

★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



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for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

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NOVEMBER 1967

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• **FRONT COVER: STRAIGHT AHEAD**—USS *Constellation* (CVA 64) cuts a straight path through the South China Sea while on station off the coast of North Vietnam. The forward lifelines of a Seventh Fleet destroyer provide suitable framing as the two ships play follow-the-leader.—Photo by Byron Whitehead, Jr., JO1, USN.

• **AT LEFT: TWIN CHRISTENING**—Twin ammunition ships *Kilauea* and *Butte* are christened in a dual ceremony. Sponsors pulled lanyards which triggered christening devices aboard ships instead of smashing traditional champagne bottle. Unusual christening was necessary because of time of high tide on which ships were to be moved.

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



ROAR OF



ABOARD USS *Coral Sea* (CVA 43)
—When air operations are not in progress and all planes are secured, the carrier flight deck looks peaceful and serene, like a resting place for many sleeping giant birds.

But when flight quarters is sounded, in a matter of moments the huge steel plateau awakens, accompanied by a roar of different sounds that can be heard in no place other than on a Navy flattop.

The screeching sound of the props blends with those of the screaming jets—this is the sym-





SILENCE

phony of the flight deck in action. The CVA becomes a center of instant activity—aircraft are warmed up, guided onto the catapults, and hurled into the sky. When the last launch is completed, only then does the carrier return to momentary quietness—almost a roar of silence.

The crew stands by to await the return of the aluminum birds—when once again the flight deck will be a scene of noise and action.

—Story and Photos by

C. S. Ledesma, Jr., PH3, USN.



NOVEMBER 1967



GOING IN—A-4 Skyhawks head for target in Vietnam. Right: Oil supply depot near Haiphong is blasted sky-high.

To SAR—With Love

HOW DOES IT FEEL to bail out of a flak-riddled jet over enemy territory? Much better, thank you, when you make it back to your carrier the same day.

That's what Lieutenant (jg) John W. Cain, USNR, learned when he ejected from his A-4 Skyhawk and found a search and rescue helicopter hovering overhead just eight minutes later.

His story is told here by Ensign Hoite Caston, the public affairs officer of a Seventh Fleet aircraft carrier off Vietnam.

"The only thing I wanted to do was get to the beach and out over water. If I got there, I knew I had it made."

A pilot with Attack Squadron 192, Lieutenant (jg) Cain had just bombed a petroleum storage depot near Haiphong when he felt the thud and shake that told him his plane had been hit.

A flyer gets accustomed to all sorts of noises, bumps and sensations when he pilots a jet fighter or bomber into combat. His radio squawks and crackles in his ear; sharp turns, dives and jinking press him back tightly into his seat; winds jolt and shake his craft around him.

These are all normal and usually welcome sensations to the pilot as he guides his complicated craft on a

combat mission. But one sound and sensation that each pilot privately hopes never to experience—the heavy thud followed by a sharp jump of the plane.

When that happened to Lieutenant (jg) Cain, he had little doubt as to what had caused it.

"I'm hit," he radioed. "Gonna have to go down."

Then he took action.

"I had good power and speed from my dive, so I figured I'd make it. But then my radio went out and all my electrical systems with it. I was cut off from everybody."

At first he thought his engine had gone out too, but somehow it continued to run.

"I just hoped it would get me over the beach. That was my only thought."

THE COCKPIT immediately began to fill with fire and smoke from his burning console, and he tried to switch over to his aircraft's backup systems.

"I knew the hydraulics would probably conk out any minute, so I tried to change over to manual control, but no go. It wouldn't kick in."

The fire and smoke continued to get worse. Since his radio was out and he was cut off from advice from the other pilots he could not tell if his plane was burning externally.

"For all I knew, I was just one big fireball."

He was doing roughly (and you can take that two ways) 240 miles per hour at 2000 feet when he finally lost all control of the craft. Every time he would push the throttle forward for more power, he would get more smoke.

"I knew the steering was gone when I had everything cranked for a hard right roll and the plane started to roll slowly to the left and over on its back. That was it, brother. I knew it was time to vacate the premises, beach or no beach."

He pulled the wind curtain of his ejection seat down over his face and, after a split-second pause, heard two explosions as he was catapulted out of the jet almost parallel to the sea.

"I felt the wind rushing by as the seat spun around a couple of times before the chute popped. It probably only took a couple of seconds for it to open, but it sure seemed a lot longer."

THE NEXT THING he knew all the fire, smoke and noise were gone and he was quietly drifting down.

As he passed through the clouds he could see F8 Crusader jets of Fighter Squadron 194 and other members of his own attack squadron circling overhead. That made him feel good. He also saw water below

him. That made him feel even better.

"But then I saw land—on both sides of me." This was Do Son peninsula and Do Son island, both near the mouth of Haiphong Harbor.

"I was coming down right smack on the island, and as I got closer to the ground I could see people running around and just knew I was going to land right on top of them. I figured it was all over, and that I'd be a guest of the Hanoi Hilton before the night."

This was the first time Lieutenant (jg) Cain had actually used a parachute, so he wasn't completely familiar with its behavior. But he learned fast and already knew he could control his drift by the way he pulled on the shrouds.

"I started to pull like crazy on this one shroud, trying to get out over the water between the island and the peninsula. I didn't think it was working at all, but somehow I came down in the water right between the two pieces of land."

AS HE WAS COMING down the F8s were strafing the coasts all around him, trying to keep any shore fire from getting him. He had lost his pocket radio transmitter during the ejection, so he was still cut off from the other pilots. All through his descent the *Crusaders* kept circling him to hit shore batteries and the many small boats converging on the area.

The commanding officer of the jet fighter squadron, Commander William F. Conklin, was overhead. He and other pilots of his squadron had been flying a flak-suppression and combat air patrol (CAP) mission in the same strike.

CDR Conklin had heard Cain's brief radio message when he was first hit. Even though he was low on fuel, Conklin assumed immediate charge of the rescue mission. It was his job to suppress the enemy until the propeller-driven A1 *Skyraiders* of the rescue combat air patrol (RESCAP) arrived. The A1's, or *Spads*, because of their lower speed, have more maneuverability and staying power to better cover the rescue.

Ensign Howard N. Van Dorn, a *Spad* pilot with Attack Squadron 52, was flying just off the coast. In eight minutes the search and rescue helicopter was also on the scene.

"That's when all hell broke loose,"

said Cain. "The copter made about two passes over me, trying to maneuver in to pick me up. Then they started hitting us with everything they had. Mortars and 37-mm fire began to rain near us.

"I wasn't thinking about much else but getting out of there, but I do recall thinking this whole thing was just like the movies, really. There were bombs going off overhead, mortars sending up big showers of water, and small arms fire getting closer all the time—just like the movies."

THE HELICOPTER began to take some hits from the beach. The gunner on board was busy returning fire with his machine gun while another crewman lowered the cable and hook.

"As soon as I had draped my legs over the hook, the chopper hauled the cable up and started to lift off with me hanging right underneath. They didn't waste any time getting out of there, and I wasn't going to argue. I got banged around underneath the chopper quite a bit until we got out further and they finally hauled me aboard."

The escape was none too soon, for mortar fire had been walking right up to the craft, even straddling it near the end.

"Just before we left, that last round landed about 50 feet from us,"

Cain said. "That was close enough for me."

In addition to the North Vietnamese shore fire and boats down below, there were eight *Skyraiders*, six *Crusaders* and five *Skyhawks* overhead at one time or another. Quite a show, and all for young Bill Cain.

But the key members of the team were the crew of the rescue chopper from Helicopter Squadron Two. The pilot was Lieutenant Stephen T. Millikin, USNR. The copilot was Lieutenant (jg) Thomas E. Pettis, USNR. Working the hoist was Peter J. Sorokin while Charles B. Sather manned the machine gun. Both men are aviation antisubmarine warfare technicians second class.

Even with mortar fire moving their way, and after taking direct hits from shore fire, the copter crew stayed over Cain for 10 minutes to make the pickup. Their willingness to place themselves in danger to save others is typical of the attitude shown by all the men assigned to the helicopters, *Spads* and destroyers in SAR.

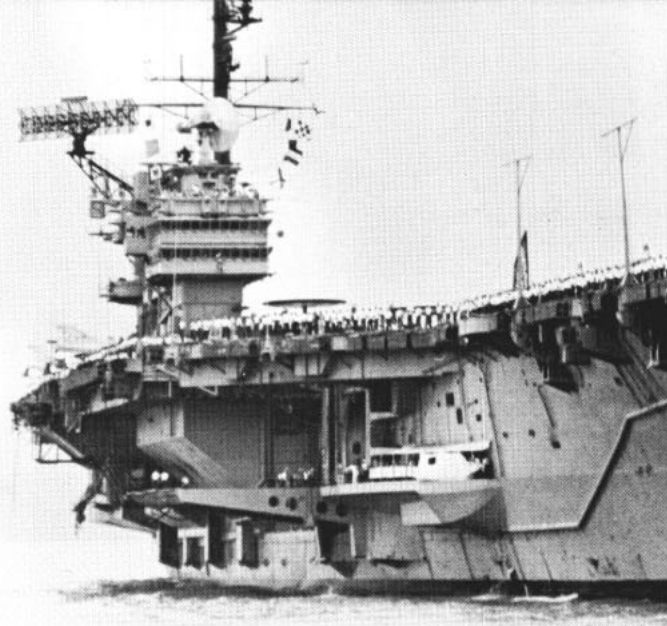
Hundreds of pilots owe their lives to these men. Now, one more name—Lieutenant (jg) John W. Cain, USNR—has been added to the rescued list.

As Cain puts it, "How do you pay back a debt like that?"

