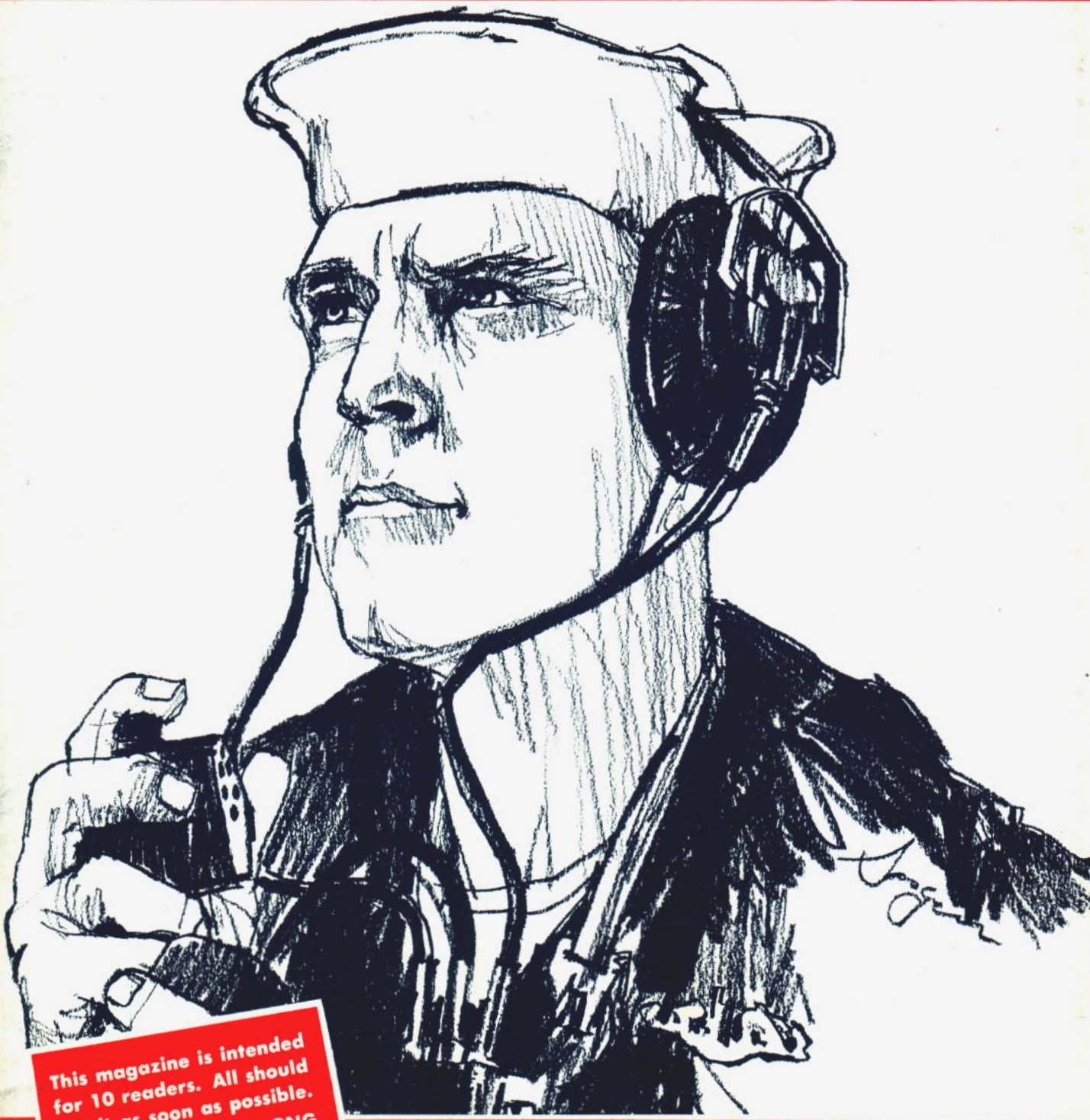


★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



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for 10 readers. All should
see it as soon as possible.
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APRIL 1967





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

APRIL 1967

Nav-Pers-O

NUMBER 603

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

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Ann Hanabury, Research

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• **FRONT COVER:** LINES OF COMMUNICATIONS are an important part of shipboard life. An integral part of those lines are the telephone talkers, who must be always on the alert to pass on accurate information as soon as it is known. Drawing by staff artist Peter Sasgen, DM3, USNR.

• **AT LEFT:** ATOMIC LINE UP—An A4D Skyhawk comes in for a landing aboard nuclear powered carrier USS Enterprise (CVAN 65) as atomic powered USS Bainbridge (DLGN 25) and USS Long Beach (CGN 9) follow.

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



**Master Chief Hospital Corpsman
Arthur W. Abbey, Jr., USN**



**Master Chief Sonar Technician
John L. Robinson, Jr., USN**



**Master Chief Torpedoman (SS)
Samuel H. Bledsoe, USN**

CREAM OF THE

THE NAVY HAS PERHAPS never before had an occasion to consider a *Who's Who* of outstanding enlisted men selected because of their accomplishments during their entire careers.

Now it has done so, and the list is headed by the names of 11 master chiefs.

These men were announced late last year as the 11 candidates for a position on the staff of the Chief of Naval Personnel as his Senior Enlisted Advisor (SEA).

That selection was made in January when Master Chief Gunner's Mate Delbert D. Black, USN, 44, of Orr, Okla., was chosen for the Washington billet.

Chief Black's record of 26 years' naval service is outstanding. But so are those of the other 10 master chief petty officers nominated for the SEA post.

Their qualifications were so outstanding that it would be difficult to designate the men according to their position relative to the final selection. Therefore, they are listed here alphabetically by name, together with their present duty stations.

- Master Chief Hospital Corpsman Arthur W. Abbey, Jr., 47, is serving as the leading chief of the NAS Barber's Point Medical Department in Hawaii.

- Master Chief Hospital Corps-

man Frederic H. Andrews, 44, is attached to the U. S. Naval Support Activity, DaNang, South Vietnam.

- Master Chief Boatswain's Mate Calvin L. Baker, 47, is the leading chief petty officer of the NAS Point Mugu, Calif., security department.

- Master Chief Torpedoman (SS) Samuel H. Bledsoe, 47, is Chief of the Boat, *uss James K. Polk* (SSBN 645).

- Master Chief Avionics Technician Jack E. Candland, 45, now serves as Intermediate Maintenance Activity Leading Chief aboard *uss Constellation* (CVA 64).

- Master Chief Gunner's Mate Peter De Hart, 52, is chief master-

at-arms in *uss Albany* (CG 10).

- Master Chief Aircraft Maintenance man Harold D. Noe, 42, is leading chief petty officer of Patrol Squadron 30.

- Master Chief Sonar Technician John L. Robinson, Jr., 48, serves as a technical advisor and writer in the Naval Personnel Program Support Activity, Washington, D. C.

- Master Chief Boatswain's Mate Stanton R. Smith, 44, is leading chief petty officer of the U. S. Fleet Training Center, San Diego, Calif.

- Master Chief Boatswain's Mate Garry Vandenberg, 42, is chief master-at-arms aboard *uss Springfield* (CLG 7).

**Master Chief Gunner's Mate
Delbert D. Black, Senior Enlisted Advisor**



THESE MEN WERE PICKED by the E-8 and E-9 selection board from a list of nominees which came from commands in the Fleet and Shore Establishment.

This 11-man list was then trimmed down to three finalists by a four-man screening panel comprised of a rear admiral, two captains and a lieutenant commander. They in turn submitted their selection to the Chief of Naval Personnel who made the final decision as to which man was to be harvested from the Navy's cream of the crop of enlisted personnel.

There were a number of factors upon which the board, panel and the

ALL HANDS



**Master Chief Aircraft Maintenanceman
Harold D. Noe, USN**



**Master Chief Boatswain's Mate
Calvin L. Baker, USN**



**Master Chief Avionics Technician
Jack E. Candland, USN**

CROP

Chief of Naval Personnel based their selection.

These included total years' experience; range of duty assignments at sea and ashore, and whether or not the individual had seen duty in both oceans; combat experience; background in relation to education and extra community activities over the years; physical appearance and bearing; comments from various commanding officers. A well-adjusted family life was of primary importance.

In each of these categories, all the candidates excelled.

Combined, these men's service experience provide a list of exceptionally interesting statistics, which tell a story.

To begin with, there were seven ratings represented by the SEA candidates. Latest figures show that the three master chief boatswain's mates led in a field of 121. The two master chief gunner's mates represented their field of 53. And the two master chief hospital corpsmen were chosen from a field of 51. The remaining four men represented their respective fields accordingly: Master chief aircraft maintenanceman — one of 314, master chief avionicsman — one of 124, master chief sonar technician — one of 55, and master chief torpedoman — one of 33 men in the top E-9 grade.



**Master Chief Gunner's Mate
Peter De Hart, USN**

**Master Chief Hospital Corpsman
Frederic H. Andrews, USN**



**Master Chief Boatswain's Mate
Stanton R. Smith, USN**

**Master Chief Boatswain's Mate
Garry Vandenberg, USN**



THE TOTAL YEARS' naval service among the candidates comes to 288. This is 119 more years' experience than is recorded in our Navy's history which began only 169 years ago.

The average age is 46 (the youngest is 42; the eldest, 52). Some are tall, some are not so tall, but their average height and weight are 177 pounds and 5'-10". All are married and have a total of 17 children among them — nine boys and eight girls.

Four of the candidates were born in the Eastern United States, one in the South, three in the Midwest and three in the West. According to records available, the father of one man, Chief Abbey, retired from the Navy as a chief boatswain's mate.

As for the range of duty assignments both at sea and ashore, records also show every man has averaged nine tours each, with a combined total of nearly 200 different duty assignments. These assignments have taken them to almost every shore of the world — from Australia, Japan, Turkey, Africa, and Europe to South and North America.

Along these routes, the group has served in 86 ships (23 different types) and flown with more than 20 naval air squadrons and wing organizations.

Most of their careers began before the start of World War II.

At that time seven of the 11 men were on active duty. Three had not yet joined the Navy, whereas another had, two years earlier, returned to civilian life after serving a four-year enlistment aboard a battleship.

Three of the seven men on active duty felt the immediate effects of the war with Japan.

Chiefs Black and Andrews were at Pearl Harbor while Chief Bledsoe was in Manila Bay, P. I., on 7 Dec 1941.

THE STORY OF THESE ELEVEN Navy-men is also, in part, the story of the Navy in the past quarter cen-



tury. Take the top SEA candidate, for example.

Master Chief Gunner's Mate Delbert D. Black, the Navy's first Senior Enlisted Advisor, was among the youngest of the SEA candidates. He joined the Navy in 1941 at age 17.

In the 26 years that have followed, he has served on board the battleship *uss Maryland* (BB 46), three aircraft carriers, three destroyer-type ships, a frigate and a cruiser. Chief Black's shore billet tours have ranged from naval air stations overseas to recruiting duty in Tennessee, as well as a tour with the Ceremonial Guard in Washington, D. C.

He has seen combat aboard two ships — *Maryland* during WW II, and the carrier *uss Independence* (CVA 62). *Maryland*, the chief's first assignment and in which he served throughout World War II, earned seven battle stars.

He was a messman on board *Maryland*, tied up along battleship row, when the first enemy planes came out of the sky over Pearl. The ship was damaged during the aerial attack, but survived to finish the war.

As a seaman and young petty officer, Black saw combat action in

operations at Midway, Gilbert Islands, Marshall Islands, Marianas, Western Caroline Islands, Leyte and Okinawa-Gunto.

Two decades later, aboard *Independence* in 1965, Chief Black received a Navy Unit Commendation as a member of the ship's crew which launched the first major series of coordinated strikes against enemy supply lines north of the Hanoi-Haiphong complex in North Vietnam.

For a more complete biography of your Senior Enlisted Advisor, read "This Is SEA Duty — In Person" which begins on page 8 of the March 1967 issue of ALL HANDS.

THE OTHER 10 top enlisted Navy-men have equally varied and interesting careers, with their paths crossing many times over the years.

During and after the Pearl Harbor attack, for example, Chief Andrews, as a pharmacist's mate, was kept continuously busy aboard the hospital ship *uss Solace* (AH 5) where wounded personnel were treated.

Meanwhile, some 5000 miles to the west, Chief Bledsoe, a torpedoman aboard the submarine *uss Skipjack* (SS 184), watched as Japanese bombers attacked Manila. At that time, *Skipjack's* engines were down. However, her crew quickly put the sub in running order and set out on their first war patrol the following day.

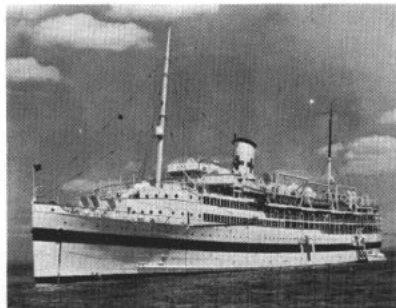
Halfway around the world in the Atlantic, Chief Vandenberg was aboard the mine layer *uss Howard* (DMS 7) and Chief Robinson was serving in the patrol gunboat *uss Saint Augustine* (PG 54). Chief Baker, who by then had three years' service, was part of the precommissioning crew aboard the transport *uss Zeilin* (APA 3) being outfitted on the West Coast. The seventh man then on active duty was Chief Abbey. He was awaiting reassignment at a naval operating base in Norfolk, Va.

By the summer of 1943, all 11 men had donned the Navy whitehat.

Landing on Iwo Jima

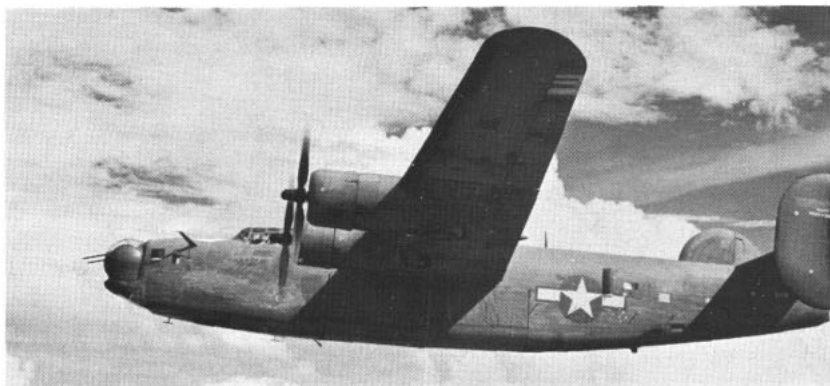


USS Solace (AH 5)



USS Samaritan (AH 10)





Navy PB4Y-1 Liberator of WW II

Chief Noe joined in June 1942, Chief Candland enlisted in August that same year, and Chief De Hart, the veteran sailor who had previously served four years aboard *USS Idaho* (BB 42) from 1936-40, returned to active duty in June 1943.

The average age of these men, by the time all 11 were on active duty, was 22 years.

Within such a mature group, backed by a variety of talent, it was only inevitable that their experiences would result in several acts of heroism in combat.

AMONG THE 200-plus medals, ribbons and awards received by these 11 veterans there are two Distinguished Flying Crosses, two Bronze Stars, a Navy Commendation Medal with combat "V", at least 10 Air Medals, and the Purple Heart.

In addition, nearly all the men wear one or more Presidential Unit Citations or Navy Unit Commendations, together with numerous awards for various campaigns ranging through World War II both in the Atlantic and Pacific, Korea, and Vietnam.

The Distinguished Flying Crosses and Air Medals belong to the two members of the Navy's air arm—Chiefs Candland and Noe.

Chief Candland received his DFC and Air Medal with four gold stars as a member of Patrol Bomber Squadron 117 in the Pacific during the latter part of WW II. Alto-

gether, he flew with four bomber squadrons throughout the South Pacific.

At about the same time, Chief Noe, with 25 combat missions to his credit, received his DFC while also serving with a bombing squadron.

As a tail gunner and mechanic with VB-144, he flew on missions against Japanese forces in the Caroline, Marshall and Gilbert Islands. During these same flights he was awarded four Air Medals.

A fifth Air Medal was awarded to him for missions flown in the Korean crisis during the spring and summer of 1951.

In this action, Chief Noe's squadron, VP-28, flew over 75 combat flights during which flares were dropped to light enemy targets for U. S. night fighters. More recently, the chief aircraft maintenanceman participated in the Cuban quarantine on 23 Oct 1962 as a crewmember with Patrol Squadron Eight.

The two SEA candidates who wear the Bronze Star medals are Chiefs Bledsoe and Baker.

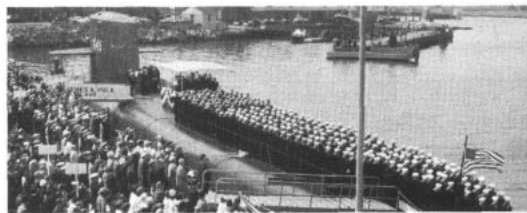
AS A FIRST CLASS TORPEDOMAN aboard the submarine *USS Torsk* (SS 423), Chief Bledsoe was credited with maintaining the submarine's torpedoes in a high state of readiness which enabled *Torsk* to sink two enemy frigates and two cargo vessels totaling 6000 tons during her second war patrol. This patrol took the sub into the Sea of



USS Idaho (BB 42)



USS Constellation (CVA 64)



USS James Polk (SSBN 645)



USS Greenfish (SS 393)



USS Torsk (SS 423)



USS Skipjack (SS 184)

USS Maryland (BB 46)

USS Zeilin (APA 3)

USS Mount Katmai (AE 16)



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USS Ammen (DD 527)

Japan the final six weeks of the war.

In addition to the Bronze Star, Chief Bledsoe was awarded a Presidential Unit Citation for duty aboard *uss Queenfish* (SS 393). This sub was credited with sinking a Japanese aircraft carrier, and for rescuing 18 British and Australian POW survivors of an enemy transport sunk while en route from Singapore to Japan.

The chief torpedoman also wears an Army Distinguished Unit Badge received for duty performed while aboard *Skipjack* which was at Manila Bay on 8 Dec 1941.

During the course of the war, Chief Bledsoe served aboard nine submarines on 14 war patrols. Since then he has been a crewmember of six more submarines, three of which are the Fleet ballistic nuclear subs *uss Patrick Henry* (SSBN 599), *Casimir Pulaski* (SSBN 633), and *James K. Polk* (SSBN 645).

ANOTHER HIGHLY DECORATED SEA candidate is Chief Baker. His World War II combat experience might provide enough material to write a book. However, he received his Bronze Star Medal for duty performed during the Korean crisis.

As chief in charge of transferring ammunition from *uss Mount Katmai* (AE 16), Chief Baker is credited with being directly responsible for the quick, efficient transfer of munitions to 80 combatant ships between 18 August and 29 Dec 1950, ac-

ording to the citation accompanying the decoration. Many of these transfers were to aircraft carriers, which enabled their planes to sustain repeated attacks against enemy positions.

During this same period, Chief Baker also received a second Navy Unit Commendation. His first NUC was awarded to him in the fall of 1942 when he participated in the capture and defense of Guadalcanal. Following this action, he took part in the defense of San Cristobal Island, the invasion and occupation of Rendova Island in the New Georgia group, and was a member of the initial landing party at Bougainville. He also saw action in New Britain and on Guam.

For these campaigns Chief Baker received three Presidential Unit Citations as well as numerous service and campaign ribbons, one of which is the Asiatic-Pacific Campaign with seven stars.

SEA CANDIDATE Chief Abbey has followed well the traditions of his Navy family.

Thus far, the hospital corpsman has been awarded 26 ribbons and medals. His most prominent decoration is the Navy Commendation Medal with combat "V".

Chief Abbey earned this medal during the invasion and occupation of Iwo Jima in February and March 1945. The citation which accompanies the medal, our nation's 11th

in order of precedence, cites the Navy corpsman as "fearless."

During the initial phase of the operation, he was lauded for braving intense enemy small arms and mortar fire to assist in the evacuation of wounded men from the landing beach. The citation further states that Chief Abbey made four trips with wounded men across open terrain and, with complete disregard for his personal safety, remained among the wounded casualties throughout the day to administer first aid and to direct their evacuation.

It was during this display of courage that he himself was wounded. Subsequently, he received the Purple Heart Medal and a Presidential Unit Citation as a member of the 28th Marines, 5th Marine Division, which fought to take the island.

MEANWHILE, OFF SHORE, fellow corpsman Chief Andrews was aboard the hospital ship *uss Samaritan* (AH 10) which received many of the 17,000 wounded troops.

This casualty count could have been considerably higher had it not been for the battery support the Corps received from many of the 800 naval ships nearby.

Serving in two of those ships were Chiefs Vandenberg and Robinson. Chief Vandenberg was still on board the mine layer *Howard*, while Chief Robinson had since transferred to the destroyer tender *uss Hamul* (AD 20).

It was just before the Iwo invasion that Chief Robinson was commended for the part he played as a member of an attack teacher team. This team instructed crewmembers of DDs, DEs, PCs and AVPs in the latest antisubmarine warfare doctrine used in preparation for the invasion of Iwo Jima.

A few months later, however, Chief Robinson received a Navy Unit Commendation while aboard the destroyer *uss Ammen* (DD 527)

USS Howard (DMS 7)



USS Saint Augustine (PG 54)



which fought off 30 attacks by Japanese aircraft launched against Okinawa.

OF ALL THE SEA candidates, Chief Boatswain's Mate Smith holds the record for continuous sea duty.

From July 1942, when he arrived at the Naval Base Tutuila, Samoa, until September 1963, when he became an instructor at the Fleet Training Group in San Diego, he had served more than 21 years in overseas and sea duty billets.

Chief Smith's overseas shore billets have been primarily in Hawaii where he served with the Pearl Harbor ASW Defense Force, the Navy Communications Station, and the Hawaiian Armed Services Police.

Among his varied shipboard assignments, which include a fleet oiler, attack transport, light cruiser, radar picket destroyer and stores ship, is a tour aboard the cargo ship *USS Algol* (AKA 54). He was aboard *Algol* when she took part in the amphibious assault landings at Inchon, Korea, in September 1950.

DURING THIS SAME MONTH, Chief De Hart was serving aboard the cruiser *USS Rochester* (CA 124) which bombarded Inchon before the invasion.

Cruisers appear to be Chief De Hart's choice of duty. At any rate, he has served aboard five of them with return tours in two. His other ship assignments have included one battleship, two destroyers, and one destroyer tender.

Among his five shore billet tours in 28 years' service, have been the Ceremonial Guard and the Training and Publications Center in Washington, D. C. During this latter tour he received high praise from top military and government officials for his performance as coordinator of the joint motor pool for the 1965 Presidential Inauguration.

This is the type of challenging and interesting duty all 11 SEA candidates have experienced during their average 26 years in the Navy.

They have shared in the Navy's growth from the conventional era to the nuclear, supersonic space age.

There's no doubt about their being listed at the top of the outstanding enlisted men's *Who's Who*. These 11 master chief petty officers are the cream of the crop.

—Marc Whetstone, JOC, USN.



TRANSFER—Jet's oxygen converter is filled with LOX at NAAS.

Air for Airdales--Lots of LOX

WOULD YOU BELIEVE that Training Squadrons Seven and Nine spent \$40,000 on air last year?

Before you get out the butterfly nets, it should be explained that the squadrons, based at NAAS Meridian, Miss., used the money for liquid oxygen (LOX) to supply training jets on high altitude flights.

On the average, the two squadrons consume 6000 gallons of LOX per week. Since the air station has no facilities for manufacturing the liquid, regular deliveries are made to the station by a civilian outlet.

The LOX shop is a small white building near the hangar, easily recognizable by the NO SMOKING signs painted on the sides. Nine Navymen run the shop, issuing 50-gallon oxygen carts to the squadrons as required and maintaining the LOX supply.

A close watch is kept on the LOX

supply tanks in the shop. Constant checks are made on the vacuum space between the inner and outer liners, and excess air is pumped out to maintain a certain vacuum level.

When the LOX is transferred from the storage tanks to a smaller tank, or from the small tanks to a jet, extreme precautions are taken. Protective clothing and face masks are worn by all men working with the LOX. Drip pans are placed under all valves during a transfer; if the liquid were left to drip on the ground, an explosion could be set off by the pressure from someone's foot.

In addition to their work with the liquid oxygen, the LOX Shop men maintain the small supply carts and supply gaseous oxygen for jet bail-out bottles, which are part of jet ejection systems.

The air for the bail-out bottles is free. —Edd O'Donnell, JOSN, USN

LINE-UP—LOX carts from flight line wait for refill from tanks.



GOLDEN SHIPS of the

WHAT DOES IT TAKE to earn the rating of smart ship in the U. S. Navy of today? If an opinion poll were taken among a ship's crew, from captain to the most recent recruit, probably each one would have his own definition of the criterion for a smart ship—and these diverse answers, in most cases, would reflect the experience of the individual.

Perhaps a less controversial way would be to take a look at the records of some of the ships which have arrived at the top and find out how they got there.

Ships, like men, deserve recognition and it shouldn't take long to prove that teamwork put them where they are today.

Listed below are a few representative Navy ships which have received special recognition because of the large number of awards they have won. Each of them can be rated as a top ship in its class. If your ship can match any of these records, or surpass them, ALL HANDS would appreciate your letting us know about it.

- **USS Truckee** (AO 147), possibly an all-time winner, has received the Battle "E" eight times *in a row* and is entitled to display the Gold "E" with three hashmarks. (*Note:* To rate the Gold "E" a ship must earn the Battle "E" for five *consecutive* years.)

- **USS Salmon** (SS 573), a diesel-powered submarine, has the top record in the submarine fleet—according to available reports—as she has won the Battle Efficiency "E" seven consecutive times. *Salmon* carried the string of wins through 1964.

- **USS Rankin** (AKA 103) is another of the chosen few Atlantic Fleet ships to display the Gold Battle Efficiency "E". This was back in 1960, but she may well be on her way to another Gold "E", having received two additional awards in 1965 and 1966. *Rankin's* also the proud recipient of the Marjorie Sterrett Award and the Assault Boat Group Insignia.

- **USS George K. Mackenzie** (DD 836), a Pacific Fleet ship, is perhaps the first ship in the Destroyer Navy to win the Battle Efficiency Pennant for five consecutive years. She rated



the Gold "E" back in 1960.

- **USS Fremont** (APA 44), an Atlantic Fleet attack transport, has won 10 Amphibious Assault Awards in a row—a record that's difficult to beat. The hashmarks under the original award took up so much space that a special plaque was designed and approved by CNO to represent the 10 awards. As ALL HANDS went to press, *Fremont* was the only ship in awards history to display the 10-time plaque.

- **USS Piedmont** (AD 17) a Pacific Fleet winner, has also been awarded the Gold "E". She last earned it in 1960.



How about your ship? How many Navy Unit Citations or Presidential Unit Citations have come your way? Are you a two-time winner of the Arleigh Burke Award or the Marjorie Sterrett Award? Or perhaps you have an entirely different claim to fame. (Records are not sufficiently complete to chalk up the leading aviation awards.) On the following pages is a rundown on the various awards given each year to the outstanding ships in the U. S. Navy.

PERHAPS A JOB well done provides its own satisfaction, but recognition is never out of order. So that such recognition is not lacking, the Navy (and some civilian organizations) have instituted a system of competitive awards.

The most well-known of these Navy awards is the *Battle Efficiency "E"*, given each year to ships and other operational units which demonstrate the highest combat readiness.

Competition for the Battle "E" is *intratype*—between the individual units of each type command. Final selection is in the hands of the type commander.

Units which earn the Battle Efficiency "E" receive a plaque, which they retain permanently. They are authorized to fly the Battle Efficiency Pennant (the meatball) from the date the winners are announced until, about one year later, the winners of the next competition are chosen.

Winning commands are also authorized to paint a white "E" on the bridge bulwark (or conning tower, in the case of submarines). Second and subsequent awards are indicated by a hashmark beneath the white "E". Commands which win five consecutive times (and since competition is fierce, such commands are rare) may replace their white "E" and hashmarks with a gold "E". Further consecutive awards are indicated with gold hashmarks.

Enlisted crewmembers of winning units wear the "E" shoulder patch (with the appropriate number of hashmarks) on the right sleeve of their uniforms. Further information

SEA

on this is contained in *U. S. Navy Uniform Regulations*.

When they choose the annual Battle Efficiency winners, type commanders also select units for specialty awards. These are based on performance during certain weapons and operations exercises. They are listed in the centerspread (see page 32).

Enlisted Navymen who serve in the divisions which earn specialty awards are entitled to wear the "E" uniform insignia. The "E" is worn on the Navyman's uniform regardless of which specialty award was won by his particular unit, whether an "E", a "C", an "M", an "A" or an assault boat award.

A few Navy units perform so well as to become conspicuous throughout the Fleet. Such commands often gain Navy-wide attention by winning one of a number of high awards—the most prominent of which are the Arleigh Burke Fleet Trophy, the Marjorie Sterrett Battleship Award and the Isbell Trophy.

• The *Arleigh Burke Fleet Trophy* is given each year to one ship in PacFlt and one in LantFlt. It signifies an especially difficult achievement, for it goes to those ships which have shown the greatest improvement in battle efficiency competition over a period of one year.

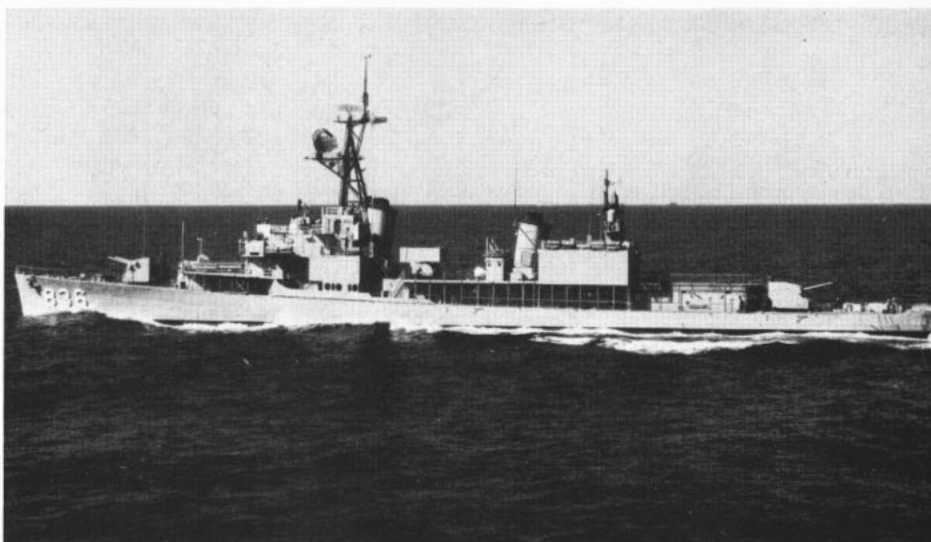
One of the most sought-after Navy awards, the trophy honors Admiral "31-Knot" Burke, who during his six-year tour as Chief of Naval Operations took steps to improve battle efficiency, naval weapons and weapons system, and who was a dynamic advocate of an improved leadership program. The first competition for this award was during the fiscal year 1962.

Winners of the Burke Trophy receive a plaque, upon which is inscribed the name of the ship or squadron, the name of the commanding officer, and the date the award was given. The plaque is retained by the command.

• The *Marjorie Sterrett Award* dates back to 1916. It is named for a young girl who, concerned about U. S. preparedness, wrote a letter in which she donated 10 cents (her



NO MORE ROOM—Attack transport *USS Fremont* (APA 44) won so many amphibious assault awards that she ran out of room to display hashmarks.



ELITE GROUP MEMBERS—*USS George K. Mackenzie* (DD 836) and (below) *USS Rankin* (AKA 103) belong to the golden group that have won five 'E's.





GOLDEN GALS—USS *Truckee* (AO 147) has won eight times in a row. *Rt: USS Salmon* is only sub with gold 'E.'

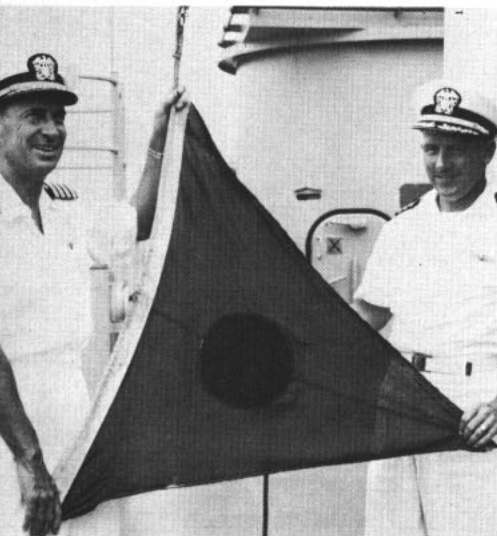
weekly allowance) to help build a battleship.

The letter was published by a large newspaper, and gained a good deal of publicity. The dime was supplemented by other donations and soon grew to a large figure—though not large enough to build a battlewagon. It was decided to use the fund to encourage battle efficiency.

At first the award (consisting of interest earned by the fund) went to turret, gun and torpedo crews which proved themselves the Fleet's most accurate.

Today's Marjorie Sterrett winners

SIGN OF SUCCESS—The meatball is a proud pennant to fly.



are chosen each year from among the battle efficiency "E" winners and among various types of combatant ships. As a general rule the award is divided between an Atlantic Fleet and a Pacific Fleet ship, usually two units of the same type. The cash is used to augment the units' recreation funds.

- The *Isbell Trophy* is awarded annually to the ASW aircraft squadron which scores highest during ASW competition. The trophy remains in Washington, D. C., and bears the name of each winning unit. The squadron receives an engraved plaque.

The trophy was established in 1959 and is named in honor of Captain Arnold J. Isbell. During World War II the captain commanded the escort carrier *uss Card*, which was credited with sinking many submarines.

While safety is an important factor in any naval operation, it is of special concern to those who fly Navy. The intrinsic hazards of air operations demand the utmost caution from plane captain to air wing and type commander.

Consequently, achievement in aviation safety deserves both acknowledgement and recognition. It is provided by three different awards for safety.

