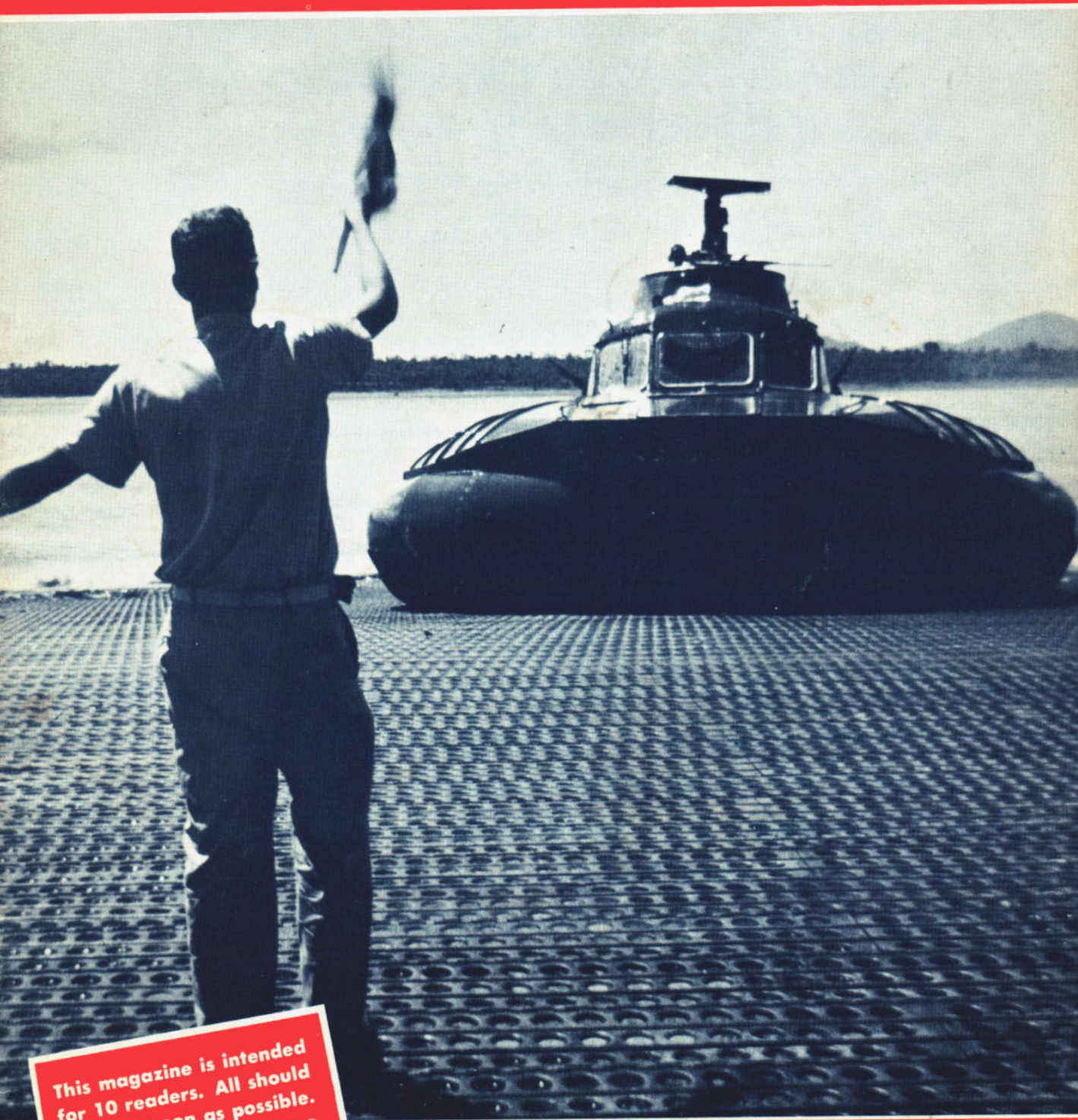
ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



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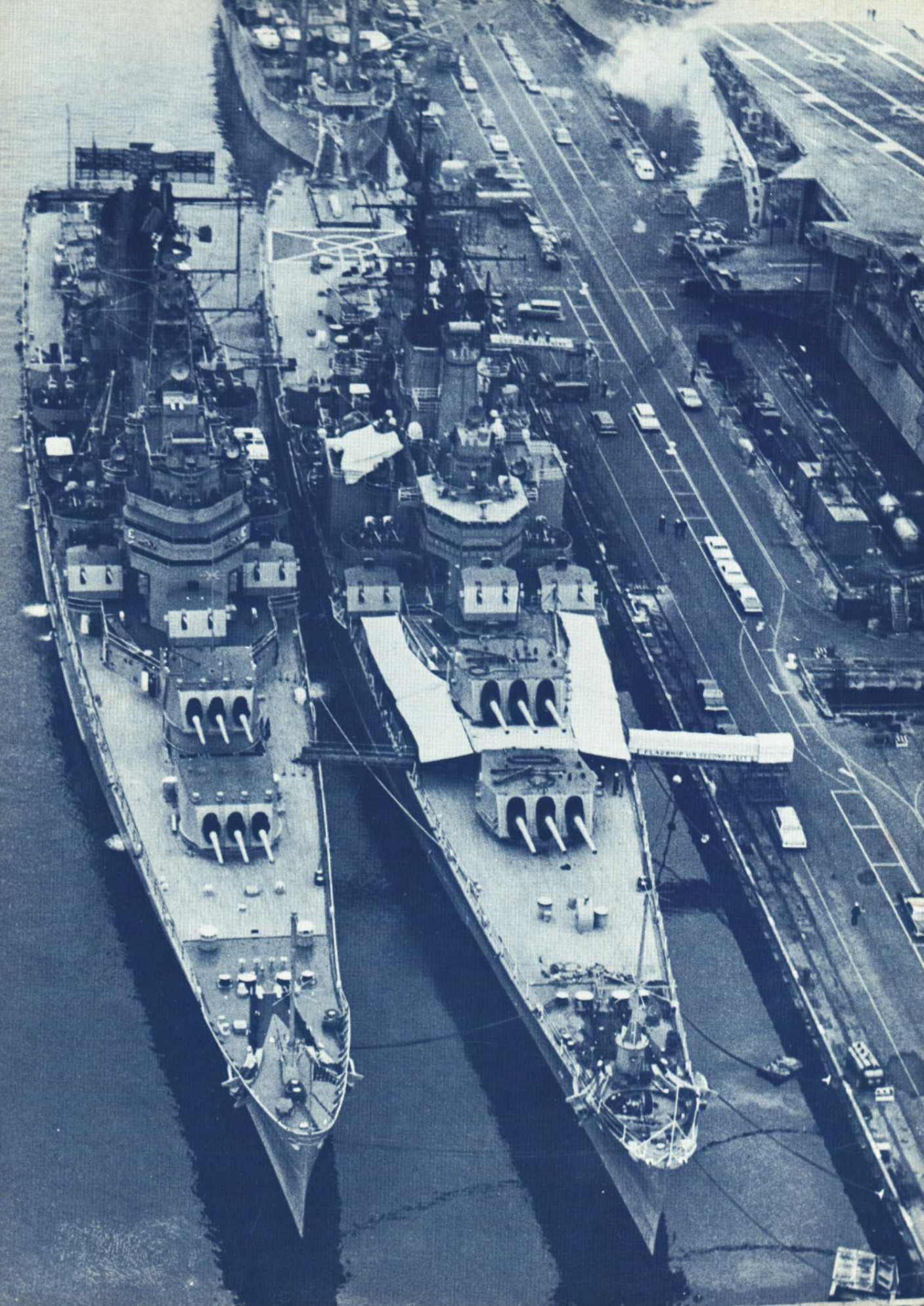
MARCH 1967



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MARCH 1967 Nav-Pers-O NUMBER 602

TABLE OF CONTENTS

• **FRONT COVER: 'WALKING' ON AIR**—A monster-like Navy Patrol Air Cushion Vehicle (PACV) slides on its bubble up a landing ramp after a patrol along the delta waterways in Vietnam.

• **AT LEFT: SIDE BY SIDE**—Guided missile cruiser *USS Boston* (CAG 1) and heavy cruiser *USS Newport News* (CA 148) berth together in Norfolk, Va. Together the cruisers have a main battery of five turrets, each with three eighth-inch guns. Secondary batteries contain 22 dual-purpose, five-inch guns and 16 three-inch, rapid fire guns. *Boston* also has a twin *Terrier* missile system.

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

HOMECOMING—Air cushion craft return home to Cat Lo after six-day hunt. *Rt:* PACV approaches VC sampan.

Battle on the Plain

THREE MECHANICAL "monsters" skimmed across the Plain of Reeds. In their trail, the high grass of the swampy terrain lay beaten down from the air blast which seemingly carried the machines effortlessly over the marsh.

"Quai Vat!" the Viet Cong guerrilla fighters shouted, paddling their sampans away as fast as possible. (Quai Vat is the VC term for monsters.)

Some of the enemy tried to conceal themselves by submerging under the muddy surface—breathing through the hollow stems for which the Plain of Reeds is named.

The sight alone of the roaring Navy craft as they moved in convinced many of the guerrillas to surrender immediately. Others were persuaded when machine gun fire reached the location of the elusive hideouts.

Operation Quai Vat, pronounced "kwhy vat," began in mid-November when three U. S. Navy Patrol Air Cushion Vehicles (PACVs) left their base at Cat Lo on the Vietnamese coast 35 miles southeast of Saigon. Their assignment would take them deep inland.

MOVING on a cushion of air at speeds up to 65 miles per hour, the 39-foot-long craft can travel over water or any relatively flat surface. Combining speed, maneuverability and a zero draft, the British-inspired machines arrived in South Vietnam last May for test and evaluation.

The journey from Cat Lo to Moc Hoa—a distance of 150 miles northwest—took the vehicles up the myriad rivers and canals of the Mekong Delta.

On the morning of 21 November, Operation Quai Vat began in full. It was to be a joint effort, combining Vietnamese Civilian Irregular Defense Group (CIDG) troops with U. S. Army Special Forces advisors and Navy and Army helicopters.

The Vietnamese-American team intended to catch enemy guerrillas as they tried to escape.

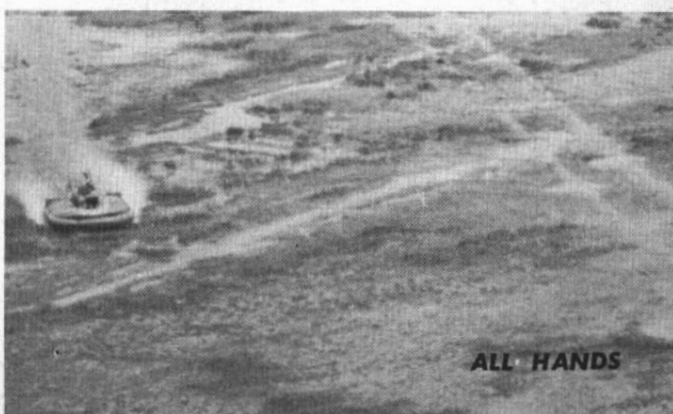
FANNING OUT from the base at Moc Hoa, the PACVs worked closely with the aerial gunships—the UH-1B *Huey* helicopters. Equipped with dual machine guns themselves, the hovercraft swept across the swampy fields looking for "black pajamas."

Routed from concealment beneath the reeds or pulled from their sampans, the captured VC guerrillas were loaded aboard the roaring monsters.

When the day's operations were completed, 32 sampans had been damaged and various supplies, mostly rice, captured. The suspects were turned over to the province chief for questioning.

The following day, the combined forces experienced their heaviest action. Encountering what one PACV

CAPTURED CONG—Crewmen of PACV take Viet Cong prisoner aboard. *Rt:* Quai Vat roars across marsh after VC.



# of Reeds

TEAMED TOGETHER—Navy copters become aerial eyes for crew of the 'mechanical monsters' as they hunt the enemy.

operator described as a "flotilla of enemy sampans," the PACVs and gunships successfully blocked the VC escape routes as CIDG/Special Forces troops were airlifted to comb the area.

Some days later, in an area some 16 miles south of Moc Hoa, the PACV Division commanding officer, Lieutenant Kenneth H. Luenser, reported a number of the enemy killed and a group of Viet Cong taken prisoner by his three craft.

At the end of the Operation Quai Vat, Lieutenant Commander Charles H. Billings, officer in tactical command of the PACVs in the operation, commented on his participation.

"It was an unusual experience directing the PACV operations—in rice paddies." As a naval officer, he added, "I couldn't help feeling a little funny about being 60 miles inland." —Bob Martin, LTJG, USN

RIDING HIGH—Patrol Air Cushion Vehicle skims across the Plain of Reeds. *Below:* Officers-in-charge of PACVs make plans for the day's operations.

ASW TRAINING—

School with Electronic

THE FLEET Antisubmarine Warfare School at San Diego has been teaching ASW tactics to Navymen since 1939. Back in those days the school was located at the San Diego Destroyer Base and offered only one course—Underwater Sound Tactics and Sonar Equipment Operation. Students could complete their classroom study in two weeks and receive all the practical at-sea training they needed in five.

Training and the school, however, have changed considerably since 1939. The school now occupies about 30 acres of land dotted with World War II buildings, liberally sprinkled with newer structures of glass, concrete and glazed brick.

The Tactical Trainer Building is one of the latest additions to the school. It is the last word in ASW electronics and its equipment is reminiscent of scenery in a science fiction movie. Two trainers are housed in the new building. One teaches enlisted crewmembers to seek and hear their invisible and silent enemy. The other teaches command personnel to make the decisions which destroy the enemy.

The enlisted men for ASW crews receive their education through the electronic gear they will use at sea. Other electronic devices produce for them the actions of the enemy submarines which are out to sink their ship.

Still other machines analyze the effectiveness of the students' actions. Machines also tell the students whether or not their efforts in combating their enemy were successful.

ALL THESE TEACHING DEVICES are combined in the Surface Ship ASW Attack Trainer. Electronically, the trainer takes enlisted crewmen through the steps of searching out the enemy and attacking him. By observing basic ASW procedures, and operating ASW equipment in different situations, individuals are converted into well disciplined teams.

The attack trainer looks and acts like the major operational compartments and equipment of an honest-to-goodness ASW ship. The students learn how the equipment functions as well as its responses to target detection, fire control solution and launching and tracking weapons. In addition, the trainer evaluates the tactical situation on which the students are working.

The ASW Trainer's statistics are, in themselves, rather impressive. It occupies more than 3000 square feet of floor space which is divided into six operating areas: conning station, combat information center, underwater battery plot, problem critique and display room, launcher captain's control station and the computer projection equipment room.

ASW attack problems center in

FLAG PLOT—Students learn by operating complicated gear in command center, a part of Coordinated Tactics trainer.

Brains

the Underwater Battery Plot (UBP). Here the students work with realistic mockups of fire control equipment, sonar and their associated communications equipment.

Submarine targets are searched out and all stations are notified when one is found. The student can attack the target using *Asroc*, over-the-side torpedoes or a *Dash* vehicle.

With the help of computers, the student can select the weapons system best suited to the problem and fire the weapon. Computers then keep the target in sight and send the ASW weapon on a collision course.

IN THE COMBAT INFORMATION CENTER, the student can see the overall tactical situation just as if the situation were real. Everything is there—the plot and status boards, read reckoning tracer, two radar repeater units, a *Dash* controller unit, plotter and a fiddle board which contains communications, course, speed and wind indicators, control indicator and the ASW alarm.

Here students observe their own ships and other vessels as well as the planes which take part in the problem.

The range bearing of the submarines is reported from sonar in UB Plot while information on surface vessels is furnished by radar. A plotter shows the relationship of the sonar target, *Dash* and the students' ship.

In the conning station, a student officer of the deck directs the movement of his ship and maintains communications with other trainer stations by radio-telephone or internal communications circuits. He also monitors the positions of the ASW forces and the target and approves firing weapons in UB Plot.

In the launcher captain's control station, the student learns the use of the control panel which includes safety procedures and supplies information on the *Asroc* missile. The launcher captain can also position the launcher, select a launcher cell, select a missile or torpedo and complete auxiliary firing.

WHEN AN ELECTRONIC *Dash* leaves the imaginary ship, it is at first controlled from the instruc-

LIKE REAL—'Attack' is carried out in Underwater Battery Plot room of surface ship attack trainer. *Below:* Training complex is housed in modern building.

MOCK BATTLE between ships and enemy sub is projected on screen at ASW school. *Rt:* The School's new mess hall.

tor's console. When it is in the range of the ship's CIC radar screen, its control is turned over to the student *Dash* controller in CIC. The operator watches the position of *Dash* in relationship to the target. At the proper moment, he drops the helicopter's weapon and vectors the *Dash* back to a point near the ship.

While the problem is in progress, support units are controlled from the instructor's console where they are represented as destroyers or cruisers. The instructor operates his electronic ships within the limits of the problem to teach the students ASW tactical maneuvers in support of their own ship.

Three support aircraft are also employed. They may be either fixed or rotary wing craft and, as with the ships, the instructor's control fixes their course, speed and also the altitude, usually complying with instructions from the air controller in the students' CIC. The support aircraft provide training in coordinating air-sea ASW tactics.

THE TWO TARGET SUBMARINES can be either conventional or nuclear-propelled. Their course, speed and depth are also controlled at the instructor's console to give the students as hard a time as possible.

The instructor can see the entire problem as it progresses by means of an automatic projection system and an eight-foot-square screen located in the problem critique and display room. An audience of 40 persons can also see the problem in progress in the display room.

The master instructor may, if he wishes, use either or both of two information display systems to monitor the problem as it progresses. With the indicators, he can observe

VIEW FROM THE TOP—Instructors' consoles operate the trainer. Screens in background show progress of exercise.

the results of his own movement orders to the submarine, aircraft and support units. When the students' ship has delivered the weapon, the instructor can measure its effectiveness and a computer tells him whether the enemy has been sunk.

THE TRAINER FOR COMMAND PERSONNEL is a separate entity occupying 40 rooms filled with electronic data processing and display equipment. The rooms, which are grouped around a 400-seat auditorium, are interconnected with 800,000 feet of cable. The electronic hardware in the trainer includes about 25,000 transistors, 100,000 diodes and one-half million other electronic elements.

The command centers of ships and aircraft which make up the ASW task force are reproduced in the rooms surrounding the auditorium. Normal communications and sensing devices such as radar, sonar, electronic countermeasures and others usually found in a ship or aircraft are the only link connecting the control centers.

Students using the trainer work out their own solutions to situations the instructor gives them. None of the solutions are predetermined; they all depend upon the actions of the enemy submarine which the instructor controls by choosing its speed, climb, dive and its surfaced periscope and snorkel—just as if it were the real thing.

The students respond to the enemy sub's action with the correct speed, range and maneuvering capability of each ship and aircraft in the task force.

Only the instructor and the observers in the auditorium can see the progress of all elements involved in the problem which is shown on three screens. One screen shows the over-all view of the entire battle area. The other two can show close-ups of action in selected areas.

The students have an opportunity to evaluate their actions when a tape recording of the exercise is played back after the problem is completed.

The Fleet ASW School operates as an activity of PacFleet's Training Command, and illustrates the demands made on the modern Navyman in the electronic era of the sea service.

The Training Command's proud motto: "Our Alumni Man the Fleet."

SWALLOWED—YFU enters well deck of LSD for supply run to Dong Ha.

YFUs and LSD Form Piggy-Back Express

Three Navy Yard Freight Utility cargo vessels from Da Nang recently sailed 90 miles up the coast of South Vietnam without touching the water.

It all started with the monsoon season.

The YFUs were the primary source of supply for Marines near the Demilitarized Zone. However, the rough seas prevalent during the monsoon rains made the 90-mile voyage between Da Nang and the supply point at Dong Ha extremely hazardous for the small, flat-bottomed craft.

Another method of cargo transportation had to be found—but shallow draft YFUs had to be used for the five-mile trip up the shallow, sandbar-dotted Cau Viet River.

The solution—carry the craft in a Landing Ship, Dock. The LSD, an amphibious assault ship, has a large open area below the main deck, known as the well deck. It has the ability to flood the well deck so that smaller vessels may enter. When the water is pumped out of the LSD, the smaller vessels rest on the well deck.

This time, however, NavSuppAct Da Nang used an LSD for the purpose of carrying supply vessels. The YFUs were docked in the well deck of uss *Comstock* (LSD 19). They sat high and dry while the larger ship plowed through the rough seas.

When *Comstock* reached the mouth of the Cau Viet River, the YFUs were put back in the water for their trip upriver to Dong Ha.

Since the idea worked so well, the LSD was assigned to make frequent shuttle runs between Da Nang and the Cau Viet River, to take cargo-laden boats up and bring empty boats back.

—Photos by Dale Pitman, JO3, USN

FOR THE TROOPS—Fork lifts unload supplies from YFUs after river trip.

This Is SEA Duty -- In

ON THE SECOND DECK of the Bureau of Naval Personnel headquarters building, there's a master chief petty officer whose assignment is official SEA duty.

And he's far from misplaced.

He is Master Chief Gunner's Mate Delbert Defrece Black, the Chief of Naval Personnel's newly selected Senior Enlisted Advisor (SEA).

His selection to fill the SEA position, counterpart of the sergeant major offices of the other Armed Service organizations, was made from a field of 11 outstanding master chief petty officers.

The Chief of Naval Personnel announced the SEA selection to the public on 13 January during ceremonies at the San Diego Naval Training Center.

The first official function performed by Chief Black in his new post was reviewing the troops. In this case, the troops were the recruits of the Center.

If, during the review, Chief Black had trouble swallowing at times, it would be understandable. He has come a long way since, 26 years ago this month, he was marching on this same parade ground as a recruit, immensely proud of his new status and, at the same time, trying desperately to keep in step.

INSTALLATION—Navy's first Senior Enlisted Advisor is congratulated by VADM Benedict J. Semmes, Jr., Chief of Naval Personnel.

It was his first return to San Diego since he graduated from basic training in 1941. Therefore, largely because of this, San Diego appeared the most appropriate site for the announcement and ceremony symbolizing the chief's rise from the bottom to the top, so to speak.

NOW THE PAGEANTRY is over and Chief Black is busily getting acquainted with his office and primary responsibility as the Bureau's righthand enlisted man to solve enlisted retention problems.

In doing so, he will serve all enlisted men and women as their direct line of communication to the Chief of Naval Personnel. In other words, SEA will be basically concerned with the retention problem as it pertains to enlisted personnel and will do all within reason to make the Navy as attractive as possible for them.

This will involve dealing mainly with proposed policy changes as they are received from enlisted men and women in the Fleet and Shore Establishment. Policy changes recommended by them will be reviewed by SEA who will forward those with merit together, with his own suggestions as to how these changes might be made, to the Chief of Naval Personnel.

On occasion, SEA will also be concerned with helping to find solutions to individual queries which otherwise may not have been fully solved via normal chain of command procedures.

SEA will have direct access to the various branches and offices within the Bureau and Navy Department which will aid him in finding solutions to such queries. More often, however, he will be able to refer an individual to specific rules and regulations for guidance. Keep in

SEA SALUTES REVIEW—Senior Enlisted Advisor Black returns salute of Recruit Brigade at NTC, San Diego, Calif.

Person

mind that the primary role of SEA is to help place your ideas before policy makers. That's the main reason he's assigned under the Chief of Naval Personnel rather than, for example, the Chief of Naval Operations.

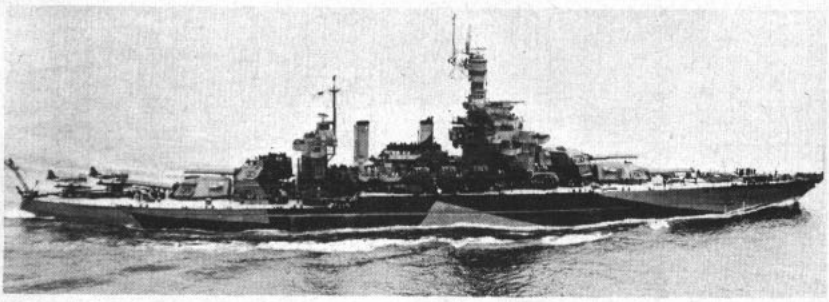
Whenever enlisted personnel are passing through the Washington area en route to new duty stations or on leave, they are encouraged to stop in the Bureau for a visit with SEA. Sometimes a personal chat rather than a letter can be more valuable to both parties.

ONE POINT should be made clear. SEA is not a decision maker. He is an advisor—the Navyman's top enlisted advisor. When an instance arises whereby an individual's specific question or request cannot be answered for lack of information from a branch or office within the Bureau, then SEA will personally approach the Chief of Naval Personnel and the two of them will try and solve the problem and reach a decision.

Not all of SEA's duties will be conducted in Washington. On occasion he is expected to travel, probably with the Navy's Inspector General, which will give him an opportunity to remain close to the people throughout the Navy. In this

SEA was boot at San Diego NTC.

EM'S TOP MAN—Master Chief Gunner's Mate Delbert D. Black will serve as the enlisted man's direct line of communication to Chief of Naval Personnel.



LAST AND FIRST—*USS Independence* (CVA 62) was last ship SEA served aboard. He left in July '66. Below: First sea duty was aboard *USS Maryland* (BB 46).

way he will be able to keep in touch with current situations and to talk directly to sailors and Waves.

In addition, he will represent the Navy's enlisted ranks at high-level ceremonies the world over.

THE IDEA OF SEA was born from the Secretary of the Navy's Retention Task Force. Of the thousands of suggestions received from Navymen, many expressed concern over a lack of a direct link between the Navy Department and the individual sailor. Therefore, the groundwork was laid to satisfy this need by the establishment of a leading chief petty officer of the Navy.

After considerable planning and discussion, the initial selection of SEA began last September, when BuPers solicited from the Fleet and shore activities nominees for the post.

When these names were received at the Bureau, the E-8 and E-9 Selection Board had the task of choosing the best 10 of those nominated. However, during this process, the Board received the additional nomination of a man with exceptional qualifications, so the final field was increased to 11 (the 11th man turned out to be within the top three in the final selection).

The final selection was made by a rear admiral, two captains and a lieutenant commander appointed by the Chief of Naval Personnel.

Each of the records of the candidates was reviewed in great detail. Factors such as total years' experience, range of duty assignments at sea and ashore, and whether or not the individual had seen duty in both oceans were taken into consideration.

The board also took into account each man's combat experience, his background in relation to education, extra community activities over the years, physical bearing and appearance in general, comments from various commanding officers and, of major importance, his family.

By 10 November the board had managed to cut the number of nominees down to three. In as many days, these men's records were again reviewed, after which it was decided by a unanimous vote: Master Chief Gunner's Mate Black, 44, of Ardmore, Okla., would be the Navy's first Senior Enlisted Advisor.

CHIEF BLACK counsels seaman while Chief Master-at-Arms at Fleet Anti-Air Warfare Training Center.

IN THE MEANTIME, the Chief of Naval Personnel invited Chief Black and his wife, the former Ima Nesmith for a personal interview in Washington.

"At that time," recalls the senior board member, "the Blacks were unaware that the Chief was our choice. However, after the interview, Mrs. Black turned to us and said that even if her husband wasn't selected, 'he still is the best chief in the Navy'."

With this kind of support behind him, Chief Black surely can't help but be successful as the Navy enlisted man's top kick.

By the same token, Mrs. Black might be considered a natural as Mrs. SEA since she herself was a first class Storekeeper Wave during part of and following World War II. Also, since she and her husband were married 17 years ago, Mrs. Black, who came from Corton, Ala., has been active in many Navy Wives Clubs and associated organizations. Her last membership was with the Wives Club in Dam Neck, Va.

It was there Chief Black received word of his SEA selection. He was the Chief Master-at-Arms for the Fleet Anti-Air Warfare Training Center.

Like many of his assignments, it was brief. He had been with that command only since last July. Before then Chief Black served aboard the carrier USS *Independence* (CVA 62) in the Pacific.

HIS FIRST SEA DUTY began in the spring of 1941 aboard the battleship USS *Maryland* (BB 46). Six months later, while the ship was tied up along battleship row at Pearl Harbor, he was mess cooking when *Maryland* received two hits during the Japanese attack. Fortunately, he was uninjured and rode the ship back to the States where she was repaired.

Throughout the remainder of World War II, the chief continued to serve on the battleship, which sustained three more hits—one torpedo and two suicide planes.

Maryland earned seven battle stars in World War II. The actions for which she received these awards read like chapter headings in the

history of the war in the Pacific. They included Pearl Harbor-Midway, and operations at Gilbert Islands, Marshall Islands, Marianas, Western Caroline Islands, Leyte and Okinawa-Gunto.

Following the war, Chief Black was transferred back to Pearl Harbor for about six months and then received orders to the escort ship uss *Doyle C. Barnes* (DE 353) at Shanghai, China. When the ship returned to the U. S. and was placed out of commission, he was transferred to the Naval Air Base at Samar in the Philippines.

Shortly thereafter, the base was decommissioned and he was sent to the Naval Base, Sangley Point, P. I. In 1948, he returned to the States and reported aboard the carrier uss *Boxer* (CV 21) and later the carrier *Antietam* (CVS 36).

From *Antietam* he was temporarily assigned to Gunner's Mate B School in Washington, D. C., where he and his wife were married. After completing the school, the chief returned to his ship and then reported back to the Nation's capital where he was assigned to the Ceremonial Guard.

WHEN THE KOREAN CRISIS broke out, the chief was transferred to the ship repair facility at Yokosuka, Japan, where he remained for three years. Then in 1953, he returned to Washington to attend the Gunner's Mate School again before joining the destroyer uss *Brush* (DD 745) at Long Beach.

Chief Black rode *Brush* for more than a year, after which he was assigned to GM "C" School—Mark 108 rocket launchers—at Great Lakes. Following this training he reported to the destroyer uss *Carpenter* (DD 825) at Pearl Harbor. Later, through a reenlistment agreement, he was able to switch fleets and reported to the frigate uss *Norfolk* (DL 1) at Norfolk.

About a year later, he was picked up on Seavey and began a tour of shore duty as a Navy recruiter in Shelby, Tenn. This branch was closed five months later, so he was reassigned as the petty officer in charge of the recruiting branch at Columbia, Tenn. This proved to be his longest tour ashore to date.

Returning to sea duty, Chief Black reported aboard the Sixth Fleet flagship uss *Springfield* (CLG 7) in Marseilles, France. It was from this command cruiser that he was transferred to the carrier uss *Independence* (CVA 62) and then to Dam Neck.

SEA OF SMILES—Everybody's happy in Senior Chief Advisor's family. This includes Master Chief Gunner's Mate D. D. Black, wife Ima and their son Donny.

THERE HAS HARDLY been time for him to get his SEA legs at the Bureau, but Chief Black has clear ideas concerning the significance of his mission.

"I've always thought since this suggestion (SEA) first emerged from the Retention Task Force that it is one of the more important steps taken by the Navy. It's long overdue . . . as a line of communication between the enlisted man and the Bureau of Naval Personnel."

Chief Black believes that only too often an enlisted man is reluctant to voice his true opinion when he goes through the chain of command with suggestions or personal problems. "This," according to the Chief, "is because a man feels that, at times, too many people wrap up his ideas in red tape. As a result, a man simply won't write.

"However, with a direct line of communication such as SEA, a man will be more likely to come forth with a suggestion he believes in. Some men may feel also that their suggestions are just too limited or insignificant to be earth-shattering. This is not necessarily true. When you can coordinate information from many people, you can begin to detect patterns; you can begin to realize why they do, or do not, reenlist. I'm sure their comments and suggestions will have a great influence on the future shape of the Navy."

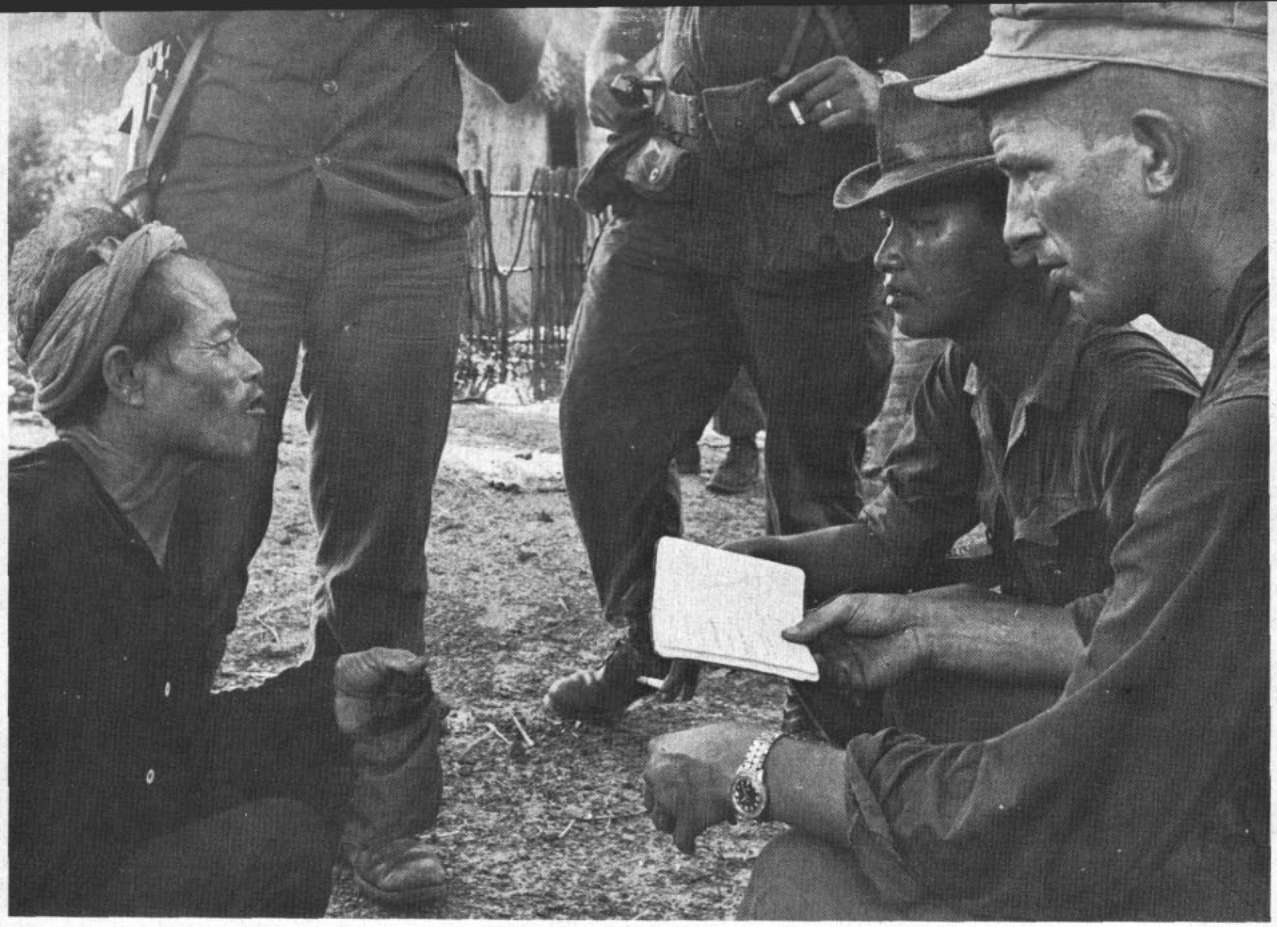
NEW HELPER—Chief Black and VADM B. J. Semmes, Jr., appear at reviewing stand after installation.

It is anticipated that Chief Black will soon have his SEA desk piled high with correspondence, all of which will receive a reply. He will undoubtedly earn his E-9 pay, plus the $150 per month pro pay that goes with the job. This adds up to about $11,000 annually.

BuPers hopes the increased $150 will become a regular part of SEA's paycheck, of which a portion often must be used to offset personal expenses while serving his senior enlisted tour.

Although the exact length of the SEA tour at the Bureau has not been established, it is thought at this time it will be in the neighborhood of from three to four years.

—Marc Whetstone, JOC, USN.



ADVISOR AT WORK—American military advisor in Vietnam puts his training to work while interrogating a villager.

Where to Go for Good

DUTY IN a counterinsurgency environment is among the most demanding the Navy has to offer. The life is complicated, and often has more than its share of hazards. The man assigned such a billet can use all the good advice he can get.