—Hoite Caston, Ensign, USNR

SEARCH AND RESCUE copter delivers supplies to destroyer SAR team member.





OBA-CLAD crewmen pour water into hole in *Forrestal*'s deck. Rt: Crewmen man rails during docking at Subic Bay.

'A SHIP FULL OF

Some were not yet 21 years old. For many, it was their first tour of duty. Fresh out of high school, then boot camp, they had pulled a tour on Forrestal as flight deck personnel or as part of the ship's operating force.

Much like any group of young men, there were all types. They came from all walks of life—economic, social, academic.

Why did they do it? What makes a hero?

No one is quite sure. Perhaps it has something to do with the matter of believing, on a personal, private basis, that what they are doing is right. It's something you don't discuss very often.

Although the lost lives can never be recovered, Forrestal can be repaired, the lost planes replaced. But no one who lived through the Forrestal fire will ever be able to forget what these men did.

This is what happened:

UNTIL THIS SATURDAY morning, it had been more or less a routine cruise.

At the moment, *USS Forrestal* (CVA 59), flagship for Commander Carrier Division Two with Rear Admiral Harvey P. Lanham embarked, was in the Gulf of Tonkin about 60 miles off the coast of North Vietnam. She had been on the line for about five days and her Air Wing 17 had flown about 150 missions against the North. The destroyers *USS Rupertus* (DD 851) and *George K. MacKenzie* (DD 836) were acting as plane guard. The carriers *USS Oriskany* (CVA 34) and *Bon Homme Richard* (CVA 31) were in the vicinity.

Forrestal had launched one group of aircraft earlier in the morning and this group was supposed to be recovered after the second group had been launched.

At this point, the after portion of the flight deck was packed wing-to-wing with 12 *Skyhawks*, seven *Phantoms* and two *Vigilantes*. They were fueled, armed and manned. The engines of all but one had been started.

The time was 1053.

Then somehow (no one is quite sure just what happened), the fuel tank of an A-4 *Skyhawk* was punctured and the escaping fuel caught fire. Within seconds, the entire after section of the ship's flight deck was aflame.

THE FIRE immediately spread to other planes on the flight deck, to the fantail, and the upper levels of the after part of the ship. During the early fire control efforts, ammunition exploded from most of the aircraft.

Fire and damage control parties jettisoned all ready service bombs, rockets and liquid oxygen carts from the flight and hangar decks. Intense flames and explosions from the aircraft fuel tanks prevented fighting the fire from the after area of the flight deck.

All planes not on fire were pulled forward by the flight deck crews. Firefighting parties fought fires on the flight deck one by one, working from the forward part of the ship toward the stern.

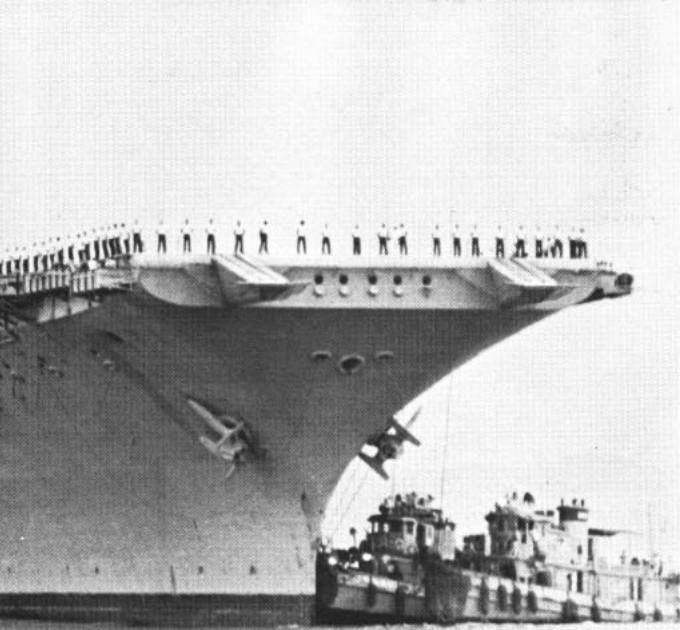
Many men were either blown over the side or jumped to escape the flames and the exploding bombs and rockets.

Some pilots managed to get free of their burning planes. Others did not.

Lieutenant (jg) Don Dameworth of VA 106 managed to jump from his *Skyhawk* and reach the safety of the port catwalk. His knee was twisted.

Lieutenant (jg) David Dollarhide of VA 46 broke his hip as he jumped from his *Skyhawk*. Nineteen-year-old Airman J. M. Payne, of VF 11 picked him up and managed to carry him midway to the island, where both fell. Aviation Electronics Technician third class Deloren Massey helped Payne carry LTJG Dollarhide to the sick bay. He is recovering.

Lieutenant Commander John McCain of VA 46 was hit by shrapnel as he jumped out of his plane and ran across the deck. He is recovering.



AFTERMATH—Bodies of victims are returned to U. S.

HEROES'

Lieutenant Commander Fred White, also of VA 46, managed to get out of his plane. As others came to his aid, one of the first bombs exploded.

Lieutenant Commander Gerry Stark, VA 46, is listed as missing.

Lieutenant Commander Herb Hope, of CVW 17 Staff, flying with VA 46, escaped from his plane and made it to the net. No serious injury.

Lieutenant Commander Robert Browning, VA 106, was burned but safely escaped. As the report says: "Apparently ran between shrapnel."

Lieutenant Commander Ken McMillen, VA 106, escaped and ran to starboard.

Lieutenant Dennis Barton, VA 46, is missing. He got free of his plane and began to run forward. No further word.

THE OTHER SHIPS on Yankee Station immediately moved in to give all possible aid and to rescue the men in the water. *George K. MacKenzie* picked up six men. None were injured. *Bon Homme Richard* picked up five survivors, four of whom were reported in fair condition. *Rupertus* and *George K. MacKenzie* came alongside with firefighting equipment and helped extinguish flames on the flight deck and the below deck fires.

Aboard *Forrestal*, exploding 750-pound bombs ripped holes in the flight deck, severely damaging the compartments and engines of the arresting gear.

Shortly after the word was passed: "Fire! Fire! There's a fire on the flight deck!" GQ was sounded.

Ordnance as well as damaged planes and fragments were jettisoned over the side. Firefighting teams had the major fire on the flight deck under control within an hour. Doctors and additional medical assistance from *Oriskany* and *Bon Homme Richard* were flown by helicopter immediately and the wounded were evacuated to the carriers for treatment.



ALTHOUGH the major fires on the flight and hangar decks were brought under control within three hours after the fire broke out, other fires between these two decks continued throughout the afternoon and into the night. It is assumed that clothing and bedding were feeding the flames in some compartments, making it almost impossible for damage controlmen to enter. In some cases, it was necessary to cut holes in the flight deck to get at these spaces.

By 1220 on Sunday all fires were out but men continued to clear smoke and cool the still hot steel on the 02 and 03 levels.

Propulsion and control elements were undamaged. After rendezvous with the hospital ship *uss Repose* (AH 16), *Forrestal* proceeded to Subic Bay at 27 knots.

Casualty figures showed 131 killed, 62 injured, three missing. Thirty-three planes were destroyed.

That's the formal story. This is how the *Forrestal* fire appeared to the men who were actually involved:

"There were three or four more explosions and I got hit with shrapnel."

Bruce Mulligan, Aviation Electrician's Mate third class, VA 106, age 22: I was all the way back aft on the flight deck when I heard the explosions.

I turned around and saw the fireball coming at me and I hit the deck. I saw two or three guys rolling around on fire. Everybody around me just started tearing off their clothes.

There must have been another explosion, because the next thing I knew I was by myself, up forward. The first thing I thought of was to get a fire hose and I started up forward again.

I saw one of our aircraft and saw the pilot jump out and he must have hurt his leg because he was limping.



BATTLE WEARY—Sailor's face reflects long hours of firefighting. Below: Crewmen move missile from fire.



I followed him into the catwalk on the port side. I asked him if he was all right and he said yes, he was.

I went back up to the flight deck and started for a fire hose. I was under one of the aircraft on the waist catapult and about that time there were three or four more explosions and I got hit with shrapnel. I decided to forget about the fire hose and get out of the way.

I went to the island. One of my buddies came in and said his leg was broken. So I stayed with him until one of the corpsmen gave him morphine and we got him down to sick bay. I stayed with him until he was being taken care of and then went back up to the flight deck.

Back aft of the island, we started throwing missiles and rockets over the side. After that was done, I looked around for some of my buddies on the line crew and I could only find one. We decided to help them fight the fire and got the fire hoses back aft and went to fight the plane fires. Me and my buddy stayed back aft for I don't know how long. We got separated and some officer said later to leave.

I went back to the island and got my hands taken care of and stayed back there to rest a while. I was kinda groggy. I found another one of my buddies and we went back aft again to help with the fire. By this time they were working on the holes in the flight deck.

Once again one of our officers in the squadron found me and took me down to the forecabin to rest. I stayed down there for about 10 minutes and then went back aft again. I got an OBA (oxygen breathing apparatus) and then found it had no air in it. I stayed back there until I just about passed out and my buddy dragged me out of there.

I slept that night on the deck up in the forecabin because it was the only place. I used a life preserver for a pillow. It was pretty hard getting to sleep.

"These guys did all the dirty work. Words cannot express how strong these people are; how much they helped."

Ensign Robert R. Schmidt, Engineering Department, age 24: At the time the fire broke out, I was in my repair locker. I began investigating the areas my repair party was responsible for. We moved aft through the smoky portion of the ship on the second deck and below.

Later, I moved up to the hotter part of the ship, on the 02 and 03 levels. Still later, on the flight deck, I organized people cutting holes up there so we could come in and fight the fire from the sides. My work wasn't really the exciting kind of thing; just keeping the fire from spreading into any other areas.