- The *CNO Readiness-Through-Safety Trophy* is given each year to the major command which contributes most significantly to readiness

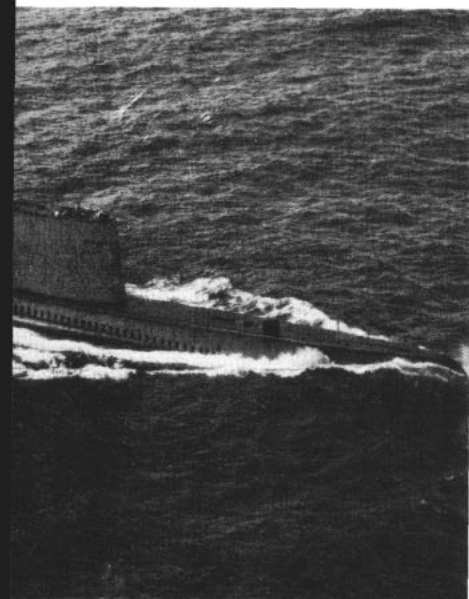
through safety.

The winning command is entitled to display the CNO Readiness-Through-Safety Trophy for one year, after which it is passed to the next winner. When relinquishing the trophy, each command receives a replica, which it may retain.

- *CNO Plaques* are awarded to squadrons for outstanding achievements in aviation safety. Major commands for award purposes and the number of plaques allowed each command are: COMNAVAIRPAC (6), COMNAVAIRLANT (6), CGFMFPAC (3), CGFMFLANT (3), CNATRA (6)—(four for CNARESTRA, one each for CNABATRA and CNAVANTRA), and CGMARTC (2).

Various factors are considered when selecting plaque recipients. These factors include, but are not limited to: The quality of accident reports and investigations; improvement in safety since the preceding year; contributions to aviation safety through use of the malfunction reporting system and through accident prevention ideas submitted; recommendations for improvements to personal survival equipment, aircraft equipment or hardware, ground support equipment and facilities; published safety articles and missions accomplished in addition to those normally assigned.

- The *Admiral Flatley Memorial Award* is presented for superior performance in aviation safety by aircraft carriers. Each year an award



GOLDEN WINNER—Pacific Fleet destroyer tender *USS Piedmont* (AD 17) hauled in fifth Battle Efficiency 'E' in 1960.

goes to one CVA, CVS and LPH.

The winners receive a trophy which is retained on board for one year and then it is passed along to the next winner. The trophy is replaced by a replica.

U. S. Naval Reserve units also earn recognition through annual competition. Some of the most prominent Reserve trophies and awards are as follows:

The *James Forrestal Trophy*, the *Fleet Admiral William F. Halsey Trophy* and the *Rear Admiral S. C. Hooper Trophy* are awarded to the three Surface Divisions—large, medium and small, in that order.

To the winning Submarine Division goes the *Fleet Admiral C. W. Nimitz Trophy*. The outstanding Construction Battalion Division of the Naval Reserve receives the *J. J. Manning Trophy*, and the top Naval Security Group Division receives the *Walter S. Gifford, Jr., Trophy*.

The best Mobilization Team Division receives the *Naval Reserve Minuteman Trophy* while the *Reserve Intelligence Trophy* goes to the leading Naval Reserve Intelligence Division.

The Naval Air Reserve Training Unit judged most efficient in training and operations earns the *Edwin Francis Conway Trophy*. The Naval Reserve Station or Unit achieving the highest combat readiness during the fiscal year receives the *Sheldon Clark Memorial Trophy*.

The Naval Air Reserve Training

Command annually awards the *Noel Davis Trophy* to the most efficient Reserve squadrons by type. The *Chief of Naval Air Training Trophy* goes to the Naval Air Reserve Station or Unit which has demonstrated the greatest improvement in annual competitive training.

The Naval District selected as the most outstanding in the administration and training of the Naval Reserve is awarded the *E. V. Richards Memorial Trophy*. The *Vice Admiral Felix Johnson Trophy* goes to the Naval District achieving the greatest improvement in national standing over the previous competitive year.

To the station or unit under the Chief of Naval Air Reserve Training having the most outstanding retention record for the previous year is awarded the *Richard K. West Trophy*. And for the Naval Reserve Air Station or Naval Air Reserve Training Unit demonstrating the greatest improvement in the field of officer procurement there is a "*Bear-Trap*" *Trophy*.

For a rundown on the rules concerning the various awards, see the following directives:

- The details on awards for intratype Battle Efficiency Competition (E awards) and insignia to denote excellence in certain weapons and operations are outlined in OpNav Inst. 3590.4A, with changes.

- Related instructions on intratype competition for awards and the schedule and record of competitive

exercises, trials, and inspections are contained in NWP 50(A), *Shipboard Procedures*, Chapter 10 (Training), with specific references in Articles 1001d and 1026.

- Information concerning the Battle Efficiency Pennant may be found in DNC 27(A), *Flags, Pennants and Customs* (Art. 322). Distinguishing marks such as the Navy "E" to be worn on crewmembers' uniforms are covered in *U. S. Navy Uniform Regulations, 1959* (Art. 0653).

- Information on the Marjorie Sterrett Award is contained in SecNav Inst. 3590.2, 18 Jun 1953, with Change 1, dated 25 May 1959.

- The directive governing the Arleigh Burke Fleet Trophy is OpNav Inst. 3590.11.

- The Chief of Naval Operations Annual Aviation Safety Awards are governed by OpNav Inst. 3590.5 series.

- The Isbell Trophy was authorized in a letter to Fleet commands, OpNav 554C, Ser 46P554, 11 Dec 58, and Change 1, dated 25 Aug 1959.

- For the Admiral Flatley Memorial Award, see OpNav Inst. 3590.9 series.

- Information on the Naval Reserve trophies (non-aviation) may be found in Naval Reserve Training Command Instructions of the 3590 series. Aviation Reserve trophies are covered by Chief of Naval Air Reserve Training Instructions of the 3590 series.

—Edward Jenkins

FIRST



THE DESTROYER escort USS *Bradley* (DE 1041) has proved the value of her new design during the ship's first deployment in the Western Pacific. She's now back in the U.S.A.

Bradley, sailing out of San Diego, is equipped with modern sonar equipment for detecting and attacking enemy submarines. Although classed as an escort, she was performing fire support missions in the Republic of Vietnam.

Bradley also serves as plane guard when operating with aircraft carriers. Formerly, escort vessels were never assigned this duty because of their low maximum speed.

Air-conditioned throughout, *Bradley* is comfortable even in tropical weather.

"There's no question about it, my men can put out a much more sustained effort because of the high habitability of this ship," says her CO, Commander William S. Whaley.

Along with highly sophisticated antisubmarine weapon systems, *Bradley* is also armed with conventional five-inch guns. Her fire support in the II Corps area of the Republic of Vietnam was so accurate that ground units made special requests for the ship to remain in the area.

"We've had some Army artillery spotters aboard and got to know some of them," said Lieutenant James M. Hamrick, the ship's executive officer.

"We developed personal friendships with them—something more



TOUR

than a strange voice over the radio requesting support," he added.

One reason for the over-all effectiveness of *Bradley* is her new propulsion plant.

"We've had no machinery casualty reports in the three months of full operational commitments," said the ship's engineering officer Lieutenant R. M. Zetterberg. Casualty reports are a fairly reliable guide to the efficiency of an engineering plant.

The DE burns JP-5 distillate fuel instead of conventional fuel oil, and boiler maintenance is considerably less. Equipped with two boilers instead of four as found on older ships, *Bradley* has 10 per cent higher efficiency in a plant 50 per cent smaller than normal.

Bradley's success in her first operational role was not all due to being a new ship with the latest gear. It takes men to work the engine room, steer the ship and man the guns.

—Story and photos by
William M. Powers, PHC, USN.





NSC OAKLAND—Cargo is loaded aboard ship at huge California Naval Supply Center for delivery to Fleet units.

PacFleet's Supermarket

NSC Oakland, described as the Navy's largest larder, is the well-spring of supplies for Navy ships and bases in the Pacific Ocean area, providing more than 90 per cent of their logistic support.

It occupies three sites: the main site at Oakland, Calif.; the Alameda Facility at Alameda across the estuary from Oakland; and the Fuel Department at nearby Point Molate (Richmond). NSCO represents an "acquisition investment" of over 83 million dollars, and stores almost 600 million dollars worth of material.

Here is an account of this vast Navy complex, one of a continuing series on the activities of your Navy.

"SORT OF LIKE the old days," commented old-timers when the Oakland Naval Supply Center was caught up in the spiraling demands and workload caused by the buildup of American military strength in Vietnam.

"Sort of" is appropriately vague, for NSC Oakland, now in its 26th year, has undergone vast technological changes since it was formally activated on 15 Dec 1941, eight days after the attack on Pearl Harbor.

The scene then was a filled-in mud flat in the City of Oakland's middle harbor on the eastern shore of San Francisco Bay. The supply base was only partially constructed.

Continuous, drenching rains had turned the soft fill into mud that deeply covered the few paved roads; construction equipment and workers in hip boots further churned up the mud; strong muscles were needed to propel hand trucks over the slippery boardwalks; the nightly blackout further hindered operations.

The activation ceremony was only a pause in the round-the-clock operations of the still unfinished base. The 656 civilian workers who had been recruited by then, the 20 naval officers and a sprinkling

of enlisted personnel, were back on the job in a matter of minutes.

Comparing the Oakland base of World War II with the Supply Center of today is like comparing a corner grocery store with a vast shopping center.

THE LARGEST supply activity under the Naval Supply Systems Command, the naval center at Oakland today provides more than 90 per cent of all material logistical support to Navy ships and shore stations throughout the Pacific Ocean area.

- Its work is speeded by one of the world's finest automated materials handling systems.

- Its data processing equipment prepares shipboard inventory status cards for vessels of both the Atlantic and Pacific Fleets.

- It gives service of many kinds to other bases of all the armed forces, continental and overseas.

- It is also a specialized support depot in the world wide distribu-

tion system of the Defense Supply Agency under the Department of Defense.

The main site, at the western edge of the city of Oakland, is something of a city in itself. It has its own police and fire departments, water, heat, and power distribution, telephone and telegraph lines, a dispensary and ambulances, miles of railroad tracks, and berths for 14 ocean-going vessels.

In addition to the Oakland site (560 acres), there is the Fuel Department (434 acres) at Point Molate, 16 miles to the north. In the city of Alameda, across an estuary from Oakland, the Center operates a plant where perishable foods for all the armed forces are stored and loaded aboard ships at four berths.

At the three sites are stored more than 700,000 measurement tons of material (a measurement ton is 40 cubic feet).

The stocks — delivered to customers by land, water, or air — include more than 900,000 items. These range from tiny nuts and bolts to huge ship propellers, from shoelaces and breakfast foods to lifeboats and electronic assemblies, from library books to gear for nuclear submarines, from petroleum products to aeronautical and meteorological equipment.

A NUMBER OF TENANT activities are located at the Oakland site. One of them comprises the headquarters, ship passenger terminal, and maintenance and repair shops of the Military Sea Transportation Service, Pacific Area Command.

Some of the other tenants are



FROM EYE ON HIGH—In 25 years Oakland has become a city within a city.

the Naval School of Transportation Management, the Naval Biological Laboratory, the Navy Regional Finance Center, part of the Bay Area Military Ocean Terminal, the 12th Naval District Passenger Transportation Office, the Navy Ship's Store Office, (West Coast Branch), the Oakland Defense Surplus Sales Office, and offices of private contractors engaged in construction for the Navy overseas.

During World War II, when NSC Oakland proved how essential it was to the supply of the combat areas, the number of civilians and

military on board reached 16,000.

During the Korean action, when the Center further enhanced its reputation as a "can do" outfit, there were 12,000 on the roster. Today there are only some 4000 civilians (excluding those of the tenant activities) and about 100 military personnel.

This much smaller work force produces at a rate that the plank-owners could hardly have dreamed of. The reason is partly found in technological advances, extensive training programs, and experience.

But the strongest factor is the

ON THE GO GO—Fuel department at Point Molate helps power the Fleet. Here, *USS Enterprise* receives aviation fuel.





THE CREATION—From a sea of mud back in December of 1941 the Navy built its largest larder at Oakland, Calif.

“tradition of accomplishment,” fostering a confidence that no matter how difficult the problem is, it can be solved. Many of the problems are complex, requiring the most intensive efforts to handle emergency requests from around the world. In helping meet these requests, new employees absorb the tradition.

IN 1965, NSC Oakland received and issued enough material to cover 250 football fields to a depth of four feet, or to fill 26,100 railroad boxcars.

Weighing well over one billion pounds, this mass was an increase

of 32 per cent over the volume in 1964. It did not include other material that was either shipped directly through the Bay Area Military Ocean Terminal or kept in storage at the Center.

The billion pounds-plus were contained in 1,435,000 measurement tons. They amounted to almost 57½ million cubic feet.

The 3,174,000 orders filled in 1965 represented an increase of nine per cent over 1964 and 18 per cent over 1963.

The pace last year accelerated even more rapidly. The monthly average of orders filled rose to 290,000 for July, August, and Sep-

tember. One-third of them were high-priority issues, requiring special handling. Two years ago, high-priorities were only 15 per cent of the average monthly total.

When the 1939 Congress was getting ready to approve Oakland as the site of a supply base, it heard recommendations from personnel in the supply field.

Selection of Oakland was urged as the best possible site on the West Coast, which was described as “vitally deficient in supply facilities.” Until that condition was remedied, it was said, the power of the Pacific Fleet in any future emergency would be seriously hampered by an inadequate “peacetime logistic readiness for action” that would “jeopardize its success in the vital early phases of operation.”

The existence at Oakland of what is now called the Pacific Fleet’s Supermarket has remedied that problem. This is evident in the many commendations and expressions of gratitude that the base has received over the years. As Rear Admiral Edward F. Metzger, SC, USN, commanding officer of NSC Oakland, has said of the current support of Vietnam:

“The Naval Supply Center has been through this cycle three times now, and each time our worth has been proved. Just as the people of those earlier days did, the people of today’s Center have confirmed our position in supporting the Navy’s part in national security.”

OFFLOADING at DaNang illustrates increasing workload at NSC due to build-up in Vietnam. The Center is in its twenty-sixth year of operations.



From Factory to You, Via AMHS

ANY DISCUSSION of NSC Oakland would be incomplete without some mention of AMHS—the Automated Materials Handling System.

It has been called the “world’s most streamlined railroad,” and is described by the Naval Supply Systems Command as “the latest word, not only in the Navy’s supply system, but anywhere in government or industry.” NavSup is justifiably proud of this advancement in the Navy’s materials handling.

As are most innovations, AMHS was born of necessity. The system was devised to eliminate or reduce the many restrictive and time-consuming tasks involved in issuing and receiving supplies for our ever-increasingly sophisticated modern Navy. In short, supplies had to be moved faster and more economically.

What AMHS does is to gather together the various supplies your ship orders at the warehouse, then it processes and sends them to you. No muss, no fuss.

AMHS saves time, manpower, material — it expedites material-handling to a point never before achieved. The system also lessens chances for human error; controls work loads, and is expandable to grow as needs dictate.

The list of “tools” that run AMHS starts with a data processing system. This provides punched cards or “print-on” data that record your orders and transmit them into the “process controller” located in the AMHS Master Control Center.

The Master Control Center contains all the controls necessary for movement of material on conveyors. The center controls the processing of “original pack” issues, directs new receipts into “bin storage,” returns empty “tote boxes” (plastic trays) to issue areas, and replenishes bin stock from bulk supplies.

It also has auxiliary manual controls (in case of computer breakdown), a closed-circuit TV, and a two-way intercommunication system.

Closed-circuit television plays an important part in AMHS. Cameras are located at six strategic points. Visual monitoring of the flow in

progress is maintained with a master TV screen in the AMHS console room. In other words, TV serves as a many-eyed watchman to keep your order on the move.

AMHS’s powered conveyor system at NSC Oakland consists of 23,500 feet of roller conveyors. The conveyors are equipped with automatic stops, automatic line releases, line “diverters” and reading devices that transport material to and from the various work stations engaged in bin storage operations.

The flow of material over the conveyor system is controlled by the Master Control Console which automatically routes items of various sizes to predetermined packing stations. Here the packing function is performed—that includes strapping, marking, weighing and forwarding the material to the ship—“segregation area.”

When a requisition first arrives at NCS, it is programed through the Automated Data Processing System (ADPS). This is how it works:

ADPS provides punched cards or print-on data and the “material movement document.” Requisitions are sorted into various lots by ADPS, to make up the daily work schedule.

Then “issue documents” are made out. These documents are an okay to gather the supplies to send to your unit. The issue documents are delivered to the warehousemen by messenger while the cards are read into the control computer for control of accumulated orders un-

der automatic operation.

When the warehousemen receive the issue documents, they select the items from the bins and place them in tote boxes.

Before these boxes go to the conveyors, the warehousemen set signal devices on the boxes to direct their movement through the automated area.

If several items of material are to be accumulated on a single order, a signal device will direct the tote boxes into one of 60 “customer accumulation” lines.

Tote boxes making up the complete order can come into the accumulation area from 12 floors in four buildings.

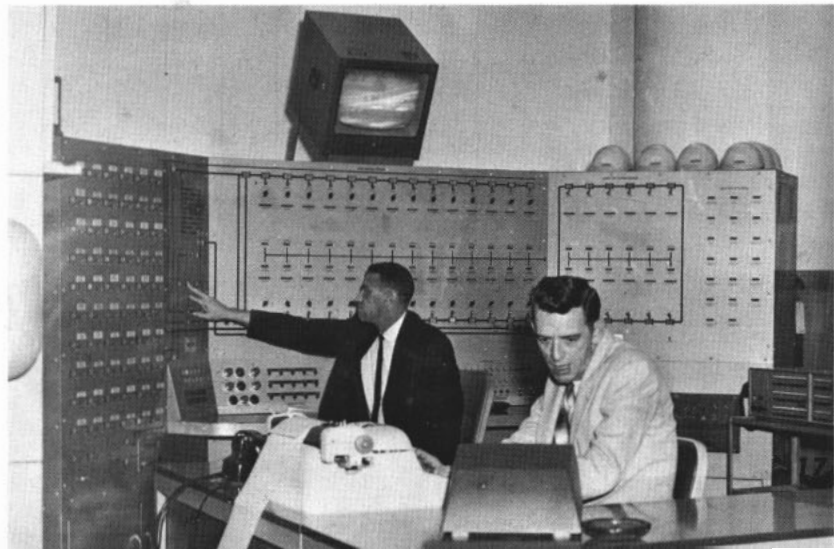
When all items for accumulation have been brought together, they are moved to a basic freight sorting area where the tote boxes are segregated according to commodity classification, thus assuring the best transportation rates for each shipment. Equipment in the sorting area includes automatic scales, sorting lines, and parcel post packing stations.

As parcel post tote boxes flow into the packing station, material that can be mailed in a “jiffy bag” is diverted to special packing stations. In each case materials are packed as carefully as possible to insure safe, quick delivery.

The last function is carried out by the packer who seals the package and labels it.

That’s how AMHS makes it possible for your ship or unit to get supplies in a jiffy.

TELEVISION keeps eye on operations of automated materials handling system.





THE BEGINNING—Moffett Field was like this in 1933. Right: Now 8000-ft runway runs between old blimp hangars.



Memories of the

A recent visit to NAS Moffett Field, and a look through its files, recall an episode of history in the not-so-distant past. Moffett Field today is a top West Coast base assigned to antisubmarine patrol aviation. Back in the days of World War II it was also working on this mission, but with a difference. It served as a blimp base, and before that it had been a rigid airship center. Moffett Field played a significant role in the story of LTA—now a footnote to history. Here's the story.

THEY'RE GONE NOW, the Navy's giant gasbags, obsolete, victims of progress. There are people

living in this country who have never seen a rigid airship or even a blimp except, perhaps, on TV. A commercial manufacturer has a couple of blimps still operating, sometimes hired out as mammoth advertising signs.

But except for one or two LTA historical societies, a growing aviary of hot air balloonists, a logging company which has experimented with LTA to transport logs from remote areas, and a university professor's dream of building a 12-, 500,000-cubic-foot capacity, nuclear-powered passenger airship, lighter-than-air is an incident out of the past.

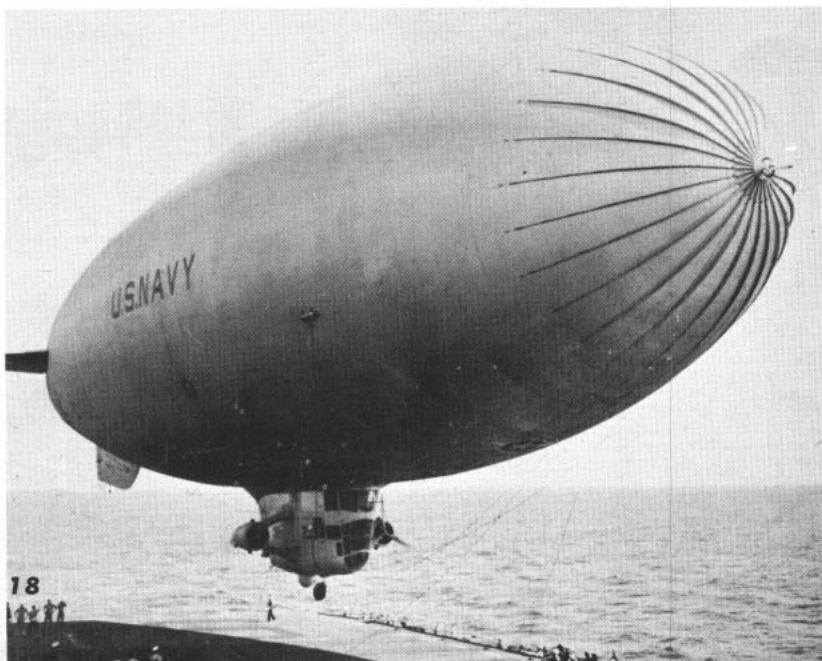
BALLOONS AND BLIMPS in various stages of inflation get helium from giant hoses. Below: Moffett blimps made ASW patrols from carriers in the Pacific.

A little more than two decades ago, lighter-than-air was very much alive. (That story, and NAS Lakehurst's part in its development, was told in a report in *ALL HANDS*, September 1961, page 18.)

Back in the early 1930s, the Navy built a West Coast base for LTA craft, the Naval Air Station Sunnyvale, Calif. This was when the rigid airship was a popular subject in the news. NAS Sunnyvale (later Moffett Field) grew into a 40-building complex and became home port of the giant rigid airship, *USS Macon*.

Macon was 785 feet long and 132 feet in diameter. She carried a crew of nearly a hundred, and had a hangar bay for five scout planes which were launched and recovered in flight.

Macon was one of four such giant rigid airships owned in all by





ONE-WHEELED BLIMP taxis for takeoff. Carriermen (c) await blimp landing. Macon (r) moors at Moffett in 1933.

Big Birds of NAS Sunnyvale

the Navy. (An earlier airship, ordered from the British by the U. S. had crashed on a trial flight in 1921, before it could be accepted by the Navy.)

OF THE FOUR rigid airships, only one survived to be eventually dismantled.

While the bulbous LTA flying machines appeared to perform creditably in their reconnaissance duties during Fleet maneuvers, a variety of mishaps led to the demise of the rigid vessels of the sky.

Shenandoah (ZR-1) split in half and went down in 1925. *USS Los Angeles*, second of the Navy's giant airships, was retired in 1932 and scrapped in 1939. The largest of the rigid airships were *USS Akron* and *Macon*. *Akron* went down at sea off the East Coast in 1933. *Macon* crashed into the Pacific off the California coast in 1935.

And that was the end of the giant rigid airships—the Navy built no more of them. End of Phase One, LTA. NAS Sunnyvale, *Macon's* home port, was exchanged with the Army for Army properties on North Island.

HOWEVER, when World War II broke out, blimps—the non-rigid airships—came into their prime. There was a job they seemed especially fitted for. This was Phase Two, LTA. Blimps were both fast enough and slow enough to be effective antisubmarine weapons. So scores of

blimps were built (the peak inventory during World War II was 146 of all types). Approximately 1500 LTA pilots and 3000 aircrewmen were trained by the Navy to man them.

NAS Sunnyvale once again appeared on the LTA scene. The Army no longer needed it, so it became one of the West Coast training and operations bases for the Navy in WWII. A few weeks after the Pearl Harbor attack, it was commissioned as a Navy airfield, and four days later renamed Moffett Field.

More blimps were stationed at Moffett Field and it became necessary to construct two additional mammoth hangars. A sizeable number of free balloons, a necessary first step in the training of blimp pilots, floated about the skies of the Santa Clara Valley.

Moffett Field became the base for Commander Fleet Airship Wing Three and one blimp squadron. A total of three blimp squadrons were based on the West Coast. Complements varied, but they ranged up to 14 airships per squadron.

Blimps took off on ASW patrols over the Pacific, or on aircrew training flights. A fleet of blimps could be seen flying in formation regularly over the northern California countryside.

LIGHTER-THAN-AIR was "in"—but not for long. A few years after the war ended, blimps were moved out of Moffett Field and huge

heavier-than-air bombers took over the air scene.

Airships remained in the Navy for some years, but in dwindling numbers. Termination of the LTA program was approved by the Secretary of the Navy on 21 Jun 1961. The last LTA units were decommissioned 31 Oct 1961, but two airships were kept in operation for use in experimental work.

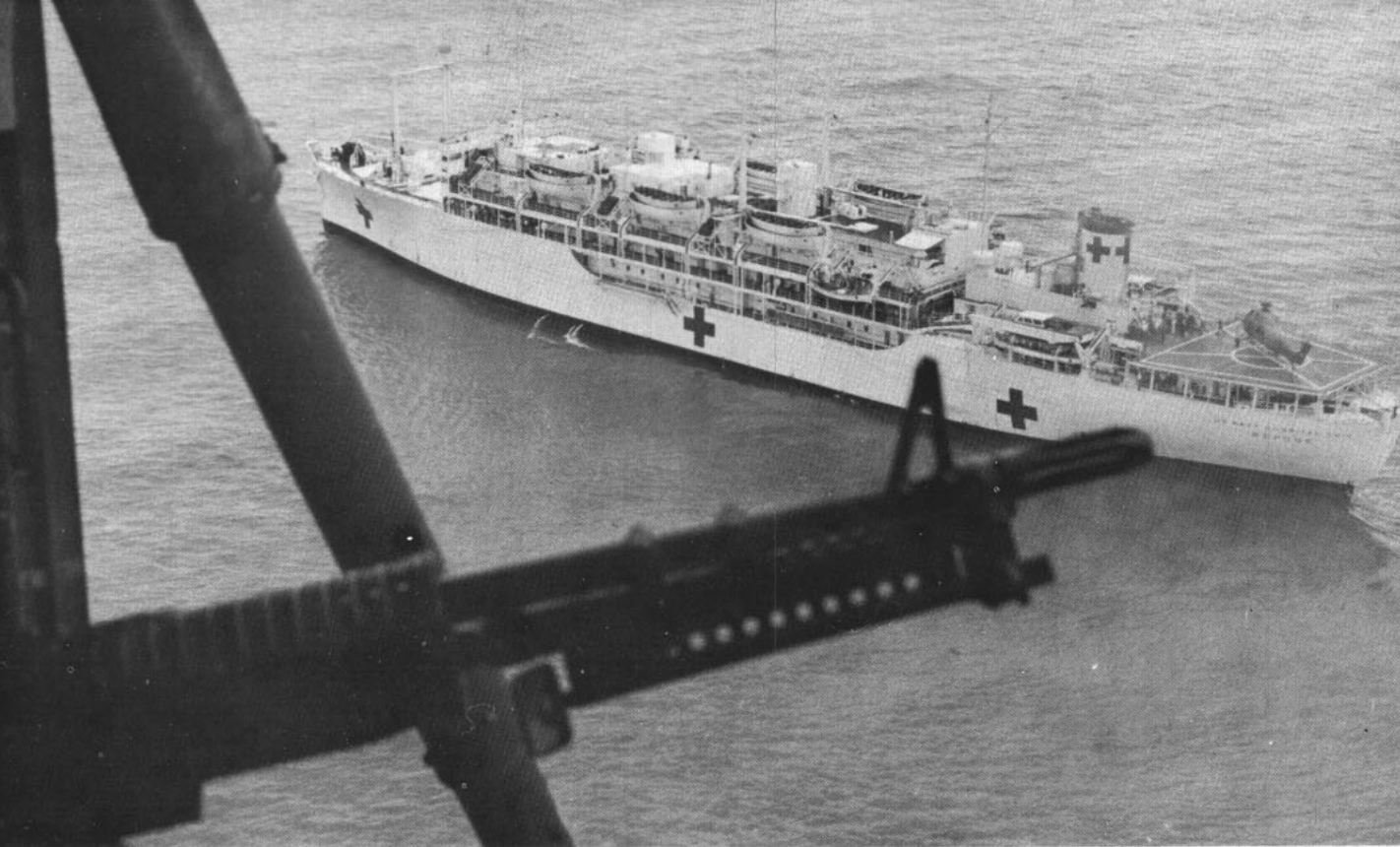
One of these made the last airship flight in the U. S. Navy on 31 Aug 1962, and deflation of both began immediately after. All airships on hand were stricken from the Navy inventory on 27 Dec 1962.

Moffett Field, after many transitions, including transport, heavy bombers, carrier jet aircraft, and satellite research, is today the leading West Coast base for anti-submarine patrol aviation. Six squadrons, flying the Navy's new turbo-prop P3 *Orion* patrol aircraft, operate with Moffett Field as their home base.

The last vestiges of lighter-than-air are slowly disappearing from the air station. The helium purifying plant was demolished, except for a tall red and white smokestack, in November of 1965. The smokestack went in late 1966.

All that's left to remind us that airships once lived at Moffett are three immense hangars, obviously oversized for airplanes. That, and the memories of thousands of old-timers.

—L. Carter Keck, JO1, USN.



HOSPITAL AT SEA—Helicopter's machine gun overlooks USS *Repose* as Vietnam casualties are brought aboard.

Navy Hospitals on the

THE FIRST THING most visitors to this ship see when they come aboard is the white painted overhead. That's because they usually are lying on their backs on stretchers. This is the hospital ship *USS Repose* (AH 16).

For over a year *Repose* has been stationed off the coast of South Vietnam. Her presence has been one of the reasons for continued high morale among men fighting there.

When a man is wounded in Vietnam, he knows he has a better chance to be patched up quickly and expertly than any fighting man in history.

He knows there is MedEvac, those wonderful whirlybirds, which will do their utmost to pluck him from the battle zone in a hurry.

There are well equipped field hospitals waiting to give him emergency treatment. And, there is that big, beautiful, sparkling white ship out there waiting to take him aboard and help him to heal.

Some time this spring, *Repose*

is to be joined by another hospital ship which has been recently recommissioned. *USS Sanctuary* (AH 17), first commissioned in 1945, has been extensively refurbished and her new medical and surgical equipment is similar to that of *Repose*.

LIKE ALL hospital ships, *Repose* has two crews. More than 200 men are responsible for the operation of the ship; the other crew is, of course, the hospital staff. There are over 20 Navy doctors, including specialists, and about 30 nurses assigned to the ship, plus about 250 hospital corpsmen.

The ship is built to accommodate 750 bed-patients, but there are facilities for over 900 casualties in an emergency. There are three major operating rooms, spacious X-ray and laboratory departments, a dental department and a laundry.

The fully air-conditioned ship has seven decks, the uppermost of which are used as patient wards and recreation areas.

While recuperating, patients can

take advantage of recreational activities which include shuffleboard, volleyball, and badminton. Table games, books, magazines, and radios are provided in each ward.

Casualties are taken aboard *Repose* at three receiving areas. One is near the landing platform, and receives stretcher patients flown in by helo.

Electrically driven hoists bring patients aboard at the second station, which receives those arriving by boat. The third is for those who can walk.

Movement within the ship is made as convenient and easy as possible. There are litter bed elevators and inclined ramps for vertical travel. Doors are double the width of those found in most ships, and passageways are as large as those of shore hospitals.

Repose, as are all hospital ships, is painted white with red crosses. This makes her easily recognizable as a noncombatant ship. She carries no guns.

The heliport located on *Repose's*

stern allows her to receive patients via helicopter, often within an hour after they are wounded. Such quick hospitalization, while not unheard of in previous wars, was certainly the exception rather than the rule. Helicopter landing platforms were installed on hospital ships during the Korean conflict, and their value became apparent immediately.

HOSPITAL SHIPS have been improved in many other ways, as, of course, have shore-based hospitals. Obviously, the advance of medicine in recent years has been tremendous, and this advance is reflected in the improved techniques and equipment in use aboard *Repose*.

The ship has its own frozen blood bank, capable of storing up to 250 pints of blood. During World War II, and in the Korean conflict, a significant step forward in military medicine and surgery was the treatment of shock through the use of blood plasma.