Coronado is a good place to get it.

The U.S. Naval Amphibious School, Coronado, Calif., offers one of the Navy's two courses in counterinsurgency. (It carries the title of Counterinsurgency Pre-Deployment Course, and runs 12 weeks.) On the campus of the Amphib School, Navymen enroute to Southeast Asia prepare for the problems they will face in their new assignment.

The course helps prepare the student for his assignment in a foreign country as a member of a MAAG/Mission, of a mobile training team or as an advisor.

The Navyman is instructed in various subjects to help him operate efficiently in an insurgency environment, and to understand the people of the country to which he will be assigned, as well as the language of the people, so that he will be able to use his previously acquired technical skills.

The curriculum begins with four weeks of academic training. The prospective advisors attend lectures, films, demonstrations, discussions and conferences. Like students everywhere, they must take and pass numerous examinations.

MOST OF THE staff instructors have completed tours of advisor duty in Vietnam. The only three who have not are political science experts who teach the socio-political subjects. Occasional presentations are made by guest speakers who are familiar with some aspects of counterinsurgency.

The amphibious school employs one of the Navy's few psychological operations instructors. He is Lieutenant (jg) William T. Criswell, a graduate of the psychological operations course at Fort Bragg, N. C. Among the subjects he covers in his classroom is the "cold war."

"Basically the cold war is a conflict of ideologies," he explains. "Our students must appreciate the fact that you cannot beat an idea with a weapon. You must have a better idea."

LTJG Criswell's lectures include a discussion of those factors of human behavior which are affected by propaganda. Examples include "attitude formation" and the mechanics of attitude change.

LTJG Criswell also teaches a related subject, interrogation. In Vietnam, for example, the advisor must frequently question five categories of people: friendly civilian, neutral civilian, hostile civilian, uneducated partisan and hard core Viet Cong. The trick is to discover the category without alienating a possible friendly subject.

THE KNOWLEDGE of other subjects also is helpful. The religion of a country to which a Navyman is sent is one of these subjects. Religion and family are the two most important

PERTINENT QUESTIONS are asked of instructor during a class on base defense.

subjects in the life of a Vietnamese villager, so an understanding of both is valuable in helping the advisor to work harmoniously with his Vietnamese associates.

The course syllabus calls for discussions of the social and political aspects in the country under study. To cite Vietnam as an example again, the strategies are analyzed, both from the viewpoint of the insurgents and the defenders.

Advisor students study American heritage and the factors which influence cultures. They then review the philosophical concepts which affect the freedom of man in organized society.

Of the subjects included in the curriculum, many have obvious practical value for the prospective advisor. One such course is taught by Chief Boatswain's Mate Robert Boyle. As a former advisor with the River Assault Group, Chief Boyle is an expert on the subject of booby-traps, and a past master on how to avoid or disarm them.

"An important part of staying alive in an insurgency environment is knowing how to recognize and neutralize traps and firing devices," his lecture goes. "You could run into one at any time or place."

The school is not without training aids on the subject. Students have the opportunity to study the large display of traps maintained at Coronado. Most are simple but effective. Commonplace objects which can be rigged with explosives include books, flashlights, cigarette packages, pen sets, house furnishings and foodstuffs.

Viet Cong traps are usually marked in some way with red. This almost international warning is used to alert their own people to the danger.

The instructors emphasize the tactics and strategies involved in operations, such as the establishment of roadblocks and avoidance of ambushes. They also outline the safety precautions to be used when vehicles or boats are captured and have to be searched.

Other studies include base defense and foot-patrol procedures, map reading, river navigation and piloting. Intelligence and the counter-intelligence operations receive concentrated attention.

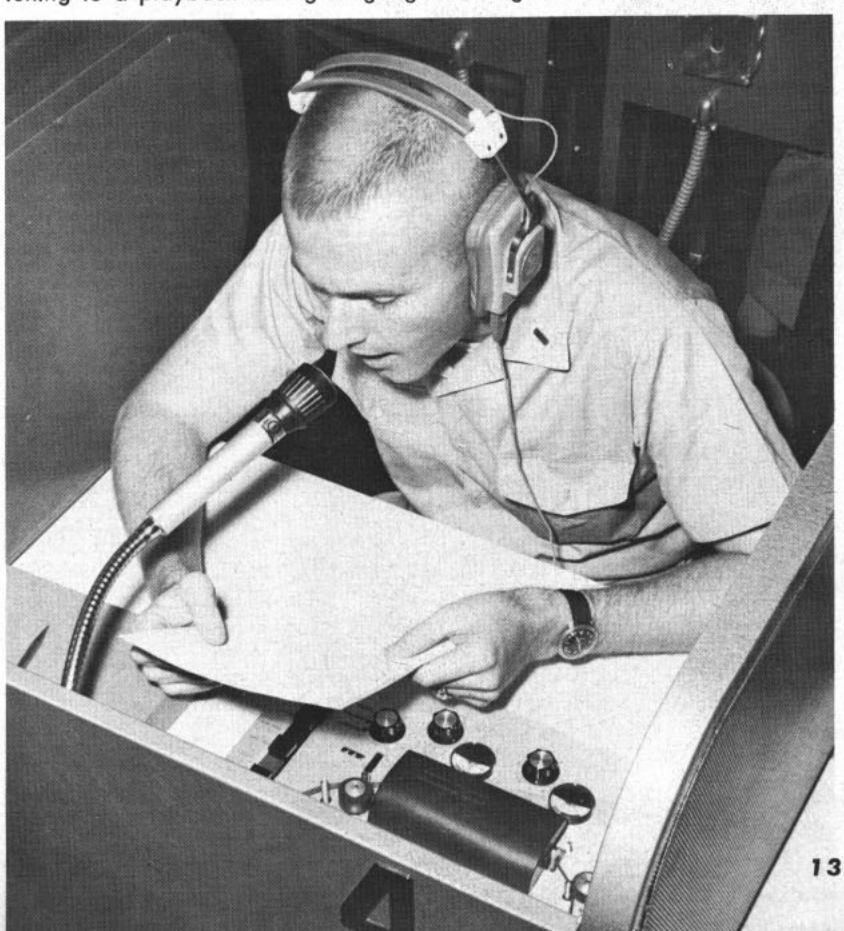
AFTER FOUR WEEKS in the classroom the students are ready to graduate to field training.

On the school's firing range they become proficient with a variety of weapons, including the .45-caliber pistol, the M-1 rifle and carbine, the M-16 rifle, .30- and .50-caliber machine guns, the M-14 rifle using the NATO round, the M-3 "grease" gun and various mortars. They spend hours disassembling, assembling, snapping in and firing each weapon.

At the beginning of the sixth week the class moves on to functional field training. For this phase of their education, the men go to an isolated area at the Camp Pendleton Marine Corps Base where they will try their hand

Advice

VIETNAMESE VOWELS—Student uses tape recorder for practice speaking and listening to a playback during language training. He will learn 400-600 words.



ESCAPE TUNNEL from hut in mock village is guarded by student during his field training. *Rt:* Junk force at work.

at counterinsurgency operations under the most realistic conditions the Navy can devise.

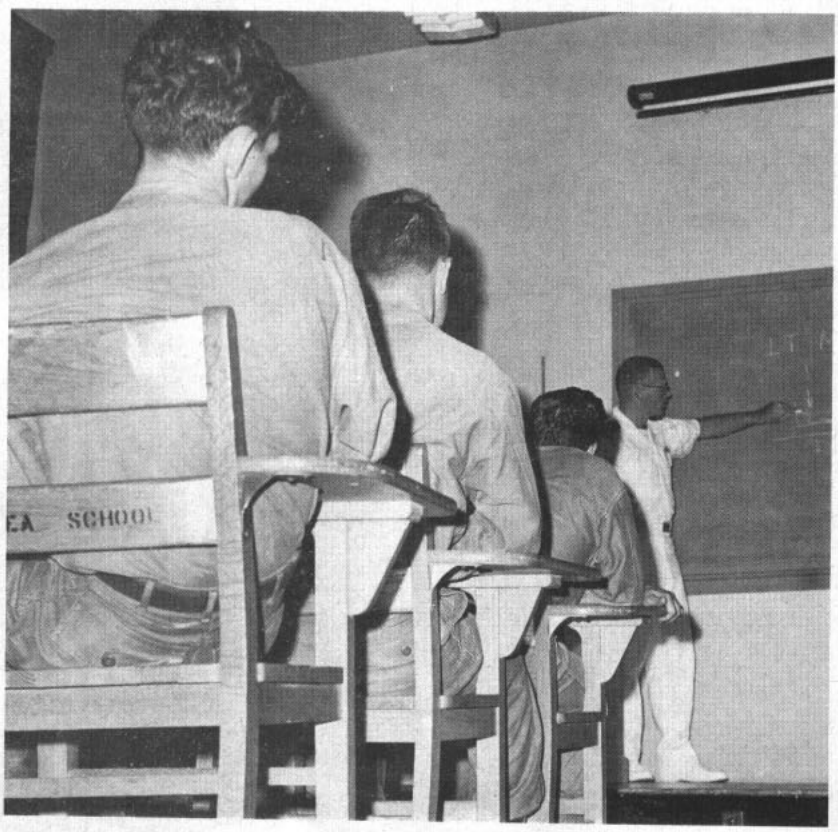
The exercise begins when the trainees carry out an operation against a suspected Viet Cong-controlled village. The resistance is formidable—the "enemy" consists of counterinsurgency instructors and men from Seal Team One.

The class is transported to an area about three miles from the village, then left on its own. Using patrol systems and land navigation learned in the classroom, the students must find their way to the village and, once there, commence their seize-and-search mission. As a rule this includes warding off frequent attacks and ambushes by the VC.

After the students have established contact with the villagers, they search for the enemy—being careful not to intimidate possibly friendly villagers. The trainees know that, in the actual assignments, the villagers must eventually learn to trust the advisors and look to them for fair treatment and protection from the guerrillas.

Once the village has been occupied, the next problem is to hold it. Defenses are established and patrolling is commenced. Both sides have been indoctrinated in the planning and execution of ambushes.

CHALK TALK—Counterinsurgency instructor at Little Creek talks in classroom.



DURING THE NIGHTS there are simulated VC attempts to infiltrate the camp and harass the friendly forces. The "enemy" usually does an excellent job of keeping everyone awake and on edge.

At the week's end the aggressors attack the village. If the advisors are successful in defending the area and the "citizens" living there, all is well. If they are not successful, they know that in a real-life situation the civilians would consider their former assurances false. Under such circumstances one would expect them to desert or go over to the enemy.

When the seventh week begins the students are farmed out to the Fleet Airborne Electronics Training Unit, Pacific. For a short time they return to the classroom to study the Code of Conduct, the Geneva Conventions, survival techniques under different climatic conditions, evasion

BOATS rendezvous off Vietnam coast.

and escape procedures, resistance to interrogation and prisoner-of-war camp organization.

Various methods of interrogation and demoralization used by the enemy are actually tried out on the students, with survival instructors attempting to "break" the prisoners to elicit information from them.

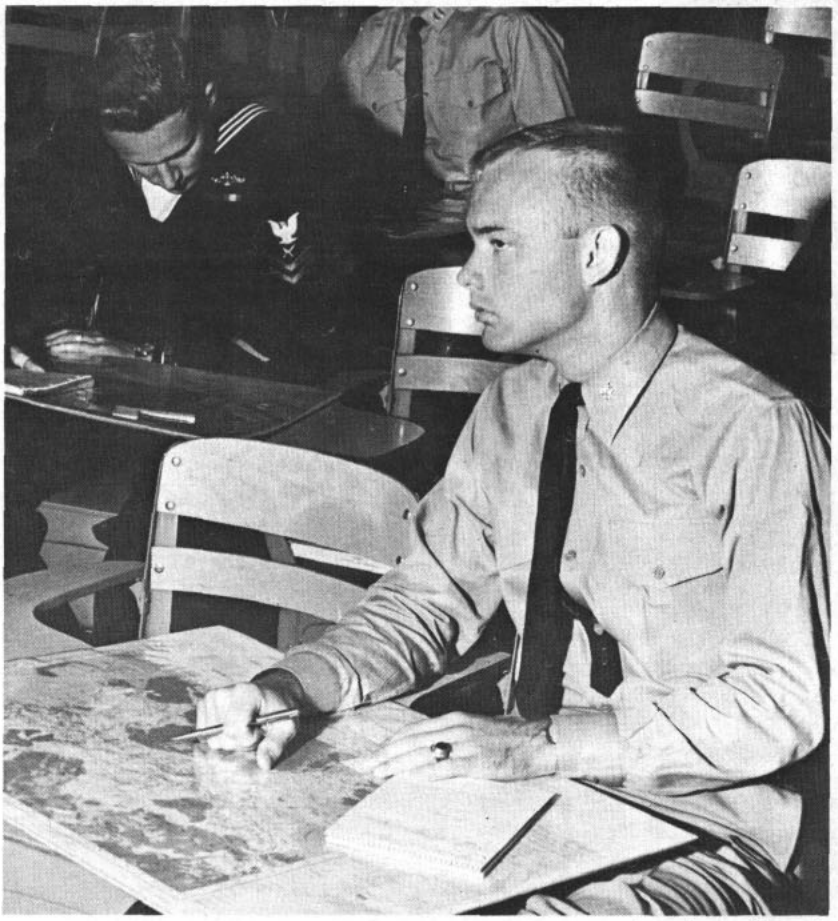
AN UNDERSTANDING of the people and an ability to talk to them in a friendly manner is of the utmost importance in a counterinsurgency environment.

To be successful, the U. S. advisor in Vietnam, for example, must have at least a basic knowledge of the Vietnamese language. Consequently, the final weeks of training are devoted to linguistics.

This section of the course is taught by instructors from the American Language and Culture Institute of New York. In five weeks of study the student usually picks up a vocabulary of 400 to 600 words, which is enough for basic communication. The relatively small vocabulary also provides a foundation for further improvement once the advisor reaches his overseas assignment.

IF THE GRADUATE of the counterinsurgency school is headed for Vietnam, he may see duty with the Vietnamese Navy's River Force, Junk Force, Sea Force or other U. S. or Vietnam units.

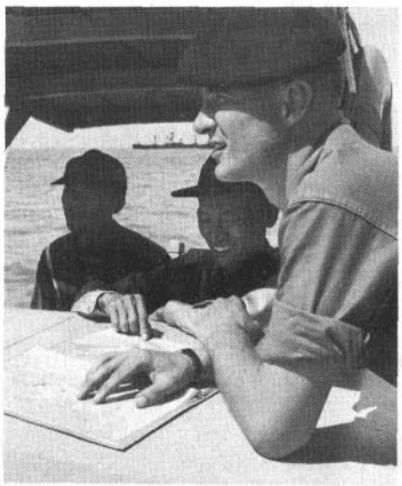
The River Force operates in the country's numerous waterways and canals. Its primary purpose is to transport combat troops and supplies and to furnish gunfire support for RVN or U. S. units. Advisors assigned to the River Force usually act as coordinators for RAG, ARVN and U. S. units in their areas.



CONCENTRATION—Officer listens intently to instructor of map reading class.

The Vietnamese Sea Force performs coastal surveillance and patrols and provides an increasing amount of gunfire support. U. S. naval officers ride the Sea Force ships as instructors, advisors and key men in logistics procurement.

ADVISOR wearing authorized Vietnamese Junk Force beret studies charts of South Vietnamese coastline.



A third component to which a Navy advisor may be assigned is the Junk Force. With Junk Force units an advisor's duties may include defense of the more remote and primitive bases, training and patrolling.

No matter to which force a Navy advisor is assigned, he will probably live the daily life of the local citizenry. Advisors eat native food, live in the same quarters or ships, and work alongside their counterparts. Effectiveness depends almost entirely upon the degree of cooperation between the two nationalities, so the advisor's study of the people can pay big dividends.

The counterinsurgency course was established in March 1965 and the first class began a few months later. About nine classes are scheduled each year.

—R. P. Benjamin, JO1, USN

How Do

WHAT's that book you're reading, Pop?"

"It's *The Origin of a Species,* son. It's about computers—written by one, in fact. One of the newer models, I understand."

This conversation may never take place but, if it does, you can safely bet the United States Navy will be prominently mentioned in the origin of computers. The Navy was a pioneer in their use, and the ubiquity of computers today testifies to their effectiveness. It would, in fact, be impossible to operate today's Navy (or almost any large organization) without them.

It's easy to see why computers are such essential items these days when you consider the speed of travel and the violence with which information explodes around us.

High speeds are today calculated in terms of the speed of sound. Paper records are multiplying at a rate of about a million new documents

You Pronounce ADP?

a minute; 250 billion pages and 62 million file cabinets a year. The sum total of the world knowledge (which took millenniums to double the first time) has, in our time, doubled and redoubled.

Obviously, new methods had to be employed to keep pace with our mobility and our information. The answer lay in the computer.

THE FIRST computer used by the Navy occupied an enormous amount of floor space. It was a mass of circuits and vacuum tubes which required frequent and expensive maintenance.

Even with these shortcomings, however, it was of immense value to the Navy. It has long since been supplanted by second generation computers and automatic data processing machines—that spells ADP.

Their work has grown as the years have passed. Today computers can aim a missile to destroy a target traveling at almost incredible speed. Other computers keep abreast of mountains of Navy supply, personnel and other paperwork.

The computer may well be one of the most important machines ever invented. To many, it seems at least as intelligent as man. What passes for intelligence in a computer, however, is simply speed and the lack of a subconscious into which facts can sink beyond easy retrieval.

The computers with which Navymen work nowadays are simply electronic files which can store a huge amount of data, retrieve it upon command and convert it into information management can use to make decisions.

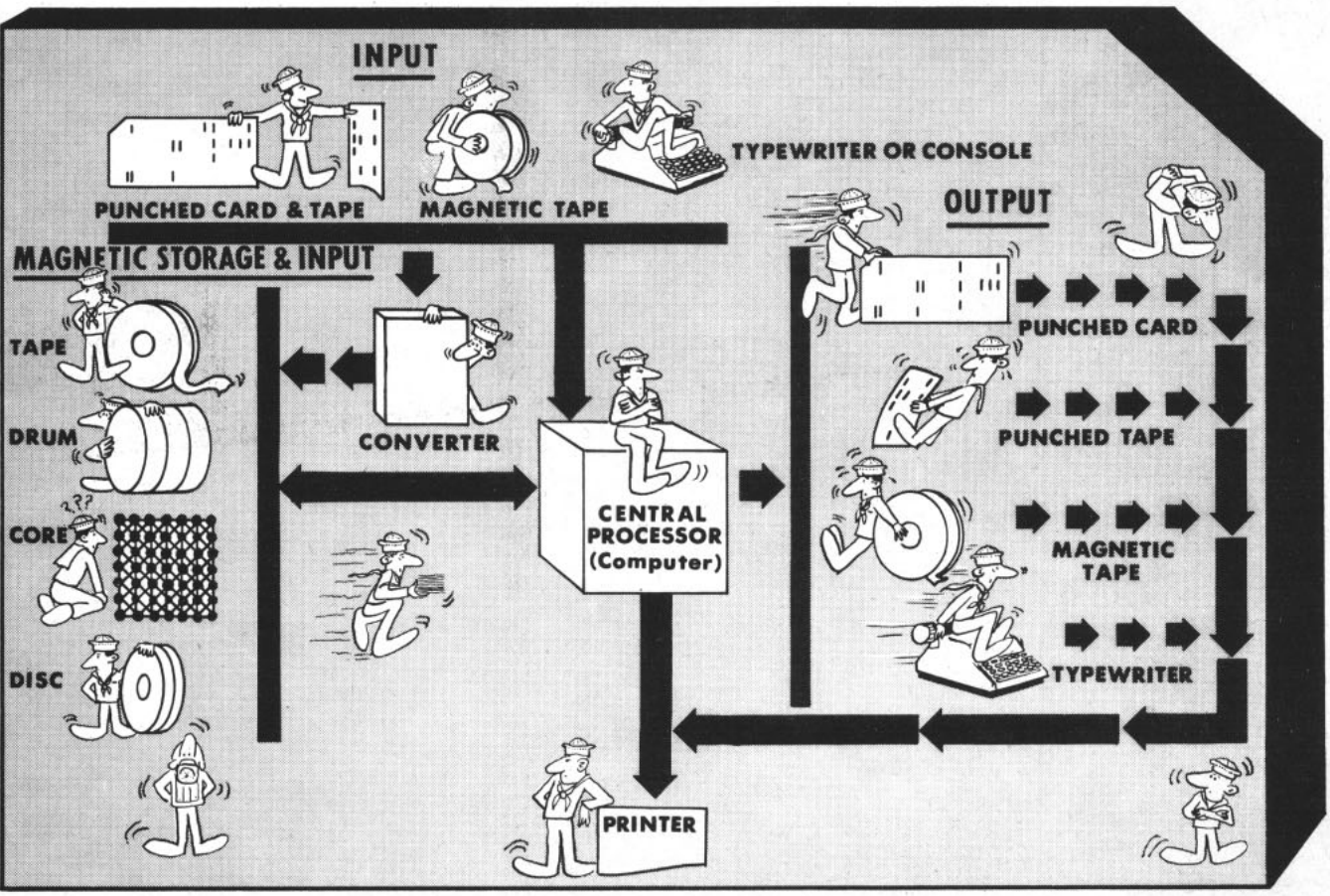
Far from being a brain, the second generation computer is a hard-working idiot. It can't think and it can't reason. It does only what the person programing it instructs it to do. The computer's value lies in its rapid production of information.

GENERALLY SPEAKING there are two kinds of computers—*analog* and *digital*. Although the two types share physical characteristics, their work is different. The analog computer is frequently used in scientific and engineering work. Digital computers are used principally for business data processing.

An analog computer deals principally in forces—voltages and the like. It uses logarithms to solve its problems. A digital computer, on the other hand, is basically a counting machine similar to the common adding machine accountants have had on their desks for years.

A digital computer can add and subtract but it must divide through the process of subtraction and multiply through the process of addition. It sometimes fools people into thinking it is smart simply because it is fast.

It can, in fact, multiply (by adding) two six-digit numbers as fast



as most people can mentally add two and two.

Generally speaking, a digital computer has three sections: *input equipment; a central processor;* and *output equipment.*

The input devices can be typewriters, console keyboards, card readers, punched tape readers, magnetic tape or optical scanner. The computer converts the holes in punched cards or paper tape or the magnetized coating on magnetic tape into electrical impulses that become numbers or letters to the machine.

Information can be taken into a computer at widely varying rates. Example: 2000 cards per minute by a card reader to more than 200,000 characters a second directly from magnetic tape.

A set of instructions called a program tells the computer what to do with these letters and numbers. The computer then prints the results of its actions; makes a new set of punched cards or paper tape; or stores the information as recorded data on a new magnetic tape.

Most of this information is fed into storage units from which the computer can recall it when it is needed. The storage devices are magnetized drums, cores, discs or tapes.

THE CENTRAL PROCESSOR is the mathematical heart of the computer. Computer arithmetic is done in three ways. They are called *binary, decimal* and *alphanumeric* systems.

The binary system uses a series of ones and zeroes to represent all data. It is the most difficult of all three methods to use and to program but it is particularly useful in handling complex engineering problems. The decimal system is similar to the binary except that it uses digits zero through nine.

The alphanumeric method is the simplest of the three and is used principally in data processing. When the programer uses the alphanumeric system, he can give instructions to the computer in both letters and numbers.

Programers can, in fact, use a kind of English to communicate with the computer. An example of computer language: COBOL—it means common business oriented language.

The central processor is versatile and can take data from all input devices, sometimes taking it from two or more sources at one time. After the central processor makes its calculations, it returns new data to storage or feeds it to printers. It may even summarize data in new cards and tapes through the use of output machines.

OUTPUT DEVICES are, as the name implies, machines which let you see what the computer has done. They put the computer's information in usable form and they do it rapidly. Some printers, in fact, type information at the rate of 1000 lines a minute.

Information that is usable varies from place to place and from situation to situation. The Bureau of Naval Personnel, for example, may expect its computers to produce lists of Navymen in certain billets or with specified skills—to mention only two among dozens of possibilities.

Such tasks are comparatively easy for computers and, after being programed, can be done rapidly.

If Your Fancy Leans Toward

Here is a glossary of terms you will need when talking about computers. They aren't words you run into every day of the year but, with the importance of computers increasing, it will pay to know them.

Access Time—The time it takes the

computer to find data it has stored. It also means the time it takes to transfer data from cards, tapes or keyboards into the storage area.

Address—The way you tell the computer where to look for data it has stored.

Add time—The time it takes the computer to add two figures, once it finds them in storage.

Alphanumeric System—One of three numbering systems. Based on the decimal numbering system, it lets the programs be written in letters and numbers instead of numbers only. It's the easiest of the three systems to use.

Assemble—To integrate sub-routines and routines into a program in machine language.

Asynchronous—The computer starts working on a second operation without being told that the first one is finished.

Auxiliary Drum—An extra storage place for data when the main computer storage is full.

Binary System—One of the three numbering languages which are understood by digital computers. It's a system where all data is represented by a series of ones and zeroes, called bits. The position of each bit has a specific numerical value. When the bits are put together in sequence, they form machine words which represent the numerical value of the word.

Bit—Either a one or a zero in the binary numbering system.

Block—A group of machine words or instructions used as a single unit telling the computer to read, write or transmit.

Buffer Storage—A storage device used to compensate for the different rates of speed between machines when transferring data from one section of a computer system to another.

Character—A number, letter, sign or punctuation mark.

Code—The language of the program and the computer.

Computer—The central processor of a system. It's a high speed calculating unit that can take instructions and data and perform a series of arithmetic operations without outside intervention.

Command—Signals that tell the

Speed, in fact, is the computer's stock in trade. It can make lightning calculations which will account for pitch, roll and other factors, then accurately aim a ship's guns.

A computer will calculate the trajectory of a missile in the twinkling of an eye—a job completely out of the question for slow manpower.

IN TODAY'S Navy, the computer is found everywhere. It sometimes teaches Navymen through relatively simple devices which ask questions then accept correct answers and reject wrong ones. It is employed in the complex trainers used at San Diego by ASW sailors and at Charleston by *Polaris* men. At both installations, naval battles can be fought electronically by students manning the devices found in ships. Computers analyze the results.

It is, in fact, impossible to imagine the modern Navy without computers. In addition to their advantages in coping with speed and paperwork, computers are needed to solve oceanographic problems and to make intricate computations based upon their memory of marine factors.

Navy weathermen employ computers to learn the probable results of one set of meteorological factors working upon another. To the Navyman interested in his pay and allotments, it takes no imagination at all to conjure visions of the fiscal chaos which would result without computers.

The development and the application of computers up to the present has been extraordinary, but it is a safe bet that today's computers

Big Figures, Better Learn These Terms...

computer to do one step in the program.

Console—The main control center of the computer system.

Control Unit—The section of the computer that regulates the transfer of all data and calculations in the computer.

Core Storage—A storage device made up of thousands of pinhead size magnetizable ceramics (ferrites) shaped like doughnuts that are wired together. When magnetized they hold data.

Decimal System—One of the three numbering systems. It is similar to the binary system, but the programing is done with digits zero through nine. It's a less complicated system to program and understand.

Disc Storage—Records similar to phonograph records magnetized to hold data. Records hold thousands of characters of data. See "Juke-Box Storage."

Drum Storage—A cylinder with magnetic tracks or bands around it. Each track holds many characters of data.

Erase—To destroy data left on any magnetic storage device.

External Memory—A storage place for data outside the computer.

Externally Stored Program—A logical sequence of instructions filed outside the computer.

Fixed Point Arithmetic—The programmer does not have to designate the location of decimal points since the programming system requires all numbers to have the same decimal places.

Floating Point Arithmetic—The programer must designate the location of decimal points. The computer uses numbers with different decimal point locations, automatically compensating for the difference in locations of the decimal points.

Flow Diagram—A chart showing all the logical steps in processing data.

Head—An electromagnet used to write or read data on magnetic tapes or drums.

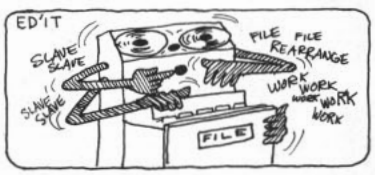
Instruction Address—An order combining both the "what to do" with the "where to find." It tells the computer where to find a number

in storage, what calculations to do with the number, then where to put the result—either in storage or an accumulating register. Instruction addresses may combine several "things to do" or "where to put," and may tell the computer what instructions are coming next.

Internally Stored Program—A logical sequence of instructions filed inside the computer telling it what to do.

Juke-Box Storage—A file of magnetized discs that hold data. The computer can select and play a disc like a phonograph record.

Library—A collection of fully tested standard programs.



Machine Word—The unit of information which the computer handles in each transfer of data. It is made up of any number of binary bits, decimal digits or alphanumeric characters, depending on the design of the computer.

Merge—Putting two or more groups of information together in proper sequence to form a combined group of data.

No-AddressInstruction—An order to do something the computer can do without first consulting its memory.

Off-Line Operation—When machines are not hooked directly to the computer, but work on data for the computer.

On-Line Operation—When machines feed data directly to the computer; when the computer feeds data directly to output machines.

Parallel Operations—The transfer of data within a computer whereby

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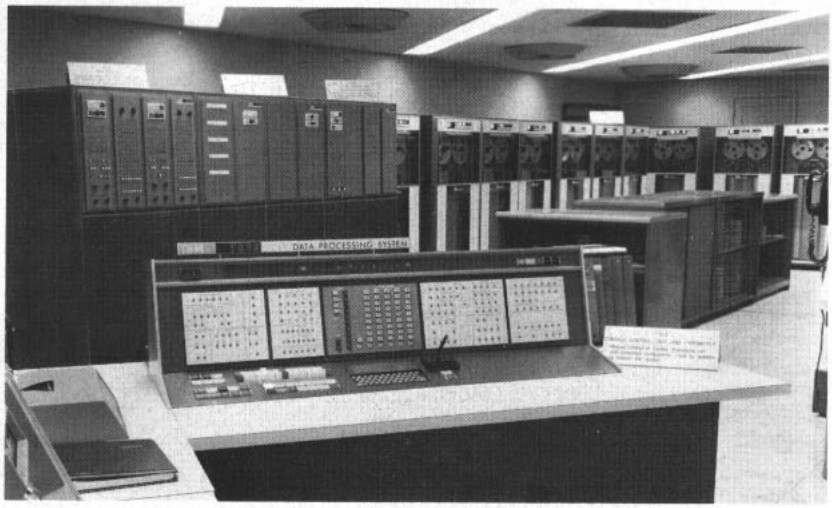


BuPers Computers Expedite Personnel Actions

will seem primitive when compared to the computers now under development.

The computers we know today are not tremendously large but neither are they small. Future computers will be packed into incomparably smaller spaces.

TODAY'S integrated circuits represented a tremendous advance in miniaturization when they were new. Tomorrow, however, silicon chips will replace the integrated circuit.

A silicon chip is one-tenth of an inch square and contains circuits equal to 16 radio circuits. Fifty such chips would about cover a man's fingernail. With such miniaturization, tomorrow's computers will not only take up much less space than today's models, they will be more rugged and probably will cost less.

The computers of today are fast but tomorrow's models will measure their cycle speed in billionths of a second. Memory units no larger than a baseball will permit an organization as large as the Navy to have a common data base instead of parceling information among several computers, numerous libraries and hosts of people.

Whereas today's computer deals in numbers and/or letters, tomorrow's computer will be able to read much as you do. Even today, a computer can read up to a hundred different type faces at a reasonable rate of speed. Physicists are also experimenting with models which can read handwriting.

In addition to the input devices now used in computers, the human voice will be added with such refinements as the ability to distinguish between the voices of its questioners. The computer will tell nobody secrets unless the questioner has a need to know.

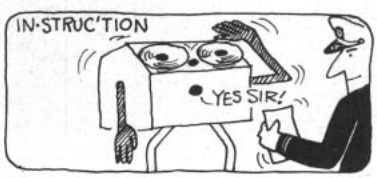
ALTHOUGH the computers of today are actually idiots who simply repeat on cue what they have been told, the computers of tomorrow will be able to learn. Even now, there are models which can profit from their mistakes and, within limits, improve their performance.

The computer now under development promises to be easily portable, overcoming one big drawback of the earlier product. It will also be able to program and repair itself.

Although it's probably silly to expect a computer to compose a treatise on its origin, we can only manage a nervous giggle. Computers have already composed a poem and written a news release. Neither was very good but who yet knows the limit to which a computer can be programed?—**Robert Neil**

Talking the Language of the Machine (Cont.)

all digits, or parts of words, are handled at the same time. It also means the computer's ability to



do two or more operations at the same time.

Parity—A self-checking method the computer uses to insure accuracy of all data being worked on.

Patch—Substituting or adding a section of a program to correct an error or alter the program.

Program—A sequence of steps that the computer follows to process data.

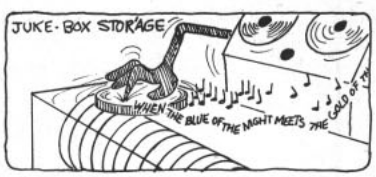
Programmer—The person who writes out the sequence of steps that tells the computer what to do.

Random Access—The ability of the computer to find stored data anywhere in storage without searching through all storage locations.

Register—A temporary collection device that holds numbers while they are being worked on. A register in a computer works like the

dials on a calculator; it tells the computer what the new totals are. Computers may have several registers for different types of data.

Storage Capacity—The amount of data, in machine language, that



the computer can hold in its electronic file cabinets.

Storage Unit—Any device that holds data for the computer.

Variable Word—A machine word that does not have to be made up of a prescribed number of bits, digits or characters.

Word—A set of digits, characters or bits contained in a single storage location. That's computer talk.

On Project Management

How important is the computer to the Navy, and to what extent has the Navy put it to use?

The answer to this question comes from the Secretary of the Navy himself, the Honorable Paul H. Nitze, who included a discussion of the subject in a speech he was making recently for members of the Fleet Reserve.

Here are excerpts from SecNav Nitze's speech, pointing up the role of computerized project management of personnel in the sea service's electronic era.

Honorable Paul H. Nitze
Secretary of the Navy

IN MEETING our new challenges, the Navy has taken a new approach to personnel administration which calls for an over-all attack on our problems. Project management, so successful in getting the job done in our technical areas, has been utilized to help us in the personnel field, as it has in the hardware field.

Project management allows us to employ computerized analysis and control techniques in the personnel field.

We are accustomed to joking about the computer. And we like to think that it can make mistakes too, as indeed it can. You have all heard the story about the 17-year-old seaman whose IBM card was stepped on by someone in golf shoes, and he was promoted to captain. BuPers assures me that this never was the case.

But, just consider the volume of information which we must record quickly and retrieve rapidly. It would be impossible to manage by manual systems alone in the Navy and Marine Corps of today.

Each year the Navy enlists 100,000 new men. The Marines recruit another 40,000, ordinarily. But, this last year alone, they also enlisted 100,000 because of the Vietnam commitment. The Navy gains 10,000 new officers each year; the Marines, normally another 3000 (last year they doubled this figure).

In the past two years, our onboard strength in the Navy increased by 10 per cent; in the Marines, over 30 per cent. In both services there are a total of over 3000 sets of change-of-station orders issued every day. At any given time, we have about 140,000 people engaged in some kind of formal skills training.

ONLY A COMPUTER system could digest the mass of information generated by such activity and account for it on an individual basis. Instances of misassignment are decreasing, and the appropriate distribution of trained personnel is being speeded up.

Through the use of automatic data processing, we can search practically the entire Navy and Marine Corps population to find a particular skill. And we can consider all qualified candidates quickly and impartially.

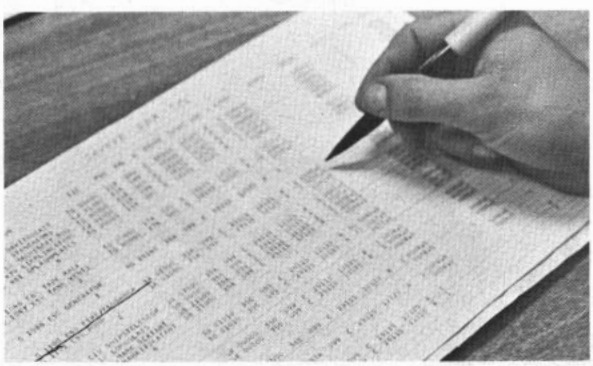
Finally, we are improving personnel planning through the use of computers. The time saved allows us to consider many more alternatives in solving personnel problems. I can assure you that the plans are much better than they were in the past.