My people were doing all kinds of dirty work; moving into areas where the water was so hot it was almost boiling. The OBA windows started fogging up and the people could hardly see anything. Yet these kids went into the deeper areas of the ship, endangering their own lives.

This was late in the day after all the excitement on the flight deck when we were trying to contain the fire on the 02 and 01 levels and on the 03 level and flight deck.

At first, I couldn't find work for all the people who wanted to help. Several times people would come up

to me and say "What can I do? How can I help?" I can't give enough praise to the sailors I supervised and who fought the fires and did all the dirty jobs. These kids worked all night—24 to 28 hours. I've nothing but praise for the American sailor.

These guys did all the dirty work. They endangered their lives many, many times and yet, not all of these people, nor a fraction of them, will ever be recognized for it. Words cannot express how strong these people are; how much they helped.

"We put salt water on the bulkhead and it turned to steam and we couldn't go any further."

Shipfitter Chief Daniel N. Ringer: I figured we could fight (the flight deck fire) from down below. Right then we didn't know it was as bad as it was.

First we cooled down the hangar bay doors. We couldn't get them open. We had to go in through the side. Around 1800 Ensign Schmidt said they were having trouble on the flight deck and asked if I'd go up and see if I could help them out.

I tried to get in one way and couldn't do it. We put salt water on the bulkhead and it turned to steam and we couldn't go any further. I received permission from DC Central to cut holes in the flight deck with a torch. I don't know exactly how many we cut, 10 or 12. We finally cooled the bulkheads down enough so we could get at them from the sides.

The men just started going in. That's what you're taught at boot camp. Get the fire out.

"It was very hot. I lost both soles off my shoes when I stepped in some melted metal. I put on some flight deck shoes and went back in."

Milton Parker, Seaman, S-6 Division, age 21: When the fire started I was on the 09 level (the observation deck), just watching flight operations.

I looked at the fantail and saw a drop tank fall off one of the A4s and all of a sudden there was fire everywhere I could see. I headed toward my GQ station on the second deck aft but couldn't get there because the after portion of the ship was secured.

So I manned the hoses up on the flight deck from about 10 minutes after 11 until 2000 when I got relieved.

The next morning I reported back down to the hangar bay to see if I could help back in bay three. I started fighting fires back there, with an OBA and tried to get back into some of the compartments to try and get some of the guys out of there.

All our training worked. When the fire started they called out just the most experienced men. I am a nozzle man so I went in and started hosing down some of the holes in the flight deck.

Most of the guys just grabbed hold of the hose to keep it off the deck so it wouldn't burn up.

It was very hot. I lost both soles off my shoes when I stepped in some melted metal. I put on some flight deck shoes and went back in.

After the fires were almost out on the flight deck, we concentrated our efforts on the 03 level where the bombs had started the fires. We had one bomb back there that we couldn't find for quite a while so they



UNDER CONTROL—The last flames of the fire are extinguished. Below: Inspection of the damage begins.





HELPING HAND—A destroyer pulls alongside dangerously close to add her hoses in fight to control the fire.

called the ordnance guys and one went down to the area and defused it.

The whole hangar bay was filled with ordnance. From what I heard, the officer in charge ordered all the bombs out of the place in five minutes but they were out in three.

"We lowered him on a rope and he unscrewed the fuse and pulled it out. We had to leave the bomb there because there was too much fire in the compartment."

Robert Cates, LTJG (EOD—Explosive Ordnance Officer): When I saw the fire start, I ran back to the island to start breaking out fire hoses. We didn't realize then that there was any ordnance involved.

About the time we got to the island structure, the first bomb went off. I knew what it was right away. I'd heard them go off before. So I asked for and received permission to jettison all the bombs on the bomb farm.

Mr. Smith and Wilson jettisoned the para-flare lockers on the catwalk on the starboard side. I went under an A-5 and started to pull missiles on elevator number three. They were about 10 feet from a burning A-5. There was so much debris we couldn't pull them out.

So I went out on the deck and started helping moving the planes. We moved an A-3 up forward and got a

couple of helos out of the way and I was able to get at the missiles. We started pulling the missile parts off the elevator and took them forward to some other people who jettisoned them.

About that time, I noticed that there were a 500-pound and a 750-pound bomb in the middle of the flight deck that were still smoking. They had been on fire. They hadn't detonated or anything, they were just sitting there smoking. So I went up and defused them and had them jettisoned.

About this time Black, my other EOD man came up to the flight deck so we started picking up everything we could find that had explosives in it and throwing them over the side. We continued our way aft and taking what ordnance we found off aircraft and throwing it over the side.

We found a hole that had been blown down to the 03 level where a 500-pound bomb was still live and had a fuse in it. Black volunteered to go down and defuse it. We lowered him on a rope and he unscrewed the fuse and pulled it out. We had to leave the bomb there because there was too much fire in the compartment.

We went down to the hangar deck and LCDR Weir, the Ordnance officer, told us there were still some planes in hangar bay three with ordnance on them. So Chief Lawler of VA 106 and Black and myself and some other men went back there and got four missiles off the aircraft and threw them over the side.

But that 500-pound bomb worried me. I decided that the best thing we could do was pull it out of the compartment. Black tied a rope around a tractor and I put the other end around my waist and tied it around the bomb and we managed to get it over the side.

Black had a lot of guts when he went down into that hole and defused that bomb. The compartment was still on fire and there were huge billows of smoke coming out.

And I remember seeing Chief Farrier, the crash crew chief run past me with a CO₂ bottle in his hand. He tried to put the fire out on the aircraft. He was killed instantly.

"Water at their feet boiled and the deck steamed."

D. Harvey, Radarman Chief, OI Division: No order needed to be given twice; few orders were needed. To move a hose, one only had to grab hold and start pulling. Yellow shirts, red shirts, sailors in dungarees, pilots in flight gear—anyone not otherwise occupied would grab on and move where they were told. These men seldom knew the man next to them and had never trained together at anything like this, yet there was no confusion. They saw what was needed and did it.

Men of all ranks and rates exercised initiative and courage in doing their jobs. Seamen and commanders both directed hoses into smoke-filled holes, aware all the time that more bombs were down there and could explode at any time.

Men straddled those already dead to train streams of water into fires, backing off when the flames belched out, advancing in the lulls. Crews manned hoses on both sides of the holes punched in the flight deck while water at their feet boiled and the deck steamed. Frequently a crew would turn their hoses on a group work-

ing next to them to cool them off and to keep their shoes from burning.

No one asked to leave. Many, when relieved at one hose, would simply take up station on another.

Most of the men on *Forrestal's* flight deck have not yet voted.

"You can train a man to fight a fire, but you can't train him to go in and fight a fire in the face of exploding ordnance. There has to be some devotion to duty involved, too."

Thomas Lawler, Chief Aviation Ordnanceman: When the first explosion occurred, I wasn't sure what happened. Then the overhead began to glow like it was on fire. I told the man with me: "Al, I think the place is on fire. Let's get out of here." We did.

I lost track of time until close to 1600. I was on the hangar deck until then. Then I was requested by the ship's ordnance officer to take some of my crew and go into hangar bay three with OBAs to try to disarm the aircraft there. Earlier, they wouldn't allow anyone in there because there was too much smoke and fire.

The main hazard was smoke. It was so thick you could only see a foot in front of you with a battle lantern.

We dearmed one, and couldn't find any more. After we left, the deck crew found another so I got together a group from G division and the guided missile division and they went back in with me. We took the missiles off, dearmed them and threw them over the side.

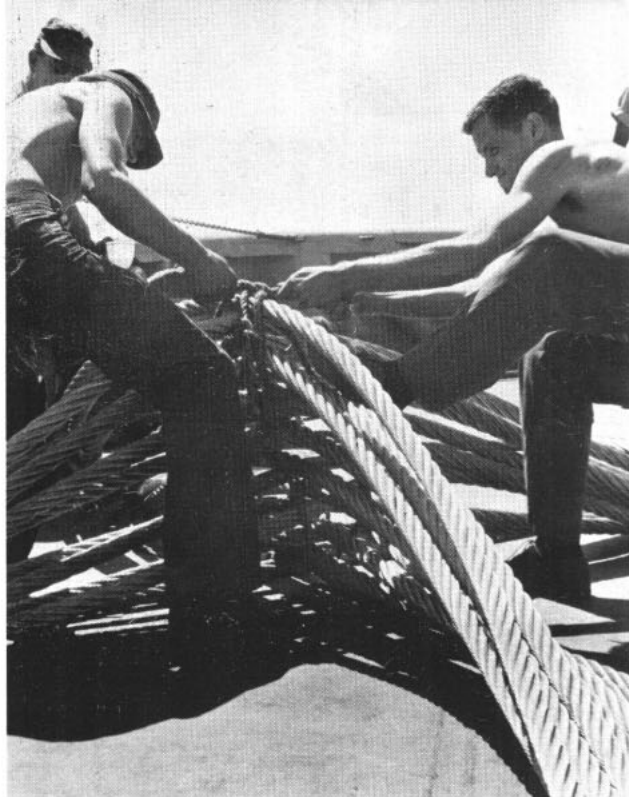
It was real late when we finished this. The smoke was thinning somewhat from our first trip. You could see what you were doing on the underside of the aircraft. The first time, you did it by feel.

Mostly after that, we went around checking aircraft from our squadron. Even with the normal explosive ordnance in the aircraft there still is a lot of cartridge-actuated devices. We went around removing these cartridges.

I don't think we were in any great danger in hangar bay three. The only thing that worried me slightly on our first trip when we couldn't see anything, was a gushing—a loud gurgling sound. We couldn't determine what it was, and it's the unknown that kinda bugs you.