However, while plasma is a good substitute for whole blood, the real

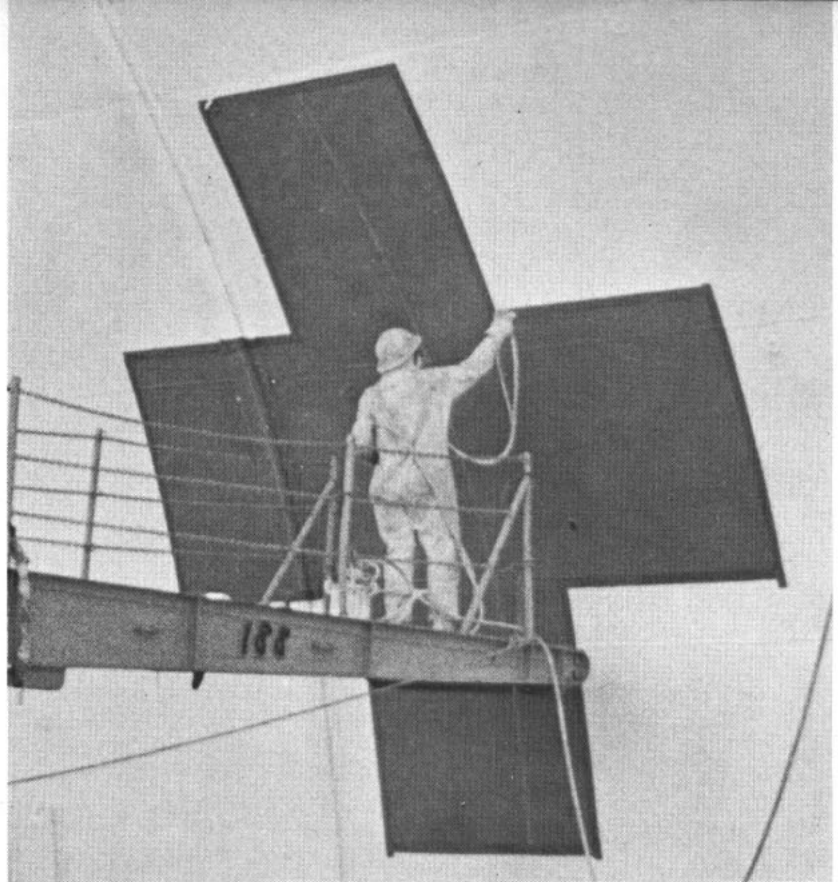
Move

thing is better. During the World War II Pacific campaign, whole blood was flown from the United States to field hospitals and hospital ships on the scene.

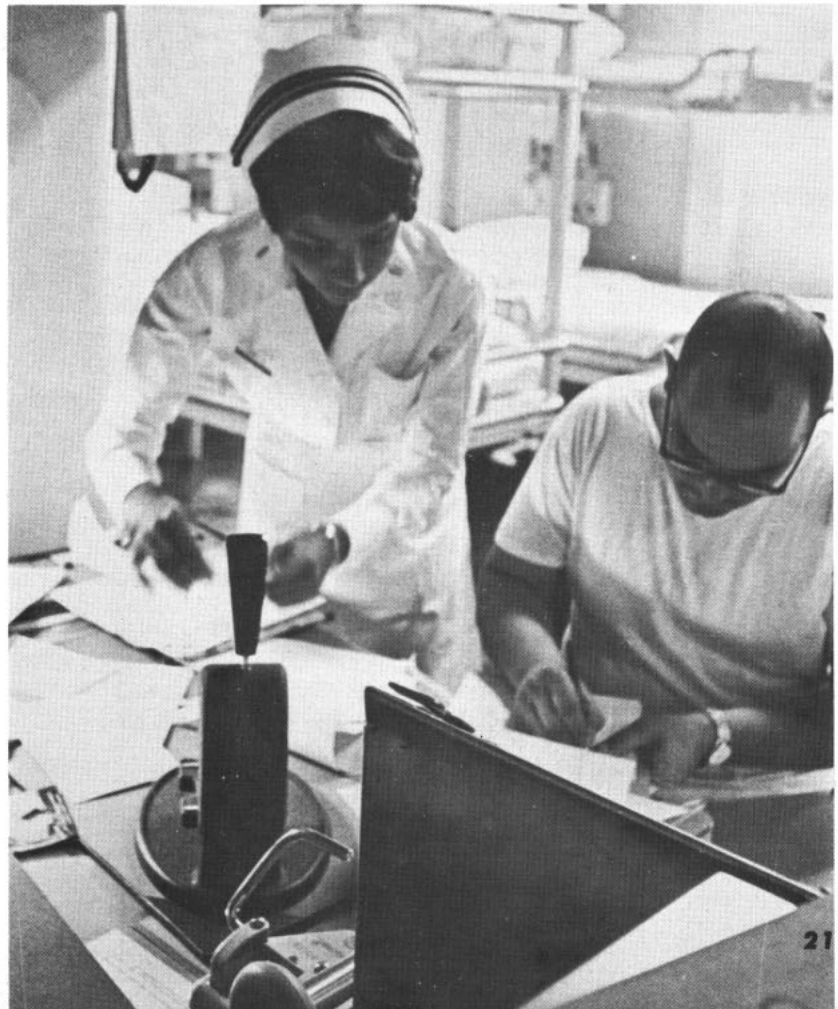
This method, while both costly and time-consuming, was necessary, since whole blood could not be stored for more than 21 days. Thanks to *Repose's* frozen blood bank, her doctors have an insurance in the event that fresh whole blood is delayed. They can simply take a pint out of the freezer, run it through a machine which reconstitutes it, and it is ready to use.

Repose's blood bank is reportedly one of seven of its kind in the world—and the only one afloat.

Another innovation aboard *Repose* is a new blood testing method called fluorescent antibody staining technique (FAST). It is used to provide early detection of diseases. In the past, several days were required to diagnose a specimen. FAST uses a special fluorescent dye which promptly identifies the organism under inspection.



RED CROSS, required by Geneva Convention, is painted on hospital ship by yard worker. Below: Navy nurse and corpsman check charts and records.





WORLD WAR II Army nurse surveys kamikaze damage to concrete-steel deck of USS *Comfort* (AH 6). Ship was first to have Navy crew, Army staff.

Repose also carries a portable artificial heart. Weighing only 50 pounds, it can be used on the ship, or flown to a shore-based hospital. This means that, within minutes after a patient is wounded, the artificial heart can take over the functions of his heart or major blood vessels.

THE CONCEPT of a floating hospital is not new. Hospital ships have been around just about as long as there have been navies.

The ancient Greeks included a type of hospital ship in their Athenian Fleet, and the Romans used hospital ships, which they called *immunes*, to accompany their fighting ships to the battle area.

The U. S. Navy first used a hospital ship during the war with Tripoli. When the fleet departed Sicily in 1803, *uss Intrepid* was left behind to serve as a hospital.

During the Civil War, several commercial vessels were fitted as hospital ships. Probably the most famous of these was *Red Rover*, usually cited as the first ship formally commissioned as a U. S. Navy hospital ship.

Red Rover was a wooden side-wheel steamer captured from the Confederates and refitted by Federal forces as a hospital ship. She served the Western Flotilla, operating on the Mississippi River, from June 1862 to April 1865. She was considered to be the most complete thing of the kind that ever floated.

She had an average crew of 40 men, and about an equal number employed in her hospital depart-

ment. In addition to women nurses, there were men to care for the sick. Some of these were convalescent sailors and soldiers detailed to duty from shore hospitals.

Her Navy career on the Mississippi marked the beginning of a long line of distinguished hospital ships in the U. S. Navy.

WHEN *USS Relief* (AH 1) joined the Fleet just after World War I, she was the first U. S. Navy ship which had been constructed from the keel up as a hospital ship. The importance of hospital ships to a fleet in combat became well known during World War II. When the war began, two hospital ships, *Relief*, and *uss Solace* (AH 5), were in commission. At the height of the war there were 15. Three of these, while Navy ships, had an Army hospital staff embarked.

The jobs performed during this period by hospital ships were diverse. They were often used, as *Repose* is today, as floating hospitals which would remain stationary near the area of operations and take aboard wounded men brought out to them by boat.

All types of landing craft were used as ambulance boats. When a boat had beached and unloaded its troops and vehicles, it would be loaded with casualties for the return trip. Many of the landing craft carried small surgical teams, who would administer interim treatment while the boat was en route.

Another of the hospital ships' primary jobs was evacuation. Firstly, the evacuation of the injured to

hospitals close to the combat zone. When the hospital ship had been filled with wounded from the beach, it would deliver them to advanced base hospitals just to the rear of the operating area.

Secondly, evacuation of patients from the advance base, or fleet hospitals, to hospitals which were far to the rear of the combat zone. This included, of course, delivering patients to hospitals in the United States.

Hospital ships also were called upon to provide emergency medical supplies to other ships in the combat area, and to provide a consultation service to the small medical staffs of other ships.

When the war ended, many liberated prisoners of war came home in hospital ships.

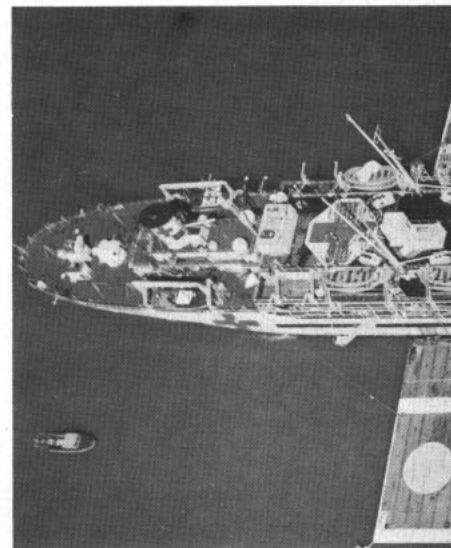
During the Korean conflict, three hospital ships, *Repose*, *uss Consolation* (AH 15), and *Haven* (AH 12) were in commission. They performed most of the functions they had in World War II. The significant change during this period, of course, was the use of helicopters, with the resultant speed-up of evacuation from combat areas.

YOU MAY REMEMBER one or more of the following U. S. Navy hospital ships:

- *Relief*—Of the five ships of the U. S. Navy named *Relief*, two were hospital ships.

The first of these was originally a passenger-cargo steamer built in 1896, then converted to an Army

HAVEN has helicopter landing pads.



hospital ship during the Spanish-American War. She was transferred to the Navy in 1902. Commissioned in 1908, her first duty was with the Great White Fleet from April to November 1908. She provided medical care, treatment and consultations for the Fleet during its Pacific Cruise.

She then served as a floating dispensary at Olongapo, Philippine Islands, from 1909 until 1919.

(Just for the record, the first *Relief* was a storeship; the third a patrol boat; the fourth, a steam tug.)

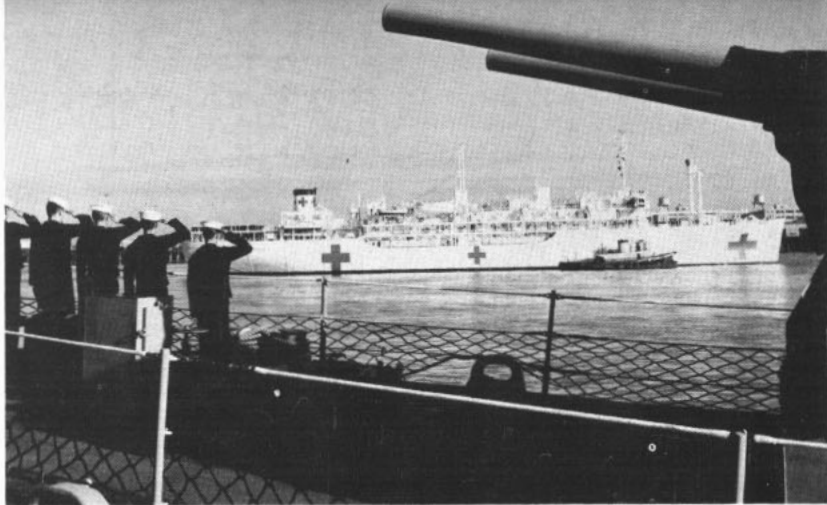
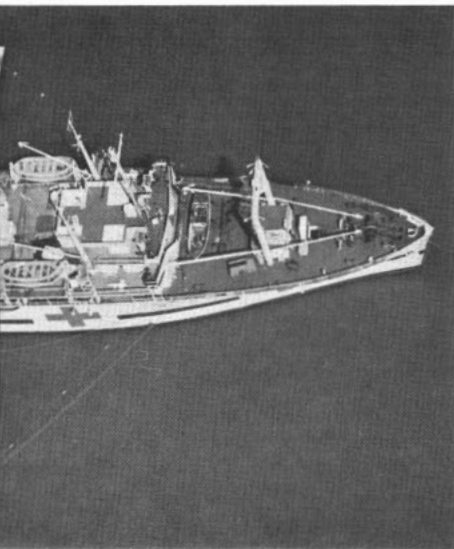
The second hospital ship named *Relief* (AH 1) and the fifth of that name was the first ship of the U. S. Navy designed and built from the keel up as a hospital ship. Commissioned at Philadelphia in December 1920, with accommodations for 500 bed patients, she was regarded as the best equipped hospital ship in the world at that time.

She served with the Atlantic Fleet until 1923, when she was transferred to the Pacific, where she relieved *uss Mercy* (AH 4). She was in the Pacific until 1941, then after a two-year tour with the Atlantic Fleet, she sailed for the South Pacific in 1943.

During the war, she received patients from the combat zones in the Solomons, received battle casualties by small boat from the Marshalls, served the Fifth Fleet as station hospital ship during the Marianas campaign and at Ulithi.

After transporting more than

WOUNDED are received on board.



SALUTE FOR SANCTUARY—Sailors from New Orleans-based destroyer USS *Hyman* render salute to USS *Sanctuary* as ship leaves yard for Pacific.

2500 casualties from Okinawa to Saipan and Guam, she served as a Fleet Base Hospital in the Philippines for the rest of the war.

After the war, she made several trips from the Western Pacific to the United States carrying wounded and former prisoners of war.

During World War II, she transported nearly 10,000 patients from combat areas in nearly every military campaign of the Pacific area. She received five battle stars.

She was decommissioned in June 1946 and scrapped in March 1948.

• *Solace*—The first *Solace* was built in 1898 and served as a hospital ship during the Spanish-American War and World War I. Decommissioned in 1921, she was the first U. S. Navy ship to fly the Geneva Red Cross flag.

The second *Solace* (AH 5), originally a passenger liner, was converted to a hospital ship by the Navy in 1940.

She was in Pearl Harbor on 7 Dec 1941, and received an NUC as well as a letter of commendation from Admiral Chester Nimitz for her treatment of the wounded as a result of that attack.

She then served the Fleet during numerous operations, including the Battle of the Coral Sea, and the Solomons, Marianas, Iwo Jima, and Okinawa campaigns.

During her tour in the Pacific, *Solace* treated approximately 25,000 patients. Following the war, she made six "Magic Carpet" trips between Pearl Harbor and San Francisco.

She was decommissioned on 27 Mar 1946. She earned seven battle stars during her war career.

• *Comfort*—The first *Comfort* (AH 3), commissioned in 1918, served as a floating hospital at New York, then helped bring wounded men home from Europe. She was decommissioned 5 Aug 1921.

The second *Comfort* (AH 6), commissioned 5 May 1944, was the first hospital ship to have a Navy crew and Army medical staff. She was under fire several times while evacuating wounded from Leyte and Okinawa and, at Okinawa, was severely damaged by a suicide plane.

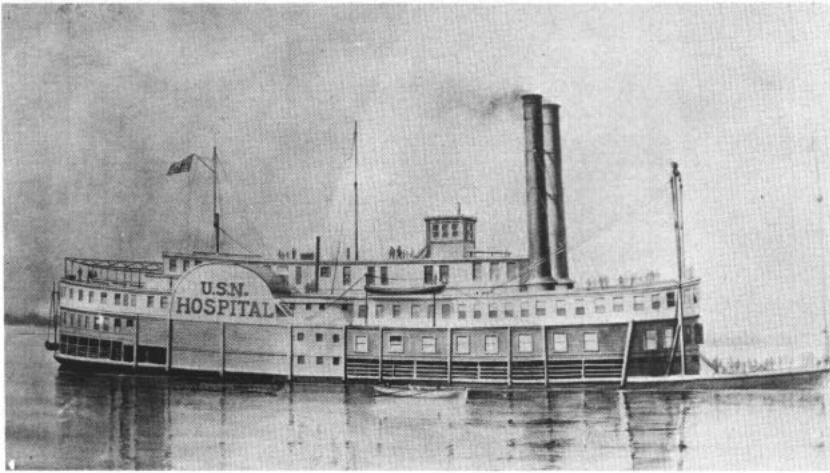
After being repaired, she served as station hospital ship at Subic Bay. After two short tours of occupation duty, she was decommissioned and transferred to the Army in April 1946.

• *Mercy*—The first *Mercy* (AH 4), the former liner *Saratoga*, was purchased by the Navy in 1917 and was used as a hospital ship in World War I. She remained in commission until March 1934, and was sold in 1939.

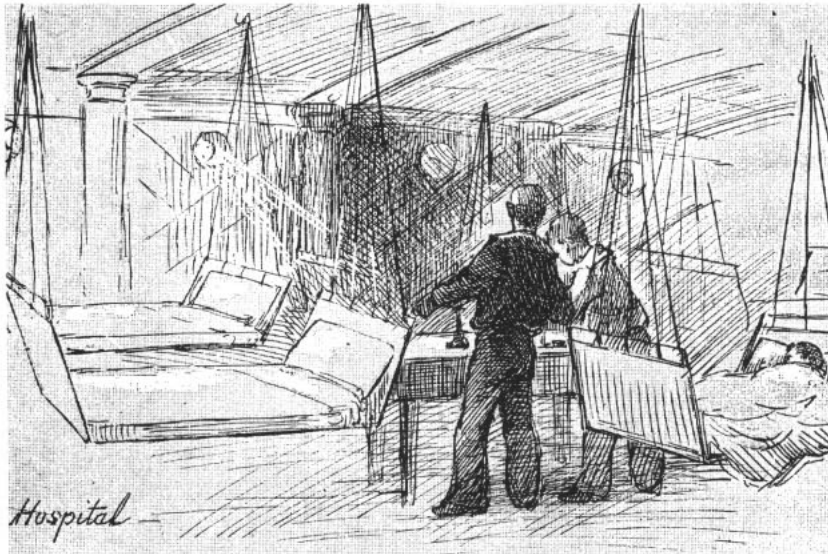
The second *Mercy* (AH 8) was commissioned on 7 Aug 1944. Like *Comfort*, she was manned by Navy personnel, with an Army hospital staff. She supported the initial landing operations at Leyte and Saipan, and later became station hospital ship at Jinsen, Korea.

Mercy was decommissioned at San Francisco on 17 May 1946, and turned over to the Army.

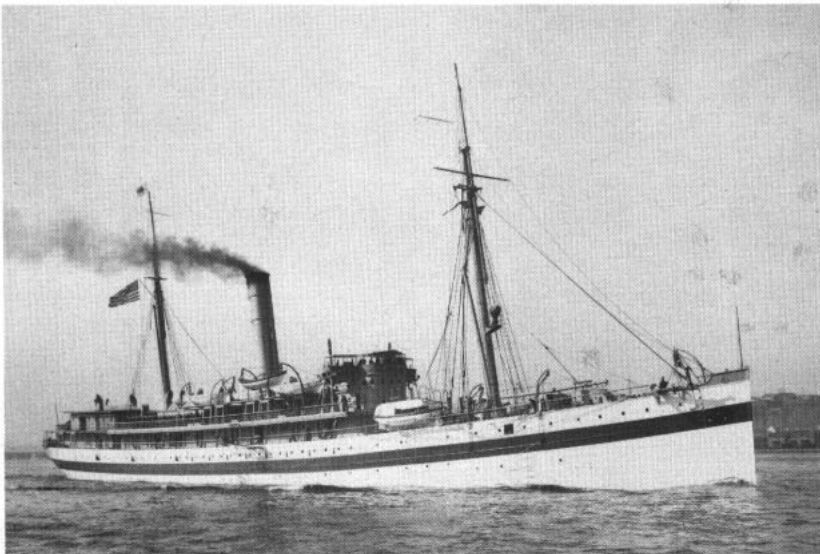
• *Hope*—Another of the Navy hospital ships which carried an Army hospital unit, *Hope* (AH 7) was commissioned on 15 Aug 1944. During the war she made several trips between the Philippines and Hollandia delivering patients.



FLOATING HOSPITAL—*Red Rover*, wooden sidewheel steamer, was captured from South during Civil War, served as Union hospital ship on Mississippi.



IN THE OLD NAVY—Hospital ships looked like this in days of wooden ships and iron men. Below: first USS *Solace* served in Spanish-American War.



She provided similar services to casualties of the Okinawa campaign. During her Pacific operations, *Hope* transported over 6000 patients from battle areas to base hospitals. She was decommissioned on 9 May 1946.

- *Bountiful*—Formerly the attack transport *Henderson* (AP 1), *Bountiful* (AH 9) was converted to a 500-bed hospital ship and commissioned on 23 Mar 1944.

Her evacuation missions included operations at Palau, Saipan, Guam, Leyte, Iwo Jima, and Okinawa.

She served in Yokosuka, Japan, as station hospital where she remained until March 1946. *Bountiful* participated in the atomic bomb experiments in the Marshalls, then was decommissioned on 13 Sep 1946. She received four battle stars for her Pacific duty.

- *Samaritan*—Originally the Army transport *Chaumont* (AP 5), *Samaritan* (AH 10) was recommissioned as a Navy hospital ship in March 1944.

She evacuated casualties at Guam, Guadalcanal, Saipan, Peleliu Island, Iwo Jima, and Okinawa. She also served as a base hospital at Ulithi.

After the war she remained in Japan with occupation forces until March 1946. She was decommissioned in August 1946, and transferred to the War Shipping Administration for disposal.

- *Refuge*—First a passenger liner named *President Madison*, she was acquired by the Navy and converted to the troop transport *Kenmore* (AP 62). She became *Refuge* (AH 11) on 24 Feb 1944.

Refuge was assigned to the Service Force Atlantic Fleet, transporting casualties from the war zones to the United States.

She brought patients home from Mers-El-Kebir, Algeria; Belfast, N. Ireland; Liverpool, England; and Oran, Algeria, during her Atlantic tour.

After an overhaul, she went to the South Pacific, where she ferried patients between Leyte and New Guinea. She then evacuated patients and troops from Jinsen, Korea; and Shanghai and Tsingtao, China.

She was decommissioned at Seattle on 2 Apr 1946.

- *Haven*—Commissioned as a Navy hospital ship during the clos-

ing months of World War II, *Haven* (AH 12) was formerly the ss *Marine Hawk*.

Her duty during World War II was primarily evacuating former Allied prisoners of war. She helped about 10,000 ex-prisoners start on the road to recovery as she carried them to Okinawa, Saipan, Guam, and San Francisco.

She was then assigned to the atomic bomb tests at Bikini atoll in 1946.

She was decommissioned in June 1947, then recommissioned in September 1950. She arrived in Inchon Harbor just a few days after the Allied amphibious landing. She spent most of her Korean duty in Inchon and Pusan.

During a short stateside visit between Korean tours, *Haven* was fitted with a helicopter flight deck. Previously, it had been necessary to improvise a flight deck of pontoon barges to handle patients brought in by helicopter.

Haven was decommissioned on 1 Jul 1957.

- *Benevolence*—Built as ss *Marine Lion*, *Benevolence* (AH 13) was acquired by the Navy in mid-1944 to be used as a hospital ship in the Pacific. She was commissioned on 12 May 1945.

She served as station hospital at Eniwetok, and later as an evacuation ship in Japan. She was placed out of commission in 1947.

Benevolence was reactivated in 1950 to serve in Korea, but was sunk by collision during her trials.

- *Tranquillity*—Commissioned on 24 Apr 1945, *Tranquillity* (AH 14) was one of six *Haven* class hospital ships to be built.

She served as base hospital at Ulithi for a short time during the war. In August 1945 she was on hand to rescue survivors of *uss Indianapolis*, which had been sunk near Peleliu Island. She picked up 166 survivors, and transported them to Guam.

She then made several trips to the United States with patients and troops. She was decommissioned on 26 Jul 1946.

- *Consolation*—Commissioned on 22 May 1945, *Consolation* (AH 15) was assigned primarily as an evacuation ship for allied military personnel liberated from prison camps.

She served as station hospital in Japan during the occupation, then

was transferred to the Atlantic Fleet in February 1946.

When the Korean conflict began, *Consolation* was sent to Pusan, Korea, where she became the first hospital ship to operate in Korean waters with United Nations forces. She took part in the Inchon landings and the Wonsan and Hungnam operations.

During her Korean service, she cared for over 18,000 patients.

In 1954, *Consolation* took part in the Passage to Freedom operation, evacuating Vietnamese civilians from North Vietnam to South Vietnam.

She was decommissioned on 30 Dec 1955. In March 1960, she was chartered by a civilian organization, and has been renamed *Hope*. She is used in a medical people-to-people program.

- *Repose*—Commissioned 26 May 1945, *Repose* (AH 16) was soon in the Pacific. She was caught in a typhoon at Buckner Bay, Okinawa, and passed through the eye of the storm, but finally emerged with only minor damage.

She spent 13 months at Shanghai as station hospital, and later became base hospital at Tsingtao. She was decommissioned in January 1950.

She was then brought out of reserve to serve in Korea. She was first reactivated as an MSTS ship, then recommissioned in the U. S. Navy on 28 Oct 1950.

She had station duty at Pusan, making periodic trips to evacuate patients to shore hospitals in Japan, and calling at various ports of Korea to embark battle casualties.

She later became station hospital at Inchon. She was decommissioned 21 Dec 1954. As stated above, *Repose* is now in commission again, and is serving in Vietnam.

- *Sanctuary*—Commissioned in June 1945, the first duty of *Sanctuary* (AH 17) was evacuation of nearly 1200 liberated prisoners of war at Wakayama, Japan. She then made several trips from Pacific ports to the U. S. with ex-prisoners and homeward-bound troops.

Sanctuary was decommissioned at Philadelphia in 1946. She was recommissioned on 15 Nov 1966.

- *Rescue*—Built in 1932 as *ss Saint John*, a passenger ship, *Rescue* (AH 18) was later a Navy submarine tender *uss Antaeus* (AS 21). She was renamed *Rescue* in February 1945, and converted to a hospital ship.

She supported the operations against the Japanese mainland, finally sailing into Tokyo Bay with the Third Fleet. Like other Pacific hospital ships, she was busy for the first few months following the end of the war in rescuing Allied and U. S. former prisoners of war.

She returned to the United States in September 1945 and, in 1946, was sold.

—Jim Teague, JO1, USN.

SHIPBOARD SURGEONS—Hospital ships have several rooms for operations.



LETTERS TO THE EDITOR

It Really Does Save Paperwork

SIR: In view of the Navy's efforts to decrease paperwork, I was amazed that the new *Correspondence Manual* requires the first endorsement of a letter to be completely identified, despite the fact that it may be written on the same piece of paper as the basic correspondence.

I also wondered about a line which reads: "When the referencing documents do not clearly indicate in the text the subject of the reference, it should be included."

Does this mean that, if I am requesting a reenlistment option under BuPers Inst 1306.73, I should include the subject of the instruction in the reference line?—D. K. R., PN1, USN.

• *Manuals concerning official correspondence frequently seem unnecessarily complex and sometimes specify procedures that seem unreasonable. Most of the time, however, there are good reasons for things being done as they are.*

Suppose you were to receive a letter (with no attached copies) which requires an endorsement. You want to retain a file copy of your endorsement, send one to the other interested party, and perhaps forward one to the originator of the letter.

If you do not have a copying

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.

machine, then your endorsement must be made on carbon copies. Remember, these carbons will contain only your endorsement. Not the originator's letter.

Therefore, to insure that copies of your endorsement refer specifically to the originator's letter, you must include complete identification on your original endorsement. The sample line should be shown, although the sample provided in the "Navy Correspondence Manual" omits it. The Administrative Office informs us that they will propose it for review in the next change to the "Correspondence Manual".

As for your second query:

No. Since the subject matter of the request is clear enough, it is not necessary to state the subject of the reference. However, if there may be

any doubt, the subject should be shown, for the convenience of the reader.

There are instances which require the subject of a reference to be spelled out.

For example, if the subject matter of your letter is "OpNav Inst 01234.5; request for information concerning," and you are using OpNav Inst 5510.1C as a reference, then the subject of your reference should be stated; in this case, "Department of the Navy Security Manual for Classified Information."

Generally, if the subject matter of a letter does not give a fairly good indication as to the subject of a specific reference, state the subject of the reference, for the sake of clarity.

The Navy Department Administrative Office informs us they intend to clarify the guidelines for referencing instructions in the next change to the "Navy Correspondence Manual."—E.D.

JOs With Sub Designator

SIR: Are there any journalists in the Navy with submarine designators? I have been told that there are qualified journalists in the submarine service. However, I spent a three-year tour at a submarine base and didn't see a single JO rating badge.

To be more specific, are there any JO (SS) personnel in the Navy on active duty at present, or have there ever been any?—D. A. N., YN2, USN.

• *Your informants are correct. There are a few journalists with submarine designators, just as some men in other rates such as BM and GM also bear SS designators.*

However, journalists are not a rate source for submarine assignment. Most journalists who wear the dolphins were at one time in submarine ratings and earned their designator while assigned to a sub.

If we correctly understand your second question, you are asking if a journalist may be assigned to a submarine as a tour of duty. In this case, negative (other than TAD for the purpose, let us say, of writing an article about life aboard a submarine). To be permanently assigned to a submarine, a journalist would have to convert to an SS-type rating.

Here's the explanation in a nutshell: a journalist (and most other non-submarine rates) cannot become qualified as a submariner while serving in his

HERE ARE SIX of 10 Boatswain's mates who were advanced in USS Brooke. (DEG 1) for a 100 per cent division mark since ship was commissioned a year ago.



rate. He must change his rate to one acceptable to the submarine service. On the other hand, if a man originally becomes a submariner and earns his dolphins, he does not lose them when he changes to a rate such as journalist.—Ed.

Unit Awards

SIR: I have a question about Unit Award Ribbons.

Let's say an individual has received several unit awards. These include Presidential Unit Citations, Navy Unit Commendations, Korean Presidential and Vietnam Presidential Unit ribbons.

Which, if any, may be worn on the right breast when large medals are prescribed?—J. F. K., PN2, USNR-R (TAR).

• When large medals are worn, the only ribbons authorized for wear on the right breast are the Presidential Unit Citation Ribbon (PUC) and the Navy Unit Commendation Ribbon (NUC).

If the individual you speak of has been awarded both the PUC and NUC ribbons, he should wear only the PUC ribbon since this award is senior in precedence.

Ribbons other than the PUC and NUC, whether they are unit awards from other U. S. service branches or foreign unit awards, are not authorized to be worn when large medals are worn.

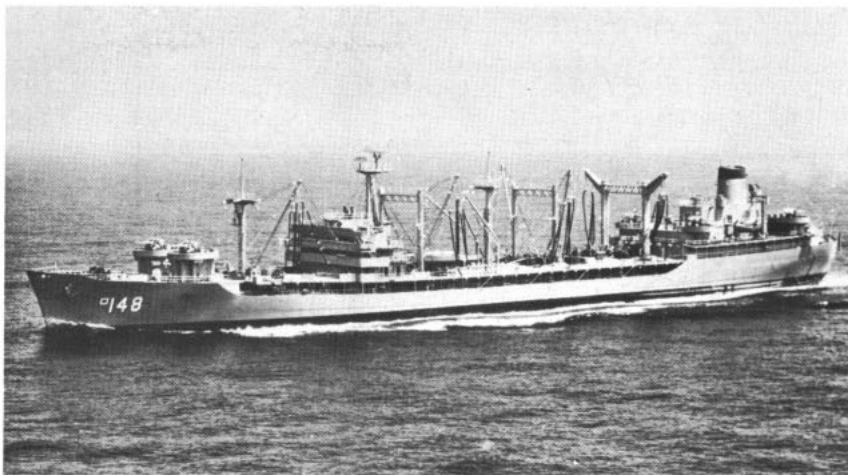
Article 1030.6 of "U. S. Navy Uniform Regulations," 1959, outlines the wearing of units awards under such circumstances.—Ed.

Weiss Anchor Claim

Editor's Note: Last August, ALL HANDS published a letter from a BMI who claimed *uss Weiss* (APD 135) set a record number of 57 anchorings in a four-month period during her deployment to Vietnam. Furthermore, he challenged "any ship in the Pacific to prove 'other-Weiss'."

Here are some answers to that challenge:

SIR: *uss Oxford* (AGTR 1) accepts



PONCHATOULA'S PUNCH—*USS Ponchatoula* (AO 148) replenished fuel and supplies of 86 ships during 13-day 7th Fleet assignment off coast of South Vietnam.

the challenge and hereby submits her anchoring report from April through July 1966.

During that four-month period *Oxford* anchored 116 times. That figure more than doubles the record claimed by the *Weiss*-guys.—R. E. F., BMC, USN.

SIR: Our records aboard *uss Diachenko* (APD 123) indicate that we surpassed the *Weiss* claim during our 1965 Far East deployment. On that tour, *Diachenko* anchored 75 times. In addition, on 5 Oct 1966, at which time we still had six months remaining on our 1966-67 cruise, *Diachenko* had anchored 13 times. Chances of breaking our previous record appear a likely prospect.—LCDR D. M. M., USN.

• *Diachenko's advocate didn't make it clear whether or not her anchorings occurred during a four-month period.*—Ed.

SIR: With reference to *uss Weiss's* claim, *uss Tombigbee* (AOG 11) submits the following statistics.

During her 1966 Vietnam tour, she used her three anchors a number of times. To wit: port anchor—60 drops, starboard anchor—63 drops, stern anchor—26 drops. On top of this,

her 30-man deck force laid 52 two-point moors, three three-point moors, and three four-point moors.

While we're on the subject of record-breaking feats, during this same cruise *Tombigbee* shattered all records for AOGs by pumping over 15 million gallons of petroleum products ashore in 129 days on station.—D. D. H., YN2, USN.

• *For the record, how long was the tour?*—Ed.

SIR: Although *uss Finch* (DER 328) is not an APD, here's a shot at the record claimed by *uss Weiss*.

On *Finch's* 1965-66 Vietnam deployment, namely between 3 Dec 1965 and 20 Jan 1966, she dropped anchor 51 times. During the rest of her cruise, which lasted until 13 May, she anchored an additional 35 times, bringing her total number of anchorings to 86.—J. W. T., DK2, USN.

• *There's always tomorrow—and another bag of mail.*—Ed.

News Buoys Still Riding High

SIR: I noted with interest your article concerning news buoys delivered by Patrol Squadron 17 in the December 1966 issue of ALL HANDS.

OH BROTHER—Seven sets of brothers serving aboard the destroyer *USS Vesole* (DD 878) line up for photo.





