make a notation on it indicating the type and extent of damage or loss—this is very important for future claims action.

If there is good reason that you cannot complete the checkoff of items and inspection for damage, you must note this and the reason on the bill of lading when you are asked to sign it. In this situation it is most important that you complete your checkoff at the earliest possible time and promptly report any loss or damage in writing to the carrier.

The Navy insists that the carrier which moves your goods render you high quality service. Business awarded a carrier in the future depends on his performance on each shipment. There are many things about a carrier's service that only you, the owner, can observe. It is, therefore, important that you complete the evaluation form which you will be given and return it to the Household Goods Office at origin after your goods have been delivered.

### Loss or Damage

Your goods were shipped at a minimum released valuation unless you specifically declared a higher valuation and agreed to assume the resultant increased tariff costs. If your goods were shipped uncrated in a moving van, the maximum the carrier may allow for loss or damage is 30 cents a pound for each article.

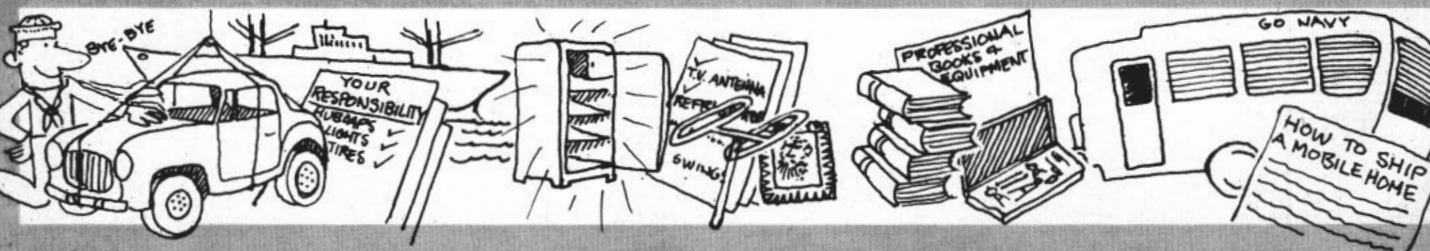
*Example:* Your chair which was shipped by motor van weighed 10 pounds. It was damaged to the extent that it cost \$10.00 to repair. Since the carrier's liability is limited to 30 cents a pound, the maximum he may allow is \$3.00.

However, liability of moving companies varies in amount according to the applicable tender of service or contract and you should consult your household goods transportation officer or claims investigating officer for specific information.

In many cases a moving company's settlement of your claim will not be adequate to compensate you for loss or damage. However, the government is authorized to reimburse you for loss or damage not otherwise compensable.

A statutory limitation of \$10,000 is applicable to each claim. If losses from unrelated causes occur in more than one shipment, greater coverage may result as the claims are considered separately.

Normally, you will not be reimbursed for loss of items which should not have been included in the ship-



ment or for articles of extraordinary value or of a highly pilferable nature, which have not been afforded proper security.

A claim may be filed against the government, the carrier and/or your insurance company at the same time. However, this may prove unnecessary if the carrier repairs or replaces the damaged item, or pays you. If you discover damage or loss at the time of delivery, note the facts on the documents which the delivering agent will ask you to sign.

In the event of loss or damage, get in touch with the household goods shipping officer promptly. He will provide you with the proper forms, advice, and, whenever possible, an inspector to check the damage.

### Automobiles

If you have permanent change of station orders to, from or between overseas areas, you may ship your automobile between duty stations. (Check with the household goods office regarding possible restrictions on transportation entitlements if the automobile is of foreign manufacture.)

You must prepare a Motor Vehicle Shipment Application (DD Form 828) which will be provided by the household goods shipping officer. Two certified copies of your orders must accompany this application to the port indicated by that officer.

The port activity will send you delivery instructions. Land transportation is not authorized to or from a port on permanent change of station orders. You or your designated agent must deliver the automobile to the port activity which will be shipping your car. If delivery is made by your agent, be sure he has your written authority to do so.

Although personnel at the loading port will carry out most of the details necessary to prepare your car for shipment, you should make sure before you deliver it that: Motor is in good operating condition; windshield wipers are operating; brakes (floor and hand) are adequate and in good operating condition; all lights are operative and properly adjusted; horn is operative; exhaust system is in sound condition; all glass (headlamps, rear lamps, windshield, and windows) is unbroken and free from cracks; body and fenders are free from breaks and tears; battery is fully charged; cooling system contains sufficient antifreeze to prevent freezing in transit; and vehicle is thoroughly cleaned and the surface or undercarriage does not contain any foreign matter which might harbor insect pests.

Before delivery of your vehicle to the port, remove items easily stolen or damaged, such as hubcaps, tools, or similar items and pack them in a substantial box and store in vehicle. The box should show owner's name, rate or rank, file or service number and destination.

Upon delivery of your vehicle to the loading port or activity, it will be inspected and its condition noted in your presence. The gas tank will be drained and the battery disconnected before the vehicle is loaded aboard ship.

You should furnish the destination port activity your

### Weight Allowance Table

Below is a table of new weight allowances (pounds) for service and grade at time of effective date of orders.

Rank/Rate	Temporary	Permanent
	Duty	Duty
Admiral	2000	24,000*
Vice Admiral	1500	18,000*
Rear Admiral (upper half)	1000	14,500*
Rear Admiral (lower half)	1000	13,500*
Captain	800	12,000*
Commander	800	11,000
LT Commander and Warrant Officer (W-4)	800	10,000
LT and Warrant Officer (W-3)	600	9000
LT(jg) and Warrant Officer (W-2)	600	8000
Ens. and Warrant Officer (W-1)	600	7500
Enlisted personnel		
E-9 Master Chief Petty Officer	600	7500
E-8 Senior Chief Petty Officer	500	7000
E-7 Chief Petty Officer	400	6500
E-6 Petty Officer, First Class	400	6000
E-5 Petty Officer, Second Class	400	5500
E-4 Petty Officer Third Class		
(with over 4 years' service)	400	5000
Aviation Cadet	400	400

\*Currently limited to 11,000 pounds by appropriation act rider.

overseas address as soon as possible so you may be notified when the vehicle arrives. When you pick it up port personnel will: Put enough gasoline in the tank for you to get to a gas station; connect the battery; and make a joint inspection with you to note the condition at time of receipt.

Any damage incurred between the time you turned the car over to the port shipping activity and the time you receive the car at the port receiving activity should be determined carefully by reference to the condition sheet completed at the time the car was received by the loading port.

Because overseas regulations vary on entry restrictions, licensing requirements, resale laws and special equipment requirements, it is best to check on the latest information by writing your prospective commanding officer or the overseas commander. For example, some areas prohibit the importation of flashy cars or cars of certain colors.

### Cabin and Hold Baggage

Generally, cabin baggage is restricted to baggage needed during the voyage. You are entitled to hold baggage which will accompany you on the same ship in which you travel, but it will not be available to you during the voyage.

Maximum weights and other limitations on cabin and hold baggage are contained in the Bureau of Naval Personnel Publication NavPers 15842 (series), *Overseas Transportation Information for Navy Dependents* for the Atlantic area, and in NSC Oakland Publication 12ND P18, *Overseas Transportation Information for*





*Navy Personnel and Dependents* for the Pacific area.

If shipment to or from the port is arranged by a household goods shipping office, the weight will be charged against your authorized household goods weight allowance.

### Trailers

Generally, you cannot make a shipment of household goods and receive a trailer allowance under the same orders. Before you acquire or move a mobile home, your household goods transportation officer should be consulted for information regarding the intricate provisions of this entitlement.

If you are entitled to ship household goods, and you wish to ship a mobile home to be used as a residence, you have three alternatives:

1. Tow the trailer yourself. Reimbursement in this instance is limited to 11 cents a mile.

2. Have the trailer shipped on a government bill of lading.

3. Arrange for towing by a commercial transporter.

In the second instance, the government will pay the total charges and you will be checked for certain unallowable charges including costs above an established maximum allowance. In the third instance, authorization must be obtained from your origin shipping officer before the move, and reimbursement will be made only for costs within the established maximum allowance. When shipment is made by a commercial transporter, the present maximum allowance is 51 cents a mile.

Your local household goods transportation officer will advise you of your responsibility in preparing the trailer for shipment. He will also furnish you a list of some of the charges which are not payable by the government. Remember, the transportation of a trailer is expensive and can prove costly to you.

## If You're Going Overseas, You'll Find This Booklet Valuable

For travelers who feel they would like to have a little help, the Navy is preparing a new booklet which will tell Navymen and their dependents all they should know about what to do, when to do it, and where.

Logically enough, the booklet will be called *Overseas Transportation for Navy Personnel and Dependents*. It has heretofore been published in two editions, each of which was slanted to travelers leaving either the east or west coast. It will soon be issued, however, in one edition for all travelers.

Here is a brief rundown on its contents:

- First there is a checklist which also serves as an index to the book's contents.

- A list of areas which require entry approval before dependents'

travel will be authorized is given together with information on where to make the request for approval.

- Passport information is given covering the different types of passports, where to get them, how to prove your citizenship, what you will need to obtain a passport, how much it will cost and how long it will take, plus miscellaneous information.

- There is a medical section which gives information on medical records which are necessary and what to do with them, the travel of pregnant women, information on infants traveling, dental care and mental cases.

Probably the biggest medical question for overseas travelers concerns immunizations. The manual offers a section on the subject with information on what immunizations

are needed in various parts of the world.

- A travel section tells you about your entitlements, if any, from your station to the port of embarkation and has information on when you can expect to be booked for travel to your overseas destination. Information is also offered concerning air travel—baggage allowances, what to wear, baby formulas and overnight facilities.

Sea passengers will find the good word on what MSTs travel offers, how much you can expect to spend for food, baby formula facilities available, what to wear, what medical facilities are available, overnight facilities before sailing, and baggage allowances.

- There is also a section on household goods which gives allowances for both officers and enlisted men, a list of household goods shipping offices, information on shipping privately owned automobiles including a list of authorized shipping activities for privately owned automobiles. There is a section, too, on the travel of pets and regulations concerning the possession of firearms and ammunition.

This booklet will be forwarded to individual travelers upon request to the Chief of Naval Personnel (Pers B-31) or the Transportation Officer at the Twelfth Naval District, San Francisco, Calif., or at the Thirteenth Naval District, Seattle, Wash.

Wives whose husbands have made application for dependent travel will receive the booklet automatically.



NAVY FAMILY interviewed by Navy doctor before journey to new station.



Shell hunting near Chiquita Island in South China Sea.



Skin divers enjoy Grande Island's waters.

## Waikiki? No, It's Grande Island

**G**RANDE ISLAND? Well, it's not Waikiki but it sure looks good after a month or so in the South China Sea.

Grande Island is the new recreation center at Subic Bay in the Philippines. It's got beaches, and lush green hills, a golf course, a football field, tennis courts, a plush EM club . . . Just like a travel poster.

For sailors who haven't been to P. I. lately, Grande Island is that overgrown bump of land you pass at the entrance to the bay. Jungle. Until recently, anyway. There have been improvements. The Subic Consolidated Base Special Services, the Navy Exchange and Public Works Center were responsible for the transformation.

For swimmers there are three sandy beaches, two of them facing the South China Sea. Off the southern beach is Chiquita Island, within

wading distance, paradise for sea-shell hunters. The skin diving is great anywhere in the area.

Water skiing, sailboating and fishing are common pastimes on Grande Island, and Special Services furnishes the equipment. And if you're really sick of salt water, there's a fresh water, chlorinated pool. Or you can pitch horseshoes or play softball, or volleyball. Or hike around the island on one of the improved trails. Or . . . or . . .

Or maybe you're a camera bug, or a history buff. Try the old battery site, known as Fort Wint. There you will find the guns of Grande—or you will if you hurry. Some time in the near future the two 10-inchers are to be removed to the Smithsonian Institution.

One of the nicest things about Grande Island is the prevailing informality. For playing tennis, or just

about anything else, swimming trunks are common. If you want to go to the club, however, you must dress up in clean dungarees, white trousers and T-shirt or proper civilian dress.

The club—Casa Isla Grande—is new like just about everything else except Fort Wint. There is entertainment nightly, a cocktail lounge, and food.

Like any resort, Grande provides overnight accommodations. A barracks type hotel is available to enlisted men at 35 cents nightly, and officers and CPOs may rent cottages at 50 cents per night.

A recreation hall for table tennis, card games and TV is, of course, available. A theater provides free movies each evening.

It may not be Waikiki, but it's a great change from Yankee Station.

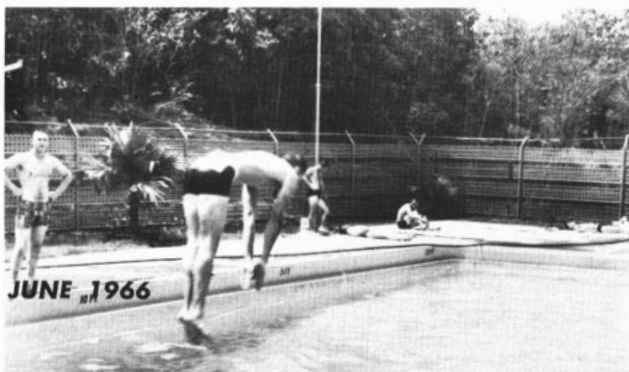
Jack Ong, JO3, USN



Volleyball game during visit to Grande. Below: Fresh water swim.



Fun in the sun on Subic Bay. Below: R&R with pitch and putt.





# 7th Fleet's Destroyer

THEY come in like lame ducks and leave like flying swans.

This was a destroyer tender officer speaking.

He was describing Seventh Fleet destroyers arriving in Subic Bay, Philippine Islands, for repair work by *USS Piedmont* (AD 17).

Only a few of the destroyers really look like this when they come in, but when they do come, the tender sailors know there is something wrong—something that must be repaired during the DD's scheduled time alongside.

That something could be the ship's superstructure, damaged by heavy, typhoon-tossed seas. It could be a gaping hole in the hull, torn during a freak accident.

But usually it is a collection of small discrepancies—burned-out motors, age-worn pumps, sensitive electronic gear damaged by high humidity—discrepancies that require the special services of the tender and the special ability of her crew.

Most of *Piedmont's* 18,000-ton small weight is taken up by repair facilities—huge cranes and lathes, a foundry, nearly 50 shops.

*Piedmont* was commissioned in 1944 and started her career at Pearl Harbor, repairing World War II combat-damaged destroyers.

Later in the war, she was on hand to aid destroyers in the Philippines and Okinawa campaigns. At the end of the war she was selected to enter Tokyo Bay with units of the Third Fleet.

For more than eight months, *Piedmont* remained at the Yokosuka

Naval Base, servicing destroyers and providing food and clothing to the landing forces. *Piedmont* Pier, where Seventh Fleet aircraft carriers now moor in Yokosuka, is named after the destroyer tender.

In the Korean conflict, *Piedmont* was again on the line, serving as flagship for Commander U. N. Blockading and Escort Force, in addition to repairing ships of the U. N. forces.

The 1958 Quemoy crisis saw her providing services for Seventh Fleet ships in the Taiwan Strait.

**N**OW, AT 22, the old ship still is serving—still filling a major slot.

Destroyers from throughout the western Pacific, including many from patrol duty in Vietnamese waters, come to her berth in Subic Bay to be repaired and returned to duty.

The destroyer tenders' mission is to maintain the combat readiness of the destroyer fleet regardless of the operating area. They are mobile repair and supply depots.

During *Piedmont's* previous six-to-eight-month tours with the U. S. 7th Fleet, she has set up shop in Japan, the Philippines and Taiwan. When not in the western Pacific, she operates with the First Fleet from her home port in San Diego.

Not all the ship's time is spent in port. Occasionally, special jobs call for tenders to operate at sea for extended periods. During salvage operations for the grounded destroyer *uss Frank Knox* (DD 742) last July and August, *uss Prairie* (AD 15), another destroyer tender, was on the scene for more than 30 days, provid-

ing services to the salvage ships.

But most of a tender's steaming is done in port. While the customer ship's power plants are shut down for repair, the tender must supply electricity, high-pressure steam, and often water, for the DDs alongside.

*Piedmont's* twin 5500hp steam turbine engines run four generators which can provide enough power for a town of 2500. Her fresh water-making evaporators can turn out 80,000 gallons a day.

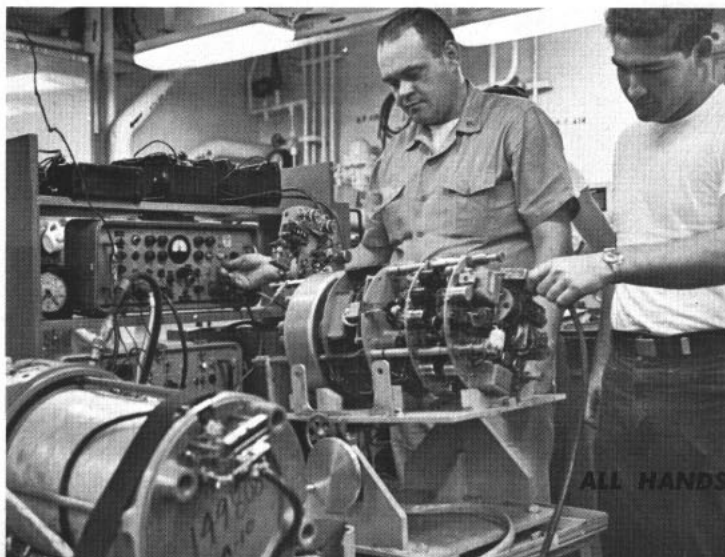
**R**EPAIR WORK runs from rebuilding gun mounts to replacing minute electronic parts, but most of the 1400 to 1500 jobs each month fall in between these extremes.

Such jobs as rewiring electric motors, grinding out new parts on machine shop lathes, and repairing delicate fire control systems are routine.

The ship's capabilities also include watch and typewriter repairing. There are an optical shop where binoculars are completely rebuilt and a torpedo shop for testing and calibrating the newest antisubmarine weapons. Drone antisubmarine helicopters (*Dash*) are completely rebuilt and returned to the destroyers, ready to airlift torpedoes to enemy submarines before they can attack the greyhounds.

All this repairing, rebuilding and fabricating takes a multitude of supplies. *Piedmont's* 30 storerooms contain some 65,000 separate items. According to the store officer, this amounts to nearly two million dollars' worth of assorted supplies.

THIRTY STOREROOMS carry supply of 65,000 repair items aboard tender. Rf: Torpedomen check MK-44 control system.



# Doctor

While the destroyers are being prepared for further sea duty, their crews are not neglected. They too need overhauling from time to time.

Three doctors in *Piedmont's* dental clinic each fill an average of five cavities in seven patients a day. The prosthetics laboratory builds crowns, bridges and even full dentures.

The medical department performs physical examinations, X-rays, surgery and services that can't be done by the enlisted corpsmen embarked in destroyers.

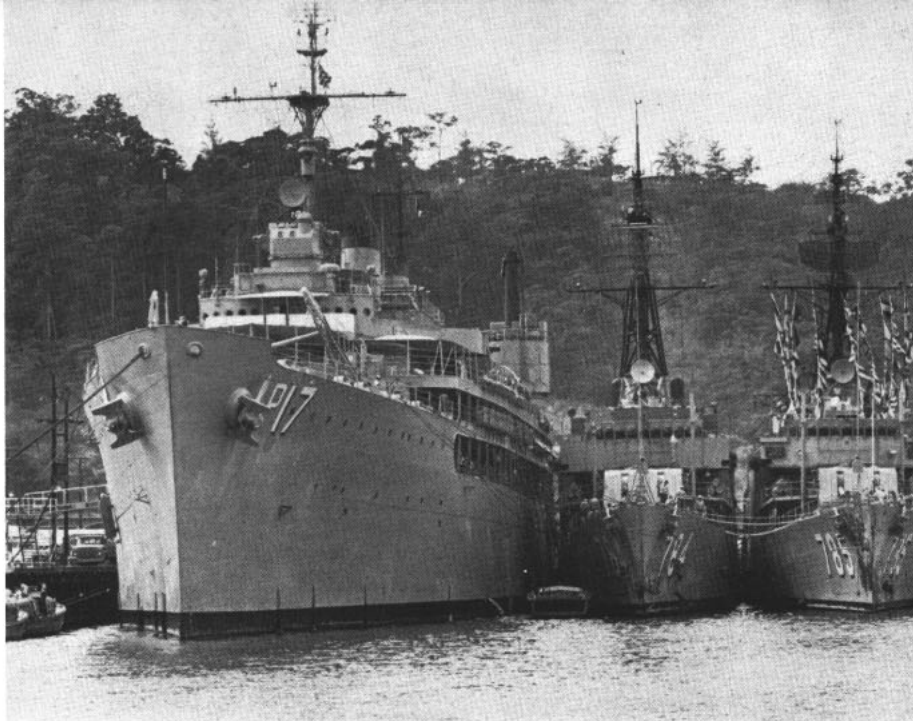
*Piedmont's* galley feeds destroyer crewmen whose mess facilities are being overhauled, and her uniform clothing store has articles not usually carried in the smaller ships.

**A**LL THESE services and facilities require astounding amounts of paperwork. Each work request must be recorded and carried on progress reports until completion. Cost and manhour totals are tabulated.

This job is made much easier and faster by the use of a data processing system employing punch cards. Still the records-keeping part is big. Three shifts of machine accountants work around the clock to keep the records straight. Twice each day—at 0800 and 1800—they issue a work progress report, listing as many as 1000 active jobs.

For more than two decades *Piedmont* has been the workhorse that repairs the workhorses of the Fleet. And she is still going strong, taking them in like lame ducks and sending them out like flying swans.—Photos and story by J. F. Falk, JO1.

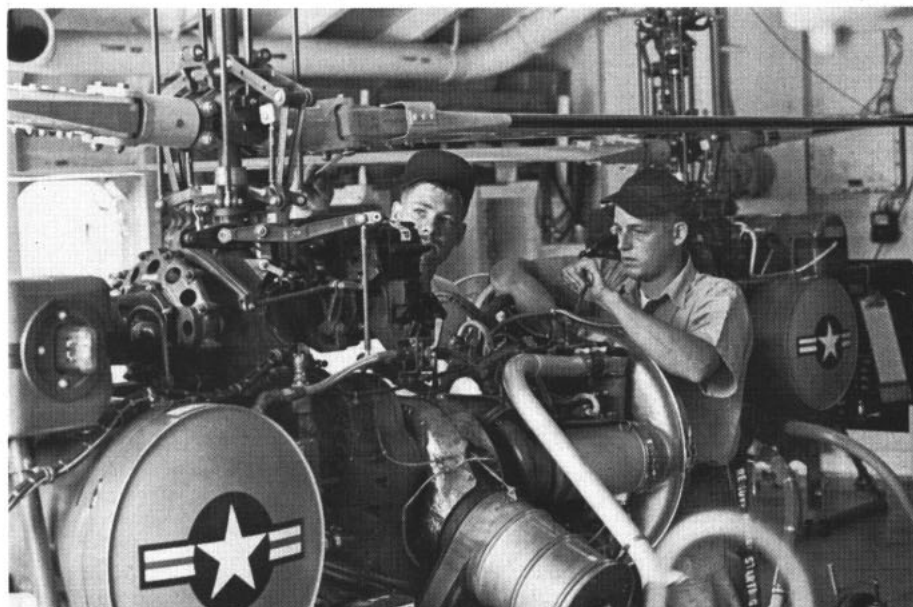
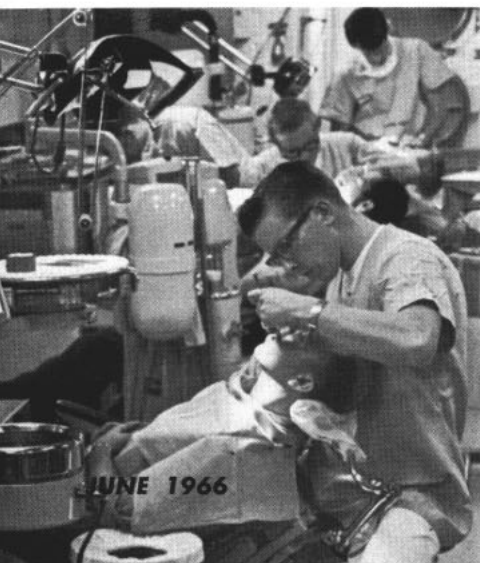
DENTAL clinic is open to DD men.



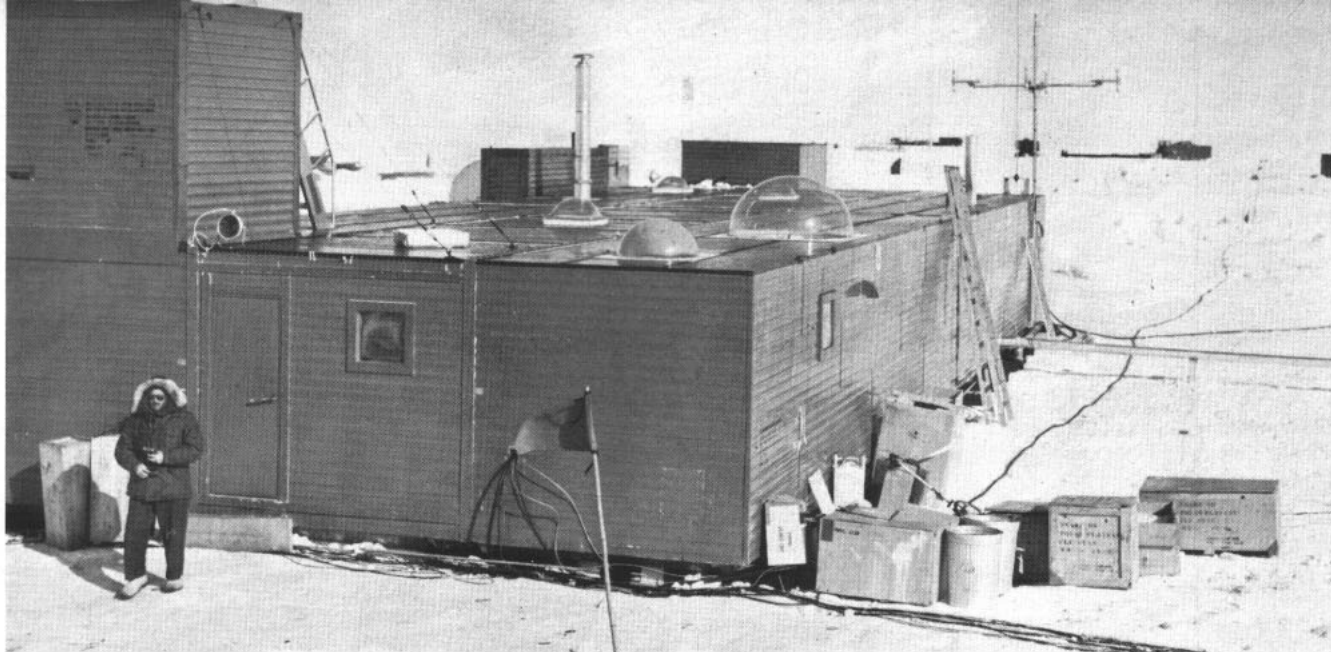
"DOC *PIEDMONT*" tends nest of destroyers in Subic Bay. Below: Patternmakers work with moulders to make cast repair parts. Instrumentman repairs clock.



REPAIR OF DASH helicopters by *Piedmont* helps keep destroyer forces ready.







POLAR POST—Van complex will house Navymen and scientists on Antarctic plateau during long cold winter.

# It's Wintertime Down

**I**T'S GOING TO BE a long winter for a group of eight Navymen and civilian scientists who are now isolated at what is perhaps the loneliest spot in the world. Their last contact with the outside world was in early February, and their winter quarters, 11,500 feet above sea level on Antarctica's continental plateau, will not receive outsiders again until mid-November this year.

Meanwhile, they will live in a complex of modular vans which was constructed from scratch during the short, three-month Antarctic "summer." Temperature at the opening ceremony was 40 degrees below zero.

Plateau Station, as it is called, is

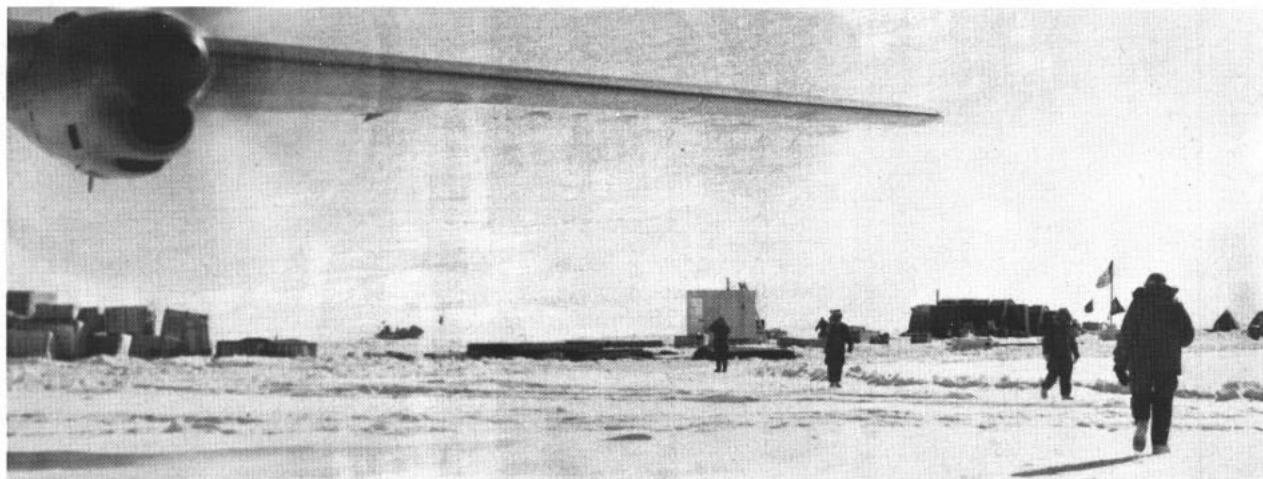
located 630 miles from Amundsen-Scott South Pole Station, its nearest neighbor.

The area was chosen for its suitability for conducting year-round studies of the earth's magnetic field. Scientists will also be closely observing the *aurora australis* (southern lights); naturally occurring low frequency radio emissions; and the weather. The four Navymen, including a Navy doctor who is officer-in-charge of the station, were specially selected for the mission. The three enlisted men are an electronics technician third class, a construction mechanic first class and a commissaryman second class.

Plateau Station is the United States' newest and most remote Antarctic scientific outpost. The vans which are linked to form living and working quarters were shipped, pre-assembled, from Davisville, R. I., aboard the MSTC cargo ship USNS *Private J. R. Towle* (T-AK 240). When the *Towle* arrived at McMurdo Station in December, she was moored to six-foot-thick ice, and off-loading operations were begun almost immediately.

But the vans and equipment still had a long way to go. They were hauled to McMurdo's landing field and loaded into LC-130F *Hercules* aircraft for the 1400-mile hop to

PLATEAU STATION, shown here under construction in summer, will be used to study earth's magnetic field.