I don't think the men of the *Forrestal* could have reacted better. I think the training they had been given really showed up then, although you can't really train for any given situation. You can train a man to fight a fire, but you can't train him to go in blindfolded and fight a fire in the face of exploding ordnance. There has to be some devotion to duty involved, too.

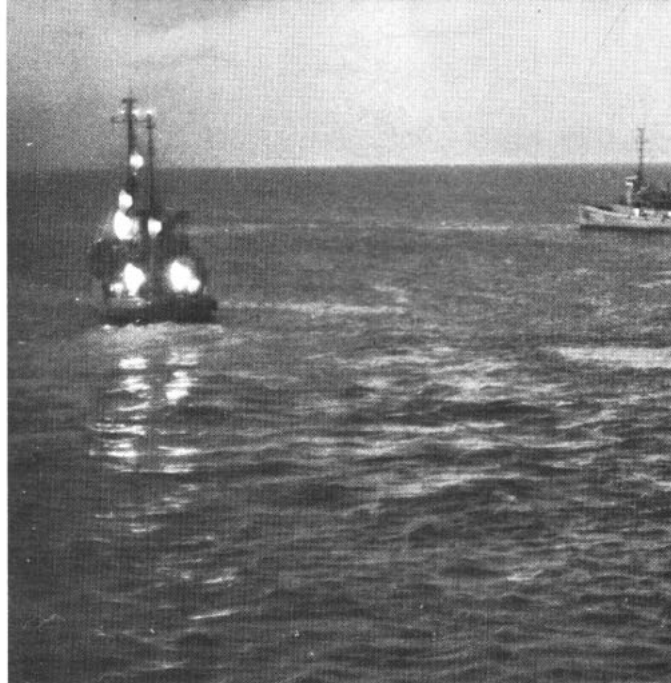
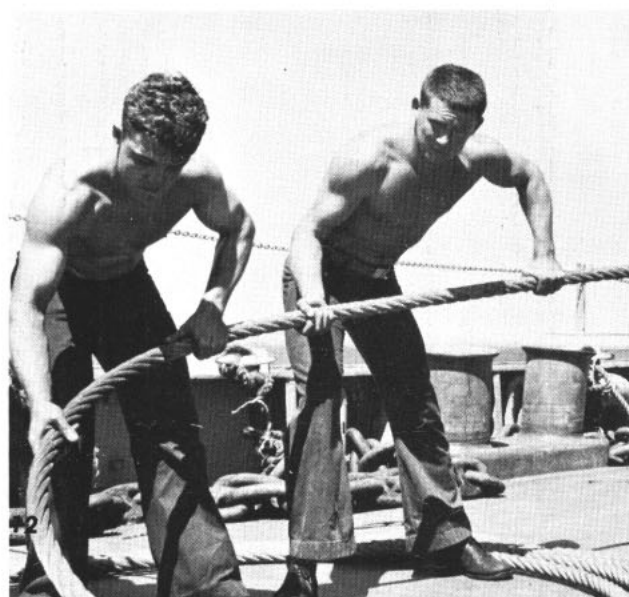




BEACH GEAR is tied to prevent paying out too fast. Right: Fleet tugs make twilight pull to free ship.



DEEP REPORT—Navy diver reports findings of trip to reef. Below: Salvage ship prepares to drop gear.



NAVY TUG

A WEEK-LONG tug of war between a coral reef and 300 straining Seventh Fleet salvage men resulted in a second chance for ss *Minot Victory* when she grudgingly slid off North Reef in the Paracel Islands.

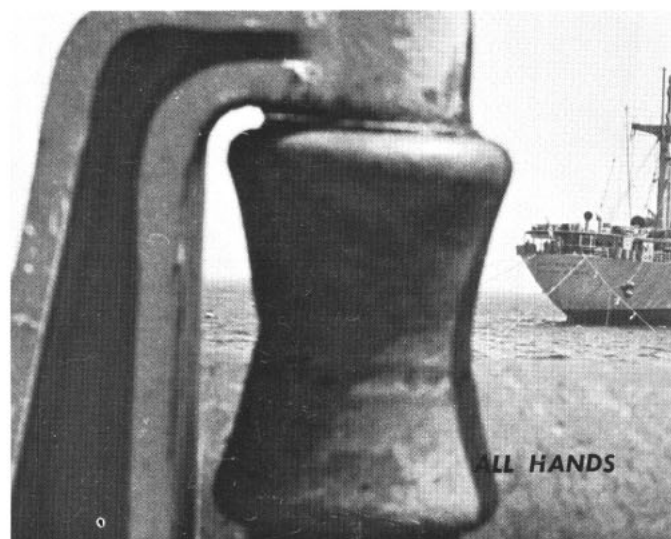
The World War II victory ship was delivering machinery and supplies to Allied forces in Vietnam when she crunched to a stop in 11 feet of water some 240 miles short of her destination.

Seventh Fleet salvage units were soon headed for the grounded ship. The fleet tug *uss Mataco* (ATF 86), operating in the Tonkin Gulf, set a course for the stranded freighter.

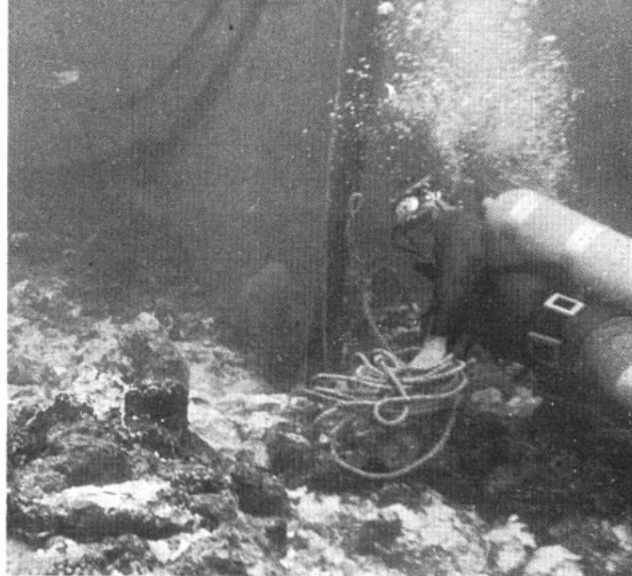
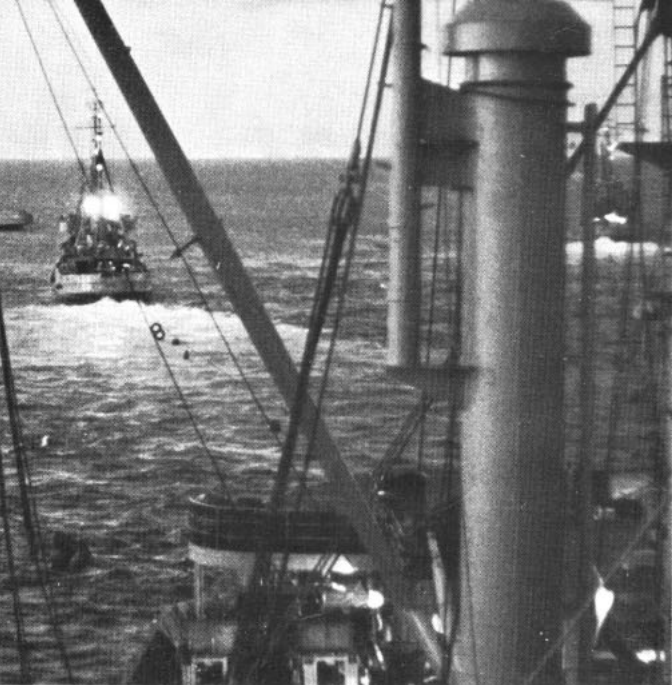
Her counterparts, *uss Hitchiti* (ATF 103), and *Mahopac* (ATA 196) and the salvage ship *Current* (ARS 22) prepared to get underway from Subic Bay.

To the north, the fleet tug *Tawakoni* (ATF 114) was diverted from her destination in Japanese waters and turned back toward North Reef.

As *Current* stood out from Subic, preparations began aboard her busy decks to retrieve the stranded merchantman. A complex array of wire, pulleys and tackle, called beach gear, was rigged and made ready for the salvage attempt. *Current* would be in charge.



ALL HANDS



AT BOTTOM OF THINGS—Diver takes draft reading of the reef-held ship. Below: Wire cable is laid out on tug.

OF WAR

When *Current* arrived at the scene of the grounding, Navy scuba divers made an immediate survey to determine how fast the ship was aground and the extent of hull damage below the waterline.

Then the beach gear was strung from the decks of *Minot Victory* to the salvage ship. Anchors were hooked to the freighter's stern, giving her leverage of her own.

Pulleys were welded in place and obstructions cut away with blow torches. The Fleet tugs were hooked up and made ready to pull. The salvage team was ready to make the first attempt.

Winches and cables strained and groaned, and screws churned the water, but *Minot Victory* held fast.

The salvage experts decided the freighter was just too heavy. Barges were brought alongside. For the next two days the salvage men became cargo handlers, clearing *Minot Victory's* decks and lightening her holds.