The introduction of increasingly complex electronic equipment into the Fleet presents a continuing challenge.

We are now using the project management approach in eight major areas which the Bureau of Naval Personnel has identified, where special personnel approaches are required and a full-time project manager has been designated for each. The areas are Submarines, Antisubmarine Warfare, Anti-Air Warfare, Nuclear Power, Command and Control, Ratings, Aircraft, and Automatic Data Processing.

Each manager is expected to achieve a specialized planning, guidance, monitoring coordination, and controlled personnel plan. I emphasize the word "specialized" —tailored to fit the needs of the Navy and the abilities and skills of individuals.

Computer Answers Personnel Problem and Gives Status of Job on Repair Ship



THREE OF A KIND—Shackelford twins watch older brother at work. *Right: Senior* Chief Kuhn gives CPO hat to son.

Everything's Relative

WHEN Richard Murrey Brownell was promoted to Chief Yeoman, he was carrying on a long-standing family tradition. His father, Theodore Brownell, retired from the Navy in 1952, after 32 years of service. He too, was a chief yeoman.

What's more, one of the ancestors of the Brownell family tree is Commodore Matthew Perry who, in the 1850s, made a significant contribution to history by inducing Japan to establish communications and trade with the western world.

And if that isn't enough to qualify Chief Brownell as a man of Navy heritage, we might point out that the inscription on the Brownell family coat of arms means "Seafaring Family." The coat of arms has been traced back to 16th century England —right in the middle of the days when the English were becoming a great sea power.

Perhaps not many of today's sailors can claim a background like that, but many can (and do) lay claim to a Navy family heritage of some sort. There are sets of twins, brothers, father-son duos and many other combinations which all add up to a tradition, no matter how small.

Here's how some of today's Navymen carry on their family traditions:

• On 5 Dec 1966, the Brennan family gathered at a Detroit Reserve Training Center to witness the enlistment ceremony of brothers Michael and Timothy Brennan. Three older brothers present were Judge Vincent J. Brennan (USN, 1950-54), Gerald P. (USN, 1953-61) and Joseph F. (USN, 1956-64).

Another brother, Lieutenant William J. Brennan, has been on active duty since 1952.

• Roger L. Myers, PN3, spends a lot of time typing reenlistment papers aboard USS *Proteus* (AS 19), but with one set he took extra care. They were for his father, Alfred L., a chief electronics technician. The pair have served together aboard the tender since 1964.

FOLLOWING SUIT—Richard Brownell follows father as Chief Yeoman. Naval tradition in Brownell family dates back nearly four centuries.

• A set of three brothers Nolan was completed when Timothy R., AE3, reported to Point Mugu, Calif., for duty in 1965. Brother Vernon, AE2, began the series in 1963. A year later, Jerry, AE1, reported aboard.

The Nolans work in the Naval Missile Center's Targets Department. Between them they have almost 30 years of service.

• The Watkins family will long remember the month of June 1966. On 2 June, Captain Nelson P. Watkins relinquished command of Naval Amphibious Base, Little Creek, Va., and retired from active service after a 29-year career. A few minutes later, he presented his sword to his son, Midshipman Clayton Watkins.

Six days later, young Watkins graduated from the U.S. Naval Academy, was commissioned an Ensign and embarked on his own Navy career.

• Aboard USS *Patrick Henry* (SSBN 599), William E. Britt, MTC(SS), reenlisted for the sixth time in a dual ceremony. The other participant, his son, William E., Jr.,

SUPPORTING HANDS—VA-113 has four pairs of brothers.

NAVY'S PAIR of Buchanans served together in Vietnam.

In the Navy

signed on for his initial enlistment and became a third-generation Navyman.

• Another third-generation sailor is William D. Wedlund, who was sworn in by his father, Lieutenant Commander Wayne F. Wedlund. He not only follows in his father's footsteps, but those of his mother and grandfather as well.

Mrs. Wedlund served as a Wave from 1942 to 1944. Her father, Noah J. Taylor, became a Navy Seebee during World War II, after Silver Star-winning service in the Army during World War I.

• Ensign Ann Shaw gave a new twist to the story of the father reenlisting his son when she came aboard uss *America* (CVA 66) to perform the reenlistment ceremony for her father, Edwin Shaw, PRC.

After she signed the contract, Miss Shaw put down the pen, burst into a big smile and unceremoniously planted a big kiss on her father's cheek.

• uss *Vesole* (DD 878) claims to have more brothers on board than any other general purpose destroyer in the Navy. There are seven pairs.

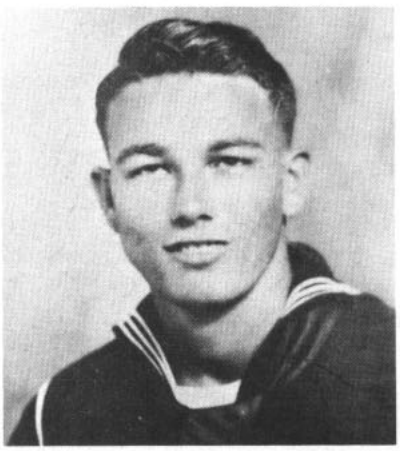
• The old game of "follow the leader" seems to be an avocation of the Buchanan brothers.

When Fred, the younger of the pair, left basic training in 1963, he

SAME SUIT FOR THREE GENERATIONS—Douglas L. Wilcombe served during World War I as Navy Quartermaster 1st Class. His son, James E., Sr., served in World War II amphibious operations, was CO of LSM 546 in Korea and retired from the Naval Reserve in 1962 with the rank of commander. James E. Wilcombe, Jr., enlisted in 1965, completed basic training in San Diego and a Navy school in Memphis. He is now aboard *USS Kitty Hawk*.

Douglas Lathrop Wilcombe

James Everett Wilcombe, Sr.



James Everett Wilcombe, Jr.

TWO SUITS—Billy McKee and wife Karen get "We Are A Navy Family" stickers.

asked for orders to NAS Cecil Field, Fla., where brother Herman worked. He got them. Then, when Herman was transferred to NAS Key West early in 1964, Fred requested sea duty and was ordered to uss *Weatherford* (PC 618), home port—you guessed it.

A couple of years later, Herman received orders to Saigon. Fred, who already had orders to Newport, R. I., requested a change and received a new set, to ComNavForVietnam.

Then, due for transfer last December, Fred extended his tour in Saigon until February so he could go home with his brother.

• Norrie and George Gardiner have served in the Navy in two generations. In 1923, George joined the Navy and became a radioman. Then in 1930, brother Norrie enlisted. Both served in the Asiatic Theater.

George stayed on as a career man, while Norrie got out after six years. Then Norrie reenlisted after Pearl Harbor was attacked. Before he received orders, word came that George was missing in action.

After the war, Norrie was discharged again.

As the years passed, Norrie's two sons, Norrie and George (named for their father and uncle), came of age. Young Norrie joined the Naval Air Reserve and his dad enlisted in the Seabee Reserve.

After finishing high school, young Norrie went on active duty. He is now attending Pharmacy School.

George enlisted in the Navy in 1965. He is now aboard uss *Winston* (AKA 94), serving in the same area as his father and uncle did.

The elder Norrie Gardiner is still in the Seabee unit in a pay status.

• Another claim to fame is put forth by uss *George Washington Carver* (SSBN 656). It seems that *Carver* claims the only father-son chief petty officer combination in the submarine service.

Senior Chief Electronics Technician Raymond R. Kuhn, Sr., is the senior enlisted man in *Carver's* Blue Crew. The 22-year veteran proudly watched a recent ceremony in which Raymond R., Jr., was advanced to chief aboard the sub.

• The three Buc brothers, Robert L., Gerald G. and William J., all have something in common besides their presence in the Navy. All three are lieutenant commanders, all are former enlisted men and all gained commissions after flight training.

• Marine twins Terry and Jerry German also got into the brother act by joining the Corps together after high school. They've maintained a certain amount of duplicity in their careers and have set a fine example along the way.

Upon completion of basic training, the pair was selected for training in electronics. They graduated first and second in their class. Then both were selected for the Navy Enlisted Scientific Education Program (NESEP). Jerry enrolled at Stanford and Terry went to Penn State.

In 1964, the Germans were ordered to a summer platoon leader course, where each graduated at the head of his class.

When the twins completed college in 1965, they were commissioned. Since then the two have attended pre-flight training at Pensacola, and moved on to NAAS Sauffley Field.

VULNERABLE—Don Flakes got commission from OCS a month after wife Nanette.

• Don and Nanette Flakes were the first husband-wife team to attend Officer Candidate School at Newport, R. I. After graduation and commissioning, they were sent to Navy Supply School, Athens, Ga.

Both come from military homes. Don's father was an Air Force master sergeant. Nanette's father is a retired Navy chief.

The only hitch in the duplicate careers so far as Don is concerned is that, due to the different systems used by the OCS courses for men and for women, Nanette outranks him by one month.

• July 16 is a great day for the Walls twins, Robert and Richard. That's their birthday. It's also the

MAKING HIS BID as Navy career man, LTJG J. Dennis Black serves aboard *USS Black* (DD 666), named for his father.

day in 1965 when Robert, the eldest by 20 minutes, was advanced to Chief Personnelman. It's also the day in 1966 when Richard was advanced to Chief Personnelman.

Chiefs Walls spent the first three years of their Navy careers together. Now, though they serve at separate activities, they maintain their twin billing by identical assignments. Both are members of classification mobilization inspection teams.

• John and Richard Rickman put a new twist on brotherhood—they are serving together for the first time in 24 years. Both are Master Chief Hospital Corpsmen. John is an assistant to the Fleet Medical Officer at CINCLANTFLEET, while Richard is assistant to ServLant's medical officer. Both commands are in Norfolk, Va.

The pair entered the Navy in 1942, went through boot camp and hospital corpsman school together, then parted company. Richard served in the Atlantic Fleet, John in the Pacific.

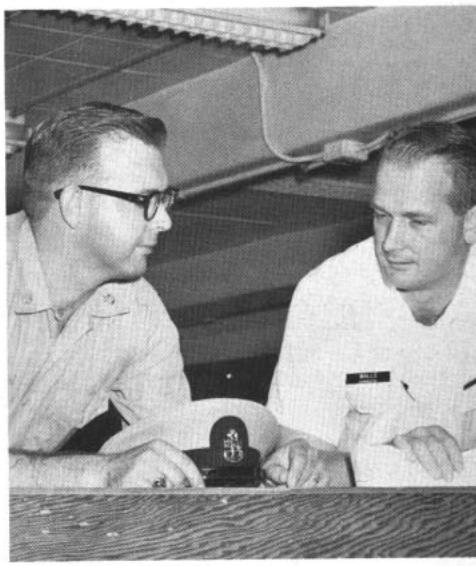
John and Richard have six other brothers who have also joined the Navy. They are truly a Navy family.

• "I met someone you might know," wrote Lieutenant Commander Ronald E. Hillenbrand, DC, to his parents, "when our ship pulled into Pearl Harbor."

The man he met was his brother, Lieutenant Dennis G., also a Navy dentist. So, like good dentists and good brothers, the pair smiled for the cameraman with shining teeth.

So it seems Navy commands are often like poker hands—two pairs, three of a kind, or a full house.

—Kelly Gilbert, JO2, USN



DEUCES—ENS Shaw re-upped Dad. *Rt:* Richard Walls eyes new hat with brother.

Below: Watkins sword stays in Navy. *Right:* Dowd signs Dowd as Dad watches.

LETTERS TO THE EDITOR

For Compressed Chiefs

SIR: I am looking for a reference stating that personnel who advance to a compressed level retain their original rating badge.

In my case, since I am a chief signalman, I compress to QMCS, and retain the crossed flags. (Or do I?) Is there a directive that clarifies this?—R. N. S., SMC, USN.

• *BuPers Notice 1140 of 14 Dec 1964 is the answer to your problem. It is intended that the present rating badges should suffice for identification of personnel advancing to compressed level.*

(For those who do not know what rating compression is, it's a combination of certain general ratings in pay grades E-8 and E-9. Men in lower pay grades may specialize, but as they attain the senior enlisted grades they must generalize and assume supervisory responsibility for a wider range of skills. In this instance, quartermasters and signalmen advance to chief quartermaster and chief signalman, but "compress" to senior and master chief quartermasters.)

A combination of the senior or master chief petty officer's stars and the specialty mark of his previous rating will identify the man with his new title. See ALL HANDS, *October 1966, page 18, and October 1964, page 32.* —ED.

Advancement Examination

SIR: May a nonrated man, assigned a job in one rating, take the advancement examination for a different rating?

In other words, may a man working in the deck force be required to take the exam for BM3 or may he be allowed to compete for a rating of his choice?—R. G., YN2, USN.

• *A nonrated man may strike for any rating within his normal path of advancement, providing his commanding officer concurs.*

If the Navyman assigned to the deck force is a non-designated seaman, he may strike for any rating in the normal path of advancement for a seaman—YN, DK, RM and so forth.

As a seaman he could not strike for an aviation rating, a construction rating or a medical rating. He would first have to change his rate to an AN, CN or HN.

It is important to remember that the recommendation of the commanding officer is a prerequsite for participation in any Navy-wide examination. If the seaman were recommended only for BM3, then he could take only the BM3 examination.

As a general rule, however, the Navyman will have little difficulty earning a recommendation for advancement to any rating for which he is qualified—whether his qualification is based on practical training or after-hours study.

After all, if every seaman on the deck force were required to strike for the BM rating, that rating would soon be overmanned at the expense of other specialties which require a high percentage of petty officers.—ED.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

Duty Options

SIR: I have a question concerning my eligibility for duty assignment options which are given as reenlistment incentives. This subject is covered in BuPers Inst 1306.73A.

A friend of mine and I served a tour of active duty in the Reserves, then enlisted in the Regular Navy. Would we be eligible for benefits under this Instruction?—D. M. C., PN1, USN.

• *Let's put it this way—you're eligible if you are completing your first enlistment. If you have already begun your second enlistment, it is too late to exercise your option.*

The purpose of the Instruction (now incorporated in Chapter 27 of the "Enlisted Transfer Manual") is to encourage a second enlistment by offering duty assignment options. It makes no difference whether the first enlistment was served in the Regular Navy or as a Reservist on active duty.—ED.

Who Shines the Bell?

SIR: Is there a naval regulation stating that the duty cook is to shine the ship's bell, or is that just a tradition?—J. F. B., QM2, USN.

• *An old Navy tradition has it that the ship's cook shines the ship's bell and the ship's bugler shines the ship's whistle. For all we know, this tradition may still be observed in some of the ships of this modern Navy.*

However, in normal practice, the ship's bell is maintained by a man of the ship's division charged with the unkeep of that part of the ship where the bell is located. Thus the bell-shining duty is usually given to a deck seaman, or quartermaster striker or signalman striker.—ED.

Officer Retirement

SIR: I was commissioned a 6402 LDO ensign in January 1960. I was picked up for 1100 line officer as of 25 May 1966. My permanent date of rank is 1 Jul 1961. I had 20 years of service day for day on 22 Aug 1966 and my code is 51.

With this information, can you tell me if I can retire as an officer now without serving 10 years' commissioned service?—T. R. B., LT., USN.

• *You could retire as an officer with the service you now have but only for physical reasons.*

Terms under which officers, both temporary and permanent, can retire are outlined in BuPers Inst. 1811.1B. Insofar as voluntary retirement is concerned, a permanent Regular officer who has not completed 30 years of active service cannot be retired unless he has completed more than 20 years of active duty. At least 10 years of his active duty must be service as a commissioned officer.

This same instruction contains a wealth of other information concerning the mechanics of retirement and the computation of retired pay. Anyone contemplating retirement would do well to study it carefully.—ED.

Subject of Peacoats Wears Well

SIR: I am a civilian working in the Pentagon with Navymen and have often seen them wearing the loose woolen coat they call peacoats. Where did the name peacoat derive from?—K. D.

• *We had to go waaaay back in our attempt to discover the origin of the peacoat, and found the most plausible explanation in the Oxford English Dictionary.*

It makes reference to the English word pee (pronounced py) and its Dutch counterpart pie *(later* pij *and* pije*) which were in use as early as the 14th Century.*

These words are defined as "a coat of coarse woollen stuff," used to make

seaman coats and jackets in the 1400s.

The dictionary further states that the first element of the word pea-jacket is evidently the same as the pee usage in English which refers to pilot cloth, a coarse, stout kind of twilled blue cloth with a nap on one side. Sometimes this cloth was simply called p-cloth (for the initial letter of the word pilot) when made into men's coats worn chiefly in the 15th to 17th centuries.

However, the history of the term pee after the 17th century is obscure. The dictionary theory is that the combined form pea-jacket was derived either from pe- or py-gown or direct from the Dutch pij-jakker *(pea-jacket).*

By 1725 the word pea-jacket was in common usage. The earliest usage of the more modern form peacoat is cited in the dictionary as 1845.

Since then, of course, the material and style of the sailors' winter jacket has changed considerably. But, just as many of the Navy's original terms were carried from country to country and generation to generation, so has the term peacoat.

It appears that it's here to stay, traditionally.—ED.

Emblem of Fouled Anchor

SIR: After combing through every available library source within reach, I have been unable to uncover the reason behind the Navy's adoption of the fouled anchor used as the official CPO emblem.

Why is the fouled anchor used, since it would seem to represent poor seamanship?—R. F. S., AMC/AP, USN (Ret.).

• *We did a little combing ourselves and were able to uncover the probable origin of the fouled anchor, but as for the reason for its adoption and use by the Navy . . . we can only quote regulations issued by the Secretary of War in June 1797.*

These regs provided for "a blue uniform with buff lapels with gold epaulets for the Captain and the buttons of yellow metal having a foul anchor and the American eagle on them."

While this was the first (to the best of our present knowledge) U. S. appearance of the foul anchor, it was not exactly a distinguishing mark nor insigne as we know it today.

It first appeared as a distinguishing emblem in 1830 when midshipmen wore on their collar a foul anchor embroidered in gold under the oak leaf and acorns. When they became passed midshipmen, the onchor was backed with a five-pointed star of white cloth on the collar.

There seems to have been no special reason for selecting the foul anchor in this case as the plain anchor was also used as a distinguishing mark at the same time.

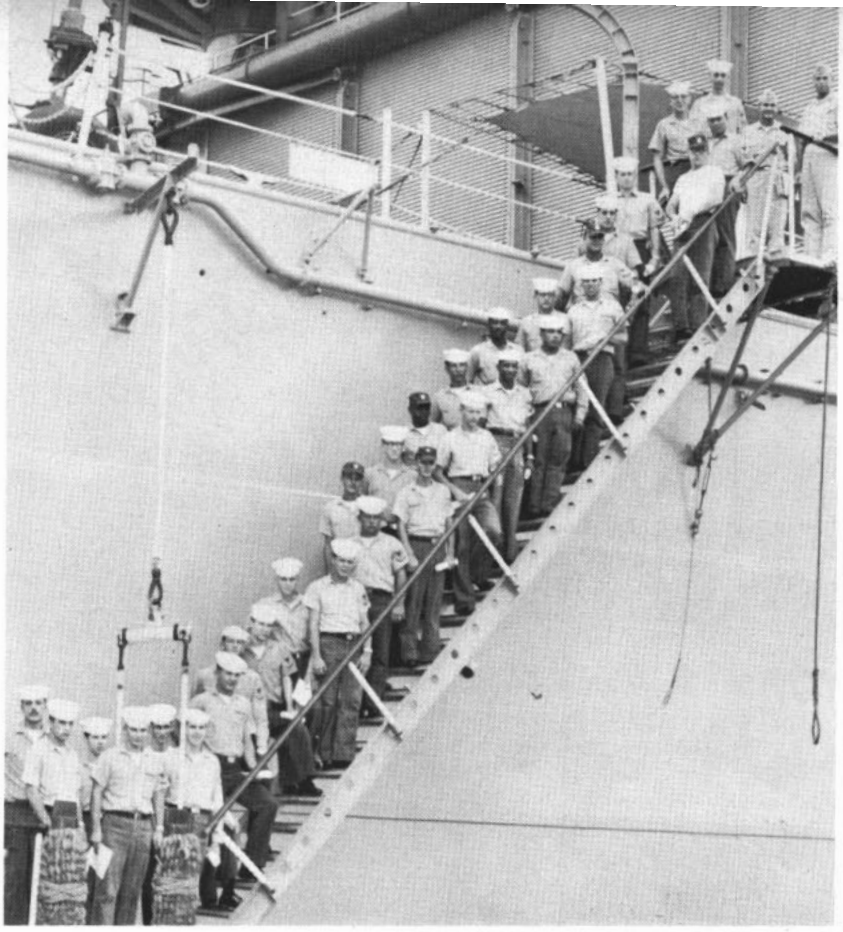
According to a Royal Navy lieutenant, who some time ago wrote to ALL HANDS: *"The foul anchor as a naval badge got its start as the seal of Lord Howard of Effingham, the Lord Admiral of England at the time of the defeat of the Spanish Armada in 1588."*

He told us further that it often happened in those days that the personal seal of a great officer of state was adopted as the seal of his office. This was apparently the case with the foul anchor, which still remains the official seal of the Lord High Admiral of Great Britain.

When the Lord High Admiral's office in the British Navy became part of the present Board of Admiralty some years back, the seal was retained—on buttons, official seals and cap badges, adds our RN reader.

This, of course, does not necessarily acount for our Navy's adoption of the foul anchor but, as you know, many of our customs can be directly attributed to the influence of British naval traditions.

It would seem the foul anchor was among them.—ED.



LADDER OF SUCCESS—Thirty men of *USS Salisbury Sound* (AV 13) get picture taken with advancement certificates received as result of August exams.

SHOW GOES ON—Trio aboard *USS Iwo Jima* (LPH 2) provides impromptu show for wounded off Vietnam coast.

Crazy About Dixie

SIR: As one of the original commissioning crew, articles concerning USS *Dixie* (AD 14) are of particular interest to me and the one which appeared last September in ALL HANDS was no exception.

I served on board from April 1940 until August 1945. Only one plankowner remained behind after that draft of men left her after 42 and a half months of service.

Your article mentioned that *Dixie* was in San Diego when Pearl Harbor was attacked. Actually, she was in Mare Island Navy Yard for an annual overhaul, having returned from a tour of duty at Pearl Harbor.—P. K., Jr., SFC, USNR.

• Thanks for correcting us on *Dixie's* location. The information in

ALL THIS AND FINE CUISINE, TOO—USS America (CVA 66) crewmen smile as trays are filled with culinary delights by pretty mess cooks. Meal included Louisiana Shrimp a la Oeufs Remoulade, Marinated Tenderloin Steak Chivette, Baked Potato a la American, Petit Pois a la Francoise, Salade Fantasy and Strawberry and Peach Shortcake Glace. Meal was planned and supervised by Frank Farello, award-winning chef de cuisine at Norfolk restaurant. Five models served the meal and joined the men for dinner.

our story came from what newsmen usually term a reliable source. However, we can't argue with a plank-owner—in fact, you weren't the only plankowner we heard from in this case.

Regardless of whether *Dixie* was in San Diego or at Mare Island on 7 Dec 1941, we were glad she was out of harm's way; otherwise, she might not have had such a felicitous 25th anniversary.—ED.

Pay for Right Arm Ratings

SIR: Before the Career Compensation Act of 1949 (effective 1 October of that year), special monetary allowances were paid for certain special qualifications such as radar operator, turret captain, etc.

Were there ever any additional allowances paid to right arm ratings premised on their distinction and precedence?—J. D. T., MAC, USN.

• *Pay rates for the so-called right arm ratings comprising the seaman branch were once a little higher than some of the special branch ratings such as yeoman, pharmacist's mate, musician and ship's cook. The additional money, however, was an item of pay and not an allowance.*

This was true before June 1922 when each rating was classified in the seaman, artificer or special branch with separate pay scales for each. Possibly it might be stretching a point to say that the higher pay was premised on precedence, because the difference wasn't great nor was higher pay the rule in all cases.—ED.

Conflict Is Sure She's First

SIR: It was gratifying to note in your November issue (page 7) the recognition you gave to the MINDIV 91 MSOs (not MOS, incidentally) for their role in Market Time operations. The list of collateral duties performed by these hard-working little ships was not submitted with tongue-in-cheek, I can assure you.

It may be of interest to your readers to note that USS *Conflict* (MSO 426) holds the distinction, I believe, of being the first MSO in Market Time to engage Viet Cong forces with fire from her main battery.

On the night of 17 Dec 1965, while operating in the area north of Vung Tau, she received an urgent call for gunfire support from units of Junk Division 31 which were under heavy machine gun fire from the beach at Point Kega.

Conflict proceeded to the scene of the action and engaged Viet Cong positions with her 40mm gun. Spotters reported that 90 per cent of the 560 rounds fired were on target during the one-hour engagement and that 12 fires were started on the beach. *Conflict* was subsequently credited with destroying seven buildings and killing 17 Viet Cong. The gunner during the action, Gunner's Mate Second Class T. E. McKelva, was later awarded the Navy Commendation Medal for his performance.—M. H. Kenyon, ENS, USN.

• *Thank you for your information concerning* Conflict's *outstanding performance, and for calling our attention to the transposition in the heading. The typographical error—MSO to MOS—eluded everyone through the final stages of publication.*—ED.

Wash and Wear

SIR: Almost every day of the year, we see civilian clothes which are made of wash and wear fabrics. Why can't such fabrics be used in the manufacture of Navy whites?—A Navy Wife.

• *A Navy wife who has just finished laundering and pressing her husband's whites might well ask. Actually there is nothing in Navy regulations that prohibits the use of wash and wear fabrics for shore use.*

Inasmuch as the Navy is a seagoing operation, however, everything it issues must be geared to conditions aboard ship. New fabrics are constantly being evaluated by the Naval Supply Research and Development Facility at Bayonne, N. J. This facility has found that wash and wear fabrics are not yet suitable for Navy use at sea.—ED.

Sure, They Can Reenlist

SIR: I am serving as career coordinator for a command of 1300 enlisted men. My job is to assist the Navy in its retention effort. There are times, however, when I feel somewhat discouraged because enlisted administrators take the attitude that a man isn't eligible unless there are specific regulations in black and white pertaining to each particular case.

Here are two examples of what I mean:

The first concerns an AE3, EAOS 29 Jun 1968, eligible for VRB times two. The man has been aboard for more than a year and wants to reenlist for four years for sea duty and VRB. By doing so, he is terminating his shore duty almost 20 months early and giving up travel pay and pay for unused leave.

The second example concerns an AZ3, EAOS 29 Aug 1967. This man has been aboard for more than one year and wants to reenlist for four years for sea duty only. He also is willing to sacrifice travel pay and pay for unused leave for sea duty. He is also terminating his shore duty about 10 months early.

Why can't these requests be honored? Why can't the Instructions go along with the STAR Program background. It would be to the Navy's advantage to retain these individuals and they want to reenlist. Why can't they do so now?—C. S. G., RM1, USN.

• *When you wrote your letter, policy as outlined in BuPers Inst. 1306.73A did make the men cited in your exam-*

ples ineligible for reassignment as a reenlistment.

However, this situation was changed in January. The program is now incorporated in Chapter 27 of the "Transfer Manual."

The AE3 you cited, with the EAOS of 29 Jun 1968, may submit his request now for reenlistment and transfer in June or July 1967. This will allow a six-month lead time to ensure orders are in hand before reenlistment.

The AZ3 you mentioned with the EAOS of 29 Aug 1967, already falls within the newly prescribed time limits and his request could be submitted now, if he wishes.

Requests must indicate the approximate date the applicant wants to reenlist, the transfer month he desires and should be submitted in time to allow orders to be written before his reenlistment.—ED.

Early Outs to Attend College

SIR: A question has arisen concerning the early separation of Navymen for the purpose of attending college, and how a voluntary extension affects that separation.

An enlisted man in my unit has an extension in his record, which he signed so as to become eligible for advancement to E-5. He has requested a school cut under the provisions of BuPers Inst. 1910.12C, and is qualified in all respects.

Will he be required to let the extension go into effect even though the class convening date of his school is earlier than his normal EAOS?—J. R. W., PN3, USN.

• *Under the circumstances, the original separation date is irrelevant. What counts is the separation date as extended.*

In accordance with the pertinent regulation (which incidentally is now Article C-10306 of the "BuPers Manual," not the Instruction you quoted) a Navyman may receive early separation for school within three months of his enlistment as extended.

Since most extensions are for more than three months, the early separation date will seldom fall before the original EAOS. But if it does, so be it: The man may still receive his early separation, and in those instances the extension need not be made operative, but may be cancelled at the time he is separated.—ED.

Civilian Clothing

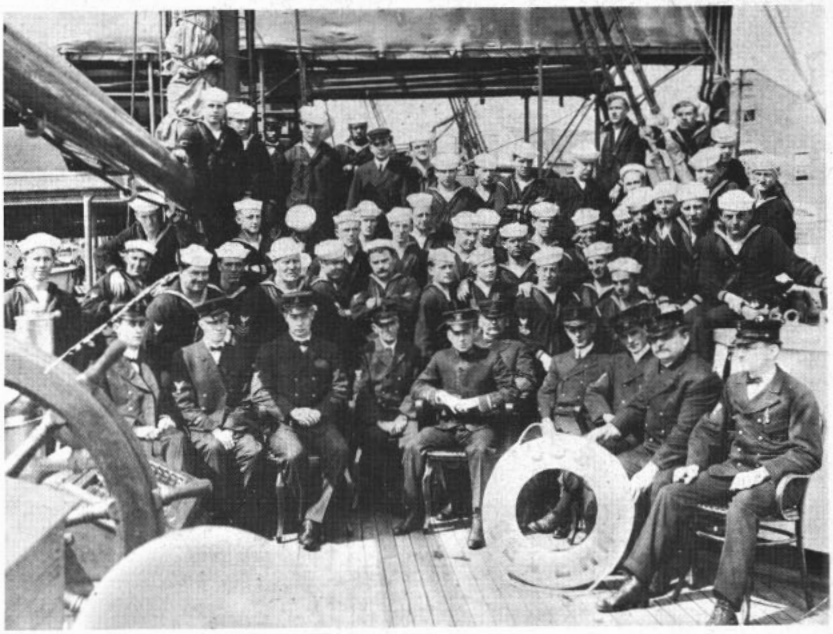
SIR: What regulations govern the wearing of civilian clothes by enlisted men when visiting foreign ports?

I realize regulations prohibit enlisted men from keeping civvies aboard ship—my question concerns men who wish to keep civilian clothes ashore and wear them while on liberty.

Also—if the civilian clothes policy is determined by command, is it necessary for enlisted men attached to an embarked staff to conform?—P. J. P., SM1, USN.

• *The policy concerning the wearing of civilian clothing while ashore in a foreign port is determined either by the senior officer present afloat or by the commanding officer, who is guided by general and specific directives of higher authority.*

As for the embarked staff: They must conform to the policy of the command. Article 0512 of "U. S. Navy Regulations" states in part, "In matters of general discipline, the staff of a commander embarked and all enlisted persons serving with the staff shall be subject to the internal regulations and routine of the ship."—ED.



NAVYMEN CIRCA 1913 looked like this for crew's picture aboard USS Severn. CO of modern Severn would like to know if any of crew can be identified.

Early Severn Presents a Problem

SIR: Enclosed is a reprint of an original photograph (reproduced above) retained on board USS *Severn* (AO 61). The original print is framed in stiff cardboard, and the name J. H. White, presumably the photographer, is embossed thereon.

The date the picture was taken, the location of the ship at the time and the type of ship are all unknowns. We would appreciate any information you can uncover.—Capt. Charles H. Carroll, USN, CO, USS *Severn*.

• *You really threw us a curve, Captain, but we did some checking and were able to come up with a pleasant afternoon spent knee-deep in history books.*

The uniforms worn by the men seem to be the place to start. If you'll look closely at the picture, perhaps with the aid of a magnifying glass, you will be able to follow along our bloodhound's trail.

First of all, the enlisted men with visible rating badges are all in right-arm ratings. Others are wearing the branch mark on the right shoulder. But these insignia continued until the 1947 uniform changes, so that clue is not much help.

However, look at the officer's cap. He has a flat gold lace strap across the front. This gold strap replaced gold cord in 1894.

The chiefs' arm badges in the picture were also introduced to the Navy uniform in 1894. So at this point we are somewhere between 1894 and 1947.

Now, notice the positioning of the cap devices on the chiefs' hats. The book says that in 1905 the cap device on a chief's hat was still worn in a tilted position.

Let's go a little deeper. The fellow behind the third chief from the left is a Sailmaker's Mate. That rating was dropped in 1939.

The second chief from the left is a Master-At-Arms. In the 1913 "Uniform Regulations," the Master-At-Arms rating was still listed. It was not in the 1921 Regs.

Now we're within an eight-year period, 1913 to 1921. And so much for the uniforms.

A look at the ships' histories of Severn *revealed that there were only two ships to carry the name—your current ship and a sailing ship made of sheathed Georgia pine. It's pretty obvious that the latter is the one we're looking for.*

Severn *was built as* USS Chesapeake

OUT OF THE PAST—USS New Jersey *(BB 62) is seen in photo taken in 1953 when she was eased into berth at Norfolk upon return from duty in Korea. She's now in Atlantic Reserve Fleet. That's* USS Missouri *at her left.*

(No. 3) in 1898-99 at Bath, Maine. She was 175 feet long, had a 37-foot beam and a draft of 16 feet. Her displacement was 1175 tons. Her armament consisted of six 4-inch rim-fire guns, four 6-pounders, two 1-pounders, and two Colts.

The first 10 years of her life were spent as station ship and practice sailing for Naval Academy midshipmen. During that period (on 16 Jun 1905, to be exact), her name was changed to Severn.

In February 1910, Severn *became tender to the Third Submarine Division, Atlantic Torpedo Fleet. She later served as tender to the First Division and to submarines in the Canal Zone.*

Severn's *career was relatively short. She was striken from the Navy List on 18 Oct 1916 and sold for scrap.*

Judging from the information we have compiled, it's safe to assume that your photo was taken some time between 1913 and 1916.

We can't come much closer than that. But one never knows. It's quite possible that one of our readers was there.—ED.

New Jersey Is Offstage, Awaiting Cue

SIR: In 1945 and 1946 I served aboard USS *New Jersey* (BB 62). I've often wondered what happened to her afterwards. Can you tell me?—D. L. E.

• New Jersey *was decommissioned on 30 Jun 1948 and assigned to the New York group of the Atlantic Reserve Fleet. Slightly more than two years later she was recommissioned and transferred to the Pacific Fleet.*

She remained in action throughout the Korean conflict and received four battle stars. The crew was also presented the Korean Service Medal, the United Nations Service Medal and the Korean Presidential Unit Citation.

Later she was again decommissioned. In 1957 she went to the U. S. Naval Supply Depot, Bayonne, N. J., once again with the Reserve Fleet.

In August 1962, New Jersey *was towed to the Philadelphia Naval Shipyard to become a part of the Reserve Fleet and is still there.*—ED.

Personal or Official Correspondence

SIR: As of late the personnelmen in my unit have become embroiled in a rather warm debate. Here are the points of contention:

Is a letter originated by an individual Navyman and addressed to a bureau or agency within the Department of the Navy via his commanding officer considered personal or official correspondence?

Should the above individual use plain bond paper or letterhead for the correspondence?—W. F. O., YN1, USN.

SIR: Some years ago (probably 15 or so) I read in ALL HANDS that, since correspondence originated by a Navyman to a Navy command or bureau (such as BuPers) was official correspondence, it should be on letterhead stationery.

Now I am told by several of my coworkers that it is incorrect for an individual to use letterhead stationery when making an official request. This word, so I am told, is being passed around at YN "B" school.

I referred to Article 1601 of *U. S. Navy Regulations* for a definition of official correspondence, and to the *Correspondence Manual* to determine the correct use of letterhead stationery. After looking through both references, it still appears to me to be proper for Airman Joe Doaks to use letterhead stationery of the activity to which he is attached when he submits a request to BuPers for a transfer, say, to Vietnam.