USNS Pvt. J. R. Towle delivered vans.

# South

Plateau Station. There were only inches to spare within the giant cargo airplane when the vans were squeezed inside.

Construction of the station began without delay once the equipment arrived. Fuel oil—the lifeblood of Plateau Station—was flown in and stored in 25,000-gallon fuel bladders.

When finally completed, the station was formally dedicated. Several guests attending the ceremony, unaccustomed to the rarefied air at this extreme altitude, became dizzy. But the eight frontiersmen who were about to commence their long isolation were quite at home.

**TIGHT FIT**—Van is loaded on plane.



A GASSER—A Navy Hercules pumps fuel into fuel bladders at the new station.



**PREFABRICATED** units that will comprise the station are placed on bases. Below: Station unit is off loaded after being air lifted 1400 miles from McMurdo.





# HedSuppAct: Big Job

*The actions of 7th Fleet units in the Southeast Asian conflict are well publicized, but many Navymen serve ashore in South Vietnam. Many more will rotate there in the coming months.*

*The following report briefly describes the activities of one unusual Navy command in Saigon which has effectively served the U. S. forces ashore. As the functions of the command are in the process of being transferred to the U. S. Army, this is an appropriate time to report on the job and accomplishments of the U. S. Navy Headquarters Support Activity, Saigon. It has had an illustrious past.*

**H**EDSUPPACT stands for U. S. Navy Support Activity, Saigon. The title is almost self-explanatory, but its principal job has not been only to support elements of the Fleet. It has done much more than that. In doing so, it grew to be the Navy's largest single overseas shore command.

The command was commissioned on 1 Jul 1962 by authority of the Secretary of the Navy, with the specific mission of supporting the U. S. Military Assistance Command, Vietnam. After nearly four years its title became a misnomer. The widening scope of military operations in Vietnam and the increasing number of Armed Forces personnel spread the activity's operations far beyond the environs of Saigon.

The great bulk of the command's support went to the more than 180,000 U. S. troops operating in the Second, Third and Fourth Army Corps areas of Vietnam. It also supported U. S. government agencies in Vietnam and military units from allied nations assisting in the fight against the communist Viet Cong.

**D**URING RECENT MONTHS the Navy has been gradually transferring the responsibilities of this command to the U. S. Army First Logistical Command, which is scheduled to assume full responsibility by 30 Jun 1966. When Navy operations were in full swing, however, HEDSUPPACT's commanding officer had under him some 1600 officers and men of the U. S. Navy, Army and Air Force and more than 7000 U. S. civil servants and Vietnamese employees. The CO's responsibilities included providing housing, utilities, transportation, police protection, medical care, food services, legal aid, shopping, recreation, education, pay, religious services and a long list of administrative, maintenance and support functions for the more than 15,000 American and allied military personnel and employees of the U. S. government agencies in Saigon. Most of these services also were extended to MACV personnel, such as advisors to Vietnamese units, scattered in hundreds of locations.

HEDSUPPACT's biggest single operation was running the vast military network which supplies war material to the battle zones in the First, Second, Third and Fourth Corps areas. The hub is Saigon. Military cargoes offloaded there constitute about one-sixth of one per cent of all cargo moved by sea to all the world's ports. Now the Navy Support Activity at Da Nang supplies military personnel of the First Corps area. This was a HEDSUPPACT function until the northernmost corps area was turned over to NSA Da Nang in October 1965.

**H**ERE ARE SOME OTHER HEDSUPPACT statistics:

- The command fed or provided foodstuffs for more than 180,000 troops in three-quarters of the country.
- It operated one of the two Navy hospitals that

**BIG JOB**—Supporting the military in Vietnam is a complicated task. Here, cargo is unloaded and CBs drill well.



# in Saigon

treat battle casualties direct from the war area.

- Its annual disbursement of money for purchasing, services and pay has surpassed the \$60 million mark.

- In providing clothing, consumables, magazines and various other items for the members of all the armed services, it operated the largest Navy Exchange in the world. Providing eating and recreational facilities 7000 miles from the U. S., it had a "clubs and messes" division which was the only one of its kind in the U. S. military establishment.

These facts are explained in detail in the subsequent sections of this report.

The command also had an unofficial function to support the Vietnamese people. Navy medical teams volunteered much off-duty time to treating villagers outside Saigon. Virtually every man in the command has volunteered some of his time and contributed money to aid special projects. These ranged from bringing food, clothing, medicine, books and toys to orphanages and destitute villages, to helping rebuild homes ravaged by fire and storm. Before the U. S. Army assumed the dental responsibilities in Saigon in November 1965, Navy dental teams provided treatment to many villagers. Many of these people-to-people operations were in areas not altogether cleared of Viet Cong elements.

The command's initial mission was to assume the support tasks and functions previously performed by the U. S. Military Assistance Advisory Group, Vietnam. HEDSUPPACT was placed under the military command of Commander U. S. Naval Forces, Philippines, and under the operational command of Commander U. S. Military Assistance Command, Vietnam. On 1 Jan 1965 military command was shifted to Commander Service Force, U. S. Pacific Fleet.

Beginning with an allowance of some 200 officers and men, personnel strength reached 343 by July 1964; and in December 1965 was more than 1000.

Other growth of responsibility came as the result of the U. S. build-up of forces. In late 1965 HEDSUPPACT was billeting about 6400 U.S. and allied military personnel in the Saigon area. The number of Vietnamese employed by HEDSUPPACT in December 1965 was over 6000.

As the U. S. military role in Vietnam increased, so also did the support responsibility. A look at the various departments and divisions of this command exemplifies the nature of the tasks involved. Although perhaps all of the command functions described below are still carried on by new elements, this summarizes the situation as it existed prior to the recent realignment.

## Supply Department

The Supply Department provided logistical support not only for the U. S. Military Assistance Command, but also for other U. S. forces and allied commands. This supply support was provided under inter-service support agreements. Over 49,000 requisitions were handled monthly.

The Supply Department also procured, stored and issued all foodstuffs and provisions used by the hundreds of military messes in Vietnam.



**BUSY PORT**—Navy cargo handling unit off-loads material from transport in Da Nang harbor using LCV's.

During the month of October 1965, over 330,000 tons of military cargo were offloaded from 96 ships in Saigon's river harbor. Over 40,000 tons of military cargo were further sea-lifted to other ports in Vietnam by MSTs vessels.

To maintain necessary stock, the Supply Department had nearly 171,000 square feet of warehouse space for general stores, dry provisions, freezer and chill storage items. If the HEDSUPPACT warehouses were placed side by side they would cover an area equal to almost six football fields. But this storage space is still not enough. Additional warehouses are under construction, while negotiators continually search for more space. The existing warehouses are located in more than a dozen separate areas throughout the Saigon-Cholon area.

HEDSUPPACT Medical Department operated one of two area hospitals for treatment of combat wounded.







LANDING SHIP TANK ties up at one of the LST landings at Da Nang East to deliver supplies for Vietnam operations.

The Supply Department's Field Support Branch took orders from military clubs and messes maintained in the field and battle zones by MACV advisory teams. The items were obtained from stock in HEDSUPPACT's commissary store and Navy Exchange, then packed and delivered for shipment to customers.

#### **Operations Department**

The Operations Department might be described as HEDSUPPACT's nerve center. For example, its communications division handled approximately 14,000 incoming and outgoing messages monthly. The communications division also furnished emergency standby radio circuits for MACV.

Two aircraft assigned to Operations—a C-45 and a C-47—provided air support for HEDSUPPACT's varied missions in the field. HEDSUPPACT aircraft touched down on virtually every landing strip in the republic of Vietnam—from Dong Ha, furthest airstrip to the north, to Phu Quoc Island in the south—frequently under danger of enemy attack and sniper fire. In the past year the assigned planes flew more than 307,000 miles in air support missions.

The addition of one HU-16C amphibian in December 1965 and two more C-47s in early 1966 increased the yearly Operations Department air miles flown to above the one-half million mark.

The Operations Department also had the responsibility for drafting and coordinating military emergency plans for Saigon. The department's ordnance division maintained an armory of infantry type weapons for issue to HEDSUPPACT personnel and maintained weekly target practice and weapons handling drills.

Operations had additional responsibility for arranging and providing for all port services required by U. S. Navy ships entering the river port of Saigon.

#### **Administration Department**

HEDSUPPACT's Administration Department had responsibilities which went far beyond the mere handling of paperwork. They spanned an extraordinarily varied group of activities, some of which were unprecedented in U. S. Navy experience. They covered a billeting function which meant running the largest chain of

military hotels in the world for off-duty members of the Army, Navy, Air Force and Marines. HEDSUPPACT operated a recreational program. It also included a miniature university.

**Billeting Division**—In November 1965, the Billeting Division was operating 54 bachelor enlisted (BEQ) and bachelor officer quarters (BOQ) and four transient hotels in the Saigon-Cholon area (Cholon is Saigon's mostly-Chinese twin city). Over 6400 military personnel and U. S. government civilians are housed in these billets. This is virtually double the number of hotels and occupants counted in November 1964.

The billeting for enlisted personnel and officers is either leased from private individuals or corporations, or has been newly constructed. Efficient management of these facilities required, in addition to constant negotiation with contractors and owners, the procurement, training and supervision of civilian staff and stringent antiterrorist measures. New quarters and billets were begun under HEDSUPPACT direction, to ease crowded conditions and to provide space for any new increase in personnel.

Qualifying as the largest "military hotel" chain in the world, HEDSUPPACT approached the rooming accommodations of some of the large commercial chains. By the end of 1965 the activity's accommodations numbered over 5400 rooms.

**Messing Facilities**—Complementary to the billeting organization was the Clubs and Messes Division, which operated four officer and seven enlisted combination clubs and messes plus two snack bars. These are located in larger billeting facilities. The clubs function much the same as officer and enlisted clubs anywhere in the U. S. military establishment. Four of the clubs show motion pictures nightly.

The operation was supervised by seven officers and 56 enlisted personnel. More than 800 Vietnamese civilians were employed by the division. A credit card payment system, adopted in 1964, simplified bookkeeping. The HEDSUPPACT division that provided this service for personnel of the U. S. and allied forces, as well as U. S. government civilians, was the only one of its kind in the U. S. military establishment.

**Special Services Division**—Special Services operated a

motion picture circuit which provided a daily exchange of films for hundreds of locations throughout Vietnam. Some of these locations are remote outposts.

A 20,000-volume Special Services library in Saigon served as a feeder for branch libraries in six of the areas of heaviest U. S. troop concentration. The Saigon Navy library also shipped monthly consignments of magazines, newspapers and paperbound books, totaling over 60,000 pieces, to some 750 field units.

Special Services also coordinated live USO road shows. Entertainment groups were booked into Vietnam on a schedule which averaged one troupe every three weeks. Each troupe gave about 20 performances.

Recreation projects were specifically adapted to the requirements of the U. S. forces. One such project was the rest and recreation flight program to Hong Kong, Bangkok, Taiwan, the Philippines and Japan (still in operation). This provides virtually the only opportunity for men to spend time away from combat areas during their 12-month duty tours. Men spend five days in any one of these areas they choose and can be booked into the best hotels at nominal rates.

In Saigon, Special Services maintained a 50-meter swimming pool, a bowling center, a hobby and crafts shop, a photographic laboratory and a four-day loan facility which offered record players, movie projectors, athletic equipment and other gear. Hobby shops and equipment loan facilities were also operated in field locations.

Another country-wide service under the Administration Department was performed by the Educational Services Office. This unit offered the full range of General Educational Development and U. S. Armed Forces Institute (USAFI) testing plus University of Maryland examinations and extension services. HEDSUPPACT developed a system for qualifying test proctors throughout Vietnam, thus eliminating the need for personnel to travel to Saigon for testing.

HEDSUPPACT Administration also operated a support photographic laboratory. Its Personnel Division handled service records for U. S. Navy personnel in Saigon and those attached to MACV field units. Personnel also issued and maintained records on ration cards issued to members of the U. S. and allied forces in the Saigon area.

### Fiscal Department

The HEDSUPPACT Fiscal Department was charged with the responsibility of disbursing, accounting and budgeting for over \$200 million in appropriated funds spread among U. S. forces in the Republic of Vietnam.

Additionally, the Fiscal Department budgeted and accounted for assistance-in-kind, amounting to \$13.2 million for calendar year 1965. These funds entered the Vietnamese economy by the payment of rents and leases and the procurement of locally provided goods and services.

Fiscal's accounting section maintained a varied assortment of records, from which stemmed financial reporting for HEDSUPPACT and MACV. This accounting included special systems which kept track of reimbursable expenditures between the military services based on inter-service support agreements. Approximately 90 per cent of this accounting effort was expended in support of the other military commands in Vietnam. It included, for example, separate records and resulting billings for each of the 237 cash accounts held by units in the field for subsistence purposes.

The budgeting process for over \$33 million required



**GOOD DEEDS**—U.S. Navy Headquarters Support Activity, Saigon, supplied aircraft to deliver clothing and other needed items from Operation Handclasp to inhabitants of villages in the highlands of Vietnam.

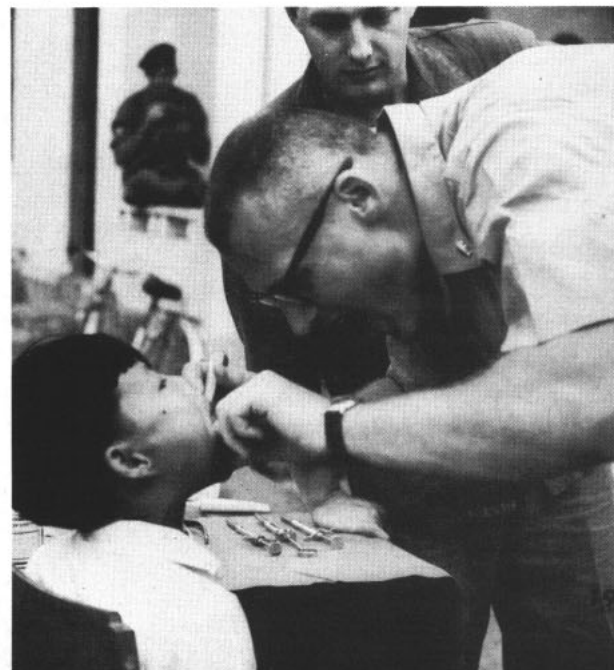
the fiscal officer to review the trends and fluctuations of the entire range of military support activities constantly. The budget included funds to support operations and maintenance of the entire HEDSUPPACT complex, plus some \$1.3 million for material supplied to military personnel serving in the field in advisory positions. An additional \$80 million was allotted for food, clothing and material supplied to all U. S. and allied personnel in the Republic.

The disbursing officer spent more than \$13 million per month. Disbursing maintained 2500 pay accounts of military personnel assigned to HEDSUPPACT and MACV.

Additionally, 7000 pay records were maintained for Vietnamese employees of the component commands in the Republic.

The introduction of military payment certificates (MPC) into Vietnam caused an increased workload in the sales of local currency, Vietnamese piastres. During the month of October 1965, 91.2 million piastres were sold to individuals, representing \$1.2 million. To handle this increase and to assure that everyone had ready

**ON THE SIDE**—Dentist from HEDSUPPACT spends off-duty time helping local villagers with dental problems.







**AN EYEFUL**—Navy lookout checks newly arrived ships from Da Nang, Vietnam, harbor entrance control post.

access to the purchasing of piastres, conversion outlets were established throughout the Saigon-Cholon area. Disbursing clerks were appointed as cashiers to make sales at these outlets.

The disbursing officer was also responsible for funding all finance officers within the country, no matter what armed service they represented. This MPC and piastre funding amounted to \$20 million per month.

An example of the effect of the military build-up in Vietnam was the increase in HEDSUPPACT operational and maintenance requirements, from \$5.7 million in the first half of fiscal year 1965 to \$18.5 million in the first half of fiscal year 1966.

#### **Public Works Department**

The most far-flung of HEDSUPPACT's departments was Public Works, which was comparable to an engineering department in a major city. From its center of operations in Saigon, the department not only handled construction, transportation and maintenance requirements for the U. S. installations in the Vietnamese capital, it was also MACV's primary engineering and transportation arm in the field.

In December 1965, Public Works was supervising construction and maintenance projects in various locations of Vietnam. These ranged from construction of a tower for the Air Force at Camau, south of the Mekong River, to a new chapel in the north at Hue.

In Saigon, Public Works had under lease 201 separate enlisted and officer quarters and industrial sites (headquarters buildings, warehouses and compounds).

Design and contract supervision teams from HEDSUPPACT were almost constantly in the field in connection with more than 300 active construction contracts a month administered by the command. In 1965, answer-

**BIGGEST** single operation was supplying the various much needed war materials to Vietnam battle zones.



ed requests for real estate maintenance and services surpassed 50,000. Some \$14 million was spent in the past year for repair, service and maintenance of U. S. facilities throughout the country.

Included in that figure was the cost of repairs to American installations damaged or destroyed by Viet Cong terrorist action, such as the Brink Hotel in Saigon (a BOQ), which was bombed Christmas Eve, 1964.

The Public Works department was cited by the U. S. ambassador and MACV officials many times for its swift action in providing emergency lighting, transportation services, communications and rubble clearance services in terrorist-caused disasters.

#### **Medical Department**

The HEDSUPPACT Medical Department operated one of two U. S. Navy hospitals which treats combat casualties directly from the battlefield. It also provided medical care and services for thousands of U. S. and allied troops and government officials living in the Saigon area or stationed in the southern portion of Vietnam.

The hospital has 107 beds and is staffed with nine doctors, 16 nurses and 84 corpsmen. At the time this report was prepared, all were U. S. Navy personnel, with the exception of three U. S. civilian nurses and five Thai nurses.

Helicopters bring in casualties from battle zones and transfer them to waiting ambulances. Many of the wounded have undergone successful major surgery involving extremely serious and complicated injuries.

The hospital devised an emergency plan which goes into effect the moment word of mass casualties is received—such as the Viet Cong shelling of U. S. billets at Bien Hoa Air Base in November 1964, the 1964 Christmas Eve bombing of the Brink Hotel, the bombing of the U. S. Embassy, the May explosions at Bien Hoa Air Base, the My Canh floating restaurant bombing and the bombing of the Metropole Hotel.

The on-duty and standby hospital sections immediately prepare the emergency and operating rooms while first aid squads race to the scene of disaster. Off-duty medical personnel carry Red Cross arm bands in their pockets at all times for ready identification in an emergency.

The hospital staff has been commended by the U. S. ambassador and MACV senior officers for its work in treating victims of terrorist bombings. One Navy Corpsman received the Navy Commendation Medal for saving the life of an officer at the embassy bombing by securing the severed ends of a throat artery until the officer reached surgery.

During 1965 the hospital cared for more than 2500 inpatients, treated some 53,000 outpatients, gave nearly 93,000 immunizations, issued more than 93,000 prescriptions and performed 75,000 laboratory tests.

#### **Chaplain's Office**

The senior chaplain at HEDSUPPACT was responsible for the coordination and scheduling of all the military religious activities in Saigon and Cholon. Two Navy and one Army chaplain were assigned to HEDSUPPACT. Protestant, Catholic and Jewish services were conducted at various locations covering all of the billeting areas in the capital district of the Republic of Vietnam.

Liaison was maintained with the civilian English-speaking churches in Saigon. (Chaplains and ministers

of almost all denominations are available for special counseling in Saigon.)

The growth of the chaplain activities in HEDSUPPACT's organization kept up with other command functions, to the point where weekly religious services increased from a total of four—three Protestant and one Catholic—to 29—10 Protestant, 18 Catholic and one Jewish.

HEDSUPPACT chaplains provided religious services and advice, helped U. S. servicemen with their personal problems, and took care of the normal, routine responsibilities. They also carried on an extensive civic action program.

HEDSUPPACT chaplains were responsible in late 1965 for the distribution of over 200 tons of supplies and materials as part of the world-wide Navy people-to-people program, Project Handclasp. This included clothes, sewing material, drugs, medicine, bandages, medical supplies, books, school supplies, foods, candy, toys and many other useful and needed items. Deliveries were made from the 17th parallel in the north to the island of Phu Quoc in the south. The materials were donated by private American citizens and industry.

### **Industrial Relations Department**

The HEDSUPPACT Industrial Relations Department recruited and administered Vietnamese personnel employed by the U. S. Army and Navy, and the Military Assistance Command. It administered approximately 10,000 jobs, nearly 3000 at Headquarters Support Activity Saigon itself. Other jobs were located at various U. S. forces activities throughout the Republic of Vietnam.

The Industrial Relations staff established employee classification, pay and appointment, employee development and employee management relations systems specifically for use in the Republic of Vietnam.

### **Commissary Store and Navy Exchange**

For the benefit of military units in remote areas, the commissary store maintained "charge accounts." The same was done for some local customers. Requisitions were mailed to the store, where the material was broken out, wrapped, priced and forwarded to HEDSUPPACT's field support section for shipment.

To support an operation of this size, the commissary store maintained an inventory worth nearly one million dollars. The store stocked 1500 canned and packaged items, many varieties of meat and 40 kinds of produce.

Monthly sales amounted to nearly \$650,000, with more than half of this volume being in support of messing facilities, officer and enlisted clubs in the field.

In addition to the main Navy Exchange in the HEDSUPPACT compound, branches were maintained in a Saigon BEQ, the Bien Hoa air base, the Da Nang air base, Tan Son Nhut airport, the Saigon Navy hospital and the U. S. Army Third Field Hospital, which is located just outside Tan Son Nhut. The Exchange also operated a mobile canteen service.

### **Provost Marshal Department**

One of the HEDSUPPACT commanding officer's primary duties was safeguarding U. S. installations in Saigon and Cholon. The command security forces consisted of two main elements—the Provost Marshal Department and the U. S. Army's 575-man Military Police Battalion.

HEDSUPPACT military policemen were deployed within



**SPECIAL SERVICES** Division provided rest and recreation flights for battle-weary personnel to nearby countries.

the Saigon and Cholon area. Working with Vietnamese police, they provided anti-terrorist security for U. S.-manned structures and hotels. In Saigon, these number more than 190.

(Military policemen are also assigned to the U. S. Embassy. Their job includes providing personal security for the Ambassador and Deputy Ambassador. They are also assigned as guards for money shipments. A standby force is on continuous alert for swift reaction to terrorist activity and other emergencies.)

A U. S. Navy explosive ordnance disposal team worked with the Provost Marshal in inspections of buildings and areas for Viet Cong bombs and explosive devices. The team was also charged with disarming discovered devices.

Two chief petty officers, also working for the Provost Marshal, served as fire marshals in the Saigon and Cholon area. They conducted constant inspections of installations for fire safety hazards and maintained fire-fighting equipment.

Roving motor patrols of the metropolitan area of Saigon by HEDSUPPACT military policemen, in conjunction with the Vietnamese police were another Provost Marshal department activity. Patrols consisted of a Vietnamese policeman and MPs from the armies of the U. S., Australia, New Zealand and Korea. They also

**ELBOW ROOM**—When project is completed there will be more than 100 of these warehouses for storage.







**RINGER**—A "ring of fire" is formed as guns of *USS Samuel N. Moore* (DD 747) blast VC supply and staging areas.

joined Vietnamese harbor police crews in patrolling the Saigon River.

All Vietnamese nationals hired by U. S. forces in Vietnam received security checks through the HEDSUPPACT Provost Marshal department. The department received, along with the Medical and Public Works departments, numerous citations for rescue and crowd-control work at sites of Viet Cong bombings.

### Secondary Mission

Almost everyone in HEDSUPPACT was voluntarily involved in the Vietnam conflict's second dimension, civic action.

This was basically a people-to-people program, with the emphasis on working against the Viet Cong.

Navymen based in Saigon volunteered off-duty time to work with Vietnamese civilian victims of the war. These are displaced families or whole villages, widows and their children, orphans, crippled children and adults, and other victims of the Viet Cong. Some of the volunteer operations took the Navymen into areas still under Viet Cong control.

Project Handclasp clothing and material went to remote areas such as the highlands of central Vietnam, where displaced Montagnard tribes are being resettled, and to lonely orphanages up-country where Viet Cong assaults are a constant possibility.

HEDSUPPACT's dental department was one of the first to organize volunteer teams to visit villages and hamlets on weekends. The teams usually consisted of two dentists and two dental technicians. They performed minor surgery to relieve toothaches and halt infection. In a typical 10-hour day, the two dentists would treat as many as 200 Vietnamese patients. They also treated Viet Cong prisoners.

The dental department also was involved in making prosthetic devices for wounded soldiers at the Vietnamese military hospital at Cong Hoa, in the Saigon outskirts. This was also done during volunteered off-duty time. Navy dentists also began a program of teach-

ing Vietnamese medical staff members the art of fabricating these devices.

For their work in the field and at Cong Hoa hospital, HEDSUPPACT's responsible officers and enlisted men in the department were awarded the Vietnamese Medal of Honor, First or Second Class, before their departure from HEDSUPPACT.

**S**PECIAL SERVICES conducted weekend entertainments for the Vietnamese military wounded at Cong Hoa. These included variety shows, comedy and musical acts, and organized sports such as baseball and volleyball.

In April 1965, when a fire destroyed a block of houses occupied by Vietnamese soldiers assigned to guard the Navy waterfront warehouse in Saigon, Supply Department sailors launched Project Rebuild. They drew plans for a completely new family housing block, went on a search for scrap building materials and eventually were able to assist the homeless soldiers in rebuilding their homes. The result is that Chach Hung compound has 34 new family dwellings which were occupied in November 1965.

Navy Seabees from HEDSUPPACT's Public Works department became aware of an orphanage operated by a Canadian priest and two nuns five miles outside of Saigon. The priest was doing his best to take care of his charges on a budget that allowed only seven cents a day for each child's care. The patched-up buildings were clean, but they leaked and were in poor repair.

Using equipment borrowed from contractors, the Bees worked weekends at the orphanage and are credited with considerably improving the roads and buildings. On the weekend drawing boards are two new buildings for housing some of the orphans.

One of the more pleasant and rewarding people-to-people contributions has been the reconstructive program established by a plastic surgeon at HEDSUPPACT's Navy hospital. Children with congenital defects, such as cleft palate, have been brought in from as far away as Da Nang and Rach Gia for treatment. The mother or other family members of the child are boarded in the hospital during the preoperative and postoperative period. On one occasion, a 15-year-old boy underwent a successful operation which corrected a heart and lung condition.

These are only samples of what HEDSUPPACT has done unofficially. Many of the off-duty efforts went unpublished—but publicity was not the aim. The product of the individual and collective good will remains a tighter bond with a war-ravaged people.

HEDSUPPACT had as its motto "Service to the Services." This reflects the kind of command it was and its multiservice mission. The command was U. S. Navy, but was staffed by members of all branches of the armed forces, and their work involved rendering support primarily to people and units that were not Navy.

*The foregoing has covered only those Navy responsibilities for logistical support centered around the Saigon area of Vietnam. The Navy's role in sea operations and sea support to the armed forces ashore has been told in previous issues. Another naval support activity is growing rapidly in the Da Nang area. There's a huge challenge awaiting every Navyman in Vietnam, whether at sea, with the junk forces and gun fire support ships or the joint military command ashore.*



POSING PORPOISE—Diver photographer Charles C. Curtis, PH2(DV), shoots footage of Tuffy swimming underwater.

## Underwater Cameramen

**A** PORPOISE breaks water and stands on its tail for a tidbit of fish from his trainer. He's an unusual animal—Tuffy by name, trained by the Navy for the Sealab II Project.

A moment later a diver surfaces nearby, hands his camera to an assistant and climbs out of the pool. He belongs to a group which is also rather unusual, the photo diving team at Point Mugu, Calif.

The team is led by Harry Kulu, Photographer's Mate Second Class (diver). Kulu, a stocky Hawaiian from the island of Kauai, has been diving for the Navy since 1957. His

teammates are Charles C. Curtis and Howard A. Trotter, both second class photographers, both experienced divers. All three are qualified for hard hat and scuba diving.

Besides taking still photographs and underwater movies for Sealab II the trio works in support of underwater projects sponsored by the Naval Missile Center and Pacific Missile Range.

Lately the divers have been porpoise-conscious. They've photographed the facility's training activities and taken photos during porpoise hunts off the California coast near

the Channel Islands.

Other assignments are related to the Hydra project. The divers record underwater missile launchings on film or video tape. Occasionally they take part in tests designed to determine man's limitations underwater.

Another recent project was a photographic survey of the Farnsworth Bank, an underwater mountain range between Catalina and San Clemente Islands. The photos, taken from the DS-2 diving saucer, were useful in a Navy project to lower two scientists to the ocean floor in a clear plastic sphere.

THREE-MAN photo diving team at Point Mugu, Calif., takes pictures of underwater project of the missile center.



Howard A. Trotter, PH2(DV), USN



Charles C. Curtis, PH2(DV), USN



Harry Kulu, PH2(DV), USN





**BRAIN WORK**—Radarman feeds coordinates to computer. *Rt:* OIC monitors communications between facility, planes.

## FACSFAC—FOR FLEET

**L**OS ANGELES FREEWAYS are not the only heavy traffic areas in Southern California—it's becoming more crowded upstairs all the time. Although things haven't yet reached the traffic jam stage, the sky around San Diego is usually very busy with military aircraft on training flights.

A pilot maneuvering a swift jet fighter around such a congested area needs plenty of elbow room.

Now a pilot can enjoy that sense of confidence, relying on a new control center called FACSFAC (Fleet Air Control and Surveillance Facility) to guide him.

FACSFAC uses radar, computers and voice communications. Radar provides the eyes for the system, with sites set up on Point Loma peninsula, at NAS Miramar and, in the near future, on San Clemente Island some 70 miles off the San Diego coast. Computers play their usual superhuman role.

**LINEUP** of surveillance consoles shows positions of all aircraft that are flying in FACSFAC's control area.



In the control center on North Island, eight consoles are operated around the clock. Each console operator scans a segment of air space, picking up on his radar-scope any aircraft entering his area. He records a symbol for each plane entering his viewing screen.

The pilot then reports the plane's operating area, altitude and other flight plan information to the console operator, who in turn feeds this data into a central computer. This new flight plan entry activates an automatic probe, or inquiry, within the computer.

**S**INCE ALL OTHER flight plans of aircraft operating in the general area are similarly recorded, the computer can immediately send a warning signal to the console operator if the flight path indicates a possible collision.

With the flick of a switch the operator can quickly contact the pilot and warn him of impending danger.