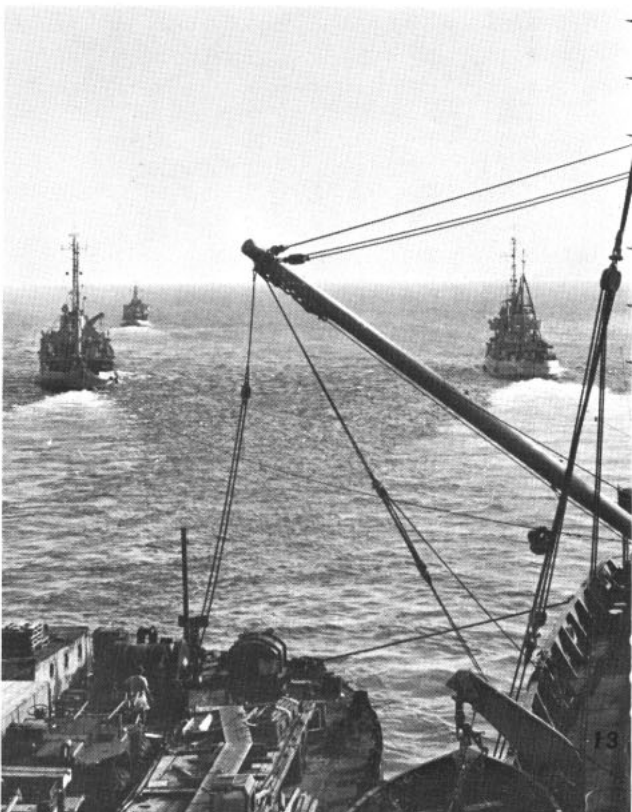
It was time for another try.

The salvage team heaved. They sweated. They coaxed. After nearly half an hour, ss *Minot Victory* scraped—and floated.

The reluctant reef had finally given up its prize, thanks to five small ships, beach gear, and determination.



TUG-OF-WAR ends as *Minot Victory* is pulled free of reef. Left: Rollers, which pay out tow wire, frame the ship.



Naval Gunfire and Air

UNITED STATES GROUND FORCES continue to rely on naval gunfire and air support in the jungles and along the divided coastline of Vietnam.

To the north, ships of the Sea Dragon force search for enemy movements ashore and at sea while similar searches are made by Market Time and Game Warden patrols to the south.

In recent months, the enemy's activities have resulted in heavier contact with U. S. anti-infiltration units. Here are brief accounts from various naval sources:

FIVE MILES NORTHEAST of Hue, the destroyer *USS Walker* (DD 517) turned her guns on enemy infiltration routes while the cruiser *Providence* (CLG 6) silenced an artillery position just south of the demilitarized zone. Using both her 5- and 6-inch guns, the cruiser was firing in support of Operation Buffalo. In the same area, the cruiser *Saint Paul* (CA 73) provided harassment and interdiction support for the operation.

IN THE I Corps, the destroyer *Wedderburn* (DD 684) fired her 5-inchers on enemy routes 11 miles northeast of Quang Ngai city. She destroyed 10 enemy emplacements, damaged six and collapsed 150 feet of trench.

While shelling a group of barges in the mouth of the Son Yen River, 21 miles south-southeast of Thanh



DOWN BELOW—Navy divers check for damage to the hull of freighter that went aground in Saigon harbor.

Hao, the destroyers *Joseph Strauss* (DDG 16) and *Fechter* (DD 870) drew heavy gunfire from North Vietnamese shore batteries. The ships immediately turned seaward and returned the gunfire.

Spotter pilots from the carrier *Hancock* (CVA 19) observed rounds landing within 20 feet of *Strauss*. Although she received shrapnel on deck there were no personnel or material casualties reported. It was the ninth counterbattery engagement for *Strauss*. Results of the shelling credited her with two barges destroyed and two heavily damaged.

The carrier aircraft destroyed two and damaged two coastal defense sites which triggered a secondary explosion within the enemy position.

Meanwhile, the destroyer *Allen M. Sumner* (DD 692) and *HMAS Hobart*, an Australian DDG fired on water supply traffic and coastal defense sites 43 miles south-southeast of Dong Hoi. Spotter aircraft there reported the ships destroyed four supply craft; damaged eight; destroyed six buildings and two loading platforms; and started several fires.

Later the same day, *Hobart* fired on a truck ferry and loading pier 19 miles north-northeast of Dong Hoi. She scored a direct hit, but further gun damage assessments were unavailable.

ELSEWHERE, the cruiser *Boston* (CAG 1) was kept busy near Cap Falaise, 31 miles north-northeast of Vinh. While destroying one and damaging four waterborne logistics craft, *Boston* shelled a storage area. Then the cruiser opened up with her big guns, setting a storage building on fire, touching off three secondary explosions and slicing the road to the area.

Later, in the same area, *Boston* fired on supply craft and another storage area. Damaged were 15 craft and four buildings.

While on Sea Dragon patrol, *Fechter* drew fire 11 miles north-northeast of Vinh. There was no material damage nor injuries to her crew. She returned the fire.

Wedderburn's motto of "We Aim To Please," was broadcast ashore during one Sunday mission. The spotters' immediate reply was, "You sure do," after their assessment of damage listed 42 emplacements, 29 fortified positions and 100 yards of trench destroyed; six emplacements, one bridge, three supply craft damaged and one mortar silenced.

Operating about three to five miles off the Vietnam coast, the destroyer *Brush* (DD 745) fired over 2500 rounds of 5-inch high explosive and fragmentation projectiles in support of U. S. troops engaged in Operation Pershing. Targets, ranging as far

STRIKE BOUND—An F4B *Phantom* leaves the flight deck of attack carrier *USS Constellation* (CVA 64) to conduct a strike mission over North Vietnam.



Support

inland as six miles, included enemy infiltration routes, troop positions, bunkers, supply routes, caves and bivouac areas.

FOR THREE consecutive days enemy guns in the DMZ opened up on Navy ships supporting U. S. forces ashore in Operation Beau Charger.

The destroyer *Ozborn* (DD 846) fired on the enemy positions within seconds after enemy guns fired on the cruiser *Providence*.

This was *Ozborn*'s third encounter with the guns at Cap Lay. Last March she was hit twice by hidden batteries which caused some damage. In May, while patrolling with another heavy cruiser, *Ozborn* again engaged the enemy guns. This time they were located and *Ozborn* and the destroyer *Edson* (DD 946) saturated the gun emplacements until they were silent.

However, two days later the guns of Cap Lay opened up again. Five clear muzzle flashes could be seen as the enemy gunners sighted on *Providence*. But because of *Ozborn*'s position, south of Cap Lay, she was apparently not seen from ashore with the sun directly behind her.

As a result, *Ozborn* fired freely on the enemy as he concentrated on the larger warship. Many secondary explosions and fires were sighted in the area of the enemy guns. Navy salvos raked the area until fire and smoke completely obliterated vision



OFF TO SHORE—USS *Providence* (CLG 6) lets loose during support mission.

of the target. Only then did the ships cease their fire. Hours later minor explosions and flames could still be seen at the gun site. *Ozborn*, at the time, was flagship for Destroyer Division 92.

IN OTHER ACTION, *Boston* and two destroyers pounded a military defense and logistics complex at Quang Khe, 40 miles north of the DMZ.

U. S. aircraft also dropped bombs on the target.

The ships poured both 5- and 8-inch shells on the site believed to contain one of the strongest coastal and anti-aircraft batteries in the North.

Both the ships and aircraft were credited with destroying 40 cargo barges and damaging 30 others moored in the Song Giang River.

GUN DUEL—The five-inch guns of destroyer USS *Ozborn* (DD 846) blast away at enemy shore batteries.



The pilots reported as many as 150 logistic craft at various points along the river.

The raid began early one morning when *Boston*, accompanied by the destroyers *Forrest Royal* (DD 872) and *Allen M. Sumner*, knocked out access routes to a ferry used as a transshipment point for enemy troops.

Two flights of A4 *Skyhawks* and F8 *Crusaders* struck several shore batteries firing at the ships. *Forrest Royal* was under the heaviest fire and received shrapnel hits from some of the shells. There were no personnel or material casualties reported.

Edson was also fired upon by enemy shore batteries from the DMZ. Ten men were injured, the ship's forward mast was damaged and one leg of the mast tripod was severed. The incident took place while *Edson* was supporting troops of Operation Hickory.

Together with fire from the destroyers *Bigelow* (DD 942) and *Taylor* (DDE 468), *Edson* silenced the gun site. Of the crewmembers wounded during the exchange, seven were treated on board while three others with moderate wounds were transferred to a hospital ship for treatment.

ASIDE FROM Market Time and Game Warden patrols tearing gaps in Viet Cong positions south of the DMZ, the U. S. has initiated still a third organization with which to whittle away at the enemy.

This new joint service organization

NAVY ACTION—Members of a Navy SEAL team fire on Viet Cong huts from landing craft during operations with Vietnamese and U. S. Army troops.



COPTER from USS *Sacramento* (AOE 1) picks up ammunition during replenishment off coast of Vietnam.

is called the MRF—Mobile Riverine Force. It is comprised of U. S. infantry troops and craft from the Navy's River Assault Flotilla One located in eastern Long An Province.

Their job hasn't been easy, according to reports received thus far. The going was especially tough in the beginning when seven troops, including a Navyman, were killed and 47 others wounded. However, the enemy's losses in men and material were far greater. Fifty-five VC were killed and over 200 captured during initial operations.

One riverine patrol uncovered a weapons cache containing numerous water mines and mortar rounds. Another patrol found a grenade factory complete with 300 grenade handles and 400 detonators with explosives. Other weapons seized during the troop sweep included two rocket launchers and assorted rifles and machine guns.

As the MRF assaults continue, Navy river gunboats, monitors and assault troop carriers are providing waterborne defense patrols in connection with their regular Game Warden search of sampan and junk traffic.

NAVY RIVER Patrol Boats (PBRs) turned back a large enemy force before it could overrun a Vietnamese Army outpost 90 miles south of Saigon. The enemy force, estimated in size at two companies, backed down when Operation Game Warden PBRs 123 and 126 opened fire with 50-caliber machine guns.

The PBRs, on routine patrol on the My Tho River, were aided in their gunfire by an AC-47 gunship flying spotter overhead. Four rounds of small arms fire directed at the boats during the skirmish did no damage.