This is also the word I remember from YN "B" school (class of July 1943). Of course, times change and so do policy and interpretations, and I realize my opinion might be a bit behind the times. Nevertheless, I was sure enough of myself to give instructions to use letterhead stationery on all official correspondence originated by individuals attached to this activity, be it a letter, a memorandum or what-have-you.

If I'm wrong, guess I'll just request (on plain bond paper) a quota to my alma mater.—H. M. L. YNCM, USN.

• *Such drastic measures may not be necessary, Chief—but if you were to make the request, you would properly submit it on plain bond. Don't feel bad, though. We weren't sure either until we checked with the Director of the Administrative Management Division, Administrative Office, Navy Department.*

And here's what he had to say:

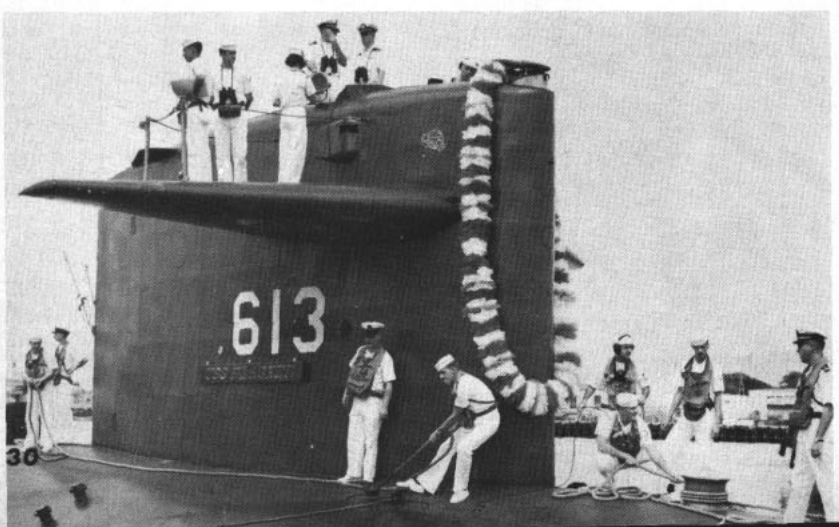
Official correspondence, as defined by "U. S. Navy Regulations," 1948, Article 1601, consists of all recorded communications sent or received by a person in the naval establishment in the execution of the duties of his office.

There are two types of official correspondence. The first is that which is appropriate to the pursuit of the primary mission of an activity. Such correspondence should be on printed letterhead stationery, if it is available, or the letterhead may be typed or stamped on the page.

The second is that which pertains to an individual as a member of the naval service, but which is not directly related to the mission of his activity—personnel matters, beneficial suggestions or, for that matter, communications to ALL HANDS *magazine. This correspondence should be on plain paper.*

Personal correspondence, on the other hand, includes all correspondence which is not in the pursuit of any Navy business, and of course, should not be prepared on letterhead paper.—ED.

LEI DAY—*Flasher* (SSN 613) is welcomed to Hawaii for duty with 40-foot lei.



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 *Fall River* (CA 131)—A reunion during the 4 July weekend 1967 is being planned for those men who were members of the Ship's Service and Division Six of *Fall River* during the Bikini tests 20 years ago. Contact Roy E. Munyon, 6104 Pratt, Omaha, Neb., for further details.

• *Destroyer Squadron 48*—A reunion consisting of personnel from USS *Walker* (DD 517), *Abbot* (DD 629) *Erben* (DD 631), *Hale* (DD 642), *Stembel* (DD 644), *Bullard* (DD 660), *Kidd* (DD 661), *Black* (DD 666) and *Chauncey* (DD 667) will be held in Atlanta, Ga., 3-6 August. For details, write Harrold F. Monning, 310 East 8th St., Kewanee, Ill. 61443.

• USS *Lexington* (CV 2)—The 14th reunion for former members of the crew and squadron personnel and Marines who served on board between 1927 and 8 May 1942 will be held 14-17 June at Portland, Ore. For additional details, contact LCDR Walter D. Reed, USN (Ret.), 5608 Ocean View Drive, Oakland, Calif. 94618.

• USS *Enterprise* (CV 6)—A reunion will be held 27-30 July at Norfolk, Va. For details, write to Richard Kenyon, 119 N. Barr St., Crawfordsville, Ind. 47933.

• USS *North Carolina* (BB 55)—The fifth reunion will be held 28-30 June at Wilmington, N. C. For information, write Pat Fanzi, 145 Glen St., Pittsburgh, Pa. 15207

• USS *Pargo* (SS 264)—The men of USS *Pargo* (SS 264) will hold a reunion on 3 June, following the commissioning of the new USS *Pargo* (SS 650) at New London, Conn. For further information contact Lester Riley, Twin Lakes, Minn. 56089.

• *Ex-PT Boaters*—A West Coast reunion will be held on 21 April at Los Angeles, Calif. For further information, write David S. Robertson, PO Box 2207, Newport Beach, Calif. 92663, or phone (area code 714) 673-7517.

• *LCI (L) Flotilla II* (Europe 1943-44)—Will hold a reunion in August at Jekyll Island, Ga. All former crew members of USS *LCI (L)* Nos. 1 through 5, 8 through 16, 32, 33, 35, 75, 193, 209, 211 through 219, 229, 231, 232, 239 and staffs are urged to attend. Write Paul Carter, 804 4th Ave., Iowa City, Iowa 52240.

• *Manitowac-built Submarines*—A reunion is being considered for the commissioning crews of USS *Redfin* (SS 272) and all submarines built at Manitowac, Wis., during World War II. Anyone interested may contact Harry O. Glover, TMSC(SS)DV, Escape Training Tank, Submarine School, Submarine Base, Groton, Conn., or Stephen Petreschock, 1418 Columbus St., Manitowac, Wis. 54220.

• USS *Avocet* (AVP 4) (ex-AM-19)—A reunion is being tentatively scheduled for late spring of this year. Interested former crewmembers may contact Richard L. Kile, 3315 Como Lane, San Jose, Calif. 95118.

• USS *LSM 266*—A reunion is scheduled for 28-30 July in Chicago. For information, contact G. Edward Metcalf, 2015 Airfield Lane, Midland, Mich. 48460.

• USS *Oklahoma* (BB 37)—A reunion will be held 28-30 April at Annapolis, Md. For details, write Edward H. Lutz, 673 Lindley Rd., Glenside, Pa. 19038.

• *VF 61*—Fighter Squadron 61 is planning a reunion for anyone who was connected with the squadron between 1954 and 1958. Anyone wishing to attend can obtain information by writing Jess Kronk, 3052 W47, Cleveland, Ohio 44102; or James Shaw, 874 Shadow Row, Willoughby, Ohio 44094.

• *Patrol Squadron 211* is considering a reunion or series of reunions some time in the summer of 1967. Anyone interested is asked to contact either Pat Carisella, 215 Nahant St., Wakefield, Mass., or Captain Paul Jayson, 2402 Lexington Rd., Falls Church, Va. 22403.

• USS *Wichita* (CA 45)—The fourth and fifth reunions are being planned for Norfolk and San Diego. Cruisermen interested in further information should write to J. A. Glass, 111 Dupre Ave., Norfolk, Va. 23503.

TODAY'S NAVY

Jumbo-Sized Oilers

First, she's cut athwartships in two places.

The midsection is removed.

Then a new section is inserted which will increase her capacity by 50,000 barrels.

When she's put back together, the Navy has another (if you'll excuse the expression) jumboized Fleet oiler.

To date, the Navy has expanded five of eight fleet oilers which were scheduled for jumboizing. The latest modification was to USS *Pawcatuck* (AO 108). Her enlargement followed the conversions of *Waccamaw* (AO 109), *Navasota* (AO 106), *Passumpsic* (AO 107), and *Mispillion* (AO 105).

The remaining three oilers having their midbodies expanded, are the *Ashtabula* (AO 51), *Caloosahatchee* (AO 98) and *Canisteo* (AO 99).

Jumboizing increases the oiler's fuel load capacity from 100,000 to 150,000 barrels.

During the expansion overhaul, each ship is equipped with a larger pumping system which allows more rapid fuel delivery to customer ships.

Greyhound Is New COD

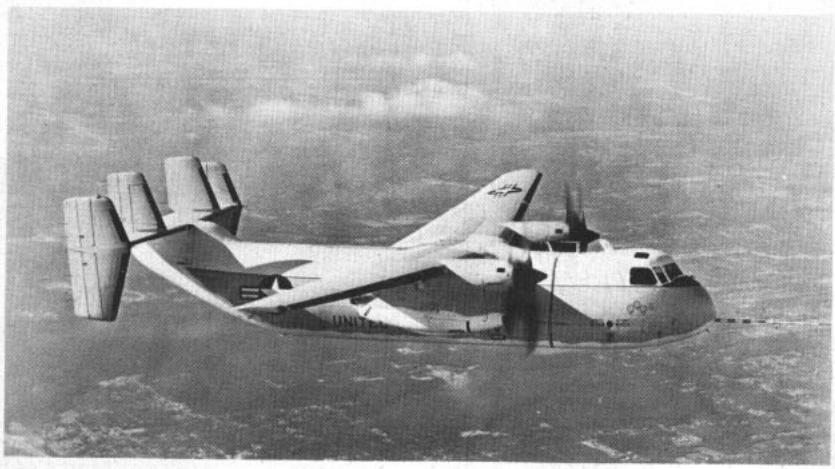
The Navy has a new greyhound that just doesn't follow aircraft carriers—it lands on them.

It's the newest Carrier On-board Delivery (COD) aircraft, the turboprop C2A *Greyhound*.

Nearly twice the size of the present C1A *Trader* COD plane the *Greyhound* weighs in at about 50,000 gross pounds. She has a wingspan of 80 feet and can fly over 300 miles per hour within a 1500-mile range, almost twice the range of the *Trader*.

BATTER UP—Vietnamese boy prepares to swing at baseball for first time during MCB-7 visit to Hue.

FOR BIG PACKAGES—Navy's new COD (Carrier Onboard Delivery) plane, C2A *Greyhound*, is operating with Pacific Fleet. Plane is twice size of C1A.



The C2A features a large cargo stowage space, accessible by a rear loading ramp, where replacement jet engines and afterburners may be carried. Until now, COD aircraft haven't had this capability.

In addition to such cargo as engines, emergency ship repair parts and mail, the *Greyhound* can accommodate 28 passengers. As a troop carrier, she could seat many more.

Introduced to the Fleet in California last October, the C2A has since been operated by Alameda-based Tactical Support Squadron 30 (VR-30), providing carrier deliveries to Pacific Coast ships.

The 340-man squadron, commissioned just one week before the first two *Greyhounds* were delivered, is also the parent training unit for pilots and crews who will operate the new COD aircraft in support of ships off Vietnam and elsewhere in the Pacific.

Corpsman Saves Child

A Navy corpsman has been credited with preserving the life of a South Vietnamese child. He is Hospital Corpsman Third Class Jack Baxter of Marine Aircraft Group 36.

Baxter has been recommended for a Bronze Star as a result of previous action.

Petty Officer Baxter is a member of a medical evacuation helicopter crew at Chu Lai. One night recently the unit received a call to pick up a critically injured child at Tam Ky, 12 miles north of Chu Lai.

When the helo landed at Tam Ky, it was met by an ambulance.

The child appeared to be dead. Corpsman Baxter inserted a resuscitation tube in the boy's mouth and began breathing air into his lungs and, at the same time, tried to start the heart's action.

While the helo sped toward the medical battalion at Chu Lai, the boy began to breathe. About a minute and a half later, the breathing stopped. Baxter resumed his resuscitation and heart massage.

The child began breathing once more, but the corpsman continued his aid until the helo landed. At the

medical battalion the boy was put into a special breathing device, transferred to another aircraft and flown to the hospital at Da Nang.

Food Store on Wheels

The relative value of a 20-mile expedition to the commissary when all that's needed is bread and milk has probably been questioned by nearly all Navy wives at one time or another.

To resolve this problem, a food store on wheels has been established at the Naval Weapons Station housing area in Charleston, S. C. The mobile grocery was put into operation by the exchange officer to serve approximately 600 Navy families in an enlisted housing area, which is 20 miles from the Navy commissary store.

The red and white striped truck carries a limited supply of items such as bread, milk, cold cuts, and cookies. Bread and milk account for 80 per cent of the sales, which average 900 dollars weekly.

Big Wind Gives Good Steer

The Navy has adopted an idea from merchant ships in choosing the propulsion system for its new submarine rescue vehicle. The Deep Submergence Rescue Vehicle (DSRV), now being built at Sunnyvale, Calif., is designed to seek out and connect itself to distressed submarines, in order to rescue the men inside.

To propel and maneuver the small submersible, the design calls for a conventional propeller with control surfaces at the stern, and a pair of ducted thrusters fore and aft. The thrusters consist of a cylindrical duct or tunnel running completely through the outer hull of the vehicle. A motor-driven propeller forces water through the ducts to achieve motion.

By using these thrusters in various combinations, the yaw and pitch of the vehicle can be controlled. The DSRV also can be maneuvered up and down or from side to side at a speed of one knot.

Similar thrusting devices are presently used in the bows of some merchant ships to provide a lateral force to aid in docking.

Torpedo Fishermen of Pearl

At Pearl Harbor, the Navy has its own fleet of fishing boats. For the sailors who run the small fleet, fishing is a serious business, and one which saves the Navy millions of dollars annually.

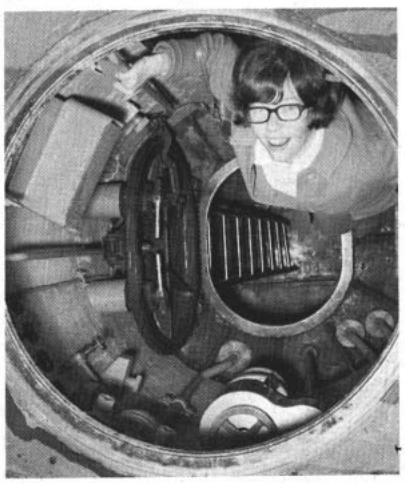
SUN SHOOTERS—Midshipman T. G. Harrison, USNA, and ENS E. Spicker, Colombia, team up for sextant readings during midshipman cruise.

They are engaged in chasing and recovering torpedoes, fired from submarines during exercises off Honolulu.

Each fish costs up to $35,000, and weighs as much as two and a half tons without its warhead. Total monthly catch easily results in savings of one and three-quarter million dollars.

Among the five torpedo recovery boats at the Submarine Base, the newest and largest is the *TWR 6* (torpedo weapons retriever), the only one of her class in the Pacific.

THINGS ARE LOOKING UP—4-H Club member looks up through hatch of Reserve training sub *USS Billfish* (SS 286) during visit to Boston.



She is capable of catching 18 torpedoes on each run.

TWR 6 has a complement of 14 enlisted men, and often remains at sea all day, returning to port at night to unload her precious catch.

Third Tour for VA 144

Attack Squadron 144 was one of the first Navy jet air squadrons to see action over Vietnam in August 1964. Since then many names and faces have changed within the squadron but its combat record continues to climb—threefold.

According to VA-144, it is the first Navy jet unit to make three combat deployments in Southeast Asia since the open outbreak of hostilities in 1964.

It was VA-144 pilots, nicknamed the Roadrunners, who swept down on the North Vietnam motor torpedo boats which initially attacked U. S. Navy destroyers in the Gulf of Tonkin on 4 Aug 1964.

The following day, on Presidental orders, the squadron launched sorties against enemy bases from which the PT boats staged their assaults.

At that time VA-144 was flying from the attack carrier USS *Constellation*. (CVA 64).

After a retraining period at their home base, NAS Lemoore, Calif., the Roadrunners once again were flying over Tonkin, this time from the deck of the carrier USS *Ticonderoga*.

During this seven-month deploy-

ment, the squadron's pilots dealt heavy blows to enemy installations. Attacked were the Hai Duong bridges between Hanoi and Haiphong, the Uong Bi power plant which supplied Haiphong with over 30 per cent of its electrical power, the heavily fortified Vinh bridge and supply complex, and the Haiphong bridge, a link connecting the main arteries of communist China with the industrial complex of Haiphong.

By the end of their 1965-66 cruise, VA-144 pilots had delivered over 1700 tons of ordnance on enemy positions, flown over 5000 hours and had logged over 2200 combat sorties. Most of these aviators became combat centurions (pilots who have flown at least 100 sorties) as well as carrier landing centurions.

Following a brief rest Stateside, the squadron launched its third combat tour on 4 Dec 1966 from the deck of the carrier uss *Kitty Hawk* (CVA 63).

Qui Nhon Hospital

A new evacuation hospital has been built at Qui Nhon in the Republic of Vietnam. Instead of being the usual quonset type, the new facility conforms more to stateside standards.

Construction is of prestressed and prefabricated units to better protect patients from dust and consequent infection. The facility has a 400-bed capacity and can accommodate up to 600 patients, if necessary.

Some of the hospital's buildings were originally intended for use as barracks but were later diverted to medical use. Consequently, there are such amenities as indoor plumbing, showers, hot and cold running water—features frequently absent in evacuation hospitals.

The installation has two minor and five major surgery suites plus laboratory and X-ray sections. It also has a pharmacy and a 180-seat mess hall.

Retirement Send Off—This One Was Impressive

Gasoline barges and Fleet tugs are rarely seen participating in those "brief but impressive" retirement ceremonies which take place so often. Somehow, inexplicably, they are seldom asked.

Recently, however, 22 of Norfolk Naval Station's service craft passed in review, as one of their own retired after 30 years' service.

Chief Warrant Officer O. A. Henslee, who spent his last tour of duty as personnel officer of the station's Port Services, stood on the main station pier to take the salutes of the boats.

The crews snapped to attention as their tug, "Wimpy" boat, water barge, gasoline barge, and other types of craft gave whistled salutes.

It was impressive.

Manley Reenlists Many

Now serving with the U. S. Pacific Fleet, uss *Manley* (DD 940) was recently awarded the Commander Cruiser-Destroyer Flotilla Six Retention award for achieving the highest reenlistment percentage in the flotilla during the six-month period ending 30 Jul 1966. A very respectable first cruise reenlistment rate of 62 per cent was scored.

Manley reenlisted a total of 25 men during the entire fiscal year 1966 and was named number one in the Force. A total of more than $100,000 was paid in reenlistment bonuses.

CRAFTY CEREMONY—CWO O. A. Henslee (left) and CAPT J. F. Dalton, CO, Norfolk NavSta, watch as service craft salute Bo's'n Henslee.

Gee-Whiz Gunboat

When it comes to speed, the newly commissioned patrol motor gunboat uss *Asheville* (PGM 84) rates among the fastest.

This is not necessarily because of her size or weight—165 feet long, 240-ton displacement.

It is primarily because of her ace-in-the-hold – a 14,000-horsepower J-79 jet aircraft engine.

This is being tested at the Pacific Fleet Amphibious Force base, Coronado, Calif., site of the new gunboat's training area.

In addition to her jet, *Asheville* carries twin 725-horsepower diesel engines as her cruising source.

During high-speed maneuvering, crewmen in the pilot house usually wear seat belts.

Speed is just one feature of *Asheville's* versatility. Armament is another.

Her prime armament is a rapid-fire, three-inch 50-caliber gun, aimed by an electronic fire control system.

She also has a 40mm single mount and a pair of twin 50-caliber machine guns.

This arsenal is considered by the gunboat crew to be sufficient to neutralize, destroy or sink virtually all classes of river and coastal shipping. The boat may also be used as a mobile medium artillery platform for use in river country operations.

Another of *Asheville's* unusual features is her aluminum hull structure. A combination of aluminum and fiber glass is used in her superstructure. Use of these lightweight materials partly accounts for her ability to move quickly.

Built in Tacoma, Wash., *Asheville* is the prototype of the new patrol motor gunboat class. One other has been delivered to the Navy and 15 more are under construction.

Commissioned 6 August, she is the third ship to be named for Asheville, N. C. The first, commissioned in 1920, was sunk during WW II when en route to Australia. The second *Asheville* joined the service in 1943, conducted antisub-

marine patrols in the Atlantic and was decommissioned in 1946.

The new gunboat's commanding officer, Lieutenant Henry Dale of Flint, Mich., is a veteran of recent counterinsurgency operations in Vietnam.

The ship's company consists of two other officers and 21 enlisted men.

Piers at Da Nang

Three recently built deep-draft piers will substantially increase the flow of military supplies into Da Nang, Vietnam. The piers can accommodate six large ships simultaneously and an estimated 5400 short ously and an estimated 5400 short tons can be offloaded every four hours. Dredged to a depth of over 25 feet, the piers enable ocean-going vessels to discharge their cargoes for the first time into waiting trucks.

The Naval Support Activity operates the piers which were dedicated on NavSuppAct's first anniversary.

Mercy Mission

It was just a routine exercise.

The aircraft carrier USS *Bennington* (CVS 20), her screen destroyers, and two Nationalist Chinese destroyers were going through their paces of antisubmarine warfare operations in the South China Sea.

Suddenly, a message was received on the carrier from one of the Chinese DDs and the routine became an emergency. A sailor was seriously ill, possibly with appendicitis. Medical assistance was requested.

First thoughts aboard *Bennington* were to airlift the stricken seaman by helicopter. But the Nationalist destroyer had no helo landing platform. Secondly, the sailor was considered too ill to be airlifted by hoist. Therefore, it was necessary to transfer the sailor by boat.

This job was handled by the destroyer USS *Eversole* (DD 789) whose boat crew picked up the seaman and brought him back to their ship.

On *Eversole's* helicopter landing pad was an HS-8 helo waiting to hasten the transfer to the carrier's flight deck.

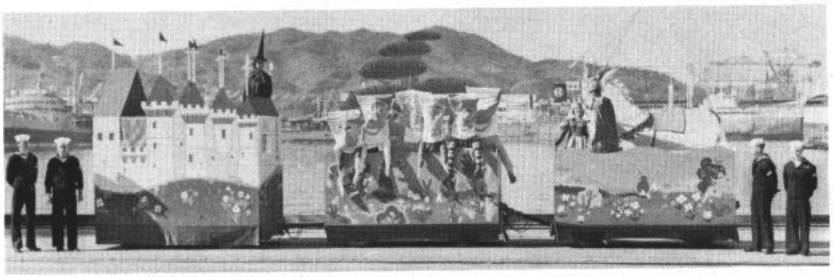
Within minutes Seaman Chiu Hsien-Cheng was airlifted and placed in the hands of *Bennington's* corpsmen. They took him to the carrier's sick bay where one of the ship's surgeons, Lieutenant Vincent A. Guardione, began his examination.

X-rays revealed Chiu's appendix was perforated and, according to the doctor, immediate surgery was necessary to save the seaman's life.

One hour later the operation was completed and Chiu was out of danger. Although he couldn't speak any English, the Nationalist Chinese sailor's expression reflected he was resting comfortably and grateful for the care he had received.

Meanwhile, the five-unit ASW force resumed its routine exercise.

—Mike Battenfeld, JO3, USN



FLEACTS FLOAT—U. S. Fleet Activities, Sasebo, Japan, entered above float of Snow White and Seven Dwarfs in annual Okunchi Parade in Sasebo. *Below:* Men on Japanese float hold umbrellas to protect costumes from rain.

Navy Firepower

To men pinned down by enemy fire in a jungle of South Vietnam, a small propeller driven plane flying overhead can be a welcome sight.

They know the eyes of the spotter in the plane's back seat are also the eyes of a Navy ship cruising off the coast unseen. Despite the distance, however, the ship's guns can easily hurl shells over the tangled jungle at the enemy. Navy firepower is there to support American forces.

The pilot, acting on information from the ground forces, keeps his plane beyond the range of enemy fire and the enemy between himself and the ship. With little to worry about from below, the spotter can devote all his attention to directing the ship's gunfire and reporting damage.

The enemy's position is identified by map coordinates. The ship's computers consider the wind velocity, currents, pitch and roll of the ship and all other factors which would affect aiming the ship's guns.

Below decks, in the magazine, Navymen heave shells and powder charges from bins on each side of the compartment into automatic hoists which carry them up to the next deck.

There, other Navymen load the projectiles into the twin racks of the upper handling room. The projectile goes in the top, the powder charge in the bottom. The rack rotates to the next open position and is filled again with the material coming up from the magazine. Another automatic hoist brings the projectiles and charges up to the gun mounts.

Here, more Navymen place the powder charge in the loading tray, then the projectile on top. A "spade" rams the assembled units into place. The gun breech locks. The gun director has the information he needs to fire on the target. When the gun is ready, he presses the trigger.

The gun belches fire and smoke every few seconds. Occasionally, it goes whimsical and blows a smoke ring.

To the enemy on the receiving end, however, there is nothing whimsical about it. The little two-seater plane is still flying around and the spotter in the back seat keeps his eyes on them. If they move, the gunfire moves with them.

For the pinned down American soldiers, Navy firepower means relief from a sticky situation. To the enemy, however, the only relief comes when he quits.

Tough, but Gentle

In flight, the modern plane is sleek, fast, even beautiful. On the flight deck or hangar deck it can be gawky, clumsy, awkward, inelegant. Moving it from one spot to another in the close quarters of a carrier is an art which requires a fine eye and a steady hand. One miscalculation can rearrange a piece of protruding equipment, crumple a wingtip or puncture a fuselage.

A crunch is an ignoble way to ground a supersonic fighter or, for that matter, a *Willy Fudd*. It doesn't do much for the reputation of the yellowshirt in charge, or add to the leisure time of the airframes crew.

For those good reasons, aircraft handling officers and petty officers

Two New Ships for Oceanographic Research

THE OFFICE of Naval Research is supporting the construction of two new oceanographic research vessels of the AGOR (Auxiliary General Oceanography Research) class. Designed as a new generation of oceanographic ships, they have been designated AGOR 14 and AGOR 15. They will be operated by Scripps Institution of Oceanography, San Diego, Calif., and Woods Hole Oceanographic Institution, Woods Hole, Mass.

The new ships will have a length of 244 feet, 10 inches, a beam of 46 feet, a displacement of 1915 tons, and a full load draft of 14 feet, 10 inches.

A major feature of the new ships is the propulsion system consisting of two cycloidal propellers, one at the bow and one at the stern. This system has been in use in Europe for over 30 years, but AGORs 14 and 15 will be the first U. S. oceanographic ships to utilize it. The cycloidal propeller consists of a variable number of blades placed around a ring. The blades can swivel individually in any direction, and changing the orientation of any or all of the blades enables the ship to maneuver in a forward, reverse, or sideways direction. This maneuverability means that the ship is able to hold an exact position in winds as high as 35 knots and in very rough seas.

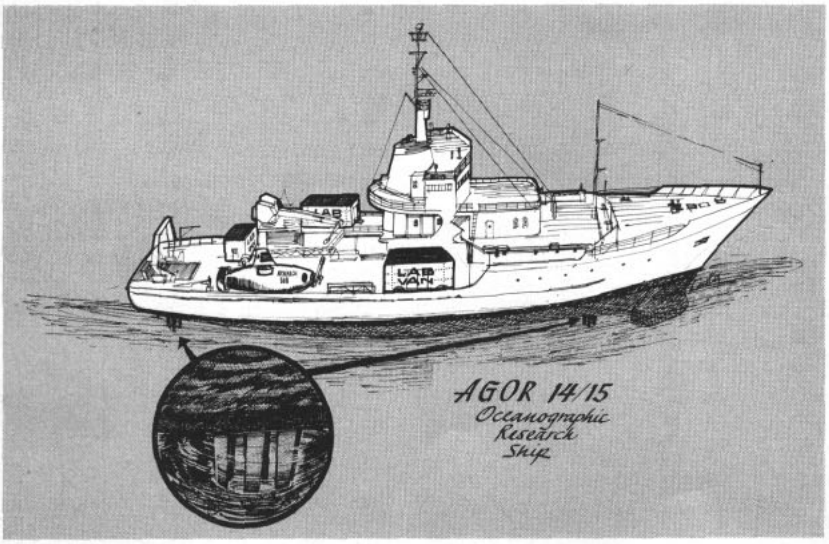
The propellers, which are the ships' sole source of propulsion, will be driven by a slow speed 2500-horsepower engine amidships. This will enable the ships to maintain a sustained sea speed of 12 knots at a cruising range of 10,000 miles. Single lever, or joy stick, bridge control regulates both the direction and magnitude of thrust. Since the cycloidal propeller system gives the ships excellent means of control, no rudder is necessary.

Both vessels will be equipped with underwater observation ports, underwater lights, an uncontaminated seawater circulating and sampling system, small and medium size cranes, and a bathythermograph winch. Each ship will also have an internal well through which multiton transducers can be lowered for the study of acoustic transmission phenomena, or through which drilling operations can be conducted.

Another major feature of the new ships is the optional equipment design concept. Previously oceanographic ships were limited to performing tasks which could be handled by permanent laboratory installations. New missions had to be preceded by extensive re-outfitting which meant valuable time being consumed. The new concept embodied in AGORs 14 and 15 enables scientists to outfit and equip mobile vans on shore which can then be placed on the ship. The variety of laboratories and other equipment is limited only by the number of vans. Since the vans are portable and interchangeable, the experimental capacity of each ship is broadened significantly.

AGORs 14 and 15 are to be outfitted with special equipment designed to meet the requirements of the two institutions which will operate them. AGOR 14 will have a towing winch capable of towing FLIP (Floating Instrument Platform) at speeds no less than eight knots. AGOR 15, will have equipment which will enable it to transport and service *Alvin*, a deep-diving underwater research vehicle.

CYCLOIDAL PROPELLERS, underwater observation ports and lights are features of Auxiliary General Oceanographic Research (AGOR) class vessels.



go to great lengths to avoid crunches. One of the best crunch-less records is claimed to be held by the aviation boatswains aboard USS *Randolph* (CVS 15) in the Atlantic.

Randolph's perfect record goes back to the middle of 1966, when the ship was operating off Northern Europe. Despite bad weather, one crunch-less day led to another and by December the crew had racked up 74 consecutive crunch-free operating days.

Since that good day in the summer, the ship's aircraft handling crew had made 8560 respots, of which 1293 involved moving aircraft from the flight deck to the hangar deck or vice versa.

Mercury Joins Space Fleet

The last of five space instrumentation ships has been delivered to the Navy. The extensive electronic instrumentation complex of each ship will be integrated into NASA's Manned Space Flight Network to support the United States' manned missions to the moon. In addition these unique ships will have the capability of suporting DOD missions as well.

The five World War II ships are manned by MSTS civil service crews and will sail under the operational control of the Air Force, which provides the technical crews.

USNS *Vanguard*, *Redstone* and *Mercury* will support the insertion (into earth orbit) and injection (into the lunar trajectory) phases of the future space program.

Converted at Quincy, Mass., these former *Mission* class tankers were jumboized (lengthened) 70 feet to accommodate the more than 445 tons of electronic equipment and the staterooms of the civilian specialists trained to operate and maintain this sophisticated payload. *Vanguard* is now operating from Port Canaveral, Fla. *Redstone* and *Mercury* are undergoing final contractor tests and checkout in the Quincy area.

These three ships are also receiving satellite communication terminals to gain a communications capability unsurpassed by any ship afloat.

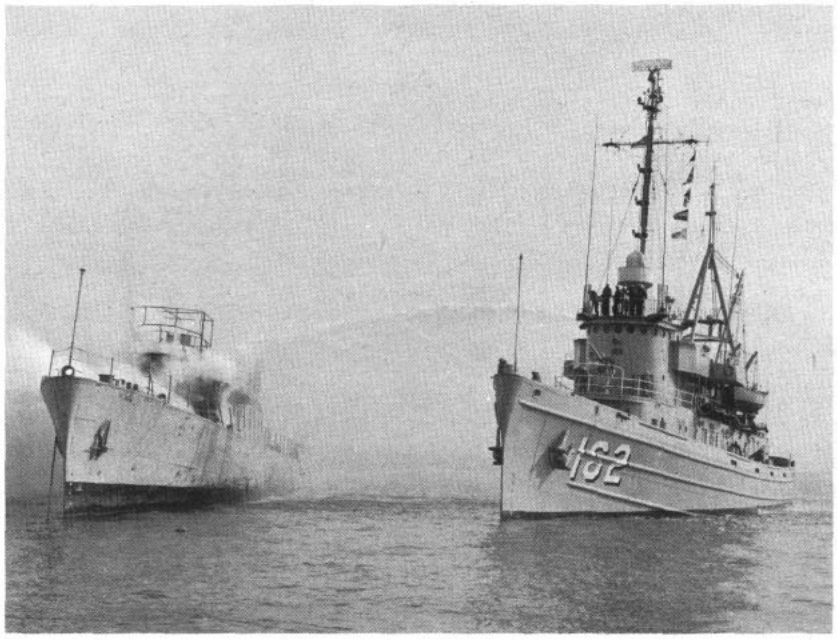
USNS *Watertown* and *Huntsville* were converted at New Orleans, La., where they are conducting final contractor tests and checkout. These former Victory class cargo ships will support the critical reentry to the earth's atmosphere of spacecraft.

The addition of these five ships for use in the space program brings the total to 19 ships operated by the Navy's MSTS in support of various missile and space programs.

Nautilus' 300,000 Miles On Nuclear Power

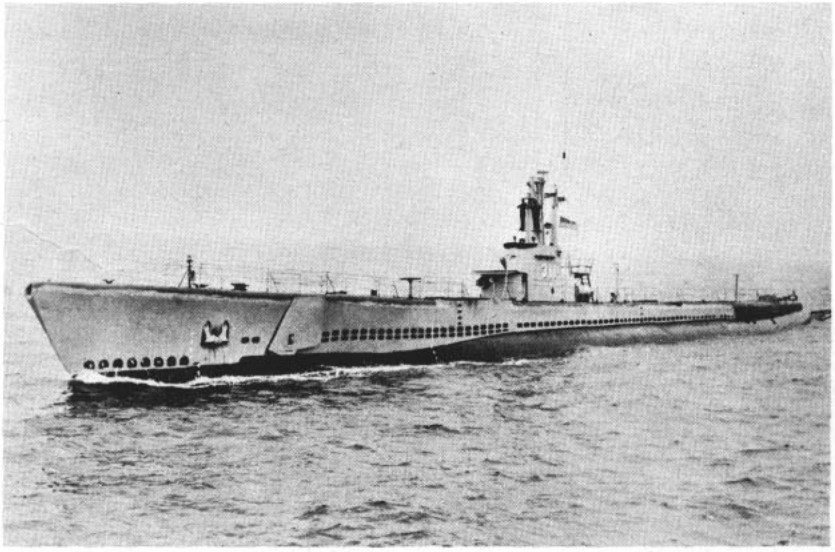
USS *Nautilus* (SSN 571) late last year set another record when she completed 300,000 miles on nuclear power, of which over one quarter of a million miles were traveled while submerged. In establishing this enviable milestone *Nautilus* has sailed beneath the waters of the Atlantic, Pacific, Mediterranean, and Arctic Oceans since her initial underway on 17 Jan 1955.

Commander F. C. Fogarty, Commanding Officer, addressing the crew of *Nautilus*, paid tribute to the dedication of all the Navymen who have played such important roles in the many firsts of *Nautilus*, from her famous messages of "Underway on nuclear power," and "*Nautilus* 90 north," to this most recent achievement.



A HARD LIFE—*USS Shakori* (ATF 162) fights fire aboard ex-*PCE 618* in recent training exercise. After fire was put out, *618* was sunk for salvage divers.

NO BROWN-BAGGERS HERE—*USS Archerfish* (AGSS 311) boasts electronic equipment for hydrographic and oceanographic work, and all-single crew.



NEW FRIENDS—Children line pier to welcome PBR and medical team.

Cat Lo Gets the Needle—And Says Thanks

BATTLES AREN'T always fought with deadly weapons. Sometimes victory can be won with salve and a hypodermic syringe.

Something like that happened at the Vietnamese fishing village, Cat Lo, when it was visited by an American river patrol boat. In addition to its regular crew, the boat carried a Navy doctor, a corpsman, an Army medic and two district health workers.

The village was under the influence of the Viet Cong, so those in the boat were unsure of the reception they would receive.