UP THEY GO—Two chiefs and a first class petty officer were appointed as warrant officers recently at the Nuclear Weapons Training Center, Atlantic. (left to rt.) Gunner's Mate Technician First Class Robert Malone was an instructor in administrative procedures of cruiser, destroyer and carrier nuclear weapons. Chief Storekeepers Paul Townsend and Clifford Hall taught courses on supply in nuclear weapons systems.

Perhaps I can provide further information.

In 1961, when I was serving with VP-5, the patrol squadron dropped news canisters to the radar picket ships in the Iceland area. It also delivered mail (buoy-style) to the crews manning the weather station on Jan Mayen Island located between the Norwegian and Greenland Seas.

Apparently the idea originated some time before VP-5's northern tour began, because other squadrons, making previous flights over these same areas, were delivering mail in similar fashion. —J. K. Tinder, AX1, USN.

• *We certainly appreciate your ad-*

ON THE GO—Replenishment at sea gives the Fleet mobile power.



ditional information on the possible origin of the news buoy drops. Some time in the near future, we hope to be able to publish a roundup on this subject as a result of the numerous responses we have received.—Ed.

We Warrant He's Not

SIR: I'm afraid J. S. Turner, ABF1, doesn't qualify as the youngest individual to be promoted to Warrant.

I refer to his letter appearing in the January 1967 issue of ALL HANDS. He stated he will be 26 years and nine months old and will have less than nine years of service when promoted to Warrant. He also inquired who was the youngest man to make Warrant, as he would like to know where he stands.

This much I can tell him.

When I was 24 years old with five years and nine months of naval service, I donned the CPO hat. Ten months later, with six years and seven months of service, I was promoted to Warrant when I was 25 years and 13 days old.

That, however, was some time back. I've since been a warrant officer for 23 years—made W-4 on 1 Jul 1957—and will have a full 30 years' service behind me on 13 Jul 1967.—CWO(4) A. Dugan, USN.

• *Your record certainly tops any we've received and you are to be congratulated—even at this late date. Perhaps we'll hear from some other possible challengers.*—Ed.

Death Gratuity

SIR: I have a question concerning the death gratuity.

When updating my record of emer-

gency data recently, I saw that if a Navyman had no wife or children, or if they predeceased him, the death gratuity would go to his parents, brothers or sisters—whomever he named on the emergency data record.

What happens if there are no parents, brothers or sisters—or if they are not designated? May the Navyman designate someone else on the emergency data record?—L. E. H., ST1.

• *An individual's choice in the matter is limited to certain relatives, as indicated below. The death gratuity is a gift from the government. It is equal to six months' basic pay, plus any hazardous duty pay, but is never less than \$800 nor more than \$3000.*

If the Navyman is survived by his wife, the entire sum goes to her.

If there is no spouse, the money is divided equally among the children.

If there is no spouse and no children, the money goes as the Navyman designates it on the emergency data record—but ONLY to his mother, father, brothers and/or sisters.

The Navyman may choose to have it divided equally among his parents and brothers and sisters, or among his parents, or among his brothers and sisters, or simply designate one parent, brother or sister to receive the entire amount.—Ed.

Advancement to Officer

SIR: Eight and one-half years ago I joined the Navy with no real motivation toward a naval career and, in fact, no definite goal in life.

After about five years' service, however, I began to see the necessity for higher education and, at the same time, became highly motivated toward becoming an officer.

So I enrolled in night school at a university and for two years applied for NESEP (Navy Enlisted Scientific Education Program) but did not get beyond the physical because of a vision defect.

After this setback, I tried for the Warrant Officer Program but was told by my screening board I was too young (then 24; although the Navy sets the minimum age at 23) and lacked the experience to be a warrant officer.

Two years later, I checked with my education officer and found that the only officer programs that I was eligible for were the Officer Candidate School group which requires a college degree.

I had by this time managed to complete over three years of college in off-duty study but was unable to graduate because of a transfer to sea duty and overseas deployments. It will be impossible to complete my degree requirements until I am again transferred ashore at which time I will be just over 30 years old.

But, by that time, according to current instructions, I'll have exceeded the age limit requirement for an OCS commission by three years.

Under these circumstances, I would like to find answers to the following questions:

1. Why does the Navy set the maximum age for most commissions at twenty-seven?

2. Does the Navy have any plans to allow enlisted men to complete their last year of college on campus as officers are now permitted to do?

3. Are OCS appointments available to men who are near a degree but do not actually have it?

4. Under my particular circumstances, are there any paths to a commission I have overlooked?—S. R. C., AXC, USN.

• After conferring with the Bureau's Policy Control Branch, we were able to come up with these answers, Chief:

1) Most of the Navy's officers are commissioned after a four-or five-year college training course at an average age of 23 and a half. The reason for setting a maximum age limit for commissioning is to prevent an unreasonable age spread within grades. This not only makes for fairer competition for promotion but maintains the traditional balance between age and experience within the officer ranks.

2) There are currently no plans for enlisted men to complete their last year of college on campus, except through the NESEP program and off-duty tuition aid.

However, the whole matter of educational careers for enlisted persons is now under extensive study. There is a possibility, therefore, that some program will evolve that will support college educations for EMs. There are indications at this time that these Navy-supported college educations will be limited to an expansion of the Asso-

Group VIII Advancement

SIR: Recently, the Navy enlisted about 4000 petty officers under the Group VIII Direct Procurement Program. All these men were experienced in the construction trades and were assigned to the Seabees. Many were enlisted as first class petty officers.

Do these men have to wait the required eight years before qualifying to take the exam for Chief, or is there a separate ruling to cover this situation?—R. D. M., SMC, USN.

• Yes, there is a separate ruling. Men who enlisted as first class petty officers under the Group VIII Direct Procurement Program are eligible for advancement to E-7 after they have had three years' time in rate as E-6.—Ed.



LINING UP—Submarine tender Bushnell (AS 15) and destroyer escort Taussig (DE 1030) line up for highline drill during current Caribbean cruise.

ciate Degree Completion Program recently undertaken on a pilot basis.

3) Individuals may apply for the Officer Candidate School Program after completion of the junior year of college. Those applicants selected may be enlisted before graduation from college, but are required to provide evidence of a degree before being ordered to OCS. Sorry, but no waivers of the degree requirements are granted.

4) As for your specific case, Chief, you may again seek an appointment under the Warrant Officer Program. This program, which does not require a college degree, is an avenue leading to officer status for enlisted men of the Regular Navy. At present, the maximum age limit at the time of application is 39. However, after 1 Jul 1967, the maximum age limit for the WO program will be reduced to 31. As a warrant officer, you would eventually have the opportunity to receive an appointment as a Limited Duty Officer in the Regular Navy, thus attaining your desired goal.—Ed.

Combat Insignia for HMs

SIR: Since submariners and aviators are authorized to wear dolphin and wing insignia, I would like to recommend that hospital corpsmen who have been in combat with the Fleet Marine Force be authorized to wear a "Combat Medic Badge" similar to that of the Army, instead of the Marine Corps insignia they now wear.—M. J. N., HM2, USN.

• The Fleet Marine Force Combat Operation Insignia has been worn by Navymen and Marines who have seen combat with the Fleet Marine Force in all wars and conflicts from World War II to the present.

The Permanent Naval Uniform Board feels the present combat device is adequate, and that Navymen and Marines should receive the same insignia, particularly since Navymen earn the device while serving with the Fleet Marine Force.

The Board has been cautious toward accepting any new breast insignia, because if many such requests were approved, eventually the neat, uncluttered appearance of the Navy's uniforms would be lost.—Ed.

PLANE FACTS—James R. Littlefield, AC3, USN, poses with homemade scale model of the C-130E Hercules flown by his unit. The transport plane took Littlefield two months to build.



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 Reid* (DD 369)—A reunion will be held 21 to 23 July at Milwaukee, Wis. Contact Robert T. Sneed, 1537 North 59th St., Milwaukee, Wis. 53208.

• *uss Massachusetts* (BB 59)—The 22nd annual reunion will be held on 13 May on board the battleship, now based at Fall River, Mass. For information, write to Frank Gately, 4 Cross St., Foxboro, Mass. 02035.

• *uss Callaway* (APA 35)—The third reunion is planned for 1-3 August in Washington, D. C. For information write Wallace E. Shipp, 5319 Manning Place NW, Washington, D. C. 20016.

• *82nd Seabees*—The 82nd Seabees and 519 CBMU will hold their 21st reunion at Los Angeles 18-20 August. Details may be obtained from James Greenwood, 5 Maui Drive, Forked River, N. J. 08731.

• *302nd Seabees*—Members of the 302nd Seabees will hold their 20th reunion on 15-16 July. For information, write to H. W. Price, Jr., 135 Third St. (West), Lewistown, Pa. 17044, or Martin A. Lowe, 8441 Bayard St., Philadelphia, Pa. 19150.

• *Waves Anniversary*—The Waves 25th reunion will be held in San Diego 20-23 July. Details may be obtained from the Wave Reunion Committee, PO Box 12007, San Diego, Calif. 92112.

• *INSMAT*—Members of INSMAT (Inspector of Naval Material) Bethlehem, Pa., from 1940 to 1947 will hold a reunion in Allentown, Pa., 20 May. Information may be obtained from Zeldia Timmins, 3005 Arcadia Ave., Allentown, Pa. 18103.

• *Naval Aviators*—A reunion of naval aviators, designated in or before

1938, is being planned for Pensacola 7-11 June. All past and present naval aviators so designated are urged to send their names and addresses to the Chief of Naval Air Basic Training, NAS Pensacola, Fla. 32508. Details will be sent to you. Names and addresses are being sought, whether or not you plan to attend. Naval aviators designated in 1939 may also submit their names for a possible reunion next year.

• *uss Brush*—Former crew members serving on board from 1945 to 1947, who are interested in holding a reunion, may write to Louis E. Lovette, 436 10th Ave., So., St. Petersburg, Fla. 33705.

• *uss Truxtun* (DD 14), (DD 299) or (APD 98)—In connection with the commissioning of *Truxtun* (DLGN 35), an effort is being made to locate officers and enlisted men who served in earlier ships named *Truxtun*. Write to Prospective Commanding Officer, *Truxtun* (DLGN 35), c/o Supervisor of Shipbuilding, Camden, N. J. 08101.

Telephone Identity

SIR: I have considerable contact with civilians in my work and find it confusing, as a lieutenant (jg), when talking on the telephone, to identify myself as Mister.

It is less confusing, but somewhat cumbersome, to refer to myself constantly as Lieutenant (junior grade).

Would be interested to hear what you have to say about the proper procedure.—I. M., LTJG, USN.

• What we have to say is relatively unimportant. However, "Navy Regs"

swings considerable weight and were you to refer to paragraph 2 of Article 1312, your problem would be resolved.

In short, "Navy Regs" advises that all men who are officers below the rank of commander in the Navy or captain in the Marine Corps may be addressed as "Mister." Women officers in these grades would be addressed as "Miss" or "Mrs."

This rule, however, does not apply to Dental or Medical Corps officers, who are addressed as "Doctor," or to officers of the Chaplains Corps, who

are addressed as "Chaplain."

During a telephone conversation in which the caller knows your military rank, the Mister, Miss or Mrs. prefix is quite proper. However, in your case, if your military rank is not known, a preliminary mention of Lieutenant (junior grade) will identify your military status. After that, you may refer to yourself as Mister, if you wish.

Let there be any doubt, the cognizant experts say you should not refer to yourself as "Lieutenant" nor as "Lieutenant Jay Gee."—Ed.

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Government Printing Office
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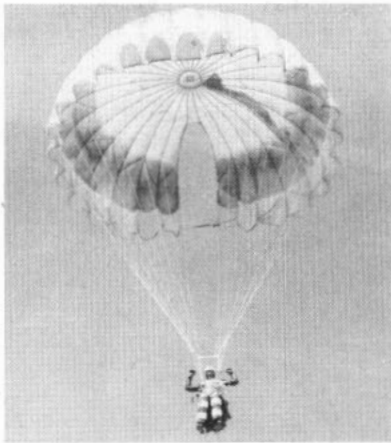
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WHAT IS IT?—Shafer photographs wedge pack test, drifts with "Slot T" chute, takes pictures with helmet camera.

Look Ma, No Wings

YOU DON'T have to be a clown to make a living falling down day after day. You could be a Navy test parachutist, like James D. Shafer, PRC, USN.

Shafer reported aboard the Naval Parachute Unit, El Centro, Calif., in August 1956, and began a career of test jumping that was to make him today, ten years and 1045 jumps later, the Navy's leading test chutist.

Training as a test jumper was rigorous. To qualify, the student had to make sixteen jumps, using the Navy's service parachutes, aviation survival equipment, and various parachuting techniques, such as aircraft exit, freefall, opening malfunctions, and canopy control.

He also learned to make long freefalls without the benefit of instruments, timing his fall by counting off the seconds in a slow and deliberate manner: "one thousand . . . two thousand . . ." and so forth, up to thirty seconds.

During his first two and a half years with the Naval Parachute Unit, Shafer made 381 jumps. Some of them were unusual. He made one such jump in February 1957, while testing an experimental hard-shell parachute container.

In the final moments of his descent, a gust of wind caught Shafer's canopy, and carried him backward, dropping him into a pickup truck.

On another jump, Shafer pulled his ripcord, only to have the handle come off in his hand, leaving his main parachute still firmly packed. He threw out his reserve parachute,

but that was blown into a useless rag when the skirt hem failed.

Fortunately, enough of the ripcord cable was left protruding beyond the housing when the handle broke off for Shafer to wrap it around his finger and pull, thus deploying his main parachute and saving his life.

A few years later, Shafer had a malfunction over the Salton Sea on a scheduled water jump. The test item for the jump was a pararaft, and the problem was whether to activate the pararaft during parachute descent, or after entry into the water.

Chief Shafer's difficulty began just after he pulled the ripcord, and the parachute canopy started out of its container. At the same instant, the pararaft lanyard whipped out of the pararaft kit and snaked around the suspension lines near the canopy skirt, knotting up tight and locking the canopy in a partially open position.

AFTER—Handshake on terra firma.



tion. A quick look over his shoulder showed Chief Shafer what had happened, and he dumped his reserve chute and rode it in.

Research and development in the field of aviation provides the test jumper with interesting work. Some projects that Chief Shafer has taken part in are: Jumper-to-jumper photography on the manual operation of a parachute used in ejection seats; freefall photography to evaluate a deceleration device for very high altitude bailouts; development of the Navy's full pressure suit; and jumper-to-jumper photography of the astronaut's space suit.

Probably one of the most important jobs was perfection of the automatic canopy deflation pockets to collapse a parachute canopy on contact with the water, and spare the airman from a wild water drag by high winds.

While making 1045 Navy jumps, Shafer has compiled some impressive parachuting statistics. For example, he has made: Jumps from 19 different aircraft (three of them jets); five night jumps; 10 high altitude jumps (25,000 feet the highest); 45 water jumps; 274 jumps with delays of 40 seconds or longer (127 seconds the longest); 24 high speed bailouts; (18 of them at over 200 knots); and 28 jumps in which a malfunction occurred requiring, the use of his reserve parachute.

His total freefall time is six hours, three minutes, and 50 seconds. And that's a lot of flight time.

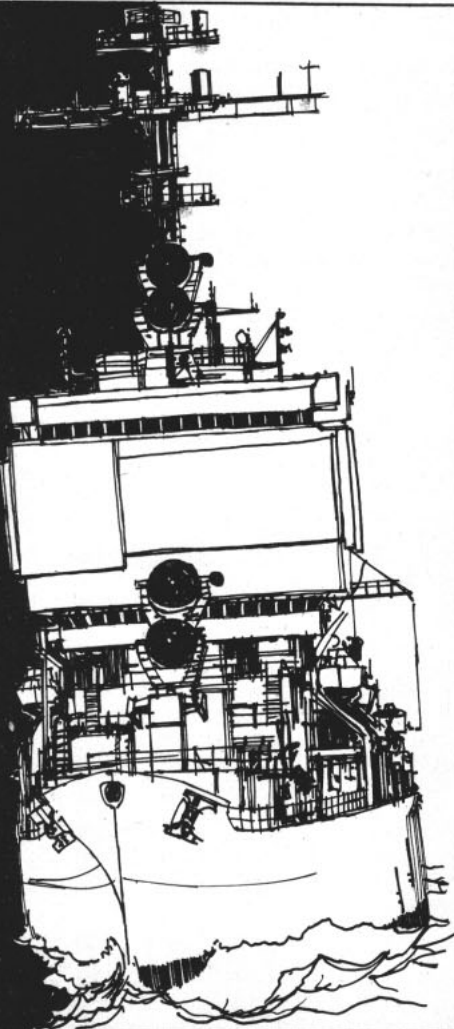
—Ron Miller, HM1, USN.

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... for units of distinction



THE ARLEIGH BURKE FLEET TROPHY is given each PACFLT unit which show the greatest improvement in unit performance. In addition to unit improvement, other factors include administrative inspections, personnel performance, supply readiness, engineering reliability, and safety inspections.



THE MARJORIE STERRETT AWARD is given to the fleet, generally the same type ship in both fleets, which is placed in the winning ships' enlisted recreation fund shortly before the U. S. entered World War II. The award is named in honor of a woman concerned with our preparedness, donated one dime to the fund. The donation attracted further contributions, making a large fund available.



THE ISBELL TROPHY is presented to the Navy's top ASW squadrons for excellence in Fleet ASW competition in Washington, D. C., where the name of the winning unit is engraved on the trophy, but engraved plaques are given to winners.

of EXCELLENCE... for battle efficiency

most proficient carrier weapons departments.

best gunnery and AA director crews.

ships which demonstrate top ASW efficiency.

most highly skilled engineering departments.

excellence in surface-to-air missile operations.

most proficient communications departments.

excellence in minesweeping operations.

degree of excellence in CIC operations.

efficient CVA and CVS air departments.

award is awarded for excellence in ship-to-shore movements.



THE WHITE BATTLE EFFICIENCY "E" is displayed on the bridge bulwark of most ships, the conning tower of submarines and, occasionally, on the aircraft of winning squadrons. It is displayed from the date the winners are announced through the following competitive year.



A SERVICE STRIPE under the Battle Efficiency "E" denotes each subsequent consecutive award. When a unit receives five consecutive "E"s, the white "E" and service stripes are replaced by a GOLD "E". Each additional consecutive award is indicated by a GOLD SERVICE STRIPE.



THE UNIFORM INSIGNIA, white, blue, or gold only, is worn by all crewmembers of units which receive the Battle Efficiency award. The "E" is also worn by participating crewmembers of ships which win the various specialized awards at left.

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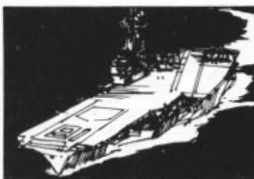
...for aviation safety



THE CNO SAFETY AWARD is given in recognition of outstanding efforts to achieve aviation safety. It is presented each year to aircraft squadrons which maintain the best safety records.



THE CNO READINESS-THROUGH-SAFETY TROPHY is presented to major commands for their contributions to aviation safety. Such contributions must bring about a marked increase in Fleet readiness.



THE ADMIRAL FLATLEY MEMORIAL AWARD is given for superior performance in aviation safety. It is presented each year to one CVA, one CVS, and one LPH.

THE MARK of EXCELLENCE ...

in the Naval Reserve



THE JAMES FORRESTAL TROPHY is named in honor of the Secretary of the Navy who launched the postwar Naval Reserve Program. The trophy is awarded to the outstanding Surface Division (large) of the Naval Reserve.

THE FLEET ADMIRAL WILLIAM F. HALSEY TROPHY is awarded to the outstanding Surface Division (medium) of the Naval Reserve.



THE J. J. MANNING TROPHY is named in honor of Vice Admiral J. J. Manning, former Chief, Bureau of Yards and Docks (now Naval Facilities Engineering Command), during whose term of office the Organized Seabee Reserve was formed. The trophy is given to the outstanding Construction Battalion Division of the Naval Reserve.



THE REAR ADMIRAL S. C. HOOPER TROPHY is named in honor of Rear Admiral Hooper whose influence and direction were responsible for the appearance of many new features in naval radio equipment. It is awarded to the outstanding Surface Division (small) of the Naval Reserve.



THE WALTER S. GIFFORD, JR. TROPHY is named in honor of LT Walter S. Gifford, Jr., USNR, who gave his life while serving with what is now the NAVSECGRU, during World War II. The trophy is awarded to the outstanding Naval Security Group Division of the Naval Reserve.

THE FLEET ADMIRAL C. W. NIMITZ TROPHY is awarded to the outstanding Submarine Division of the Naval Reserve.



THE RESERVE INTELLIGENCE TROPHY was presented to the Director of Naval Intelligence by an anonymous donor in 1957 for presentation to the outstanding Naval Reserve Intelligence Division.

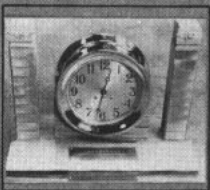


THE NAVAL RESERVE MINUTEMAN TROPHY is awarded annually to the Mobilization Team Division with the most outstanding performance record for the year.

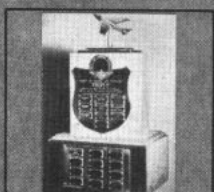
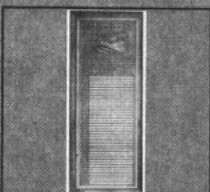


THE EDWIN FRANCIS CONWAY TROPHY is named after LT Edwin Francis Conway, one of the early commanding officers of the U.S. Naval Reserve Aviation Base now known as NAS Floyd Bennett Field. It is awarded annually to the Naval Air Reserve Training Unit judged most efficient in training and operations.

THE SHELDON CLARK MEMORIAL TROPHY is named for a sponsor of the Navy long associated with naval affairs. It is awarded annually to the Naval Reserve Station or Unit achieving the highest combat readiness during the fiscal year.



THE NOEL DAVIS TROPHY, first awarded in 1927, is named for LCDR Noel Davis, USN, who was killed in a plane crash. It is awarded to the most efficient Reserve squadrons by type in the Naval Air Reserve Training Command.



THE CHIEF OF NAVAL AIR TRAINING TROPHY, first presented in 1950, is awarded annually to the Naval Reserve air station or training unit which demonstrates the greatest improvement in annual competitive training.



THE E. V. RICHARDS MEMORIAL TROPHY is awarded annually to the naval district judged to be the most outstanding in the administration and training of the Naval Reserve to meet mobilization requirements. This trophy is presented in memory of Mr. E. V. Richards, a recipient of the Navy Distinguished Public Service Award.

THE VICE ADMIRAL FELIX JOHNSON TROPHY is awarded annually to the naval district (other than the winner of the E. V. Richards Trophy) achieving the greatest improvement in national standing over the previous competitive year. The trophy was named in honor of VADM Johnson for his outstanding contributions to the Naval Reserve program.



THE RICHARD K. WEST TROPHY is named in memory of a Naval Air Reserve pilot long active in Reserve matters both in the field of Reserve training and civilian life. First presented in 1965, it is awarded annually to the naval air station or unit under CNARESTRA having the most outstanding retention record for the previous year.



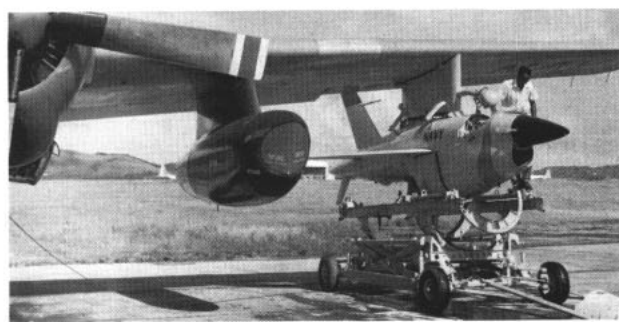
THE "BEAR-TRAP" TROPHY, awarded by the Chief of Naval Air Reserve Training is awarded annually to those Naval Reserve air stations or Naval Air Reserve Training Units establishing the best records in the field of officer procurement.



The
Littlest Jet

TARGET DRONES have been around for quite some time to help Navy gunners keep sharp against an aerial enemy. Today, a speedy little jet called the *Firebee* is doing the job. When dropped from the wing of a *Neptune* it can accelerate to 600 miles per hour to create realistic simulation of an air attack during weapons exercises. The *Firebee* shown here is with a target support group located at Roosevelt Roads Naval Station, Puerto Rico. It is flown on the Atlantic Fleet Weapons Range in support of surface-to-air and air-to-air missile practice operations for Fleet units.

Clockwise from Top: (1) Jet powered *Firebee* drops away from wing of DP-2E *Neptune* to begin target run over Atlantic Fleet Weapons Range. (2) and (3) Technicians from manufacturer work with Navy personnel on *Firebee*. (4) *Firebees* on the factory production line. (5) Helicopter returns jet target to Roosevelt Roads after target run.



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



COMBAT COUSINS—C24 Greyhound cargo plane taxis after first landing on carrier in combat zone. In foreground is E2A Hawkeye early warning radar plane.

Automated Auxiliaries

Automation is spreading. Some time back, the Navy announced that it planned to automate the propulsion plant of a new attack cargo ship (AKA). Now, in addition, it plans to incorporate automated plants in three combat stores ships to be built in San Diego, and in four more AKAs being built in Newport News, Va.

It is estimated that the first of these eight ships will join the Fleet in April 1968, with delivery of the last of the balance in September 1969.

For many years, some subsystems aboard Navy ships have been automated. Lubricating oil and feedwater systems have long been self-regulating. More recently, automatic combustion control of boilers has become standard on all new Navy ships.

By automating these propulsion plants, the Navy will not only reduce the number of men required to operate them but will also improve reliability of the ships. Only three men, instead of the usual 12,

will be required for each engineering watch.

The conning officer will have direct control of the main engines from the bridge. A central console in the engine room will automatically monitor and control all engineering functions. The engineer at this console will know the status of his plant at all times. Temperature, pressure and other critical data concerning the machinery system will be available to him immediately. Thus, he can take immediate action at the first indication of trouble.

Should any part of the system fail, an alarm on the console will pinpoint the trouble spot. Pressing the proper button will call into action immediately the backup component for that part. Mechanical controls will also be provided so that the machinery plant can be controlled locally if necessary.

Although the initial cost of the new auxiliaries will be slightly higher because of the automation feature, it is expected that this investment will be repaid many times.

New Construction

The Navy's stockpile of commissioning pennants has been drawn upon frequently in recent months as several ships joined the Fleet.

The newcomers range from nuclear-powered ballistic missile submarines to escort ships.

First of the group to hoist her pennant, on 25 November, was the escort ship *uss Voge* (DE 1047).

She is among the most advanced ASW surface vessels of her class, capable of operating drone ASW helicopters.

DEs are designed to operate offensively against submarines, and provide support in amphibious assaults and strike force operations.

Voge is named after Rear Admiral R. G. Voge, USN, distinguished WW II naval leader in cruisers, destroyers and submarines. The DE was commissioned at the Boston Naval Shipyard.

The remaining new ships were commissioned in December: two fleet ballistic missile submarines, two nuclear powered attack submarines, a guided missile frigate and a guided missile ocean escort.

First of the newest ballistic submarines, *Francis Scott Key* (SSBN 657), raised her pennant on 3 December at Groton, Conn.

Named for the American lawyer who wrote our national anthem, SSBN 657 will be manned by two crews, Blue and Gold, a procedure which has become routine for FBM submarines.

Key's sister ship, *Mariano G. Vallejo* (SSBN 658) also joined the Silent Service on 16 December at Vallejo, Calif.

This newest member of the missile-firing subsurface force was named after the man who, as deputy to the California territorial congress, supported the rebellion of Californians against their Mexican governor.

Like *Key*, *Vallejo* will also be manned by Blue and Gold crews.

The two nuclear-powered attack submarines which have since joined the Fleet are *Queenfish* (SSN 651), commissioned on 6 December, and

Guardfish (SSN 612), on 20 December.

Both subs, named after WW II boats, are designed to carry submarine-launched ASW missiles (*Subroc*)—one of the latest ASW warfare systems in use today.

Queenfish was commissioned at Newport News, Va., while *Guardfish's* ceremony took place at Camden, N. J.

On the mainland's western seaboard in Bremerton, Wash., the guided missile frigate *Jouett* (DLG 29) closed up her commissioning pennant on 3 December. She is the third ship to bear the name in honor of Rear Admiral James E. Jouett, USN, who distinguished himself in Union action during the Civil War.

The ship carries surface-to-air Terrier missiles, *Asroc* and 5-inch, 54-caliber and 3-inch, 50-caliber guns.

Another ASW specialist ship commissioned in December at Seattle was the guided missile ocean escort *Ramsey* (DEG 2). Her armament includes *Tartar* surface-to-air missiles and a 5-inch, 38-caliber semi-automatic gun. She carries a 240-man crew.

Ramsey is the first ship to be named after Admiral Dewitt Clinton Ramsey, USN, the 45th naval officer to be designated a naval aviator, and former Vice Chief of Naval Operations.

In addition, the submarine, destroyer, amphibious and service forces may look forward to receiving additions to their commands as the result of recent ship launchings.

For the Submarine Force—The nuclear powered attack submarine *Lapon* (SSN 661) was launched 16 December at Newport News, Va.

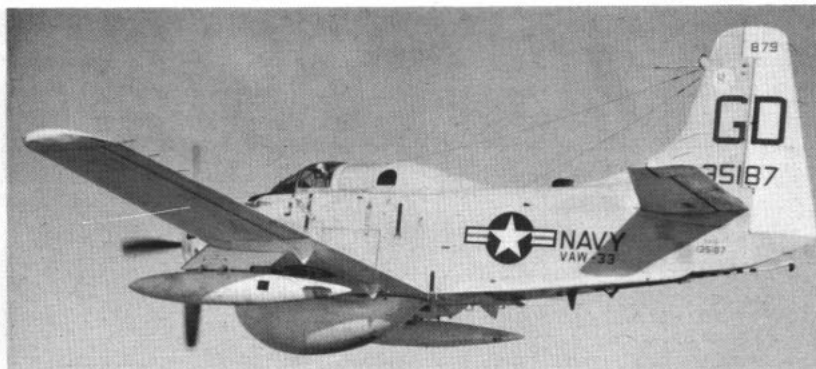
Lapon is 292 feet long, her beam measures 31 feet, and she displaces about 4100 tons. She is scheduled to join the Fleet next November.

For the Destroyer Force—The escort ship *Knox* (DE 1052) was launched 19 November at Seattle.

Knox is the first of a new class of DEs designed for modern ASW tactics, operations such as screening amphibious or underway replenishment forces, or escorting convoys.

Rocket launchers, torpedo launchers, and a 5-inch, 54-caliber gun mount make up the armament of *Knox*. She measures 438 feet in

(Continued on page 38.)



HEADED FOR THE BARN—VAW 33's last *Guppy* makes its final flight.

Guppies Retired

To an aquarium owner, guppies are only fish. To the Navy, however, they are aircraft which once provided eyes for the Fleet. Recently Carrier Airborne Early Warning Squadron 33 retired the last of its EA-1E *Guppies* but many remember the year 1953 when the planes with the fish-like bulge became operational in VAW-33.

When the *Guppies* roared into the air, their radar equipment peered over the earth's curve from heights of 10,000 to 15,000 feet to spot potential enemies still invisible to surface radar.

The EA-1E *Guppies* were first used as radar picket planes by three Early Warning squadrons. Later, they were all transferred to VAW-33 making it, according to its estimate, one of the largest carrier based squadrons in the world.

In the fall of 1964, during a NATO exercise, it was a VAW-33 *Guppy* that intercepted and photographed two Soviet *Badger* jet reconnaissance aircraft. It was the *Guppies* which, among others,

scanned the skies with their radars as five Gemini space capsules returned to earth.

The *Guppies* were invaluable in search operations. Their radar could locate both air and surface objects, and they could guide other aircraft to locations which needed investigation.

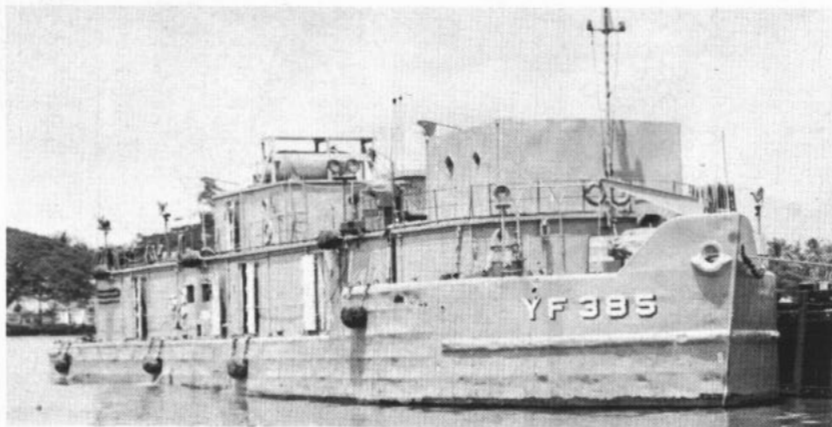
When the VAW-33 *Guppies* completed their last mission, they were turned over to Quonset Point Overhaul and Repair with engines still hot.

For VAW-33, the retirement of their *Guppies* meant the beginning of a new kind of work. Nowadays, the squadron is concentrating all its efforts on electronic countermeasures.

There were other versions of *Guppy* aircraft before the EA-1E joined Early Warning Squadron 33. These included some early models of the modified AD *Skyraider*, the AF *Guardian* which was assigned to service in 1950, and the TBM *Avengers* that were modified to this configuration soon after WW II.

END OF THE LINE—Pilots O'Donnell and Duffer end *Guppy's* last mission.





WATER-BORNE REFRIGERATOR—YF 385 moors at Da Nang landing between runs to Chu Lai to supply Navy and Marine bases with frozen foods.

length, and displaces about 4000 tons fully loaded.

The new DE is named after Commodore Dudley W. Knox, USN, World War II naval historian.