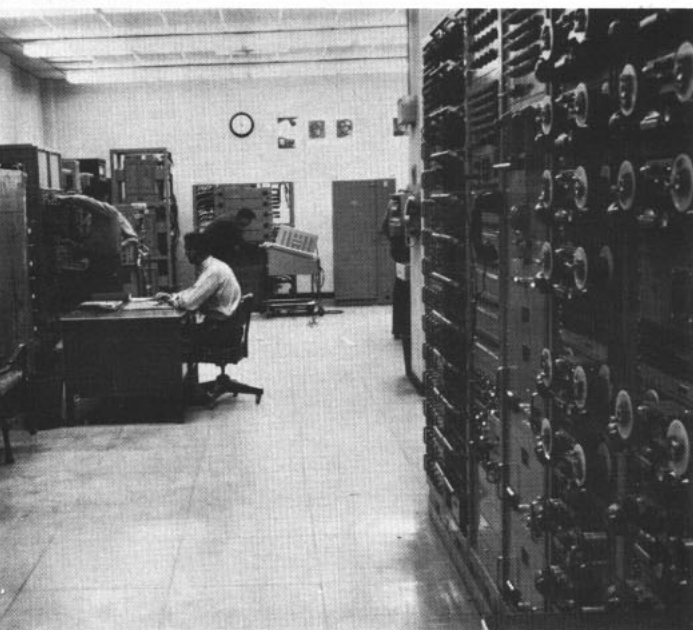
Using this triangular surveillance system—involving pilots, console operators and computers—pilots can be supplied a wide variety of information, including instant coordinates of their position and warnings of such hazards as unscheduled gunnery practice or missile firings.

Providing a protective wing for a large brood of aircraft is not FACSFAC's only responsibility. The new facility, under operational control of Commander Fleet Air, San Diego, is also a coordination center to assist area commanders in antisubmarine warfare exercises, air defense alerts and search rescue operations.

To perform these multiple roles, FACSFAC maintains an up-to-the-minute display showing the positions of aircraft, surface vessels and submarines in the area.

With a system of numerous hot lines to operational control points of various commands throughout southern California, FACSFAC can provide the information.

If asked to help in an ASW operation, the control center can provide surveillance of, and communications



MAINTENANCE of electronic gear is a full-time job.

# AIR CONTROL

with, ASW forces to clear their routes and operating areas of interfering traffic.

A similar service can be given to the local North American Air Defense commander when FACSFAC is requested to help in an air defense alert.

**A** PILOT BOBBING in the sea after ejection is one who might well be thankful that the new facility has gone into operation. In its search and rescue role, FACSFAC acts as the rescue coordination center, directing the nearest forces to the scene, providing radar control for search patterns and, in general, helping the Coast Guard or naval forces effect a speedy rescue.

At FACSFAC, the main control room resembles a war room. A dark purple glow covers a 20-foot control desk from which all the center's operations are directed.

A score of technicians walk briskly about, answering telephones, checking scopes and constantly updating the status boards that fill three walls. The intense activity lends an air of excitement and efficiency to the somber atmosphere.

Overlooking the control room is a glass-enclosed gallery. Here, visiting military observers are able to watch local air operations without hindering the activity below.

In an adjacent room is a long row of surveillance consoles, each manned, where the greatest surge of observable activity is an occasional twisting of a dial or push of a button. The console operators have a tedious job, but the results are worth the effort.

The facility now has one computer; eventually it will have three. The FACSFAC concept is presently operating as a pilot program to observe its value. Originally it was recommended that the Navy establish similar inter-connected facilities at strategic locations on both the East and West Coasts.

When and if that day arrives, it will mean that FACSFAC has lived up to the expectations that it would improve safety in the air.

—Jim Teague, JO1, USN

JUNE 1966



SPEAK TO ME—Technician adjusts tape on computer.  
Below: Main control room is facility's nerve center.





# LETTERS TO THE EDITOR

## After Vietnam—What and Where?

SIR: Is any special consideration with respect to next assignment given to personnel serving in Vietnam for a year or more? I am presently serving in Saigon with COMSEVENTHFLT Detachment C.

I was under the impression that after serving on shore duty in Vietnam I would have a good chance of getting a duty station of my choice when I leave. I heard this from a couple of sources which I consider reliable. Is there anything to it?

I have read that a person serving 12 months or more in Vietnam is guaranteed the United States coast of his choice and cannot be sent back to Vietnam within a short period of time. Is this still in effect? Also, does the fact that I did not volunteer for Vietnam have anything to do with the above questions?—L. W. D., ETR3, USN.

• "A good chance" is a good way to put it.

*It depends whether or not you are eligible for shore duty, since Vietnam-based personnel are still part of the Seavey-Shorvey system. If you are eligible for shore duty, you will be given priority for shore or overseas duty in the area of your choice. Your assignment must meet the current requirements ashore, but every effort will be made to comply with your request.*

*If you are not eligible for shore duty, you will be assigned to your choice of either Pacific or Atlantic Fleet sea duty.*

*In view of the increasing number of people completing Vietnam tours, it would be difficult to guarantee you a specific home port, but if at all possible, you will be assigned to the home port or type of sea duty you request.*

*If you do go to sea, you will not be assigned to a deployed ship or unit, or to a ship or unit scheduled to deploy within three months of your reporting date unless the assignment is approved by the Chief of Naval Personnel.*

*Whether or not you volunteered for Vietnam duty has nothing to do with your next assignment. (See BuPers Notice 1306 of 27 Sep 1965).—Ed.*

## Active Duty Credit

SIR: BuPers Manual, Art. C-13404, states that all active duty performed after 9 Aug 1956, including training duty, is creditable for transfer to the Fleet Reserve.

My question is: Are periods of temporary active duty (150 days or less) creditable as active duty for transfer to the Fleet Reserve? If so, could an individual who has completed a total of

19 years and six months of temporary active duty be transferred to the Fleet Reserve, or would he have to wait until he reaches age 60?—W. H. H., PN1, USNR.

• All periods of temporary active duty are creditable for transfer to the Fleet Reserve. Personnel are eligible for transfer to the Fleet Reserve upon completion of 19 years and six months of active service regardless of age.—Ed.

## Exams and Leave

SIR: Two questions, please:

• About ordering advancement exams—A command must order advancement exams about two months before the exam cycle begins. The number ordered is based on the total individual recommendations made by the commanding officer.

However, a candidate is not required to complete the necessary courses and practical factors until one month before his exam date. This results in many cases where exams ultimately have to be destroyed due to ineligibility of men who fail to complete the required courses before the deadline.

Isn't there some way the Navy could cut down on the number of wasted exams?

• About crediting leave—I have noted that in some service records a minus (-) leave balance on 30 June, when entered on the page eight leave record, is circled. I have also seen an illustration of this in BuPers Manual, but have not seen anything in writing requiring it.—C. E. L., PN3, USN.

• The point raised by your first

## Automatic Advancement

SIR: I reenlisted as an E4 under the Selective Training and Retention Program, and I am now attending Commissaryman and Steward B School. Will I automatically be promoted to E5 when I graduate? The school yeoman told me that I have to be near the top of the class.—R. L. L., SD3, USN.

• Relax. You'll be adding another stripe before you know it. Under the provisions of BuPers Inst 1133.13B, when you complete B school (regardless of your standing in the class), you may be automatically advanced to E5, provided you qualify in all other respects.—Ed.

question is not considered a problem by the Navy. Requests for examinations must be received by the Naval Exam Center in time to allow processing and shipping—accordingly, the two-month lead time. If all requirements for eligibility were to be fulfilled by this early date, however, it would, in many cases, allow a man seeking advancement to E-4 only a month or so to complete the requirements after his advancement to E-3. The Navy depends on good planning and an adequate training program at the command level to insure that those who are recommended complete their eligibility requirements before the deadline.

Your second question is answered by "BuPers Manual." Article B-2213 (6) (d) states in line three, "enter the balance preceded by a minus sign (-) and circle the entry."—Ed.

## Family Separation Allowance

SIR: I am trying to determine whether or not I am entitled to the family separation allowance (FSA). My ship is homeported in CONUS, but my family lives in the Philippines. My wife receives an allotment. When my ship leaves its home port for more than 30 days, am I entitled to the extra money? Several disbursing clerks tell me I am, but my DK thinks otherwise.—M. F. P., SK2, USN.

• You are probably entitled to FSA-S. At least, nothing in your letter indicates you are not.

Further information concerning FSA may be found in the September 1964 issue of ALL HANDS (page 42), or Sec-Nav Inst. 7220.46.

Generally speaking, if a Navyman with dependents is on board a ship deployed more than 30 days away from home port, he is entitled to the family separation allowance providing: (1) he is not legally separated or divorced; (2) his dependents do not live in public housing; or (3) his dependents do not live within a reasonable commuting distance of the ship's location while away from its home port.

You are allowed to visit your family for up to 30 days without losing FSA for that period. Therefore, if you are entitled to FSA (which is probable) you will not be entitled to it at any time your ship visits the Philippines, near your home, for a period of 30 days or more.

If you have further problems, ask your disbursing officer to write to Office of the Navy Comptroller.—Ed.

## Capitaine's 78 Golden Shellbacks

SIR: I can't tell you the origin of "Golden Shellback," but I can describe how the 78 crew members of the auxiliary submarine *uss Capitaine* (AGSS 336) attained the title during a 1965 deployment.

*Capitaine* was en route from San Diego to WestPac to provide submarine target services to the ASW forces of the allied navies of Korea, the Republic of China and Thailand. After crossing the 180th meridian, all hands who were not already designated as such became Golden Dragons, having entered into the mysteries of the Far East for the first time.

Later in the year, while en route to Brisbane, Australia, *Capitaine* crossed the equator. The ship laid to while His Majesty King Neptune convened his court on board and found the 63 lowly pollywogs of the crew acceptable for initiation as Trusty Shellbacks.

On our homeward journey from Australia to San Diego we again crossed the equator—this time at the 180th meridian. Neptune sent his scribe Davey Jones to welcome us and we were greeted thus:

"Attention all hands. This is Davy Jones speaking. We are about to enter into the Domain of the Golden Shellback. Although there are many seamen in the world who have entered into the Domain of the Trusty Shellback, very few have been given the honor of entering that exclusive domain of the Golden Shellback.

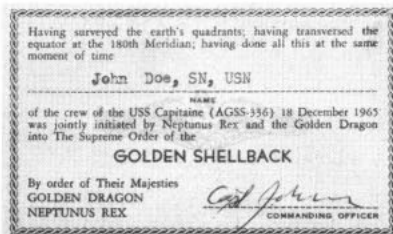
"To pay homage to Neptunus Rex, we are not soliciting His Majesty to come up out of the sea to greet us. Rather, we are going down to meet him and his royal court. To say that you have crossed the 180th meridian at the equator is one thing, but to be able to say that you have sailed *under* that point is indeed an honor that can be bestowed only upon submariners."

So we dove. The event was commemorated with a statement in each man's service record; wallet-size certificates were also presented (see illustration in column above).

The Golden Shellback ceremony was carried out as prescribed by a member of the wardroom who was already carrying the designation. He became a Golden Shellback while serving in *uss Charr* (SS 328) in 1957, apparently under similar circumstances.

A check with our senior Golden Shellback and with more experienced crewmembers failed to reveal the source of the designation. One crewman who became a Shellback in 1943 while serving in submarines said he had heard of the designation (Golden Shellback) at that time, but had no idea how it originated nor the official qualifications (if any) for being so designated.

In view of the above, we of *Capitaine* are considering ourselves Golden Shellbacks until such time as official docu-



ments prove otherwise.—Jimmie E. Brooks, YN2(SS), USN.

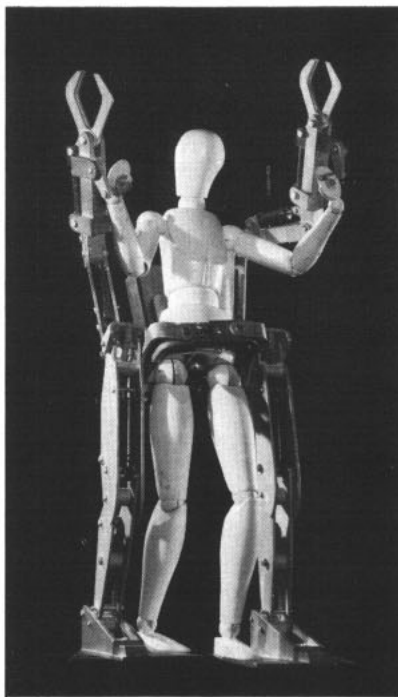
• *Avast, Mate, we can fair smell the salt breeze as we harken to your tale.*

*It's a good yarn, and much appreciated. And about that return voyage when you crossed the equator at the International Date Line submerged—we like people who try harder.*—Ed.

## Weekend Discharges

SIR: The Navy does not discharge or separate men on Saturdays, Sundays or holidays. I am not certain if this practice is simply traditional or if it has legal aspects.

According to the *BuPers Manual* (article C-10317), "... in order to permit separation on a day other than a Saturday, Sunday or holiday or to permit discharge and reenlistment on consecutive days other than a Saturday, Sunday or holiday ..." early separations are authorized. The article goes on to say early



**MECHANICAL MUSCLES** of "Hardiman" will enable operator to lift 1500 pounds by exerting only 40 pounds of force. Machine was developed under Office of Naval Research contract, can perform variety of jobs.

separation for this reason should normally not be effected more than three days prior to expiration of active obligation service.

My impression is early discharges may be given, if the command desires, but that discharges or separations on weekends or holidays would not violate regulations.—B. R. J., PN1, USN.

• *You are correct. Navymen are usually not separated or discharged on weekends or holidays because of the inconvenience which would occur both to the Navyman and to the Navy. But it's strictly a matter of choice, not regulation.*—Ed.

## Decommissioned BBs

SIR: We here in Chu Lai have very little access to reference material, so we would like you to clear up a couple of points for us. What are the origins of the nicknames "battlewagon" and "man-o-war"? Did they ever denote the same type of ship? What were the last five battleships to be decommissioned?—H. D. L., HM2, USN.

• *The last five battleships to be decommissioned were:*

Battleship	Commissioned	Decommissioned
Iowa (BB 61)	22 Feb 1943	24 Feb 1958
New Jersey (BB 62)	23 May 1943	21 Aug 1957
Missouri (BB 63)	11 Jun 1944	26 Feb 1955
Wisconsin (BB 64)	16 Apr 1944	8 Mar 1958
Mississippi (AG 128)		
ex-BB 41 (redesignated 15 Feb 1946)	18 Dec 1917	17 Sep 1956

*The term "battlewagon" has only been applied to battleships, while "man-o-war" is a collective term meaning warship. As of now we have not been able to trace either term accurately to its origin. Man-o-war goes back, of course, into the early Navy. Any information from experts in the Fleet would be appreciated.*—Ed.

## "A" School Waiver

SIR: It is my understanding that personnel enlisting in the Navy under the High School Graduate Training Program are guaranteed a Class A school, or Class A level training, provided the applicant remains qualified by performance. Is there any directive which states that this guarantee can be waived?

My reason for asking is that a young man recently received in my division seems by his service record to have waived his guaranteed school for assignment in the seaman apprenticeship field. This seems to me to be a poor bargain, and I am wondering what can be done about it.—W. H. H., LT, USN.

• *Not much. At any time before he receives the guaranteed schooling, he may request that his school guarantee be waived in favor of on-the-job training. True, he may still submit a request for a Class A school, but there is now no guarantee of assignment.*—Ed.





**AWARD WINNER**—LCDR Harrison D. Willcutts, MC, salutes Vietnamese general as he is given the Vietnamese Medal of Honor, First Class, for hospital work.

### What to Do with Those Orders

**SIR:** A lieutenant at our command recently received orders to Kingsville, Texas. He requested that his orders be changed and his request was granted when he received orders (canceling the original ones) to Lemoore, Calif.

My problem: What to do with the first set of orders.

The way I see it, there are three courses of action. I could deposit the Kingsville orders in the circular file, I could return the canceled orders to BuPers or I could file them in the lieutenant's record.

Which is correct?—L. E., YNC, USN.

• Your last alternative is the best of the three, but it's only partially correct. You should file a copy of the orders in the officer's jacket and, if such a file is maintained, in the officers' orders file. The original and copies of the orders should be given to the lieutenant for his personal file.

Copies of the orders left over should be destroyed and (great shades of SCRAP) not sent to BuPers.—ED.

### Sea Duty Commencement Date

**SIR:** The way I figure, I commenced my present tour of sea duty in May 1959. In February 1963 I reenlisted under the SCORE Program and converted to electronics technician, returning to sea upon completion of ET Class A school.

The last Seavey list published indicates that the cutoff date for ETN2 is December 1962. My command received a Seavey card for me, but returned it to PAMILANT, stating I was ineligible for shore duty.

The ship's personnelman (I believe he is the only PN serving in submarines) could not give a satisfactory

reason for this action, other than "I believe I have read that SCORE people have to serve on sea duty for 12 months before becoming eligible for Seavey."

The XO depended on the PN for the straight dope and went along with him. Am I right in assuming that I should be entered in the current Seavey, and if so, how can I convince my XO of this?—J. C., ETN2(SS), USN.

• The SCORE Program has no bearing on your Seavey status. Since ratings have different cutoff dates, the conversion from one rating to another involves a change in the cutoff date from the old rating to the new.

For example, if a BM2 converts to MM2 under the SCORE program, and



**SILHOUETTE STAR SHOOTER**—Officer of the Deck takes star reading on sextant to figure ship's position.

if the Seavey cutoff date for BM2 is July 1957 and the cutoff date for MM2 is February 1961, then the only operation involving Seavey is adjusting the cutoff date from July 1957 to February 1961.

A check of your record at the Bureau indicates that, as you stated, your sea duty commencement date is May 1959. Your command was informed of this by BuPers letter Pers-E314-RDB-bt of 8 Jul 1963, and your status apparently has not changed since then. There is a certification to this effect on page 13 of your service record. You might invite this to the attention of your executive officer.—ED.

### Transportation for Wheels

**SIR:** I've got problems.

More than a year ago I left Norfolk for a four-month cruise to the South African area. Now I'm in WestPac, and my home port is San Francisco. I haven't been back to the States. My automobile is still in Norfolk.

Like a good sailor, I've checked locally—with the ship's office and the Supply Officer. I've contacted the Naval Supply Center at Oakland, Calif. Everyone seems as baffled as I. Here's my story:

In February 1965 I departed Norfolk in USS *Oxford* (AGTR 1) for a four-month cruise to South Africa. While operating in that area, however, *Oxford* was ordered to report to Subic Bay in the Philippines for duty with the Seventh Fleet.

When the ship arrived at Subic we were told our home port would be changed to San Diego, probably in May. I heard nothing else about this.

That November I received orders—me, personally, not *Oxford*. I was to report to USS *Graffias* (AF 29) at San Francisco. While *Oxford* was in Sasebo, Japan, however, *Graffias* tied up at an adjacent pier so I simply walked aboard for duty.

In the meantime, my car was still waiting in Norfolk for my return.

It seems obvious to me that, somewhere along the line, I was ordered from the East coast to the West coast—I mean from South Africa to WestPac. Does that entitle me to shipment for my car? Or can I get leave and go back to Norfolk to pick it up. I'd just as soon not go back, as I'm not married and have nothing—except my car—on the East coast.

So what do I do?—R. T. S., SM2, USN.

• Play it cool, just as you've done. You're in luck.

The way it works out, the only situation which entitles a Navyman to transportation for his car is a change of home port. *Oxford's* home port was changed from Norfolk to San Diego on 26 May 1965. You were still aboard then, so you've got it made. You are entitled to government transportation

for your car (were you married, also for your household goods and dependents) from Oxford's old home port in Norfolk to her new home port in San Diego.

Granted, that still leaves you with the problem of moving your car from San Diego to your present ship's home port in San Francisco, but that's probably preferable to moving it from Norfolk.

As for the practical aspects, you should ask for a statement from Oxford to the effect you were attached to the ship on the date the home port changed. Send this statement, along with a Form DD 828 (available from the nearest naval supply activity) to the Naval Supply Center, Norfolk.

It will probably be necessary to provide the person who moves your car from its present place of storage to the Supply Center with a statement he is acting as your agent.

Now that you know you are entitled to transportation for your auto, your Supply Officer or ship's office can probably help you with the details.—ED.

### A Question of Uniformity

SIR: You've probably answered these questions before, but I must ask again because I feel that Navy Regulations is not clear on these points:

- Do officers salute when covered and wearing civilian clothing? Do enlisted men?

- Do officers salute when uncovered and wearing civilian clothing? Do enlisted men?

Also, Uniform Regulations, Article 1153, seems clear enough to me on the following point, but I notice about half the shore patrol officers wear their brassard on the left arm, and about half on the right arm. Therefore,

- Do officers wear brassards on the left or right arm?

Thanks for your help.—E. V. S., LT, USNR.

- As a general reply to your first set of questions, we repeat a longstanding rule of thumb: Since the salute is the military form of greeting and is the same as tipping one's hat, and since naval personnel do not uncover when out of doors, it follows that you use the military salute when recognizing officers in civilian dress or when greeting civilian friends.

Therefore, seniors in civilian dress, when recognized by a junior, should be saluted when a salute would otherwise be in order. If covered, the senior returns the salute and if uncovered he will not return the salute unless failure to do so would cause embarrassment. It is the senior's prerogative to decide whether or not he should salute.

The junior in civilian clothes and covered salutes seniors both in civilian dress and in uniform, when he recognizes them. However, "Navy Regulations," Article 2110, para. 3, now states that



**ACHIEVERS**—SecNav Commendation for Achievement Awards were given to James Reigel, AVCM, and Bennie Ricks, SDCM, for service on Vietnam cruise.

Navymen, when uncovered, will not salute except when failure to do so would cause embarrassment or misunderstanding.

Insofar as wearing of brassards by officers is concerned, ALWAYS on the right arm, please.

More on the fine points of naval courtesy can be found in the short course presented in the February 1959 issue of ALL HANDS.—ED.

### How Old Are the TARs?

SIR: When did the Training and Administration of Reserves (or Stationkeeper) Program come into existence? I have been told by a friend whom I consider to be an old-timer, that the TAR Program came into existence on



**FIREFIGHTER**—Engineman Charles W. Mathis receives Navy-Marine Corps Medal for extinguishing sub fire.



1 Jul 1946, and have seen statements of service which indicate active duty continuously since 1 Jul 1946 as a Reservist.

Just recently, I was told that the TAR Program (Stationkeeper program) was started in the year 1927 and that it was used at four air stations—New York City, Philadelphia, St. Louis and Long Beach. Can you shed any light on the matter?—R. H. M. PN1, USNR-R (TAR)

- There was a Naval Reserve Program before World War II but it was not integrated into the functions of the Regular Navy. The program was, at that time, administered principally by Naval Reservists on continuous active duty.

During World War II, the Naval Reserve Program was discontinued, but it was reactivated on a much wider scope in 1946. This time, the Naval Reserve Program was an integral part of the naval establishment.

To administer the program, a limited number of Naval Reservists having the necessary qualifications were requested to remain on, or return to, active duty. This program was called CAD (for Continuous Active Duty).

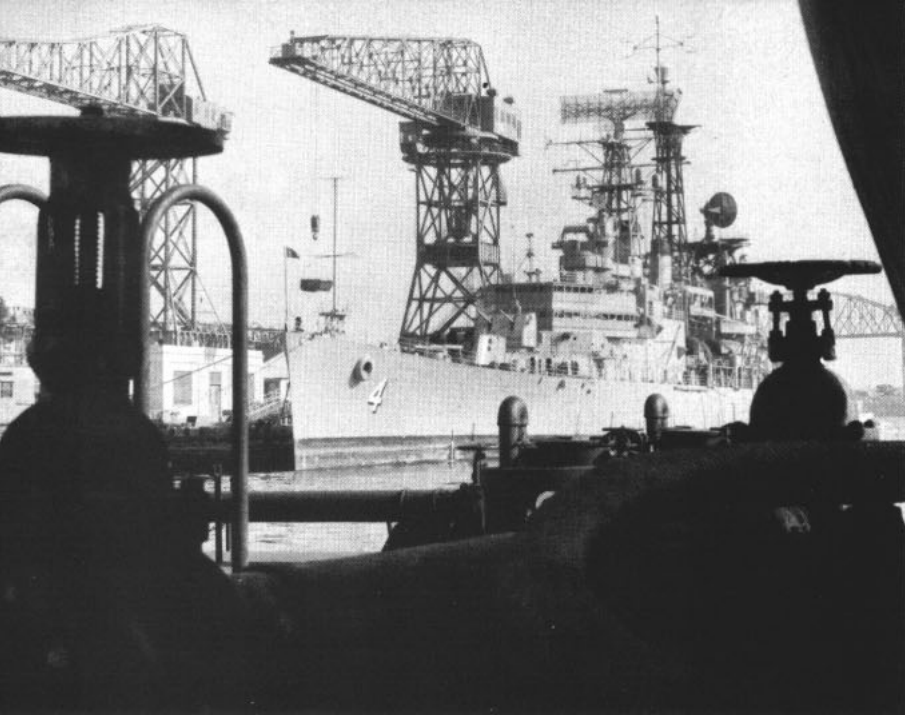
When the Armed Forces Reserve Act was passed in 1952, the program was expanded into the TAR Program we know today.

As for a Stationkeeper Program, naval activities which were closed after World War II were said to be in a stationkeeper status and the men who were minding the store (who might be either active duty or Reserve Navymen) were called stationkeepers.—ED.

### EOD Insignia?

SIR: More than a year ago, ALL HANDS printed an article concerning breast insignia for EOD personnel. Would you please tell me what objec-





**FRAMED** by cranes and pipes, USS Little Rock (CLG 4) sits in berth at Norfolk Naval Shipyard, where the ship is currently undergoing a 32-week overhaul.

tion the Permanent Naval Uniform Board has toward authorizing such insignia for qualified personnel?—R. L. M., LTJG, USNR.

• As you probably know, authorization to wear qualification devices was originally limited to aviation and submarine personnel. This is still true, except that recognition has been broadened to include specialties within the aviation and submarine branches.

The Permanent Naval Uniform Board authorized this extension of recognition because it was considered desirable to acknowledge the association of these

specialties with their parent branch.

Although the Uniform Board has recently considered devices for such categories as EOD, UDT, SEAL, Scuba, frogmen and divers, the Board has been reluctant to approve additional insignia, thereby limiting the number of devices that can be worn throughout the Navy and preserving the neat, uncluttered appearance of the uniform. —ED.

#### Does Air Force Time Count?

SIR: I have a question about the computation of active service for ad-

vancement in rate eligibility. A previous article in *ALL HANDS* stated that in computing time in service, compute all USN and USNR time, whether or not it was continuous.

At this command there is a man who previously served in the Air Force, and feels that this time should also count as time in service. I have explained that it does not, but he still feels he is being short-changed. Am I overlooking something?—R. N. T., PN1, USN.

• No, you're not. This question has come up in the recent past from other commands, so we'll attempt to set the record straight. Air Force service does not count toward advancement in computing total active service. USN and USNR active time counts, and Coast Guard time counts for any periods that the Coast Guard was operating as part of the Navy. Nothing else counts.—Ed.

#### GI Bill for Graduate School

SIR: I have two questions concerning the new GI Bill. Does the educational benefit apply to an officer attending graduate school, and, does it apply if one already has financial support?—R. W. N., LT, USNR.

• Yes, the educational benefit does apply to a graduate student provided, of course, that he meets the eligibility requirements and the VA has approved his course of study.

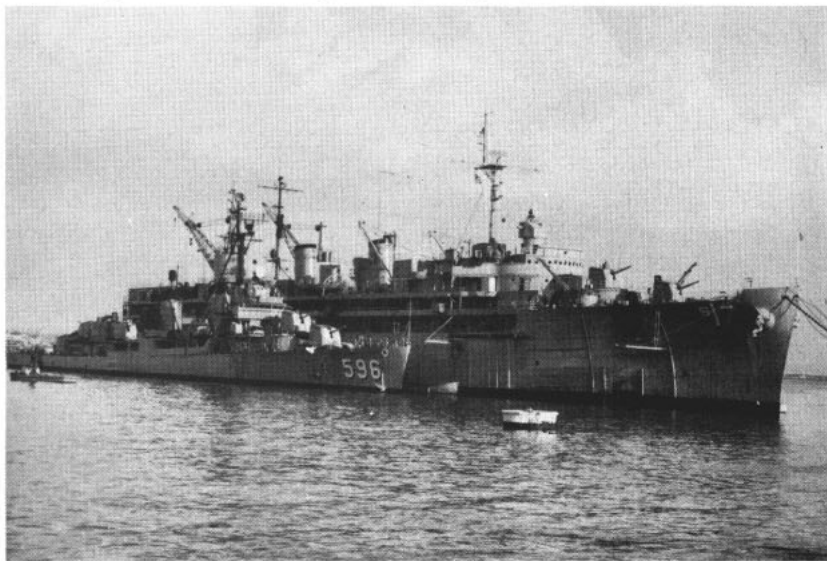
The answer to your second question depends out of whose pocket the other financial support is coming. If the course of study is not being paid for by the federal government, you should be eligible. However, as the VA administers this program, it would be wise to see them for determination of eligibility—or for any other question, for that matter.—Ed.

#### Navy Regs Has the Final Word

SIR: What is the official word concerning proper honors to the colors by people riding in a vehicle? *Navy Regulations* states that during colors vehicles within sight or hearing of the ceremony shall be stopped, and persons riding in such vehicles shall remain seated at attention.

That seems clear enough. However, two well-known and commonly accepted reference texts, *Naval Customs, Traditions, and Usage*, and *Service Etiquette*, state, in one instance, that passengers will dismount and render honors while the driver remains seated at attention and, in the other instance, that both the driver and the passengers will dismount and render honors. Some clarification, please.—C. H. D., LT (SC), USN.

• This is an easy one. "Navy Regulations" is correct. The texts you mention are indeed commonly accepted, and may be used as an authoritative source. But, where "Navy Regulations" and an unofficial reference text conflict, "Navy Regs" will always get the nod.—Ed.



**STRANGE CUSTOMER**—USS Shields (DD 596) moored alongside submarine tender Nereus (AS 17) for two-week upkeep period as part of Navy program to diversify tender services for over-all increase in repair ship effectiveness.

## Wrong Flagships

SIR: Usually I enjoy ALL HANDS as a means of keeping in touch with the service, but my feeling of pleasure turned to anguish as I thumbed through the January 1966 issue. The center article entitled "Navy Flagships Past and Present" was good, but the identification of two pictured was incorrect.

That purporting to be *Vincennes* is of course the ship-of-the-line *Columbus*, flagship of Commodore James Biddle when he was commander-in-chief of the East India Squadron. The error here is simply that the wrong half of the picture was used, for *Vincennes* appears to seaward of *Columbus* in the complete painting.

Also incorrect is the identification of *Lawrence*. Perry's *Lawrence* was an 18-gun brig; the vessel shown is the 44-gun frigate *St. Lawrence*. I do not know that the flag at her foretruck was identified as a personal flag, but it may have been since she is said to be a flagship. Actually it is a British ensign, indicating that she is at anchor in a British port.

I suppose that one sailing warship looks much the same as another, to the landsman. I had hoped, however, that sailors would be more knowledgeable.—Robert E. Johnson, Assoc. Prof. of History, University of Alabama.

• *You're right of course, Professor, and our researcher looks as if he'd been hit in the face by a bucketful of the crimson tide.*

Concerning *Vincennes*, indeed, our cropper came a cropper and used the wrong half of the picture. As for *Lawrence*, you're right there, too. It's *St. Lawrence*. We appreciate your corrections, and our only comment is that we sometimes (rarely) admit to being knowledgeable; infallible—never.—ED.

## Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• *uss Briareus* (AR 12)—The fourth reunion will be held 17, 18, 19 June at the Hotel Jefferson, Atlantic City, N. J. For details, write to Robert W. Amos, Box 660, Wayne, N. J. 07471.

• *uss John Hood* (DD 655)—A reunion will be held in Wildwood, N. J., in August or September. For further information, write to Stephen H. Howell, 59 Tern Rd., Groton, Conn. 06340.

• *uss Louisville* (CA 28)—A reunion is being planned for this year, in Chicago, Ill. Write to S. D. Martinson, 3238 North Schulz Dr., Lansing, Ill. 60438.

• *uss New Mexico* (BB 40)—The

ninth annual reunion will be held on 8 October at the Edgewater Marina Hotel, Long Beach, Calif. For details, write to Frank Slavin, 214 Termino, Long Beach, Calif.

• *Third Special Seabees*—The 16th annual reunion will be held 15, 16, 17 July in De Kalb, Ill. For information, write to Ivo L. Haines, RFD, Genoa, Ill. 60135.

• *North Sea Mine Force*—The 25th reunion of World War I members will be held at the Hotel New Yorker, New York City, on 15 and 16 October. For additional details, write to J. J. Kammer, 54 Walnut Ave., Floral Park, Long Island, N. Y. 11001.

• *Retired Officers Association*—The 18th biennial convention will be held in Twin Cities, Minn., on 29 and 30 September. For information, write to George M. Brown, 358 Cimarron Rd., Palomino Hills, Rosemont, Rt 1, Minn. 55068.

## And They Were A Great Bunch

SIR: I understand there was an AP rating in the Navy between World War I and World War II, held by qualified enlisted pilots. When was the rating in effect and what happened to it? And, for that matter, what did these enlisted pilots do?—J. A. R., BMSN, USN.

• *The aviation pilot rating (AP) was established by the Bureau of Navigation circular letter published on 13 Mar 1924. It existed, as a rating, until 1933 and then became a qualification, as diver is today.*

After 1933, enlisted pilots held aviation or radio ratings, with the AP attached as a qualification—AOC (AP), for instance. There was an emergency rating for enlisted pilots (ESV) until 17 Apr 1961, when the rating was disestablished.

At last count there were still 43 APs on active duty and in flying status in the Navy.

As for your last question, we could tell you some tales. Perhaps some of the APs in the Fleet, or their crew mates, can add to the accounts of their days in the Flying Navy. When we get the word we will pass it on.—ED.



# WHEREVER YOU ARE SEND ALL HANDS TO THE FOLKS AT HOME

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

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

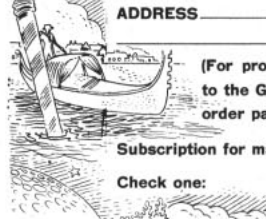
NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_

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

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

Check one:    One year ☐    Two years ☐    Three years ☐







# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



13TH ROUND TRIP—USS *Furse* steams toward home port after Med cruise.

## Now, *Bigelow*, *King* Rescues

A Swedish seaman, safe in a Naples, Italy, hospital, knows just how friendly a sight a U.S. destroyer can be during an emergency. He joins a multitude of merchant seamen from many countries who owe their lives—or at least their good health—to American destroyermen.

In this case, it was *uss Bigelow* (DD 942) and *John King* (DDG 3) to the rescue. *Bigelow*, cruising in the Tyrrhenian Sea, picked up a flashing light message from the Swedish freighter *Benares*, which stated that a seaman on board was seriously ill and required medical attention.

*Bigelow* closed in on *Benares* and dispatched a motor whaleboat to

the freighter. The destroyer's executive officer and chief hospital corpsman went aboard.

After examination, the seaman was taken back to *Bigelow* and given first aid treatment, as the ship sped to intercept *John King*, which carried a doctor. Radio consultation with the doctor indicated that the seaman required hospitalization.

By dawn of the following day the final connection was made on the way to relief. A helicopter from *uss Forrestal* (CVA 59) reeled the seaman up from *Bigelow's* deck. In *Forrestal's* sick bay the prognosis indicated that surgery was probably in order. Further transfer was made to a Naples hospital, where a grateful Swedish seaman completed his medical care.

## EOD Men Are Everywhere

When a plane returning from a bombing mission slams into the arresting cable on a carrier's deck with a 500-pound bomb still tucked neatly underneath its wing, nobody smiles. The chances are that everyone on the flight deck and the ship's island structure has been ordered to take cover—everyone that is, except the Explosive Ordnance Disposal (EOD) men.

Regardless of where they are—on land, at sea, under or above the water, their job is the same—to render safe any fuze, bomb, rocket, missile, mine, torpedo, chemical or explosive which is a potential danger to a ship or its crew.

On board carriers operating off Vietnam, as in many other places, the EOD men are handy guys to have around. On *uss Bon Homme Richard* (CVA-31), for example, the ship's EOD team is constantly on call and ready to go into action within three minutes of any emergency.

The EOD men work with little or no protection except their knowledge. They rely upon preparedness and harmonious teamwork. The EOD men work in pairs and each man in the pair must know exactly what his teammate is doing.

Before the men go to work, they take into account any possible accident or emergency situation and establish procedures to solve any problem in the most efficient and safest way possible.

EOD men leave nothing to the imagination. When they are trained at Indian Head, Md. and Key West, Fla., they work with every foreign or American bomb, fuze and explosive that is known to have existed since the Civil War.

Their first step is to recognize the ordnance which presents the problem and, although they may think they know it well, they check their publications first, for theirs is a job in which one mistake can be enough.

With every change of duty station and/or at three-year intervals, every EOD man attends a two and one-half-month refresher course, and, every six months, he must make a 120-foot dive for 10 minutes, plus

## BUILDERS OF THE NAVY

When the *USS Houston* (CA 30) was sunk in the Java Sea in 1942, Chaplain George S. Rentz was one of those swimming away from the wreckage. Fortunately, he had a life jacket and succeeded in reaching a liferaft. Since the raft already was overcrowded, he clung to the side but, as others reached this comparative safety, there soon was no more room. Some in the water were wounded; still others were exhausted and were without life jackets. Chaplain Rentz slipped off his jacket and gave it to a young seaman. Saying a prayer for his shipmates, Rentz swam away but remained afloat only a short time.



two shallow water dives of 45 feet for 45 minutes.

Every branch of the Armed Forces has its own EOD units and each branch is responsible for a specific field in demolition work. It is the Navy's job to take care of all harbors, bodies of water, naval ordnance and underwater ordnance.

With bombing missions being flown almost daily from U. S. carriers in Vietnam, EOD men are kept busy seeing to it that the bombs explode in the right places.

### Fresh Water for South Pole

Nuclear power is capable of bringing a constant supply of fresh water to the South Pole. The first U.S. desalinization plant ashore which derives its electrical power from a nuclear reactor has produced fresh water from the sea at McMurdo Station, Antarctica.

Both the nuclear power plant—which also supplies heat to the Antarctic outpost—and the desalinization plant are operated by Seabees.

Fresh water will be more than welcome to Navy men and scientists at the Ross Island base, 830 miles from the South Pole. In the past, the only source of fresh water was melted snow.

The new plant can produce 14,000 gallons of fresh water daily—more than enough to meet McMurdo's needs. The water is stored in a 55,000-gallon tank in a heated building, from where it can be gravity-fed to the camp through insulated, heated pipes.

McMurdo's nuclear power plant has already served Deep Freeze personnel very well. During its two years of operation it has provided electrical power for the 250 Navy men and scientists who winter over and the approximately 1250 summer support personnel.

During this period, the plant produced about 16 million kilowatt hours of electricity. Diesel-powered turbines would have required about 1,300,000 gallons of fuel to equal such an output. In contrast, the fuel core used by the nuclear power plant in a two-year period weighs only 1000 pounds.

A reliable source of electric power also lends a safety feature to the camp. Electric heaters are safer than oil or coal stoves in the windy Antarctic, where buildings frequently contain much wood and



**FAMILY STYLE**—Roy Brumbelow, Chief Aviation Storekeeper, tries hat on his twin brother Troy, who will be promoted to Chief Aviation Machinist's Mate.

canvas, and little water is available for firefighting purposes.

The Seabee crew that winters over at McMurdo to man the nuclear plant usually consists of 22 enlisted men and two officers.

### River Patrol Boat School

Navy men who receive assignments to the Navy's new water-jet river patrol boats can expect to spend some time in San Francisco. A

training detachment from PhibPac has set up shop in the Bay area.

The PBR (patrol boat, river) is a 31-foot fiberglass boat designed especially for use in rivers and shallow water. It is propelled and maneuvered by jets of water. Two diesel engines power the pumps.

The first PBR arrived at the Coronado Naval Amphibious Base last January, and training began immediately. Because of crowded conditions



**NEW CHIEFS OR OLD?**—Three chief boatswain's mates show how mines were laid in "old Navy." Homer Rooft, Herman Carter and Edward Sipes, all of Mine Squadron 11, dressed in uniforms of 1880 vintage to celebrate their advancements to CPO on 16 April.





**FIRST TO BE SECOND**—Blimp's glimpse of USS Bon Homme Richard (CVA 31) on her return to San Diego shows first carrier to make two Vietnam cruises.

on the base and the need for nearby rivers and swamps, the training detachment moved to San Francisco in March. At last count the group had 21 of the new boats.

PBR students will receive from five to ten weeks of training, including boat operations at Mare Island. They also go through a course of instruction in counterinsurgency and some receive concentrated Vietnamese language training at the Coronado Naval Amphibious School. As part of the counterinsurgency course, PBR men will receive training in survival, escape, resistance and evasion as well as use of weapons.

PBRs are armed with a twin 50-caliber machine gun forward and a 30-caliber machine gun aft. Their top speed is more than 25 knots.

The propulsion principle used for the PBR is basically that of a jet aircraft. Water is drawn through intake grills in the bottom of the boat and forced out at high velocity through jet nozzles at the stern. As the jets of water emerge from the boat they pass across steering vanes.

Because of its hull design and hydro-jet system, the PBR can reverse its course within its own wake while at top speed. It can be stopped within twice its own length.

### **Elkhorn Is a Real Gasser**

When the situation calls for overtime hours and hard work to do the job at hand, many dormant heroes, of sorts, come to life. One such is *uss Elkhorn* (AOG 7), a ship that is really a gasser. Serving with the Naval Support Activity, DaNang, South Vietnam, *Elkhorn* supplies the gas that keeps the planes flying in the DaNang/Chu Lai area.

The 311-foot gasoline tanker—one of six ships of her class in active service—has established what is possibly a record for quantity of fuel pumped in a four-month period by a ship her size. The 11-million gallon total for that period includes a single month's output of four million gallons.

*Elkhorn* has a shallow draft which permits her to maneuver in as little as 20 feet of water. This enables her to transfer fuel from larger tankers off shore and deliver it closer in, where it is fed to the beach facilities through a submerged pipeline.

The 22-year-old ship was designed to supply World War II amphibious beachheads by means of a floating rubber hose line. Her tanks can carry a 630,000-gallon payload. Although this generally consists of jet fuel and gasoline, there have

been times when her cargo was drinking water for thirsty troops ashore.

Since her commissioning at New Orleans, La., in February 1944, *Elkhorn* has sailed the seven seas. Her first wartime assignment involved delivering cargo from the West Indies through submarine-infested waters to New Guinea.

In 1945, *Elkhorn* shifted her operations to the Philippines, and after a much needed overhaul, returned to support occupation forces in the Far East until March 1947. She continued to serve Pacific forces until long after the Korean conflict.

In August 1956, *Elkhorn* (named after a Nebraska river) steamed through the Arctic Sea and delivered fuel to remote Point Barrow. In 1961 she completed a similar mission to the Antarctic, to resupply McMurdo Station with aviation fuel.

*Elkhorn* relieved *uss Genesee* (AOG 8) in the South China Sea for the second time recently.

### **It Was a Nice Carnival**

One of the fringe benefits well known to every Sixth Fleet sailor is liberty in an area of the world which abounds with good liberty ports.

As a place to have a good time, Nice, France, ranks among the top and, for Sixth Fleet sailors, one of the better times to visit the pleasant Riviera city is during the pre-Lenten carnival season. For Sixth Fleet musicians who participated this year in the city's annual Battle of Flowers parade, tootling was a real pleasure.

There they were—playing "Anchors Aweigh" aboard a flower-covered float as it made its way down the Promenade des Anglais through a barrage of blossoms with which they were pelted by the throngs of merrymakers along the parade route.

While the musicians weren't playing, they, too, got into the swing of things and threw flowers back at the local lovelies who responded with still more volleys of blossoms.

The pre-Lenten carnival has been a big event in Nice for centuries and the Battle of Flowers, although a relative newcomer to the festivities, has become an integral part of the celebration.

The first parade consisted of four floats and its route covered only a short distance. The small parade was

so popular with the native and tourist population, however, that it was repeated during subsequent years, becoming larger and more spectacular with each appearance.

This year's parade consisted of about 25 floats with marching units from all the major Riviera cities. Everyone enjoyed himself and Sixth Fleet sailors who attended the celebration were no exception.

## New Construction

Two more nuclear powered Fleet ballistic missile submarines have recently joined the Fleet, and two surface ships have been launched.

The *Polaris* submarines *USS George Bancroft* (SSBN 643) and *James K. Polk* (SSBN 645) were commissioned at Groton, Conn., bringing the total FBM subs in commission to 35.

The two submarines, like all FBMs, will be manned by two complete crews, the blue and the gold. Both submarines can fire the A3 *Polaris* missile.

*George Bancroft* was launched 20 Mar 1965. She is named for a former Secretary of the Navy (1845-46) who was responsible for the establishment of the Naval Academy.

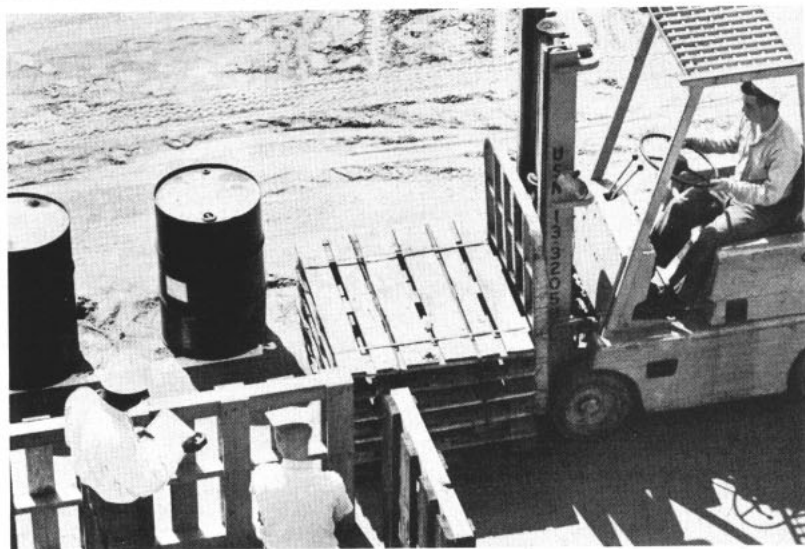
Named for the 11th president of the United States, the submarine *James K. Polk* was launched 22 May 1965.

The amphibious transport dock *Juneau* (LPD 10) was launched at Seattle, Wash. Named for the capital of Alaska, the ship is 570 feet long and displaces 16,900 tons fully loaded.

Her keel was laid on 23 Jan 1965, and she is scheduled for commissioning in March 1967.

Also launched was the guided missile escort ship *Richard L. Page* (DEG 5). The ship is 414 feet long, weighs 3524 tons, and has a 44-foot beam. She is designed for ASW operations. In addition to her conventional gunnery system, she will carry *Tartar* surface-to-air missiles, *Asroc* rockets, and torpedoes. She will also be equipped with the *Dash* drone helicopter.

*Richard L. Page* came to prominence in the Civil War through his service in the Confederate States Navy and Army. As a brigadier general in the Confederate Army, Page gallantly defended Fort Morgan, Ala., until he was forced to surrender by a land-sea attack by Admiral Farragut and General Granger.



ON THE MOVE—Trainees learn to move thousands of pounds with precision.

## Navy Forklift School

Some Navymen are being taught how to use a fork all over again.

They will take this new knowledge with them to Vietnam, but the forks they use are machines to move cargo, not food.

The forklift driver trainees are being instructed in small classes at the Naval Supply Center, San Diego. The three-day school was set up to train operators for speed and efficiency. The result will be a reduction in loss of time while moving supplies on the docks and in warehouses in Vietnam.

The school has been in operation for 22 years, instructing 20 Navymen a month. However, the Navy now needs to train over twice as many sailors as before.

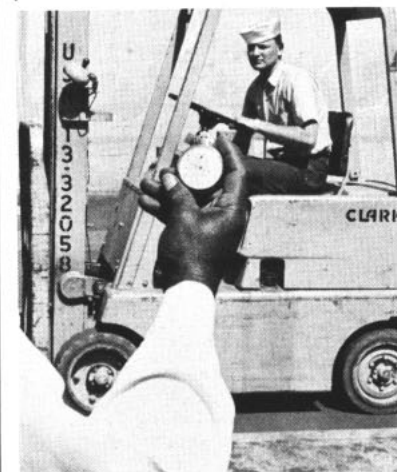
Depth perception, field of vision and reaction tests start the first full day of training. Safety instruction and movies on the techniques of operating the forklift are given before familiarization with the machine is undertaken.

The second and third days are spent practicing with the equipment. When the students become well acquainted with the forklift, they are placed on an obstacle course and timed. Points are deducted when a student misses a problem on the course, and if too many points are lost it's back to the training course.

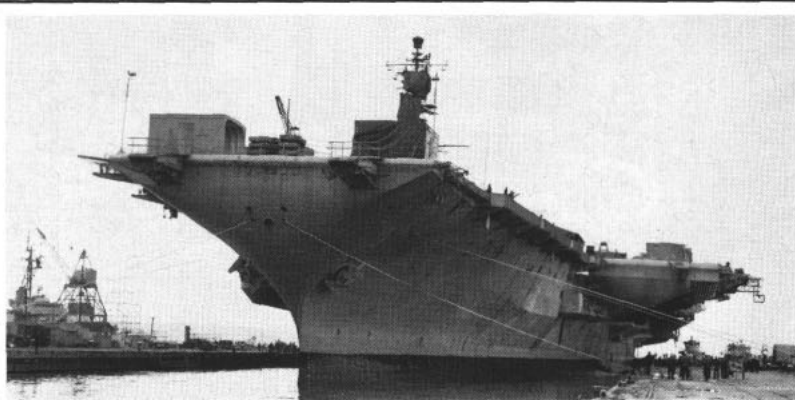
—Bob Janes, JO2, USN

Photos by Charles L. Wright, PH1, USN

WATCH THIS ONE—Operator practices with forklift as instructor gives pointers. Rt: Final exam is a timed run with the fork on an obstacle course.







OUT OF DOCK, work continues pier-side. Below: Ship's screws are repaired.

## Coral Sea Overhaul

A warship such as *USS Coral Sea* (CVA 43), conducting combat operations, must be kept in top operating condition so she can carry out her mission. Periodic overhaul is a time when wires are repaired or replaced, engines are overhauled, weak welds and damaged rudders are repaired, the screws are balanced and repaired, the hull is repainted and a thousand small cogs in a hundred large and small machines are replaced or repaired.

On deck at such a time, the sounds of combat operations, familiar to the crew only weeks before, are replaced by the distinctive sounds of a shipyard.

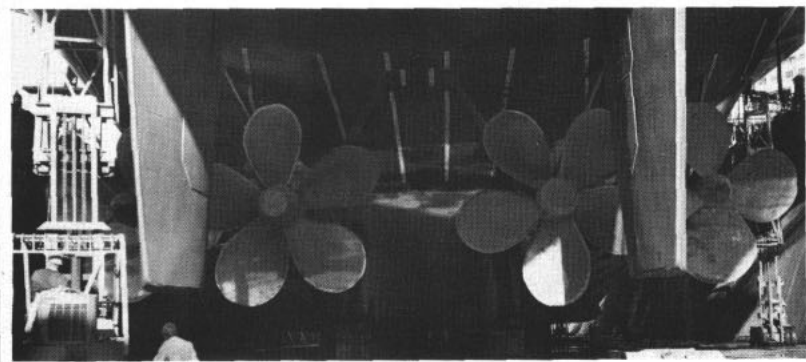
*Coral Sea's* current routine overhaul at the San Francisco Bay Naval Shipyard consists of testing, repairing and replacing over 2000 electric motors, 150 miles of piping, three and one-half miles of fire hose, almost 3000 miles of insulated copper conductors and almost 3000 miles of welded bead. Many of the 2450 compartments and spaces are being repainted, and about 300 tons of air conditioning are being added to cool the electronics equipment more efficiently and to im-

prove conditions in the crew's living spaces.

During her recently completed deployment to the South China Sea, a 331-day stretch which included 160 days on the line under combat operations, *Coral Sea* and her embarked Carrier Air Wing 15 earned the Navy Unit Commendation and the Admiral Flatley Memorial Award for aviation safety.

Many of the crew worked over 18 hours a day as they chalked up 10,000 combat sorties, more than 160 major strikes, delivered over 6000 tons of ordnance against military targets in North Vietnam and Viet Cong forces in South Vietnam, and carried out 149 underway replenishments during the deployment which saw the ship steam more than 105,000 nautical miles.

When the overhaul is completed, virtually tens of thousands of small and large parts will have been inspected and repaired or replaced as needed. Then *Coral Sea* will be ready to take a carrier air wing aboard for final testing and training maneuvers in preparation for another deployment to the South China Sea and duty with the Seventh Fleet.



## Ney Award Finalists

Early last month the Ney committee members met in Washington, D. C., to choose the nine finalists for the fiscal year 1966 food service competition. During the last few months Field Food Service Team officers have been making evaluations of the 40 messes which had been nominated by their respective type commanders and district commandants.

There are three categories: large messes afloat (serving more than 300 men); small messes afloat (serving less than 300); and shore messes. Some type commanders control ships and stations, or ships in both afloat categories. These select one unit in each category.

After the nine finalists (three in each category) were selected, the Ney committee conducted on-site inspections. In late June or early July the winners will be announced.

The following messes were nominated by the type commanders and district commandants:

### ASHORE

- NAS Quonset Point, R. I. (ComOne)
- NS Brooklyn, N. Y. (ComThree)
- NAF Johnsville, Pa. (ComFour)
- Cargo Handling Battalion, Cheatham Annex, NSC, Williamsburg, Va. (ComFive)
- NS Mayport, Fla. (ComSix)
- NAS Corpus Christi, Texas (ComEight)
- NTC Great Lakes, Ill. (ComNine)
- Naval Radio Station, Fort Allen, Puerto Rico (ComTen)
- NAS Miramar, Calif. (ComEleven)
- NAS Lemoore, Calif. (ComTwelve)
- NAS Whidbey Island, Wash. (ComThirteen)
- Naval Security Group Activity, Galeta Island, C. Z. (ComFifteen)
- NS Midway Island (ComFourteen)
- NS Kodiak (ComSeventeen)
- Naval Weapons Laboratory, Dahlgren, Va. (Washington Naval District)
- NS Argentia (ComNavAirLant)
- NS Guam (ComNavMarianas)
- Naval Communications Station, Philippines (ComNavPhil)
- Naval Security Group, Kami Seya, Japan (ComNavJapan)
- Naval Support Activity, Naples, Italy (CinCNavEur)
- AFLOAT (large)
  - Wright (CC 2) (ComCruDesLant)
  - Independence (CVA 62) (ComNavAirLant)
  - Amphion (AR 13) (ComSerLant)
  - Guam (LPH 9) (ComPhibLant)
  - Howard W. Gilmore (AS 16) (ComSubLant)
  - Gridley (DLG 21) (ComCruDesPac)
  - Oriskany (CVA 34) (ComNavAirPac)
  - Klondike (AR 22) (ComServPac)
  - Iwo Jima (LPH 2) (ComPhibPac)
  - Proteus (AS 19) (ComSubPac)
- AFLOAT (small)
  - Semmes (DDG 18) (ComCruDesLant)
  - Georgetown (AGTR 2) (ComServLant)
  - Hermitage (LSD 34) (ComPhibLant)

Aggressive (MSO 422) (CoMinLant)  
 Pickerel (SS 524) (ComSubPac)  
 Hardhead (SS 365) (ComSubLant)  
 McMorris (DE 1036) (ComCruDesPac)  
 Ponchatoula (AO 148) (ComServPac)  
 Skagit (AKA 105) (ComPhibPac)  
 Force (MSO 485) (CoMinPac)

Last year's Ney Award winners were *uss Oriskany* (CVA 34), *uss Skagit* (AKA 105) and NTC Great Lakes. First runners up were *uss Gridley* (DLG 21), *uss Cochrane* (DDG 21) and NAS Miramar. In third place were *uss Mountrail* (APA 213), *uss Krishna* (ARL 38) and the Naval Construction Battalion center at Davisville, R. I.

## Navyman's Snug Harbor

There's a naval activity in Philadelphia where a sailor's life is pleasant and easy. There are no mess cooking duties, and the food is served by waitresses. Every man has a private room. Near each room is a lounge for television and reading.

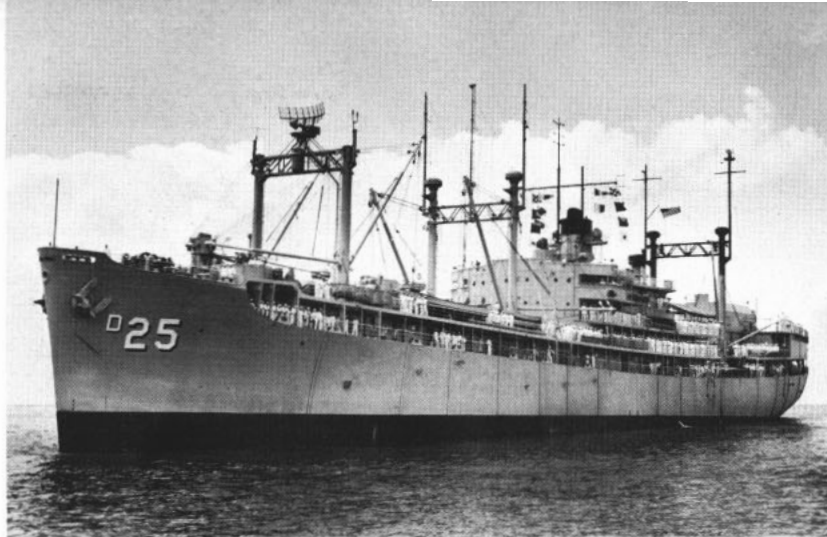
If you're about to call Seavey/Shorvey, don't bother. This particular duty is reserved for only the most senior Navy men—age-wise. In fact, this particular piece of real estate is the Naval Home, reserved for aged or disabled Navy men, Coast Guardsmen and Marines who need such a haven.

It all began back in 1826, when the Navy's Surgeon purchased a 20-acre plot of land in what is now midtown Philadelphia. The \$17,000 was paid out of a fund, started in 1796, which collected 20 cents from each man in the service.

A more appropriate location would have been difficult to find. The site had been British Headquarters for Lord Howe in 1777, and as the story goes, his officers fought for the privilege of being quartered there.

A Philadelphia architect was commissioned to construct what is now known as Biddle Hall, named in honor of the Home's first governor, Commodore James Biddle. A different commodore, William Bainbridge, was present when the cornerstone was laid in 1827.

Commodore Bainbridge made a speech during the ceremony in which he referred to the home as a comfortable harbor for the veteran Navyman, where, "... he may safely moor and ride out the ebb of life, free from cares and storms by which he has previously been surrounded. He will here cheerfully and proudly live with his own messmates, with the companions of his former



ON DECK—*USS Frontier* crew stand on deck as ship enters Long Beach.

sports, toils and dangers, and where they will animate each other by recounting the pleasures which they enjoyed, the perils which they escaped and the battles which they fought."

Since Biddle Hall was constructed the home has grown considerably. Other buildings have been added, among them Laning Hall which was built to alleviate crowded conditions in 1876. In 1884 quarters were built for the Home's governor, executive officer and medical officers.

The Home has served the Navy in many ways. Just after its construction in 1827, it housed the first Midshipman's School; it has functioned as a naval hospital, a veteran's hospital and, during World War II, as a rehabilitation center.

Today it is presided over by Admiral James L. Holloway, Jr., USN (Ret.), whose long career ranged from destroyer to battleship duty, and whose shore assignments have included those of Superintendent of the Naval Academy and Chief of Naval Personnel. His official title is Governor, U. S. Naval Home.

To be accepted at the Home applicants must be mentally sound with no medical history of psychosis, psychoneurosis or alcoholism. Further, they must be unable to hold a job outside the Home and be in need of assistance, either physical or financial. Preference is given to those who are most deserving. Examples of this category are retired Navy men, disabled veterans, and the homeless.

For those who are accepted, life (as we said before) is pretty plush. Each man enjoys a private room which he may furnish to his own taste if he disapproves of the regu-

lar furniture provided. Lounge areas are available in each residence wing.

There are no mess cooking details for beneficiaries. Waitresses serve all three of the day's meals, which are prepared to standard Navy menus. The meals, as well as laundry services, haircuts, rooms and three movies a week are free.

Parties and dances highlight the spare time recreation program.

A man may be assigned duties at the Home if he is physically qualified. These duties might include a telephone watch, a turn at guarding the gate, office work, or even some cleaning. All these jobs pay extra money entirely separate from any retired or veteran's check he might receive.

All money either earned or received by the beneficiary is retained by him, and he is free of financial obligation to the Home. There is, of course, plenty of liberty to visit Philadelphia and the surrounding area. Leaves are granted for up to one year for those desiring a long vacation.

A naval dispensary is maintained in Biddle Hall with a complement of a full-time Navy medical officer, eight hospital corpsmen and three civilian attendants. A hospital corpsman stands an on-board watch 24 hours a day in the home's infirmary. If a man becomes seriously ill, he may be transferred to the Philadelphia Naval Hospital, only minutes away.

If you know of someone who you think might qualify for this type of duty, you might suggest that he write to: Governor, U. S. Naval Home, 24th and Grays Ferry Ave., Philadelphia, Pa. 19146.

—E. R. Harrison, JOC





WRIGHT WAY TO LAND—Helicopter Squadron Four crew made 1000th landing on USS Wright (CC 2). Chopper's crew was given party for the occasion.

### Dyess to the Rescue

A couple of civilian aviators from California were mighty glad *uss Dyess* (DD 880) was cruising some 300 miles northeast of Pearl Harbor as they passed by. At any other time, *Dyess* would have been just another ship on the broad expanse of the Pacific but, at that particular time, the plane's twin engines threatened to cough and give up the ghost.

When the engines began getting gas in erratic spurts, the pilot dropped to a lower altitude for increased cruising range. He found, however, that there simply wasn't enough fuel reaching the carburetors to bring the craft in.

A distress call brought search and rescue aircraft from the Air Force and Coast Guard installations at Hickam AFB and Barber's Point but conditions for air rescue were not the

best with heavy rain and waves 10 feet high.