As the boat approached Cat Lo, however, the answer was obvious. Curious kids packed the 10- by 15-foot dock as they awaited the arrival of the Americans.

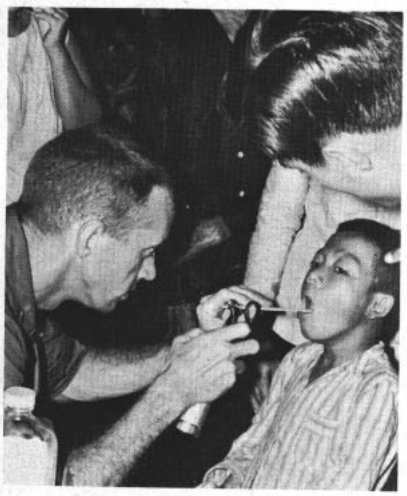
The PBR's visit lasted only two hours, but during that time nearly 200 people of various ages were treated for complaints ranging from skin rashes to internal disorders.

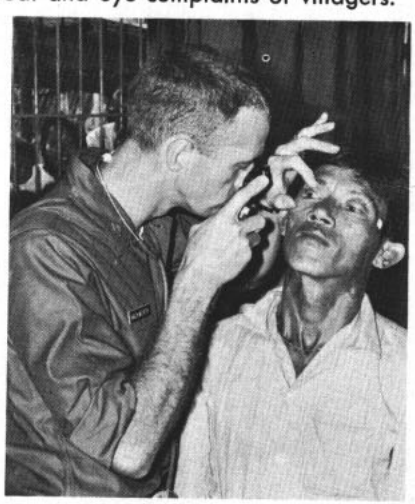
One of the health workers and the village midwife inoculated 150 people—mostly children—for cholera and smallpox. Like kids everywhere, many of the younger group were reluctant to be jabbed by the big needle but a gift of candy lessened their apprehension and helped them forget the pain.

The Navy had invested only a couple of hours and a modicum of medical supplies. Cat Lo, on the other hand, had gained much: The aches and pains of a medically neglected people had been eased and relative immunity from the scourges of smallpox and cholera had been achieved.

More important, someone cared—now the people of Cat Lo knew it.

TEAMWORK—Navy doctor checks throat and eye complaints of villagers.





A Liddle More Time to Reid

When you do something the first time, you try to do it right so there won't be a second time, right? Wrong.

Not if you're a crewman aboard USS *Liddle* (APD 60). Those men have to do everything twice, even if they do it right the first time. They have two ships.

In preparation for the decommissioning of *Liddle*, the crew has begun reactivation work in the high speed transport *Beverly W. Reid* (APD 119), which was brought from the Reserve Fleet in Orange, Texas, and tied alongside.

Liddle crewmen first removed the protective cocoon from *Reid's* guns. Now they are removing all the outmoded equipment, which will be replaced by newer gear from *Liddle*.

Among changes in the offing are the rebuilding of the bridge and enlargement of radio facilities and combat control spaces.

When the work on *Reid* is finished, the entire *Liddle* crew and its possessions will go from one ship to the other in a rare decomissioning/recommissioning ceremony. *Liddle* will go to the mothball fleet.

Then the crew will know for sure where to muster.

Up Again, Down Again

Ex-*PCE 618* has gone to the bottom and come up again so often one almost expects that next time she'll emerge periscope first.

The hull of the old ship was recently set afire and sunk for the 12th time in a year, in the James River.

The sinking of the ex-patrol craft was the main event of a week-long training exercise conducted by Service Squadron Eight.

The squadron schedules these exercises to maintain the efficiency of its rescue and salvage ships.

This time the exercise provided salvage training for the crew of the Fleet ocean tug USS *Shakori* (ATF 162). Before the old ship was sunk, she was set afire on the main deck and below. Fuel for the fire consisted of 55-gallon drums filled with rubber and kerosene.

The job of *Shakori's* crew was to extinguish the fire and then board her to simulate search for possible survivors. Ex-*PCE 618* was then sunk and the divers from *Shakori* descended to the bottom to begin the task of refloating her.

TOGETHERNESS—Air Force *Globemaster* and *Super Constellation* (rt.) are unloaded at Cubi Point Naval Air Station.

A Pat on the Back for Teamwork in MAC

THE ROAR of giant cargo planes along the flightlines at Cubi Point in the Philippines is commonplace. The planes are carrying material intended for use in Vietnam and Cubi Point is an airlift command post in a MAC (for Military Airlift Command) Channel.

The MAC Channel to Cubi Point is a joint venture of the United States Navy and the United States Air Force. The Air Force flies the cargo of aircraft parts from the United States; the Navy manages the Cubi Point facilities and gets the spare parts to carriers in Vietnamese waters. Together, the Navy and the Air Force at Cubi Point provide an excellent example of interservice cooperation.

The Channel has been in operation for about a year. It has proved its value by cutting the time needed to airlift high priority supplies to Vietnam, thereby reducing out-of-commission time of combat aircraft.

Before the MAC Channel went into operation, parts for the Navy and Marine Corps planes in Southeast Asia were delivered to Clark Air Force Base, 50 miles northeast of Cubi Point. The cargo was sorted there and trucked to Cubi Point Naval Air Station, from which it was flown to Vietnam.

Direct shipment to Cubi Point has eliminated about 50 hours from shipping time. Now, when one of the big transports lands at Cubi Point, the crew knows it will be there only a few hours.

While the plane is on the ground, pilots are briefed, flight plans are filed, air crews are billeted and the plane is parked, refueled and loaded, unloaded or both.

IT IS A MATTER of pride with the Navy crews at Cubi Point that they never go over the time allotted for their tasks (averaging two to four hours) and frequently they take less time than they are given.

When the MAC Channel went into operation last year, Cubi Point serviced only 29 MAC aircraft during its first month. Slightly less than 600 cargo tons were involved. It wasn't long, however, before the cargo capacity had increased to more than two thousand tons.

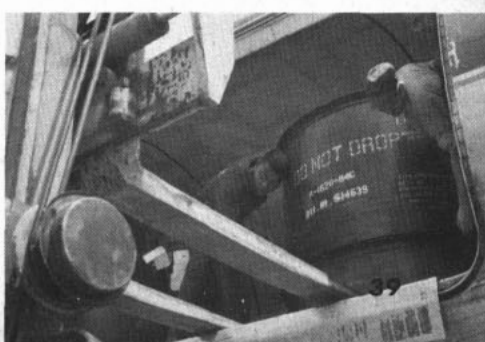
When the big planes land, they disgorge a welter of aircraft parts and equipment—radar and radio units, drop tanks, to name a few.

As one bemused Navy traffic official put it, the Cubi Point crews have so many airplane parts, they could open their own assembly plant.

But the Navy crews at Cubi Point aren't interested in making airplanes. They have only one object in view—getting the spare parts to U. S. carriers operating in Southeast Asian waters. This they do well.

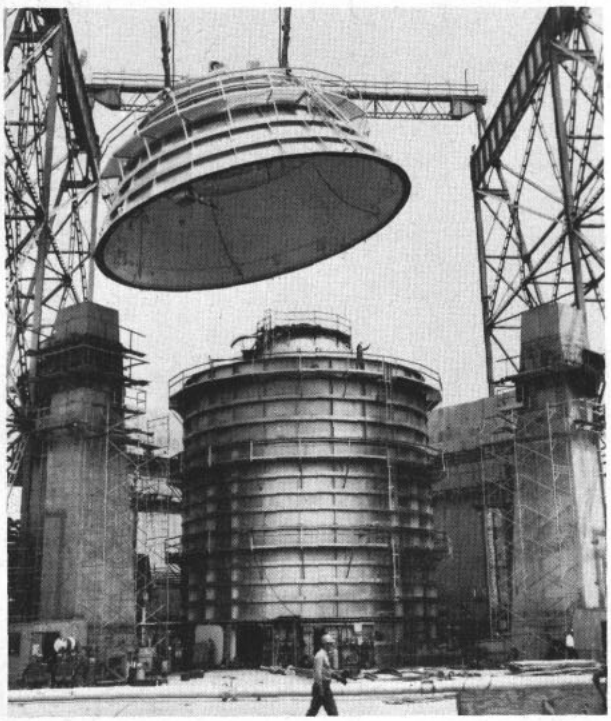
—Story by S/SGT Jerry Hiesch
—Photos by Dave Namerow

NAVY GROUNDWORK moves priority items being airlifted to Vietnam by Navy-Air Force team.



SERVICESCOPE

Brief news items about other branches of the armed services.



TIP OF THE HAT—Cap-like cover of J-4 test cell at Tullahoma, Tenn., is lifted for test engine replacement.

THE ARMY has been authorized to increase its pilot training program from 410 to 610 students per month together with the additional primary and advanced training capability required. The stepped-up program is necessary because of the demands of the Vietnam conflict.

All primary helicopter training now takes place at Fort Wolters, Texas while advanced flight and transition training is carried out at the Army Aviation Center at Fort Rucker, Ala.

Fort Hunter Air Force Base, Ga., which was to have been closed next July, will remain in operation. Its facilities will be used in conjunction with the Army's nearby post at Fort Stewart, Ga.

★ ★ ★

AN ADDITION was recently made to the Environmental Science Services Administration fleet when USC&GSS *McArthur* (CSS 30) was commissioned at Norfolk. (That lengthy abbreviation stands for United States Coast and Geodetic Survey Ship.)

The 995-ton, air-conditioned *McArthur* is essentially a hydrographic survey ship which can also conduct sophisticated oceanographic investigations.

The vessel's welded steel hull has been strengthened for navigation in ice. She is propelled by diesel engines with twin-screw, reversible-pitch propellers. Her equipment includes specialized depth recorders and positioning equipment.

The new ship was named for Lieutenant William P. McArthur, who was a pioneer in the Survey doing hydrographic survey work in the Pacific during the first half of the 19th century. The vessel was first given a gravity measurement assignment between Cape Hatteras, N. C., and Key West, Fla.—part of the program to determine the properties of the continental shelf.

Early next summer, *McArthur* will proceed to her home base in Honolulu where she will engage in hydrographic surveys, magnetic and gravity observations and oceanographic research.

★ ★ ★

ENLISTED MEMBERS of the U. S. Coast Guard will become increasingly easier to recognize during 1967.

Starting 1 March, individuals below the rate of chief petty officer will don a new white flat hat, replacing the traditional Navy sailor white hat.

The new flat hat looks like the officer and CPO cap except that it has no bill. In addition, the words U. S. COAST GUARD appear in gold on the front of a black band around the bottom of the hat.

Coast Guard officials expect to complete distribution of the flat hats by 1 July. Until then, CG white hat wearers will be identified solely by the Treasury Department shield traditionally worn on the right sleeve of Coast Guard uniforms.

★ ★ ★

USING A HOLLOW heated drill, a team of Army scientists has drilled for nearly a mile through the polar icecap in a research program which will provide a vertical profile of polar history dating back at least 10,000 years.

The drilling site was at Camp Century, 140 miles out on the icecap from Greenland's upper northwest coast.

This summer a team from the Army's Cold Regions Research and Engineering Laboratory reached a depth of 4562 feet and brought to the surface samples of intermingled sand, gravel and stones from a depth 12 feet below the ice sheet.

The cores of silt and stone, as well as the ice cores recovered in the drilling process will undergo a complete analytical study in the laboratory. It is expected

JUNGLE CLEARING—USAF UC-123 *Providers* spray defoliant chemicals on Vietnamese jungle. Harmless to animal life, chemicals are temporarily effective against vegetation.

KING OF THE HILL—Machine gunner watches Vietnam Valley.

that the study will furnish clues, for example, as to whether the land under the ice was ever exposed to the air, or if it lay under the sea at any time in history.

The drilling techniques in the project centered around a thermal drill with an electrically heated, hollow drill head which literally melted its way through the ice around a five-and-one-half-inch core up to five feet long.

During the final coring operations an electromechanical drill, a new development with a hollow rotary head equipped with small bits, was used. The scientists now have a continuous ice core from the top to the bottom of the Greenland Ice Sheet.

★ ★ ★

IN ITS FIRST YEAR the Red Ball Express carried almost 9400 tons of priority cargo to Southeast Asia.

The Air Force's Red Ball Express flies urgently needed vehicle and aircraft parts to Vietnam. It is named for a famous supply unit which hauled food, equipment and ammunition to the European front by truck during World War II.

Today's Red Ball Express is a part of the Military Airlift Command. The first flight left Travis AFB slightly more than a year ago, carrying 130 pounds of express cargo in addition to its regular load. Subsequent flights carried higher percentages of priority material, and a record was reached later in the year when 105 tons of crucial parts left Travis in one day.

In its first year the Red Ball Express carried an average of more than 25 tons per day. A total of 9363 tons was moved in 695 missions.

★ ★ ★

MAN'S ODDS FOR SURVIVAL in polar areas could be greatly increased as a result of two recent inventions sponsored by the Coast Guard.

The inventions include a light weather-resistant tent, and a blanket which, when folded, will fit in the palm of the hand. Both are designed to conserve body warmth.

Light, portable, and easily assembled, the tent is made of fabric which is windproof and waterproof. Yet it is porous enough to permit the escape of body moisture while retaining the occupant's body heat.

The blanket is made of light, aluminized plastic film which possesses unusual toughness and durability. This type film is presently used in space operations.

Although the blanket measures 56 by 84 inches, it can be folded into a small, rectangular package suitable for easy handling.

Designer of the tent, Barry Bishop, took part in the 1963 expedition to scale the slopes of the world's highest peak, Mt. Everest in the Himalayas. His idea for a survival tent was born out of that experience.

Both cold weather devices are now being studied by the Coast Guard's Testing and Development Division.

★ ★ ★

STAFF OFFICERS in the Pentagon's Operations Center can find out how many men and what items of material they have and how readily available they are—thanks to TARMOCS (for The Army Operations Center System) automated information storage.

The automated command system can give the location, readiness and availability of U. S. Army troops and selected material upon demand and present it in almost any form desired.

Information appears on a cathode ray tube screen in the form of charts. The user views a chart and, according to displayed instructions, makes a selection by moving a light symbol on the screen to the information item pertinent to his research. Then he presses another button.

The system then retrieves the appropriate data chart at the next lower level of detail. The user then makes another selection and the system retrieves more charts until the user has the information at the level he needs.

If the user wants the information in printed form or made into a slide for large screen display, he informs the system through further selections. A final chart permits the user to direct the system in selecting a format for the information before it is printed or made into a slide.

The system includes two computers, a mass storage drum, card processor, two magnetic tape units, two consoles and a switch box. Although the system is effective now, a complementary information processing system is being planned to enhance its capabilities.

GROUND-AIR TEAM—C-130 *Hercules* taxies for takeoff after delivering supplies to Army troops in Operation Thayer.

THE WORD

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

• FIELD ADVANCEMENTS—Last August, the Navy instituted a modified field advancement program as a means of providing advancement opportunities for enlisted personnel serving in Vietnam under conditions which prevent adequate time, facilities, preparation and opportunity for taking the regular Navy-wide advancement examination.

As a result, approximately 3029 petty officers were advanced via this program.

Here's the breakdown by pay grade:

E-7	232
E-6	937
E-5	877
E-4	983

• FOREIGN DECORATIONS — Until recently, the law has prohibited Navymen accepting foreign decorations without the approval of Congress. Usually the medal is pinned on the recipient, then forwarded to the Department of State to hold until the recipient no longer occupies a position of trust in the United States Government.

Heretofore the Bureau of Naval Personnel has prepared lists of newly retired Navymen who have foreign decorations in the custody of the State Department and submitted them to Congress with the request that the decoration be released to the recipient. When Congress approved the list, the decoration was mailed to its rightful owner.

The 89th Congress has changed this procedure. It is no longer taboo for a United States citizen to accept, retain and wear decorations tendered by friendly foreign governments. Neither is it necessary to obtain approval of the Congress to release decorations now in the custody of the Department of State.

There are large numbers of decorations now in the custody of the State Department and a procedure for mailing and accounting for them must be devised. It is, therefore, highly improbable that the Bureau of Naval Personnel will even begin transferring them until later this year.

When the shipment of decorations actually begins, they will be sent to the person to whom awarded or to their next of kin. It is therefore unnecessary to correspond with the Bureau concerning the matter unless there is a change of address to report. Other correspondence on the subject will simply cause further delay.

• WORLD WAR II GI LOANS— On 25 Jul 1967 the doors will close on acceptance of applications for insured or guaranteed loans under the World War II GI loan program.

The eligibility period for loans to World War II veterans is determined by a formula which adds 10 years to the date of last discharge, plus one year for each 90 days of active duty in World War II. However, in no case will entitlement be extended beyond 25 July of this year.

The cutoff date for Korean War veterans is 31 Jan 1975.

• HUMP LAW SHELVED — In view of the present world situation and the concomitant increase in the size of the captain grade, the Navy no longer finds it necessary to utilize the provisions of Public Law 86-155 which has been employed in the past to create vacancies in the grades of captain and commander.

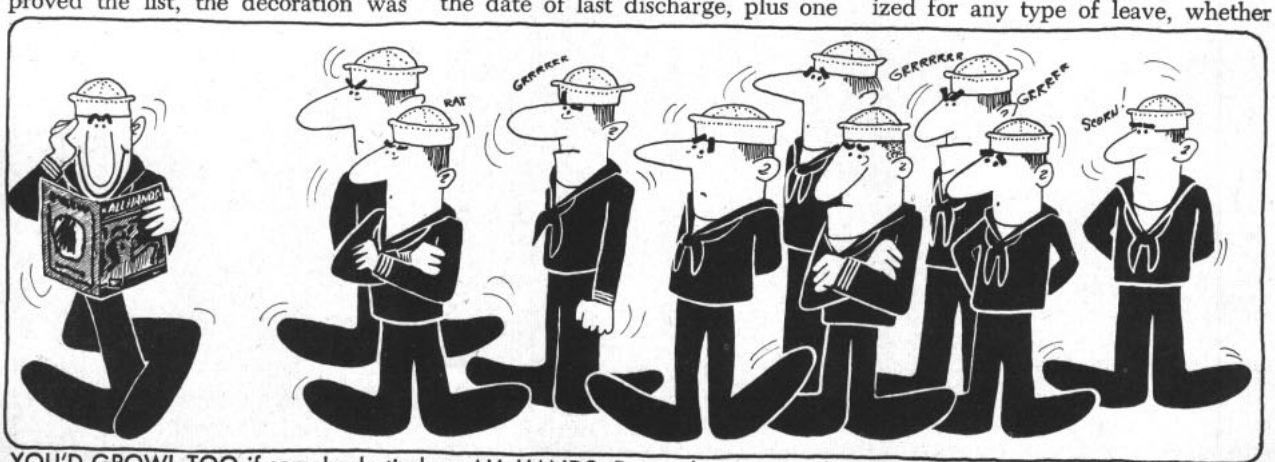
Public Law 86-155 (the so-called Hump Law), which provides for noncontinuation of captains and commanders who twice fail selection, was passed in 1959 because the disproportionately large group of officers who were first commissioned during World War II had created an imbalance, necessitating measures designed to prevent promotion stagnation and excessively low promotion opportunity.

The "noncontinuation" procedure has enabled the Navy to provide equitable promotion opportunity and a reasonable promotion flow to the officers of the World War II hump year groups.

• ADVANCE LEAVE RATIONS— Navymen planning 10 or more days' leave may now collect leave rations before their departure. In the past the extra cash was paid only after the Navyman returned to his station.

Leave rations are presently $1.30 per day. No special request is necessary for advance payment—the approved leave request is considered an approved request for advance leave rations as well.

The advance payment is authorized for any type of leave, whether



YOU'D GROWL TOO if somebody tied up ALL HANDS. Remember to pass this copy along as soon as you're through.

chargeable or nonchargeable (other than excess leave), and will be in addition to any other advance of pay and allowances which may be authorized.

Advance leave rations may be requested orally, and the request is not mandatory. In the event the advance is given, and all the planned leave is not taken (when you return to your station early) a checkage of pay will be necessary to cover the balance.

SecNav Inst 7220.56 provides the authority for action.

• SPECIAL LEAVE — Navymen who agree to serve an additional six months in Vietnam after their one-year tour expires will rate a special 30-day leave which will not be charged to leave already accrued. The vacation can be taken almost any place in the world and transportation will be furnished at government expense.

To be eligible for this leave, you must be permanently stationed in Vietnam. This includes afloat units on 12-month tours if they are physically stationed within the 12-mile limit. Their home port need not be in Vietnam.

If you agree to an additional six months of service in Vietnam, the extension will not include the time you consume in your special leave or the travel time involved.

Your extension will begin when your active duty service expires or at the normal expiration of your Vietnam tour — whichever comes first. If you reenlist or voluntarily extend because you do not have enough obligated active duty service remaining to complete a tour extension in Vietnam you are also eligible to receive the leave.

If you go on special leave before completing your normal 12-month tour, the period remaining in the 12-month tour must be served in addition to the period of the extension.

As of 1 Feb 1967, all tour extensions under this policy must be approved by the Chief of Naval Personnel. You probably won't have much difficulty on this count. However, if you are serving in Vietnam in a temporary duty status, your extension won't be approved.

Nor will it be approved if there isn't reasonable assurance that you will serve your extension.

If you decide to extend and take a 30-day vacation, your transportation to whatever spot you choose will be furnished by the government. If government transportation isn't available, you will be reimbursed for your commercial fare. You can go any place in the world that isn't restricted to military personnel on leave.

Your leave must be taken in one big bash because it can't be charged or credited to leave you have already accrued or to leave which you may earn.

You will also have to take it within 90 days before, or within 30 days after, your normal rotation date. After your leave is finished, it can't be extended except in cases of emergency. Extensions, if they are necessary, will be charged against accrued leave.

When your special leave is granted, you will be entitled to leave rations and your authorized travel time to and from your duty station will not be charged against the regular leave you have accrued.

If you want it, you can receive an advance payment for the value of your leave rations. The advance payment, however, will cover only the 30 days of leave and not time spent in travel.

Before your leave begins, transportation arrangements must be made through the U.S. Naval Support Activity at Da Nang and the Naval Support Activity, Saigon.

Whenever possible, you will be authorized travel via a MAC or MAC chartered plane. If this type transportation is not available, you will be sent tourist class via the most expeditious commercial aircraft.

If you travel commercially, you will need a Government Transportation Request (GTR). If the GTR for travel in the United States isn't issued before you leave Vietnam, you can obtain one after you arrive in the United States at the local Military Air Transportation Command.

If additional transportation requests are necessary, they can be obtained by presenting your orders at any naval activity.

You should make your return reservations as soon as possible after your arrival in the United States. This can be done by contacting the Director, Passenger Transportation Division, 12th Naval District at the Naval Supply Center, Oakland, Calif. The area code is 415 and the telephone number is 466-5804. Return reservations may also be made through your nearest district passenger transportation officer or the nearest naval activity.

If you have any difficulties concerning return transportation, additional assistance can be obtained from the Chief of Naval Personnel (Pers B3), Washington, D.C. The area code is 202 and the telephone number is OXford 42262 or OXford 42786.

If you drive to your leave destination after you leave Vietnam, you are not entitled to any reimbursements for such automobile travel. You are not entitled to per diem for any portion of the leave or travel time.

You won't be permitted to leave your duty station in Vietnam until your transportation arrangements have been confirmed. If you are traveling to a part of the world where a passport is required, you must obtain one before you depart your duty station in Vietnam on leave. This can be done by applying in person at the U.S. Embassy in Saigon or by other local arrangements.

When you leave Vietnam, you will take your pay record with you regardless of whether you take your leave inside or outside the United States.

As mentioned before, commercial transportation procured by you in the absence of government/government procured transportation will initially be at your expense. Reimbursement will be made after you return from leave.

If you use commercial air transportation in locations where government surface travel is available, you will be reimbursed only for the amount of the cost of government surface transportation.

Reimbursement for transportation which you pay out of your own pocket will be made in accordance with Navy Travel Instructions. *Be sure you can produce evidence* of your transportation expenditures such as ticket stubs, receipts or certified statements which can serve as evidence of your expenses when you return to Vietnam. Don't throw your ticket stubs or receipts away.

THE BULLETIN BOARD

This Is the Real Scoop: A Navyman's Guide to Navy Manuals

SO YOU'VE got a question. You're not alone. Ask any personnelman or disbursing clerk, and he'll tell you that just about everybody has questions. Questions about promotion; about transfers; about change of rating; about retirement; and many other problems that crop up from time to time.

There are many ways to find the answers. Some Navymen, for example, will ask the man in the next bunk, or the one who stands in front of them in the chow line. The answers are usually wrong.

Others know where to go for the right answer. Their source is the printed word.

The printed, official, correct, straight word on just about any Navy subject is found, generally speaking, in manuals, and in their explanatory cousins, instructions and notices. There are manuals and directives on security, travel, photography, awards, pay, and on the control of Japanese beetles at air activities.

The trick is to know which to consult to find the answer to your specific question.

IF YOU WANT general information on how the Navy is governed, you'll do well to browse through the paramount manual of all, **United States Navy Regulations,** 1948, better known as *Navy Regs.*

In 21 chapters, *Navy Regs* outlines the general principles and policies of Navy management. It describes the organization of the Department of the Navy, the duties and responsibilities of the various bureaus within the Navy, and the precedence and duties of the Chief of Naval Operations and his assistants.

Here you also will find outlined the rights, duties, and restrictions of all persons in the naval service; basic laws for control and handling of classified information; instructions as to the procurement of supplies and the handling of money; and information on honors and ceremonies.

The current *Navy Regs* was approved by the President, and issued by the Secretary of the Navy, in 1948. The Chief of Naval Operations is responsible for any changes to it, but such changes must be approved by SecNav, who acts for the President.

While you are looking through *Navy Regs,* you might very well take a look at **Navy Department General Orders,** since they are usually kept in the same binder. *General Orders* cover, in addition to general regulations concerning the organization of the naval districts and the administration of the Department of the Navy, such special rules as the disposition of persons who refuse medical treatment in time of war, Navy policy and practices with respect to alcoholic beverages, and quarantine regulations for aircraft. Also contained in *General Orders* is the Code of Conduct for American fighting men.

PERHAPS NO OTHER manual will affect you personally, as a Navyman, more than will the **Bureau of Naval Personnel Manual.** For here one finds the regulations governing such important areas as: pay and allotments; the keeping of personnel records; the distribution and transfer of personnel; leave and liberty policies; enlistment, extensions and reenlistments; separations; retirement; and training.

The *Manual* is divided into five parts:

A. Organization, Plans and Control

B. Correspondence, Post Offices, Records, and Reports

C. Administrative Regulations and Procedures

D. Training and Education

H. Naval Reserve

The three missing parts have been canceled or included elsewhere in the *Manual.* There is an extensive index, which will help you greatly in finding your answers.

If you want, for example, to find the regulations governing enlisted parachutists in the Navy, take a look through the index, and you will find the subject accompanied by the notation C-7405. From this, you now know that you must look in part C of the *Manual,* where you will find, in Chapter 7, Section 4, Article 05, the information you are looking for.

Before you spread your maps out on the floor and begin deciding where you want to go next, have a look at the *Enlisted Transfer Manual.* It'll tell you a lot of things you should know before you fill out that dream sheet.

Designed to supplement *BuPers Manual,* the *Transfer Manual* relates to all facets of enlisted distribution. Here, you'll find the straight dope on the Seavey/Shorvey system, and an explanation of the codes used on the IBM data cards used by enlisted personnel distribution offices.

It contains the facts on recruiting duty, overseas duty, submarine duty, assignment to service schools, new construction, and humanitarian assignments.

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

"Geel . . . My very first arm!"

IS THAT HASHMARK supposed to be two inches above the top of your cuff, or is it four? If you are uncertain about such things, maybe you should check with **U. S. Navy Uniform Regulations.**

Each chapter of *Uniform Regs* deals with a different category of

Navy personnel, setting down the uniform regulations for each, describing the different articles of the uniform, telling which are minimum or optional, and which is worn with what.

The *Manual* also tells on what occasions each uniform may be worn, and gives detailed description on the proper insignia to be worn with a particular uniform. There are also notes on the care of the uniform, and appendixes containing pictures of the various uniforms, insignia, and medals.

WE ARE LIVING in an age of specialization. For proof, see the **Manual of Navy Enlisted Classifications.** This is the official word on what NEC code identifies what special skill in the Navy. It's very useful for detailers, and others who need to know more about a Navyman's qualifications than just his rating.

Moving up the Navy ladder? If you are, or want to, the **Manual of Qualifications for Advancement in Rating** is must reading. It lists the minimum qualifications necessary to advance through the pay grades in each rating.

The *Manual* spells out practical factors and knowledge factors for each rating which must be learned before advancement is possible. For information concerning advancement in rating which applies to all Navymen, see **Advancement in Rating of Enlisted Personnel on Active Duty** (BuPers Inst P1430.7D).

IF YOU NEED more education (and who doesn't, these days?) the **Educational Services Manual** (formerly *I and E Manual*) will interest you. Designed primarily for Educational Services officers, the *Manual* outlines the history of the Navy's educational program, and tells how to set up an educational services program, the procedures for counseling, and what kind of correspondence courses are available to Navymen.

A revision of this *Manual* is being prepared for distribution early this year. The new *Manual* will discuss a larger number of voluntary programs available to Navymen, including the newest program from the Veterans Administration.

For education by and for the Navy, however, service schools are the thing. For a list of all enlisted schools, their locations, courses available, and personnel eligible, see the **Catalog of U. S. Naval Training Activities and Courses.**

The **Navy and Marine Corps Awards Manual** (with its three changes) is the word on decorations, medals and awards. The *Manual* sets the rules of eligibility for ships and men to receive awards for duty in specific areas at specified times. In addition to setting down the rules for each award, the *Manual* also lists the ships and units which are eligible for the awards.

DO YOU KNOW what TOP SECRET actually means? To learn the definitions of the various classifications assigned to Navy documents, see the **Department of the Navy Security Manual for Classified Information,** commonly known as the *Security Manual.* The *Manual* designates who can classify a document, how classified documents are prepared and marked, and who can authorize the disclosure of information.

The numerical evaluation system also is described. Under this system, each storage device (safe, cabinet, or room) has a designated number of points, according to its relative security. To find out if you may or may not store a document in a certain place, dig out the *Security Manual* and consult the table.

The Guide for the Handling and Control of Classified Matter augments the *Security Manual,* interprets it, and provides an administrative guide for all commands, establishing a uniform classified matter control system.

NORMALLY, you probably would not have much need for the **Naval Supply Systems Manual** (formerly *BuSanda Manual*); however, it might be very useful some day if you are assigned to a very small facility which has no supply personnel aboard.

In seven volumes, the *NavSup Manual* outlines the various procedures used in material procurement and expenditures; the receipt, custody, and stowage of goods; purchasing; clothing and ship's store operation; disposal of Navy excess and surplus personal property; shiping and receiving; and of course, much more.

Need paint or cleaning supplies? Ashore you should consult the **Federal Supply Catalog Identifica-**

NOW HERE'S THIS

High Level Wave Study

A suggestion that satellites be used to survey ocean wave action was recently put forth at a Navy-sponsored symposium on naval hydro-dynamics.

Use of satellites might lead to exceedingly accurate wave forecasting which could warn ships of rough seas. Information gathered by an orbiting vehicle would also lead to a better general understanding of the laws which govern wave behavior.

A worldwide wave study is presently in progress under Navy contract.

A spacecraft on a polar orbit could make a complete radar survey twice each day of the winds and waves of all oceans. Such information would be fed into computers and used to compile 24- and 48-hour forecasts.

There would be many advantages to accurate wave condition predictions. Ships could be routed to avoid dangerous zones. The Navy could make more precise plans for such activities as task force deployment, aircraft carrier landings, at-sea transfers and underway refuelings.

tion List which contains descriptions of all Navy-interest items. The size and maintenance of this list would present a problem to afloat commands, so the **Navy Illustrated Shipboard Shopping Guide** has been developed for seagoing sailors. Requisitioning data for both of the above is found in the **Fleet Oriented Consolidated Stock List.**

THE MANAGEMENT of money is always a complex problem, often an exasperating one. That's probably why the **Navy Comptroller's Manual,** the guide to the management of the Navy's money, is so detailed and extensive.

The *Comptroller's Manual*—in 10 volumes—outlines the procedures to be followed in such areas as accounting, disbursing, budgeting, statistical reporting, and the funding of the operating forces. And more. Incidentally, a new manual is coming out soon (it may already have been distributed) called the **Department of Defense Military Pay and Allowances Entitlements Manual.** It will replace Volume Four, Chapter Four, of the *Comptroller's Manual,* and will be a handy reference for the rules and regulations about entitlement.

Jeremiah H. Paoli, IC2, USN

"I think you misinterpreted the chief's description of boot camp!"

If you've ever done any traveling (is there a Navyman who hasn't?), all or part of your trip was probably regulated by **Joint Travel Regulations.** Since, as you may have noticed, travel costs money, the two volumes that make up the *JTR* are issued by the Office of the Comptroller. They apply to all the services.

JTR contains basic regulations concerning travel and transportation allowances which affect nearly everybody. Some of the areas covered are: Travel requests (TRs); TAD travel; dependents' travel; shipment of household goods; trailer allowances; dislocation allowances; and travel by POV. Personnel who are overseas, or about to go, should be interested in the tables found in *JTR* which give the cost of living index, housing allowance, and per diem rate for pertinent overseas cities.

Navy Travel Instructions amplifies the rules laid down in *JTR* as they apply to the Navy and Marine Corps. *JTR,* of ocurse, takes precedence over *Navy Travel Instructions* where they conflict.

MEDICAL ADMINISTRATIVE procedures are outlined in the **Manual of the Medical Department,**

If You Can't Find It in the Manuals, Chances Are

Manuals, of course, cannot cover every detail of Navy life. If they did, there would be no need for Navy directives, issued by authoritative offices within the naval establishment, which establish policy, organization, conduct, methods, or procedures. Directives may require action, or set forth essential information, or contain authority or information that must be promulgated formally.

There are two kinds of Navy directives:

- An **Instruction** is a directive containing authority or information having continuing reference value or requiring continuing action. It remains in effect until superseded or otherwise canceled by the originator or higher authority.
- A **Notice** is a directive of a one-time or brief nature, with a self-canceling provision, that has the same force and effect as an instruction. Usually it will remain in effect for less than six months, and it is not permitted to remain in effect for longer than one year.

If information or guidance is of such immediate interest to Navymen that it can't wait for distribution through normal channels, it might be promulgated as an **AlNav,** a message sent from the Secretary of the Navy to all ships and stations.

For example, AlNav No. 64 of 1966 was a discussion of the details of the Military Medical Benefits Amendments of 1966, effective 1 Oct 1966, authorizing broadened civilian outpatient services for dependents.

Other message-type directives are AlNavSta, AlStaCom, AlStaOut, NavAct, and NavOp.

Each directive is identified by an originator, type of directive, and subject classification number. Instructions also have a consecutive number following the subject number, further to identify them. For example, in SecNav Inst 5210.11, "SecNav" is the originator, "Inst" is the type of directive, "5210" is the subject number, and ".11" is the consecutive number.

When an instruction requires a substantial change, it is rewritten, reissued, and carries the date of revision. Each revision is assigned the same subject classification and consecutive number as the superseded instruction, and is further identified by a capital letter suffix. The first revision would be 5210.11A, the second revision 5210.11B, and so on.

Notices are not assigned consecutive numbers, because of their one-time nature or brief duration. There may be several notices bearing the same number and differentiated only by date of promulgation and subject title.

Here's a list of instructions and notices which concern large numbers of Navymen, and which could come in handy some day when you need an answer to a question which is not covered in a manual.

There are, obviously others.

- SecNav Inst 1001.16—Fulfilling military service obligation
- SecNav Inst 6100.1—Physical fitness program

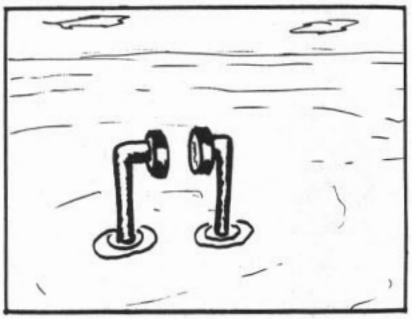
Bureau of Medicine and Surgery. It sets down the duties of medical officers and hospital corpsmen; provides for the procurement, storage, and issue of medical supplies; and gives procedures for stowing health records and submitting various reports.