For the Amphibious Force—The

amphibious transport dock ship *Shreveport* (LPD 12) also was launched at Seattle. *Shreveport* is designed to carry combat troops and their equipment, landing craft, and transport helicopters which may op-

erate from the ship. She is scheduled for commissioning next December.

For the Service Force—The combat stores ship *Concord* (AFS 5) was launched 17 December at San Diego.

Concord is the fifth of her new class of stores ship. Within her 79-foot beam and 581-foot hull, she has a full-load displacement of more than 16,000 tons, consisting of a variety of on-the-line replenishment items.

The new stores ship has four 3-inch, 50-caliber twin gun mounts and will carry a 400-man crew.

More New Construction

The guided missile frigate *uss Biddle* (DLG 34) has been commissioned at Boston Naval Shipyard.

She is the fourth ship to be named in honor of Captain Nicholas Biddle, a hero in the Continental Navy during the Revolutionary War. The third *Biddle*, a guided missile destroyer, was designated the mixed-manned demonstration ship for the Nato Multilateral Force concept. Her name was later changed to *Claude V. Ricketts*.

Biddle is a 7900-ton frigate with a length of 547 feet and a beam of 54 feet. Her armament consists of a dual *Terrier-Asroc* missile launcher, 3-inch/50 caliber and 5-inch/54 caliber guns, torpedo tubes and the Drone Antisubmarine Helicopter *Dash*.

Biddle's keel was laid on 9 Dec 1963, she was launched in Jul 1965.

Corsair II Meets Fleet

The sleek *A7A-Corsair II* was a newcomer to the flight deck of *uss America* (CVA 66) as she cruised off the Virginia capes. The new attack aircraft had joined the Navy on an experimental basis and was undergoing its qualifications as a carrier-based aircraft. The test pilot's verdict was simple—no difficulty was expected and none was encountered.

The 17,000 pound jet can cut the air at more than 600 miles per hour. When it is delivered for squadron use, the *A7A-Corsair II* will supplement, and eventually replace, the *A-4 Skyhawk* attack aircraft, which are now serving in Vietnam.

The new plane will increase the striking power of fast attack carriers.

Father-Son Reunion

Generally speaking, a jet pilot would be less than eager to act as copilot in a slow-flying, prop-driven *S2 Tracker* on a routine surveillance flight.

Lieutenant (jg) Clarence K. Miles didn't mind, though. The pilot was his father, and he hadn't seen him in two years.

The reunion flight took place recently at Point Mugu, Calif., when Commander Warren H. Miles and his son flew their first operational flight together over the Pacific Missile Range.

Commander Miles is range aircraft officer at Point Mugu, and his son is currently assigned to the Advanced Training Command at Kingsville, Texas.

Commander Miles was on hand at the flight line to greet his son, who flew to Point Mugu on his cross-country instrument training flight, in an *F9 Cougar* jet.

Although LTJG Miles is following in his dad's footsteps as a Navy pilot, the resemblance between their careers stops there.

The commander joined the Navy in 1939 and spent his first six years as an enlisted man.

The older Miles spent his first three years in the Navy as a machinist's mate, then became an aviation pilot (AP), making chief

petty officer before getting his commission in 1945.

He has flown 36 different types of aircraft, and has accumulated more than 10,000 pilot hours, and another 2000 hours in a crew status.

LTJG Miles is an Academy man, class of 1965. He gained admission to the Naval Academy through the Presidential Appointment program.

During his days in several training squadrons, young Miles has flown both prop and jet aircraft. He prefers the latter. Still.



Swift Boat Duty

When it was designed, the *Swift* was intended for such routine assignments as the resupply of oil rigs in the Gulf of Mexico. The market demand changed not only its job, but its area of operation.

Several divisions of *Swift* boats patrol about a thousand miles of Vietnamese coastline. One of these divisions is the 105th.

The work done by the men of 105 is more or less typical of other *Swift* boat divisions engaged in Operation Market Time.

Division 105 sailors are on duty from 24 to 30 hours each patrol. After that comes a day of standby duty, then a day of rest. The maintenance crews are busy, too. They frequently work 12 hours a day and their day of rest comes only when there is nothing left to be done.

The work of *Swift* Division 105 is varied. It may be called upon to fire mortar rounds or bullets over the beach to destroy VC positions or to support friendly troops.

Sometimes, it helps fishermen in distress.

The *Swifts* of 105 division have also had their share of mercy missions. They have frequently helped sick and wounded civilians and assisted Vietnamese junk crews in trouble. On one occasion, for example, a division *Swift* rescued 156 Vietnamese refugees from an overloaded junk which was foundering in a storm.

The principal job of the *Swifts*, however, is to search the countless junks which swarm along the coast.

Most of the junks searched are what they seem to be—fishing boats or carriers of innocuous cargo which may be anything from rubber tires to pungent *nuoc mam* (a sauce made of fermented fish).

The identification card of each person aboard is examined when a junk is stopped. If there are irregularities in ID cards or cargo manifests, the person or boat is taken into custody.

Contraband salt is an item the men of Division 105 look for. A *Swift* boat sailor expects that a junketeer carrying contraband salt is up to no good. Either he is a profiteer or he is supplying the Viet Cong, for common salt is a commodity which means little to those who have it but everything to those who don't.

Although Division 105 is a com-



TEN SCORE—LT Al Hyde gets handshake from plane captain after his 200th combat mission over Vietnam.

parative newcomer to the Vietnam scene—it became operational last May—it has had a fair share of the action. It has, for example, destroyed more than 30 Viet Cong junks and engaged in more than 20 firefights with the enemy.

Over 150 tons of contraband salt and considerable amounts of other contraband items have been confiscated, and hundreds of Viet Cong suspects have been intercepted.

Life for *Swift* boat crewmen ashore could hardly be considered cozy and homelike. The 105 camp is no exception. Located on a harbor at the foot of some mountains, it is a

good base for operations, but there is always the chance that the VC will attack from the high ground.

Showers for the men come from oil drums and the water is salty. A little village has sprung up nearby and a big night on the town for the sailors means going to the village to sample the local french fries and squid a la Vietnamese.

Every night there are movies at the camp's theater, which consists of a screen, wooden plank benches and a canopy covering the projector. In their spare time, the men of *Swift* Boat Division 105 clean their weapons and talk about home.

—William B. Rozier, JO2, USN

Sacramento Moves a Lot

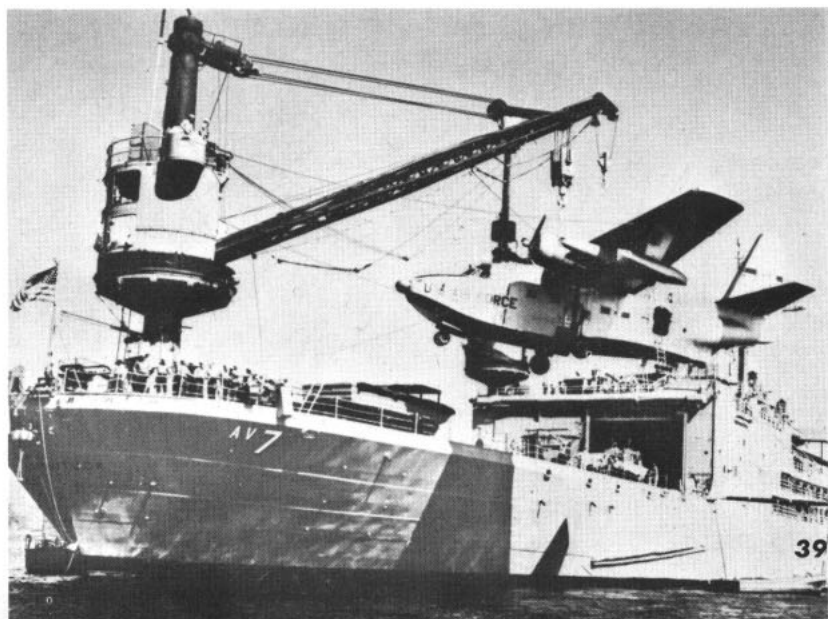
During her recent deployment in the Western Pacific, the one-stop replenishment ship *USS Sacramento* (AOE 1) delivered the goods at a record pace.

During her nine-month sojourn, *Sacramento* replenished 812 ships, delivering 74 million gallons of fuel, 3000 tons of provisions, over 14,000 tons of ammunition, and over 1000 tons of other materials. Over 5000 tons of this were delivered by her helicopters, employing the vertical replenishment at sea technique.

Sacramento's high speed and rapid cargo transfer rate enable her to operate in formation with fast carrier task forces, replenishing rapidly, thereby reducing time alongside the combatant ships.

Equipped with the latest in cargo handling equipment, she also has two UH-46A copters, which can transfer over 100 tons of cargo per hour.

ON SAME TEAM—*USS Currituck* (AV 17) takes amphibian aboard for repairs.





WHITE TOP—USS *Iwo Jima* (LPH 2) has been trying out a white flight deck. So far it has been a success.

White Deck for *Iwo Jima*

The amphibious assault ship *uss Iwo Jima* (LPH 2) emerged from a recent inport maintenance period as the only U. S. Navy aircraft carrier with a white flight deck.

Normally, an LPH flight deck is a dark gray color with the helo landing spots outlined in white. *Iwo Jima* obtained permission to reverse her coloration on an experimental basis.

There were two major questions under study. First, would the light

color help maintain cooler temperatures in the electronic, office and living spaces located below the flight deck; and second, would the reversed colors facilitate flight operations, especially at night or during bad weather?

Since *Iwo Jima* has been back at sea, all indications are that the new surface really does reduce the temperature below decks. The new coloration has received extensive testing, including a week of amphibious exercises and almost daily flight operations under conditions varying from cloudless sunlight to full dark with rain.

Pilots like the change. They have found that visibility is greatly improved; landing spots stand out clearly and distinctly; and it's much easier to orient to the ship at night.

There was earlier concern that the light color might cause too much glare for the pilots and the crews working on the flight deck. However, in practice this has not been a significant problem. The roughness of the nonskid surface breaks up the reflection and provides even illumination.

While it is still too early to make any final evaluations, *Iwo Jima* is confident that the experiment will be a success.

Alloy Tested

A new vanadium base alloy has been developed which will be used experimentally for wing tip extensions on the X15A-2 high altitude

research plane. These wing tips will be exposed to temperatures on the order of 2400° F during flight missions.

Developed by the Naval Air Systems Command under its Materials Research Program, the new alloy is 20 per cent lighter than steel, is relatively easy to work with, and has high strength over a wide temperature range.

Because vanadium base alloys require a protective coating for use above 1300° F, aluminum-silicon coatings have been developed.

Use of the vanadium alloy on the X15A-2 provides an opportunity to obtain data on the effects of load and temperatures over a wide range of operating conditions, and also permits evaluation of structural details. The X15A-2 will have a flight capability of an altitude of 100,000 feet.

Development of the vanadium base alloy has reached the pilot plant stage of production.

Supply Ship *Pollux*

Wherever the Seventh Fleet goes, units of the Pacific Service Force are not far behind.

These ammo-, oil- and stores-carrying ships make up the Navy's support echelon which "delivers the goods" at sea to the fighting ships on the line off Vietnam.

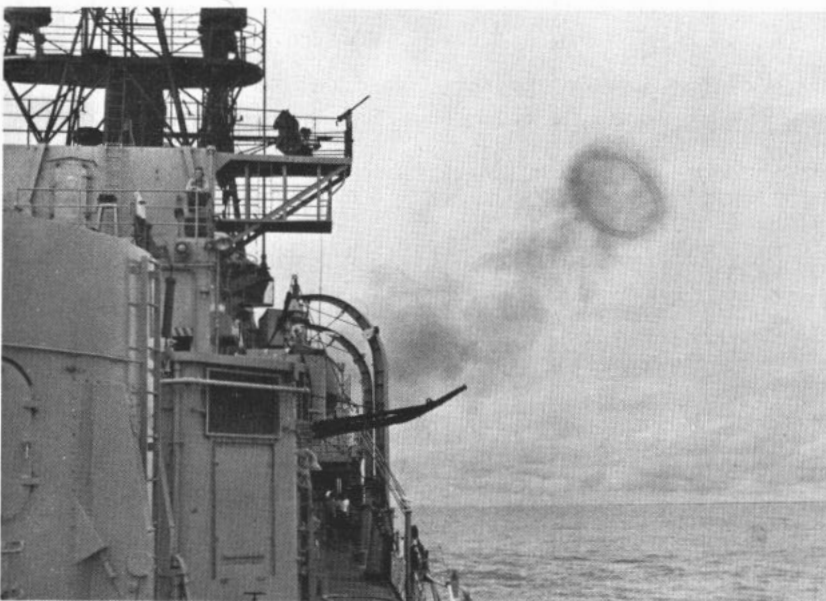
Representative of these service force ships is *uss Pollux* (AKS 4).

As a general stores issue ship, *Pollux* might be compared to a floating naval supply depot. She is not one of the new supply ships—AFS or AOE—which have greatly increased capacity, but she is typical of many Service Force ships that are performing a topnotch job now, and have been doing so over the years.

The story of the latest additions to the Fleet's supply service, the combat store ship (AFS) and the fast combat support ship (AOE), will be told in future issues. Here's a report on the latest activities of the veteran *Pollux*.

Her storage spaces measure 350,000 cubic feet, enough area to carry 31,000 individual stock items. Three of the ship's five cargo holds are three-level spaces; two are four-level. Altogether, they house a five-million dollar inventory that ranges in size from an engineering forced-draft blower as large as an automobile, to resistors as small as a match head.

FAMILIAR RING—Smoke ring forms behind projectile shot from destroyer.



Transfer of supplies from *Pollux* to a customer ship usually is made in a matter of minutes. However, each transfer is a time-consuming job for her supply department whose members make up one-third of the ship's crew.

About 72 hours before she makes rendezvous with her customer ship, *Pollux* receives a requisition message listing customer needs by stock number, quantity and other pertinent accounting data.

This information is punched on computer cards which are then fed into a series of data processing machines. The end result tells the storekeepers where each requested item can be found in the ship's vast storage spaces.

Once the items are located, they are assembled and the cargo handling crews take over.

As a rule, there are five 14-man crews working each hold. The crews load the supplies onto nylon slings and nets attached to one or more of the ship's 10 main-deck booms, each with a 10-ton lift capacity.

These cargo booms, six of which are located forward and four aft, enable *Pollux* to replenish two ships simultaneously, one on each side. In fact, she reports that she services about 136 ships both day and night every four to six weeks during her swings through fleet stations.

After each swing, she returns to her home port, Yokosuka, Japan, where she in turn is replenished. *Pollux* claims she could remain on station much longer except that the needs of the Fleet quickly deplete her onboard stock.

Not all of *Pollux's* transfers are limited to ships at sea. In past months, she has anchored in Da Nang Harbor and unloaded supplies onto small landing craft for transfer to the Da Nang Naval Support Activity. In addition, she has made emergency supply runs to bases in the Philippines and Taiwan.

About two years ago, after *Pollux* joined the Fleet's rear echelon mainstay force, her crew claimed to have established a transfer record believed still unequaled. She replenished 29 ships in 24 hours.

Enterprise Open

The first Enterprise Open Golf Tournament has been won by James D. Tate, Electronics Technician 2nd Class, and Lieutenant Commander Jack W. Davis.

Eighty-four golfers from the carrier and Air Wing Nine participated in the event, held at Subic Bay's Binictican Valley course during the ship's recent visit.

Petty Officer Tate carded an 84 to win the Scratch title. Second place went to Lieutenant (jg) Ed Leonard.

LCDR Davis, playing under Calloway Handicap rules, scored a net 72 for a half-point win over Senior Chief Machinist's Mate Herbert Cantrell.

Other winners were:

- Lieutenant Commander Kerry Coe, whose 285-yard drive on the fifth hole was the longest tee shot of the day.
- Ensign Terry Gukiesen, who came closest to sinking a tee shot



READY TO GO—Skyraider sits on catapult aboard USS *Intrepid* (CVS 11), ready for mission in Vietnam.

when his drive stopped six feet, two inches from the cup.

• Lieutenant James R. Gloude-mans, who carefully fashioned a 149 on the par 70 course for last place honors.

Bobsled Champs

Two Navymen have won the North American two-man bobsled championship at Lake Placid, N. Y.

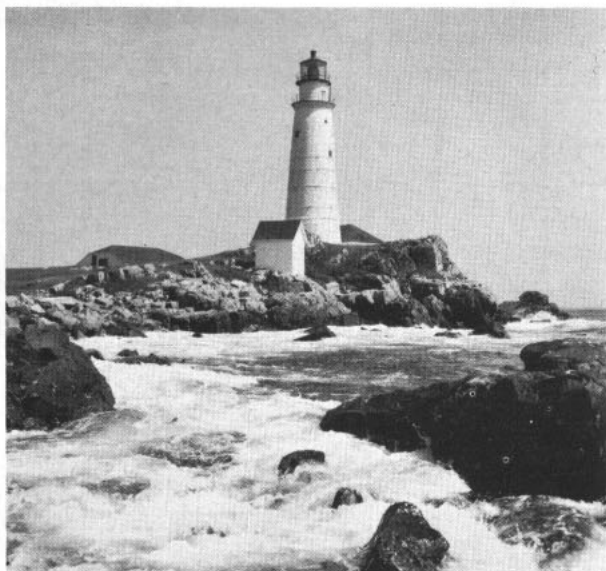
Pilot Paul Lamey, LT, USNR, and brakeman Bob Huscher, ADR2, clocked a total time of 4:50.19 for four heats on the mile-long Mt Van Hoevenberg ice run to win the title.

Both have been riding the Navy sleds for three years.

ALL ASHORE—Tank landing ship *Suffolk County* offloads tanks and other vehicles during LantFlex 66 in Caribbean.



Brief news items about other branches of the armed services.



LANDMARK—250-year-old Boston Light Station, now operated by Coast Guard, is country's oldest. Three Guardsmen tend 2,000,000-candlepower light in harbor.

A COMPARATIVELY NEW cream has become an increasingly important first step in burn treatment in a three-phase treatment inaugurated by Army doctors.

The ointment was developed and tested by the Surgical Research Unit at Brooke Army Medical Center, Fort Sam Houston, Texas. Army medical authorities have credited it with saving the lives of many seriously burned patients.

The cream has a buttery consistency and contains sulfamylon in a water soluble base. It is applied to a cleansed burn wound by hand with the hand encased in a sterile glove. No dressing is necessary.

The second and third phases of the program include skin grafting and patient rehabilitation.

Before any of these steps are taken, however, the depth and extent of the patient's burn are determined and his general physical condition is ascertained. The patient is also examined for other possible injuries.

A history is obtained in which the circumstances of

NEW ARMY medium antitank weapon is in development.



the injury are recorded, and therapeutic and resuscitative measures are taken. The Burn Study Branch of the Surgical Research Unit is able to provide specialized care for the patient and conduct clinical investigative studies on burn problems as well as teach and train others in the special field of burn trauma.

The Burn Service is authorized to treat active duty or retired military personnel and their dependents.

Rapid long-distance transportation to Brooke General Hospital is provided by the Military Airlift Command. In urgent situations, a Surgical Research Unit burn team will fly to any location within the continental United States to evaluate and return burned patients to the unit and provide treatment en route.

★ ★ ★

DURING 1966 more than 600 lives were saved by the Air Force's Aerospace Rescue and Recovery Service (ARRS). Two-thirds of the rescues were under combat conditions.

ARRS has earned a reputation for recovering downed airmen, assisting in space operations, directing evacuations and rescuing mountain climbers. It is a component of the Military Airlift Command.

Rescue and recovery pilots fly transports, amphibious aircraft, and helicopters. There are ARRS units at 87 locations in the U. S., Guam, the Panama Canal Zone and in 18 foreign countries.

The rescue and recovery command has long been involved in the space program. In 1966 ARRS took part in every manned space shot from Cape Kennedy.

When *Gemini Eight* made an unscheduled splash-down 450 miles east of Okinawa, a rescue aircraft reached the scene in time to see the capsule hit the water. Just 20 minutes later para-rescuemen had attached a flotation collar.

Several ARRS units and individuals received awards during 1966. The 38th Aerospace Rescue and Recovery Squadron earned the Presidential Unit Citation for extraordinary gallantry in Vietnam, and the Third Aerospace Rescue and Recovery Group received a total of 983 awards of various kinds.

★ ★ ★

THE SECOND STEP in a three-part program has been taken by the Army Map Service toward developing the water resources of Southeast Asia. It includes aerial photography, field control and map compilation of portions of the Mekong River basin in Thailand and Laos.

The water resources project is the result of a United States agreement with Laos, Thailand and Vietnam to investigate the development potential of the PaMong—one of three Mekong River main stream projects. The others are the Sambor and Tonle Sap.

The project aims at determining the economic and technical feasibility of constructing the proposed Pa-Mong multi-purpose dam on the Mekong River above Vientiane, Laos.

If the dam is built, it will generate electric power and provide irrigation for large areas of farm land in Thailand and Laos. The dam would also control flooding and make the river navigable.

The current project calls for aerial surveys of several

thousand square miles and 455 photogrammetrically-compiled map sheets.

The entire program is being sponsored by the Agency for International Development (AID). The Interior Department's Bureau of Reclamation is administering United States participation in the program.

★ ★ ★

FOR A ONE-YEAR-OLD, MAC has done quite a job. Between 1 Jan 1966 when it began operations and 31 December, MAC (for Military Airlift Command) transported more than two million passengers and carried over 500,000 tons of cargo, most of it bound for South-east Asia. Traffic to the Pacific area, it developed, exceeded the entire worldwide airlift during 1965 when MAC was known as the Military Air Transport Service.

Several factors contributed to the big increase in the volume of MAC's workload during 1966:

- In January, the entire Third Brigade of the 25th Infantry Division was airlifted from Hawaii to Pleiku for Operation Blue Light.

- More than 9000 tons of Red Ball Express high-priority cargo were flown to Vietnam.

- More than 100,000 patients and medical attendants were airlifted throughout the world.

- During the year, the C-141 *Starlifter* force was more than doubled, thereby increasing MAC's capability for greater service.

The Air National Guard and the Air Force Reserve were an important factor in the job MAC did in its first year. As MAC airlift requirements were increased, Reserve airlift support was also raised, with a fair share of its missions bound for Vietnam.

★ ★ ★

AN AUTOMATIC flight control system which could lengthen the useful life of many large aircraft by eliminating the stresses and strains placed upon it during flight is being studied by the Air Force.

Called LAMS, for Load Alleviation and Mode Stabilization, the program is being conducted for the Air Force Flight Dynamics Laboratory, Wright-Patterson AFB, Ohio.

The flight control system being sought, already proved feasible in early tests, will automatically compensate for structural vibration and will reduce stresses from wind gusts and maneuvering loads, which are all causes of metal fatigue in aircraft.

During evaluation of the flight control system, two analog computers, and more than 164 strain gauges will be installed in a B-52 aircraft to test the new technique in a realistic flight environment.

Flight demonstrations will begin in the fall of this year, and should be completed by the summer of 1968. Approximately 35 flights are scheduled.

Sensors will be installed on structural members of the fuselage, wings, and tail surfaces to sense the energy motion or loading applied to the aircraft and transmit it to the computers. A 15-foot boom on the nose of the B-52 will measure wind gusts that buffet the airplane.

The computers will monitor information from the pilot and data received from the instrumented sensors, then make quick calculations and automatically actuate controls to stiffen structural members of the aircraft.



NATIONAL GUARD AIRLIFT—Army helicopter is loaded on Missouri Air National Guard plane for Vietnam.

Rate gyros will sense forces being applied to the aircraft, and automatically apply controls in an opposite direction.

Besides increasing structural life of the aircraft, the new system will increase crew efficiency because of the smoother ride, which is essential on high-speed, low-level flights. It also will provide a more stable platform to increase the accuracy of weapons delivery.

"THUNDER ROAD"—Army tanks move down Highway 13 on clearing mission during operations in Vietnam.



THE WORD

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

• **DISCHARGE EMBLEM**—A discharge button or pin, as appropriate, will be issued to each individual who is honorably discharged, whether or not he or she reenlists.

The Chief of Naval Personnel has directed that this lapel device be presented to all Navymen leaving the service.

Ex-Navymen are encouraged to wear the pin as a symbol of their contribution in time and effort to the defense of their country.

• **VRB AND COMBAT EXEMPTION**—Men who reenlist while within the combat zone in Southeast Asia are not required to pay income tax on their variable reenlistment bonus, even though some payments may occur after leaving the zone.

When the reenlistment for which VRB is payable occurs in a month during any part of which the Navymen served in a combat zone or was hospitalized as a result of wounds, disease or injury incurred while serving in a combat zone, the first and following installments are not subject to federal income tax. Tax will not be withheld, and you will not be required to report the reenlistment cash on your federal return.

If the reenlistment occurs during a month in which you spend no time within the combat zone, the VRB is taxable. The tax must be paid even though a VRB installment is received while you are serving in a combat zone.

• **NAVY COLLEGE APTITUDE TEST**—Last December, over 19,000 young men throughout the world participated in the 21st administration of the Navy College Aptitude Test (NCAT), which is the first step in the competition for the Regular NROTC Program.

Approximately 9000 of the applicants qualified on the test. These candidates were processed in January and February 1967 to compete further for appointment to Midshipman USNR status.

About 1700 selected candidates

will enter one of the 52 colleges and universities in which NROTC units are established during the fall of 1967.

Regular NROTC midshipmen receive the compensations and benefits authorized by law for a period not exceeding four years. During their college training, the Navy pays tuition, costs of textbooks and uniforms, other fees of an instructional nature, and a subsistence allowance of \$50 per month. The regular NROTC program is a major source of career Navy and Marine Corps officers.

• **OFFICERS ORDERED TO VIETNAM**—The Bureau of Naval Personnel is maintaining close liaison with naval commands ashore in Vietnam to ensure the timely relief of officers by individuals with the proper experience and background, and who have received appropriate predeployment training.

To achieve effective liaison, officers with recent Vietnam experience are assigned to the placement desk in the Bureau. Placement officers maintain close personal contact with Vietnam activities by mail and telephone, and by field trips when practical and necessary.

Wherever possible, officers are selected as reliefs for individuals in Vietnam as much as nine months in advance of scheduled reassignment

William M. Spague, RD3, USNR



"What kind of an order was that?"

dates. This long lead time provides a greater field of available replacements from which to choose, permits increased selectivity and flexibility in officer assignment procedures, and improves the opportunity for preferential assignments for officers returning from Vietnam.

Officers assigned to duty in Vietnam are the best qualified for the billets for which they are selected. In addition to the selection process, training especially tailored to the Vietnam conflict is given to make the officer an effective member of the operational organization immediately after reporting in Vietnam.

RELEASE FROM ACTIVE DUTY—Reserve officers may no longer be involuntarily retained on active duty unless they have expressly agreed to a definite term of obligated service.

The latter exception covers, for example, Reserve officers who are obligated to serve on active duty for definite terms because of inservice schooling or training they have received.

Reserve officers who had earlier requested release but are involuntarily serving on active duty will be released as soon as possible. In no event will such Reservists be retained involuntarily later than 30 June.

Tico's Advisors

The 3200 enlisted men aboard USS *Ticonderoga* (CVA 14) now have two spokesmen in the persons of Master Chief Quartermaster Ray Dorris and Master Chief Radarman Kenneth Ayers. The two were appointed to the offices of Senior Enlisted Advisor and Assistant Senior Enlisted Advisor.

Between them, Chiefs Dorris and Ayers have 47 years of U. S. Navy experience. They will advise *Ticonderoga's* captain on matters concerning crew morale, habitability, incentives to remain in the Navy, discipline, military courtesy and appearance.

They will also keep crew members informed on policy matters and report to the captain concerning means by which *Ticonderoga's* operating effectiveness may be enhanced.

The appointments aboard *Ticonderoga* can be compared to the nomination of the Senior Enlisted Advisor of the Navy who counsels the chief of Naval Personnel concerning enlisted matters.

THE BULLETIN BOARD

Transient Accommodations for You in Washington & Elsewhere

ENLISTED NAVYMEN who have just arrived in Washington, D.C., are frequently faced with the problem of finding temporary housing until they get squared away. This type of housing is now available to a limited number of Navymen and their families.

As units become vacant in Bellevue Navy Housing, they are rehabilitated and then set aside as a sort of motel for use by incoming enlisted Navy families.

The Bellevue units are by no means luxurious, although they are clean and adequate. They had been set aside from a group scheduled for eventual disposal but, in the meantime, have been transferred to the Navy Ship's Store Office for operation as transient accommodations.

At the present time, about 20 units are available. Within the next three years, 71 units will be reserved for the exclusive use of transients. The number increases as houses are vacated by Navymen who lived there during their stay in Washington.

The houses contain one, two or three bedrooms. Each unit has kitchen facilities.

To check into Bellevue, you must go to the Bellevue Navy Exchange. The hours are 0800 to 1630. Travelers arriving after those hours can call 562-0603. In case you forget the number, it is posted on the Exchange door.

Bellevue housing is located in the southeastern section of the District of Columbia near the Maryland line. It is at the south end of Bolling Air Force base which is a prominent feature on most maps of the area.

Bellevue is accessible from Interstate Route 295, which you should leave when you see the Naval Research Laboratory sign.

Daily rates for the housing units are reasonable and on a rising scale depending on their size. There is a rather flexible limit of 15 days placed upon occupancy. In cases where hardship could be avoided through longer occupancy, permission may be requested from the Naval Station.

Although Washington, D.C., is the latest addition to the list of transient accommodations, it is by no means the only city in which they are available. Here are the others, in the U.S. and overseas:

Guest Houses

NTC, Bainbridge, Md.
NAS, Jacksonville, Fla.
NAAS, Whiting Field, Fla.
NAS, Grosse Ile, Mich.
NS, San Juan, Puerto Rico
NAF, El Centro, Calif.
NS, Kodiak, Alaska
NHA, Yokohama, Japan
NS, Keflavik, Iceland

Hotels/Motels

NH, Philadelphia, Pa.
NAS, Lakehurst, N. J.
NAS, Cecil Field, Fla.
NAAS, Fallon, Nev.
FA, Yokosuka, Japan

The U. S. Naval Station furnishes each unit with necessary linens, but does not provide kitchen equipment. The latter is available, however, through the Navy Family Services Center and the Navy Wives who have assembled houseware kits and made them available to incoming personnel in need of pots and pans.

The kits can be obtained by calling Special Services in Building 150 of the Naval Station. The telephone number is OXFord 8-2033 or OXFord 8-4416. Special Services office hours are from 0800 to 1630 Monday through Friday.

All-Navy Cartoon Contest Joel B. Little, AC2, USN



"That was real funny. Now let me tell you a sad one!"

The U. S. Naval Station is also located in southeast Washington on Interstate Route 295. If you are looking at a map of the city, find South Capitol Street where it crosses the Anacostia River and you have found the Naval Station.

The only credential you need for transient quarters at Bellevue is your ID card. It is not necessary to check into the Naval Station before receiving temporary quarters.

Reservations for the transient units cannot be made in the usual sense. If a unit is not available, however, when you arrive in Washington, you can have your name put on a waiting list and be notified when a vacancy occurs at Bellevue Naval Housing.

Hotel in Yokosuka Is Renovated 'Ryokan'

In the course of your Navy career you are quite likely, at one time or another, to spend some time in Yokosuka, Japan. If you are not stationed aboard ship at the time, you are also likely to find suitable accommodations scarce.

You might remember the Ryokan. "Ryokan" is Japanese for inn. The Ryokan is a Navy exchange hotel.

The Ryokan has 50 rooms. A single Navymen may check in for as little as \$2.50 per day, and facilities are available for families as large as eight people at a slightly higher price.

The hotel was originally a BOQ. It has recently been renovated and now offers routine hotel services, including laundry pickup and delivery, a children's playroom and a small laundromat.

As a general rule, guests may remain at the hotel as long as 15 days—longer, if vacant rooms are available. Navymen on PCS orders and their families may remain for as long as 60 days, but since such Navymen do not lose their BAQ, they may not collect temporary lodging allowances while they are staying at the Ryokan.

A Briefing on Medical Care for Navy Dependents and Retirees

TO PROVIDE A CONVENIENT interim guide to Navy dependent medical benefits, ALL HANDS has compiled the following information for reference until an official handbook on the subject is available.

Since the Navy vocabulary first included the word Medicare, the program it designates has increased by leaps and bounds. It has, in fact, changed so much that it is no longer called the Dependents' Medical Care Program. The official title became the Uniformed Health Benefits Program when the law came into effect on 1 Jan 1967.

The change in title is indicative of the increased benefits offered active duty and former Navymen entitled to retired or retainer pay and to their dependents under the provisions of Public Law 89-614.

As a result of this law, many major changes have taken place in the uniformed services' program of health benefits for dependents and personnel who have retired, and for former Navymen entitled to retired and retainer pay.

Civilian outpatient care, for dependents of active duty personnel, was described in Change No. 3 of

SecNav Insts 6320.8C and 8620.9D. This facet of dependent medical care has previously been presented in ALL HANDS. (See Dec 1966, page 46.)

A new program is now in effect incorporating old benefits and adding others which became effective on 1 Jan 1967. These are outlined in joint directives (SecNav Insts. 6320.8C and 8620.9D) which have been distributed to all ships and stations. They should be consulted concerning the details of the program and for information on how to submit claims for medical care.

I. The Uniformed Services Health Benefits Program As It Applies to Dependents of Active Duty Navymen

Major Benefits: Increased health benefits in uniformed services facilities. Increased benefits in civilian inpatient facilities and new outpatient benefits from civilian facilities. A new program of assistance for the mentally retarded and the physically handicapped.

Inpatient and Outpatient Benefits At Uniformed Services Facilities

Who is Eligible: Dependents (wife, dependent husband, child, parent and parent-in-law) of Navymen on active duty for more than 30 days.