Elsewhere, two Navy *Seawolf* helicopters pounded a known enemy concentration 70 miles south of Saigon. They destroyed four buildings and damaged 10. The helos were conducting a routine reconnaissance flight of the mouth of the Co Luong River near the tank landing ship *Harnett County* (LST 821) when enemy troops began firing. The *Seawolves* blasted the enemy positions with rockets and machine gun fire.

Gun crews of the tank landing ship *Jennings County* (LST 846) smashed an enemy base camp 30 miles southeast of Saigon. Destroyed were two bunkered buildings and a sampan. The LST used 40-mm cannon to level the enemy's position blocking access to the Long Tau River, main shipping channel to Saigon.

Two PBRs suffered heavy casualties in a recent battle with enemy troops armed with automatic weapons and recoilless rifles. The action took place on the Ham Luong River 60 miles south of Saigon when a recoilless rifle round slammed into the lead boat. The round ricocheted off



a forward shield and into the midst of the crew, killing three Navy men. Then both river banks erupted with machine gun and recoilless rifle fire.

One exploding shell sent a plume of water 200 feet into the air near the lead boat. Almost immediately, another crewman was killed by machine guns while readying his own weapon to return fire. A volley of near misses from recoilless rifles caused the lead boat to veer out of control and head for the right bank. By this time, all but one man on the boat had been killed.

The surviving crewman took the helm, however, and, using the engines for control, steered the boat clear of the enemy fire. He was forced to dodge fish stakes as he guided the boat free of the attack zone.

The enemy then turned his attack on the second boat. A Vietnamese national policeman, serving as a liaison officer, was killed by the gunfire while all of the boat's crew were wounded. Despite their wounds, they managed to fire all of their machine gun ammunition and grenades into the enemy positions while maneuvering to safety.

Once out of danger of further attack, the seriously wounded were placed aboard the first boat, which suffered only moderate damage, to speed their evacuation to home base.

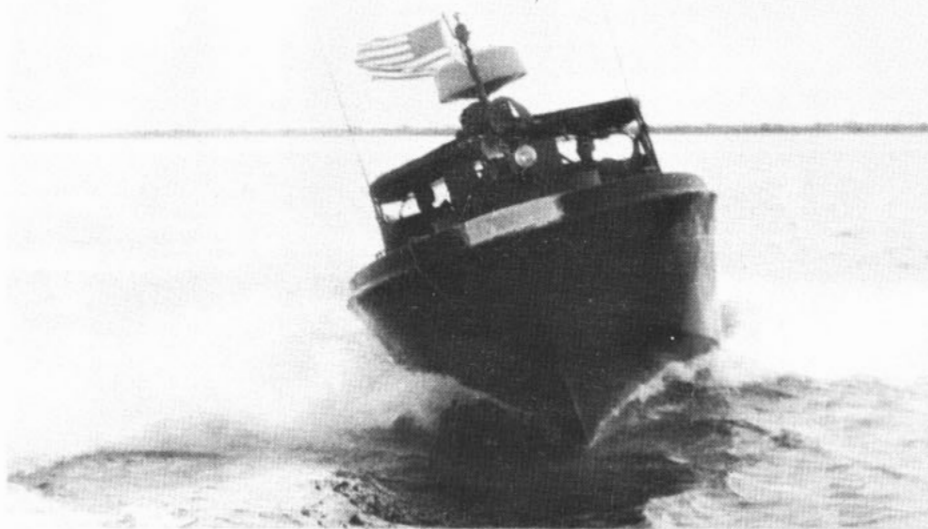
Four Navy men were killed in the action. Five other Navy men were wounded.

Fighter-bomber and Navy helicopter gunship air strikes were called on to attack the enemy positions. Three structures were destroyed and six damaged. Enemy casualties were unknown.

WHILE RETURNING from a Game Warden patrol, Navy *Seawolf* helicopters were fired upon by the enemy as the helos attempted to land aboard their support ship, the tank landing ship *Hunterdon County* (LST 838). The ship was operating near the mouth of the Ham Luong River 50 miles south of Saigon.

After pinpointing the enemy's position, the LST covered the area with 40-mm cannon fire. Seven of the enemy's encampment structures and 10 bunkers were destroyed. Seven more bunkers were damaged.

Meanwhile, a Navy river patrol boat crew fulfilled a promise when they went deep into hostile territory



SPEEDY—Navy river patrol boat (PER) cuts through water on emergency run.

to rescue the families of four ex-Viet Cong from enemy reprisal.

The boats, navigating small canals, moved into the rice lands and jungles of Ba Xuyen Province 115 miles southwest of Saigon to effect the pickup.

The Navy men undertook the mission after four Viet Cong surrendered—or turned themselves in—under the South Vietnamese Government's

Chieu Hoi (Open Arms) returnee program. They then requested that their families be rescued from possible reprisal for their defection.

Can Tho-based River Patrol Boat 36 made the pickup early one morning, then made the hazardous journey back along the narrow canals without incident. Boat 36 is a unit of Game Warden River Section 512.

—Marc Whetstone, JOC, USN

TEAMWORK—A Navy armored troop carrier converted for medical evacuation as part of riverine forces stands by as Army copter brings in wounded.





LIVING GOOD—Main entrance of China Seas EM club at Subic Bay has all the trimmings of a big town night spot.



MEAL TIME—Oriental motif highlights dining room at Taiwan EM club. Below: Aloha Lounge is popular with members of Fleet passing through Pearl Harbor.



Enlisted

HAVE YOU NOTICED the new club-like atmosphere in certain parts of the Navy?

The Gay 90s are featured at Keflavik.

An old English pub resides at Olathe.

Spanish decor prevails in El Cocodrila at Little Creek.

San Diego's Scuttlebutt rendezvous brings back early American seafaring days.

And at Pearl, the call of the tropics is sounded—at the new enlisted men's club.

Tours of duty or visits by ships to Navy shore activities around the world may have brought you in direct contact with some of these clubs. You've probably already decided which is your favorite.

In the new era of enlisted clubs, atmosphere and decor are as important as the variety of services being offered. Renovation and building programs have been in progress during the past several years which have given many enlisted clubs a personality of their own.

Club interiors under the prevailing concept not only strive to create an atmosphere of comfort, but also

ALL HANDS

SWINGING OUT—Dances are a big part of enlisted men's clubs.

of warmth and even luxury. Color is emphasized and newly developed building materials enhance the authenticity of the style, era or locale a club represents.

Memphis, Atsugi, Great Lakes, Norfolk and New London are among the many naval activities which are planning or completing clubs designed to exude an exotic atmosphere.

THE CLUB BUILDING and renovation program began in the late 1950s when clubs were under the management of the Chief of Naval Personnel and has continued, under the direction of the U. S. Navy Ship's Store Office (NSSO).

In 1960, an *ad hoc* committee



Clubs: The New Look

under the chairmanship of then Rear Admiral B. J. Semmes, Jr. (currently Chief of Naval Personnel) determined that EM clubs should be under the administrative and technical direction of NSSO as part of its worldwide Navy Resale System.

Centralized management allows greater coordination of policies and procedures for uniform operation of the 195 clubs presently in the Navy Exchange Program. Innovations recommended or developed by interested club personnel in the field and found acceptable are passed to other clubs for incorporation into their programs.

Clubs range from Yokosuka's Club Alliance, a multistory activity having a capacity in excess of 2000 to the new Crow and Chevron at Johnsville, Pa., which can accommodate 108 persons.

WHEN THE NEW CLUB LOOK began to appear, professional designers of hotel and restaurant interiors were consulted for decor and styling evaluations. Today, all plans for interior design are provided by specialists from NSSO's Layout Branch.

New layouts follow those of a

commercial restaurant or night club. Food and beverage services are planned around the menu and club capacity with the geographical area taken into account.

When plans are completed and

accepted by local commands, NSSO designers and decorators select materials, furnishings, food service equipment and decorations to create a balanced, cohesive, well finished club, relaxing and inviting.

PLUSH, PLUSH—The Gay 90s is the theme in EM lounge at NAS, Norfolk.





ENTERTAINMENT is basic part of clubs. Duke Ellington signs autographs at Bainbridge. Country singers sing out and (below) Navy musicians entertain.



NEW CLUB LOOK is exemplified by decor of lounge at Atsugi's Gateway Club.



Enlisted clubs retain their profits for renovation, refurbishment and entertainment. This adds impetus to creating new decors within the club atmosphere.

Entertainment is a basic part of a club's operation; keeping it lively and up to date usually requires between 50 and 70 per cent of the profits—depending on the scope of projected club improvements.

Dance bands, happy hours, go-go dancers, special events and vogue music—all are the popular choices in clubs aside from big-name entertainments. The big names, of course, top almost everybody's first choice list.

Food service runs a close second to entertainment in the current transition to more elaborate meccas for relaxation in enlisted clubs.

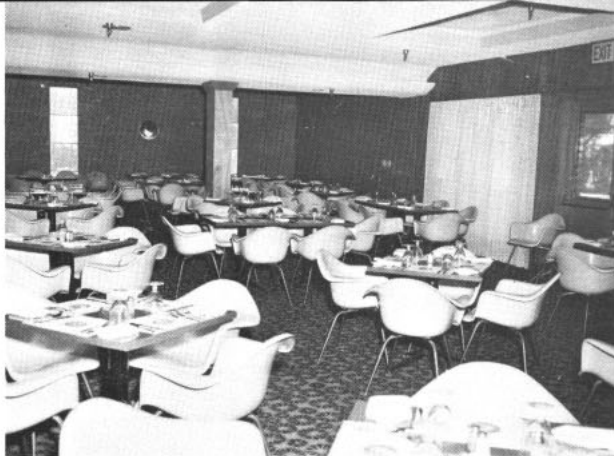
DURING THE PAST YEARS, four food seminars were held for club and food service managers at different points around the globe. Experts from professional schools of cuisine, food preparation and restaurant operation conducted demonstrations and presented lectures on food service techniques used at the best establishments in the commercial field.