Also included are the requirements for all types of physical examinations: for entrance into the Navy; for submarine duty; for diving duty; nuclear power duty; and for the various officer candidate programs.

The **Uniform Code of Military Justice** sets down the disciplinary rules under which Navymen, and men of the other services, must live. Enacted by Congress in 1950, the *UCMJ* establishes laws of conduct for all servicemen.

Article 137 of the *Code* states that several designated articles will be explained to each serviceman when he enters active duty, after he has been on active duty for six months, and when he reenlists. A poster-type copy of them should be on your ship or station bulletin board, since

All-Navy Cartoon Contest
William N. Spague, RD3, USNR



Navy Regs requires that they be posted in a conspicuous place for all to see.

The **Manual for Courts-Martial** explains the types of courts-martial held in the Navy, their jurisdiction, their membership, procedures and punishments. It also covers such matters as preparation of charges, non-judicial punishment, rules of evidence, review of court-martial proceedings, new trials, oaths and habeas corpus.

The how-to book for Navy legal officers is the **Manual of the Judge Advocate General.** Here, a legal officer can find such useful information as how to conduct a court of inquiry, how to prepare an injury report, the procedures used in a formal investigation, how to process a claim, and rules for use by naval examining boards which must review promotions and appointments.

Court-Martial Reports contain reports of all decisions of the Court of Military Appeals and those of service Boards of Review which are thought to be of widespread interest.

MUST READING for anyone typing official letters, memorandums, speedletters, etc., is the **Department of the Navy Correspondence Manual,** SecNav Inst 5215.5A of 20 Jan 1966. The *Manual* gives the rules on addressing, spacing, indentation, and the myriad rules which the Navy follows in official correspondence. It is well indexed for quick reference, and offers examples of each type of correspondence used by the Navy. A companion document which explains the Navy's use of instructions and notices is the **Navy Directives System,** SecNav Inst 5215.1B of 1 Oct 1964.

An argument about the seniority of two admirals? Settle it quickly with a look at the *Navy Register* (officially, the **Register of Commissioned and Warrant Officers of the U. S. Navy and Marine Corps and Reserve Officers on Active Duty**).

It is published each January by BuPers, and issued to all ships and stations. In addition to an alphabetical listing of all officers, there is a complete lineal list.

These are, of course, only a sampling of the Navy's manuals, which are in daily use in the Navy. There are the specialists' manuals, such as the **Public Affairs Manual,** and the **Landing Party Manual.**

Almost every Navy rating has one or more **Navy Training Course Manuals** designed to help in advancement and to do your job better.

And, there are plenty of others. For example **Separation and Reenlistment Guide** (NavPers 15877) contains detailed instructions, primarily clerical, for separating and reenlisting naval personnel.

They're all different, yet all serving the same basic function. A good source of information when you need it. —Jim Teague, JO1, USN.

That You Will Locate It Here

- SecNav Inst 6320.8 series—Medical care for dependents
- BuPers Inst 1740.3—Planning of retirement
- BuPers Notice 1430—List of personnel advancing to CPO
- BuPers Inst 1440.27A—SCORE program
- BuPers Inst 1133.13C—STAR program
- BuPers Notice 1418—Dates of Navy-wide exams for advancement in rating
- SecNav Inst 11101.49A—Payment of BAQ to members of the uniformed services
- BuPers Inst 1133.18A—Variable reenlistment bonus program
- OpNav Inst 2700.17A—Distribution of dependents' allotment checks
- SecNav Inst 7220.43—Subsistence allowance for enlisted personnel
- SecNav Inst 7220.11G—Clothing allowance
- SecNav Inst 1300.9—Humanitarian transfers
- BuPers Inst 4650.8A—Transportation of dependents in MSTS vehicles
- BuPers Notice 1306—Cutoff dates for Seavey
- SecNav Inst 5801.1B—Legal assistance program
- JAG Inst 5840.2B—Free entry of personal and household effects
- SecNav Inst 1741.3—Housing Act of 1954 (mortgage loans to servicemen)
- BuPers Inst 1120.18L—Integration, Warrant Officer, LDO programs
- SecNav Inst 1750.5—Dependents' ID cards
- BuPers Inst 1611.12—Officers' fitness reports
- SecNav Inst 1710.5A—Participation in international sports competition
- BuPers Inst 4002.1—Loans of personal property
- SecNav Inst 1742.3—Absentee voting by Armed Forces
- SecNav Notice 1650—Vietnam Service Medal
- If in doubt check the latest changes in each series.

New ID and Privilege Cards For Dependents of Retirees

On 1 January, medical care from civilian sources was extended to dependents of retired members and former members of the uniformed services who are (or were when they died) receiving retired pay. Dependents of uniformed services members who died while on active duty for more than 30 days were also included. Parents and parents-in-law of active duty, retired and deceased members, however, were excluded (see the December 1966 issue of ALL HANDS).

Under the law, retired members, former members receiving retired pay and their wives, widows and unmarried incompetent children are entitled to civilian medical care until they reach age 65. At that time, most are transferred from civilian medical care under the military plan to Social Security Medicare.

To be eligible for the new civilian medicare benefits, a dependent of a retired member must have in his possession a newly issued Uniformed Services Identification and Privilege Card (DD Form 1173).

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

"Do you, uh . . . have an appointment . . . ?"

To make distribution of new cards as easy as possible, the Navy has authorized all card-issuing activities to give eligible dependents of retired personnel new identification cards on the strength of the ID cards they now possess. In such cases, however, a new application form (DD 1172) must be signed by the sponsor.

The expiration date shown on the new cards will be the same as that carried on the old card or the date of the dependent's 65th birthday—whichever comes first. At age 65, the dependent usually is transferred from civilian medicare under the military plan to Social Security medicare.

In the event a dependent over 65 is not eligible to receive hospital insurance under Social Security, he may present a statement from the Social Security Administration concerning his ineligibility for Social Security hospital insurance and he will then be kept on civilian medicare under the military plan.

The exchange of identification and privilege cards by eligible dependents of retired personnel is a one-time-only event. Subsequent cards will be verified as prescribed by BuPers Inst 1750.5C.

Navy card-issuing activities will find BuPers Notice 1750 of 11 Dec 1966 a handy guide concerning eligibility for civilian medicare. The Notice also contains useful information on the mechanics of reissuing new Identification and Privilege cards.

Credentials for Retired Navymen Using Medicare

The 1966 Military Medical Benefits Amendments have also caused a change in credentials for retired Navymen. (See article above.)

The DD Form 2N (RETIRED) in use has carried one of several notations: It indicated the member was retired; or carried a separation date five years from the date he was placed on the temporary disability retired list; or indicated no medical care when the retired member had served for less than eight years.

On 1 January, civilian medical care was extended to all members of the armed forces who are entitled to retired pay regardless of active duty service length. On their 65th birthday, however, they are transferred to Social Security medicare and are issued DD Form 2N (RETIRED) with the notation *NoCivMedCare* and an *indefinite* expiration date.

The Navy is making every effort to provide Navymen who retire after 1 January with DD Form 2N (RETIRED) before they leave active duty. If the card can't be issued before a man retires, he is provided with a verified NavPers 2721 which he may later present to any Navy ID card-issuing activity and receive a new card.

When a retired Navyman is not entitled to medical benefits under the Social Security Act after he reaches age 65, an entry indicating the reason he is not entitled to these benefits will be made on his NavPers 2721 by the verifying activity.

All Navy card-issuing activities are authorized to verify NavPers 2721 on the strength of his old Form 2N (RETIRED) and to issue a replacement. This convenient procedure will be offered only during the changeover period. Subsequent cards will be issued as precribed by the *BuPers Manual*.

Any questions concerning entitlement will be resolved by the Commanding Officer, Naval Reserve Manpower Center, located at Bainbridge, Md.

Correspondence Courses

Seven enlisted rating correspondence courses and two officer courses have been revised.

The officer courses are Airfield Pavements, NavPers 10751-A which supersedes NavPers 10751-3, and Principles of Naval Ordnance and Gunnery, NavPers 10922-B, superseding NavPers 10922-A3.

The revised enlisted courses are:

Photographic Intelligenceman 3 & 2, NavPers 91592-B; supersedes NavPers 91592-A.

- *Builder 3 & 2*, NavPers 91584-2A; supersedes NavPers 91584-2.
- *Yeoman 1 & C, NavPers* 91416-3B, supersedes NavPers 91416-3A.
- *Fire Control Technician 3*, NavPers 91339-1A; supersedes NavPers 91339-1.
- *Opticalman 3 & 2*, NavPers 91386; supersedes NavPers 91387-D and NavPers 91388-C.
- *Disbursing Clerk 1 & C*, NavPers 91438-3A; supersedes NavPers 91438-3.
- *Interior Communications Electrician 3 & 2*, NavPers 91529-1; supersedes NavPers 91528-E and NavPers 91529-D.

Ready Definitions of Hospital Insurance and Medical Insurance

Medicare offered under both the military plan and under Social Security sometimes requires a definition of terms not found in the average dictionary. Two such terms are *hospital insurance* and *medical insurance*.

Both terms are found in the Social Security lexicon. They designate the two parts into which the broad Social Security program of health insurance for people over 65 can be divided. The terms become of interest to military personnel when they reach age 65 and are transferred for medical care to the Social Security Administration.

Here are the definitions. Bear in mind that we are talking about Social Security.

Hospital insurance helps pay the bills when you are hospitalized. It also provides payment for nursing care and other services in an extended care facility after hospitalization, outpatient hospital diagnostic services and some health services after hospitalization.

The insurance is financed out of special contributions from earnings paid by employees, their employers and self-employed persons. Therefore, people will not have to pay for this protection when they are older and not working.

Medical insurance helps pay for physicians' services and for a number of other medical services and supplies not covered by hospital insurance.

Medical insurance is voluntary and people will have it only if they enroll. This part of the program is financed by monthly premiums shared equally by the people who choose this protection and by the federal government.

Here Are Options on Duty Available to Navymen Returning from Vietnam

When you have a year of continuous Vietnamese duty behind you, you get dibs on your choice of upcoming duty stations. Assignments to specific home ports, type ships and units or specific areas, however, still have to be consistent with current manning levels and commitments.

Also, if you want shore duty, you must be eligible for Seavey and either have, or acquire, the necessary obligated service for the Seavey segment in which you are assigned.

If you're returning from Vietnam but are not eligible for Seavey, here are the options available:

- You can be assigned to sea duty in the Fleet of your choice. If you choose Atlantic Fleet sea duty, you must have at least 12 months of obligated service if your tour completion date is March 1967 or earlier. If your tour completion date is April 1967 or later, you must have a minimum of 16 months of obligated service when you transfer.
- Another option gives you priority consideration for assignment to overseas duty including Fleet units homeported in foreign countries. If you choose this option, you must have the qualifications prescribed in Chapter six of the *Enlisted Transfer Manual*.
- You can also receive advanced schooling consideration if you are qualified and your commanding officer recommends you.

When you have completed one year of duty in Vietnam, you won't be assigned to a deployed unit or a unit scheduled for any but local operations within three months of your reporting date.

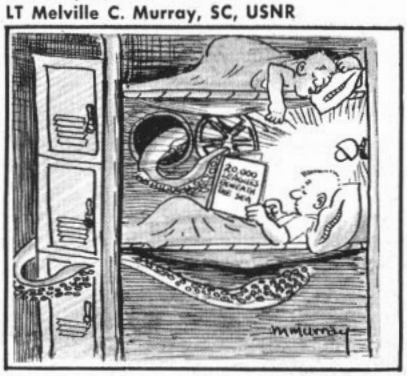
A second tour in Vietnam won't be assigned within three years unless it is approved by the Chief of Naval Personnel. This, however, doesn't preclude assignment to a rotating unit which may be stationed in Vietnam during the course of its deployment.

In case you want to extend your tour in Vietnam (and many do) every effort will be made to give you what you want, but you would do well to make your request at least four months before your tour ends.

If you don't want to acquire an obligation for preferred service after your Vietnam duty and your active duty obligation exceeds your tour completion date in Vietnam by one to three months, you can be transferred for separation when your tour ends. Those who do go on to another duty station can expect a 30-day leave between stations.

BuPers Notice 1306 of 8 Dec 1966 gives administrative details.

All-Navy Cartoon Contest
LT Melville C. Murray, SC, USNR



Deadlines Set for Return of USAFI Testing Materials

The mission of the United States Armed Forces Institute is to provide the means by which a serviceman may study subjects normally taught in civilian academic institutions, so that he may be more efficient in his job, increase his capability to advance, and satisfy his desire for more education.

To carry out this mission, USAFI provides an elaborate testing program consisting of the following.

- End-of-course tests.
- General Educational Development (GED), high school level.
- Comprehensive College Tests—General Education (CCT-GE).

The maintenance of the security of test materials, and the observance of established time limits for returning test materials are important.

Appropriate personnel should be thoroughly familiar with the requirements of handling USAFI test control materials, the tests should be administered promptly, and the appropriate security measures observed.

In the event that the time allotted for return of the completed test materials (30 days for shore units, 60 days for sea) cannot be met, an extension should be requested from the issuing USAFI office before expiration of the normal time limit.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, BuPers Instructions and BuPers Notices that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 71—Discussed action to be taken as a result of enactment of military medical benefits amendments of 1966.

No. 72—In anticipation of possible Congressional hearings, requested all possible information on transactions between naval personnel and auto sales organizations which resulted in non-delivery, or delivery of automobiles at substantially higher prices.

No. 73—Announced approval by the Secretary of the Navy for the President of selection board report that recommended warrant officers for promotion to the grades of CWO-4, CWO-3 and CWO-2.

No. 74—Announced approval by the Secretary of the Navy for the President of selection board reports which recommended line officers for promotion to the grade of lieutenant commander.

No. 75—Conveyed Thanksgiving Day message from the Secretary of the Navy to all Navy and Marine Corps personnel.

No. 76—Announced approval by the President of temporary promotion of Marine Corps officers to the grade of major general.

No. 77—Conveyed Christmas greetings from the Secretary of the Navy to all Navy and Marine Corps personnel.

Notices

No. 1306 (28 October)—Announced the sea duty commencement cutoff dates which establish the eligibility of enlisted personnel for Seavey A-67.

No. 1430 (28 October)—Announced the names of those individuals who were authorized advancement to Senior and Master Chief Petty Officers.

No. 1520 (31 October)—Announced the names of those selected for the postgraduate program and the undergraduate program for academic year 1967-68.

No. 1421 (2 November)—Authorized promotions to the grade of commander.

No. 4632 (3 November)—Prescribed a standard form for authorization of military standby commercial air travel for issue to Navy personnel.

No. 1531 (4 November) Provided information concerning newly authorized opportunities available to sons of members of the armed forces, including Reserves, for nomination to the U.S. Naval Academy.

No. 1306 (17 November)—Described Change No. 11 of the *Enlisted Transfer Manual* which establishes toured rotation procedures for enlisted submariners in the Fleet Ballistic Missile force.

No. 1410 (18 November)—Authorized waiver of certain eligibility requirements for participation in the January 1967 military/leadership examinations and the February 1967 Navy-wide advancement exams.

No. 1070 (25 November)—Issued an advance change to the *BuPers Manual* to provide instructions for the preparation of the Navy Occupation/Training and Awards History, NavPers 601-4 (Rev 6-66).

No. 1440 (25 November)—Announced changes to the qualifications for advancement in rating for Fire Control Technician (FT).

No. 1560 (28 November)—Emphasized the need for the prompt return of USAFI test control materials.

No. 1321 (1 December)—Directed compliance with BuPers Inst 1321.2E which prohibits issuance of TAD orders to Reserve officers on active duty for training.

No. 1750 (1 December)—Provided instructions governing issuance of .DD Form 1173 to establish entitlement to civilian medical care under Public Law 89-614.

No. 1421 (6 December)—Provided authority for making promotions to the grade of lieutenant commander.

No. 1306 (8 December)—Discussed procedures for assigning enlisted personnel completing tours in Vietnam.

No. 1900 (8 December)—Advised commands of the revision of DD Form 214, its distribution and effective date of use.

No. 5512 (9 December)—Amended instructions governing the issuance of ID cards for retired personnel.

Bruce E. Stewart, JOSN, USN

"All I said was . . . 'too many chiefs and not enough Indians.' "

More Pointers for Shipboard Fire Prevention Teams

In the days of wooden sailing ships, a fire at sea was a major catastrophe. Steel has replaced wood and steam has replaced sail but a shipboard fire can still be disastrous.

CINCLANT has made a few observations on the subject and offered several suggestions which appear pertinent for Navymen in general. Here they are:

Fire in a ship is always a possibility, but its probability can be substantially reduced or eliminated if Navymen know how to handle and stow pyrotechnics, explosives and flammable liquids and gases.

Although every precaution should be taken to prevent fire in ships, seagoing sailors should nevertheless know the location and use of escape routes—particularly those from their working and berthing areas. Every man on board should be able to negotiate these passages in darkness and through smoke.

Each crew member should know where firefighting equipment is stowed in both working and berthing areas.

Fire parties should be thoroughly trained and particular attention should be given to the qualifications of temporary and standby fire parties. All crews, particularly those of small ships, should also be trained to use the handy-billy pump.

Careful attention should be given to keeping firefighting and emergency lighting equipment in good working order. When the emergency arises, it is too late to make repairs.

Technique of Writing Ships' Histories Is Not Difficult Once You Get the Hang of It

February was the month during which every ship, naval command and established shore or field activity is required to submit to the Chief of Naval Operations a history of its activities during the previous year.

This documentation is essential for the Navy to maintain a proper record of its experience and to make certain that the achievements of individual commands are preserved.

Because of the great diversity of commands, histories are expected to vary widely in content and length. However, even relatively small shore or field activities must now submit brief accounts of their year's achievements so that these can be remembered for the future. Large shore commands, ships, and other Fleet commands have long sent in histories.

Information contained in histories is used to answer queries from the public and as material for current official studies as well as to develop morale and pride in the Navy. Eventually, the documentation of each command becomes the basis for compiling official naval histories.

A few words concerning the preparation of the current year's activities might be in order at this point.

Manuscripts should be typed double-spaced on standard letter-size paper. If you have charts, tables, photographs, documents and graphs to illustrate your point, by all means include them.

A good way to identify the major sources of information contained in your history is by using footnotes. In this manner, the user who requires more detailed information can readily identify the basic documents.

If used, footnotes showing the originator, serial and date of the source document should be typed single space at the bottom of the page or at the end of the history.

Your primary aim should be the presentation of a complete summary of command information; therefore, you should use classified material whenever it is necessary to achieve this end.

You would do well not to wait until the end of the year to begin work on your history. Continual attention during the year will not only make writing easier but it will

WHAT'S IN A NAME

Medal of Honor

Our nation's highest—and most esteemed—military decoration is the Medal of Honor. Although this award is commonly referred to as the "Congressional Medal of Honor," there are actually three separately designed medals, one for Navy, one for Army, and one for Air Force. Except for differences in design, these three medals are otherwise identical in purpose and esteem. The law provides that they are to be presented by the President in the name of Congress.

The U. S. Navy had the nation's first Medal of Honor. It was created at the request of President Lincoln, and had as a major aim the "promotion of efficiency."

Congress, by an Act approved 21 Dec 1861, provided that "The Secretary of the Navy be, and is hereby authorized, to cause two hundred medals of honor to be presented with suitable emblematic devices which shall be bestowed upon such petty officers, seamen, landsmen, and marines as shall most distinguish themselves by their gallantry in action and other seaman-like qualities . . ." The Army Medal of Honor was established by a separate Act of Congress approximately six months later.

The Navy Medal of Honor now in use has evolved through numerous Acts of Congress which have from time to time varied the purpose, effect, and design of the medal. The most recent act, the Act of 25 Jul 1963 (Public Law 88-77) provides for the award of the Navy, Army, and Air Force Medals of Honor under identical criteria. The following is quoted from the above act:

"The President may award, and present in the name of Congress, a medal of honor . . . to a person who, while a member of the naval service, distinguishes himself conspicuously by gallantry and intrepidity at the risk of his life above and beyond the call of duty—

- "While engaged in an action against an enemy of the United States;
- "While engaged in military operations involving conflict with an opposing foreign force;
- "While serving with friendly foreign forces engaged in an armed conflict against an opposing armed force in which the United States is not a belligerent party."

Under the original law and until 1915, the Navy Medal of Honor could only be conferred upon enlisted personnel. A monetary allowance of some nature has generally accrued to the holder of the Medal of Honor.

For example, an amendment approved 16 Jul 1862 provided that seamen distinguishing themselves in battle or awarded the Medal of Honor could be promoted to "forward warrant officers or acting master's mates" and also be given a gratuity of $100.

An Act of 27 Apr 1916 provided for the payment of $10 per month for life to a recipient of the Medal of Honor awarded for combat action, when the recipient reached the age of 65 years, provided he had been completely separated from the service.

The most recent act, the Act of 13 Oct 1964 (Public Law 88-651) as amended, provides for the payment of $100 per month for life to all Medal of Honor recipients without reference to age or service status.

The Navy Medal of Honor was designed by A. C. Paquet. Symbolically designed, the star-shaped medal of bronze shows the figure of Minerva. Encircled by the stars of the 34 states of 1861, she holds in her left hand the fasces (badge of authority), and in her right hand a shield, driving before her the figure of Discord. The medal proper is suspended by an anchor from a neckband of light blue with a cluster of 13 small white stars.

make the final product more complete.

Documents can be set aside and rough chronological drafts written throughout the year. This procedure will pay dividends when the final deadline approaches.

No one person in a command knows everything that goes on. Historians should consult others concerning sources of information and major occurrences.

If this is not done, it is a safe bet that something important will be overlooked. Another method of insuring completeness is to circulate a draft of your history to as many knowledgeable people as possible before the final document is written.

Literary masterpieces are not expected. Clarity, however, is essential. This quality can be achieved by a simple, logical and concise presentation.

Avoid abbreviations and technical jargon when writing. If code words are necessary, they should always be defined.

Each history should be organized along the following broad lines: Brief overall chronology; command organization and relations; operations or activities; special topics; lessons learned or conclusions; and documentary annexes.

More detailed information on the fine points of this outline together with official information on compiling naval histories can be found in OpNav Inst. 5750.12.

Junior NROTC Program Open To High School Students

When school begins next fall, high school students in many parts of the country will have the opportunity to enroll in a basic naval science course, similar to the college NROTC program.

By fall, about 30 Naval Junior Reserve Officer Training Program units will be designated, each unit including one or more high schools. By mid-1971 there may be as many as 275 units.

The NJROTC course will be offered to sophomores, juniors and seniors in most high schools. It will also be available to freshmen in military-type schools.

The course concentrates on basic naval science. Each year is composed of 96 hours of classwork—three hours each week.

Chief is Convinced by CPO Academy

Is the Navy's Chief Petty Officer Academy just an advanced boot camp? A waste of time for the experience-wise CPO, even if he is new in his rate?

Chief Yeoman James B. Storey of Training Squadron 27, like many CPOs, felt that this was probably true.

He reluctantly left NAS Corpus Christi last fall to enroll in the Pensacola Academy together with 59 other Navy chiefs selected from various commands.

What possible value would five weeks of senior-citizen boot camp be to him, he thought? After all, he considered himself squared away. Hadn't he fairly well mastered this man's Navy by making E-7? Who needed the CPO Academy, anyway, with all its marching and drilling?

Chief Storey soon found answers to his questions and realized marching to classes and meals, and practicing military drill were only a small part of the over-all Academy curriculum.

He attended classroom sessions covering a variety of subjects, such as effective speaking, world affairs, communism, geo-politics, insurgency and counterinsurgency, the United Nations, naval history, leadership, management techniques and naval justice.

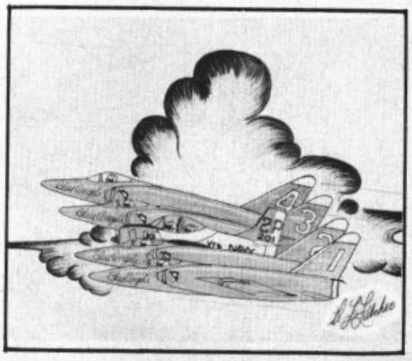
Chief Storey and his classmates began their day at 0445 with the first of six daily classroom sessions beginning at 0800. Each day's hours were stretched to include courses in physical fitness, athletics and two hours of drill.

After two weeks as right guide for the Second Platoon's drill unit, Chief Storey was assigned as platoon drill leader. This job he handled aptly, evidenced by the Second Platoon's designation as Honor Platoon four out of the five weeks' military drill competition.

At the graduation banquet for his class, the training squadron chief received a trophy and certificate designating his platoon as the top unit for the entire course.

Like many of the Academy's student CPOs who enter the school with the impression ". . . . . it's a waste of time," Chief Yeoman Storey graduated with a complete reversal of opinion.

All-Navy Cartoon Contest
David F. Fulcher, ADR3, USN



"Just ignore him, fellas . . . he'll go away."

List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

The Sucker (C) (WS): Comedy; Bourvil, Louis de Funes.

A Study in Terror (C): Melodrama; John Neville, Donald Houston.

Not With My Wife, You Don't (C): Comedy; Tony Curtis, Virna Lisi.

An American Dream (C): Drama; Stuart Whitman, Janet Leigh.

Torn Curtain (C): Melodrama; Paul Newman, Julie Andrews.

Any Wednesday (C): Comedy; Jane Fonda, Jason Robards.

Bang, Bang, You're Dead (C): Melodrama; Tony Randall, Senta Berger.

OSS 117 — Mission for a Killer (C): Melodrama; Frederick Stafford, Mylene Demongeot.

Gambit (WS) (C): Mystery Drama; Shirley MacLaine, Michael Caine.

The Racetrack Murders: Mystery Drama; Hansjorg Felmy, Helmuth Lohner.

Lost Command (C) (WS): Melodrama; Anthony Quinn, Claudia Cardinale.

The Tramplers (C): Western; James Mitchum, Joseph Cotten.

VAP Proves Its Motto: Every Man in Vietnam Is a VIP

MOST MEN share General Sherman's opinion of war. Nevertheless, even in a war, the cream of human kindness frequnetly rises to the surface, and man reaches out to help his fellowman. Here are a few examples of how Navymen are helping their South Vietnamese neighbors near Da Nang.

A fire destroyed several homes in the nearby village of Truyen Tin. Rear Admiral Thomas R. Weschler, Commander of the U. S. Naval Support Activity at Da Nang, heard about it and asked for volunteers to help repair the damage.

The whole thing turned out to be quite a project. It was to have been a relatively simple construction job; instead it turned into a full-fledged Navy goodwill program, reinforced with wood and cement.

The program is called VAP for Volunteer Assistance Program. The volunteers work in the village in groups of three. They remain there a month and their work week is usually seven days long.

When the first sailors moved into Truyen Tin, they slept on the ground under ponchos. They now live in a small house and the villagers invite them into their homes for meals.

When the volunteers helped rebuild the homes destroyed by fire, they went about their work as assistants—not as supervisors. With the Navy supplying cement, wood and corrugated sheet metal, the job was soon completed.

Since that time, Navymen have helped the villagers with other projects to improve health and living conditions in Truyen Tin.

BECAUSE of the presence of two U. S. Navy doctors and a handful of Navy corpsmen, many of the children of Hoa Khanh near Da Nang are starting life a little bit healthier than they otherwise would.

About a year ago, a badly nourished child in the village needed medical attention that only a hospital could provide but there was no children's hospital in which to treat him.

That, however, was an obstacle reasonably easy to overcome. A site was chosen, and, within days, U. S. Marine Corps engineers had built a strong-backed frame and covered it with a tent.

Navy wives' clubs and others contributed enough money to hire three Vietnamese women and to give them nurse's training.

The first patient was admitted to the hospital on 26 December in 1965. He was bathed, treated, given new clothes, a toy and put to bed.

When the villagers saw the sick being made well, the number of patients increased by leaps and bounds. New quarters were needed.

The men of Naval Mobile Construction Battalion One drew the job and, while they were about it, they greatly increased the capacity.

Now the hospital treats children whose ages range from nine months to 16 years. Their ailments are not trivial. They run the gamut from war wounds to the plague.

DA NANG is the goal of refugees who have been driven from their homes by Viet Cong terrorists in outlying areas. Most arrive with no more than they can carry on their backs.

To reduce the burden of the refugees and, at the same time, to help the armed forces, a vocational training program was begun at Da Nang. The first courses—carpentry and truck driving—were given at the Da Nang Polytechnical School last summer.

The beginning was modest but it was closely watched by American and Vietnamese officials. When the program proved to be successful, class hours were increased from three to eight hours a day, six days a week.

Courses in sheet metal fabrication and welding were added to the curriculum and all courses were taught by Navy specialists in the field. Vietnamese instructor - interpreters who had practical experience in each occupation were brought in.

Two months of hard work by teachers, students and the Navymen who supplied the school bore fruit at the end of last August when the first graduates went to work.

NOW HERE'S THIS

Pearson's Sari-Sari Store

When Byron H. Pearson, CS2, USN, arrived at Subic Bay, he liked the ubiquitous sari-sari stores he found in the vicinity. He liked them so well, in fact, that he decided the Navy should open its own version at Subic Bay Naval Base.

A sari-sari store, as old Philippine hands know, is a small neighborhood shop where you can at any hour buy almost anything from rice for supper to material for a shirt.

Pearson's Philippine-style version of a Navy dry goods provision storeroom sells odds and ends to 21 service craft such as tug boats, yard oilers and assault boats. Pearson prepares menus for the boats, supervises the cooks and serves as general culinary troubleshooter.

After a few weeks of operation, the Navy found the idea was working so well that it warranted installation of refrigeration equipment, thereby making more and even better service possible.

When the store is open for general business, Pearson hoists one signal flag above the establishment. Another flag tells when it's time to make the weekly market trip to purchase dry provisions.

The store grosses about $4000 a month, with coffee, rice and sugar the biggest sellers.

So far, the store has been quite handy to have around.

—Philip D. S. Gillette, JO2, USNR.

More Ships and Units Listed for VSM

In response to the many inquiries received in the Bureau of Naval Personnel, ALL HANDS *is publishing here for your convenience the most recent list of those ships and units, with dates of eligibility, which have been awarded the Vietnam Service Medal.*

The names of those ships and units, with dates of eligibility, which have been awarded the Antarctica Service Medal, the Navy Expeditionary Medal and the Armed Forces Expeditionary Medal will be provided in future issues as a handy reference guide to those men who may have since been transferred from ships or units who participated in these activities.

Additional lists will be printed from time to time as further information becomes available.

ELIGIBILITY dates of those ships and units listed in the August 1966 issue of ALL HANDS are not repeated here. This is a supplement to that list. Eligibility dates of the Antarctica Service Medal are listed for the first time in the basic directive.

The implementing instruction, SecNav Inst. 1650.1C, Change 3, dated 9 Nov 1966, also includes a list of ships and units eligible for the Navy Unit Commendation during the period from World War II to Vietnam. This NUC list will not be printed, nor will the Marine Corps Expeditionary Medal, which may be found in Change 2.

Thus, if you served in the ships or units listed below and in future issues, and during the periods shown (or those listed in the August 1966 issue of ALL HANDS), you may be eligible for one of the following medals:

- Armed Forces Expeditionary Medal—For the operations in Vietnam, Berlin, Taiwan, Cuba, the Dominican Republic, Laos, Lebanon, Congo, and Quemoy-Matsu.
- Navy Expeditionary Medal—For Cuban operations between 3 Jan 1961 and 23 Oct 1962.
- Vietnam Service Medal—For service in Vietnam between 4 Jul 1965 and a terminal date which will be announced.
- Antarctica Service Medal—For participation in expeditions below 60° South Latitude after 1 Jan 1946. U. S. Coast Guard and USNS ships, listed in the SecNav Instruction, are not listed here.

To qualify for the awards, you must have actually participated in the action or service for which the respective medal was awarded. Members of rear echelons, transients, observers, and personnel assigned for short periods of TAD are normally not eligible for the awards unless they participated in actual combat operations.

Navymen who meet the above criteria for Vietnam operations between 1 Jul 1958 and 3 Jul 1965 are eligible for the Armed Forces Expeditionary Medal. However, they may be awarded the Vietnam Service Medal in lieu of the AFEM if they so wish. No individual may be issued both of the medals for his service in Vietnam.

(It is possible, of course, for you to receive both the Vietnam Service Medal and the AFEM provided the latter award was for service in Berlin, Lebanon, Quemoy-Matsu, Taiwan, Congo, Cuba, Laos or Dominical Republic, and you elect to be awarded the Vietnam Service Medal rather than a star on the AFEM.)

The Vietnam Service Medal is being awarded to all members of the Armed Forces serving at any time in Vietnam, its waters, or its air space, between 4 Jul 1965 and a terminal date which will be announced. For other eligibility requirements, see page 59 of the August 1966 issue of ALL HANDS.

Specifically, you may qualify for the Vietnam Service Medal by:

- Being attached to and serving with a ship or unit participating in or directly supporting military operations in Vietnam.

This includes one or more days' shore or sea duty with such a unit, or participation as a crew member in one or more flights into the air space above Vietnam or adjacent waters in support of operations.

- Serving on temporary duty for 30 consecutive days or 60 non-consecutive days in Vietnam or contiguous areas. This time limit may be waived if you participated in actual combat operations.

You may not be awarded the Vietnam Service Medal more than once.

The medal is not yet available. Requests should not be submitted until an announcement is made that the medal is ready for distribution to the Fleet.

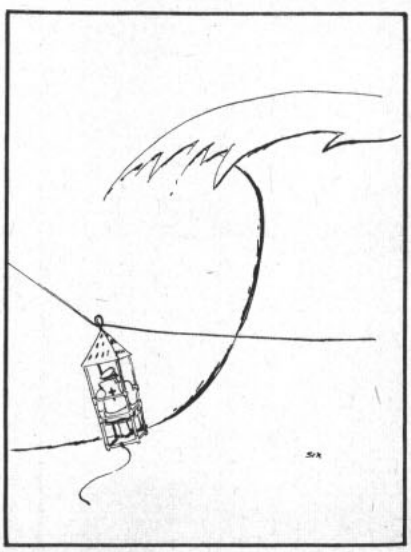
If you require evidence that you were a member of an eligible ship or unit during the periods of eligibility, you may request the evidence from the Chief of Naval Personnel. Certifications are being received daily from commanding officers of eligible ships and units.

Additional listings will be published in SecNav Notices as soon as possible.

Partial lists of ships and units eligible for the AFEM for operations in Vietnam, Berlin, Congo, Taiwan, Quemoy, Laos, Lebanon and Cuba were published in the July 1964, October 1965 and August 1966 issues of ALL HANDS.

Note: This report includes only those ships and units to be found in the latest addition to SecNav Inst 1650.1C (Change 3 of 9 Nov 1966). If your ship or unit is not included, check the above mentioned issues of ALL HANDS, or the SecNav Notices of 2 March, 3 March, 23 March, 8 April and 10 May 1966. Also check the other listings in the SecNav Instructions or Notices of 1650 series.