Benefits Authorized: The following benefits are authorized subject to the availability of space and facilities and the capabilities of the professional staff: Hospitalization; outpatient care; drugs; treatment of medical and surgical conditions, nervous, mental, and chronic conditions (including emotional disorders) and contagious diseases; physical examinations (including eye examinations); immunizations; maternity and infant care; diagnostic tests and services (including laboratory and X-ray examinations); emergency dental care throughout the world; routine dental care outside the United States and at designated stations in the United States where adequate civilian facilities are not available; dental care throughout the world as a necessary adjunct of medical, surgical or preventive treatment; government ambulance service

and home calls when medically necessary; loan of durable equipment such as wheelchairs, iron lungs and hospital beds; artificial limbs and artificial eyes; family planning services.

Benefits Not Authorized (Partial List): Domiciliary or custodial care. Prosthetic devices (other than artificial limbs and eyes); hearing aids; spectacles and orthopedic footwear. If these devices are available from government stocks, they may be sold to dependents at their cost to the government at overseas locations and designated stations in the United States.

Charges: Inpatient: \$1.75 a day; Outpatient: No charge.

All-Navy Cartoon Contest
LT Melville C. Murray, SC, USNR



"May I see your identification, Sir?"

Inpatient and Outpatient Benefits Available at Civilian Medical Facilities

Who is Eligible: Wife, dependent husband and child. Navy sponsor must be on active duty for more than 30 days.

Election of Source of Benefits: Outpatient: Dependents may choose to receive care at either civilian or uniformed services medical facilities.

Inpatient: Dependents who don't reside in the area where their sponsor is assigned may choose either a civilian medical facility or uniformed services facility.

Dependents living in the area in which their sponsor is assigned may use a civilian medical facility in an emergency if it is closer than a uniformed services facility. Under other circumstances, however, they must obtain a statement from a uniformed services facility within reasonable distance from them indicating that the required care is not available. This document, logically enough, is called a Nonavailability Statement.

Benefits Authorized: Hospitalization (normally in a semiprivate room). Special arrangements must be made by the patient's sponsor with the government if hospitalization for a chronic condition, nervous or mental disorder lasts beyond 45 days.

Benefits also include outpatient care, drugs and medicines obtainable only by prescription; insulin; services of doctors of medicine, osteopathy,

dental surgery and dental medicine. When it is medically necessary, the services of private-duty nurses and specialists in sciences allied to the practice of medicine are authorized. Also authorized are the treatment of medical and surgical conditions; nervous, mental and chronic conditions (including emotional disorders); and contagious diseases. Immunizations and physical examinations are authorized for dependents who are to travel under orders because of their sponsor's duty assignment and for treatment purposes as well.

Maternity and infant care are authorized as are diagnostic tests such as X-ray, laboratory, basal metabolism, electrocardiogram, electroencephalogram and radioisotope examinations. Family planning services are authorized.

Non-government ambulance service and home calls are authorized when medically necessary.

Crutches and orthopedic braces (except orthopedic shoes) are authorized as is dental care (as a necessary adjunct of medical or surgical treatment); artificial limbs and artificial eyes; rental of durable equipment such as wheelchairs, iron lungs and hospital beds.

Services of Christian Science practitioners and C. S. nurses are authorized provided they were listed in the Christian Science Journal when they provided their services. Christian Science sanatoriums, to be eligible, must be listed by the First Church of Christian Science, Boston, Mass.

Benefits Not Authorized: Routine care of the newborn and well-baby care; spectacles (and examinations for them); prosthetic devices (other than artificial limbs and eyes); hearing aids and orthopedic shoes; routine physical examinations and routine immunizations; domiciliary or custodial care.

Patient's Share of the Charges: Inpatient: \$25 or \$1.75 a day—whichever is greater.

Outpatient: The first \$50 of the charges per patient each fiscal year (not more than \$100 per family of two or more eligible persons) and 20 percent of the balance of the charges each fiscal year. The fiscal year runs from 1 July to 30 June).

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



"Gee, that reminds me . . . it's almost evaluation time again, isn't it?"

Payment by Government: The government pays the balance of the authorized charges after the patient's share has been paid. Information concerning claims for reimbursement may be obtained from any naval installation.

Claims for Reimbursement: An individual should normally pay only his share of the charges. If he pays both his share and the government's share, he can claim reimbursement. All claims for reimbursement must be accompanied by receipted bills or other evidence of payment. To avoid being required to pay a further deductible amount after having surrendered evidence of payment, a certificate should be obtained from the agency making reimbursement which indicates the deductible requirement has been satisfied for the fiscal year. The certificate may then

be presented if further care is needed during the fiscal year.

Civilian Benefits for the Mentally Retarded and Physically Handicapped

Who is Eligible: Wife (or dependent husband) and child who is either moderately or severely mentally retarded or who has a serious physical handicap. Navy sponsor must be on active duty for more than 30 days.

Definition: "Moderately or severely mentally retarded" indicates a condition characterized by significantly delayed development of motor, speech and self-care ability resulting from limited intelligence and minimal learning capacity, and inability to learn social and vocational skills without special education and training.

Those who are mildly retarded are excluded.

A "serious physical handicap" is a condition markedly limiting functional capabilities in comparison to one's peers. This could include: any acute or chronic disease (either congenital or acquired) or an injury involving the cardiovascular, respiratory, genito-urinary, endocrine, musculoskeletal, nervous, gastrointestinal, integumentary, hematopoietic or metabolic processes. It could also include seriously impaired oral efficiency or serious dental facial malformations which contribute significantly to any of the above deficiencies. It also includes serious

NOW HERE'S THIS

First-Term Toothaches

Speaking of fringe benefits, would you believe a career Navyman is less likely to have a toothache than his first-term shipmate? If you are statistically minded, you would.

Studies have shown that recruits and first-term enlistees receive the majority of the dental treatment provided by the U.S. Naval Dental Corps.

In fact, most of the Navy's total dental treatment is provided to recruits, who bring dental diseases into the Navy with them.

To provide the minimum essential treatment during recruit training, 15 per cent of the Dental Corps personnel are stationed at recruit

training centers, where there is a ratio of one dental officer to every 90 recruits. Even with this generous staffing ratio, only the most urgent 22 per cent of dental treatment is completed during recruit training.

The remaining 78 per cent is postponed until the recruit reaches his next duty station. During the rest of his first enlistment, the average Navyman has his recruit dental rehabilitation completed.

Navyman on their first enlistment receive 60 per cent of all the dental treatment provided by the Dental Corps, leaving 40 per cent for career and retired personnel, and dependents.

impairment of special senses and speech; vision defects or deficiencies which seriously impair functional capability.

Benefits Authorized: Diagnosis; inpatient, outpatient and home treatment; training, rehabilitation and special education; institutional (residential care). This includes transportation of an attendant when required.

Benefits Not Authorized: Treatment for acute medical or surgical conditions of a temporary nature and treatment for nervous or mental disorders which are authorized under the medical benefits are not authorized in this section.

Source of Benefits: Must be a public institution or other public source when it is available and adequate. In no case may institutional (residential) care be provided at private institutions operated for profit.

Patient's Share of Charges

Each Month:			
E-1 through E-5	\$25	0-5	\$ 65
E-6	\$30	0-6	\$ 75
E-7, 0-1	\$35	0-7	\$100
E-8, 0-2	\$40	0-8	\$150
E-9, W-1, W-2, 0-3	\$45	0-9	\$200
W-3, W-4, 0-4	\$50	0-10	\$250

The patient also pays all amounts over the government's limit of \$350 with this exception: If the Navy sponsor has more than one depend-

ent receiving benefits under this section, his share will be based on the patient who incurred the least expense.

Government's Share of Charges

Each Month: When one dependent is receiving benefits, the government pays the balance of the authorized charges after the patient has paid his share. There is a limit, however, of \$350 placed on the government's payment. When two or more dependents are receiving benefits. The government pays the balance, but there is no limit on its share.

The government makes no payment at all if the patient's share covers all expenses.

II. The Uniformed Services Health Benefits Program As It Applies to Retired Members and Their Dependents, Dependents of Deceased Active-Duty Members and Dependents of Deceased Retired Members

Major Benefits: Increased health benefits in uniformed services facilities. Civilian inpatient and outpatient benefits. Care in Veterans Administration facilities for retired members as service beneficiaries.

Benefits Available at Uniformed Services Facilities

Who Is Eligible: Retired naval personnel (this now includes all Title III retired Reservists). Dependents (wife, dependent husband, child, parent and parent-in-law) of those who have retired. Dependents (widow, widower, child, parent and parent-in-law) of deceased naval personnel (either active duty or retired).

Benefits Authorized Retired Naval Personnel: The same medical and dental care is authorized for retired Navymen in uniformed services facilities as is provided for active duty personnel. This provision, however, is subject to the availability of space and facilities, the capabilities of the professional staff, and the provisions of Executive Order 10122, 14 Apr 1950, as amended by Executive Order 10400, 19 Sep 1952. These orders require that persons retired for certain conditions must obtain treatment from the Veterans Administration.

Benefits Authorized Their Dependents: The following benefits for dependents of retired or deceased Navymen are also subject to the availability of space and facilities

and the capabilities of the professional staff: Hospitalization; outpatient care; drugs; treatment of medical and surgical conditions, nervous, mental and chronic conditions (includes emotional disorders), contagious diseases; physical examinations (including eye examinations); immunizations; maternity and infant care; diagnostic tests and services (including laboratory and X-ray examinations); emergency dental care worldwide; routine dental care outside the United States and at designated stations in the United States where adequate civilian facilities are unavailable; dental care any place in the world as a necessary adjunct of medical, surgical or preventive treatment; government am-

balance service and home calls when medically necessary; loan of durable equipment (such as wheelchairs, iron lungs and hospital beds); artificial limbs and artificial eyes; family planning services.

Benefits Not Available to Their Dependents (partial list): Domiciliary or custodial care. Prosthetic devices (other than artificial limbs and eyes), hearing aids, orthopedic footwear, spectacles.

If these devices are available from government stocks, they may be sold to dependents at cost to the government outside the United States and at designated stations in the United States where adequate civilian facilities are unavailable.

Charges: Retired Navymen and their dependents will be charged as follows for medical care:

	Inpatient	Outpatient
Retired officers	Subsistence rate	No charge
Retired enlisted men	No charge	No charge
Dependents	\$1.75 a day	No charge

Civilian Inpatient and Outpatient Benefits

Who Is Eligible: Retired naval personnel (including Title III retired Reservists). Dependents (wife, dependent husband and child) of retired and deceased retired or active duty naval personnel.

Election of Source of Benefits: Those eligible for uniformed services health benefits may choose to receive them from civilian sources or at uniformed services facilities.

All-Navy Cartoon Contest
Michael L. Shane, FTG1, USN



" . . . and that thing just below that jobber-do next to the whichyamacallit is a . . . er . . . is a . . . ah . . . !"

Loss of Benefits at Age 65:

Those entitled to benefits under the uniformed services program lose their eligibility for civilian health benefits under the program at age 65, when they become entitled to Social Security hospital insurance benefits. Eligibility to receive health benefits at uniformed services facilities, however, continues.

Restriction Against Duplication of Benefits: Payments will not be made under the uniformed services health program for anyone enrolled in any other insurance, medical service or health plan provided by law or through employment if the particular benefit is payable under this program.

Benefits Authorized: Hospitalization, including all necessary services and supplies provided by the hospital. Patients are normally entitled to a semiprivate room.

Hospitalization beyond 45 days for chronic conditions, nervous, mental or emotional disorders will not be considered if care can be provided more effectively or economically elsewhere under the uniformed services program or if there is no reason to believe the patient will significantly benefit from the care. When hospitalization is required beyond 45 days, sponsors must make arrangements with the government in advance.

Outpatient care is authorized. Services of doctors of medicine, osteopathy, dental surgery and dental medicine. These doctors may authorize the services of private-duty nurses and specialists in sciences allied to the practice of medicine. Drugs and medicines obtainable only by prescription and insulin are authorized.

Treatment is Available for:

Medical and surgical conditions; nervous, mental and chronic conditions (including emotional disorders); and contagious diseases. Physical examinations may be for diagnostic purposes only and immunizations may be given only as a treatment.

Maternity and infant care is available. Also authorized are: diagnostic tests such as X-ray, laboratory, basal metabolism, electrocardiogram, electroencephalogram and radioisotope examinations; crutches and orthopedic braces (except orthopedic shoes); dental care as a necessary adjunct of medical or surgical treatment; non-government ambulance service and home calls when medically necessary; artificial limbs and artificial eyes; rental of durable equipment such as wheelchairs and iron lungs; family planning services.

The services of Christian Science practitioners and C. S. nurses are authorized provided they are in the "Christian Science Journal" when the services are provided. Christian Science sanatoriums are authorized under the program if they are listed or certified by the First Church of Christian Science, Boston, Mass.

Benefits Not Authorized: Routine care of the newborn; well-baby care; spectacles and examinations for them, prosthetic devices (other than artificial limbs and artificial eyes); hearing aids; orthopedic shoes; routine physical examinations and immunizations; domiciliary or custodial care.

Patient's Share of Charges:

Twenty-five percent of the total inpatient charges. Outpatients are charged the first \$50 per patient for each fiscal year (not more than \$100

per family of two or more eligible persons) and 25 percent of the balance of the charges each fiscal year. The fiscal year begins 1 July and ends 30 June.

Payment by Government: The government pays the balance of authorized charges after the patient's share has been paid.

Claims for Reimbursement: An individual should pay only the charges for which he is responsible. The government's share usually is paid directly to the person or institution providing the medical service.

If, however, the individual pays both his own and the government's share for services he has received, a claim for reimbursement may be made. The reimbursing agency should provide a certificate indicating that the deductible requirement for outpatient care has been satisfied for the fiscal year. This certificate should be shown whenever the individual seeks further outpatient care during the remainder of the fiscal year.

All claims must have receipted bills or other evidence of payment attached. Claims for drugs must be supported by a copy of the prescription.

Other information concerning how and where to make claims for reimbursement may be obtained from any naval installation.

Retired Navymen in Veterans Administration Facilities: Retired Navymen are authorized care at service expense on a space available basis if they apply but do not qualify for VA care. It is no longer necessary to certify their inability to pay. They must, however, present their DD Form 2 (Ret.) (Gray) when they apply for medical treatment.

Litterally Better

Strong, safe and corrosion resistant.

These are the primary features of a new plastic casualty litter being developed for use by the Navy and Marine Corps.

A rigid Stokes-type, the litter is expected to prove as durable as its metal counterpart, plus having the advantage of flotation. This will insure a greater degree of safety for patients, especially those transferred between ships at sea.

Correspondence Courses

Six correspondence courses have been issued for use by enlisted men. They are:

- *Missile Technician 3 & 2*, NavPers 91360-2; supersedes NavPers 91360-1, Confidential, Modified Handling.

- *Equipment Operator 1 & C*, NavPers 91576-2C; supersedes NavPers 91576-2B.

- *Ship's Serviceman 3 & 2*, NavPers 91447-1C; supersedes NavPers

91447-1B.

- *Photographer's Mate 3 & 2*, NavPers 91493-1; supersedes NavPers 91492-C and 91493-A.

- ECC, *Aviation Boatswain's Mate H, 3 and 2*, NavPers 91636-1C, supersedes NavPers 91636-1B. The ABH course contains five assignments.

- ECC, *Aviation Machinist's Mate J, 1 and C*, NavPers 91587-B, supersedes NavPers 91587-A. It contains seven assignments.

A Double Opportunity: Naval Prep School, and Naval Academy

THERE ARE SEVERAL ways a young enlisted man may receive an appointment or commission as a naval officer. One of the best ways is to attend the U. S. Naval Academy. Each year, the Secretary of the Navy may appoint 85 Regular Navy and Marine Corps enlisted men, and 85 enlisted men of the Naval Reserve and Marine Corps Reserve to the Academy.

Although the requirements and procedures for securing appointment are different for Reservists and Regular Navymen, the basic eligibility requirements are the same. To apply, either must:

- Be a male citizen of the United States.
- Have good moral character and be strongly motivated toward a career as a naval officer.
- Be recommended by his commanding officer.
- Be single, and never have been married, and agree to remain unmarried until graduation from the Naval Academy.
- Have a combined GCT-ARI score of at least 118 (no waivers will be granted).
- Meet medical and physical requirements set by the Naval Academy.

The primary difference in procedure for receiving appointment to the Academy is that Regular Navymen must successfully complete the course at the Naval Preparatory School before they will be considered for appointment, while attendance at the Naval Preparatory School is not mandatory for Reserves.

If you fit the description so far, you'll probably be interested in further information about each category.

Regular Navy

Since all Regular Navy enlisted men competing for appointment to the Naval Academy must attend the Naval Preparatory School (NPS), these requirements are for entrance to NPS. The 85 who will go on to the Academy will be chosen from the graduates of NPS.

To apply for Preparatory School, you must be at least 17 years old, and not have passed your 20th

birthday as of 1 July of the year in which you will enter NPS. This maximum age limit is set to ensure that NPS graduates entering the Naval Academy have the best chance to complete successfully the academic and military curricula.

You must be a high school graduate, or have completed enough high school courses so that credits earned at the Preparatory School will enable your secondary school record to show the necessary 15 units which the Naval Academy requires for admission. An acceptable unit is defined as a year's work in a college preparatory course with a grade of C or better.

A maximum of four and one-half units may be earned at the Naval Preparatory School: one in English, one in Algebra, one in Plane Geometry, one in Physics, and one-half in Trigonometry. Therefore, you must have at least 10 and one-half units to be eligible for NPS.

Candidates who are selected must have at least 24 months' obligated service as of 1 July of the year they will enter the Preparatory School. To acquire the obligated service required, you may execute extension of enlistment or active duty agreement for periods of less than one year.

To qualify, you also must score acceptably on the Naval Preparatory School entrance examination, and must not have previously attended NPS, or any other service academy prep school.

If you had been enrolled in a college and left on probation with

academic failures, or with a poor record, you must include in your letter of application a brief statement explaining the reason for your previous failure, and telling why you can now do college level work.

The deadline for applying for Naval Preparatory School is 1 May 1967, except that applications of recruits may be submitted up to 15 July.

If you already have a nomination to the Naval Academy from some other source (Presidential, Congressional, sons of Medal of Honor winners, or sons of deceased/disabled veterans), you may still apply for admission to the Preparatory School, with a view toward being better prepared to tackle the Naval Academy curriculum. In this case, you have until 1 Aug 1967 to apply.

You should also keep in mind that you can still apply for Congressional nomination, even if you have already been selected to attend NPS. In this way, you can increase your chances for appointment to the Academy.

If you wish to apply for the Naval Preparatory School, you should be aware of several points.

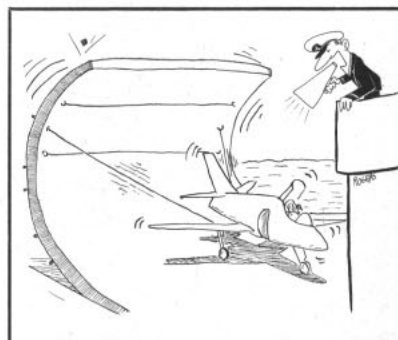
You should know that final selection for appointment will be made by the Academic Board at the Naval Academy, based on all-round ability at the time of the entrance examinations for which you will be preparing at the Preparatory School. Attendance at NPS does not in itself guarantee qualification for, or admission to, the Academy.

At the Preparatory School, you will have to demonstrate a continuing proficiency in high school and college mathematics, physics, and English. Study hall is mandatory five evenings each week, and extra instruction or assistance is available for students who desire it.

You also will be tested periodically in academic subjects and physical aptitude, and you will be evaluated constantly for military aptitude and degree of dedication for a service career.

Though similar in spirit and com-

All-Navy Cartoon Contest
Joseph W. Rogers, SN, USN



"Not so fast on the approach, next time."

mon purpose, the Naval Preparatory School differs in many respects from the Naval Academy. For instance, because of the lack of an upper class at NPS, there are not the same pressing tensions as at the Naval Academy. The Prep School should be thought of as a transition to the life of a midshipman.

If you are accepted, and later disenrolled from the Preparatory School, you automatically lose your enlisted nomination to the Naval Academy; and you will be re-assigned elsewhere.

While you are at NPS you will, of course, still be a member of the service, receive pay and allowances, and be subject to the UCMJ, as you would be at any other duty station.

While attending the Preparatory School, \$37.50 is deducted from your pay each month, to ensure that you have the required \$300 entrance deposit when you enter the Academy.

Once you get to the Academy, your pay as a midshipman will be \$151.95 per month, but most of this is withheld to pay for books, uniforms, and living expenses. You will receive only a small portion of this money for extra personal expenses and leave. Because of this small allowance, it is impossible for you to provide any financial assistance to any member of your family. As a midshipman, no allotments are authorized.

Naval Reserves

In addition to the basic eligibility requirements already mentioned, as a Reserve candidate for admission to the Naval Academy, you must fulfill several other requirements.

You must be at least 17 and less than 22 years of age on 1 July of the year of admission to the Academy, and a high school graduate by 1 July of the year you would enter the Academy.

Also, you must be an enlisted member of the active or inactive Reserve by 1 Jul 1967. The 1 July date is mandatory for all Reservists competing for the Reserve category of nominations, since, by law, a selected candidate from the Reserve quota cannot be sworn in as a midshipman until he has served as an

enlisted man for one full year.

Like Regular Navy personnel, you may try for nomination under the Reserve quota, even though you may hold one or more other nominations (Presidential, Congressional, etc). You are likewise encouraged to obtain other nominations, thus increasing your chances for appointment.

If you want to apply, you must submit a request to your commanding officer as early as possible, and no later than 1 Oct 1967.

If and when you are nominated, you will be directed to report to one of many naval medical examining activities for a physical examination. Since the majority of medical disqualifications result from defective visual acuity, do not apply for the program if your visual acuity is beyond 20/40, even though correctable to 20/20.

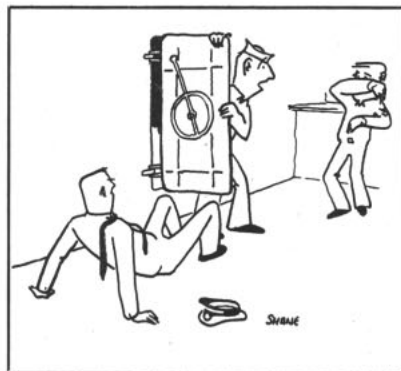
Scholastic qualification, which is determined by the Naval Academy, is based upon:

- School record—You must have an acceptable secondary school certificate with at least 15 units of college preparatory subjects, and grades indicating college capability. Normally, standing in the top 40 per cent in high school is required.

Recommendations of high school authorities who have carefully supervised your undergraduate preparation must also be acceptable.

- Tests—You are required to score acceptably on College Board Tests. It is your personal responsibility to register and pay for College Board Tests and to request that the test results be sent to the Naval Academy. The Academy will

All-Navy Cartoon Contest
Michael L. Shane, FTG1, USN



"Can I hide in here 'til liberty call?"

accept the highest scores you attain in one or all of the College Board Tests which are given in December, January, and March of each year. Scholastic Aptitude (verbal and mathematics), the English Composition Achievement Test, and the Mathematics Achievement Test (Level I or II) are required. You should take the tests on each of the dates they are given.

As stated above, Reservists are eligible to apply for entrance to the Naval Preparatory School, and are encouraged to do so. However, if you have proven exceptional scholastic achievements or prior qualifications for the Naval Academy, you normally will not be selected to attend the Preparatory School.

For more information about the Naval Academy, you may want to study the *Naval Academy Catalogue*, and *USNA—A Guide for Counselors and Candidates*. For copies of the above literature, write to the Chief of Naval Personnel (Pers-B66), Navy Department, Washington, D. C. 20370.

For more details on eligibility requirements, see BuPers Notices 1531 of 19 Dec 1966 (Reserve), and 27 Dec 1966 (Regular Navy).

More Air, Less Bite

Standard cot-type mosquito bars usually are effective in keeping the little pests away from sleeping servicemen. However, while repelling mosquitoes, the nets also keep out fresh air and are difficult to hear and see through as well.

The Naval Medical and Field Research Laboratory at Camp Lejeune, N. C., has come up with an improvement. The lab has developed a mosquito net which has only four threads to the inch instead of 21 to 27 threads per inch used on standard nets.

The one-quarter-inch netting is treated with mosquito repellent and keeps biting insects outside the net for several weeks.

The laboratory is now conducting experiments which will determine the best repellent for use on the netting. After this fact has been established, servicemen can be equipped with the one-quarter-inch net which they can soak in repellent after the initial dose wears off.

Everyone Should Read This--We Hope It Won't Tax You Much

IT'S INCOME TAX time again. This month, the federal government and most states expect you to file a tax return in which you declare the amount you earned from military pay and other sources.

Navy men are expected to pay state taxes on their military pay only to the state in which they are domiciled—not necessarily the state in which they are stationed. The Soldiers' and Sailors' Civil Relief Act protects you from dual taxation in this respect by awarding to your domiciliary state alone the right to tax your military pay. You can be taxed as a nonresident by other states, however, on moonlighting wages, rental income and other sources of income subject to reciprocal credits.

Each state has its own laws concerning taxable income. You should find out which apply to you. If you need help, your legal assistance officer can supply it. It is up to you, however, to obtain the necessary state income tax forms and instructions for filing before receiving help.

Some states follow federal law while others have their own provisions for computing taxable income. Since last year, there have been several changes in both state and federal tax laws which you should know about. For example, commissioned officers (O-1 and above) do not have to include on federal returns the first \$500 they earn each month in a combat zone. This exclusion formerly amounted to \$200. The combat zone exclusion is omitted from wages shown on your Form W-2.

All service pay earned by enlisted men in a combat zone or received while hospitalized as a result of service in a combat zone is exempted from federal taxation.

Several states which have combat zone exclusions in their tax laws have also increased the amounts which officers need not include in income. The states of Hawaii, Idaho, Indiana, Kentucky and West Virginia, however, still retain the earlier \$200 per month exclusion for commissioned officers O-1 and above.

The states of Georgia, Louisiana, Maryland, Massachusetts and Virginia have either changed their existing combat zone exclusions or

added new ones. Here is a summary of the laws concerning pay earned in combat zones by servicemen filing income tax returns in these five states:

Georgia: Excludes from taxation the first \$2400 earned by commissioned officers and all compensation earned by warrant officers and enlisted men in a Vietnam combat zone at any time during 1966. The exclusion is also valid if the man was hospitalized 90 days or more because of such service or service against an enemy hostile force.

Servicemen outside the continental United States can defer filing tax returns and paying Georgia income taxes until six months after they return to the United States.

Louisiana: Exempts all military compensation earned outside the

United States, its territories and possessions until Congress or the President ends the Vietnam Service Medal qualification period. This exclusion became effective 1 Jan 1966.

Maryland: On 1 Jan 1966, adopted the same combat zone exclusion allowed by the federal government. Servicemen outside the United States can defer filing their returns until three months after they return to the United States.

Massachusetts: Grants an additional \$2000 personal exemption to a service taxpayer who served in a combat zone any time during 1966. Servicemen who can show due cause can request a six-month payment extension.

Virginia: Adopted the federal tax exclusion for combat zone duty and made it effective 1 Jan 1965. Servicemen who overpaid taxes on 1965 active service compensation earned in a combat zone can file for a refund.

Last year at this time, it appeared that Nebraska would institute a tax on income to become effective the first of this year. In November 1966, however, the electorate voted down the Nebraska income tax which was to have become effective 1 Jan 1967.

Navy men should remember that some cities and other local governments have been authorized to impose local income taxes in several states. Military personnel are subject to taxation in some of these cases and exempt in others.

For example, military personnel domiciled in New York City and Montgomery County, Md., are taxed on their income. On the other hand, Baltimore, Md., and Kansas City, Mo., exempt military personnel from taxation on their military pay.

To be on the safe side, you should inquire of your home city and county concerning local income tax liability.

For those who need it, JAG Notice 5840 of 12 Jan 1967 contains a handy summary of income tax laws now in effect in each state and possession of the United States. It shows personal exemptions and credits, where to obtain forms and file tax returns, as well as listing exclusions and deferments for United States servicemen.

Nuclear-Powered Task Force in Combat

Nuclear powered ships are now in their second year of combat operations.

On 2 Dec 1965 Navy pilots, flying from the nuclear powered attack carrier *USS Enterprise* (CVAN 65), took part in the action in the Vietnam theater. They recorded over 100 missions against enemy targets on that day.

Prior to launching her historic first mission, *Enterprise*, escorted by the nuclear frigate *USS Bainbridge* (DLGN 25), had completed a 16,000-mile voyage from Norfolk, Va., to the South China Sea, without the need of replenishing, at a record speed of better than 20 knots.

Despite this record-breaking journey, the embarked air group was maintained in such a state of readiness that on the second day of action *Enterprise* set a new record for combat sorties by a single carrier in one day.

The Navy's nuclear forces have added a new dimension in the attributes of resiliency, flexibility, and endurance. This has greatly enhanced Navy capability of response to distant threats and operational emergencies.

Fame Awaits Best Navymen In Upcoming Pan-Am Games

If you've ever wanted to win an Olympic medal, now is the time to do something about it. For a start, you can enter competition for a berth on the United States team for the Pan-American Games, generally regarded as an Olympic warm-up.

The Navy is looking for outstanding men and women athletes within its ranks who have the potential to represent the U. S. at the games in Winnipeg, Canada, from 22 July through 5 August.

Sports open to men only are boxing, judo, wrestling, yachting, baseball, weightlifting, field hockey, cycling (road and track), rowing, shooting, soccer and water polo.

Men's and women's teams will be selected for track and field, basketball, gymnastics, canoeing, diving, fencing, swimming, tennis, volleyball and equestrian riding.

All officer and enlisted personnel on active duty for 90 days or more are eligible, provided they can be found physically qualified by a medical officer and are bona fide amateurs under the rules of the governing body of the sport for which application is made.

Local commands are urged to screen personnel for possible candidates. Individuals may also apply on their own.

Applications should be made to the Bureau of Naval Personnel (Pers G) in accordance with Article 2115 of the *Navy Special Services Manual* (NavPers 15869A). The applications will be screened by the Bureau. The names of those selected for pre-trial training by the Navy will be forwarded to the U. S. Olympic Committee for further evaluation and possible entry in the trials, to be held in Minneapolis beginning 1 July.

Athletes selected will be allowed to train for the competition if their participation does not seriously jeopardize the Navy mission.

Entries must be filed in time for the screening and selection processes to be completed by the Bureau and the selections filed with the U. S. Pan-American Team headquarters no later than 1 July.

The following information should be included in the applications:

name, rank/rate, serial/file number, present duty station and date reported, date of expiration of enlistment or planned release from active duty, home town, age, height, weight, marital status, medical officer's statement of physical qualification, sport for which application is being made, past experience (including date of last competition, best time, height, distance; AAU, NCAA, YMCA experience, etc.) and statement concerning the suitability of readily available training facilities.

Rescued Meet Benefactors

When someone saves your life, it's just natural for you to want to meet your benefactor, and shake his hand.

So it was that Crew Three of Patrol Squadron 18 met the crew of the French tanker *Iphigenia* in Kingston, Jamaica, recently.

Crew Three had spotted the

stricken ship while homing in on a routine radar contact about 250 miles north of San Juan, Puerto Rico. *Iphigenia's* crew had abandoned the ship for their lifeboats, after the stern of the ship exploded.

The pilot flew south to lead the British cargo ship *Jamaica Planter* to the 41 survivors. When he sighted the British vessel, he dropped smoke lights to indicate the direction of the distressed tanker.

The Navy patrol plant orbited the scene until the *Jamaica Planter* arrived, and rescue was assured. At the time of sighting the crewmen had been on rafts for 12 hours.

When the French crewmen later expressed a desire to meet the Navymen who spotted them, Crew Three took time out from a navigational training flight to land for a brief visit with the rescued crew.

There were thanks and handshakes all around.

Citizenship on the Operating Level

Not long ago, the Assistant Vice Chief of Naval Operations received a letter from a Baltimore high school teacher requesting information which would typify the Navy's role in Vietnam.

Many things could have been said on the subject; however, the AVCNO chose several citations for heroism shown by Navymen in action, along with various published reports of the Navy in Vietnam.

This letter, from which excerpts are quoted, was received in reply.

Sir: I wish to take this opportunity to thank you for your letter. I now have a number of the citations you sent me on my classroom bulletin board and have instructed my students to read them carefully.

It isn't difficult for them to see that the American serviceman of 1966 and 1967 is maintaining and carrying on the traditions and devotion to duty that were established in 1776. I want my students to be aware of and proud of the sacrifices our men are making today in Vietnam.

I tell the students in each of my classes that there is only one flag to which they owe allegiance, and I personally feel that there is no greater crime than for someone to turn his back on this great land of ours.

In my 35 years, I have seen Americans set aside their personal dreams and hopes to take up arms against a hostile force three times. I feel that America will always be the great nation it is because there will always be those who are willing to make the sacrifices and take up arms against those who would deprive us of our way of life.

I am proud to say that I served in the United States Armed Forces and feel that my three years in the Army were well spent. It seems to me that everyone should want to serve his country because of all this country has done for us.

As I read the citations of Lieutenant Myerkord and Lieutenant Dickson, I am not ashamed to say that a lump rose in my throat and a great sense of pride swelled in my chest. Americans have once again picked up the gauntlet thrown to them by a hostile and aggressive force and the aggressor has been shown the face of a resolute and determined opponent.

I am only sorry that I can't say to each of those who man the bastions of freedom: Thank you and God bless you.—E. P. Moloney.

Here's Latest List of Ships Earning AFEM for Vietnam Duty

IN RESPONSE to inquiries received in the Bureau of Naval Personnel, ALL HANDS is continuing to publish the most recent list of ships and units, with dates of eligibility, which are eligible for one or more of a number of awards.

This issue contains the names of those eligible for the Armed Forces Expeditionary Medal for services in Vietnam during the periods listed.

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 for services in areas other than Vietnam will be published in future issues as a handy reference guide to those men who may have since been transferred from ships or units which participated in these activities.

Additional lists will be printed from time to time as further information becomes available.

The names of those ships and units, with dates of eligibility, which have earned the Vietnam Service Medal were published in the March 1967 issue.