When the plane's pilot spotted the Navy destroyer, he circled *Dyess* for about 30 minutes to burn excess fuel, then landed about 1500 yards ahead of the ship. Navy swimmers pulled the two men from the plane and brought them aboard.

### CVA Choppers to the Rescue

*uss Forrestal* (CVA 59) had been at sea for three days en route from Athens, Greece, to Taranto, Italy. For the crew, the days had been busy, and a full night's sleep was just something to think about. Everyone was looking forward to liberty in Italy the next day.

When dawn broke, however, land was nowhere in sight. After the crew was mustered, the public address system announced that *For-*

*restal* was engaged in a search operation for an Air Force plane which had disappeared while en route between Turkey and Italy. *Forrestal* and her escorting destroyers, *uss Conyngham* (DDG 17), *King* (DLG 10) and *Allen M. Sumner* (DD 692) had begun patrolling, keeping a careful watch for some trace of the missing plane.

When hope had begun to fade, word was received that the stricken plane which carried nine officers and an Air Force enlisted man had been located near the top of a snow-covered mountain in the Greek Peloponnesian peninsula, and there was evidence of four survivors.

In short order, two helicopters were dispatched by *Forrestal* and flew to a staging area at Araxos Field in Greece, 30 miles from the crash site. *ElB Tracers* also left the ship to direct the helos to the scene.

When the choppers arrived, the temperature was below freezing and 40 mph winds whipped the rocky peak.

The helos made several unsuccessful attempts to land and finally dumped fuel to improve maneuverability. They managed to touch down several hundred feet from the wreckage.

A group of Greek mountain climbers, who had arrived earlier, helped to carry the survivors to the two Navy helicopters, which flew three back to Araxos. An Air Force chopper flew the remaining survivor away from the crash site minutes before a fierce snow storm enveloped the peak.

Commented one of the rescued men as he was being treated by the doctor from *Forrestal*, "I knew those carriers would come through."

UDT 21 FROGMEN practice putting flotation collar on NASA capsule in preparation for Project Apollo space shot.





SEARCHING—Sea King moves for another check. Rt: Mission completed, copter returns. Below: Crewman lowers sonar.

## Chasing Goblins

**T**HERE'S A GOBLIN out there. Find it.

In a ready room aboard *USS Hornet* (CVS 12) two helo crews check their time, note the weather, copy down the sea state, the ship's course and speed, the flight leader's instructions. Other crews, in other ready rooms, do the same.

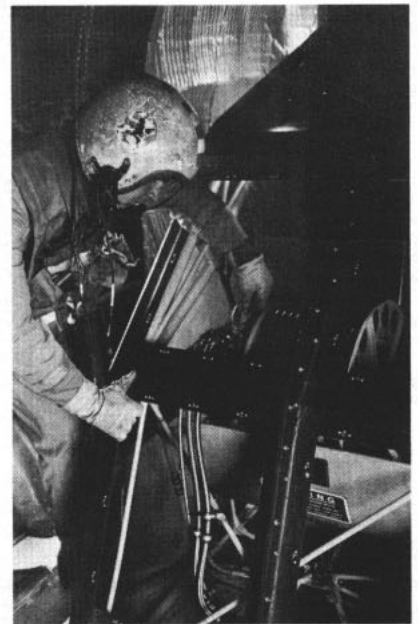
On deck the helicopter crews pre-flight their SH-3A *Sea Kings*, jet powered ASW helicopters. The helos launch first, then the fixed wing S-2 *Trackers* with their MAD gear. All head for the datum, the last known point of contact with the submarine. First group there drops a smoke flare.

Meanwhile, the sub has been hurrying elsewhere. The two heli-

copters break formation as they reach datum. Their job is tracking and hold-down—preventing the sub commander from surfacing or coming to periscope level where he could shoot at the flattop or her screening ships.

At regular intervals the helos hover and dip their sonar bells. If the pings get a return the two enlisted ASW technicians compute the range and bearing, then pass the word along to the pilot, with their interpretation of just what is down there.

Under wartime conditions, the sister helos would drop depth charges or torpedoes at the first contact with a sub. This being an exercise, dummies and smoke flares are dropped instead.



ALL EYES—While tracking a sub copter's crew must keep constant watch on both gear and gages in the chopper.





Brief news items about other branches of the armed services.

THE ARMY'S NEW light observation helicopter, the OH-6A, did itself proud in flights conducted under the supervision of the National Aeronautic Association (NAA).

It has, in fact, claimed 12 new speed records and three each for distance, climbing and sustained altitude. The records—all unofficial—were established in three different helicopter classes at Edwards Air Force Base, Calif.

In the medium-weight helicopter class, a record of 172.410 miles per hour over a three-kilometer course was set. This exceeded any helicopter speed record ever submitted to the Federal Aeronautique Internationale except for the largest helicopters.

The recognized medium-weight helicopter record is 123.45 miles per hour. In some cases, the OH-6A doubled the existing records.

The OH-6A set records in three helicopter classes (lightweight, medium-weight and all-helicopters) and, out of the 10 possible records in the all-helicopter class, the OH-6A claimed three. One Russian and two French world marks were exceeded by the OH-6A.

Two of the records claimed in the all-helicopter class were the longest closed-circuit flight ever made by a helicopter and the fastest speed a helicopter has ever flown over a distance of 2000 kilometers.

In distance closed-circuit flight, the OH-6A was flown 1739.836 miles non-stop to break the existing record of 1615.742 miles. A speed over a 2000-kilometer closed course averaged 151.523 miles per hour exceeding the official record of 133.984 miles per hour.

In the all-helicopter class, the OH-6A sustained an altitude of 26,448 feet. There were no previous records. It also flew over a 500-kilometer course at 155.205 miles per hour, exceeding the medium-weight helicopter class record of 105.91 held by a Soviet KA-15.

In the light helicopter class, the OH-6A flew 171.85

**COMBAT CONTROL TEAM** of three Air Force men marked drop zone for Vietnam Airborne Division paratroopers.



**BIG PICK-UP**—Air Force helicopter is loaded with troops and jeep for transportation to a Vietnam combat zone.

miles per hour over a 15-kilometer course compared to the existing record of 123.58 miles per hour.

A speed of 161.208 miles per hour over a 100-kilometer course was also clocked, exceeding a previously claimed 121.70 miles per hour.

The first OH-6A helicopters for operational use are scheduled to be delivered to the Army this year. They are designed to carry out visual observation, target acquisition, reconnaissance, command control and other combat operations.

All the records claimed for the OH-6A have been submitted for approval as official world records to the Federation Aeronautique Internationale in Paris without whose recognition, performance is considered unofficial.

★ ★ ★

THE FOURTH OF A NEW CLASS of Coast Guard rescue cutters, the 210-foot USCGC *Confidence* (WPC 619), has been commissioned at Baltimore, Md.

The 930-ton *Reliance* class cutter will be based at Kodiak, Alaska, where she will be used in law enforcement work in addition to her search and rescue duties. She is equipped with a flight deck which can accommodate the Coast Guard's new "flying boat" rescue helicopter, and carries one 3-inch/50 caliber machine gun forward.

Capable of a sustained speed of 18 knots, she can tow ships up to 10,000 tons.

★ ★ ★

NEW ARMY RECEPTION and training centers will be opened in July at Fort Lewis, Wash.; Fort Bragg, N. C.; and Fort Campbell, Ky. Each of these new centers is designed to accept about 1000 new recruits each week and support an average basic combat training load of about 10,000 men.

Army plans include a total of 15 training centers. Others are located at Fort Dix, N. J.; Fort Leonard

Wood, Mo.; Fort Knox, Ky.; Fort Ord, Calif.; Fort Jackson, S. C.; Fort Bliss, Texas; Fort Polk, La.; Fort Benning, Ga.; Fort Gordon, Ga.; Fort Sill, Okla.; Fort Sam Houston, Texas; and the WAC Training Center at Fort McClellan, Ala.

An estimated 4500 military and civilian personnel will be required to operate each of the new centers.

★ ★ ★

A TIRE THAT IS MEANT TO GO FLAT is being designed by the Air Force. It will be an expandable sidewall folding tire which will deflate after the aircraft has taken off and inflate before landing.

The purpose of the new design is to make landings easier for large aircraft in rough fields by increasing contact between the tire and the ground.

To do this, tire pressures would be controlled so less pressure would be used in the tires as the aircraft uses its fuel and becomes lighter.

The new design also has advantages when a tire has been damaged. While landing, the tire could be kept partially inflated by the inflation system carried in the plane.

Even if the tire were totally deflated, it would fold inward on itself during a landing, thus giving the aircraft a solid tire surface and helping to prevent damage to the wheel and the possible collapse of the landing gear.

With the self-deflating tire, operational cargo aircraft which now require heavy-duty runways could land on

**COOL JOB**—Coast Guard Icebreaker *Northwind* occupied 163 stations in Northern international waters while oceanographers gathered more than 2000 samples for survey.



**ON DUTY**—Coast Guard cutter *Point White* patrols Soirap River south of Saigon, on lookout for unfriendly junks.

unfinished landing strips by substituting the new larger tires and wheels. Rotating seals would be used on or in the axle of each wheel to assure that the tire would deflate rapidly after takeoff and before the wheels are retracted.

The pressure control system for the tires would be carried on the aircraft and would have a pressure indicating device, a regulator for inflating and deflating the tires, and a pressure level selection device for different tire pressures. A sequence switch would keep the landing gear from retracting with the tires still inflated.

Air pressure for inflating the expandable tire would be taken directly from engine bleed air with a pressure boost device. Air would be accumulated and stored during flight.

★ ★ ★

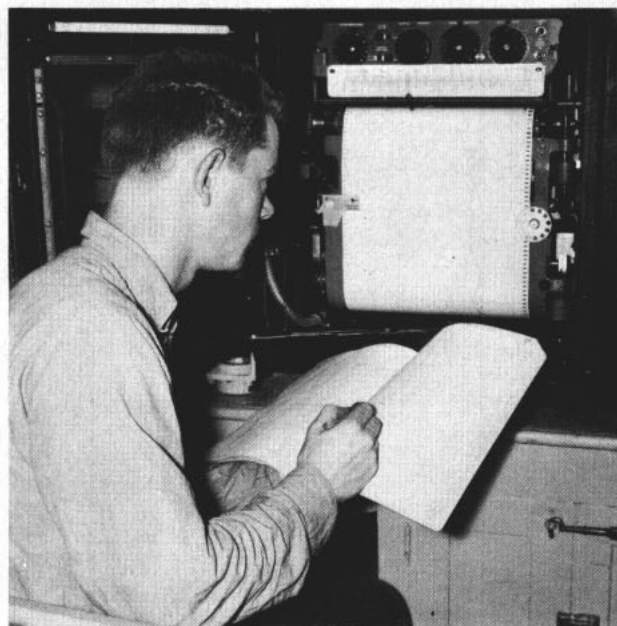
**AN ALL-WEATHER LANDING SYSTEM** which will enable huge fanjet cargo-troop carriers to land safely even in bad weather has been developed by the Air Force and the Federal Aviation Agency. It will be installed on all C-141 *Starlifters*.

Worldwide operation of the C-141, particularly in underdeveloped or combat areas, requires that it be able to make instrument approaches where there are few ground-landing aids.

The new system will enable a pilot to land safely with one-quarter mile visibility and a 100-foot ceiling—considerably less than FAA regulations now require.

The all-weather landing system, while similar to those now being used in commercial aircraft, is more complex because it is more nearly self-sufficient. Its basic function is to program the aircraft's flight path, speed, angle of approach and attitude at various points in the approach and touchdown path. The system will generate and provide the necessary information for landing either to the pilot or the autopilot.

The landing system will be in C-141s which are due for delivery to the Air Force in late 1966. Planes previously delivered to the Military Airlift Command (MAC) will be equipped with the system on a schedule to be determined by the Air Force. The entire program will take from two to three years.



COAST GUARD *Hercules* circles iceberg. Right: Electrokinetograph helps determine speed and direction of current.

# Tracking the White

**I**T'S STILL NO CINCH to find an iceberg drifting in the foggy North Atlantic—but it's getting easier.

As the Coast Guard started its annual iceberg hunt off the Grand Banks of Newfoundland this Spring, it began using more sophisticated measures than ever before in its efforts to find and track these massive threats to North Atlantic shipping.

To locate the icebergs, the International Ice Patrol—in its 52nd year of operation—uses the radiometric iceberg detector. This device is based on the principle that all matter emits electromagnetic impulses. By measuring the different intensities of the impulses, the detector can identify the object under study as an iceberg or some other floating material.

This identification gives the detector a distinct advantage over radar. The Coast Guard is trying a radar-radiometric combination in which the radar will locate the target and the radiometer will identify it. Detectors have been installed on two C-130 aircraft attached to the air station at Argentia, Newfoundland, present Patrol headquarters.

Once the bergs have been found, they must be marked for easy surveillance from the air. The 1966 Patrol is using a calcium chloride-rhodamine B bomb which is dropped on the berg. The calcium chlo-

ride (a salt) acts as a softening agent, allowing a bright red dye to penetrate about an inch into the ice, thus assuring that the entire iceberg will remain marked in a startling vermilion almost indefinitely.

This is an improvement over the method used last year, when a more romantic but less effective bow and arrow was employed. This involved the use of a dye-filled tube attached to the end of an arrow, which was shot into the iceberg. The tube burst on contact with the berg, leaving a fairly effective stain. However, the stain was relatively small, and only lasted for about a week. With the new bombs the iceberg hunters will be able to keep track of berg movements for a much longer period of time.

**F**UTURE ICE PATROLS will have an even larger arsenal of weapons at their disposal. Presently under scrutiny is the use of satellite photo reconnaissance, with a satellite circling the earth, taking photographs of iceberg positions every 90 minutes. However, photos taken by weather satellites are often diffused and difficult to interpret. By checking satellite photos against visual observations from patrol aircraft, the value of satellite reconnaissance could be greatly enhanced.

Over the years as satellite photos

improve in quality, it is possible that the need for aerial reconnaissance may be substantially diminished. But this is still some time off, and the project is not expected to produce results for a number of years.

As an added means of keeping icebergs under surveillance, the Coast Guard is studying the use of oceanographic buoys to monitor the ocean currents which carry the bergs into the shipping lanes. The buoys are expected to be operational by 1968.

Ever since the Coast Guard began its marine studies of the North Atlantic more than half a century ago, its scientists have been particularly concerned with expanding their understanding of the Gulf Stream and Labrador Currents which play so great a part in influencing iceberg drift patterns.

The 1966 water analysis program will include measurements of temperatures from the surface to the bottom to a limit of 1000 meters. Salinity measurements will also be made to establish the boundaries of the Gulf Stream and the Labrador Current. These studies are expected to yield important information on the size of the currents and their periodic changes.

Eventually the Coast Guard hopes to gather enough accurate scientific data to be programed in an elec-





GETTING READY—Observer prepares to plot icebergs from plane. Rt: Argentia radio station processes information.

# Monsters

tronic computer. If this can be accomplished, iceberg movement can be predicted with greater precision than ever before. The result will be a large dividend in safety for all who travel the treacherous North Atlantic.

**I**CEBERGS MUST be watched. They have withstood all efforts at their destruction, including fire-bombs, gunfire, and chemicals to induce rapid melting. Moreover, the Greenland glacier will apparently never exhaust its supply of icebergs. All that remains is for the Coast Guard to keep an eye on them to see that they don't endanger shipping.

Today's Patrol is a far cry from the original operation which started shortly after the tragic sinking of the *Titanic* in 1912. This disaster led to the convening of the International Safety Conference in London to consider preventive measures. Out of the deliberations the International Ice Patrol was born, and in 1914 it was placed under the jurisdiction of the U. S. Coast Guard. Currently, 17 nations contribute to the funding of the Patrol.

In the years since the Patrol was established, it has taken on an increasingly scientific character. Yet its primary purpose remains what it has always been—to protect North Atlantic shipping. —H. R. Kaplan



SHOOT AND DYE—Arrow with dye marker on tip marked bergs for identification. Below: Oceanographic vessel *Evergreen* has bow for breaking icebergs.



# THE WORD

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

• **INVOLUNTARY EXTENSION ENDED**—The four-month involuntary extension of enlistment for Navy enlisted personnel is being phased out. Enlistments which expire after 31 Aug 1966 are not subject to a period of involuntary extension. Those expiring on 31 August and before are subject to a reduced extension, except that anyone who began serving a four-month extension before 1 March will complete it.

In addition, the policy of releasing prospective students up to 90 days early has been reinstituted.

These separate actions were announced to the Navy in NavOps Eight and Nine.

The phase-out schedule of involuntary extensions provides for those with a normal EAOS which falls between 1 March and 30 April to serve an additional three months; with EAOS between 1 May and 30 June to serve two additional months; and between 1 July and 1 August, one month. After 31 August, in accordance with Alnav 45-65, there will be no further involuntary extensions.

The above schedule also applies to personnel who are authorized to transfer to the Fleet Reserve on a date after 28 Feb 1966. Officers are not affected by the change.

The early out for college applies to Regular Navymen wishing to enter school for the fall term. The conditions for early release are still those outlined in Article C-10306 of

the *BuPers Manual*. Briefly, they provide that:

- The date of separation must be within three months of the normal expiration of the individual's active obligated service. NOTE: At present, the EAOS includes any period of involuntary extension, based on the above schedule.

- The Navyman must be willing and able to pay his college entrance fees.

- He must have a statement which shows he has been accepted for enrollment as a full-time student working toward a baccalaureate or higher degree. The statement must also show the convening date of classes as well as the registration dates. The school which the student wishes to attend must also be listed in the Educational Directory of the Department of Health, Education and Welfare.

- The applicant's performance of duty must be sufficiently good to merit consideration of his early release and his loss without a replacement must not adversely affect his command's operational readiness.

- The prospective student's commanding officer must assure that he is satisfied the applicant is acting in good faith and not merely trying to avoid service.

• **EXTENSIONS**—As every E-4 knows, he must have one year of obligated service before he can ad-

vance to E-5 and above. If he were on a cruise that was scheduled to last 11 months, he could, according to the *BuPers Manual*, extend his enlistment to get him to the end of the cruise, but no longer. This situation, of course, left him one month short of the required year of obligated service he needed to be advanced.

The *BuPers Manual* will soon be amended to permit Navymen who require the additional obligated service of less than one year to extend. Those who have an established tour date, however, still must obtain approval from the Chief of Naval Personnel in order not to disrupt Seavey/Shorvey.

Here's how active duty enlisted men can agree to extend for less than one year as outlined by the change in the *BuPers Manual*:

- They must meet the reenlistment qualifications given in article C-1403 of the *BuPers Manual*.

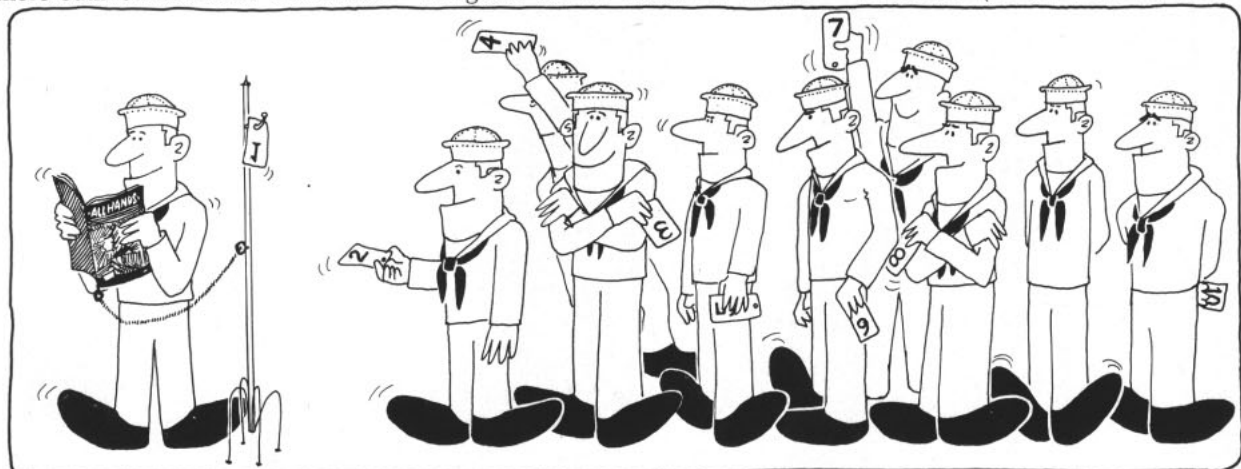
- They must agree to extend in increments of one or more months but not more than 11 months.

- The total of all extensions of a single enlistment must not exceed an aggregate of four years.

- They may extend for less than a year only once during a single enlistment unless other such extensions are needed by personnel on sea duty to complete a cruise or deployment, or to obtain enough obligated service for advancement to E-5 or above.

If a man has to execute a second extension for other reasons for less than one year, he should forward his request to the Chief of Naval Personnel for consideration.

- They must have more than six months remaining on their present enlistment (or enlistment as extend-



TAKE A NUMBER FROM ONE TO TEN, and remember to pass ALL HANDS Magazine on to the next man on the list.

ed) unless, while on sea duty they need to extend to complete a cruise or deployment or to obtain enough obligated service for advancement to E-5 or above.

- Those on shore duty will not be permitted to execute short extensions after their shore tour completion date has been established unless they have specific permission from the Chief of Naval Personnel.

The prospective change to the *BuPers Manual* was announced in BuPers Notice 1133 of 11 Mar 1966. The *Manual* itself will be changed, for record purposes, on 30 June.

- **VRB WITH BROKEN SERVICE**—A recent ruling by the Comptroller General clarifies the rules for awarding a variable reenlistment bonus to service members with broken service.

This decision applies specifically to cases involving broken service in any branch of the uniformed services, or more than one term of active service in a Reserve component. It provides that members with more than one term of service in any branch, prior to their first reenlistment, can be paid the variable reenlistment bonus if they are otherwise eligible.

Three examples are cited:

- An individual enlists in the Regular Navy in 1956 for four years and is released to inactive duty in 1960. Two years later he reenlists in the Regular Navy. He is not eligible, nor does he collect the first reenlistment bonus at that time. He subsequently reenlists in the Regular Navy after 1 Jan 1966, maintaining continuous active duty from his second hitch. If he is in a VRB eligible rating he collects.

- A Naval Reservist serves continuously or intermittently on active duty from 1958 to 1966. After 1 Jan 1966 he enlists in the Regular Navy. His continuous or broken USNR service does not bar payment of the VRB if he is otherwise eligible.

- A member has broken service similar to the first example, except that he previously served in another of the uniformed services. He is also eligible for the VRB.

The Comptroller General also held that the \$2000 normal bonus limit specified in the *Navy Comptroller's Manual* applies to calculation of the VRB. This ruling limits the maximum VRB to \$8000 under any conditions and results in a \$10,000 maximum combined VRB and nor-

mal reenlistment bonus for naval personnel.

ALNav 14 announced the above Comptroller General ruling.

- **CALIFORNIA IN LIEU TAX**—A recent decision of the United States Supreme Court may mean money in your pocket if you served in California during 1964, 1965 or 1966. The decision may even affect you if you are stationed there in the future and own a car.

The U. S. Supreme Court held that California may not impose its license fee of two per cent of the market value on a nonresident serviceman's car. Such fee, the court decided, violates the protection extended to you under the Soldiers' and Sailors' Civil Relief Act.

This license fee (frequently called the "in lieu" tax) usually runs between 10 and 100 dollars per year. To facilitate refund of this money to servicemen, the State of California has established procedures for those seeking reimbursement of past payments and provided procedures for those who are newly registering their cars in California. Here is how it works:

If you are stationed in California but are a permanent resident of another state, you may register your car in California yet avoid paying the in lieu tax by submitting a statement to accompany your registration application.

You must state that you are a Navyman on active duty and give your serial number, plus the state, city or town (with street number, if any) in which you claim residence.

Charley Wise, HMCS, USN



"Look at it this way . . . Lincoln started out splitting rails."

This should be done on a Statement of Facts, Form Reg. 256 which you should be able to obtain from any field office of the California Department of Motor Vehicles. The form must be signed either by you or your wife.

If there is any question as to your entitlement to reimbursement of tax paid in a previous year or to an exemption for the current year, you should consult your legal assistance officer.

If the in lieu tax was paid in 1964, 1965 and/or 1966, use an Application for Refund, form Reg. 399 and make it out in triplicate. You should be able to obtain this form from the Department of Motor Vehicles' field offices or directly from the department headquarters at P. O. Box 1319, Sacramento, Calif., 95806.

The decision of the Supreme Court does not prevent California from collecting the basic registration fee of nine dollars (10 dollars for station wagons) currently imposed by the state. Additional information may be available from your LAO.

- **DEPENDENTS GOING OVERSEAS**—If you are considering sending your dependents overseas at your own expense, check with the Bureau of Naval Personnel. In some instances dependents overseas, unaccompanied by their serviceman sponsor, are not entitled to commissary privileges.

Current Status of Forces Agreements with France, for instance, prohibit the use of commissary and exchange facilities by U. S. military dependents who are not accompanied by their sponsor.

The situation usually arises when a Navyman serving an accompanied tour outside of Conus receives orders to a restricted area, such as Vietnam, where his dependents can't accompany him. In such instances his dependents may be transferred at government expense to another overseas area of their choice. This should present no problem since, in this instance, the dependents will be informed of any such Status of Forces Agreements when making travel arrangements.

This would not be the case, however, if you were sending your dependents overseas, unaccompanied, at your own expense. You would then have to request the information either from BuPers or from your local transportation office.



## THE WORD (cont.)

• **MORE, EARLIER ADVANCEMENTS** — If you were advanced in rate as a result of the February exam, you probably had to make a small stores run sooner than you expected.

As a result of a DOD decision authorizing additional Navy petty officers (see AINav 19), approximately 90 per cent of those making rate were authorized to be advanced on 16 April, rather than in six monthly increments, as planned.

Getting a break too, were 1565 new E-6's who had been listed in the Exam Center's original advancement letter as PNA—passed but not advanced. The Center's revised list authorized them to add another chevron on 16 April.

Also authorized was a time in rate waiver for those personnel advanced in April who did not meet the minimum requirement until May.

Here's a detailed breakdown:

• **E-7**—The effective date for advancement to E-7 was moved up to 16 April for personnel in the May and June increments, regardless of rating. Those due to put on the hat after June were also given a 16 April effective date, provided they were in the following ratings: BM, BU, CE, CM, CS, EO, EN, ET, RM, SF, SK, EM, QM, UT, DC. Others will be advanced on 16 July.

• **E-6**—All advancements were effective 16 April. Added to the list of new E-6's were: 300 HMs; 200 YNs; 200 MMs; 150 BTs; 150 CSs; 101 SFs; 90 GMGs; 80 SKs; 50 PNs; 50 RMs; 50 SDs; 30 ICs; 24 DTs; 20 ADJs; 20 AMSs; 20 SMs; 20 TDs; 10 DKs.

• **E-5**—Advancement to E-5 was effective 16 April for all ratings previously slated for May, June, July, or August. Effective date for the BM, EM, CS, and BT ratings was moved up to 16 April regardless of the increment in which they were previously scheduled. The remainder will advance on 16 July.

• **E-4**—All ratings in the May and June increments were advanced on 16 April. Those slated to advance after June were also moved up to 16 April, if they were in the following ratings: BM, HM, YN, MM, GCMG. The rest will be rated on 16 July.

• **Strikers**—Designations are effective in July as scheduled.

• **VRB RATINGS**—A new list of ratings for which variable reenlistment bonuses will be paid has been issued. The list became effective immediately upon publication but there has been no basic change in the nature of the bonus itself or in eligibility requirements.

As most Navymen know, the VRB is basically an additional bonus paid to personnel in ratings which have a critical shortage of career personnel. Qualified Navymen entitled to a first reenlistment bonus can collect from two to five times the amount they would normally receive for reenlistment in these critical ratings.

To be eligible for the variable reenlistment bonus, you must meet all these requirements:

• You must be eligible to reenlist and be eligible for your first reenlistment bonus.

• You must reenlist or extend in

the Regular Navy for a period which, when combined with your previous active service, totals at least 69 months. (Reservists enlisting in the Regular Navy may be eligible provided they meet first reenlistment bonus requirements).

• You must be at least E-3 and your rating must be designated as a VRB eligible rating (the current list is given below).

• If you were separated from active duty, you must reenlist within three months of the date you were released from active duty.

• You must have completed at least 21 months of continuous active service.

• And you must be qualified and serving in the rating on which the bonus is based. (Depending upon the needs of the service, exceptions may be made by the Secretary of the Navy concerning Navymen qualified but not serving in the eligible skill).

For details see AINav 21.

Now here are the ratings eligible and their VRB multiple:

Sonar Technician (ST)	4
Aviation Fire Control Technician (AQ)	4
Electronics Technician (ET)	4
Aviation Antisubmarine Warfare Technician (AX)	4
Photographic Intelligenceman (PT)	4
Communications Technician (CT)	4
Quartermaster (QM)	3
Radioman (RM)	3
Radarman (RD)	3
Machinist's Mate (MM)	3
Engineman (EN)	3
Fire Control Technician (FT)	3
Aviation Electronics Technician (AT)	3
Data Systems Technician (DS)	3
Electrician's Mate (EM)	3
Interior Communications Electrician (IC)	3
Boilerman (BT)	3
Machine Accountant (MA)	3
Signalman (SM)	2
Gunner's Mate Guns (GMG)	2
Gunner's Mate Technician (GMT)	2
Damage Controlman (DC)	2
Machinery Repairman (MR)	2
Torpedoman's Mate (TM)	2
Aviation Ordnanceman (AO)	2
Missile Technician (MT)	2
Aviation Electrician (AE)	2
Shipfitter (SF)	2
Opticalman (OM)	2
Builder (BU)	2
Engineering Aid (EA)	2
Equipment Operator (EO)	2
Steelworker (SW)	2
Construction Electrician (CM)	2
Utilitiesman (UT)	2
Construction Mechanic (CM)	2
Hospital Corpsman (HM) Operating Room Technician (NEC 8483)	2
Aviation Structural Mechanic (AM)	1
Patternmaker (PM)	1
Aerographer's Mate (AG)	1
Storekeeper (SK)	1
Commissaryman (CS)	1

### Procedure for Computing Sea Duty Commencement Date

Because of the manpower needs of units in Vietnam and those operating in waters contiguous to Vietnam it was found necessary to short-tour (order to sea early) many Navymen who were serving a tour of shore duty earned through Seavey procedures. In order that these men will not be penalized with respect to later eligibility for shore duty, the following procedures have been established for computing sea duty commencement dates:

• Navymen who served 18 or more months ashore will be considered to have had a full shore tour. Their sea duty commencement date will be the date they actually

reported for their sea duty assignment.

• Navymen who served less than 18 months of shore duty will receive "adjusted" sea duty commencement dates upon a request from their command to BuPers.

A constructive sea duty commencement date will be established by BuPers by adding the months served ashore to the original sea duty commencement date under which the individual had been previously ordered to shore duty. If you are serving in non-toured duty, your request should not be submitted until you have served 12 months on board your present duty station.