Managers participating in these seminars broadened the scope of their own professional knowledge and exchanged ideas with other club managers faced with the same day-to-day problems.

In areas of high dependent population, many clubs are establishing family dining rooms featuring full course meals amid fine surroundings. Charleston, Jacksonville, San Diego and Port Hueneme, among others, have reported that this section of their club has met with resounding success.

"Over 21" sections are being included in club renovation and building plans based on a 1965 change to General Order 15 permitting the sale of alcoholic beverages to Navy personnel in CONUS based on age rather than rate. Overseas installations sell these beverages under prevailing local law and/or status of forces agreements.

CLUBS ARE AN EVEN GREATER morale factor today than in the past. They provide a place to spend off-duty hours with friends, swapping sea stories, while catching up



CLUBS APLENTY—Dining room and television lounge in the enlisted men's club at the CB Center Port Hueneme, Calif., have new look. Below: The same can be said for the dining room and 56 Club at Pearl Harbor.



on the latest scuttlebutt.

Watching television, shooting a game of pool, enjoying a thirst quencher while watching entertainment or eating a leisurely meal have become an accepted part of club life.

While the enlisted men's club of today is an accepted feature of most

Navy shore activities, the EM club concept has been in existence little more than 20 years.

For example, during World War II, EM club activity was rare in many places and nonexistent in others. Clubs were set up on a hit-or-miss basis.

Once WW II came to an end, the

Navy began stabilization for peacetime operations and could devote greater effort to long range programs of this kind aimed at improving both morale and efficiency of enlisted personnel. One of these programs included the promotion of enlisted clubs when the Secretary of the Navy made enlisted men's clubs an

ULTRAMODERN atmosphere is evident at the new club located at Brooklyn Naval Station. *Rt:* Fountain in the ballroom of the enlisted men's club at Naval Amphibious Base Little Creek, Va., adds touch of elegance.





integral part of the Navy.

Initial efforts were concentrated on creating clubs at naval shore installations around the world, beginning with areas of high Navy population and expanding outward. Existing spaces at stations were converted into club areas and furnished for immediate needs.

For the first time in naval history, enlisted men from the Fleet and those serving ashore had a recognized facility of their own for leisure use.

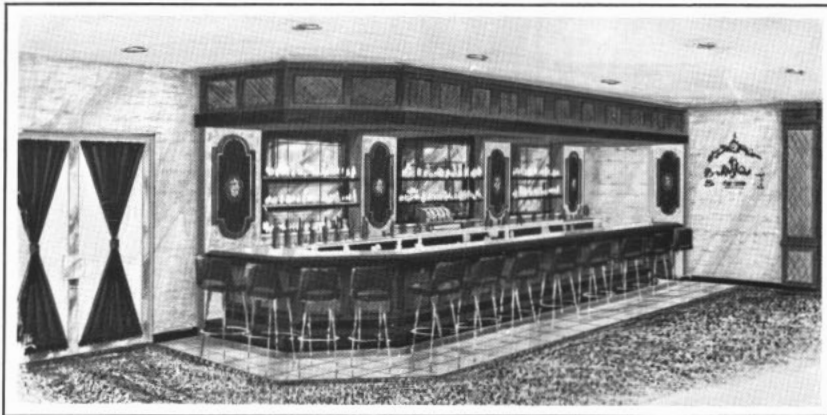
BY THE LATE 1950s, EM clubs had blossomed at the larger shore stations and a majority of the smaller ones. The immediate requirements had been met and clubs turned their efforts toward becoming more attractive and appealing establishments.

Renovation and refurbishment of existing clubs became the second phase of a program aimed at increasing service and making leisure time more pleasant during off-duty hours.

There has been a proven payoff already for both the Navy and Navymen in this new approach to enlisted men's clubs. A comment by the commanding officer of one naval base with a new and modern club sums it up succinctly: "Since we opened the new club, the number of report chits on downtown incidents has decreased by over 50 per cent."

Navy enlisted clubs have responded to the primary recreation needs of Navymen and efforts are now being directed toward the quality concept in future thinking and planning.

—John Russas



Plans for new or rebuilt clubs are provided by specialists of the U. S. Navy Ship's Store Office, Layout Branch. Here are some new interior designs for EM clubs that are now in the mill.

Top to Bottom: (1) Artist's rendering shows new look for the Over 21 Club at the Naval Air Station Oceana, Va. (2) Drawing of future lounge at the Heliport EM Club, NAS Key West, Fla. (3) Proposed interior design for the Acey Ducey Club at NAS Lemoore, Calif. (4) New EM club at NAS Memphis, Tenn., will have the appearance of an old German brauhaus.



Subic Bay Navy Exchange Motel has 20 rooms for use of Navymen and dependents.

NEW MOTEL at Subic Bay

An overseas Navy Exchange Motel—the first of its kind to be built “from scratch” in the Navy Resale System—has opened its doors at the Naval Base, Subic Bay, in the Philippines.

Built primarily to accommodate visiting “sea gulls”—dependents of Fleet personnel—the new 20-room edifice cost over \$50,000 to construct.

The Navy Exchange announced that only the following persons are authorized to use the facilities of the new motel: officers and enlisted men assigned to U. S. Fleet units and/or their dependents; service personnel and others entitled to overseas differential pay, when traveling, but not permanently assigned to duty in the Subic-Cubi area, and other persons specifically approved by the Subic NavSta CO.

Dependents of U. S. Fleet personnel attached to ships visiting Subic Bay will get first priority for reservations.

Billeting period is limited to a period ranging from one day to 15 days. Extension of stay may be requested from the Subic NX officer on a space available basis only.

Each room, with two twin beds and a double sofa bed, accommodates a maximum of four persons. The NX motel will provide a baby crib. The rates are very reasonable.

Reservations will be on a first-come, first-served basis by calling telephone 44-2500; or by message or by writing to the NX Officer,

FPO, San Francisco 96651.

Daily room service consists of room cleaning and change of linens. No pets will be allowed in the motel; however, a limited number

of kennels are available through Base Security.

Desk service is available 24 hours a day. A laundromat will be constructed soon at the motel.



Leisure lounge for TV and reading.



Rooms are furnished with twin beds and sofa that converts into a double bed.



LIKE OLD TIMES—U. S. Coast Guard cutters in Vietnam check the smuggling of arms and supplies to Viet Cong.

177 Years on the Job

DURING OUR republic's earliest years, smugglers were making a big dent in United States customs revenues. The situation, in fact, became so serious that Alexander

Hamilton, then Secretary of the Treasury, decided we needed an organization to guard our coastal waters.

That was 177 years ago. During

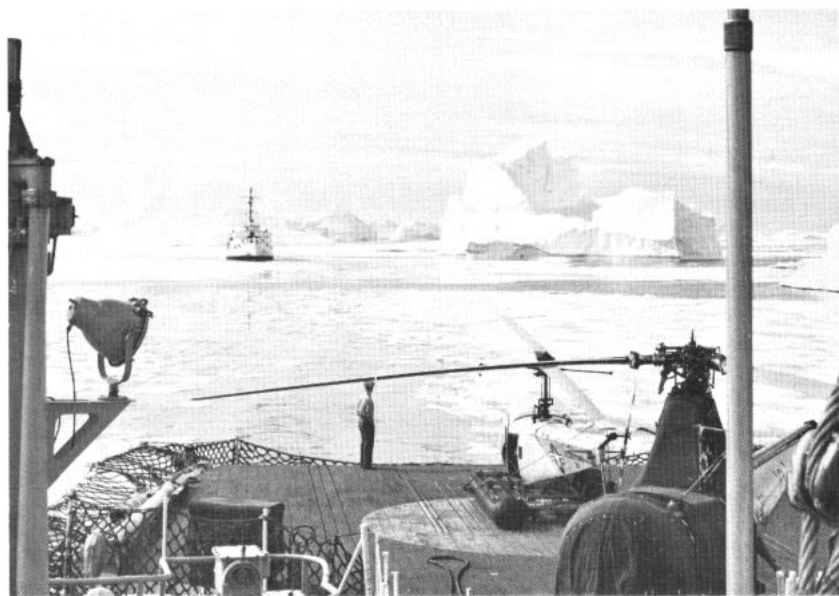
the years that followed, the United States Coast Guard has grown and expanded its services under the jurisdiction of the Treasury Department. This year, however, an era ended. Jurisdiction over the Coast Guard has been transferred to the newly created Department of Transportation.

Since it began operations, the Coast Guard has also been used as an arm of defense. In 1799, the Coast Guard protected American merchant ships from harassment by Napoleon's Navy. Since then, it has participated in every major war in which the United States has fought.

Since 1965, twenty-six 82-foot cutters of Coast Guard Squadron One have patrolled the coast of South Vietnam impeding the movement of men and material from the North. It has supported United States and allied forces ashore by its gunfire and directly engaged and sunk enemy vessels.

Squadron One also operates a system of electronic navigational aids and supervises the loading of explo-

ON ICE—Coast Guard icebreakers cruise by icebergs while on Arctic mission.



sives and other dangerous cargoes. It also serves in an advisory capacity in matters of port security, the Merchant Marine, aids to navigation and coastal surveillance.

Early in the 19th century, revenue cutters began conducting winter cruises to aid distressed vessels. This humanitarian work has steadily increased throughout the years. Last year, the Coast Guard answered more than 43,000 calls for assistance involving more than three and a half billion dollars in property and cargo. It also saved more than 3400 lives during the same period.