Eligibility dates of those ships and units contained in the August 1966 issue of ALL HANDS were not repeated in the March issue, nor are

they here. This is a supplement to that list.

The implementing Instruction, SecNav Inst 1650.1C, Change 3, dated 9 Nov 1966, also includes the names 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 list.

The awards planned for future issues of ALL HANDS will include:

- Armed Forces Expeditionary Medal—For the operations in 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.

- Antarctic Service Medal—For participation in expeditions below 60° South Latitude after 1 Jan 1946. U. S. Coast Guard and USNS ships, to be found in the SecNav Instruction, will not be included.

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, transient observers, and personnel assigned for short periods of TAD are normally not eligible for the awards

unless they were in combat.

The Armed Forces Expeditionary Medal for services in Vietnam is being awarded to all members of the Armed Forces serving at any time in Vietnam, its waters, or its air space, between 1 Jul 1958 and 4 Jul 1965. (The Vietnam Service Medal is being awarded for services in Vietnam after 4 Jul 1965). For other eligibility requirements, see page 59 of the August 1966 issue of ALL HANDS.

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 No. 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 other listings in the SecNav Instructions or Notices of the 1650 series.

Armed Forces Expeditionary Medal Vietnam

Abnaki (ATF 96) 5-31 Mar 1965; 12 April-1 May 1965	Bayfield (APA 33) 30 May-12 Jun 1965	Bon Homme Richard (CVA 31) 22-27 May 1961; 5-13 Mar 1964; 12-14 May 1964; 5-10 Jun 1964; 13-17 Jun 1964; 24-27 Sep 1964; 31 August-6 Nov 1964; 14-21 Nov 1964; 23 Nov 1964; 27 Nov 1964; 29-30 Nov 1964; 1-4 Dec 1964; 7 Dec 1964; 9-16 Dec 1964; 26 May-3 Jul 1965	Caliente (AO 53) 16 Mar 1962; 16 Apr 1962; 18 May 1962; 3 Jul 1965
Agerholm (DD 826) 4-7 Nov 1964; 5-31 Dec 1964; 7-15 Jan 1965	Bellatrix (AF 62) 30 May-1 Jun 1964; 7-9 Jun 1964; 21-24 Jun 1964; 15-17 Jul 1964; 20-24 Dec 1964; 3-10 Jan 1965; 1 February-6 Mar 1965	Brannon (DE 446) 25 March-9 Apr 1962; 5-18 May 1962	Calvert (APA 32) 25-26 Apr 1961
Alamo (LSD 33) 13-27 Jan 1963; 5 August-29 Sep 1964; 8-14 Oct 1964; 28 October-9 Nov 1964; 19-20 Nov 1964	Belle Grove (LSD 2) 30 May-1 Jun 1965; 6-12 Jun 1965; 25 June-3 Jul 1965	Bridget (DE 1024) 5-23 Aug 1964; 1-15 Sep 1964; 1-14 Oct 1964; 5-10 Nov 1964; 22-24 Nov 1964	Capitaine (AGSS 336) 19 March-16 Apr 1963; 5-23 Mar 1964
Albatross (MSC 289) 18 July-1 Aug 1964; 28 April-31 May 1965; 11-14 Jun 1965	Bennington (CVS 20) 16-19 Dec 1960; 21-22 Dec 1960; 3-7 Jan 1961; 14-18 May 1962; 17-26 May 1965	Brister (DER 327) 20 April-18 May 1965; 6 June-3 Jul 1965	Carpenter (DDE 825) 15-23 Dec 1960; 3-6 Jan 1961; 2-5 Apr 1961
Aludra (AF 55) 4 March-4 Apr 1965	Berkeley (DDG 15) 2-5 Aug 1964	Cabildo (LSD 16) 8-11 Jun 1965	Castor (AKS 1) 7-10 Apr 1961; 3-4 Sep 1963; 8-10 Jul 1964; 5-10 Nov 1964; 19-21 Nov 1964; 4-5 Dec 1964; 17-21 Jan 1965; 11-14 Feb 1965; 24-28 Mar 1965; 14-30 Apr 1965; 9-23 Jun 1965
Alvin C. Cockrell (DE 366) 25 March-1 Apr 1962; 23 April-8 May 1962	Bexar (APA 237) 27 Dec 1964-30 Jan 1965; 7-13 Mar 1965	Cacapon (AO 52) 17 March-7 Jun 1965	Catfish (SS 339) 16-17 May 1962
Ashtabula (AO 51) 30 August-5 Sep 1963; 11-12 Sep 1963; 5-8 Jun 1964; 30 June-1 Jul 1964; 11-12 Jul 1964; 27 July-3 Aug 1964	Black (DD 666) 14-16 Jul 1958; 25 May-9 Jun 1964; 3 Jul 1965		Charr (SS 328) 27 February-2 Apr 1965; 17-29 May 1965
Bashaw (AGSS 241) 17 June-14 Jul 1964; 20 July-8 Aug 1964	Blackfin (SS 322) 25 March-24 Apr 1965; 16-18 May 1965; 3-30 Jun 1965		Chipala (AO 30) 14 September-14 Oct 1964; 7-8 Nov 1964; 23 Nov-2 Dec 1964; 17-21 Dec 1964; 15-18 Jan 1965
Bauer (DE 1025) 2-4 May 1963	Blue (DD 744) 10-28 Jun 1964; 12-18 May 1964		Cimarron (AO 22) 3 May-3 Jul 1965
Bausell (DD 845) 2-30 Sep 1964; 13 November-22 Dec 1964	Blueback (SS 581) 2-24 May 1965		Cochrane (DDG 21) 22 March-20 Apr 1965; 1 May-3 Jun 1965

Cogswell (DD 651)
16-22 Dec 1960; 2-7 Jan 1961;
25 March-3 Apr 1961; 16-18
May 1962; 28 June-3 Jul 1965

Columbus (CG 12)
19-25 Jul 1964; 4 August-3 Sep
1964; 16-28 Nov 1964; 13-29
Mar 1965; 8-24 Jun 1965

Comstock (LSD 19)
9-12 Sep 1963; 4 Jan 1965; 17
January-20 Feb 1965; 7-9 Mar
1965; 16-18 Mar 1965; 21-25
Mar 1965; 6-21 Apr 1965; 3-8
May 1965; 23-30 May 1965

Conflict (MSO 426)
21-28 Apr 1962; 12-25 May
1962; 18 June-5 Jul 1962

Conquest (MSO 488)
20 Dec 1961-16 Jan 1962; 29
January-17 Feb 1962

Constant (MSO 427)
10-23 Feb 1965; 5 March-4 Apr
1965

Constellation (CVA 64)
29 October-23 Nov 1964

Cook (APD 130)
25 January-11 Feb 1960; 6-28
Jan 1962; 4-12 Sep 1963; 27
Dec 1964-11 Feb 1965; 20-27
Feb 1965; 12-29 Mar 1965; 7-27
Apr 1965; 4-21 May 1965

Coontz (DLG 9)
4-7 Sep 1964; 29 Dec 1964-15
Jan 1965

Coral Sea (CVA 43)
29 April-9 May 1961; 12-19 Jan
1962; 24-27 Jan 1962; 2 February-
4 Mar 1965; 16 March-16
Apr 1965; 2-27 May 1965; 23
June-3 Jul 1965

Cowell (DD 547)
1-15 Sep 1964; 19 September-8
Oct 1964

Currituck (AV 7)
29 May-3 Jul 1965

Cusk (SS 348)
3-16 Oct 1964

Diachenko (APD 123)
26-30 Jun 1965

Duncan (DDR 874)
1-11 Nov 1963; 21 April-2 May
1964; 20-25 May 1964

Dynamic (MSO 432)
21 February-7 Mar 1962; 26
April-14 May 1962; 23 May-14
Jun 1962; 23 June-5 Jul 1962

Edmonds (DE 406)
1-12 Apr 1962

Embattle (MSO 434)
30 March-18 Apr 1965; 4 May-
1 Jun 1965; 24 June-3 Jul 1965

Endurance (MSO 435)
17-28 Apr 1962; 10 May-1 Jun
1962; 12 June-5 Jul 1962

Energy (MSO 436)
10-22 Feb 1965

Engage (MSO 433)
4 July-1 Aug 1962

England (DLG 22)
31 January-2 Mar 1965; 12-21
Mar 1965

Enhance (MSO 437)
31 May-3 Jul 1965

Epping Forest (MSC 7)
11-23 Jan 1962; 25 March-4
May 1965; 24 June-3 Jul 1965

Ernest G. Small (DDR 838)
28-30 Jun 1964; 1-7 Jul 1964;
13-23 Jul 1964; 31 July-10 Aug
1964; 19-24 Aug 1964; 2-17 Sep
1964; 1-9 Oct 1964; 8-21 Nov
1964

Esteem (MSO 483)
20 Dec 1961-16 Feb 1962

Estes (AGC 12)
30 June-3 Jul 1965

Falgout (DER 324)
25 April-20 May 1965; 6 June-
1 Jul 1965

Fechtelor (DD 870)
16-17 Oct 1961; 12 June-13 Jul
1964; 2 August-4 Sep 1964

Firm (MSO 444)
18-29 Apr 1965; 12 May-12 Jun
1965; 3 Jul 1965

Floyd B. Parks (DD 884)
24 June-3 Jul 1965

Forster (DER 334)
14 April-6 May 1965; 19 May-
10 Jun 1965; 22 June-3 Jul 1965

Force (MSO 445)
1 April-2 May 1965; 13 May-5
Jun 1965; 22 June-3 Jul 1965

Fortify (MSO 446)
4-15 Jul 1962; 20 July-1 Aug
1962

Frank Knox (DDR 742)
30 June-3 Jul 1965

Gallant (MSO 489)
20 Dec 1961-7 Feb 1962

Galveston (CLG 3)
25 June-3 Jul 1965

Genesee (AOG 8)
22 May-13 Jun 1965; 25 June-
3 Jul 1965

George Clymer (APA 27)
10-29 Jan 1963; 1-30 Sep 1964

George K. MacKenzie (DD 836)
10 August-4 Sep 1964; 12-21
Sep 1964; 27 October-18 Nov
1964; 22 Nov 1964; 5-8 Dec
1964

Graffias (AF 29)
1 February-10 Apr 1965

Greenfish (SS 352)
17 May-30 Jun 1965

Gregory (DD 802)
28 February-6 Mar 1962

Gridley (DLG 21)
2 August-6 Sep 1964; 13-28 Sep
1964

Guadalupe (AO 32)
6-15 Dec 1964; 28 Dec 1964-2
Jan 1965; 16-19 Jan 1965; 28
January-6 Feb 1965; 11-17 Feb
1965; 22 Feb 1965; 12-21 Mar
1965; 4-27 Apr 1965; 14-15 May
1965

Guide (MSO 447)
1-30 Jun 1965

Gunston Hall (LSD 5)
16-18 Feb 1965; 6-16 Apr 1965;
1 Mar 1965; 4-8 May 1965; 19-
20 May 1965

Hamner (DD 718)
17-28 Feb 1965; 24-29 Apr
1965; 7-9 May 1965

Hancock (CVA 19)
10-14 Mar 1962; 16-20 May
1962; 28 August-6 Sep 1963; 3-
10 Nov 1963; 7 Dec 1964-4 May
1965

Hanson (DD 832)
27 May-2 Jul 1965

LCDR Jack E. Six, USN

Hassayampa (AO 145)
5-23 May 1965; 26 May-5 Jun
1965; 17-30 Jun 1965

Henderson (DD 785)
30 September-9 Oct 1964; 21-28
Nov 1964

Henrico (APA 45)
29 January-12 Mar 1965; 12-19
Apr 1965; 2-13 May 1965; 19-
23 May 1965

Higbee (DDR 806)
21 February-9 Mar 1962; 7-31
Aug 1964; 6-31 Oct 1964; 3-6
Nov 1964; 21-23 Nov 1964; 28
November-9 Dec 1964

Hoel (DDG 13)
10 April-10 May 1965; 5-19 Jun
1965

Hooper (DE 1026)
2-4 May 1963; 5-6 Oct 1964

Hopewell (DD 681)
29 August-9 Sep 1964; 23-26
Sep 1964; 6-15 Oct 1964

Hull (DD 945)
5-29 Jun 1965; 3 Jul 1965

Illusive (MSO 448)
5-31 Jan 1962

Impervious (MSO 449)
12 July-1 Aug 1962

Implicit (MSO 455)
21 February-7 Mar 1962; 26
April-12 May 1962; 8-27 Jun
1962

Independence (CVA 62)
29 June-3 Jul 1965

Ingersoll (DD 652)
24 February-9 Mar 1964

Iwo Jima (LPH 2)
1-11 Nov 1965; 30 April-3 May
1965; 7 May-12 Jun 1965; 30
June-3 Jul 1965

John R. Craig (DD 885)
10 April-10 May 1965; 20 May-
2 Jul 1965

Joseph Strauss (DDG 16)
6-30 Aug 1964; 6-28 Oct 1964;
22 November-3 Dec 1964

Kawishiwi (AO 146)
29 Dec 1964-11 Jan 1965

King (DLG 10)
17 June-3 Jul 1965

Laws (DD 558)
14-15 Apr 1962

Leader (MSO 490)
25 May-17 Jun 1965; 25 June-3
Jul 1965

Lenawee (APA 195)
9 Dec 1964-9 Jan 1965; 10-11
Apr 1965; 15-19 Apr 1965; 7-12
May 1965; 24-30 May 1965

Lexington (CVA 16)
15-23 Dec 1960; 1-8 Jan 1961;
28 February-6 Mar 1962

Lipan (ATF 85)
12 March-13 Jun 1965

Lynde McCormick (DDG 8)
4 August-3 Sep 1964; 9-14 Sep
1964; 26 Sep-6 Oct 1964; 27
October-5 Nov 1964; 23-31 Dec
1964

Magoffin (APA 199)
26 July-28 Aug 1958

Mahan (DLG 11)
23-28 Oct 1962; 7-13 Sep 1963;
3-9 Nov 1963

Mahopac (ATA 196)
30 June-2 Jul 1965

Manatee (AO 58)
27-30 Sep 1961; 15-16 Oct 1961

Mars (AFS 1)
25 April-10 Jun 1965; 2-3 Jul
1965

Marsh (DE 699)
25 March-1 Apr 1962; 22 April-
6 May 1962

Mathews (AKA 96)
30 May-5 Jun 1965; 16-17 Jun
1965

Mattaponi (AO 41)
10-15 Feb 1965; 20-24 Feb 1965;
13-21 Mar 1965; 31 March-2
Apr 1965; 8-17 Apr 1965; 29
April-13 May 1965

Mauna Kea (AE 22)
15-16 Apr 1962; 2-4 May 1962;
21 April-2 May 1963; 15-16 Jun
1963; 3-6 Nov 1964

Maury (AGS 16)
15-30 Apr 1960; 23 November-
23 Dec 1960; 7 January-10 Feb
1961; 20 February-7 May 1961;
27 Oct 1961-7 Feb 1962; 28
February-5 May 1962; 29 Oct
1962-9 Feb 1963; 16 March-27
Apr 1963

McGinty (DE 365)
8-20 Apr 1962

McMorris (DE 1036)
12-21 Jun 1965; 1-3 Jul 1965

Medregal (SS 480)
13 June-3 Jul 1965

Menhaden (SS 377)
1-22 Apr 1965

Merrick (AKA 97)
17-24 May 1965; 1-27 Jun 1965

Midway (CVA 41)
24-25 Mar 1961; 28 March-7
Apr 1961; 8 April-11 May 1965;
19 May-28 Jun 1965

Mispillion (AO 105)
24-28 May 1964

Moctobi (ATF 105)
23-25 Feb 1965; 4-6 Mar 1965;
25 March-21 Apr 1965; 15-26
May 1965

Monticello (LSD 35)
16-22 Dec 1960; 3-7 Jan 1961;
23 March-23 Apr 1961; 29 April-
12 May 1961

Morton (DD 948)
15 October-14 Nov 1964

Mount Baker (AE 4)
13-19 Jan 1965; 23 January-14
Feb 1965; 3-21 May 1965; 27
May-5 Jun 1965; 8-18 Jun 1965

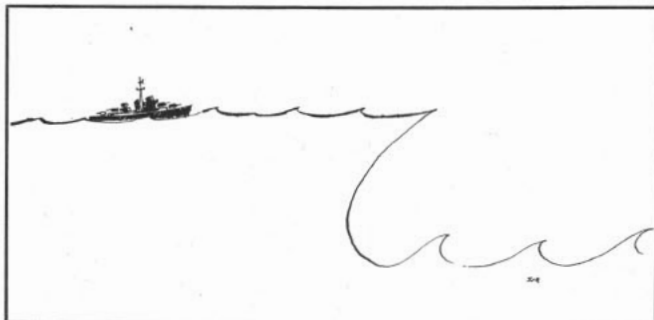
Mount Katmai (AE 16)
21 May-3 Jul 1965

Mount McKinley (AGC 7)
28-29 Sep 1964; 4-5 Nov 1964;
21-22 Nov 1964; 27 Dec 1964-9
Jan 1965; 28-31 Jan 1965; 5-12
Mar 1965; 7-19 Apr 1965

Mullaney (DD 528)
28 June-3 Jul 1965

Navarro (APA 215)
30 May-5 Jun 1965; 20 June-3
Jul 1965

Newell (DER 322)
20 June-3 Jul 1965



THE BULLETIN BOARD

- Noble (APA 218)**
24 April-3 May 1963; 28 August-12 Sep 1963; 1-10 Nov 1963
- O'Bannon (DD 450)**
2 January-12 Feb 1965
- Okanogan (APA 220)**
11-28 Jun 1960; 6-10 Nov 1963; 21-29 May 1965; 15-17 Jun 1965
- Oklahoma City (CLG 5)**
23-29 Mar 1965; 15-23 May 1965; 8-24 Jun 1965
- Oriskany (CVA 34)**
6-12 Sep 1963; 4-9 Nov 1963; 7 May-2 Jun 1965; 10 June-3 Jul 1965
- Orleck (DD 886)**
6 October-6 Nov 1964; 21 November-5 Dec 1964
- Oxford (AGTR 1)**
18 June-3 Jul 1965
- Paul Revere (APA 248)**
16-22 Dec 1960; 2-7 Jan 1961; 23 March-23 Apr 1961; 29 April-11 May 1961; 18-21 May 1964
- Peacock (MSC 198)**
25 March-12 Apr 1965
- Perkins (DD 877)**
8 April-11 May 1965; 18 May-3 Jul 1965
- Persistent (MSO 491)**
20 April-12 May 1962; 27 May-17 Jun 1962
- Phoebe (MSC 199)**
19-31 Jul 1964; 26 March-15 April 1965
- Pickaway (APA 222)**
9 August-7 Nov 1964
- Pickeral (SS 524)**
14-26 Mar 1965
- Picking (DD 685)**
5-11 Sep 1964
- Pivot (MSO 463)**
7-22 Feb 1965; 17 March-1 Apr 1965
- Platte (AO 24)**
2 February-31 Mar 1965; 8 April-5 May 1965; 12-27 May 1965; 5-16 Jun 1965
- Pledge (MSO 492)**
20 Dec 1961-2 Jan 1962; 18 January-17 Feb 1962
- Pluck (MSO 464)**
10-22 Feb 1965; 20 March-2 Apr 1965
- Point Defiance (LSD 31)**
26-27 May 1965; 5-7 Jun 1965; 16-17 Jun 1965; 30 June-3 Jul 1965
- Pomodori (SS 486)**
12-30 May 1965
- Porterfield (DD 682)**
14-22 Oct 1958; 25 November-3 Dec 1958
- Preble (DLG 15)**
25 June-3 Jul 1965
- Prichett (DD 561)**
1-20 Sep 1964; 4-9 Oct 1964; 13 June-3 Jul 1965
- Prime (MSO 466)**
9-21 Apr 1965; 14 April-3 Jul 1965
- Princeton (LPH 5)**
25-26 Jan 1962; 14-17 Apr 1962; 13-17 Apr 1963; 24 April-3 May 1963; 28 August-12 Sep 1963; 27 October-9 Nov 1964; 16 November-10 Dec 1964; 26 Dec 1964-31 Jan 1965; 9-28 Feb 1965; 9 Mar 1965; 16-23 Apr 1965; 2-13 May 1965
- Providence (CLG 6)**
18-20 Jan 1964
- Pyro (AE 24)**
4-25 Apr 1965; 13-25 May 1965; 4-8 Jun 1965; 16-21 Jun 1965; 29 June-3 Jul 1965
- Queenfish (SS 393)**
27 August-19 Sep 1962
- Radford (DD 446)**
24 March-20 Apr 1965; 3-29 May 1965
- Rainier (AE 5)**
29 June-3 Jul 1965
- Ranger (CVA 61)**
1-4 May 1963; 19-20 Sep 1964; 1-9 Oct 1964; 28 November-30 Dec 1964; 17 January-17 Mar 1965; 4-13 Apr 1965
- Rasher (AGSS 269)**
26 October-21 Nov 1964; 6-22 Dec 1964
- Razorback (SS 394)**
2-3 May 1963
- Reaper (MSO 467)**
14-20 Apr 1965; 4 May-1 Jun 1965; 15 June-3 Jul 1965
- Reclaimer (ARS 42)**
5-20 May 1964; 30-31 Mar 1965; 25 April-25 May 1965
- Regulus (AF 57)**
15-17 Apr 1965; 25 April-4 May 1965; 16-23 May 1965; 8-13 Jun 1965; 13 April-15 Jun 1965
- Renshaw (DD 499)**
5 April-6 May 1965; 16 May-3 Jun 1965
- Renville (APA 227)**
28 August-8 Oct 1964
- Richard B. Anderson (DD 786)**
13 Nov 1964-10 Jan 1965
- Richard S. Edwards (DD 950)**
1-5 Sep 1964; 1-16 Oct 1964; 29 October-20 Dec 1964
- Richmond K. Turner (DLG 20)**
24 June-3 Jul 1965
- Ronquil (SS 396)**
19 May-15 Jun 1965
- Rupertus (DD 851)**
11-17 Aug 1964; 10-20 Sep 1964; 24-31 Oct 1964; 1-14 Nov 1964
- Sabalo (SS 302)**
2 September-3 Oct 1964; 15 January-4 Feb 1965; 9-27 Feb 1965
- Sacramento (AOE 1)**
7-15 Jan 1965; 17-27 Jan 1965; 5 February-4 Mar 1965; 20 March-10 Apr 1965; 16-18 Apr 1965
- Salisbury Sound (AV 13)**
11-20 May 1965; 31 May-5 Jun 1965
- Savage (DER 386)**
8 June-2 Jul 1965
- Segundo (SS 398)**
22 Dec 1964-15 Jan 1965
- Snohomish County (LST 1126)**
20 April-3 Jul 1965
- Sproston (DDE 577)**
15-24 Dec 1960; 3-7 Jan 1961; 24 March-12 Apr 1961
- Sterlet (SS 392)**
21 November-6 Dec 1964
- Surfbird (ADG 383)**
12 April-1 May 1965
- Talladega (APA 208)**
27-30 May 1965; 29 June-3 Jul 1965
- Taluga (AO 62)**
3-5, 10-12 Mar 1962; 20-26 Apr 1962; 16-31 Mar 1965; 3-14, 17-25 Apr 1965; 28 April-8 May 1965; 18-29 May 1965; 9-21 Jun 1965; 1-3 Jul 1965
- Tang (SS 563)**
1 January-1 Feb 1965
- Tawakoni (ATF 114)**
2-18 May 1964
- Terrell County (LST 1157)**
6-24 Nov 1961; 1-14 Aug 1962; 16-18 Mar 1965
- Thetis Bay (LPH 6)**
14 September-2 Oct 1959; 25-26 Apr 1961
- Thomaston (LSD 28)**
27 Dec 1964-30 Jan 1965; 7 May 1965
- Ticonderoga (CVA 14)**
27 September-1 Oct 1961; 16-17 Oct 1961; 23 April-1 May 1963; 11 August-22 Sep 1964; 7-29 Oct 1964; 2-6 Nov 1964; 21-28 Nov 1964
- Tillamook (ATA 192)**
9 September-11 Oct 1964; 30 March-15 May 1965; 26 May-1 Jun 1965
- Tiru (SS 416)**
23 April-1 Jun 1965; 22 June-3 Jul 1965
- Toledo (CA 133)**
22-29 Oct 1959
- Tombigbee (AOG 11)**
7-21 Apr 1965; 22-28 May 1965
- Tom Green County (LST 1159)**
14-18 Apr 1965; 7-13 May 1965
- Topeka (CLG 8)**
8 August-7 Sep 1964
- Uhlmann (DD 687)**
30 May-21 Jun 1965
- Union (AKA 106)**
7-12 Mar 1965; 14-19 Apr 1965; 7-12 May 1965
- Valley Forge (LPH 8)**
14-21 May 1962; 30 June-4 Jul 1962; 16-17 Jun 1964; 7-14 Oct 1964
- Vammen (DE 644)**
25 March-9 Apr 1962; 5-18 May 1962
- Vance (DER 387)**
16 May-7 Jun 1965; 28 June-3 Jul 1965
- Vancouver (LPH 2)**
9 February-12 Mar 1965
- Vega (AF 59)**
13-17 Nov 1964; 19-20 Nov 1964; 30 November-2 Dec 1964; 10-11 Dec 1964
- Vernon County (LST 1161)**
14-18 Apr 1965; 7-13 May 1965
- Vesuvius (AE 15)**
7 March-4 Apr 1965; 24 April-11 May 1965; 26 May-2 Jun 1965; 9-17 Jun 1965; 22-28 Jun 1965
- Vireo (MSC 205)**
26 March-12 Apr 1965; 29 April-15 May 1965; 5-22 Jun 1965
- Wahoo (SS 565)**
1-20 Mar 1965; 23-29 Apr 1965
- Walton (DE 361)**
2-28 Apr 1962
- Warbler (MSC 206)**
13 April-5 May 1965; 19 May-6 Jun 1965
- Washoe County (LST 1165)**
22-26 Mar 1965; 12-15 Apr 1965; 4-8 May 1965; 24-26 May 1965
- Washtenaw County (LST 1166)**
7-18 Jun 1962; 21-31 Mar 1965; 15-17 Apr 1965; 4-9 May 1965; 22-25 May 1965
- Wedderburn (DD 684)**
15 October-13 Nov 1964
- Westchester County (LST 1167)**
11-24 Mar 1965
- Wheatstone (LSD 27)**
8 August-28 Sep 1964
- Whippoorwill (MSC 207)**
21 April-28 May 1965
- Whitehurst (DE 634)**
5-24 Mar 1962; 14-26 Apr 1962
- Whitfield County (LST 1169)**
11-24 Mar 1965; 14-18 Apr 1965; 7-13 May 1965
- Wilhoite (DER 397)**
25 June-3 Jul 1965
- Windham County (LST 1170)**
22-24 Mar 1965; 12-16 Apr 1965; 4-12 May 1965; 23-24 May 1965
- Winston (AKA 94)**
7-22 Nov 1964
- Wiseman (DE 667)**
12-20 Apr 1962; 15-21 May 1962
- Woodpecker (MSC 209)**
14 April-5 May 1965; 28 May-27 Jun 1965
- Worden (DLG 18)**
3 September-11 Oct 1964; 3-29 Dec 1964

Units

- (Only personnel who enter the area of operations are eligible for the award.)
- Air Antisubmarine Squadron 33 (VS 33)**
19-20 May 1965; 25-26 May 1965
- Air Antisubmarine Squadron 38 (VS 38)**
19-20 May 1965; 25-26 May 1965
- Alusna Vietnam**
1 Jul 1958-3 Jul 1965
- Antisubmarine Warfare Group 3 (ASWGRU 3)**
8-26 Feb 1965; 20 March-28 Apr 1965
- Antisubmarine Warfare Group 5 (ASWGRU 5)**
19-20 May 1965; 25-26 May 1965
- Assault Craft Division 11 (ACDIV 11)**
April 1965-3 Jul 1965
- Attack Carrier Air Wing 21 (CVW 21)**
9 Dec 1964-3 May 1965
- Attack Squadron 113 (VA 113)**
Det Q
19-20 May 1965; 25-26 May 1965
- Attack Squadron 211 (VA 211)**
9 Dec 1964-3 May 1965
- Attack Squadron 212 (VA 212)**
9 Dec 1964-3 May 1965
- Attack Squadron 215 (VA 215)**
9 Dec 1964-3 May 1965
- Attack Squadron 216 (VA 216)**
9 Dec 1964-3 May 1965
- Beach Group 1, WestPacDet**
11 August-3 Oct 1964; 9 March-3 Jul 1965
- Beachmaster Unit 1 (BMU 1) WestPacDet**
11 Aug 1964-3 Jul 1965
- Cargo Handling Battalion 1 Det J**
June 1965-3 Jul 1965
- Cargo Handling Battalion 2**
28 April-3 Jul 1965
- Carrier Airborne Early Warning Squadron 11 (VAW 11)**
19-20 May 1965; 25-26 May 1965
- Carrier Airborne Early Warning Squadron 11 (VAW 11) Det L**
9 Dec 1964-3 May 1965
- Carrier Airborne Early Warning Squadron 11 (VAW 11) Det Q**
19-20 May 1965; 25-26 May 1965
- Carrier Antisubmarine Air Group 59 (CVSG 59)**
19-20 May 1965; 25-26 May 1965
- Destroyer Division 12 (DesDiv 12)**
10 April-10 May 1965

Destroyer Squadron 23 (DesRon 23) Staff 19-20 May 1965; 25-26 May 1965	Fleet Tactical Support Squadron 21 (VR 21) Det J 4 Aug 1964-open	Mobile Construction Battalion 9 (MCB 9) 27 June-3 Jul 1965	Photographic Squadron 63 (VFP 63) Det F 6 June-13 Jul 1964
Escort Squadron 5 Staff 1-3 Jul 1965	Helicopter Antisubmarine Squadron 8 (HS 8) 19-20 May 1965; 25-26 May 1965	Mobile Construction Battalion 10 (MCB 10) 8 May-3 Jul 1965	Tactical Air Control Squadron 12 7 Dec 1964-1 Jun 1965
Fighter Squadron 24 (VF 24) 9 Dec 1964-3 May 1965	Helicopter Combat Support Squadron 1 (HC 1) Det L 9 Dec 1964-3 May 1965	Mobile Inshore Undersea Warfare Surveillance Unit 12 19-31 Jul 1964	Tactical Air Control Squadron 13 30 June-3 Jul 1965
Fleet Air Reconnaissance Squadron 1 (VQ 1) Det 6 June-13 Jul 1964	Light Photographic Squadron 63 (VFP 63) Det L 9 Dec 1964-3 May 1965	Patrol Squadron 1 (VP 1) 9 January-18 Feb 1965; 2-21 Mar 1965	Tactical Air Control Squadron 13 (TacRon 13) Det A 6 June-3 Jul 1965
Fleet Air Wing 6 1 Jun 1962-3 Jul 1965	Mobile Construction Battalion 3 (MCB 3) 1 June-3 Jul 1965	Photographic Squadron 63 (VFP 3) Det E 6 June-13 Jul 1964	Underwater Demolition Team 12 (UDT 12) Det A 1 Dec 1964-29 May 1965
Fleet Tactical Support Squadron 7 (VR 7) 16 Jun 1961-12 Feb 1963			Underwater Demolition Team 12 (UDT 12) Det B 21 May-3 Jul 1965

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs as well as current BuPers Instructions and BuPers Notices that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Instructions and Notices for complete details before taking action.

Alnavs

No. 1—Announced changes effective 1 January in rates of maintenance clothing monetary allowance.

Instructions

No. 1050.9—Implements the provisions of Public Law 89-735, concerned with authorization of a special 30-day leave following reenlistment or extension of duty in a hostile fire area.

No. 1540.40B—Describes qualifications and assignment policies of personnel ordered to duty in connection with naval nuclear propulsion plants. It reaffirms previously published personnel aspects of the naval nuclear propulsion program as well as stating personnel policies and practices of the Chief of Naval Personnel in this area.

Notices

No. 1531 (19 December)—Solicited applications from enlisted men of the Naval Reserve for nomination to the Naval Academy, class of 1972.

No. 1306 (21 December)—Provided information concerning changes in the distribution of hospital corpsmen.

No. 5802 (21 December)—Discussed the January reporting requirement of aliens as it affects alien Navy personnel.

No. 1221 (23 December)—An-

nounced changes to the *Manual of Enlisted Classifications* (NavPers 15105K).

No. 1531 (27 December)—Provided authority to nominate USN and USNR enlisted men as candidates for the Naval Academy and applicants for the naval preparatory school.

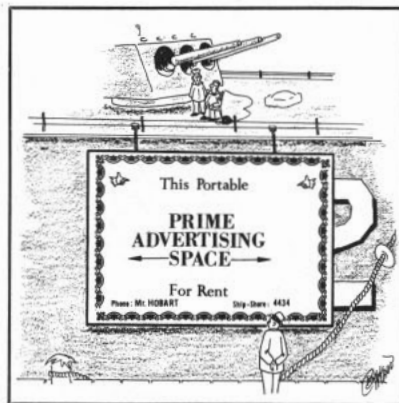
No. 1410 (30 December)—Announced certain changes to qualifications for advancement in Boilerman (BT) rating in advance of the next regular change to the *Manual of Qualifications for Advancement in Rating* (NavPers 18068B).

No. 1418 (5 January)—Provided information concerning the use of answer cards for the February 1967 Navy-wide examinations.

No. 1421 (5 January)—Provided for making promotions to the grades of lieutenant and lieutenant commander.

No. 1610 (5 January)—Requested that data required for research on enlisted performance evaluation be forwarded to the U. S. Naval Per-

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



"Uh, Hobart . . . the Captain would like to speak to you about your part-time job."

sonnel Research Activity, San Diego, Calif.

No. 1070 (6 January)—Brought to the attention of all commands the numerous discrepancies noted in service record administration.

No. 1910 (11 January)—Invited attention to the issuance of the Honorable Discharge lapel device.