# THE BULLETIN BOARD

## Basic Award Scales Established for Beneficial Suggestions

It has always paid to use your brains in the Navy and, as of 27 April, it pays off with an added dividend in extra hard cash.

This is in the form of monetary awards to Navy personnel for "Benny Suggs," more formally known as beneficial suggestions, for money-saving ideas, inventions or scientific achievements. Under certain circumstances awards up to \$25,000 may be granted.

With the issuance of SecNav Instruction 1650.24 on 27 April, the Chief of Naval Operations, Commandant of the Marine Corps, Chief of Naval Material, Commander Military Sea Transportation Service and the chiefs of bureaus and offices have been delegated authority to pay cash awards to military personnel on a basis comparable to that applied to civilian employees. This means that, under current regulations, awards up to \$1500 may be made by these authorities. This authority may be redelegated.

In addition, commanding officers of ships, stations and Marine Corps activities are authorized to pay cash awards to military personnel up to \$300 for a single contribution.

The policies and standards governing cash awards to military personnel will be the same as those for civilian personnel except that the military will not be eligible for cash awards for sustained superior performance of assigned duties. Awards program administration will be similar for military and civilian personnel.

Eligibility requirements for military personnel will be basically the same as those for civilian employees. Here's the rule, as laid down by the SecNav directive:

A member of the Armed Forces who, by his suggestion, invention or scientific achievement, contributes to efficiency, economy, or other improvement of operations or programs relating to the Armed Forces is eligible to receive a cash award, provided that his contribution is considered by his superiors to be over

and above normal job expectancy to the extent that a cash award is justified.

After the award eligibility has been established, the amount of the award will be determined. The actual amount will be based, employing the award scales listed below, upon the estimated benefits to be derived from his contribution during the first year of use.

Although the program became effective with the promulgation of the SecNav instruction on 27 Apr 1966, authority is effective for recognition of suggestions, inventions, or scientific achievements by military personnel adopted or approved on or after 22 Sep 1965.

Detailed instructions concerning policy and guidance of the Navy's expanded Incentive Awards Program will be issued in the near future.

### Computing Awards

The amount of a cash award to be granted is determined by applying the award scales listed below to the financial and intangible benefits estimated to result during the first full year the contribution is in use.

Fifteen dollars is the minimum amount awarded.

Cash awards based on intangible benefits will be determined in terms of the extent of application of the contribution, its significance and the importance of the program.

The cash award for safety suggestions will range from \$15 to \$300, based upon an evaluation guide contained in SecNav Inst 1650.24.

Inventions which are of value to the government qualify for incentive award consideration. Individuals whose disclosures are processed through the incentive awards system will be eligible for an initial award of \$50 upon notification by the patent attorney that a patent application will be filed on the disclosure, and an additional award of \$100 when a patent covering the invention disclosure is issued.

Where it is considered that the invention is of substantial value to the government, further consideration will be given to determining a suitable award.

All cash award payments are subject to the withholding provisions of the Federal income tax law.

### Award Scale for Tangible Benefits

Savings (Labor and Material)	Amount of Award
\$50 to \$300	\$15
\$301 to \$10,000	\$15 for the first \$300 in benefits and \$5 for each additional \$100 or fraction thereof.
\$10,001 to \$20,000	\$500 for the first \$10,000 in benefits and \$5 for each additional \$200 or fraction thereof.
\$20,000 to \$100,000	\$750 for the first \$20,000 in benefits and \$5 for each additional \$1000 or fraction thereof.
\$100,001 or more	\$1150 for the first \$100,000 in benefits and \$5 for each additional \$5000 or fraction thereof.

### Award Scale for Intangible Awards

Degree of Benefit	Extent of Application				
	Limited	Local	Extended	Broad	General
Slight	\$15-25	\$ 15-50	\$ 25-75	\$ 50-100	\$ 75-125
Moderate	20-100	20-150	50-200	100-300	150-400
High	50-150	50-200	100-300	150-400	200-500
Exceptional	100-200	100-300	200-450	400-700	750-up

# For a Better Navy: Here's the Record for the Past 3 Years

**R**ECENT NAVY developments in the personnel field illustrate that, over the past several years, Navy life has been constantly improving. In fact the Navyman, commissioned or enlisted, has been the recipient of a sizable number of actions which have enhanced his career.

Of course, there's always room for improvement—but let's take a look through the pages of ALL HANDS over the last few years. The list is impressive.

## Pay and Allowances

One of the most important—and most obvious—forms of compensation is the greenery at the end of the pay line. Since 1962—the starting point in this report—there have been periodic increases in military basic pay, as outlined below.

This is a demonstration of the continuing efforts by the Navy, the Department of Defense and Congress, on behalf of the service forces, to raise military pay to meet the needs of the individual serviceman.

A handy point of departure for a discussion of recent pay legislation is late 1962, with the raise in BAQ (effective 1 Jan 1963). Before the BAQ raise enlisted Navy men without dependents received a BAQ of \$51.30; with one dependent \$77.10; and with two dependents \$96.90. When the raise in BAQ became effective on New Year's Day 1963, BAQ for third class petty officers (with more than four year's service) and above was computed by rate and the existence, not the number, of dependents. A second class PO, without dependents, for whom government quarters were not available, received \$70.20; with dependents, \$105. A master chief petty officer, with dependents, received \$120. BAQ for officers was raised about \$20 to \$30 per month depending on grade. This bill also allowed most petty officers (E-4 with over four years and higher) to receive their BAQ with their monthly pay, vice allotment.

**Raise of 1963** — The increase in BAQ was the first of a series of legislative actions resulting in better compensation for Navy men. Before the year was out the Uniformed Services Pay Act of 1963 had become law, increasing basic pay for almost everyone. Of Navy men with

more than two years' service, officers received from \$60 to \$110 more each month, enlisted \$5 to \$120.

In addition to basic pay increases, the new legislation provided a number of meaningful—and profitable—pay sidelights (see ALL HANDS, November 1963, page 47). They included:

- **Hostile Fire Pay**—A new form of special pay for men subject to hostile fire on cold war battle fronts. Enlisted men and officers who qualified began receiving an additional \$55 monthly.

- **Family Separation Allowance**—A new allowance of \$30 monthly (or an additional quarters allowance in some cases) was authorized for men separated from their dependents for 30 or more consecutive days because of shipboard or overseas duty.

- **Physicians' and Dentists' Pay**—A form of career incentive money, awarded to medical and dental officers on active duty, was increased by \$50 and \$100 monthly for those with over six years and over 10 years of service, respectively.

- **Hazardous Duty Pay**—Navy men who perform two types of hazardous duty, under certain circumstances, were authorized two hazardous duty or incentive payments instead of one.

- **Retirement**—The pay bill authorized an increase of five per cent for all those retired between 31 May 1958 and April 1963. Retired pay for those retired on other dates was also adjusted by several methods.

**Raise of 1964** — In 1964 Congress

again approved an increase in basic pay. Signed by the President on 12 Aug 1964, it became effective the first of the following month. The increase in basic pay averaged 2.3 per cent.

**Raise of 1965** — The third raise came last year. A comparison between the 1965 pay scales and the pay scales in effect in 1962 is enlightening: Monthly pay for a PO3 with over two years of service has been raised from \$150 in 1962 to \$204.90; for a first class with over four years from \$225 to \$295.80; for a lieutenant over four years from \$415 to \$565.20; for a commander over 10 from \$560 to \$706.20.

Other actions by Congress during 1965 also helped improve the pay picture:

- **Flight Deck Hazardous Duty Pay**—Aviation personnel who qualified began receiving Flight Deck Hazardous Duty Pay (see ALL HANDS, November 1965, page 48) to the tune of \$55 per month for enlisted men and \$110 for officers.

- **Beneficial Suggestion Awards**—Public Law 89-198, also passed during 1965, authorized payments up to \$25,000 for Navy men who offered money-saving beneficial suggestions, inventions or scientific achievements which are adopted or which merit recognition (see ALL HANDS, December 1965, page 51).

- **Insurance**—Public Law 89-214 authorized \$10,000 government life insurance. Since 29 Sep 1965, Navy men who so desire have received the insurance at a cost of two dollars a month (see ALL HANDS, November 1965, page 46).

- **Variable Reenlistment Bonus**—This bonus (part of the 1965 Pay Act) gives qualified men in critical ratings as much as \$10,000 (including their normal reenlistment bonus) for a six-year obligation (see ALL HANDS, March 1966, page 42).

More this year—Already in 1966 there has been a very important improvement:

- **New GI Law**—When it becomes effective this month, the GI Bill will provide servicemen with financial assistance in education. Ex-servicemen, in addition, will receive home-loan guarantees and government job preference. (See the April issue, p. 50.)

Charley Wise, HMCS, USN



"You're right, we'll have to change the coffee grounds this week."



### Distribution

The Navy's distribution system, particularly Seavey/Shorvey, has undergone a number of important and beneficial changes in the last few years. The Navy has been recognized as a leader in use of electronic data processing equipment for distribution of personnel.

**Rating Control**—Basically, improvement to Seavey/Shorvey has taken two tacks: more detailed billet descriptions (billet analysis) and more detailed skill description (NECs). The combination is most striking in the Rating Control System (see ALL HANDS, July 1965, page 46). At present the Rating Control System is used only for a few critical ratings, but the system has worked out so well the SecNav Task Force recommended its eventual expansion to include all rates and ratings (see ALL HANDS, May 1966, pages 38 to 53).

**NECs**—Hand in hand with the increased use of rating control is the increased emphasis on Naval Enlisted Classifications (see ALL HANDS, December 1964, page 47). NECs give the detailer more information about the Navyman, allowing him to make a better-informed decision and to match men with jobs.

**Tri-annual Seavey**—Another recent innovation—made possible by computers—is three times a year Seavey (see ALL HANDS, January 1965, page 51). The tri-annual system makes for less time between entry on seavey and receipt of orders, thus allowing for better planning, both on the part of the Navyman and the Navy.

**Sea, Shore and Neutral Time**—A major change to the Seavey/Shorvey system has gone into effect (see ALL HANDS, January 1966, page 48). The revision provided for redesignation of billets, and the addition of "neutral time" as distinguished from arduous sea duty. The redesignation of billets, as well as a decision to count some overseas shore tours as shore duty, made distribution more equitable, particularly in the "seagoing" ratings.

**Swaps**—In 1965 a "swap desk" was established in the Seavey/Shorvey section of the Bureau of Naval Personnel (see ALL HANDS, July 1965, page 44). Navyman who wish to exchange duty and don't mind paying the transportation costs involved can

often arrange an exchange through the no-cost transfer desk.

**Super Chiefs**—E-8s and E-9s were removed from the Seavey/Shorvey system and are now detailed as a special group by BuPers.

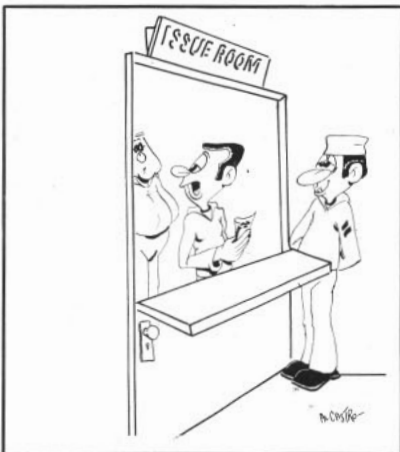
**Conditional Reenlistments**—Another good Seavey/Shorvey deal is the assignment option for Navyman who reenlist for the first time. ALL HANDS, March 1965, page 44, tells all about the subject of assignment options.

### Advancements and Promotions

During the past few years the advancement situation has improved considerably. In August 1964, for instance, the first *bi-annual CPO test* was given, and today Navyman seeking advancement to CPO no longer must wait a year between examinations.

**Increment Advancements**—One year earlier in 1963 the Navy had begun advancements by increment (ALL HANDS, June 1963, page 58). The new system enabled the Navy to advance more men and remain near the upper ceiling for petty officers (for more word, see ALL HANDS, May 1965, page 52).

**Commissioning and Promotion**—Commissioning opportunities for enlisted men have also improved. In accordance with the recommendation of the Settle Board (see ALL HANDS, April 1964, page 30) the *warrant program* was brought back to life and the concept of advancement from enlisted to warrant to commissioned officer was accepted. For officers, *spot promotions* were authorized in 1965 (ALL HANDS, June 1965, page 42).



"He wants ten pounds of relative bearing grease for the gunnery department."

### Morale

Many other recent improvements in Navy life were calculated strictly to improve morale. These are the actions which simplified Navy life, accented personnel responsibility, or helped to make the Navy family more secure.

Such improvements in the morale picture range from administrative and policy decisions (such as the *abolition of liberty cards for petty officers*) to Congressional proof that the Navy takes care of its own (such as the *tax break and free postage for U.S. servicemen in Vietnam*). A few examples are:

**Travel by Reservation**—A system for reservations for overseas travel (see ALL HANDS, April 1964, page 50). Previously, Navyman going overseas were required to report to a receiving station near an MSTs or MAC facility, put their names on a list and then await transportation for an indeterminate (and sometimes seemingly interminable) period. Under the new system reservations are given the man and his family before they leave the old duty station.

**No-risk Transfers**—A 1964 change to *Joint Travel Regulations* allowed Navyman in receipt of orders to send their dependents ahead to their new duty station without risking financial loss if their orders were later changed (ALL HANDS, July 1964, page 53).

**Barracks Standards**—Minimum standards for barracks were raised by OpNavInst 11012.2 (ALL HANDS, October 1965, page 15).

**Education**—New educational programs within the Navy have appeared, an example of which is *Polaris University* (see ALL HANDS, September 1965, page 44).

**Scrap**—A concerted effort to reduce red tape and paperwork began in 1964 (see ALL HANDS, September 1964, page 32). As one of many successful paper deletions, BuPers dropped the Acting CPO designation (see October 1965, page 45).

And the progress, obviously, is continuing.

Last month (in the May issue) ALL HANDS published a comprehensive roundup of the recommendations by the SecNav Task Force which have been approved. Future issues will keep you up to date on what is being done on behalf of the Navyman and his family.

# You're Headed for Rotation If You Meet These Seavey Regs

**S**EA DUTY commencement dates for Seavey B-66 have been set, and those eligible will soon begin receiving orders.

This is the first segment to be affected by the recent changes to the Seavey system (see ALL HANDS, January 1966). Effective with this Seavey, all preferred overseas billets in certain areas (published in the January issue) will be filled by Navy-men eligible for shore duty orders. Navy-men, particularly those in the "sea duty" ratings, may find their overseas tours in preferred areas to be longer than normal shore tours in continental United States for their ratings.

Seavey-eligible Navy-men, of course, will not be assigned to overseas activities where dependents are not authorized or where adequate family facilities (such as housing,

schools, commissaries) are not available.

Navy-men who do not wish preferred overseas shore duty must indicate so in block 11 of the rotation data card. Normally, such men will not be assigned overseas; however, after every effort has been made to assign them to CONUS, they may receive a 14-month sea extension when sufficient CONUS billets are not available.

Because of recent significant increases in requirements for Navy-men in the construction ratings, they have been temporarily excluded from the normal sea/shore rotation plan. OpNav and BuPers are currently examining the effects of these new requirements on the Group VIII rotation schedule, but at present all such transfers are being handled on an individual basis by BuPers.

Navy-men who are converting to

another rating, and who hold a conversion NEC (XX99) will be considered as serving in the rating to which they are converting for purposes of determining eligibility for orders under Seavey.

As in past Seaveys, if your continuous tour of sea duty commenced in or before the month and year specified for your rate and rating on the accompanying list, and if you satisfy two other requirements, you are eligible for shore duty. To satisfy the other two requirements you must:

- Be in an "on board for duty" status at your present command.

- Have an active duty obligation extending to September 1968 or later.

Your personnelman can help you with further questions concerning your particular case.

BMC	SEP 61	GMM2	JAN 60	ET1	APR 63	PNC	OCT 64	LIC	AUG 62	EM3	FEB 63
BM1	FEB 59	GMM3	JUN 60	ETN2	APR 63	PN1	OCT 64	LI1	JAN 62	EMFN	FEB 63
BM2	JAN 59	GMM5N	JUN 60	ETN3	DEC 63	PN2	OCT 64	LI2	OCT 63		
BM3	JAN 61			ETNSN	DEC 63	PN3	OCT 64	LI3	OCT 64	ICC	APR 61
BMSN	JAN 61	GMTC	FEB 64	ETR2	APR 63	PNSN	OCT 64	LISN	OCT 64	IC1	MAR 60
		GMT1	FEB 64	ETR3	DEC 63					IC2	APR 60
		GMT2	FEB 64	ETRSN	DEC 63	SKC	JAN 62	DMC	OCT 64	IC3	OCT 62
QMC	AUG 61	GMT3	SEP 64			SK1	JAN 62	DM1	OCT 64	ICFN	NOV 62
QM1	JAN 60	GMTSN	SEP 64	DSC	OCT 64	SK2	JAN 62	DM2	OCT 64		
QM2	JAN 61			DS1	OCT 64	SK3	AUG 64	DM3	OCT 64	SFC	OCT 59
QM3	JUN 62	GMGC	OCT 61	DS2	OCT 64	SKSN	AUG 64	DMSN	OCT 64	SF1	APR 58
QMSN	JUN 62	GMG1	JAN 59	DS3	OCT 64					SFM2	DEC 59
		GMG2	DEC 58	DSSN	OCT 64	DKC	JAN 63	MMC	DEC 59	SFM3	FEB 62
SMC	FEB 62	GMG3	DEC 59			DK1	MAY 62	MM1	SEP 58	SFMFN	FEB 62
SM1	JUL 58	GMGSN	DEC 59	IMC	OCT 61	DK2	JAN 64	MM2	APR 59		
SM2	JUN 58			IMI	JAN 62	DK3	OCT 64	MM3	DEC 61	SFP2	MAY 59
SM3	APR 58	FTC	APR 62	IM2	MAY 60	DKSN	OCT 64	MMFN	DEC 61	SFP3	JUL 61
SMSN	APR 58	FTC1	JAN 62	IM3	JUL 60					SFPFN	JUL 61
		FTC2	JAN 62	IMSN	JUL 60	CSC	AUG 62	ENC	SEP 60		
RDC	NOV 61	FTC3	DEC 60			CS1	FEB 62	EN1	JAN 59	DCC	DEC 61
RD1	APR 60	FTCSN	DEC 60	OMC	JAN 62	CS2	MAY 63	EN2	JAN 59	DC1	JAN 60
RD2	DEC 60	FTM1	JUN 61	OM1	JAN 61	CS3	JUN 64	EN3	JAN 63	DC2	MAR 61
RD3	JAN 63	FTM2	DEC 61	OM2	JAN 61	CSSN	JUN 64	ENFN	JAN 63	DC3	JUN 63
RDSN	JAN 63	FTM3	DEC 61	OM3	JAN 63					DCFN	JUN 63
		FTMSN	DEC 61	OMSN	JAN 63	SHC	OCT 64	MRC	APR 62		
STC	JAN 62					SH1	JAN 60	MR1	MAR 60	PMC	JUN 61
ST1	JAN 62	NEC 1143	JAN 64	RMC	MAR 63	SH2	NOV 58	MR2	OCT 61	PM1	NOV 60
STG2	MAR 62	NEC 1144	JAN 64	RM1	JUN 62	SH3	NOV 58	MR3	JUL 62	PM2	DEC 60
STG3	MAR 62			RM2	OCT 63	SHSN	NOV 58	MRFN	JUL 62	PM3	NOV 60
STGSN	MAR 62	MTC	JUN 64	RM3	DEC 63					PMFN	NOV 60
ST52	MAR 62	MT1	SEP 64	RMSN	DEC 63	JOC	OCT 64	BTC	AUG 59	MLC	JUL 61
ST53	MAR 62	MT2	DEC 62			JO1	OCT 64	BT1	APR 58	ML1	SEP 60
ST5SN	MAR 62	MT3	APR 63	YNC	OCT 64	JO2	OCT 64	BT2	NOV 58	ML2	MAR 58
		MTSN	JUL 64	YN1	OCT 64	JO3	OCT 64	BT3	NOV 60	ML3	MAR 61
				YN2	OCT 64	JOSN	OCT 64	BTFN	NOV 60	MLFN	MAR 61
TMC	NOV 61			YN3	OCT 64						
TM1	JUL 61	MNC	OCT 64	YNSN	OCT 64	PCC	JUL 62	BRC	MAY 59		
TM2	JAN 61	MN1	OCT 64			PC1	FEB 63	BR1	APR 59	ADRC	OCT 64
TM3	JUN 63	MN2	OCT 64	CYN3	JUL 64	PC2	JUL 63	EMC	JAN 61	ADR2	OCT 64
TMSN	JUN 63	MN3	OCT 64	CYNSN	JUL 64	PC3	OCT 64	EM1	SEP 59	ADR3	OCT 64
		MNSN	OCT 64			PCSN	OCT 64	EM2	DEC 60	ADRAN	OCT 64
GMMC	OCT 61										
GMM1	JUN 61	ETC	AUG 63	PNC	OCT 64						

ADJC	OCT 64	AOC	NOV 63	ABFC	JUN 63	AMS3	OCT 64	AKC	OCT 64	PT3	OCT 64
ADJ1	OCT 64	AO1	JUL 63	ABF1	MAY 63	AMSAN	OCT 64	AK1	OCT 64	PTAN	OCT 64
ADJ2	OCT 64	AO2	JAN 64	ABF2	DEC 62			AK2	OCT 64		
ADJ3	OCT 64	AO3	OCT 64	ABF3	JAN 64	AMHC	FEB 63	AK3	OCT 64	HMC	FEB 64
ADJAN	OCT 64	AOAN	OCT 64	ABFAN	JAN 64	AMH1	JUL 64	AKAN	OCT 64	HM1	FEB 64
						AMH2	OCT 64			HM2	FEB 64
ATC	OCT 64	AQC	OCT 64	ABHC	OCT 63	AMH3	OCT 64	AZC	OCT 64	HM3	FEB 64
AT1	OCT 64	AQ1	OCT 64	ABH1	NOV 63	AMHAN	OCT 64	AZ1	OCT 64	HN	FEB 64
ATR2	OCT 64	AQB2	OCT 64	ABH2	SEP 63			AZ2	OCT 64		
ATR3	OCT 64	AQB3	OCT 64	ABH3	OCT 64			AZ3	OCT 64		
ATRAM	OCT 64	AQBAN	OCT 64	ABHAN	OCT 64	AMEC	OCT 64	AZAN	OCT 64	DTC	NOV 63
ATN2	OCT 64	AQF2	OCT 64			AME1	OCT 64			DT1	NOV 63
ATN3	OCT 64	AQF3	OCT 64	AEC	JAN 64	AME2	OCT 64	PHC	OCT 64	DT2	FEB 64
ATNAN	OCT 64	AQFAN	OCT 64	AE1	OCT 64	AME3	OCT 64	PH1	OCT 64	DT3	FEB 64
				AE2	OCT 64	AMEAN	OCT 64	PH2	OCT 64	DN	FEB 64
				AE3	OCT 64			PH3	OCT 64		
AXC	DEC 63	ABEC	JUN 63	AEAN	OCT 64	PRC	SEP 64	PHAN	OCT 64	SDC	SEP 63
AX1	JUN 63	ABE1	MAR 62			PR1	JUL 64			SD1	FEB 62
AX2	SEP 63	ABE2	OCT 62	AMSC	OCT 64	PR2	OCT 64	PTC	JUL 64	SD2	NOV 61
AX3	AUG 63	ABE3	MAR 63	AMS1	OCT 64	PR3	OCT 64	PT1	JUL 64	SD3	JUN 59
AXAN	AUG 63	ABEAN	MAR 63	AMS2	OCT 64	PRAN	OCT 64	PT2	OCT 64	TN	JUL 62

## Here Are Latest Changes in Joint Travel Regulations

Several changes have been made to the *Joint Travel Regulations*. Published in change 158, they became effective 1 Mar 1966.

- *Paragraph M 2025-3*—Prescribes increase in value of meal tickets used in commercial aircraft, railroad dining cars, or dining room on ship.

- *Paragraph M 4159-3; M 7002-1b; M 7003-3c*—Provides for land mileage reimbursement for authorized travel of members and/or dependents via privately owned conveyance between places in the United States and places in Central America including the Panama Canal Zone.

- *Paragraph M 4265-4*—Provides entitlement to mileage allowance incident to separation involving places in the United States and Central America including the Panama Canal Zone.

- *Paragraph M 4256-4*—Provides that when neither government nor commercial quarters are available at temporary duty station, requiring member to secure either government or commercial quarters at a nearby place, the per diem rate for the nearby place applies.

- *Paragraph M 4331-3a; M 4303-2c*—Extends termination of station allowance on departure of dependents to a period not later than 60 days after effective date of orders.

- *Paragraph M 7108; M 8307; M 10020; M 11008*—Prescribes entitlement to transportation for dependents, household goods, trailer allowance and shipment of privately

owned conveyance for a member of a unit which has been officially alerted for movement to a restricted permanent duty station outside the United States on the same basis as when the actual permanent change of station orders are received.

- *Paragraph M 9007*—Provides that a member who relocates his household incident to an alert notice is not entitled to dislocation allowance until permanent change of station is completed.

More rules, categorized as change 159, became effective on 1 April. A brief of the revisions is as follows:

- *Paragraph M 4256-7*—Prescribes that the local commander as well as the theater commander is responsible for the submission of requests for changes in overseas locality *per diem* rate to the Per Diem, Travel and Transportation Allowance Committee whenever it is evident that locality living expenses are out of line with the present per diem rate.

- *Paragraph M 4301-3b (1), item 5*—Provides entitlement to *cost-of-living allowance* for an unaccompanied member or a member without dependents when the commanding officer furnishes a statement that utilization of available government mess is impractical.

- *Paragraph M 4301-3b (2)*—Defines "*members without dependents*", as it is used in the paragraph, to mean a member who has no dependents, as distinguished from a member whose dependents are not residing with him overseas.

- *Paragraph M 7101, item 5*—Removes the *home of record* re-

quirement as a condition precedent to transportation to a designated place in Alaska, Hawaii, Puerto Rico, or a U. S. territory or possession.

## Candidates for NENEP Program Are Selected

Selection of 25 successful candidates for the Navy Enlisted Nursing Education Program (NENEP) has been made from among the applications solicited last year. Competition for entry into the program was stiff; therefore, many who rated high marks in personal, professional and military qualifications had to be passed over.

The first selection of seven second class and 18 third class hospital corpsmen may not be the final selection for the NENEP. Both men and women are eligible. Each provisional selectee must yet pass the entrance examination for a course of instruction in basic professional nursing at a university selected by the Chief of Naval Personnel. Each selectee will apply for admission to the chosen university by personal letter.

Any successful candidates who subsequently withdraw from the NENEP because they have not maintained satisfactory performance, or because their conduct is such that they can no longer be favorably recommended, or because they voluntarily desire to withdraw, should do so by writing to the Chief of Naval Personnel (Pers B-623) via their commanding officer.

The names of the successful candidates are listed in BuPers Notice 1120 of 16 Mar 1966.



## Assignment Program Under Way for Master and Senior CPOs

**N**EW DETAILING procedures are in effect for master and senior chief petty officers. Men in the Navy's two senior enlisted pay grades are withdrawn from the Seavey/Shorvey rotation system, and will thus be detailed by procedures similar to those used for officer assignment.

While outlining the new detailing procedures, BuPers simultaneously announced rotation tour lengths for E-9s in each rating.

Authorized E-8/E-9 billets have been established, as required, throughout the naval establishment. Except in unusual circumstances, master chief petty officers will hereafter be assigned only to authorized E-9 billets. Senior chief petty officers will normally be assigned only to authorized E-8 billets, although they may fill an E-9 billet when an E-9 is not available for assignment.

Each E-8/E-9 will be ordered by name to a specific billet within the authorized allowance of the receiving command. Tour lengths will normally be as listed in the accompanying table.

Three types of duty are listed: sea duty; shore duty; and preferred sea duty. Rotation assignments will be based upon past duty assignments, individual desires, and needs of the service. Rotation upon completion of a shore duty assignment will normally be to sea duty.

The definitions of the three types of duty are:

- **Sea duty (SEADU)**—Duty performed in ships or units which spend considerable periods at sea away from their home port during local operations and which, when deployed overseas, operate at sea extensively. Duty performed in certain foreign countries and Alaska, to which movement of dependents is restricted or where living conditions are not adequate, will also count as sea duty.

- **Shore duty (SHORDU)**—Duty performed in CONUS; duty performed in shore-based activities in the Hawaiian area and in shore-based activities in certain foreign countries where adequate family accommodations are available and the prescribed Department of Defense accompanied tours are 36 to 48 months in recognition of the desirability of this duty.

- **Preferred Sea duty (PRE-SEADU)**—Duty performed in ships, units and staffs which do not deploy for extended periods and either remain in the home port assigned or operate locally for short periods. PRESEADU is normally toured for 24 months and will be credited as neither SEADU nor SHORDU in computation of eligibility for rotation.

Those on shore duty at the time this procedure went into effect (19 Jan 1966) will normally complete their tour as assigned, providing they have completed one-half or more of it. If they have completed less than one-half of their present shore tour, the tour length will be established according to the new rotation tour length table. This may or may not result in a change in tour length, depending on each individual's situation.

Those serving in overseas billets, or on instructor or recruiting duty, will complete the tour as originally prescribed.

Individual desires for certain duty, or duty in a certain locale, will be recorded on the Duty History and Preference Card (NavPers 4053). All personnel now serving in pay grades E-8/E-9 should submit this card if they have not already done so. Except for men in the ratings listed below, the card should be submitted to BuPers (Pers B2121). The exceptions to this are:

- **HM/DT:** Personnel in these ratings will submit the NavPers 4053 to BuMed (Code 3411 for HM; Code 6133 for DT).

- **MA/TD:** Personnel in these

ratings need not submit the 4053, but will continue to submit Data Cards (NavPers 753 or 2926) to Commanding Officer, EPDOCONUS, Bainbridge, Md., in compliance with BuPers Inst. 1306.14 series.

- **CS/SH/SK:** Personnel in these ratings holding NECS of 2813 or 3111 (commissary store or Navy Exchange manager) will submit a duplicate NavPers 4053 to Commanding Officer, Navy Ships Store Office, Brooklyn, N. Y. (Attn: IR-5).

- **Naval Security Group:** Personnel of the CT rating and other ratings presently serving with the naval security group need not submit the NavPers 4053, but will continue to submit NavPers 729 and, when appropriate, NavPers 730 in compliance with BuPers Inst. 1070.2 series.

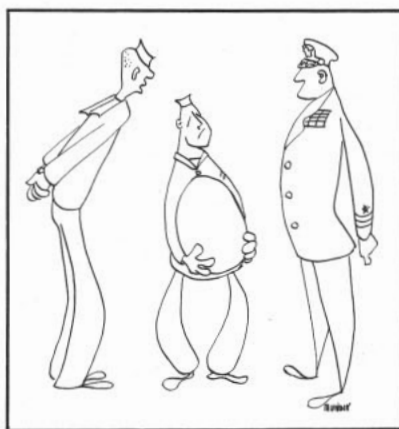
- **AC/AG:** Personnel in these ratings need not submit the 4053, but will continue to submit the Data Cards (NavPers 205 for AC and NavPers 1306/2 for AG) in compliance with the *TransMan*.