LCDR Jack E. Six, CHC, USN



Vietnam Service Medal

Abnaki (ATF 96)
21 May-22 Jun 1966

Agerholm (DD 826)
18-24 Feb 1966; 16 March-12 Apr 1966; 21 April-24 May 1966; 8-19 Jun 1966

Albatross (MSC 289)
1 October-4 Nov 1965; 14 January-21 Feb 1966; 29 May-9 Jul 1966

Apache (ATF 67)
4 January-6 Feb 1966; 3-5 Mar 1966

Arnold J. Isbell (DD 869)
1-10 Dec 1965; 24 Dec 1965-27 Jan 1966; 7-14 Feb 1966; 22 February-31 Mar 1966

Bainbridge (DLGN 25)
2 Dec 1965-16 Jan 1966; 2-25 Feb 1966; 13 March-12 Apr 1966; 21 April-15 May 1966; 22 May-6 Jun 1966

Bausell (DD 845)
3-16 Feb 1966; 6-18 Mar 1966; 10-21 Apr 1966; 14 May-15 Jun 1966

Baya (AGSS 318)
26, 31 May 1966; 1 Jun 1966

Bennington (CVS 20)
29 July-17 Aug 1965; 27 August-10 Sep 1965

Berkeley (DDG 15)
26 Dec 1965-2 Feb 1966; 26 February-6 Apr 1966

Bexar (APA 237)
18 February-12 Mar 1966

Bolster (ARS 38)
1-17 Feb 1966

Boxer (LPH 4)
20-23 May 1966

Bridget (DE 1024)
26 February-25 Mar 1966; 25 June-3 Jul 1966

Brinkley Bass (DD 887)
24 Nov 1965-2 Jan 1966; 27 January-7 Feb 1966

Brister (DER 327)
10 July-9 Aug 1965; 22 August-2 Sep 1965; 25 January-8 Feb 1966; 17 February-1 Mar 1966; 23 March-24 Apr 1966; 6-23 May 1966; 30 May-17 Jun 1966

Brule (AKL 28)
7 January-28 Mar 1966; 22 Apr 1966-open

Buck (DD 761)
2-12 Feb 1965; 18 February-4 Mar 1965; 17 March-19 Apr 1965; 1-11 May 1965; 22 May-8 Jun 1965

Cabildo (LSD 16)
29 April-8 Jun 1966; 13-14 Jun 1966

Caddo Parish (LST 515)
5-9 May 1966; 13 Jun 1966-open

Canberra (CAG 2)
28 February-21 Mar 1966; 30 March-24 Apr 1966; 2-19 May 1966

Carpenter (DD 825)
14 January-12 Feb 1966; 24 February-21 Mar 1966; 12 April-9 May 1966

Carronade (IFS 1)
19 April-26 May 1966

Carter Hall (LSD 3)
4-11 Jul 1965; 20-25 Jul 1965; 13-17 Aug 1965; 25 August-30 Nov 1965; 7-9 Dec 1965; 17-23 Dec 1965; 26-29 Jan 1966

Castor (AKS 1)
22 April-5 May 1966; 15-25 May 1966

Cavalier (APA 37)
27-31 Mar 1966

Charles S. Sperry (DD 697)
6-13 Dec 1965; 4 January-1 Feb 1966

Chesterfield County (LST 551)
10-13 May 1966

Chicago (CG 11)
14 Jun 1966-open

Chipola (AO 63)
22-24 Dec 1965; 1-6, 17-19 Jan 1966; 26-31 Jan 1966; 1, 16-19 Feb 1966; 28 Feb 1966; 1-7, 17-23 Mar 1966; 1, 21-30 Apr 1966; 5-8, 14-15 May 1966; 21-31 May 1966

Chowanoc (ATF 100)
12 Apr 1966

Cimarron (AO 22)
17-20 Apr 1966; 29 April-4 May 1966; 9-11 May 1966; 16-23 May 1966

Clarion River (LSMR 409)
26 May-4 Jun 1966; 13 June-2 Jul 1966

Conflict (MSO 426)
14 November-18 Dec 1965; 12 January-12 Feb 1966; 10 March-9 Apr 1966; 7 May-17 Jun 1966

Conquest (MSO 488)
18 October-15 Nov 1965; 18 Dec 1965-28 Jan 1966; 18 February-10 Mar 1966

Constellation (CVA 64)
14 June-13 Jul 1966

Coontz (DLG 9)
24 February-10 Mar 1966; 26 March-1 May 1966; 31 May-1 Jul 1966

Davis (DD 937)
6 March-9 Apr 1966; 13 May-9 Jun 1966; 21 June-2 Jul 1966

Diodon (SS 349)
27 February-1 Mar 1966; 23 Jan 1966

Duncan (DDR 874)
26 October-17 Dec 1965

Dyess (DD 880)
4 March-6 Jul 1966

Dynamic (MSO 432)
15 Nov 1965-25 Jan 1966; 7 May-15 Jun 1966

Edson (DD 946)
1-22 Jan 1966; 11-28 Feb 1966; 1-6 Mar 1966; 21-24 Mar 1966

Eldorado (AGC 11)
26 November-6 Dec 1965; 25 March-6 Apr 1966

Engage (MSO 433)
2 April-7 May 1966

England (DLG 22)
13 January-12 Feb 1966; 23 February-21 Mar 1966; 11 April-9 May 1966

Enterprise (CVAN 65)
2 Dec 1965-14 Jan 1966; 4-23 Feb 1966; 16 March-12 Apr 1966; 22 April-14 May 1966; 23 May-6 Jun 1966

Ernest G. Small (DDR 838)
23 April-16 May 1966

Esteem (MSO 438)
5 October-15 Nov 1965; 18-31 Dec 1965

Evans (DE 1023)
20-24 Mar 1966; 14-27 Apr 1966; 1-2 Jul 1966

Firedrake (AE 14)
14-21 Dec 1965; 6-15 Jan 1966; 28 January-7 Feb 1966; 27 February-8 Mar 1966; 25 March-7 Apr 1966; 27 April-11 May 1966; 14-18 May 1966

Fiske (DD 842)
13-31 Mar 1966; 1-10 Apr 1966; 28-30 Apr 1966; 1-8 May 1966; 31 May 1966; 1, 6, 8 Jun 1966; 16-21 Jun 1966; 7 Jul 1966

Fletcher (DD 445)
17 January-3 Feb 1966

Floyd County (LST 762)
29 July-17 Sep 1965; 9 Apr 1966-open

Force (MSO 445)
4-22 Jul 1965

Forster (DER 334)
4-10 Jul 1965; 24 July-26 Aug 1965; 15 January-8 Feb 1966; 20 February-16 Mar 1966; 7 April-2 May 1966; 13 May 1966-open

Fortify (MSO 446)
2 Apr 1966-open

Galveston (CLG 3)
22-31 Dec 1965

Gannet (MSC 290)
19 April-28 May 1966

Genesee (AOG 8)
3 June-12 Jul 1966

George Clymer (APA 27)
28 March-4 Apr 1966

Goldsborough (DDG 20)
26 February-24 Mar 1966; 13-27 Apr 1966

Graffias (AF 29)
12-23 Jun 1966

Greenfish (SS 351)
28 February-1 Mar 1966

Gridley (DLG 21)
22 September-25 Oct 1965; 7 November-2 Dec 1965; 22 Dec 1965-6 Jan 1966

Guadalupe (AO 32)
13-19 Feb 1966; 27 February-5 Mar 1966; 14-26 Mar 1966; 1-6 Apr 1966; 17-22 Apr 1966; 27 April-10 May 1966; 25-29 May 1966; 6-11 Jun 1966

Hancock (CVA 19)
17 Dec 1965-open

Hanson (DD 832)
7-9 Oct 1965

Harry E. Hubbard (DD 748)
14 January-5 Feb 1966; 16 February-7 Mar 1966

Hassayampa (AO 145)
28 Jun 1966-open

Hissem (DER 400)
2-27 Sep 1965; 6-31 Oct 1965; 14 November-15 Dec 1965; 21 Dec 1965-17 Jan 1966; 6-27 Feb 1966

Hitchiti (ATF 103)
7 February-22 Mar 1966

Hooper (DE 1026)
20-25 Mar 1966; 14-27 Apr 1966; 25 June-3 Jul 1966

Hopewell (DD 681)
1 April-9 Jul 1966

Hornet (CVS 12)
16 January-2 Feb 1966

Impervious (MSO 449)
2 April-7 May 1966

Ingraham (DD 694)
8-27 Nov 1965; 5 Dec 1965-24 Jan 1966; 10-20 Feb 1966

Intrepid (CVS 11)
14 May-15 Jun 1966; 8 Jul 1966-open

Jamestown (AGTR 3)
9 Jan 1966-open

Jenkins (DD 447)
26 February-24 Mar 1966; 14-27 Apr 1966

Jerome County (LST 848)
7-9 Apr 1966; 27 April-2 Jun 1966

John A. Bole (DD 755)
19 April-8 May 1966

John W. Thomason (DD 760)
19 Apr 1966-open

Joseph Strauss (DDG 16)
1-13 Oct 1965; 31 October-29 Nov 1965; 9 February-12 Mar 1966; 25 April-1 Jun 1966; 6-19 Jun 1966

Kawishiwi (AO 146)
1-2, 13-27 Jan 1966; 3-14 Feb 1966; 27 February-5 Mar 1966; 7-8 May 1966; 11-18 May 1966; 1, 15-21 Jun 1966

Kemper County (LST 854)
21 Nov 1965-6 Jan 1966; 21 January-8 Mar 1966; 21 March-2 Apr 1966

Kitty Hawk (CVA 63)
15 January-4 Feb 1966; 18 February-15 Mar 1966; 1-29 Apr 1966; 8-23 May 1966

Kretchmer (DER 329)
10 November-1 Dec 1965; 2 March-15 Apr 1966; 9 May-1 Jun 1966

Leonard F. Mason (DD 852)
17 September-3 Oct 1965; 9 October-7 Nov 1965; 15 January-4 Mar 1966; 10-28 May 1966

Loyalty (MSO 457)
2-23 Apr 1966; 13 May 1966-open

Lynde McCormick (DDG 8)
1 April-6 Aug 1966

Madera County (LST 905)
8-17 May 1966; 30 May-7 Jun 1966

Magoffin (APA 199)
23-25 Oct 1965; 18-21 Nov 1965; 23 Dec 1965-1 Jan 1966; 16 January-18 Feb 1966

Mahan (DLG 11)
12 January-2 Feb 1966; 16 February-16 Mar 1966

Mark (AKL 12)
1-11 Jan 1966; 21 January-5 Feb 1966; 18 February-3 Mar 1966; 18 March-5 Apr 1966; 18 April-5 May 1966; 17 May-27 Jul 1966

Massey (DD 788)
10-15 Mar 1966; 31 March-28 Apr 1966; 8-15 May 1966; 22 May-6 Jun 1966; 26 June-2 Jul 1966

Mathews (AKA 96)
8-13 Aug 1965; 22-27 Oct 1965; 27 May-1 Jun 1966

Maury (AGS 16)
8-31 Jan 1966; 1-25 Feb 1966; 16-31 Mar 1966; 1-8 Apr 1966; 18-30 Apr 1966; 1-11 May 1966; 3-12 Jun 1966

Mazama (AE 9)
12-23 May 1966

McMorris (DE 1036)
4 July-1 Aug 1965

Monmouth County (LST 1032)
31 May-13 Jun 1966

Montrose (APA 212)
8-18 Nov 1965; 25-30 Nov 1965; 1-4 Dec 1965; 10-25 Dec 1965; 28 January-1 Mar 1966

Morton (DD 948)
19 April-13 May 1966; 28 May-22 Jun 1966

Mount McKinley (AGC 7)
29 June-6 Jul 1966

Navarro (APA 215)
25 September-23 Dec 1965; 16 January-18 Feb 1966
Navasota (AO 106)
4, 6, 9 Oct 1965; 6-13, 26-31 Jan 1966; 1-6, 13-22 Feb 1966; 7-22, 30-31 Mar 1966, 1-5, 11-15 Apr 1966
Neches (AO 47)
6-21 Jul 1965
New London County (LST 1066)
18-29 Apr 1966
Nicholas (DD 449)
17-25 Nov 1965; 16 January-2 Feb 1966
O'Brien (DD 725)
16-31 Jan 1966; 1-2 Feb 1966
Ogden (LPD 5)
28 February-5 Mar 1966; 6-8 Jun 1966
Opportune (ARS 41)
19 January-26 Feb 1966
Orleck (DD 886)
31 January-1 Mar 1966; 15-23 Apr 1966; 2-10 May 1966
Oxford (AGTR 1)
4-13 Jul 1965; 26 July-27 Aug 1965; 5 Sep 1965; 24-28 Oct 1965; 12 November - 26 Dec 1965; 16 March-26 Apr 1966; 5 May-4 Jun 1966
Paul Revere (APA 248)
31 October-21 Nov 1965; 26 January-20 Feb 1966; 17 March-26 Mar 1966
Peacock (MSC 198)
4 November-10 Dec 1965; 21 February-2 Apr 1966
Pickaway (APA 222)
24-31 Mar 1966; 1-7, 21-30 Apr 1966; 1-8 May 1966; 10 Jun 1966-open
Pine Island (AV 12)
10 October-4 Nov 1965; 15 January-14 Feb 1966; 2-11 Apr 1966
Polk County (LST 1084)
9 January-22 Feb 1966; 20-26 Mar 1966
Porterfield (DD 682)
19-23 Feb 1966; 13-20 Mar 1966; 30 March-13 Apr 1966; 22 April-24 May 1966
Princeton (LPH 5)
23 March-8 Apr 1966; 21 April-8 May 1966
Pyro (AE 24)
24 Mar 1966-open
Ranger (CVA 61)
15-31 Jan 1966; 1-12, 23-28 Feb 1966; 1-22 Mar 1966; 12-30 Apr 1966; 1-9, 30-31 May 1966; 1 Jun 1966-open
Rasher (AGSS 269)
18-20 May 1966; 1-2 Jun 1966
Raton (AGSS 270)
31 May-1 Jun 1966; 2-3 Jun 1966; 11 June-1 Jul 1966
Reclaimer (ARS 42)
24 February-10 Mar 1966; 24 March-7 Apr 1966; 2-11 Jun 1966
Regulus (AF 57)
20-27 Mar 1966; 7-11, 26-30 Apr 1966
Remora (SS 487)
9 May 1966
Renshaw (DD 499)
23-26 Sep 1965
Repose (AH 16)
16 February-10 Mar 1966; 12 April-18 May 1966; 29 May-7 Jun 1966
Richard B. Anderson (DD 786)
3-15 Feb 1966; 18-31 Mar 1966; 9-22 Apr 1966; 15-31 May 1966; 1-15 Jun 1966
Richard E. Kraus (DD 849)
10-16 Mar 1966; 1-29 Apr 1966; 7-15, 26-31 May 1966; 1-6, 30 Jun 1966; 1-3 Jul 1966
Richard S. Edwards (DD 950)
28 March-30 Jul 1966
Richmond K. Turner (DLG 20)
4 July-12 Nov 1965
Robison (DDG 21)
23 February-14 Mar 1966; 21 March-19 Apr 1966; 10-23 May 1966; 8-20 Jun 1966
Rogers (DD 876)
4-9, 26-31 Mar 1966; 1 April-1 May 1966; 23 May-1 Jul 1966
Salisbury Sound (AV 13)
4-26 Mar 1966; 15 May-3 Jun 1966
Samuel N. Moore (DD 747)
2-10 Nov 1965; 14 January-4 Feb 1966; 17 Feb-3 Mar 1966
Serrano (AGS 24)
22-27 Dec 1965; 6-14 Jan 1966; 30 January-23 Feb 1966; 6-31 Mar 1966; 1-11 Apr 1966; 18 April-10 May 1966
Shakori (ATF 162)
19 January-26 Feb 1966
Shelton (DD 790)
11 Oct 1965-1 Feb 1966
Snook (SSN 592)
8-9 Jun 1966
St Clair County (LST 1096)
22-27 Feb 1966; 20 March-3 May 1966
Stickell (DD 888)
8-22 Mar 1966; 14 April-9 May 1966; 25 May-30 Jun 1966
Stoddard (DD 566)
18 October-5 Nov 1965
Talladega (APA 208)
17-25 Aug 1965; 30 August-1 Sep 1965; 10 September-3 Oct 1965; 22 February-1 Mar 1966; 19-21 Mar 1966
Tang (SS 563)
31 March-12 Apr 1966
Taylor (DD 468)
4-15 Mar 1966; 21-29 Apr 1966
Terrell County (LST 1157)
21-30 Mar 1966; 7 April-7 May 1966
Thomaston (LSD 28)
24-25 Aug 1965; 14-17 Sep 1965; 5-7 Feb 1966; 23 February-15 Mar 1966
Ticonderoga (CVA 14)
22 Dec 1965-14 Jan 1966; 22 January-16 Feb 1966; 6-31 Mar 1966; 10-21 Apr 1966
Tioga County (LST 1158)
11-24 Jan 1966; 10-21 Feb 1966; 7-18 Mar 1966
Tombigbee (AOG 11)
18 March-6 Jun 1966
Topeka (CLG 8)
1-6, 16-22 Jan 1966; 31 January-1 Mar 1966; 9 April-8 May 1966
Tortuga (LSD 26)
16 Apr 1966-open
Ute (ATF 76)
19-25 Apr 1966; 1-20 May 1966
Valley Forge (LPH 8)
6-7 Oct 1965; 7-18 Nov 1965; 25 November-25 Dec 1965; 6, 26-31 Jan 1966; 1-28 Feb 1966; 1, 8 Mar 1966
Vance (DER 387)
4 July-4 Sep 1965; 20 Jan 1966-open
Vernon County (LST 1161)
16-27 Aug 1965; 30 October-14 Nov 1965; 15-17 Dec 1965; 19 January-5 Feb 1966; 19-25 Feb 1966; 2-17, 25-30 Apr 1966; 6-24 May 1966
Waddell (DDG 24)
4 November-31 Dec 1965; 27 January-6 Feb 1966; 25 February-13 Mar 1966
Walker (DD 517)
26 February-15 Mar 1966; 21 April-1 May 1966
Washtenaw County (LST 1166)
5-9 Jan 1966
Wedderburn (DD 684)
2-16 Feb 1966; 8 March-12 Apr 1966; 21 April-14 May 1966
Weiss (APD 135)
25 November-11 Dec 1965; 5-19, 26-30 Jan 1966; 5-18 Mar 1966; 25 March-6 Apr 1966
Westchester County (LST 1167)
14-15 Aug 1965; 31 October-7 Dec 1965; 5-8 Jan 1966; 18 January-2 Feb 1966; 7-9, 21-24 Mar 1966; 26 May-2 Jun 1966; 10-15 Jun 1966
Whetstone (LSD 27)
27 March-13 May 1966
White River (LSMR 536)
25 May-5 Jun 1966; 14 June-1 Jul 1966
Widgeon (MSC 208)
30 September-4 Nov 1965; 21 February-2 Apr 1966
Wilhoite (DER 379)
25 Dec 1965-14 Jan 1966
Windham County (LST 1170)
3-8, 18-23 Aug 1965; 27 November-12 Dec 1965; 16 January-22 Feb 1966; 6-11 Mar 1966; 21-23 May 1966
Winston (AKA 94)
5-15 Apr 1966; 26 May-2 Jun 1966
Worden (DLG 18)
3-17 Feb 1966; 6 March-1 Apr 1966; 10-22 Apr 1966; 13 May-17 Jun 1966
Yorktown (CVS 10)
26 February-25 Mar 1966; 14-27 Apr 1966; 31 May 1966; 3-4, 11-12 Jun 1966; 25 June-3 Jul 1966
Zelima (AF 49)
6-15 Jul 1965; 30 July-9 Aug 1965; 14-23, 26-31 Aug 1966; 25-27, 30-31 Jan 1966; 1-6, 15-19 Feb 1966; 7-13 Mar 1966

Units

(Only personnel who enter the area of operations are eligible for the award.)

Air Antisubmarine Squadron 23 (VS 23)
26 February-25 Mar 1966; 14-27 Apr 1966; 31 May 1966; 3-4, 11-12 Jun 1966; 25 June-3 Jul 1966
Air Antisubmarine Squadron 25 (VS 25)
26 February-25 Mar 1966; 14-27 Apr 1966; 31 May 1966; 3-4, 11-12 Jun 1966; 25 June-3 Jul 1966
Air Antisubmarine Squadron 33 (VS 33)
29 July-17 Aug 1965; 27 August-10 Sep 1965
Air Antisubmarine Squadron 35 (VS 35)
16 January-2 Feb 1966
Air Antisubmarine Squadron 37 (VS 37)
16 January-2 Feb 1966
Air Antisubmarine Squadron 38 (VS 38)
29 July-17 Aug 1965; 27 August-10 Sep 1965
Airborne Early Warning Squadron 11 (VW 11) Det B
5 November-1 Dec 1965; 22 Dec 1965—14 Jan 1966; 22 January-16 Feb 1966; 6-31 Mar 1966; 10-21 Apr 1966
Airborne Early Warning Squadron 11 (VW 11) Det T
26 February-25 Mar 1966; 14-27 Apr 1966; 31 May 1966; 3-4, 11-12 Jun 1966; 25 June-3 Jul 1966
Amphibious Force Seventh Fleet
26 November-6 Dec 1965; 26 March-6 Apr 1966
Amphibious Group 1 (PhibGru 1) and staff
29 June-6 Jul 1966
Amphibious Squadron 5 (PhibRon 5)
31 October-21 Nov 1965; 26 January-20 Feb 1966; 17-26 Mar 1966
Antisubmarine Warfare Group 1 (ASWGru 1)
16 January-2 Feb 1966
Antisubmarine Warfare Group 3 (ASWGru 3)
26 February-25 Mar 1966; 14-27 Apr 1966; 31 May 1966; 3-4, 11-12 Jun 1966; 25 June-3 Jul 1966
Antisubmarine Warfare Group 5 (ASWGru 5)
29 July-17 Aug 1965; 27 August-10 Sep 1965
Attack Carrier Air Wing 5 (CVW 5)
5 November-1 Dec 1965; 22 Dec 1965-14 Jan 1966; 22 January-16 Feb 1966; 6-31 Mar 1966; 1-21 Apr 1966
Attack Carrier Air Wing 9 (CVW 9)
2 Dec 1965-14 Jan 1966; 4-23 Feb 1966; 16 March-12 Apr 1966; 22 April-14 May 1966; 23 May-6 Jun 1966
Attack Carrier Air Wing 10 (CVW 10)
15 May-15 Jun 1966
Attack Carrier Air Wing 14 (CVW 14)
15-31 Jan 1966; 1-12, 23-28 Feb 1966; 1-22 Mar 1966; 12-30 Apr 1966; 1-9, 30-31 May 1966; 1 Jun 1966-open
Attack Carrier Air Wing 15 (CVW 15)
4-24 Jul 1965; 11 August-11 Sep 1965; 21 September - 15 Oct 1965
Attack Carrier Air Wing 19 (CVW 19)
18 July-13 Aug 1965; 10 September-1 Oct 1965; 8-29 Oct 1965; 13 November-17 Dec 1965
Attack Carrier Air Wing 21 (CVW 21)
17 Dec 1965-open
Attack Squadron 15 (VA 15)
14 May-15 Jun 1966; 8 July-open
Attack Squadron 24 (VF 24)
17 Dec 1965-open
Attack Squadron 36 (VA 36)
2 Dec 1965-14 Jan 1966; 4-23 Feb 1966; 16 March-12 Apr 1966; 22 April-14 May 1966; 23 May-6 Jun 1966
Attack Squadron 52 (VA 52)
5 November-1 Dec 1965; 22 Dec 1965-14 Jan 1966; 22 January-16 Feb 1966; 6-31 Mar 1966; 10-21 Apr 1966

Attack Squadron 55 (VA 55)
15-31 Jan 1966; 1-12, 23-28 Feb 1966; 1-22 Mar 1966; 12-30 Apr 1966; 1-9, 30-31 May 1966; 1 Jun 1966-open

Attack Squadron 56 (VA 56)
5 November-1 Dec 1965; 22 Dec 1965-14 Jan 1966; 22 January-16 Feb 1966; 6-31 Mar 1966; 10-21 Apr 1966

Attack Squadron 65 (VA 65)
14 June-13 Jul 1966

Attack Squadron 76 (VA 76)
2 Dec 1965-14 Jan 1966; 4-23 Feb 1966; 16 March-12 Apr 1966; 22 April-14 May 1966; 23 May-6 Jun 1966

Attack Squadron 93 (VA 93)
2 Dec 1965—14 Jan 1966; 4-23 Feb 1966; 16 March-12 Apr 1966; 22 April-14 May 1966; 23 May-6 Jun 1966

Attack Squadron 94 (VA 94)
2 Dec 1965-14 Jan 1966; 4-23 Feb 1966; 16 March-12 Apr 1966; 22 April-14 May 1966; 23 May-6 Jun 1966

Attack Squadron 95 (VA 95)
15 May-15 Jun 1966

Attack Squadron 113 (VA 113) Det Q
29 July-17 Aug 1965; 27 August-10 Sep 1965

Attack Squadron 144 (VA 144)
4 Nov 1965-22 Apr 1966

Attack Squadron 145 (VA 145)
15-31 Jan 1966; 1-12, 23-28 Feb 1966; 1-22 Mar 1966; 12-30 Apr 1966; 1-9, 30-31 May 1966; 1 Jun 1966-open

Attack Squadron 146 (VA 146)
15-31 Jan 1966; 1-12, 23-28 Feb 1966; 1-22 Mar 1966; 12-30 Apr 1966; 1-9, 30-31 May 1966; 1 Jun 1966-open

Attack Squadron 153 (VA 153)
4-24 Jul 1965; 11 August-11 Sep 1965; 21 September-15 Oct 1965; 14 June-13 Jul 1966

Attack Squadron 155 (VA 155)
4-24 Jul 1965; 11 August-11 Sep 1965; 21 September-15 Oct 1965; 15 June-13 Jul 1966

Attack Squadron 165 (VA 165)
4-24 Jul 1965; 11 August-11 Sep 1965; 21 September-15 Oct 1965; 15 May-15 Jun 1966

Attack Squadron 176 (VA 176)
15 May-15 Jun 1966

Attack Squadron 211 (VA 211)
17 Dec 1965-open

Attack Squadron 212 (VA 212)
17 Dec 1965-open

Attack Squadron 215 (VA 215)
17 Dec 1965-open

Attack Squadron 216 (VA 216)
17 Dec 1965-open

Beach Group 1 WestPac Det, (Staff)
5 July-30 Sep 1965

Beach Jumper Unit 1 (BJU 1) Det C
9-19 Dec 1965; 7 February-22 Mar 1966

Beachmaster Unit 1 (BMU 1) WestPac Det
25 November-11 Dec 1965; 26-30 Jan 1966

Cargo Handling Battalion 1 Det J
4 Jul 1965-October 1965

Cargo Handling Battalion 2
4 Jul 1965-3 Aug 1966

Carrier Airborne Early Warning Squadron 11 (VAW 11)
29 July-17 Aug 1965; 27 August-10 Sep 1965

Carrier Airborne Early Warning Squadron 11 (VAW 11) Det's
4-24 Jul 1965; 11 August-11 Sep 1965; 21 September-15 Oct 1965

Carrier Airborne Early Warning Squadron 11 (VAW 11) Det D
14 June-13 Jul 1966

Carrier Airborne Early Warning Squadron 11 (VAW 11) Det F
15-31 Jan 1966; 1-12, 23-28 Feb 1966; 1-22 Mar 1966; 12-30 Apr 1966; 1-9, 30-31 May 1966; 1 Jun 1966-open

Carrier Airborne Early Warning Squadron 11 (VAW 11) Det L
17 Dec 1965-open

Carrier Airborne Early Warning Squadron 11 (VAW 11) Det M
2 Dec 1965-14 Jan 1966; 4-23 Feb 1966; 16 March-12 Apr 1966; 22 April-14 May 1966; 23 May-6 Jun 1966

Carrier Airborne Early Warning Squadron 11 (VAW 11) Det N
16 January-2 Feb 1966

Carrier Airborne Early Warning Squadron 11 (VAW 11) Det Q
29 July-17 Aug 1965; 27 August-10 Sep 1965

Carrier Airborne Early Warning Squadron 13 (VAW 13) Det's
4-24 Jul 1965; 11 August-11 Sep 1965; 21 Sep-15 Oct 1965

Carrier Air Group 15 (CVG 15)
14 June-13 Jul 1966

Carrier Air Group 59 (CarGru 59)
29 July-17 Aug 1965; 27 August-10 Sep 1965

Carrier Antisubmarine Air Group 55 (CVSG 55)
26 February-25 Mar 1966; 14-27 Apr 1966; 31 May 1966; 3-4, 11-12 Jun 1966; 25 June-3 July 1966

Carrier Antisubmarine Air Group 57 (CVSG 57)
16 January-2 Feb 1966

Carrier Antisubmarine Air Group 59 (CVSG 59)
29 July-17 Aug 1965; 27 August-10 Sep 1965

Carrier Division 1 (CarDiv 1)
15-31 Jan 1966; 1-12, 23-28 Feb 1966; 1-22 Mar 1966; 12-30 Apr 1966; 1-9, 30-31 May 1966; 1 Jun 1966-open

Carrier Division 3 (CarDiv 3)
2 Dec 1965-14 Jan 1966; 4-23 Feb 1966; 16 March-12 Apr 1966; 22 April-14 May 1966; 23 May-6 Jun 1966

Carrier Division 5 (CarDiv 5)
4 July-8 Aug 1965; 25 August-20 Sep 1965; 15 October-11 Nov 1965; 25 November-22 Dec 1965; 15 January-4 Feb 1966; 18 February-15 Mar 1966; 1-29 Apr 1966; 8-23 May 1966; 15 June-13 Jul 1966

Carrier Division 7 (CarDiv 7)
2 Dec 1965-14 Jan 1966; 4-23 Feb 1966; 16 March-12 Apr 1966; 22 April-14 May 1966; 23 May-6 Jun 1966

Carrier Division 9 (CarDiv 9)
4-24 Jul 1965

Commander Air Force Pacific Special Det C
27 February-7 Apr 1966

Cruiser-Destroyer Flotilla 3 (Staff and Flag allowance)
19 Dec 1965-1 Mar 1966

Cruiser-Destroyer Flotilla 11 (Staff and Flag allowance)
9 April-8 May 1966

Destroyer Division 52 (DesDiv 52)
23 February-14 Mar 1966; 21 March-29 Apr 1966; 10-23 May 1966; 8-20 Jun 1966

Destroyer Division 172 (DesDiv 172)
1 April-6 Aug 1966

Destroyer Squadron 3 (DesRon 3)
11-30 Sep 1965; 1-13 Oct 1965; 1-29 Nov 1965; 9 February-12 Mar 1966; 25 April-1 Jun 1966

Destroyer Squadron 11 (DesRon 11)
26 February-24 Mar 1966

Destroyer Squadron 17 (DesRon 17)
25 March-1 May 1966; 31 May-1 Jul 1966

Destroyer Squadron 23 (DesRon 23)
29 July-17 Aug 1965; 27 August-10 Sep 1965

Escort Squadron 5 (CortRon 5) Staff
4 July-1 Aug 1965

Explosive Ordnance Disposal Unit 1 (EODT 1) Team 12
5-18 Mar 1966

Fighter Squadron 51 (VF 51)
5 November-1 Dec 1965; 22 Dec 1965-14 Jan 1966; 22 January-16 Feb 1966; 6-31 Mar 1966; 10-21 Apr 1966

Fighter Squadron 53 (VF 53)
5 November-1 Dec 1965; 22 Dec 1965-14 Jan 1966; 22 January-16 Feb 1966; 6-31 Mar 1966; 10-21 Apr 1966

Fighter Squadron 92 (VF 92)
2 Dec 1965-14 Jan 1966; 4-23 Feb 1966; 16 March-12 Apr 1966; 22 April-14 May 1966; 23 May-6 Jun 1966

Fighter Squadron 96 (VF 96)
2 Dec 1965-14 Jan 1966; 4-23 Feb 1966; 16 March-12 Apr 1966; 22 April-14 May 1966; 23 May-6 Jun 1966

Fighter Squadron 142 (VF 142)
15-31 Jan 1966; 1-12, 23-28 Feb 1966; 1-22 Mar 1966; 12-30 Apr 1966; 1-9, 30-31 May 1966; 1 Jun 1966-open

Fighter Squadron 143 (VF 143)
15-31 Jan 1966; 1-12, 23-28 Feb 1966; 1-22 Mar 1966; 12-30 Apr 1966; 1-9, 30-31 May 1966; 1 Jun 1966-open

Fighter Squadron 151 (VF 151)
4-24 Jul 1965; 11 August-11 Sep 1965; 21 September-15 Oct 1965; 14 June-13 Jul 1966

Fighter Squadron 154 (VF 154)
4-24 Jul 1965; 11 August-11 Sep 1965; 21 September-15 Oct 1965

Fighter Squadron 161 (VF 161)
14 June-13 Jul 1966

Fleet Air Reconnaissance Squadron 1 (VQ 1) Det's
4-24 Jul 1965; 11 August-11 Sep 1965; 21 September-15 Oct 1965

Fleet Air Wing 1 (Staff and Flag Allowance)
15 May-3 Jun 1966

Fleet Air Wing 2
15 September-31 Dec 1965

Fleet Air Wing 10
4 July-15 Sep 1965

Fleet Composite Squadron 5 (VC 5) Det A
1 Jun 1966-open

Fleet Tactical Support Squadron 1 (VR 1)
21-28 Feb '66; 28 Mar '66-open

Harbor Clearance Unit 1 (HCU 1)
24 Feb 1966-open

Headquarters Support Activity, Saigon
4 Jul 1965-17 May 1966

Heavy Attack Squadron 2 (VAH 2) Det F
15-31 Jan 1966; 1-12, 23-28 Feb 1966; 1-22 Mar 1966; 12-30 Apr 1966; 1-9, 30-31 May 1966; 1 Jun 1966- open

Heavy Attack Squadron 4 (VAH 4) Det B
5 November-1 Dec 1965; 22 Dec 1965-14 Jan 1966; 22 January-16 Feb 1966; 6-31 Mar 1966; 10-21 Apr 1966

Heavy Attack Squadron 8 (VAH 8)
14 June-13 Jul 1966

Heavy Photographic Squadron 1 (VAP 1) Det D
4-24 Jul 1965; 11 August-11 Sep 1965; 21 September-15 Oct 1965

Helicopter Aircraft Maintenance Squadron 15, Det N
16 January-2 Feb 1966

Helicopter Antisubmarine Squadron 2 (HS 2)
16 January-2 Feb 1966

Helicopter Antisubmarine Squadron 4 (HS 4)
26 February-25 Mar 1966; 14-27 Apr 1966; 31 May 1966; 3-4, 11-12 Jun 1966; 25 June-3 Jul 1966

Helicopter Antisubmarine Squadron 8 (HS 8)
29 July-17 Aug 1965; 27 August-10 Sep 1965

Helicopter Combat Support Squadron 1 (HC 1) Det D
4-24 Jul 1965; 11 August-11 Sep 1965; 21 September-15 Oct 1965; 14 June-13 Jul 1966

Helicopter Combat Support Squadron 1 (HC 1) Det F
15-31 Jan 1966; 1-12, 23-28 Feb 1966; 1-22 Mar 1966; 12-30 Apr 1966; 1-9, 30-31 May 1966; 1 Jun 1966-open

Helicopter Combat Support Squadron 1 (HC 1) Det L
17 Dec 1965-open

Helicopter Combat Support Squadron 1 (HC 1) Det M
2 Dec 1965-14 Jan 1966; 4-23 Feb 1966; 16 March-12 Apr 1966; 22 April-14 May 1966; 23 May-6 Jun 1966

Helicopter Combat Support Squadron 2 (HC 2) Det 11
15 May-15 Jun 1966

Helicopter Combat Support Squadron 1 (HC 1) Det 15
29 June-6 Jul 1966

Helicopter Squadron Det 11
26 November-6 Dec 1965; 26 March-6 Apr 1966

Helicopter Squadron 2, Det D
4-24 Jul 1965; 11 August-11 Sep 1965; 21 Sep-15 Oct 1965

Helicopter Squadron 4, Det M
2 Dec 1965-14 Jan 1966; 4-23 Feb 1966; 16 March-12 Apr 1966; 22 April-14 May 1966; 23 May-6 Jun 1966

Light Photographic Squadron 63 (VFP 63) Det B
5 November-1 Dec 1965; 22 Dec 1965-14 Jan 1966; 22 January-16 Feb 1966; 6-31 Mar 1966; 10-21 Apr 1966

Light Photographic Squadron 63 (VFP 63) Det D
4-24 Jul 1965; 11 August-11 Sep 1965; 21 Sep-15 Oct 1965

Light Photographic Squadron 63 (VFP 63) Det L
17 Dec 1965-open

Mobile Construction Battalion 1 (MCB 1)
12 Mar 1966-open

Mobile Construction Battalion 3 (MCB 3)
4 July-22 Sep 1965

Mobile Construction Battalion 4 (MCB 4)
8 Dec 1965-open

Mobile Construction Battalion 5 (MCB 5)
20 Sep 1965-17 May 1966

Mobile Construction Battalion 6 (MCB 6)
20 May 1966-open

Mobile Construction Battalion 7 (MCB 7)
9 Apr 1966-open

Mobile Construction Battalion 8 (MCB 8)
30 Sep 1965-21 May 1966

Mobile Construction Battalion 9 (MCB 9)
4 Jul 1965-1 Feb 1966

Mobile Construction Battalion 10 (MCB 10)
4 July-10 Dec 1965; 13 May 1966-open

Mobile Construction Battalion 11 (MCB 11)
1 Feb 1966-open

Mobile Support Unit 3
27 March-23 Apr 1966

Naval Air Pacific Maintenance Training Teams 2-66
21 Sep 1965-1 Feb 1966

Naval Security Group Kamiseya, Det's
4-24 Jul 1965; 11 August-11 Sep 1965; 21 September-15 Oct 1965

Naval Security Group 3, Det 3
2 Dec 1965-14 Jan 1966; 4-23 Feb 1966; 16 March-12 Apr 1966; 22 April-14 May 1966; 23 May-6 Jun 1966

Naval Security Group, Det 7
15-31 Jan 1966; 1-12, 23-28 Feb 1966; 1-22 Mar 1966; 12-30 Apr 1966; 1-9, 30-31 May 1966; 1 Jun 1966-open

Naval Support Activity, Da Nang
17 Jul 1965-open

Naval Support Activity, Saigon
28 Apr 1966-open

Oceanographic Air Survey Unit
1 October-31 Dec 1965

Oceanographic Air Survey Unit, Det WestPac
3 Jan 1966-open

Patrol Force, Seventh Fleet
15 May-3 Jun 1966

Patrol Squadron 8 (VP 8)
29 May 1966-open

Patrol Squadron 31 (VP 31)
4 May 1966

Patrol Squadron 46 (VP 46)
4 Jul 1965-8 Jan 1966

Reconnaissance Attack Squadron 6 (RVAH 6)
14 June-13 Jul 1966

Reconnaissance Attack Squadron 7 (RVAH 7)
2 Dec 1965-14 Jan 1966; 4-23 Feb 1966; 16 March-12 Apr 1966; 22 April-14 May 1966; 23 May-6 Jun 1966

Reconnaissance Attack Squadron 9 (RVAH 9)
15-31 Jan 1966; 1-12, 23-28 Feb 1966; 1-22 Mar 1966; 12-30 Apr 1966; 1-9, 30-31 May 1966; 1 Jun 1966-open

Seal Team 1
25 March-6 Apr 1966

Seventh Fleet Det C
4 July-31 Dec 1965

Tactical Air Control Squadron 11 (TacRon 11)
26 November-6 Dec 1965; 11-23 Dec 1965; 31 January-1 Mar 1966; 26 March-6 Apr 1966; 27 April-2 May 1966

Tactical Air Control Squadron 12 (TacRon 12)
10 June-6 Jul 1966

Taiwan Patrol Force
15 May-3 Jun 1966

Task Force 115
29 July-17 Sep 1965

Third Naval Construction Brigade
1 Jun 1966-open

Thirtieth Naval Construction Regiment
19 May 1966-open

Underwater Demolition Team 11 (UDT 11) Det C
15 Nov 1965-20 Apr 1966

Republic of Vietnam Campaign Medal Is Authorized for U.S. Personnel

The United States Congress, by enacting Public Law 89-257, has cleared the way for U. S. armed forces personnel to accept and wear any decoration, order or emblem conferred by the Vietnamese government or the government of other nations whose personnel served on or after 1 Mar 1961 in the cause of the Vietnamese Republic.