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 ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

The Idol: Drama; Jennifer Jones, Michael Parks.

The Invincible Swordsman (C): Adventure Drama; Jean Marais Bourvil, Elsa Martinelli.

That Man in Istanbul (C): Comedy Melodrama; Horst Bucholz, Sylvia Koscina.

Kaleidoscope (C): Adventure Drama; Warren Beatty, Susannah York.

A Man Named Rocca: Mystery Drama; Jean Paul Belmondo, Christine Kaufmann.

Born Free (C) (WS): Drama; Virginia McKenna, Bill Travers.

Picture Mommy Dead (C): Drama; Don Ameche, Martha Hyer.

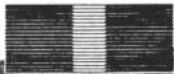
Texas Across the River (C) (WS): Comedy Drama; Dean Martin, Alain Delon.

The Young Warriors (C) (WS): Drama; James Drury, Steve Carlson.

Years of Lightning, Day of Drums (C): Documentary; Narrated by Gregory Peck.

McGuire Go Home (C): Melodrama; Susan Strasberg.

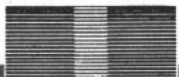
HEROES and LEADERS



NAVY CROSS

"For extraordinary heroism . . ."

★ PALMER, FREDERICK F., Commander, USN, as Commander, Attack Carrier Air Wing 14, as leader of a strike against the heavily defended Hai Phong petroleum and oil storage area in North Vietnam on 29 Jun 1966. Commander Palmer was responsible for the precise, well coordinated and imaginative plan which resulted in the success of the entire mission. He placed himself in the middle of the strike force so that he could coordinate and evaluate the entire mission. He effected the rendezvous of 28 airplanes and directed them to the target with deliberate precision, despite complete electronic and radar silence. At the target, he fired rockets directly into the fuel tanks, causing a fireball which rose to 1500 feet. Following his attack, CDR Palmer, despite heavy enemy gunfire, returned to the target to make the evaluation of damage.



DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ CALVER, GEORGE W., Vice Admiral, MC, USN (Ret), as Attending Physician at the Capitol of the United States from September 1963 to September 1966. VADM Calver was eminently successful in providing medical attendance to the members of both the House and Senate. In addition, he devoted himself to medical research at the Naval Medical School, and served actively as special consultant in internal medicine to the Naval Hospital, Bethesda, Md.

★ REEDY, JAMES R., Rear Admiral, USN, as Commander Attack Carrier Striking Force, U. S. Seventh Fleet, from 23 Jul 1965 through 30 Apr 1966. RADM Reedy directly supervised the formulation of procedures designed to employ most effectively the three carrier division staffs and five attack carrier striking groups under his command in combat operations in Southeast Asia. He was instrumental in establishing

a Yankee Team Commander and Yankee Team Surface-Subsurface Surveillance Coordinator; publishing continuously updated Yankee Team Standard Operating Procedures; developing Southeast Asia Electronics Warfare Doctrine; promulgating a combat tactics handbook; establishing a highly effective Tonkin Gulf SAR (search and rescue) Team with around-the-clock helicopter rescue capability; forming the Joint Task Force 77/Seventh Air Force Coordinating Committee; compiling a CTF 77 *Missile Manual*; and enhancing the effectiveness of new weapons and intelligence collection systems.



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action . . ."

★ PAGE, LOUIS C., JR., Commander, USN, while serving as pilot of an F4B Phantom aircraft during a mission in support of combat operations in Southeast Asia on 17 Jun 1965. CDR Page engaged at least four and possibly six enemy aircraft, accounted for one confirmed kill and contributed to a second by the other F4B aircraft in the flight. He thus diverted the remaining enemy planes from their threat to U. S. strik-

CHOPPER HELPER—John Myers, HM3, receives Bronze Star for his work in evacuating wounded under fire after helicopter crash in Vietnam.



ing forces. With heavy anti-aircraft fire bursting throughout the patrol area, he attacked, seeking out and destroying the opposing enemy aircraft, thus preventing damage to friendly strike aircraft in the area.

★ PALMER, FREDERICK F., Commander, USN, while conducting an armed reconnaissance mission along the coast of North Vietnam on 31 May 1966. When his flight was attacked by a surface-to-air missile, CDR Palmer avoided the missile by maneuvering the flight close to the surface of the water. Attacked by a second missile, he again led his flight through evasive maneuvers. He then planned an attack on the missile site. By outmaneuvering missiles when fired, he located the target and conducted a retaliatory rocket attack on the site, despite intense anti-aircraft and automatic weapons fire. His rocket attack resulted in heavy damage to the control and guidance equipment at the site.

★ PETERLIN, FRANK A., Lieutenant (jg), CEC, USNR, while serving with U. S. Navy Seabee Team 1104 at Dong Xoai, Republic of Vietnam, on 10 Jun 1965. When the compound which his team was helping to build came under intense mortar, machine gun, heavy weapons and small arms fire from an estimated Viet Cong reinforced regiment, LTJG Peterlin quickly went to a position on the berm surrounding the compound and for three hours exposed himself to hostile fire while firing at the enemy. During a massive Viet Cong attack with flamethrowers, hand grenades and small arms, supported by mortar, machine gun and heavy weapons fire, he shot, at close range, a Viet Cong carrying a flame-thrower. Shortly thereafter, LTJG Peterlin was knocked down by an explosion and wounded by a bullet through his right foot. Despite his wound, he evaded the Viet Cong forces, which had overrun the compound, and was able to conceal himself for more than a day before being rescued.

★ ROACH, RICHARD F., Hospitalman, USN, posthumously, while serving with a U. S. Marine patrol which was surrounded by heavy enemy machine gun and automatic weapons fire while penetrating deep into Viet Cong territory on 20 Jun 1966. Hospitalman Roach displayed outstanding courage during the fire fight, in which eight



Marines were wounded. Quick to respond to the call for a corpsman, he moved through the deadly fire to render medical assistance to his wounded companions. Although he was mortally wounded by a burst of close range fire while he was treating a casualty, he succeeded in securing a battle dressing on his wounded comrade before collapsing. His valiant and selfless efforts in the face of intense hostile fire inspired those who observed him.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ DRUSTRUP, NORMAN J., Rear Admiral, CEC, USN, while serving as Commander, Atlantic Division, Facilities Engineering Command, from May 1964 through December 1966, for his part in the development and adaptation of modern management methods and techniques to meet the requirements of expanded facilities maintenance and utilities operations, and for his diplomatic negotiations with the Icelandic Government.

★ MOSHER, NORMAN G., Lieutenant, USN, as Senior Naval Advisor to the 3rd Coastal District, Vietnam, from 5 Oct 1964 to 1 Jul 1965, for his work as a participant in 22 combat patrols, three major operations and three minor operations with the Vietnamese Navy. The Combat Distinguishing Device is authorized.

★ NELSON, ANDREW G., Commander, USN, as Operations Advisor with the Naval Advisory Group, U. S. Military Assistance Command, Vietnam, from January 1964 through July 1965, for advising the Vietnamese on operational matters and assisting in the introduction of numerous innovations to the Vietnamese that materially aided in the prosecution of the counterinsurgency effort.

★ O'BRIEN, JAMES M., Captain, USN, in connection with sustained combat operations against the enemy while serving as Commanding Officer, *uss Midway* (CVA 41), flagship of Commander Carrier Division Seven, from 18 March to 12 Oct 1965, for his part in the integration of ship and air wing planning, coordination, preparation and execution of a multitude of strike and support mission requirements.

★ ROEMER, CHARLES E., Captain, USN, as Chief of Staff for Commander Task Force 77, Commander Task Group 77.4 and Commander Carrier Division Three, from 2 Sep 1964 to 17 Mar 1965, for directing the planning of force dispositions, involving as many as 25 ships and 300 aircraft, which were of paramount significance in assuring the optimum offensive and defensive posture within the force. The Combat Distinguishing Device is authorized.

★ SHILLING, JOHN H., Captain, CHC, USN, while serving as chaplain to U. S. Naval Amphibious Base, Coronado, Calif., the many activities based

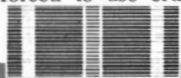
bridge in North Vietnam on 16 Apr 1965. LT Alexander, who was among the first to approach the long, narrow bridge, made a steep, effective attack as he approached the target for the first time. Despite limited visibility, he scored a direct hit on the bridge, causing the span to collapse into the river beneath it. The point of impact was the same as that selected from prestrike photography that would cause the most damage.

★ FIDELIBUS, WILLIAM T., JR., Lieutenant, USN, as a section leader during a mission to find and destroy an SA-2 missile site in North Vietnam, on 12 Aug 1965. During the course of his



DUAL ROLE—*USS Intrepid* (CVS 11) steams in South China Sea in support of operations in Vietnam. *Intrepid* planes perform as ASW and attack aircraft.

thereon, and the other Amphibious Force units in the San Diego area, from April 1965 to December 1966, for his long hours of ministry among the military families of the Amphibious Force, despite the fact that he was under medical treatment, in constant pain, and forced to use crutches.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ ALEXANDER, HOWARD P., Lieutenant, USNR, as a strike pilot in an air group strike against the Xom Ca Trang

search, his aircraft was suddenly hit by enemy ground fire. The aircraft suffered serious damage to the starboard wing and tail assembly. The wing and tail caught fire. LT Fidelibus elected to remain with the burning aircraft at least until he was able to reach the relative safety of the sea. Because of a complete loss of hydraulic pressure, horizontal trim, missing control surfaces and a jammed rudder, the aircraft was guided only by the sheer strength of both his hands on the control stick. The fire extinguished itself and, in spite of the tiring effort involved, LT Fidelibus attempted to return to his home carrier. Despite severe flight control problems, he managed to refuel several times in flight and continue for over 300 miles



to the task force. Slow flight tests determined that the aircraft was uncontrollable in the landing configuration and that ejection was required. LT Fidelibus reluctantly left the crippled aircraft and was rescued immediately from the Gulf of Tonkin.

★ **GLINDEMAN, HENRY P., JR.**, Commander, USN, during a major retaliatory air strike against military installations at Dong Hoi, North Vietnam, on 11 Feb 1965. After planning the retaliatory attack, CDR Glindeman participated in the strike by reconnoitering the target area to determine if weather conditions were suitable for the strike. He then remained directly over the target area to function as a combat air patrol while successfully directing and coordinating the efforts of 32 aircraft.

★ **GREATHOUSE, EDWIN A.**, Lieutenant Commander, USN, during a mission in support of combat operations in Southeast Asia against North Vietnamese



forces on 20 Jun 1965. LCDR Greathouse engaged two enemy aircraft in low-altitude aerial combat. In spite of the distinct advantage held by the enemy, he skillfully evaded the attacks and, initiating an attack of his own, assisted in a confirmed kill and drove off the remaining aircraft.

★ **MAU, GARY W.**, Lieutenant, USN, in action against hostile forces on 23 Apr 1965. After repeated strikes with conventional ordnance by other members of the striking force had failed to destroy an important highway bridge near Xom Phoung, LT Mau attacked the bridge with a *Bullpup* missile and brought about its destruction on his first attempt, though he had to overcome reduced visibility, an extremely narrow target, ballistic crosswind and enemy antiaircraft fire during the attack.

★ **PALMER, FREDERICK F.**, Commander, USN, while leading a coordinated strike on the Me Xa highway bridge located in the high density enemy antiaircraft artillery and surface-to-air missile environment between Hanoi and

Haiphong on 8 May 1966. When four surface-to-air missiles exploded near the strike group, he courageously led his *Skyhawks* against the firing sites. In the face of furious ground fire and missiles fired at his flight, CDR Palmer attacked, delivered a lethal blow with his rockets and then led his flight to safety.

★ **PINNEKER, JERALD L.**, Lieutenant (jg), USN, posthumously, during a strike mission against a major Viet Cong stronghold in South Vietnam on 20 Mar 1966. In the presence of intense enemy ground fire, and fully aware of the personal danger involved, LTJG Pinneker resolutely made two separate napalm attacks, scoring a direct hit on an enemy automatic weapons position with his final attack. In completing the mission, he sacrificed his life when his aircraft was hit by a concentration of enemy ground fire.

★ **STODDARD, CLARENCE W., JR.**, Commander, USN, posthumously, while engaged in combat operations against insurgent communist guerrilla forces in Southeast Asia on 10 Jun 1965. CDR Stoddard, as strike coordinator, planned and led an aerial striking group of 12 fighter planes on an attack against the thermal power plant in North Vietnam in the face of heavy cloud cover, thunderstorms, rain and low visibility in the target area. Placing his own section of aircraft directly over the target and above the bombing pattern, he coordinated the simultaneous attacks of propeller aircraft and jets and pinpointed specific targets to be bombed within the power plant complex. In order to mark many of these target positions, he made numerous strafing attacks, thereby showing the way for other aircraft. As a direct result of his efforts, a possible deteriorating situation was averted and 75 per cent of the entire power plant complex was destroyed.

Gold Star in lieu of Second Award

★ **GREATHOUSE, EDWIN A.**, Lieutenant Commander, USN, while leading a section of A-1 aircraft on a Rescue Combat Air Patrol mission, on 27 Jul 1965. LCDR Greathouse and his wingman were called to aid a downed Air Force pilot in the vicinity of Hanoi, North Vietnam. Aware that he was the only one who knew the exact location of the downed pilot, and realizing that a search of the area would be hazardous due to the proximity of antiaircraft positions and missile sites, LCDR Greathouse elected to remain in the area until the rescue aircraft arrived. In spite of the heavy fire from nearby antiaircraft sites, the rescue mission was accomplished.

Gold Star in lieu of Second Award

★ **PALMER, FREDERICK F.**, Commander, USN, during a coordinated strike against rail facilities and lines of communication in North Vietnam on 1 May 1966. CDR Palmer planned and led the first strike in a sustained attack on military targets in the Vinh complex, though unable to aim his own bombs due to windscreens damage suffered when his plane was hit by antiaircraft fire. He continued to press home his attack to insure proper over-all strike coordination and target identification for his flight. He then pulled up from the target, determined the extent of the damage to his aircraft and made a dive attack on a second target without the assistance of a gunsight. Severe damage was inflicted upon the primary and secondary targets.



BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

★ **CLARK, WILLIAM D.**, Hospital Corpsman 3rd Class, USN, while serving as a corpsman with U. S. Marines in operations against Viet Cong forces on 5 Mar 1966. His platoon was subjected to intense hostile fire while advancing toward the enemy across an area which provided limited concealment. Petty Officer Clark, despite the intense fire during the next two hours, administered first aid to several wounded Marines who had fallen in areas exposed to the gunfire. He helped carry one of the wounded to safety across an open field under fire. During the evacuation of the wounded to a helicopter landing site, Clark, although wounded himself by mortar fire, continued to treat the wounded Marines and supervise the order of evacuation. On one occasion, he provided treatment for a critically wounded Marine, and undoubtedly saved the man's life. The Combat Distinguishing Device is authorized.

★ **GALBALLY, THOMAS E.**, Hospital Corpsman 3rd Class, USN, while serving as a corpsman with U. S. Marines at Da Nang, Republic of Vietnam, on 9 Aug 1965. When the Battalion Command Post was subjected to a sudden enemy mortar attack, Petty Officer Galbally went to a tent which had received a direct hit to administer first aid to the wounded occupants. By his skillful application of pressure and tourniquets, he was able to keep alive a seriously wounded officer who had sustained multiple shrapnel wounds. Continuing his lifesaving efforts, Gal-

bally accompanied the wounded officer during a five-mile evacuation trip to medical facilities. The Combat Distinguishing Device is authorized.

★ KEENAN, JAMES M., Hospital Corpsman 2nd Class, USN, in connection with operations against the enemy while serving with U. S. Navy Seabee Team 1104 at Dong Xoai, Vietnam, on 10 Jun 1965. When the compound which he was helping to construct came under intense mortar, machine gun, heavy weapons and small arms fire from an estimated Viet Cong reinforced regiment, Petty Officer Keenan exchanged fire with the enemy for over an hour at his assigned post before being recalled to the compound post to treat the wounded. Although wounded himself, he treated other casualties under constant fire for the next 13 hours. He saved at least one American's life and helped a wounded man to a new location prior to air evacuation. Through his continual medical aid to others and by his persistent fighting spirit, Keenan greatly contributed to the safe air evacuation of 13 men from Dong Xoai. His courageous actions were in keeping with the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

★ MARTIN, WARD K., Commander, USN, as Senior Advisor to the Vietnamese Navy's Coastal (Junk) Force, from 23 Jul 1964 to 7 Jun 1965. Participating in 15 junk patrols, 11 of which came under insurgent fire, he displayed courage and an aggressive dedication to duty which gained the respect of both Vietnamese and U. S. personnel. The Combat Distinguishing Device is authorized.

★ MOLITO, GERALD J., Hospitalman, USN, while serving as a corpsman with U. S. Marines during operations against the enemy in Truong Dinh, South Vietnam, on 19 May 1965. While searching through the village, his company was subjected to sniper fire from an automatic weapon emplacement on a ridge to the company's rear. When one Marine was hit, falling on top of a rice paddy dike which was fully exposed to the enemy fire, Hospitalman Molito ran through the enemy fire to the wounded man, pulled him from the dike and, using his own body as a shield, administered medical aid until the wounded man could be evacuated. The Combat Distinguishing Device is authorized.

★ NELLIS, DONALD P., Commander, USN, as Commanding Officer, uss *Mansfield* (DD 728), from 20 October to 3 Nov 1965. For eight days during

this period, *Mansfield* provided gunfire support to United States and Republic of Vietnam armed forces in their operations against Viet Cong forces. CDR Nellis placed his ship in position to fire effectively on a total of 86 enemy positions and targets. The destroyer damaged or destroyed more than 288 structures, seven junks and two bridges while inflicting more than 40 personnel casualties upon the enemy. The Combat Distinguishing Device is authorized.

★ NELSON, MARVIN D., JR., Commander, USN, as Commanding Officer, uss *Ozbourn* (DD 846). For five days during the period from 22 October to 4 Nov 1965, *Ozbourn* conducted surface strikes in support of U. S. and Republic of Vietnam forces in their operations against the Viet Cong. A total of 72 targets were taken under effective gunfire by the ship. On three of these strikes the ship responded to urgent requests for naval gunfire support. CDR Nelson maneuvered his ship at high speed through shallow shoal waters, despite a scarcity of navigational reference points, in order to bring his guns to bear effectively upon the enemy in the shortest possible time. In each case the accurate, timely gunfire from *Ozbourn* forced the enemy to retreat and directly contributed to the rescue of friendly forces. The Combat Distinguishing Device is authorized.

★ ORRIK, DAVID N., Lieutenant, USN, as advisor to the 26th River Assault Group, Vietnamese Navy, from 1 Oct 1964 to 1 Mar 1965. Participating in numerous combat operations, he exposed himself to enemy fire in order to assess situations and render timely and effective advice. By his courage and enthusiasm, LT Orrik won the confidence and sincere respect of the Vietnamese Navy personnel and U. S. advisors. The Combat Distinguishing Device is authorized.

★ PALMER, FLOYD E., Hospital Corpsman 2nd Class, USN, while serving with U. S. Marines on a reconnaissance mission in the vicinity of the Song Yen River near Da Nang, Republic of Vietnam, on 17 Jul 1965. When one Marine was killed and several others injured in a land mine explosion, Petty Officer Palmer, aware of the mines in the area, made his way over 400 meters of ground to the wounded men, administered aid and insured that the wounded were evacuated. After he resumed his position in the command group, two more mines were detonated and he again administered medical treatment and supervised the evacuation of the wounded under intense

enemy fire. The Combat Distinguishing Device is authorized.

★ ROBINSON, PHILIP O., Lieutenant, USNR, posthumously, as an advisor to Vietnamese Navy Coastal Group 16 at Quang Ngai, Republic of Vietnam, from 7 Jun 1965 to 25 Mar 1966. During this period, LT Robinson participated in 10 combat operations and more than 100 combat patrols. On 25 Mar 1966, he led Coastal Group 16 in repelling a Viet Cong attack on a local village. Upon returning to sea as part of a blocking force, LT Robinson's unit closed to investigate suspicious activities on the beach. As the Coastal Group junk approached, the Viet Cong opened fire from shore with heavy semiautomatic weapons. In the exchange of fire, LT Robinson was seriously wounded. He died while en route to a hospital at Chu Lai. LT Robinson brought about significant improvements in Vietnam's naval capa-



bility and contributed greatly to the counterinsurgency effort at a time of increasing war tempo and rapid expansion of the Vietnamese Navy. His bravery and inspiring leadership were in keeping with the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

★ SAVAGE, RICHARD G., Hospital Corpsman 3rd Class, USN, while serving with U. S. Marines in the vicinity of An My (3), Quang Nam Province, Vietnam, on 28 Apr 1966. Petty Officer Savage was serving with a platoon-sized patrol which was suddenly brought under enemy fire. Almost immediately, three members of the patrol were incapacitated and another was wounded while dragging a comrade to safety. Despite the deadly fire, Savage moved from one injured man to another to administer medical treatment. The Combat Distinguishing Device is authorized.

★ SCHAEFER, RICHARD W., Hospital Corpsman 3rd Class, USN, while serving

with U. S. Marines in the Republic of Vietnam on 18 Aug 1965. After his company had taken its first objective, a low hill, the men were besieged by intense enemy mortar and automatic weapons fire from approximately 200 meters away on an adjacent ridge. Although he was wounded in the arm by fragments from the initial mortar fire, Schaefer, with complete disregard for his own wound and personal safety, fearlessly exposed himself to enemy fire in order to render treatment to nearly a dozen of the 15 wounded Marines. He further assisted in and directed the evacuation of the wounded to a protected area, secure from small arms fire.

6 Apr 1965 as advisor to the Joint Operations Center, RVNAF High Command. LCDR Scully participated in operations and patrols with Vietnamese Navy units in the Delta areas of South Vietnam to make studies which assisted both U. S. and Vietnamese naval efforts in the counter-sea infiltration effort. He offered advice and recommendations in the salvage of a Viet Cong junk that had been sunk at Vung Ro Bay with a large weapons supply. Through alert and logical thinking, he produced innovations and ideas which were instrumental in improving Vietnamese naval operations. The Combat Distinguishing Device is authorized.

Naval Intelligence Advisor to the Vietnamese 4th Naval Zone while serving with the Naval Advisory Group, Military Assistance Command, Vietnam. During this period, LT Smith participated in 20 combat operations in which he came under or was subjected to enemy fire. His initiative, ability and courage under fire have been commended by those who served with him. By his outstanding performance of duty, LT Smith brought about significant improvement in Vietnam's intelligence capability. His courage, dedication to duty and sense of responsibility were in keeping with the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

★ WITHAM, ALAN E., Lieutenant, USN, as Senior Naval Advisor to Vietnamese Navy Coastal Force divisions at Rach Gia, Kien Giang Province, from 4 Jul 1964 to 7 Jul 1965. During this period, LT Witham directly participated in five combat operations, frequent psychological warfare missions with U. S. Army units and numerous junk anti-infiltration patrols. His initiative, ability and courage under fire contributed to outstanding rapport with his Vietnamese counterpart and brought about significant improvement in the operational effectiveness of the Coastal Force units. Through his outstanding performance of duty, he contributed greatly to the counterinsurgency effort at a time of increasing tempo of operations and at the early stages of Coastal Force operations. LT Witham's courage, dedication to duty and sense of responsibility were in keeping with the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.



Through his aggressiveness and composure under fire, he undoubtedly saved the lives of several of his comrades. The Combat Distinguishing Device is authorized.

★ SCOTT, CARL L., Engineman 1st Class, USN, as an advisor to the Coastal Force, Vietnamese Navy, from May 1964 to May 1965. Petty Officer Scott rendered invaluable assistance to Coastal Force personnel in the fields of engineering, maintenance and repair. While participating in numerous combat operations, he positioned himself at vantage points, exposed to enemy fire, in order to assess the operations and render effective advice. He won the confidence and sincere respect of the Vietnamese Navy personnel by his display of professional knowledge and resolute courage. The Combat Distinguishing Device is authorized.

★ SCULLY, DONALD G., Lieutenant Commander, USN, from 26 Nov 1964 to

★ SEABROOK, NATHANIEL, JR., Hospitalman, USN, while serving with U. S. Marines in the Republic of Vietnam on 22 Aug 1965. His patrol was suddenly ambushed by 25 Viet Cong, with the initial enemy volley of automatic weapons fire and hand grenades wounding eight Marines, including the platoon commander. Hospitalman Seabrook fearlessly exposed himself to intense hostile fire as he made his way around the platoon perimeter rendering aid to his wounded comrades. Throughout the ensuing two-hour battle, he was seemingly oblivious to the incessant fire as he tirelessly tended to 12 wounded Marines. Seabrook's heroic actions were instrumental in saving the lives of several Marines. The Combat Distinguishing Device is authorized.

★ SMITH, CLYDE A., Lieutenant, USN, in connection with operations against communist guerrilla forces in Vietnam from 5 Aug 1964 to 9 Aug 1965 as

Gold Star in lieu of Second Award
 ★ SCHAEFER, RICHARD W., Hospital Corpsman 3rd Class, USN, while serving with U. S. Marines in Vietnam on 21 Mar 1966. Petty Officer Schaefer was attached to a platoon during a search and destroy operation near Quang Ngai. As the platoon approached a village, it was fired upon by a large Viet Cong force located in heavily fortified positions and trench lines around the entire village. Within a short period of time, the platoon had suffered heavy casualties, the majority of which were located in an exposed rice paddy directly in front of the enemy positions. Without hesitation, Schaefer proceeded to administer aid to the fallen Marines. He calmly and quickly performed his medical duties until every wounded man had been evacuated, several of whom he carried out himself. The Combat Distinguishing Device is authorized.

BOOKS

PLENTY OF GOOD READING IN THIS MONTH'S CHOICE

THEN THE GREAT curling wave broke over the ship, completely submerging her. Sea water poured down her stacks. There were a total of three great waves, each one higher than the previous one, followed by a number of smaller ones. The ship actually sank to the bottom of the bay five times and at the end, still buoyant, she was picked up bodily and was hurled hard against the rocky bluff lining the shore."

That, in the words of Captain Edward L. Beach, USN, is what happened to USS *Memphis* in Santo Domingo harbor in 1916. He tells the complete story in *The Wreck of the Memphis* and if there's any man perfectly qualified to do so, CAPT Beach is he. This one comes from the heart. It just happens that the commanding officer of *Memphis* at the time of the disaster was the father of CAPT Beach. He is a close friend of the survivors of the wreck, who are convinced that he is almost worthy of his father. (See *ALL HANDS*, pp 20-21, December 1966.) And he's a real pro as a naval officer and a writer. A perfect combination.

There's *Tattered Ensign* by John Jennings; *Fighting Under the Sea*, by CAPT Donald Macintyre; *Teacher Wore a Parachute*, by Joe James. *The Air Devils*, by Don Dwiggin, is equally hair-raising, but not exclusively Navy.

Tattered Ensign is the story of the original USS *Constitution*, built shortly after the Revolutionary War and still in commission. It tells of her original launching, shakedown cruise, action against the Barbary pirates off the coast of Tripoli, engagement with the British *Guerriere* in the War of 1812, diplomatic runs to Europe, the North Atlantic and West Indies patrols, the cruises to the South Pacific. An ex-seaman and former naval officer, Jennings has written more than 20 books.

Fighting Under the Sea is, of course, concerned with submarines; in this case, primarily the history of their development as a weapon. It takes you back to the 16th century but, as CAPT Macintyre says, real proof of their effectiveness did not come until World War I. Even at

that time, they were frequently more of a menace to their own crews than to the enemy. U. S. subs in the Japanese-held South Pacific in World War II round out this relatively brief chronicle.

And, according to Joe James, it's a good thing teacher *did* wear a parachute. They were strongly indicated for the time and place James discusses. He tells of the days in which the instructors and cadets of the flying schools of World War II were the last of the military pilots to fly in open cockpits, the last to know the sting of the wind on their faces and to hear the hum of wires which supported the wings. (You gauged your landing speed by the pitch of the hum.) Officially the Navy trainers of those days were known as N2S *Kaydet*, but the students knew them better as the "Yellow Peril." James should know, as he has logged some 4000 flying hours, most of them as a World War II flight instructor. Today's student pilots will shake their heads in wonderment at his yarns.

Air Devils is a straightforward collection of hair-raisers from the days of the hot-air balloonists of the 18th century to the jet acrobatic teams of today. Dwiggin has interviewed some of the early stunt pilots, barnstormers and battle aces still alive. (There aren't many left.) And—did you know there really was a daring young man on the flying trapeze? Literally.

Two books on treasure are included in this month's list. One type of treasure is biological; the other, straightforward gold, silver and jewels.

How do fish keep from drowning? Why do eels and salmon migrate? If they find an impelling reason to do so, why don't other species? These are some of the questions raised in *The Living World of the Sea*, by William J. Cromie. He describes the creatures to be found in the sea from the smallest plankton to the largest whale. He discusses how life in the ocean was born some two billion years ago and how it developed into some of the most highly organized creatures in the world—not necessarily vertebrates. He also raises some interesting ques-

tions with no easy answers.

The other type of treasure is described by Lieutenant Harry E. Rieseberg, a former Navyman. Through the hundreds or thousands of years in which men have journeyed through the oceans, literally thousands of ships have been sunk at sea. Many have contained immense treasures. In *The Sea of Treasure*, Rieseberg tells of his second career in his search (and discovery) of many of these ships. He estimates that there is more gold to be found underwater today than is stored in the combined treasuries of all the nations of the world. All you have to do is: 1.) Find it; 2.) Bring it to the surface; 3.) Hang on to it until it's safely in the bank. Rieseberg is co-author of *Guide to Sunken Treasure Ships Around the World*.

World War II will be another type of gold mine for authors and historians for many years to come. One of the more recent examples is *The United States Navy in World War II*, compiled and edited by S. E. Smith. He has selected a number of pieces by outstanding authors which preserve the essence of an action or campaign and has arranged his material so that the work is a unified whole. It moves from Pearl Harbor to the Malay Barrier, the war in the Atlantic, Doolittle's raid, Midway and Guadalcanal, Normandy, Leyte and Okinawa. A refreshing way to absorb history.

It's difficult to avoid drawing a parallel between the movie "The Russians are Coming" and *The Cruel Coast*, by William Gage. The locale is Ireland in World War II instead of New England today or tomorrow, but the problem is much the same—a crippled "enemy" sub, but some of the humans are more human than political.

During the narration of *In the Company of Eagles*, Ernest K. Gann gives you the best of several worlds. Not only is there the conflict between the good guy, the French airman, and the bad guy, his German opponent, but Gann thoroughly explores the daily actions, philosophies and psychology of both. There are the daily mechanics (no pun, really) of the operation of the airfields behind the lines on both sides; there is the climax of the dogfight between the two. The setting is World War I.

TAFFRAIL TALK

EVER TRY TO catch a firefly? It's a slow way to earn spending money.

Some people appear to be better at it than others.

A few months ago (in November, to be exact), we described in these columns the efforts of the Naval Weapons Laboratory at Dahlgren, Va., to find 25,000 fireflies for one of their research programs. We wished them luck but, in our own private opinion, didn't think too much of their chances of success. We've tried catching fireflies. On the lawn, during a warm, moist evening in midsummer. Pleasant, but not productive.

However, the aficionados of Dahlgren are more determined.

Somewhat shaken, our good friend Amos W. Clary, Dahlgren's PAO, gave us a firsthand account:

"The results of our request for fireflies in the research project were overwhelming. We were really bugged—so much so that we had to call a halt after one week. Not only had the 25,000-bug quota been reached in this time, but we had an extra 10,000 on our hands. I didn't think there were that many fireflies in the world.

"When the program began, our people here hoped to receive about 1000 bugs a day.

"It didn't turn out that way. In some cases, just one individual would bring in that many. I don't know where they got them. There were instances where people traveled 30 miles to turn in the fireflies.

"Two of NWL's employees associated with the program volunteered to receive fireflies at their homes in Fredericksburg, Va. People—grownups as well as kids—were lined up outside their houses for hours, all with their jars of bugs. Never saw anything like it in my life."

No matter what the ultimate results may be, Project Firefly did prove that Dahlgren has lots of friends.

★ ★ ★

Dahlgren's problem was unique—and the word is used after due deliberation. Recently, however, Naval Air Transport Wing Pacific faced a problem common to every command—how to express its appreciation to Joe, or Tom, or Harry, as the case may be—when he retires.

In this instance, the question was the same, but the name was Hank. During the latter part of January, Commander Henry P. Jorda retired. CDR Jorda is a former member of the Moffett-based Air Transport Squadron Seven and was a former commanding officer of Air Development Squadron Six (VX 6), the primary Antarctic support squadron.

What kind of memento would be appropriate and unusual? One that he'd treasure. The solution was—unique. Lieutenant Commander Joseph Detwiler had the answer all the time, tucked away safely in a freezer.

During the retirement ceremonies, CDR Jorda was presented with a great big, guaranteed genuine, chunk of ice more-or-less fresh from the Antarctic.

While in the Antarctic last November as a part of Pacific's Deep Freeze '67 Task Unit, CDR Detwiler had chopped a sizeable chunk of ice from Barne Glacier near McMurdo Sound just for this purpose and had carefully preserved it ever since.

Now it's CDR Jorda's (Ret.) problem.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

• AT RIGHT: NAVY FAMILY—Chief

Yeoman Robert L. Yount, USN, was passing through the Bureau of Naval Personnel with wife and children on his way to his next duty assignment when this Navy family portrait was taken. Seated: Wife Margaret; and Chief Yount. Standing left to right: Jo, age 12; Lora, age 15; Sheila, age 13; and Michael, age 11.

ALL HANDS





Two Reserve pilots from Helicopter Antisubmarine Squadron (HS) 861 fly over the Chesapeake Bay on a training mission. HS-861 is one of 12 Selected Air Reserve squadrons attached to Naval Air Reserve Training Unit, Norfolk, Va. Mission of this squadron is to train for and maintain ASW capabilities in order to provide maximum readiness.

NAVAL RESERVISTS ON THE JOB