To reduce local clerical workload, preference cards need not be typewritten. Legible handwritten or printed submissions are sufficient. A revised card should be submitted whenever a change in personal data or duty preference occurs.

If a preference card is not submitted, assignment can be made only on a needs-of-the-service basis.

Annual promotions to E-8 and E-9 will almost invariably result in local excesses in allowances, and BuPers recognizes this fact. To alleviate the situation, newly appointed E-8s and E-9s who are not in appropriate billets will normally be reassigned to commands having an authorized allowance within six months after appointment. Whenever possible, reassignment will be made within the same geographical area or to ships with the same home port, in order to avoid excess travel costs and undue personal inconvenience.

Tour completion dates established by the Bureau of Naval Personnel for all E-8s and E-9s are tentative. BuPers considers them a tool of distribution and uses them as a planning aid only. Sometimes urgent requirements will require reassignment prior to completion of the prescribed tour; likewise, requirements may make it



"He said he found it in the crow's nest, sir."

necessary to extend personnel in billets, beyond the prescribed tour length, when reliefs are not immediately available.

Preferred sea duty tour lengths will normally be for 24 months. Again, in certain cases it may be necessary for such a tour to be extended beyond a normal period, but in such cases it is necessary for the command to request the extension from BuPers, submitting a justification for the longer PRESEADU tour.

When sea duty tour lengths are in excess of 36 months, individuals may request a split tour in two sea units within the same fleet. Favorable consideration will be dependent upon Fleet/force requirements and travel costs involved.

Two other notes: BuPers considers that E-8s and E-9s have attained a level in their respective ratings where they generally do not require further formal technical school training available in the lower pay grades. Accordingly, requests for formal school



"Pilot to crew! What was that explosion I just heard?"

training of long duration, such as Class B school, will not normally be approved. This does not preclude individual commands ordering E-8/E-9s within their command to short periods of training to meet specific billet requirements utilizing local funds. This may be particularly desir-

able in the case of certain compressed ratings.

Also, master and senior chief petty officers who are hospitalized will normally be returned to their previous duty stations.

BuPers Notice 1306, dated 19 Jan 1966, is the authority.

### A Busy Day for Weeks

The variable reenlistment bonus paid off with a jackpot for four technicians aboard *USS John W. Weeks* (DD 701). The four men reenlisted for a total of 24 years and collected a total of \$22,400 between them.

It was, in fact, a rather busy 24 hours for *Weeks*. On the same day the four technicians reenlisted, two other men were advanced in rate and three received good conduct medals.

(Incidentally, reenlistments are by no means unusual on board *Weeks*. During the current fiscal year, the reenlistment rate aboard the DD was a healthy 63 per cent.)

Rating	Shore Months	Sea Months	Rating	Shore Months	Sea Months	Rating	Shore Months	Sea Months
ABCM	24	24	DMCS	48	24	MUCM	24	24
ABCS	24	30	DSCM	48	24	MUCS	24	24
ACCM	42	24	DSCS	48	24	OMCS	24	24
ACCS	42	24	DTCM	48	24	PCCM	48	24
ADCS	36	24	DTCS	48	36	PCCS	48	24
AECs	36	24	EACS	24	36	PHCM	24	24
AFCM	24	24	EMCM	24	48	PHCS	24	24
AGCM	30	30	EMCS	24	48	PICM	24	24
AGCS	30	30	ENCM	24	48	PNCM	48	24
AMCS	36	24	ENCS	24	48	PNCs	48	24
AOCM	24	24	EOCS	24	30	PRCS	36	24
AOCs	24	24	EOCM	24	24	PTCM	48	24
AQCS	36	24	ETCM	36	42	PTCS	48	24
ATCS	36	24	ETCS	36	42	QMCM	24	36
AVCM	48	24	FTCM	36	42	QMCS	24	42
AXCS	36	24	FTCS	24	48	RDCM	24	30
AZCS	36	24	GMCM	24	48	RDCS	24	48
BMCM	24	24	GMCS	24	48	RMCM	24	36
BMCS	36	36	GMTCM	48	24	RMCS	24	42
BRCM	24	24	GMTCS	48	24	SDCM	48	24
BRCs	24	24	HMCm	48	36	SDCS	24	48
BTCS	24	48	HMCS	48	36	SHCS	30	24
BUCS	24	36	ICCS	24	42	SKCM	30	24
CECS	24	30	IMCS	24	24	SKCS	30	24
CMCS	24	30	JOCM	48	24	SPCM	24	48
CSCM	24	24	JOCs	48	24	STCM	30	30
CSCS	24	48	LICM	48	24	STCS	24	48
CTCM	24	48	LICS	48	24	SWCS	24	36
CTCS	24	48	MACM	48	30	TDCM	48	30
CUCM	24	36	MACS	48	30	TDCS	48	30
DCCM	24	36	MLCM	24	24	TMCM	48	24
DCCS	24	48	MLCS	24	24	TMCS	24	24
DKCM	48	24	MMCS	24	48	UTCM	24	30
DKCS	36	24	MRCM	24	24	UTCS	24	30
DMCM	48	24	MRCs	24	24	YNCM	48	24
						YNCS	48	24

## A Taste of Newport: The Navy Family Goes for This Duty

The following report is a round-up on living conditions at a naval complex in continental United States. Although ALL HANDS has published a series of articles on living conditions at overseas bases, and will continue to do so, inquiries from personnel ashore and afloat indicate that they are just as much interested in what to expect when they are ordered to duty at a naval station in the United States.

This living conditions report is on the Newport naval complex. The Navy has been active in the Newport area since the Revolutionary War, and in past decades thousands of Navymen and their families have called Newport home.

Other naval commands in the United States (and overseas) are invited to forward reports on living conditions in their area and information of interest to ALL HANDS readers. Material may be forwarded to Editor, 1809A, Arlex, Wash., D.C., 20370.

THE NAVAL BASE at Newport R. I., was established in 1946 to "maintain and operate medium base facilities," some of which date back to the early days of the U. S. Navy. Its primary mission is to provide logistic and other support to the units of the Fleet and other associated naval activities. It consists of 15 component commands over which the Commander of the Naval Base has control. For a full history of Newport see the box on these pages and the special report in ALL HANDS, July 1964 (page 54).

The component commands located on the east side of Narragansett Bay include: Naval Finance Office; Naval Communication Station; Naval De-gaussing Station; Fleet Training Center; Naval Hospital; Marine Barracks; Naval Officer Candidate School; Public Works Center; Naval Schools Command; Naval Justice School; Naval Station; Naval Supply Depot and the Naval Underwater Ordnance Station, which in-

cludes the Naval Underwater Weapons Systems Engineering Center.

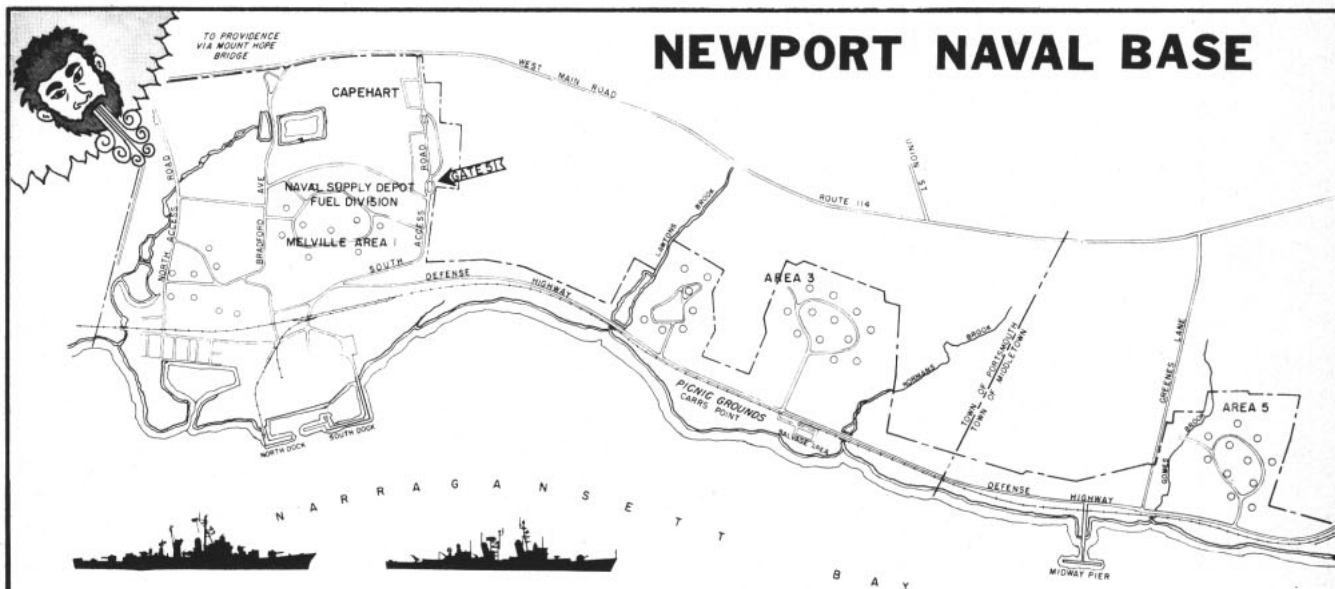
On the west side of Narragansett Bay are located the Naval Air Station, Quonset Point and the CB Center, Davisville.

### Housing

Due to the fact that Newport is a resort area, housing is a traditional problem. Waiting lists for Navy housing are long and move slowly. Off-base housing is expensive and often inadequate. Temporary accommodation is expensive. The public Works Department is working to alleviate these problems, and has gradually improved the situation. But at present, it is wise to secure housing before moving your dependents into the area.

Many ship-based Navymen have solved the housing problem by locating in the Providence suburbs, about one hour's distance by bus. Many car pools are also in these suburban areas.

## NEWPORT NAVAL BASE



### COODINGTON COVE

- 1 Public Works Center Administration Bldg
- 1-A Officers Club Annex - (Datum)
- 11 Naval Supply Depot Administration Bldg
- 76 Telephone Exchange
- 65 Enlisted Mens Club Annex
- 80 Recreation Bldg & Field House

### MARINE BARRACKS

- 1 USMC Administration Bldg
- 3 USMC Reserve Training Center
- 5 USMC Exchange

### UNDERWATER ORDNANCE STATION

- 101 Administration Building
- 107 C.T.O. Administration Bldg
- 111 Cafeteria
- 162 Dispensary

### COODINGTON POINT

- |   |                                    |
|---|------------------------------------|
| M-1 Dental Unit                           | 1520 O.C.S. Chapel                 |
| M-2 Dispensary                            | 1540 Naval Reserve Training Center |
| M-3 US Naval School-Naval Justice         | 1742 Clothing & Small Stores       |
| M-5 Medical Unit                          | 1801 O.C.S. Drill Hall             |
| 302 Gymnasium                             | 1805 Schools Command Adm. Bldg     |
| 303 Hobby Shop                            | 1901 Dry Cleaning Plant            |
| 304 Bowling Alleys                        | 1902 Commissary Store              |
| 402 Navy Exchange Retail Store            | 1915 Jalopy Shop                   |
| 1100 O.C.S. Administration Bldg           | 1920 Thrift Shop                   |
| 1200 Fleet Training Center Adm. Bldg      | 1928 C.P.O. Club                   |
| 1400 Uniform Tailor Shop                  | 1929 E. M. Club                    |
| 1500 Retail Store, Cafeteria, Barber Shop |                                    |

### COASTERS HARBOR ISLAND

- |                                      |                                  |
|--------------------------------------|----------------------------------|
| 1 War College - Luce Hall            | 84 General Court Martial Bldg    |
| 1-A War College - Pringle Hall       | 85 Disbursing                    |
| 3 War College - Mahon Hall           | 87 Communication Station         |
| 9 Cobbler Shop                       | 87-A Naval Base Headquarters     |
| 10 Naval Station Administration Bldg | 95 Officers Club                 |
| 13 Pass Office                       | 100 Post Office                  |
| 18 Naval Port Control                | 108 Library - Bank - Mess Hall   |
| 23 Laundry (Navy Exchange)           | 109 Gymnasium                    |
| 27 Chapel                            | 114 Recreation Building          |
| 29 War College - Sims Hall           | 116 Industrial Relations Office  |
| 52 Fleet Camera Party                | 117 Chaplains Office - Red Cross |
| 53 Family Theater                    | 121 Swimming Pool                |
| 60 Photo Shop - Navy Exchange        | 129 Gas Station (Navy Exchange)  |
| 62 Barber Shop                       | 149 Brig                         |
| 71 B.O.Q. Office                     | 172 B.O.Q.                       |



The Naval Housing Office is just inside Gate 1. It maintains local listings, waiting lists for Navy housing and compiles housing information for all personnel in the area.

**Anchorage**—The Anchorage (married enlisted two- and four-bedroom quarters) is located in Middletown. The two-bedroom quarters consist of either first or second floor apartments having two bedrooms, a combination living-dining room, kitchen and bath. Families with four or fewer children are permitted, but may request larger quarters after one year's occupancy if an increase in dependents justifies assignment to larger quarters.

The four-bedroom units are duplex, two-story units with a combination living-dining room, kitchen and two full baths.

**Capehart**—Capehart housing is for married Fleet officers, and married Fleet or shore-based enlisted personnel in pay grades E-4 with more than four years' service through E-9, eligible for assignment in Capehart public quarters. Officers occupy 82

units; 398 are available for enlisted personnel.

Of the enlisted units, 238 are located at Melville, about five miles from the main base; 160 are adjacent to the main base. The units consist of living room-dining room combination, all electric kitchen with range and refrigerator-freezer furnished, and one and one-half baths, three bedrooms upstairs, a car port, and plenty of storage space. Pets are allowed.

Application forms are available at the staff legal office at Cruiser-Destroyer Force Headquarters, Pier Two. Out-of-area applicants should address their applications to COMCRUDESANT Housing Officer. There is normally a long waiting list.

All Newport Navy housing is public quarters and requires full BAQ allowance.

**Commodore Perry Village**—This is an FHA-owned development in Middletown consisting of first-floor two- and three-bedroom units. The buildings are duplex type and in addition to the bedrooms consist of a living-din-

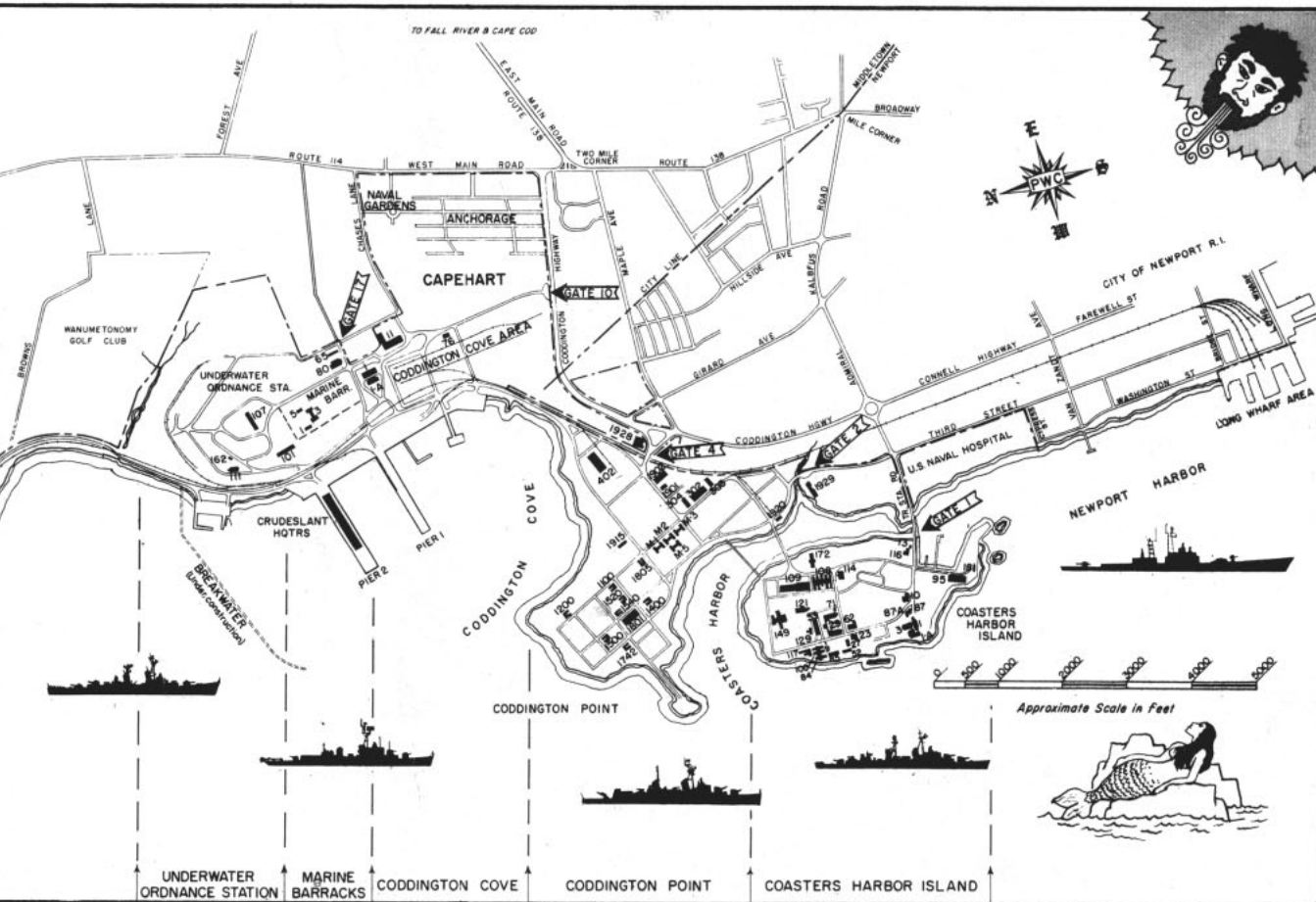
ing room combination, kitchen and bath.

Apartments are unfurnished except for a stove and refrigerator and are available to officers and enlisted personnel. Rental charges are \$66 a month for a two-bedroom apartment; \$86 a month for a three-bedroom apartment. Heat and utilities are not included. A month-to-month lease is required by the management.

**Naval Gardens**—These are two- and four-bedroom married enlisted quarters also located in Middletown. The two-bedroom units consist of first and second floor apartments with a living-dining room combination, kitchen and bath.

The four-bedroom units are duplex, two-story, with a combination living-dining room, a kitchen and two full baths.

**Tonomy Hill**—This is a city housing project in Newport. Apartments are available to Fleet and shore-based enlisted personnel. Rent is \$60 a month for a one-bedroom apartment; \$65 for a two-bedroom; \$70 for three bedrooms; \$75 for four bedrooms;



and \$80 for a five-bedroom apartment. Rent includes all utilities. Apartments are unfurnished except for a stove and refrigerator. Pets are not allowed. To apply, contact Newport Housing Authority, 1 Park Holm, Newport.

**Married Officers Quarters—MOQs** on base are limited in number and have either been designated by billets or the responsibility is delegated to the commanding officer of the base for assignment. Married officers attached to naval base components on the east side of Narragansett Bay (other than the Naval Hospital, which has its own quarters) are eligible to occupy naval station quarters. Fleet personnel are not eligible.

Requests are kept on file until a vacancy exists, at which time assignment is made by the commanding officer.

**Brenton Village**—This is located at Fort Adams in Newport, and consists of two-bedroom, first-floor apartments with living-dining room, kitchen, bath and garage. They can be had either furnished or unfurnished (with range and refrigerator). Fleet and shore-based officers are eligible to apply but only those units not required by Naval War College officers are available for assignment between 1 September and 1 May. No assignments to other than War College personnel will be made between 1 May and 1 September each year.

## Facilities

**Auto Stickers and Passes**—You can obtain a visitor's pass, good for 24 hours from the sentry upon presentation of an ID card and driver's license and state inspection sticker. To obtain a permanent tag, it is necessary to make application to the pass office at Gate 1.

Regulations require a minimum of \$5000 property damage and \$10,000 public liability insurance to be carried before stickers will be issued. You must have a valid safety inspection sticker, driver's license, registration and insurance papers available, plus ID card, when you apply for a sticker.

Violation of station and local traffic laws can result in suspension of base driving privileges.

**Transportation**—Shuttle bus service provides transportation for personnel attached to ships and shore activities on the east side of the Bay. There is no charge for military personnel

and their dependents. The bus service extends from Melville to Coasters Harbor Island and the Naval Hospital and runs every 40 minutes from 0600 to 2400, seven days a week. Detailed bus schedules are posted on bulletin boards throughout the base.

Commercial buses offer transportation into downtown Newport. They also provide direct service to Providence, Boston and Fall River. Trains run to New York and Boston from Providence. An airline provides eight-passenger air taxi service between Newport and Providence with special military rates, or charter service for military personnel at special rates anywhere in the country.

**Joint Airlines Military Ticket Office**—This office offers airline reservations and ticketing services to military personnel and their dependents on the east side of Narragansett Bay. Other JAMTO services include rental car reservations at various destinations, tours in the continental U. S. and overseas, bus transportation information to the airport in Providence, and arrival and departure times of airlines in U. S. and overseas cities.

**Commissary**—The commissary store is located just inside Gate 4, Coddington Point. It is closed on Mondays. Government checks will be cashed to the extent that funds are available. Personal checks may be cashed for the amount of your purchase or for cash up to \$50.

A nursery is operated on the sec-

Charley Wise, HMCS, USN



"And after sweepdown you can empty the butt kits and polish all the bright work."

ond floor for patrons' children. Three adults keep an eye on them.

**Navy Exchange**—The main Navy Exchange retail store is at Coddington Cove. It also offers check-cashing service (personal checks up to \$50). Check cashing service is available on payday in various retail stores for U. S. Treasury checks paid to military personnel. Authorized merchandise not regularly carried may be ordered.

Navy Exchange mobile canteens serve all boat landings and piers, and populated areas on request.

Other Navy Exchange facilities include laundry, dry cleaning and pressing, barber shops, tailor shops, cobbler shops and service stations.

**Medical and Dental**—The dispensary is located at Coddington Point. Daily sick call is held for service personnel. Emergencies are seen at any time.

The dental department also is located at Coddington Point. Daily sick call is held for service personnel only. All routine treatment is performed by appointment after an examination has been completed. Emergencies are seen at any time. Dental treatment for dependents is not authorized. The officer staff and students of the Naval War College receive dental treatment at the Naval Hospital dental service.

The Naval Hospital, located adjacent to the Coasters Harbor Island section, is a regional hospital providing general clinical and hospitalization service to all military personnel in the Narragansett Bay area, including units of the Atlantic Fleet. It also offers in- and outpatient care for retired personnel and dependents.

**Nurseries**—The Anchorage Day Care Center cares for children from 0730 to 1730 Mondays through Fridays. Children's ages range from three months to six years. Hourly rates are: one child, \$.30; two children, \$.45; three or more children, \$.55. Hourly rates are \$.10 less for children of E-4s and below.

Special rate for working mothers is \$2.00 for one child and \$.50 for each additional child per day. Meals are included in these prices. For children of E-4s and below, a special rate for working mothers is \$2.00 a day for one or two children. For three or more children the rate is \$2.50 per day. A registration fee of \$.50 twice yearly is required.

The Naval Station Nursery School

is open to enlisted or officers' children from ages three to five years. Sessions run from 0900 to 1200 Monday through Friday during the school year. Monthly rates for officers' children are: one child, \$15.00; two children, \$25.00. Monthly rates for enlisted men's children are: one child, \$10.00; two children, \$15.00.

The Naval Hospital Nursery is available to mothers while visiting the outpatient clinic or the sick wards. This nursery is also used for preschool children during divine services.

The Fort Adams Nursery school is conducted for children of officer,

enlisted and Fleet personnel, ages three to five years. Hours are from 0900 to 1200 Monday through Friday during the school year.

**Religious Services**—All Protestant, Catholic and Jewish divine services are listed each week in the Naval Station newspaper, the *Navalog*. Worship schedules are also available at the Chaplain's Office. The Naval Station chapel is located in Building 27, Coasters Harbor Island. The Chapel by the Sea is located at the Naval Hospital. The OCS chapel is in the OCS area.

**Information and Education Office**—Complete information concerning basic

and elementary education, off-duty education programs, tuition aid, voting and savings bonds may be obtained at I&E. Counseling, guidance and applications for the various educational programs are also available. USAFI courses are ordered and USAFI tests on the high school and college level are administered. A complete library of Navy training manuals, for all rates and all pay grades, as well as USAFI books, may be checked out. Information concerning the various programs that lead to appointment to commissioned status is available. I&E is the testing agency for all competitive ex-

## Navy, Narragansett and Newport Are Old Friends

From its infancy during the Revolutionary War to its present state of sophistication, the U. S. Navy has been a part of the Narragansett Bay scene. As the first commander in chief of the Continental Navy, Esek Hopkins (who was a native Rhode Islander) used the Bay between combats; in later years after the Revolution was over, U. S. men-of-war were common sights in the upper and lower Bay.

During the Civil War, to avoid capture by the Confederates, the government transferred the faculty and student body of the Naval Academy from Annapolis to Newport, where it operated for four years.

In 1869, the Secretary of the Navy authorized the establishment of an experimental torpedo station at Goat Island. The station was then responsible for developing torpedoes and conducting experimental work on other forms of naval ordnance. It reached its peak in World War II, when more than 13,000 persons were employed and when it manufactured more than 80 per cent of the torpedoes used during the war. At that time, the station was the largest single industry to operate in the state.

Until the last two decades of the 19th century, a sailor learned most of his trade on the job. However, in the 1880s a new concept of shore-based training for officers and men was developed. As a result, Coasters Harbor Island became the home of the famous Naval War

College and the Navy's first recruit training station.

With the advent of steam-powered ships, the Navy was required to establish coaling stations for units of the Fleet. Just before the turn of the century, one of the largest coaling stations in the country was established at Melville, at which many early battleships and cruisers coaled ship.

By 1913, the Navy had acquired Government Landing in downtown Newport and had constructed the naval hospital on the mainland of Aquidneck Island. During World War I, as thousands of recruits came to Newport, the Navy acquired Coddington Point to accommodate the overflow from the training station on Coasters Harbor Island.

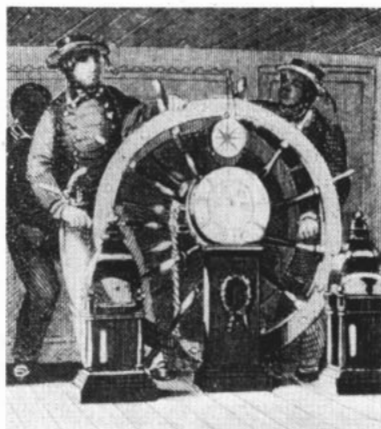
In 1940, the base developed rapidly. Coddington Point was reactivated to house the many

thousands of recruits being trained at Newport; Coddington Cove became a supply station; new fuel facilities were constructed at Melville along with a PT boat training center and a net depot. A Harbor Defense unit and communications station were built on Jamestown Island. In 1942, the Advanced Base Depot at Davisville, predecessor to the present Construction Battalion Center, was established.

After the war, many of the temporary units were deactivated. In 1946, the entire naval complex in the Bay area was consolidated under a single military command, the U. S. Naval Base.

In 1952, the Training Station was shut down as a result of the transfer of recruit training to Bainbridge. However, the Fleet Training Center and Naval Schools Command, which had been established several years earlier at Newport, continued to provide specialized training to Fleet personnel, and the Officer Candidate School, which opened in 1951, became the Navy's primary source for junior Naval Reserve officers.

Recently, modernization of facilities has been one of the major projects at Narragansett Bay. In the past few years, several permanent barracks and BOQs have been built to replace WW II-type structures; huge warehouses and transit sheds have been opened at the Naval Supply Depot; and Public Works facilities have been consolidated.





aminations, including service-wide and proficiency exams.

**Library**—The library contains approximately 23,000 volumes including reference and academic books, current bestsellers, biographies and naval professional publications. New books are continuously added to the collection.

Newspapers and magazines are also available, as are phonograph records for every listening taste. Records and record-playing equipment, including headphones, are available for use in the library. Records may also be checked out for home use. On Sundays, a record concert is held.

**Recreation Center**—The Recreation Center also serves as the Enlisted Club. Included in the Center's facilities are a TV lounge, a bowling alley with eight automatic lanes, a Navy Exchange cafeteria, table shuffleboard, and a reading room. There are 20 pool tables and table tennis equipment in the pool room topside.

**Tennis Courts**—Considered by many players to have the best clay courts in the Navy, Newport plays host to the annual All-Navy tennis classic. All tennis courts are located on Coasters Harbor Island. There are four clay courts just inside Gate One; five hard surface courts near Gym 109, and two clay courts in the BOQ area. Tennis rackets may be checked out.

**Sailing**—A fleet of 30 craft, from S boats to Lightnings and Mercuries, are available for check out. A nominal fee is charged for sailing permits.

Wednesday afternoons have been set aside for intramural races. The sailing season extends from 15 May to 15 September (weather permitting). Individuals checking out boats must have a Class A, B or C sailing permit.

You may check out skiffs for rowing and fishing in the protected waters of the bay without special qualifications, except certifying that you are able to swim 50 yards in smooth water. Also available for issue are small outboard motors. They must be used only with Naval Station skiffs and may be checked out during regular sailing periods at a nominal charge.

**Hobby Shop**—The hobby shop is located at Coddington Point. Equipment includes woodworking machinery, hand tools, sheet metal brake, electric welding, acetylene welding

and cutting, radio repairs, and photographic equipment.

The hobby shop garage also is located at Coddington Point. It is equipped to make general repairs on privately owned automobiles.

**Fishing Privileges**—Sachuest is open 24 hours a day all year for fishing. The privilege is shared by military personnel and civilians. All military personnel may use their ID cards for admittance to the reservation. Civilian personnel and military dependents must obtain a fishing permit.

## Exams

• **TEST CONTROLS**—USAFI tests are of two principal types—those that measure knowledge of a specific subject and those that measure general educational development. Successful completion of the first type is regarded by the services as equivalent to satisfactory completion of the corresponding course at a civilian institution.

The other type of USAFI test includes the General Educational Development (GED) test and the College Comprehensive Tests—General Examinations (CCT-GE).

Successful completion of the GED test battery is the Service-accepted equivalent of high school graduation, while passing the CCT-GE corresponds to one full year of college credit. Many educational institutions award the same amount of credit for these tests as do the Services.

LT Paul B. Kincade, USN



"D'ya think I ruined the soup, Harry . . . I put in two pinches of garlic salt instead of one!"

To protect the integrity of these exams, and thus their value for accreditation, commanding officers have been directed to examine their testing procedures to ensure meticulous compliance with established practices.