One immediate effect of the Congressional action is authorization to accept the Republic of Vietnam Campaign Medal with Device (1960-final date open). This decoration has been awarded to members of the United States Armed Forces and to Vietnamese nationals.

To be eligible for the award, a member of the armed forces must have:

- Been wounded or injured in hostile action;
- Been captured by the opposing force during action or in line of duty but later rescued or released;
- Been killed in action or in line of duty;
- Served for at least six months in Vietnam after 1 Mar 1961; or
- Served for six months outside the geographical limits of South Vietnam contributing direct combat support to the Republic of Vietnam Armed Forces.

The six-month periods referred to above need not be consecutive. The requirement is considered fulfilled for a Navyman serving outside Vietnam if he earns the Armed Forces Expeditionary Medal/Vietnam Service Medal and served in the eligibility area for these two awards during each of the six months.

Entries concerning eligibility for the award will be made in the service records of enlisted men and officers will receive letters certifying their eligibility for the award.

The same will apply to officers and enlisted men who claim eligibility because of service outside the Vietnam area.

If evidence of eligibility for the award cannot be established locally, the Navyman concerned can submit an affidavit to his commanding officer stating the names of the ships or units to which he was attached and the dates of qualifying service.

The commanding officer may then, at his own discretion, certify the member's eligibility to wear the ribbon bar. Affidavits which the commanding officer does not certify locally will be forwarded to the Chief of Naval Personnel.

Details on the medals may be found in SecNav Inst. 1650.26.

Campaign Stars To Be Added To Vietnam Service Medal

Individuals who have served in the Vietnam combat zone during three specific campaign dates may be eligible to wear bronze stars on their Vietnam Service Medal.

The campaign dates, recently designated by the Secretary of the Navy, range as far back as 1962, commencing with the Vietnam Advisory Campaign—15 Mar 62 to 7 Mar 65.

Next is the Vietnam Defense Campaign which began on 8 Mar 65 and continued until 24 Dec 65.

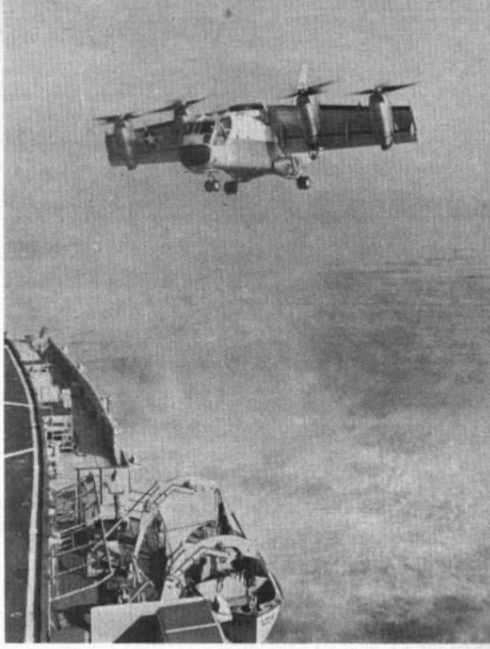
The third campaign, yet unnamed, started on Christmas Day 1965 and is still in effect; the cutoff date will be announced by SecNav at a later date.

For each campaign in which they have served, eligible individuals may wear a bronze star 3/16" in diameter on both the medal ribbon and ribbon bar.

However, stars earned for such Vietnam campaign service may not be worn on the Armed Forces Expeditionary Medal. Such would denote that an individual participated in more than one of the other naval operations, such as Lebanon, Taiwan, Cuba, etc.

Eligible individuals should have award entries recorded in their service records. Authorization for such entries may be based on either substantiating records on hand or an affidavit from the individual. The affidavit should include a statement certifying that the individual served on board or with a specific ship or unit, what dates he served, and the number of stars for which he is eligible.

Letters from their commands should be issued to officers certifying their eligibility.



VTOL on LPD

AN EXPERIMENTAL four-engine transport plane landed recently on the helicopter flight deck of the amphibious transport dock uss *Ogden* (LPD 4).

It was the XC-142A, a tilt-wing version of the VTOL (vertical take-off and landing) aircraft. The plane made seven landings aboard *Ogden* while she steamed off Coronado, Calif.

While crewmembers lined the rails for a firsthand look at the strange bird, members of a tri-service evaluation team observed the transport's performance.

The plane approached the ship like a conventional transport—its wings horizontal, its four turboprop engines pointing forward. As it neared the stern of *Ogden* and eased closer to the water, its wings began a gradual rotation upward.

When the plane came over the flight deck, the wing reached a completely vertical position, its propellers pulling upward and the exhaust from its engine turbines blowing fiercely across the deck. Then it settled onto its landing gear as gently as a helicopter.

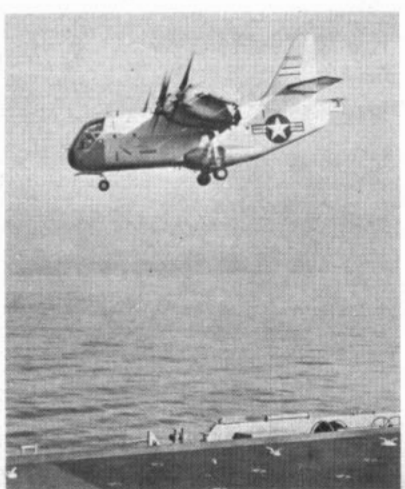
During the test period *Ogden* steamed in different directions at about five knots to produce varying wind conditions across the flight deck.

The XC-142A is the largest U. S. VTOL ever built. It has been in the evaluation stage for nearly six years. It can fly at more than 430 miles per hour, carrying up to 32 fully equipped combat troops or 8000 pounds of cargo in its box-like fuselage. It has a wing span of 67 feet, is 58 feet long, and weighs nearly 30,000 pounds empty.

This was the second test of the transport at sea. The first landings were aboard the antisubmarine carrier uss *Bennington* (CVS 20).

—Story and Photos by
Don McCartney, JO1, USN.

Clockwise, from top left: Close-up (1) shows wings in vertical position; (2) Plane descends for landing; (3) Easy landing; (4) Rear view is like boxcar; (5) Takeoff from LPD.



HEROES and LEADERS

SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action . . ."

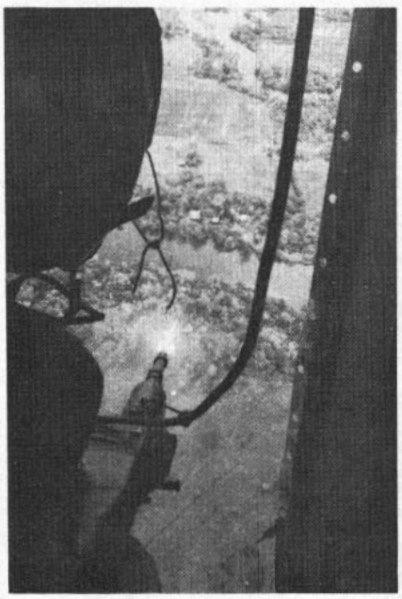
★ CREED, EDWARD G., Hospital Corpsman 3rd Class, USN, posthumously, as a corpsman with a U. S. Marine helicopter squadron in the Republic of Vietnam on the night of 22 Jun 1966. Petty Officer Creed was aboard the lead helicopter on a medical evacuation mission seven miles north of Quang Tri when the aircraft landed in the midst of a fierce battle. Many Vietnamese troops lay wounded. Creed leaped onto the battlefield to organize the evacuation of the more seriously wounded, and loaded 10 casualties before boarding himself. On the second trip into the battle area, he again left the helicopter, despite intense small arms fire and mortars in the zone, and loaded the rescue aircraft with 10 more wounded. Noting that more wounded still remained in the zone, Creed elected to stay and load the second helicopter. At this time the helicopter was struck by enemy fire, wounding the pilot. Completely absorbed in his work, Creed waded through the muddy rice paddy helping the wounded, disregarding tracers and mortars, until the battlefield was cleared of wounded. Then he finally boarded the helicopter, which departed through a hail of tracer fire. Through his prompt and courageous actions, Creed was instrumental in saving the lives of over 20 wounded troops and in expediting the loading and minimizing exposure time for the helicopters and crews.

★ DONA, BIENVENIDO C., Hospital Corpsman 3rd Class, USN, posthumously, as a corpsman serving with U. S. Marines in the Republic of Vietnam. On 15 Jan 1966, his platoon was hit by small arms and automatic weapons fire while conducting a search and clear operation near the village of Phu An. Petty Officer Dona ran from his protected position across 100 meters of fire-swept, open area to aid the casualties. Undeterred by the enemy fire to which he was fully exposed, he administered first aid and assisted in the evacuation of wounded Marines. On 17 Jan 1966, Dona saw a wounded Marine fall in an open field fully exposed to intense enemy fire. Without hesitation, Dona again left his protected position and ran through the hostile fire to administer medical treatment and to assist in the evacuation of the wounded man. Dona undoubtedly saved several wounded men from further injury or death.

★ MCCULLY, JOHNNY R., Senior Chief Equipment Operator, USN, while serving with U. S. Navy Seabee Team 1104 at Dong Xoai, Republic of Vietnam, on 10 Jun 1965. When the compound which he was helping to build came under intense mortar, machine gun, heavy weapons and small arms fire from an estimated Viet Cong reinforced regiment, Senior Chief McCully alerted U. S. personnel, went to a position on the berm, and exposed himself to hostile fire for three hours while firing at the enemy. Although wounded in the arm, he continued fighting until a grenade wounded him again. While moving for cover, he came to the aid of two soldiers in close arms fire with the enemy. When the group's ammunition was expended, he successfully used escape and evasion tactics for 28 hours in enemy territory before being rescued.

★ SZAL, ANTHONY J., JR., Hospital Corpsman 3rd Class, USN, while serving with a company of U. S. Marines in the Song La River area of the Republic of Vietnam on 11 Jun 1966. When his platoon detonated an antipersonnel mine that killed one man and wounded seven others, Petty Officer Szal rushed to the scene and was administering medical aid to the wounded when shrapnel from a second explosion seriously wounded him. Fully aware of the danger of additional detonations, and disregarding his own wounds, he continued to crawl from man to man, administering medical aid and evacuating the wounded. When he was no longer able to care for the casualties, he instructed the Marines in the proper care of the wounded.

RETURN FIRE — Navy helicopter carries M-60 machine gun to answer attack by Viet Cong guerrillas.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ MICHEEL, VERNON L., Captain, USN, as Operations Officer for Commander Task Force 77, Commander Task Group 77.4 and Commander Carrier Division Three from 2 Sep 1964 to 17 Mar 1965, for his part in planning Task Force 77 operations in support of United States national policy in Southeast Asia. The Combat Distinguishing Device is authorized.

★ MILLER, EDWIN S., Rear Admiral, USN, as Commander Vietnam Patrol Forces, U. S. Seventh Fleet, from 28 March to 30 May 1965, for directing the surveillance, with limited forces, of over 1000 miles of Vietnamese coastal waters, wherein many thousands of craft of all types were engaged in a wide variety of activities, and for his part in the development of concepts, plans and techniques by which these problems could be effectively attacked.

Gold Star in lieu of Second Award

★ GUMZ, Donald G., Captain, USN, as Commander Fleet Air Whidbey/Commander Fleet Air Wing Four from 3 Dec 1963 to 17 Jun 1966, for his work in exercising Naval Air Force Fleet Type Command functions for all Pacific Fleet heavy attack squadrons and for the training complex designed for the introduction of the A6A attack aircraft to the Pacific Fleet.

Gold Star in lieu of Second Award

★ HAZZARD, WILLIAM H., Captain, USN, (Ret.), as Chief of Staff and Aide to Commander U. S. Naval Defense Forces Eastern Pacific, Commander Western Sea Frontier, Commander Pacific Reserve Fleet and Commandant 12th Naval District, from 20 Jun 1963 to 30 Jun 1965, for his contributions to the conception, development and design of an Alternate Command Center for Commander U. S. Naval Defense Forces Eastern Pacific, involving the use of existing World War II barbettes and underground structures for large savings in construction costs.

Gold Star in lieu of Second Award

★ MCKINNEY, WILLIAM R., Captain, USN, as Commander Amphibious Squadron Seven, while deployed as a unit of the U. S. Seventh Fleet Amphibious Force from May to November 1965, for commanding two amphibious assaults and three major amphibious landings in Vietnam and for providing the initial direction, coordination, support and assistance in offloading MSTS and commercial ships in Da Nang.

Gold Star in lieu of Second Award

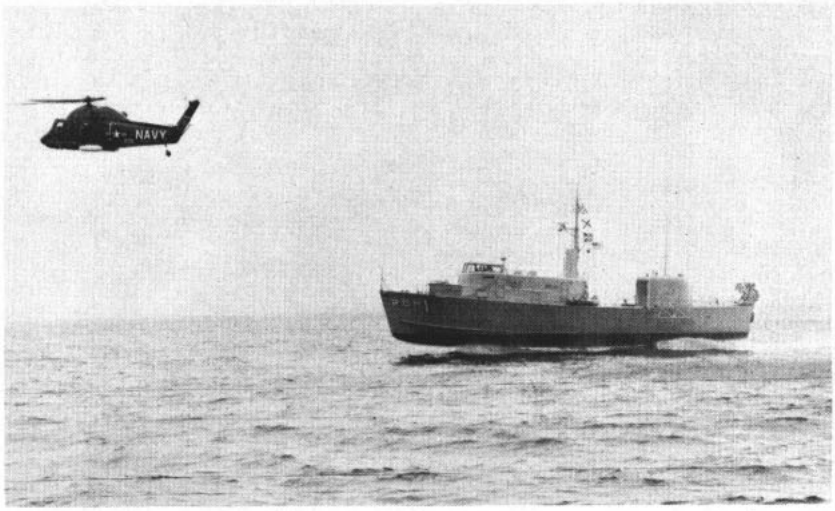
★ O'CONNOR, JOHN J., Commander, CHC, USN, as chaplain of the Third Marine Division from 15 March to 9 Aug 1965, for his positive and lasting contributions to the small-unit people-to-people programs through interfaith conferences between military and Vietnamese religious leaders. The Combat Distinguishing Device is authorized.

DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ CARLSON, OLOF M., JR., Lieutenant Commander, USN, as the flight leader of four A4C aircraft in the retaliatory strike against Chanh Hoa, North Viet-Nam, on 11 Feb 1965. Detaching his flight from the strike group and proceeding independently without navigational aids, he led the flight through an overcast to an altitude of 500 feet and, in visibility of less than two miles, navigated precisely to the target area for a precision, low-level attack which inflicted extensive damage to the enemy installations.

★ CHASKO, GERALD J., Lieutenant, USN, as pilot of a jet aircraft during the attack on Bach Long Vi Island, North Vietnam, on 29 Mar 1965. In the face of heavy antiaircraft fire, LT Chasko made a direct hit on the target, which resulted in its complete destruction. His aircraft sustained numerous hits and suffered a hydraulic failure and serious structural damage; however, he skillfully guided his crippled plane to a safe recovery.



TEST TEAM—Navy *Seasprite* helicopter paces hydrofoil *USS High Point* during patrol chaser's first high sea state trials in Juan De Fuca Straits.

★ CLARKE, DOUGLAS L., Lieutenant Commander, USN, during a search and rescue flight deep in hostile territory over North Vietnam on 17 Oct 1965. Flight to the SAR scene involved crossing a surface-to-air missile envelope and flying over known antiaircraft positions at low altitude with an airborne MIG alert in the vicinity. After two downed pilots were located in a nearly inaccessible location, the rescue planes were required to make aerobatic maneuvers at a dangerously low altitude to keep the pilots in sight. The flight remained at the scene for two hours, encountering periodic antiaircraft fire and continuous small arms fire. When the helicopter was forced to leave the area because of shortage of fuel LCDR (then Lieutenant) Clarke provided protection until the helicopter was safely aboard ship.

★ CRANGLE, EUGENE V., Commander, USN, as airborne strike coordinator during strikes against five North Vietnamese patrol boats at Loc Chao, North Vietnam, on 5 Aug 1964. Identifying the enemy patrol boats, he directed propeller aircraft to attack two of the targets while he led his jet aircraft in an attack on the other three boats. He scored rocket hits on one patrol boat. His strike element inflicted major damage on one patrol boat and one torpedo boat and heavily damaged another torpedo boat.

★ DUNLOP, THOMAS E., Lieutenant Commander, USN, as division leader of a flight of A4C aircraft during the retaliatory air strike on Chanh Hoa Army Barracks at Dong Hoi, North Vietnam, on 11 Feb 1965. Despite intense and accurate ground fire, he positioned the flight on target and successfully accomplished the cannon fire and low-level bombing mission.

★ GILBERTSON, EUGENE D., Lieutenant, USN, as a member of a strike group attacking a railroad/highway bridge near Dong Phong Thuong, North Vietnam, on 3 Apr 1965. LT (then LTJG) Gilbertson scored direct hits on the bridge and completely knocked out the center span, despite reduced visibility, an extremely narrow target, crosswinds and enemy antiaircraft fire, which had enabled the bridge to withstand three previous attacks.

★ HENRIQUEZ, JOSEPH S., Lieutenant Commander, USN, posthumously, as a section leader of a division of four A4F aircraft on a mission to suppress surface-to-air missile sites threatening the main reconnaissance group northeast of Haiphong on 7 Jul 1966. LCDR Henriquez penetrated the heavily defended coastline in an attack which resulted in a probable kill of an enemy missile site. Then, diverting to a location of enemy PT boats, he made a dive-bombing run, seriously damaging one of the boats and causing a secondary explosion in the docking area. On his second run, he made a strafing attack on a second PT boat, scoring direct hits.

★ TURECEK, JACK L., 1st Lieutenant, USA, as pilot of a UH-1B helicopter

while serving with I Corps Aviation Company (Provisional), 14th Aviation Battalion, in the Republic of Vietnam on 14 May 1965. In response to a request for assistance from a Marine reconnaissance patrol which was under heavy fire and surrounded by a numerically superior Viet Cong force, 1st LT Turecek flew to the area and, though hindered by enemy fire and reduced visibility, picked up the remaining six members of the Marine patrol. Unable to obtain enough lift to hover his aircraft, he edged the plane over the side of a hill, thus gaining the air speed necessary to fly from the area.

★ SALLADA, WILLIAM F., Commander, USN, as strike coordinator of a 13-plane air wing strike against the Ham Rong port facility near Than Hoa, North Vietnam, on 18 July 1965. CDR Sallada, in the face of intense antiaircraft fire, directed an attack which resulted in severe damage to the target. When one of the crews was forced to eject in the target area, CDR Sallada remained in the vicinity of the downed pilots to offer assistance until imminent fuel exhaustion forced his return to base.

Gold Star in lieu of Second Award

★ BROWN, FRANCIS T., Commander, USN, as airborne strike coordinator for Attack Carrier Air Wing Nine aircraft paticipating in the retaliatory air strike against Chanh Hoa, North Vietnam, on 11 Feb 1965. Preceding the strike group to reconnoiter the weather, CDR Brown stationed himself at low altitude near the target, where he supervised the strike timing which had been complicated by adverse weather. Although the weather forced him into the area of heavy antiaircraft fire, he remained over the target to assist the attacking elements until all had safely departed.

Gold Star in lieu of Second Award

★ DUNLOP, THOMAS E., Lieutenant Commander, USN, during a coordinated multi-carrier strike against the Hai Duong rail bridge on 23 Dec 1965. During the last 20 miles of the approach, and while over the bridge, his division was subjected to gunfire which damaged all aircraft in the division and downed his wingman. Undeterred, LCDR Dunlop released his heavy bombs directly on target just as the preceding division was clear.

Gold Star in lieu of Second Award

★ SALLADA, WILLIAM F., Commander, USN, for a high speed, low-level attack on the Thai Nguyen Bridge, North Vietnam, on 17 Oct 1965. In the face of intense antiaircraft and automatic weapons fire which inflicted heavy damage to the striking force, CDR Sallada penetrated deep into the mountainous area and conducted an attack which rendered this strategic target completely unserviceable.

Gold Star in lieu of Second Award

★ BROWN, FRANCIS T., Commander, USN, as airborne strike coordinator of aircraft in the strikes against the Phu Qui ammunition depot in North Vietnam, on 15 Mar 1965. CDR Brown supervised the planning and coordination of the large number of aircraft involved. Encountering adverse weather en route to the target, he took command to establish separation and then preceded the strike group to the target area, providing weather reports as he progressed. Despite intense antiaircraft fire as he approached the target, he maneuvered his flight into a devastating attack on the assigned target.

Gold Star in lieu of Third Award

★ SALLADA, WILLIAM F., Commander, USN, as flight leader of six aircraft in an air wing strike on the Cao Nung Railroad Bridge, northeast of Hanoi, North Vietnam. When missiles were fired at the flight en route to the target, he led the planes below the missile envelope, regrouped them and pressed on to deliver the attack. In spite of the threat from missiles that were fired at the flight before and during the attack, and from the intense antiaircraft fire at the target, CDR Sallada attacked until the bridge was completely unusable.

"For heroic or meritorious achievement or service during military operations . . ."

★ CLARK, Gilbert L., Commander, USN, in connection with operations against the enemy as Surface Operations Officer for Commander Carrier Division Seven, from 18 March to 27 Jun 1965. During this period COMCARDIV Seven served successively as Commander Attack Carrier Striking Force, U. S. Seventh Fleet, and Commander Task Group 77.6. As Surface Operations Officer, CDR Clark was personally responsible for the planning and direction of operations for all ships attached to Attack Carrier Striking Force. Operations included major air strikes against important and strongly defended military installations in North Vietnam, initial air support for Commander Military Assistance Command, Vietnam, and large scale reconnaissance and interdiction missions over Southeast Asia. CDR Clark organized and deployed units to best achieve maximum readiness, directed force operations in support of other commands, coordinated logistics requirements and carried out replenishments in a manner which insured maximum readiness.

★ HOPE, Lawrence A., Jr., Lieutenant, USN, in connection with operations against the Viet Cong forces while serving as ship rider/advisor to the Vietnamese Navy Sea Force, from 15 Oct 1964 to 1 Aug 1965. LT Hope provided advice and assistance on all operational, logistic and tactical matters to commanding officers of the ships in which he was embarked. Personally participating in amphibious warfare, naval gunfire support and patrol operations, frequently in the face of hostile fire, he spent 244 days embarked in 18 ships operating along the coast of South Vietnam from the 17th Parallel to the Cambodian border. Through his example of professional competence and personal courage, he exercised considerable influence on the Vietnamese commanding officers, thereby contributing to the success of the Vietnamese Sea Force operations. The Combat Distinguishing Device is authorized.

★ KALTMAN, Neil A., Hospitalman, USN, while serving as a corpsman with a company of U. S. Marines near Li Son (4) Village, Republic of Vietnam, on 3 Oct 1965. As a member of a relief force sent to aid a patrol that had engaged a numerically superior enemy force, Hospitalman Kaltman continually exposed himself to intense enemy small arms and automatic weapons fire while he attended to the wounds of more than 10 Marines during a period of one and one-half hours. Through his valor and professional skill, he succeeded in saving the lives of at least three Marines and materially reduced the suffering of the others. Kaltman's initiative, courage and devotion to duty were in keeping with the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

★ KAY, William G., Lieutenant, USN, while serving with Naval Advisory Group, Military Assistance Command, Vietnam, from June 1964 to June 1965. As a patrol ship advisor to the Vietnamese Navy Sea Force, LT Kay participated directly in 16 combat patrols totaling 218 days. He deployed as the only American with his unit, was continually subjected to austere living conditions and frequently came under

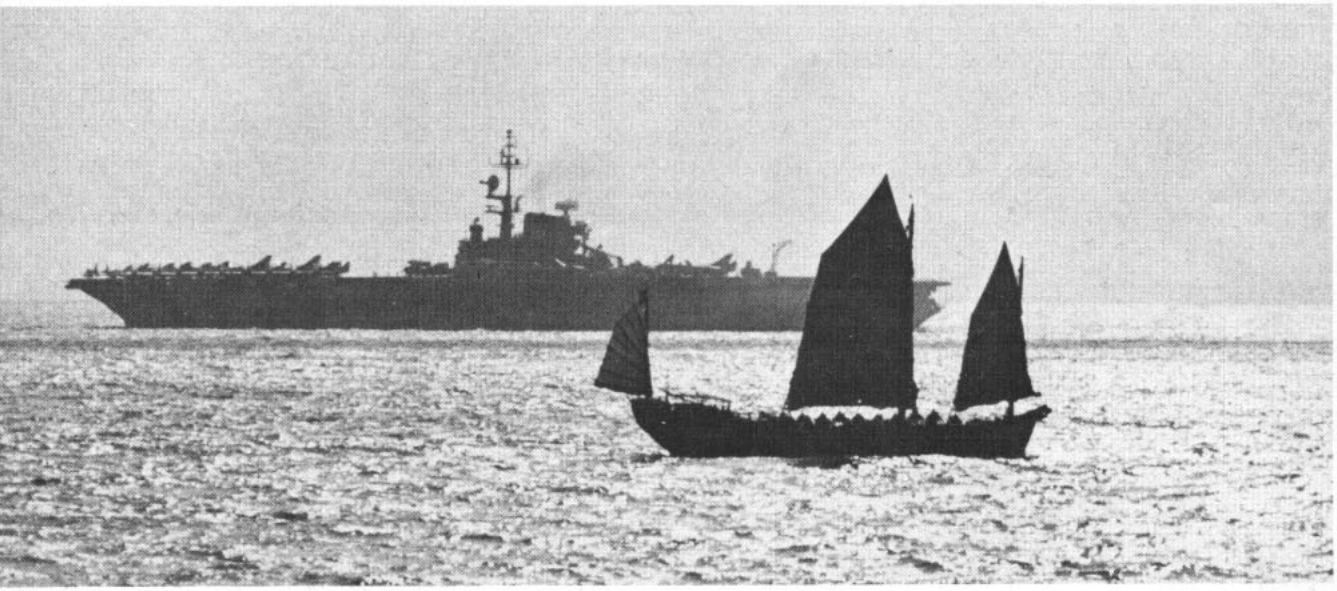
enemy fire. His exceptional military bearing, competence and bravery during Viet Cong engagements were worth of emulation by Vietnamese and American naval officers alike. Through constant association, rapport and example, he evoked from his counterparts, principally the commanding officers of nine Vietnamese PCs and PCEs, greatly improved antiinfiltration patrol and gunfire support effectiveness. LT Kay's dedication to duty, perseverance and courage were in keeping with the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

★ LEATHERS, Roger D., Hospital Corpsman 3rd Class, USN, while serving with U. S. Marines during a night reconnaissance patrol on 25 Apr 1965. Petty Officer Leathers' squad was attacked by a numerically superior force and received numerous casualties. Although he was wounded and exposed to heavy enemy fire, Leathers immediately pulled three Marines from the line of fire. He then moved about the position aiding other wounded members of the squad. When he was no longer able to help the casualties, he supervised other members of the squad in attending the wounded. His initiative and courageous actions were in keeping with the highest traditions of the U. S. Naval Service.

★ MARTIN, Edward H., Hospitalman, USN, while serving with U. S. Marines near Chu Lai, Republic of Vietnam, on 18 Aug 1965. After clearing a small hamlet during Operation Starlite, the platoon to which Hospitalman Martin was attached was taken under intensive enemy small arms, automatic weapons, mortar and recoilless rifle fire from well-prepared positions on high ground 150 meters to their front. Six casualties fell in the first few minutes of the engagement. Without hesitation, Martin went forward through the heavy enemy fire to a badly wounded Marine. After administering medical aid, he moved the man to a safer area and again moved through enemy fire to aid and evacuate other casualties from exposure to the enemy. Through his initiative and courageous actions, Hospitalman Martin undoubtedly saved the lives of several of his comrades. The Combat Distinguishing Device is authorized.

★ MURRAY, Harrison C., Commander, USN, as Commanding Officer, USS *Buchanan* (DDG 14), while employed with Task Group 77.8 and Task Unit 77.8.8, from 2 March to 9 Jun 1965. During this period, CDR Murray contributed significantly to the ability of Task Group 77.8 to complete successfully all tasks assigned the Tonkin Gulf Picket/Search and Rescue team under the continuous possibility of air and surface attacks from the forces of North Vietnam. CDR Murray's exacting attention to detail and his proficiency in destroyer command were major factors in *Buchanan's* recovery of seven aviators in the North Vietnam theater of operations. The Combat Distinguishing Device is authorized.

★ STEWART, Marlar E., Captain, USN, as Air Operations Officer and as Assistant Operations and Plans Officer for Commander Carrier Division One from 16 Nov 1964 to 28 May 1965. During this period, COMCARDIV One was assigned as Commander Task Force 77, Commander Task Group 77.7 and Division Seven, from 18 March to 12 Oct 1965. During this period COMCARDIV Seven was assigned successively as Commander Attack Carrier Striking Force, U. S. Seventh Fleet, and as Commander Task Group 77.6 and was charged with the task of conducting extensive and complex air operations in Southeast Asia. Combat operations included major air strikes against military and logistics installations in North Vietnam, in addition to regularly conducted reconnaissance and interdictions missions over Southeast Asia. As Plans Officer, CAPT Wieland organized and directed staff functions to insure an orderly and effective implementation of the missions and tasks assigned to Task Force 77. He further coordinated the efforts of weapons planners, ordnance loading crews and pilots on several aircraft carriers in order to apply suitable combinations of weapons to targets assigned for attack.



★ WIELAND, Dicky, Captain, USN, as Plans Officer for Commander Carrier Commander Task Group 77.5, and was charged with the responsibility for conducting extensive and complex air operations in Southeast Asia. CAPT Stewart was directly responsible for the planning, execution and supervision of both combat and support aircraft operations of the task force. Extensive coordination with U. S. Air Force aircraft operations was required in order to insure effective, efficient and safe operations for both forces. The operations included major attacks against North Vietnam and extensive reconnaissance, interdiction and air-sea rescue missions, many of which were carried out in inclement weather and against hostile ground fire.

TAFFRAIL TALK

ALL HANDS HAS, from time to time, carried stories about Navymen who have a fondness for the bagpipes. Most, it seems, eventually find themselves clad in kilts standing on the deck of a nuclear submarine. As their ship enters or leaves Holy Loch, Scotland, they send skirls curling over the Scottish landscape bordering the Firth of Clyde.

In case the silent service's nuclear branch needs a pipe-playing recruit, they might get in touch with the Radioman "A" School at Bainbridge, Md. Seaman Dennis Franklin Harrison, a member of the school's drill team, plays a mean pipe and has a repertoire of 200 airs.

While the drill team is on parade, Harrison demonstrates his versatility by playing an unlikely rendition of "When the Saints Come Marching In," which isn't exactly an old Scottish air.

Harrison's bagpipes were a gift from his grandmother who spared no effort when it came to providing a bonnie instrument. The pipes gleam with ivory and color flashes in fine Scottish wool woven in traditional plaid. Tassels here and there make Harrison's instrument a real swinger.

Whether or not Harrison sees Scotland from the deck of a nuclear submarine is a matter for conjecture. It seems likely, however, that the Navy will make use of his unusual skill regardless of where he is.

★ ★ ★

A RECENT ALL HANDS report covered the activities of a group of penguins traveling by air, courtesy of Transport Squadron Seven.

Now their compatriots, Development Squadron Six (VX-6), have within their ranks a couple of men who can be considered specialists on the subject of penguins.

To assist a researcher connected with the U. S. Antarctic Research Program, Aviation Metalsmith First Class Gene Loper and Aviation Electronics Technician Second Class George Banks combined their professional skills to whip up a penguin egg incubator, capable of bringing into this world a clutch of 45 little penguins.

Their contribution to science consisted of a box made of sheet aluminum, in which was installed a 28-volt hot plate connected with scrap wire to a switch, thermostat and temperature gauge. The 28-volt plate was necessary because energy was taken from the electrical system of the C-130's flown by the squadron.

Why an incubator? Why can't these 45 penguins be raised like other penguins?

It's all a part of a series of environmental studies conducted by the University of California. The incubator was used to carry the penguins' eggs from the southeastern tip of Ross Island, Antarctica to Christchurch, N. Z., where they were transferred to a larger incubator and flown to California. There, the eggs will be hatched (or maybe they have been hatched already) in a laboratory under specialized environmental conditions.

It was VX-6, as you may recall, which recently received the Navy Unit Commendation in recognition of its work in support of the Antarctic Research Program.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

• **AT RIGHT: LOOKING UP**—On her first tour with the Seventh Fleet the nuclear-powered carrier *USS Enterprise* (CVAN 65) is seen through palms while in port at Naval Air Station Cubi Point, P. I.—Photo by James Falk, JOC, USN

HOURS: 0000 - 2400

EMERGENCIES - ANY TIME