Particular attention should be given to the following instructions found in BuPers Notice 1560 of 30 Mar 1966:

- Check thoroughly all test materials upon their arrival (including a page check) before signing and returning the Document Receipt Card.
- Keep tests in prescribed secure file at all times when they are not actually in use.

- Maintain prescribed check-out, check-in sheets.

- Ensure careful supervision throughout administration of tests.

- Require identification of all personnel being tested before they are admitted to testing spaces.

- Check (including page check) all tests turned in on completion.

- Return completed tests and answer sheets to USAFI within the allotted time limit (30 days for shore activities, 60 days for ships.)

- Never transfer tests to another activity. If the candidate is no longer on board return test materials to USAFI.

## Family Protection Plan To Give Tax Break to Navyman

Navyman who elect the Retired Serviceman's Family Protection Plan will now be taxed on the same basis as federal employees covered under the Civil Service Retirement System.

Formerly, Internal Revenue Service rulings required that a participant in the RSFP be taxed on the full amount of his retired pay rather than on the reduced amount he actually receives. In addition, the value of the survivor's annuity was included in his gross estate and subject to estate taxes.

Public Law 89-365, which was signed on 8 March, provides that:

- Only the amount of the reduced retired pay be taxed;

- The survivor be taxed only on the payments actually received from the annuity;

- The survivor's annuity be excluded from the gross estate of the deceased for estate tax purposes; and

- The amounts of the reduction

in retirement pay taxed before 1 Jan 1966 be offset against the otherwise taxable retirement pay in the future.

- In addition, amounts of up to \$5000 received from an annuity after 31 Dec 1965 may be excluded from gross income by a survivor of a member who was retired for disability and who died before reaching normal retirement age.

The Retired Serviceman's Family Protection Plan was described in the January 1965 issue of ALL HANDS; additional information is contained in BuPers Instruction 1750.1D.

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

The list of recently released 16-mm features 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).

*Incident at Phantom Hill* (C) (WS): Action Drama; Dan Duryea, Tom Simcox.

*Laurel & Hardy's Laughing 20's*: Compilation.

*Secret of the Sphinx*: Adventure Drama; Tony Russell, Maria Perschy.

*The Little Nuns*: Comedy Drama; Catherine Spaak, Amedeo Nazzari.

*Sandokan the Great* (C) (WS): Melodrama; Steve Reeves, Genevieve Grad.

*24 Hours to Kill* (C) (WS): Adventure Drama; Mickey Rooney, Michael Medwin.

*Father Came Too* (C): Comedy Drama; James Robertson Justice, Leslie Phillips.

*Murder by Two*: Suspense Drama; Mel Ferrer, Danielle Darrieux.

*Apache Uprising* (C) (WS): Action Drama; Rory Calhoun, Corinne Calvet.

*The Monkey's Uncle* (C): Comedy; Tommy Kirk, Annette Funicello.

*Redline 7000* (C): Melodrama; James Caan, Laura Devon.

*The Invisible Dr. Mabuse*: Mystery Drama; Lex Barker, Karen Dor.

*The Great Race* (C) (WS): Comedy; Jack Lemmon, Tony Curtis.

*Sands of the Kalahari* (C) (WS): Drama; Stuart Whitman, Stanley Baker.

*Mark of the Tortoise*: Suspense

Drama; Hildegard Neff, George Gotz.

*The Golden Goddess of Rio Beni*: Adventure Drama; Pierre Brice, Filian Hills.

*The War Lord* (C) (WS): Melodrama; Charlton Heston, Richard Boone.

*Greed in the Sun* (WS): Melodrama; Jean Paul Belmondo, Lino Ventura.

*Agent 8 1/2*: Comedy; Dirk Bogarde, Sylva Koscina.

*The Fast Lady*: Comedy; James Robertson Justice, Leslie Phillips.

*Dr. Goldfoot and the Bikini Machine* (C) (WS): Comedy; Vincent Price, Frankie Avalon.

*Madame X*: Drama; Lana Turner, John Forsythe.

*The Earth Dies Screaming*: Melodrama; Willard Parker, Virginia Field.

*The Spy Who Came in From the Cold*: Drama; Richard Burton, Claire Bloom.

*A Patch of Blue* (WS): Drama; Sidney Poitier, Elizabeth Hartman.

*Finger on the Trigger* (C) (WS): Western; Rory Calhoun, James Philbrook.

*Planet of the Vampires* (C): Melodrama; Barry Sullivan, Norma Bengell.

*Kid Rodelo*: Western; Don Murray, Janet Leigh.

*Harper* (C) (WS): Melodrama; Paul Newman, Lauren Bacall.

*The Rare Breed* (C) (WS): Drama; James Stewart, Maureen O'Hara.

*Have I the Right to Kill*: Suspense Drama; Alain Delon, Lee Massari.

*The Temple of the White Ele-*

*phant*: Melodrama; Sean Flynn, Marie Versini.

*Where the Spies Are* (C) (WS): Melodrama; Francoise Dorleac, David Niven.

*The Slender Thread*: Drama; Sidney Poitier, Anne Bancroft.

*The 2nd Best Secret Agent in the Whole Wide World* (WS): Comedy Karel Stepanek, Tom Adams.

*Frankenstein Meets the Space Monster*: Melodrama; David Kerman, James Karen.

### Navyman Wins Scholarship

The benefits of Navy schooling are usually spoken of as intangibles, such as better advancement opportunity, or increased proficiency in your job. But sometimes you can measure it in dollars.

Electronics Technician (N) Second Class Daniel L. Capp had no experience in electronics before he joined the Navy, but he recently received a \$250 achievement scholarship from an industrial concern in Monterey, Calif., to continue his studies at college.

An evening student in electronics, Petty Officer Capp gives a lot of credit to the Navy's 38-week electronics course, which he says laid the groundwork for his college studies, and, of course, helped him in his rating advancement.

Currently stationed at the Naval Postgraduate School, he works in the electronics laboratory where he calibrates and repairs electronic testing equipment used by the school's students.

### Blood Underway

The first known replenishment of blood while underway at sea is credited to *uss Oklahoma City* (CLG 5), adding a new facet to the versatility of the Seventh Fleet.

While steaming off the coast of Vietnam near the hospital ship *uss Repose* (AH 16), *Oklahoma City's* helo delivered whole blood for surgical patients then on the operating table.

The incident occurred shortly after the crew of the Seventh Fleet flagship donated 63 pints of blood for another blood bank. Responding to *Repose's* appeal, 300 other crewmen were ready to contribute their share too, but all except 28 men with rare blood types were turned down for lack of time.



"Do you have a clearance to land?"

## Scholarship Grant May Mean Chance for Full-Time Study By Navymen on Active Duty

Navymen may now accept scholarships (including grants and fellowships) and still remain in an active duty status for as long as the scholarship is offered. The scholarship must be offered for scientific, literary or educational purposes and all student expenses must be covered by scholarship benefits.

Although Navymen who accept scholarships under this program must be full-time students, teaching, research and similar activities which may be required under the terms of the scholarship may be done by the student provided such activity is also required of other students who are working toward the same degree.

To be acceptable, scholarships must be offered by tax exempt corporations, foundations, funds or educational institutions organized and operated primarily for scientific, literary or educational purposes or from similar foreign corporations which would qualify as tax exempt were they not foreign.

Scholarships may also be accepted from other organizations operated primarily for scientific, literary or educational purposes provided they are approved by the Assistant Secretary of Defense for Manpower.

Business groups operating for profit, foreign governments and political organizations do not qualify as eligible donors.

Any U.S. Naval Academy or NROTC midshipman or any U.S. Navyman on active duty who wins a scholarship for which he has been authorized to compete may be sponsored by the Navy. Permission to compete for a scholarship must be obtained from the Chief of Naval Personnel. If the purpose of the scholarship is to recognize outstanding performance, the competition requirement does not apply.

The education or training to be received under the scholarship or the research to be performed must enable the recipient to satisfy a requirement of the armed forces, contribute toward the recipient's recognized potential for a career or contribute to a project of value to the United States.

To accept a scholarship under Navy sponsorship, applicants for

postgraduate study must at least have junior undergraduate standing at a degree-granting college or university.

Enlisted men applying for scholarships must be able to complete their studies for a baccalaureate before they are 27 years old.

When applications are forwarded by the applicant's command to the Chief of Naval Personnel, selection will be made using the following factors: The needs of the service; the donor's eligibility; the student's scholastic and professional qualifications; recommendation of the endorsing command; field of study and financial considerations.

All applicants will be informed of the action taken on their request.

Navymen who are authorized to accept scholarships will be ordered to report to the nearest naval activity for duty under instruction at the college or university for the tenure of the scholarship.

Students who are offered a renewal of their scholarship for an additional period of time will be required to forward a copy of the letter offering the renewal to the Chief of Naval Personnel with a request for authorization to accept an extension of tenure as a scholarship student.

At the end of each academic term, students in the program must submit an accountability statement to the Chief of Naval Personnel containing the following information: Benefits received from the scholarship in cash or in kind; actual cost

of tuition; books, fees; an itemization of any other directly related expenses; living expenses provided by the award; and a transcript of grades or an evaluation of progress.

After completing work on a degree, students must submit a transcript to the Chief of Naval Personnel noting that the degree was awarded.

Navymen who study under this scholarship plan must agree not to resign during the period of the scholarship and to serve at least three times the period covered by their studies.

Midshipmen may be accepted for study under the scholarship program only after they are commissioned and ordered to active duty with full pay and allowances.

Complete details concerning the scholarship program may be found in SecNav Inst. 1500.4B.

## Navy, Coast Guard To the Rescue

The Navy and Coast Guard joined hands to rescue 27 Greek seamen from a sinking freighter about 600 miles northwest of Midway Island.

While rescue helicopters hovered overhead and surface rescue craft remained close by, a message went out from Commander, Hawaiian Sea Frontier in Hawaii ordering the Military Sea Transport Ship, usns *General Nelson M. Walker* (AP 125) to change course and render assistance.

Coast Guard helicopters had dropped life rafts to the imperiled crew members aboard the freighter during the night. The rafts were used to transfer the crew to *Walker*. The crew was then taken to San Francisco.

The crew of *Gainsville Victory*, a freighter which also answered the distress call, also had cause to be thankful for the Navy's presence. Two seamen who had been badly injured by an explosion were treated by a Navy doctor and evacuated by air to Hawaii.

## Correspondence Courses

Two revised correspondence courses have been issued for the use of enlisted personnel. They are:

- *Basic Military Requirements* (NavPers 91202-1B); supersedes NavPers 91202-1A.

- *Communication Technician O*, 3rd and 2nd Class, (NavPers 91547-A); supersedes NavPers 91547.

Robert Lopez, USN



"What do you mean, flight quarters has been canceled?"



## 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.

### Alnavs

No. 16—Directed a phased reduction of involuntary extensions of enlistments as imposed by Alnav 45-65.

No. 17—Announced approval by the Secretary of the Navy of the report of a selection board that recommended promotion of USMC personnel to the grade of second lieutenant (temporary).

No. 18—Advised of advance changes to the *Judge Advocate General Manual*, JAG Inst 5800.7 and *Navy Regulations* regarding authority to convene special courts-martial.

No. 19—Announced the acceleration of advancement resulting from the February examinations for advancement in rating.

No. 20—Directed that issue and use of certain drugs be suspended.

No. 21—Announced a revision of the list of ratings eligible for the variable reenlistment bonus.

### Instructions

No. 1130.41—Establishes provisions whereby Naval Reservists and inductees may enlist in the Regular Navy or continue on active duty as Naval Reservists.

### Notices

No. 1021 (11 April)—Announced a change to the requirements for bag inspections.

No. 1520 (11 April)—Described the scope of the Navy postgraduate educational program planned for the academic year 1967-68.

No. 4632 (14 April)—Informed naval personnel of recent legislation concerning the purchase of tax-exempt airline tickets while in a leave status between the U.S. and an overseas area.

No. 1430 (15 April)—Announced the names of additional personnel who have been selected for advancement to senior chief petty officer.

No. 1120 (16 April)—Announced the selection of personnel for training leading to appointment in the grade of ensign, USN, in the un-

restricted line or staff corps, and for appointment to warrant officer, W-1.

No. 1306 (25 April)—Established procedures regarding the reassignment of naval personnel who have been twice wounded in Vietnam or adjacent waters.

## HOW DID IT START

### ONR Will Be a Young Twenty

The Office of Naval Research will be 20 years old on the first of August and it has much to show for its efforts.

The Office of Naval Research was actually founded through a merger of several scientifically oriented offices. They were brought together under one jurisdiction through the efforts of several scientifically trained naval officers bent upon continuing the Navy's scientific growth after the end of World War II.

During its lifetime, ONR has pioneered the concept of contract research which set no deadlines but was renewed upon the basis of progress shown.

Although this method of contracting was considered revolutionary at the time, it was adopted by other government agencies whose lifeblood was scientific research.

Over the years, ONR's programs have produced new knowledge which has profoundly influenced science. One field which felt ONR's early impact was nuclear physics. This early ONR program enabled the United States to move ahead in nuclear physics before the establishment of the Atomic Energy Commission.

ONR's steady support of basic research in solid state physics and quantum electronics has had the effect of ushering in the electronics age. As a result of this research, many electronic components and devices for storing, recording and displaying information have become progressively smaller, less demanding of power, more reliable and faster in their response.

Since 1947, as another example, ONR has

No. 1418 (25 April)—Announced the schedule for Navy-wide advancement examinations for enlisted personnel in August (Series 41) and described changes to the procedures contained in BuPers Inst 1430.7D for this examining period.

pioneered the use of balloons to explore the upper atmosphere and to obtain primary cosmic ray data. Improved materials and new manufacturing techniques developed in ONR programs now permit plastic balloons to soar above 120,000 feet to snatch information on the radiation belts discovered by Dr. James Van Allen who was, himself, an ONR contractor for many years.

The Office of Naval Research also inaugurated balloon astronomy. Telescopes carried high above the earth's turbulent atmosphere have taken the sharpest photographs of the sun ever obtained as well as information on Mars, Venus and the cool red giant stars.

The Navy's traditional interest in astronomy also led ONR to the realization that the United States should develop a strong radio astronomy program. Four major radio telescopes have been built and operated at universities with ONR support. These, too, have led to numerous discoveries concerning our own universe and pinpointed the location of radio sources in galaxies hundreds of light-years away.

The Office of Naval Research has also conducted broad research programs benefiting Navymen who work under stress in unusual environments. Its biological research has included the development of new antibiotics and techniques for long-term preservation of whole blood and tissues by freezing as well as new surgical procedures.

The experiments conducted under ONR sponsorship with animals, particularly the porpoise, have opened new vistas as has its pioneer work in deep submergence systems using the bathyscaph *Trieste* which it purchased and brought to this country in 1958.

During the summer of 1964, ONR initiated and conducted SeaLab I and followed it in 1965 with SeaLab II which clearly proved that man could live and work at depths up to 205 feet for long periods of time.

The Office of Naval Research was the first federal agency to establish close working relations with basic research investigators on the university campus. In the future, it expects to continue supporting university research, yet remain flexible enough to plan and conduct, on its own initiative, research and engineering experiments to meet changing naval requirements. Such blending of civilian scientific talent with the technological needs of the Navy can be expected to bring forth a radically new Navy during ONR's next 20 years.



# Rules on Automatic Advancement for 'A' School Graduates

THE PRACTICE of automatically advancing eligible graduates of Class A schools to pay grade E-4 after graduation, has provided an incentive to Navymen to extend their service, thereby providing the Navy with needed high quality, school trained personnel.

Recently there have been some changes in the rules governing the automatic advancement procedures as well as additions to the list of schools offering automatic advancement.

A student must obligate himself to a minimum of six years of active duty service in the Navy at least two years of which must be served after his graduation from Class A School.

Students who are advanced must also be eligible to participate in the Navy advancement examinations as outlined in BuPers Inst P1430.7 series and be advanced within one year of their graduation from Class A School.

Students must still meet a minimum grade requirement upon graduation from Class A School too. The graduate's final grade must be at least as high as the grade representing the percentile computed on the basis of U.S. Navy students attending the school during the previous quarter.

One change concerns Class A schools which offer instruction in more than one phase—basic and advanced—and which require a six-year obligation before a student can be assigned to the course's advanced phases.

Only students who are eligible for the advanced phase are now eligible for automatic advancement.

Another proviso in the new eligibility rules provides a break for the student who is selected for the advanced phase of study yet lacks the necessary percentile rating for advancement upon completion of the basic phase of his training.

Such students will be given an opportunity to qualify for automatic advancement if their cumulative Class A School grade average is at least as high as the percentile grade established for the basic phase of the course, provided, of course, the students are qualified in all other respects.

BuPers Inst 1430.14B gives an



"How's the anchor watch?"

example of the obligation agreement necessary for automatic advancement. Navymen qualifying for automatic advancement under previous editions of BuPers Inst 1430.14 series may still be advanced when qualified. The appropriate instruction of this series should be cited as authority.

Here is a list of Class A schools whose graduates may be eligible for automatic advancement to pay grade E4 provided they fall within the current percentile listed opposite the school. The percentiles are computed quarterly.

Schools which are marked with one asterisk (\*) are recent additions to the list. Two asterisks (\*\*) signifies that satisfactory completion

of MA in-service training at NAVCOSSACT, PAMILANT and PAMIPAC is considered equivalent to graduation from MA Class A school.

Class A		Class A	
School	Percentile	School	Percentile
AE	75	EO*	50
AC*	75	ET	50
AG	75	FT	50
AQ	50	GM	75
AT	50	MA**	75
AX	50	MM	75
BT	75	MT	75
BU*	50	PT	50
CE*	50	RD	50
CM*	50	RM	75
CT (A)	75	ST	50
CT (I), (M), (Q)		SW*	50
(R), (T)	50	TD	75
CYN*	75	TM	75
DS	50	UT*	50
EA*	50	YN*	75
EM	75	Polaris*	50
EN*	75		

## Do-It-Yourself Shoppers

Storekeepers in Submarine Squadron 10 are now using an accounting system which simplifies the purchase of small items such as screwdrivers, drill bits and typewriter ribbons. The new system, which is gaining in popularity throughout the Fleet, is based on money.

Basically, it works like this: Instead of looking up the requisition number and filling out forms in triplicate for each item, the Navyman merely asks his storekeeper to make up a requisition—one requisition—for the total price of his shopping list. The Navyman then goes over to TenMart on the tender *uss Fulton* (AS 11).

TenMart is a Navy-type supermarket. The submariner picks up a shopping basket and selects the items he needs from the self-service shelves.

When he's finished shopping, the Navyman moves to a check-out counter, where the value of his purchases is totaled and the money spent is registered on the requisition. To the tune of tinkling cash registers, the submariner leaves TenMart, gives the requisition back to the storekeeper and goes back to work.

For every 15 requisitions submitted before TenMart's opening, only one is filled out now. The savings in time, money and nerve endings are considerable.

## Gitmo Hits One Billion

Navymen at Guantanamo Bay began drinking their own brand of distilled water nearly two years ago. Since that time the Guantanamo Desalinization Plant has been producing fresh water for the isolated base at the rate of over two million gallons per day.

In a ceremony recently, Rear Admiral John D. Bulkeley, the Guantanamo Naval Base Commander, twisted a valve which filled a souvenir jug with the one billionth gallon of fresh water produced by the plant.

Self-sufficiency for the Base with regard to water became necessary in February 1964, when the Cuban Government stopped the flow of water from the Yateras River water plant which had supplied Guantanamo Naval Base for over 25 years. (See ALL HANDS, May 1964, p. 10.)

# DECORATIONS & CITATIONS



NAVY CROSS

"For extraordinary heroism . . ."

★ DICKSON, EDWARD A., Lieutenant, USNR, posthumously, for service as a jet attack pilot with Attack Squadron 155 aboard *uss Coral Sea* (CVA 43), during a retaliatory air strike against the Dong Hoi Army Barracks and staging area in North Vietnam, on 7 Feb 1965. When struck by intense enemy antiaircraft fire on the low-level run-in to the target area, his plane burst into flames. LT Dickson stayed with the aircraft until he had released his bombs on the target. Following his attack, he headed toward the sea, where he ejected from the plane. By his inspiring and courageous devotion to duty, LT Dickson upheld the finest traditions of the U. S. Naval Service.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

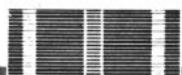
★ BRESS, HENRY, Captain, USN, from June 1964 to November 1965 as prime mover within the Office of the Chief of Naval Operations in connection with Fleet Research Investigation FR-69, for his work in completing a weapons test ahead of schedule, thus insuring improved future missile systems for the Fleet.

★ LATTU, ONNIE PETER, Rear Admiral, SC, USN, as Director of the Office of Oil and Gas, Department of the Interior, from 7 Jul 1964 to 30 Nov 1965 for his work in directing the intensive effort which brought the newly authorized Emergency Petroleum and Gas Administration to a high degree of readiness for mobilizing the nation's petroleum resources in the event of a national emergency.

★ STOCKDALE, JAMES B., Commander, USN, for outstanding leadership, professional competence and enthusiastic devotion to the fulfillment of his responsibilities, thus reflecting great credit on himself and the Navy. The Combat Distinguishing Device is authorized.

★ VAN ARSDALL, CLYDE, J., JR., Rear Admiral, USN, as Chief of the Joint

War Games Agency, Organization of the Joint Chiefs of Staff, from 4 Mar 1963 to 10 Feb 1966, for his contributions to the solution of problems affecting national security.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ GRAY, HAROLD E., JR., Lieutenant Commander, USN, posthumously, while serving with Attack Squadron 25, embarked in *uss Midway* (CVA 41). During a convoy strike on the night of 21 May 1965, LCDR Gray led successive attacks against the target in the face of heavy and accurate enemy automatic weapons fire, resulting in near total destruction of a 50-truck convoy in North Vietnam.

Gold Star in lieu of Second Award

★ GRAY, HAROLD E., JR., Lieutenant Commander, USN posthumously, as a pilot in Attack Squadron 25, embarked in *uss Midway* (CVA 41), during operations against enemy aggressor forces in North Vietnam on 7 Aug 1965. LCDR Gray participated in successive attacks on a military installation in the

## Navy CO Honored by Vietnamese

The commanding officer of the Navy's Headquarters Support Activity, Saigon, was recently awarded the Vietnamese Medal of Honor, First Class, for his efforts and accomplishments in the capital city area of Saigon, South Vietnam, during two years in this assignment.

Captain Archie C. Kuntze, USN, received the medal from Major General Le Nguyen Khang, Commanding General of the Capital Military Region and Military Governor of Saigon.

CAPT Kuntze's assignment involved many facets of military-civilian community relations.

The citation covered the period since June 1964 when CAPT Kuntze assumed command of the support activity.

city of Dong Hoi, North Vietnam, in the face of heavy and accurate antiaircraft fire which ultimately cost him his life. His airmanship, courage and devotion to duty were in keeping with the highest traditions of the U. S. Naval Service.

★ LAHAYE JAMES D., Commander, USN, posthumously, as pilot of an F8D *Crusader* aircraft on 8 May 1965, while serving as commanding officer of Fighter Squadron 111, aboard *uss Midway* (CVA 41), during operations against enemy aggressor forces in Vietnam. Leading a flight of eight aircraft on an antiaircraft suppression mission against an enemy airfield, CDR LaHaye, in the face of heavy, hostile antiaircraft fire, initiated the strike for Attack Carrier Air Wing Two and struck his target with devastating effect. When his aircraft sustained severe damage from antiaircraft fire, he piloted the stricken jet through intense opposition away from enemy territory to the open sea.

★ SHEA, JAMES P., Lieutenant (jg), USNR, posthumously, as pilot of an aircraft in Attack Squadron 215, operating from *uss Hancock* (CVA 19) on 20 Apr 1965. Sighting a convoy of enemy trucks during a night road reconnaissance mission in North Vietnam, LTJG Shea carried out a rocket attack in the face of intense ground fire and succeeded in destroying several vehicles. However, his aircraft did not recover from one of the dives and exploded when it hit the ground.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ MARIAN, FRANKLIN, Gunner's Mate 3rd Class, USN, while serving on board *uss Shangri-La* (CVA 38) on the afternoon of 3 Sep 1965. Upon observing that a civilian shipyard employee had collapsed from lack of oxygen in a void on the ship and was apparently unconscious, Marian descended into the oxygen-deficient void and brought the victim up the ladder to the entrance, where others pulled him to safety. Upon reaching the top of the ladder, Marian was overcome and fell unconscious to the deck of the void. He was subsequently rescued by another shipmate. Through his prompt and courageous actions in the face of great personal risk, Marian undoubtedly saved the life of the civilian employee.



# TAFFRAIL TALK

**T**HIS IS A TRUE STORY about the fleet tug USS *Tawasa* (ATF 92). It is true because the COMFIRSTFLT public information officer says it is a true story and he is not a tugboat sailor.

The tale begins with Fleet tug number 92 laboring off the coast of Southern California, towing the hulk of an ancient destroyer. This early example had long since seen its best days, and the hulk was to serve as a target for bombing runs during the First Fleet exercise Gray Ghost.

Number 92, like all good Fleet tugs, followed her orders to the letter. The destroyer hulk ("The Enemy" in Gray Ghost terminology) was taken to a predetermined location and cast loose to await the arrival of the naval air arm. Faithfully, Number 92 stuck by her charge, but not too close.

The aircraft checked in on schedule and spent a good many minutes pounding away at The Enemy, scoring several very good bomb hits. But this destroyer showed the stuff it was made of. Near dusk the aircraft went home, leaving the destroyer badly damaged but still stubbornly afloat.

It was the surface Navy's turn. Two destroyers and a cruiser closed with the target, bringing their heavy batteries to bear. Tugboat number 92 stood back a respectful distance.

But justice does exist, and 92 was to get a piece of the action. The heavy gunners held their fire and the tug was allowed to make a "diversionary attack on The Enemy." Number 92 threw absolutely everything she had into the attack, firing several times with her three-incher.

The "Enemy" sank immediately, leaving the big-time gunners with cold barrels and no legal target.

"Sorry about that," was the word to the big boys from the Fleet Commander. We're not absolutely sure of his sincerity.

★ ★ ★

If you were a crewmember of USS *Holland* (AS 32) you would now be in receipt of the fine, new cruise book which depicts her first year of existence as a sub tender.

Sparkling captions and plenty of excellent photos show the men of *Holland* at work—many of which ALL HANDS would have been only too happy to publish if given the opportunity. (We'd still like them—eight by ten glossies, one copy only, of photos that do justice to the ship and crew.)

Incidentally, other ships preparing cruise books are encouraged to forward a representative selection of their better photos to ALL HANDS.

★ ★ ★

The idea isn't new, of course, but members of the crew of USS *Bon Homme Richard* (CVA 31) aren't the ones to bicker over details.

Captain G. F. Colleran is convinced that the "good guys"—those who do their job well, stay out of trouble, and pay their debts—should receive a touch of recognition.

In this instance, recognition takes the form of a special 48-hour liberty in the middle of the week.

The program is scheduled to continue throughout *Bon Homme Richard's* current upkeep period at Long Beach.

*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.

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.

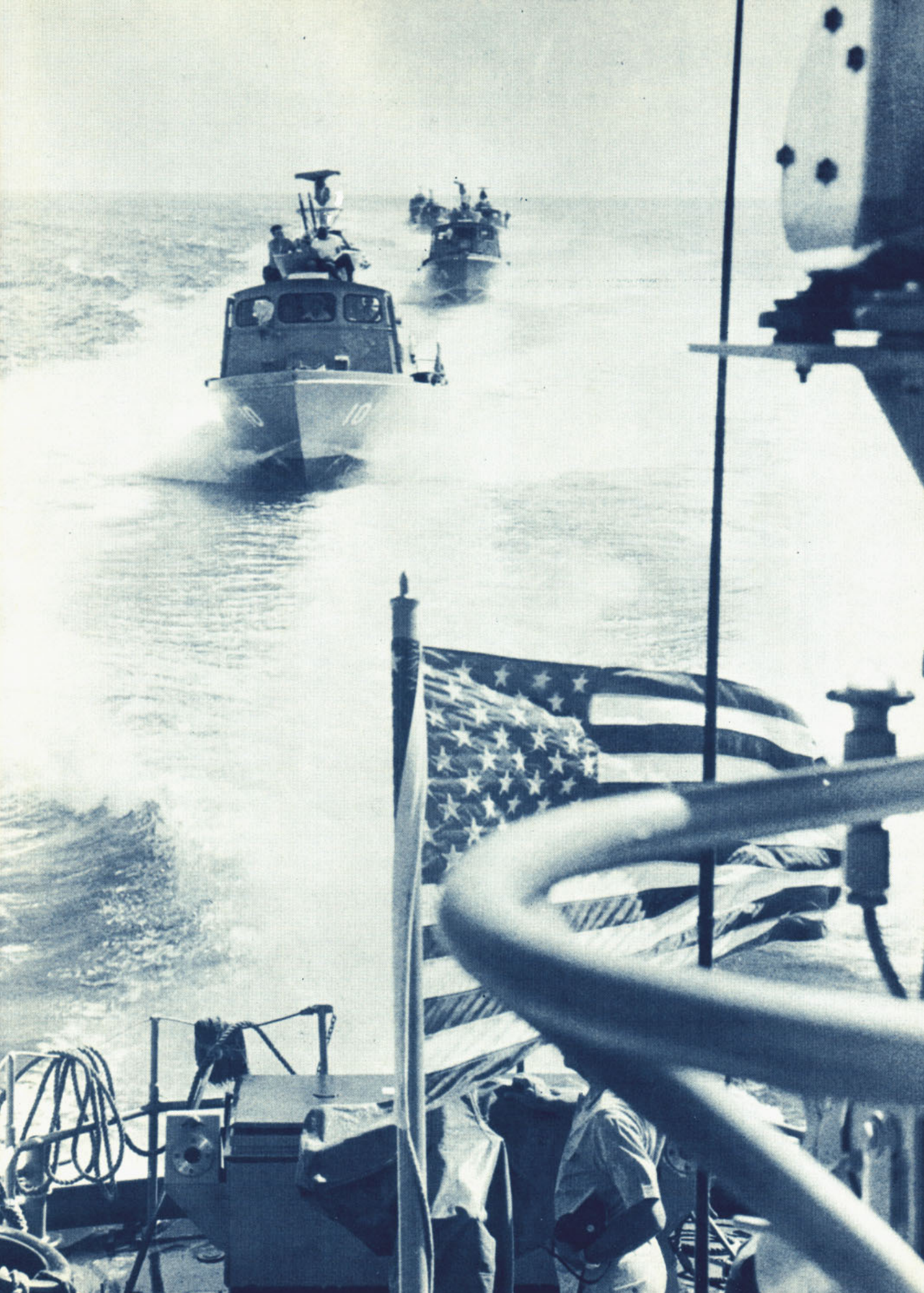
Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be 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: ON THE MOVE**—Navy Swift boats churn up the water in the Gulf of Thailand while patrolling coastal area of Vietnam to prevent Viet Cong infiltration and smuggling of arms and supplies. ➤







# Eyes In All Directions



## ...Navy On The Alert