MUCH OF THE Coast Guard's success in search and rescue can be attributed to its Automated Merchant Vessel Reporting (AMVER) Program. Ships participating in the program voluntarily report their position to AMVER headquarters in New York City. An electronic computer processes the information which is immediately made available to Rescue Coordination Centers. AMVER has also been put into operation in the Pacific Ocean and is being considered for use as the nucleus for a global search and rescue network.

Many of the Coast Guard's maritime services are concerned with preventing accidents at sea. This function, in fact, is largely responsible for the excellent safety record of the United States Merchant Marine.

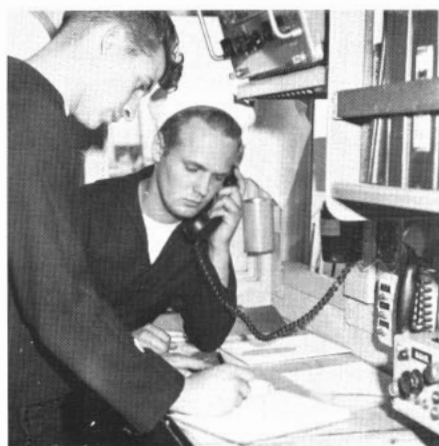
Accident prevention absorbs the efforts of about one-fifth of all Coast Guard officers. One of the program's more important features is an intensive vessel inspection effort which extends from a ship's blueprint stage to the end of its operating life.

In addition to its other activities, the Coast Guard has been making

CGs FIRE mortar at VC on shore.



THE RESCUE—A call for help from trawler brings aid from cutters and copter.



DISTRESS CALL is logged aboard *USCGC Cape Sable*. Rt: Electronic brain at NYC center selects nearest vessels to notify when a ship needs help in Atlantic.



BACK THEN—Coast Guardsmen fire guns in North Atlantic during WWII.



BERG TO BERG—Ice patrol plane hedgehops icebergs off Labrador coast.

Iceberg Patrol Is Part of USCG's Job

This year the U. S. Coast Guard played a part—as it does each year—in the most intensive assault ever made upon the icebergs drifting into the shipping lanes of the North Atlantic.

This is the 53rd year of operation by the Coast Guard with the International Ice Patrol.

The Coast Guard employs HC-130B *Hercules* aircraft equipped with radar and Loran, and two of the planes also utilize a radiometric iceberg detector.

The USCG is responsible for gathering data on conditions in the North Atlantic shipping lanes during the season when large icebergs are normally found below the 48th parallel. The service will maintain a continuous aerial reconnaissance of more than 33,000 square miles of the North Atlantic, flying daily missions to identify and plot the flow of bergs and ocean ice which have always been a menace to shipping.

An ice patrol flight is usually eight to 10 hours long. It is flown at an altitude of 5000 feet, except during low level bombing runs. On these runs, crewmen drop a gallon glass jug bomb filled with calcium chloride and rhodamine. The calcium chloride pellets open the way for a bright dye (this year it will be vermilion) to penetrate about an inch into the ice. This assures

the berg will remain marked for eight to 10 days.

Because the experiment in marking bergs with brilliant dyes was so successful during 1965, it will be continued on an expanded scale this year. The earlier concept of marking icebergs with bow and arrow has been discarded.

Last year, the Coast Guard tested its new radiometric iceberg detector. It is based on the principle that all matter sends out electromagnetic impulses. By measuring the different intensities of the impulses, the detector identifies the object as an iceberg or some other floating material.

This year patrol headquarters will be in New York City. CG reconnaissance aircraft will be deployed out of Argentia during the iceberg season.

DYE BOMB is dropped on berg.



substantial achievements in oceanography since 1867. Soon after our 49th state was purchased from the Imperial Russian government, the revenue cutter *Lincoln* was directed to make the first exploration of Alaskan waters. This mission was followed by many similar investigations, the latest of which has been in connection with the Kara and Barents Seas north of the Soviet Union.

RECENT CHANGES have gone far toward making the Coast Guard the chief icebreaking agency for the federal government. As such, Coast Guard icebreakers will support the Navy in polar operations. New designs are being studied to keep Coast Guard icebreakers up to date and nuclear power is being considered.

The Coast Guard, in fact, looks forward to being completely modernized by the middle 1970s. Substantial progress has already been made toward replacing over-age vessels with cutters of modern design. Five new 210-foot cutters have entered the fleet within the past few years and more are expected to follow.

The cutter *Hamilton* (WPG 715), which joined the fleet this summer, has many advanced features which will give her a cruising range of about 10,000 miles at 20 knots. She will also have a flight deck capable of accommodating two amphibious helicopters.

In the air, the Coast Guard has acquired additional amphibious helicopters and is experimenting with a twin-rotor helicopter for service use. It has also purchased a new type airplane especially designed and configured for monitoring the worldwide Loran network.

The Loran system (Long Range Aid to Navigation) was developed by the Coast Guard early in World War II. It now reaches from the North Atlantic to the South China Sea and from the Arctic to the Mediterranean.

The Coast Guard has grown so spectacularly under the Treasury Department that Alexander Hamilton would scarcely recognize the organization he founded. Under the Department of Transportation, the Coast Guard looks forward to at least as much progress during its next 177 years.

Can Do—Done Did

IT'S HISTORY NOW. But, as Mobile Construction Battalion 40 continues its training at its home base in Davisville, R. I., the Seabees can look back with pride on their eight-month deployment to Vietnam.

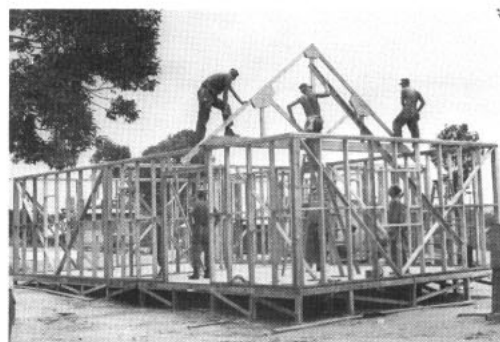
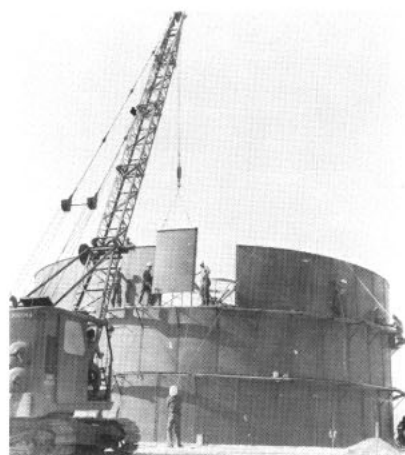
These Seabees provided construction support for the U. S. Marines and Korean combat forces operating in the Chu Lai area of South Vietnam.

MCB 40's first and biggest assignment upon arrival at Chu Lai was the building of a mile-long, 72-foot-wide crosswind runway that would enable planes to operate full time during the monsoon season. Working under the sun and moon without a lull, the Seabees laid the last section of the interlocking aluminum runway matting right on schedule in spite of mortar attacks and rain.

During the following months the Fighting Forty completed other urgent projects: They constructed galleys, huts and showers for 9000 men; a 5000 capacity amphitheater; an ice plant producing 15 tons of ice a day; protective revetments for two aircraft squadrons; and operated a rock crusher batch plant for production of concrete and fill.

The Seabees from Forty were also responsible for three 10,000-barrel fuel tanks (and four smaller tanks), six wells, 31 Butler buildings, 12 quonset huts, 11 ammunition bunkers, and five and one-half miles of airfield maintenance.

While in Davisville, MCB 40 will undergo extensive military training, plus refresher courses in all phases of construction, to prepare themselves for future assignments.



Clockwise from Top Right: (1) Seabees of MCB 40 erect a bolted-steel tank at Chu Lai for fuel storage. (2) CB know-how speeds up job of building huts like these. (3) MCB 40 machinery moves Vietnamese earth to construct crosswind runway. (4) Seabees of Mobile Construction Battalion 40 produced enough crushed rock in their Chu Lai plant to cover 2500 football fields. (5) Navy constructionmen put together aluminum matting for runway.—Photos by Marion Loyd, PH2, USN



LETTERS TO THE EDITOR

More Golden E Ships

SIR: I read with interest your article on the "Golden Ships of the Sea" (April 1967). In fact I read it twice looking for some mention of *uss Bryce Canyon* (AD 36).

If memory serves me correctly, she was awarded a Gold "E" in 1959, and I believe this was the first such award received by an AD.

Also, I might mention that sometime during the years 1957-58 *uss Roanoke* (CL 145) had a Gold "E" painted on each of her six, six-inch/47 turrets. At one time during her nine-year life, every mount—13 three-inch/50s—and each turret had one or more "Es".

Of course, I claim the same protection that you do—set forth my view and let people shoot at it.—J. F. Gilhuly, LT, USN.

● We appreciate your information on *Bryce Canyon's* and *Roanoke's* successes, Lieutenant. Congratulations are certainly in order to their crews, and to the crews of the fleet tug *Molala* (ATF 106) and the coastal minesweeper *Meadowlark* (MSC 196), both of whom also lay claim to Gold "E" fame as evidenced by the following letters received by ALL HANDS.—ED.

SIR: I noticed in your article "Golden Ships of the Sea" that you requested correspondence from the fleet concerning records of ship awards and citations. Here's one which seems to be a record:

In 1960, *uss Molala* became the first, and only (to date) fleet tug on the West Coast to be awarded the Golden "E" for gunnery efficiency.—J. H. Watkins, RM2, USN.

SIR: That was a nice write-up on the "Golden Ships of the Sea," but, alas, you forgot one: *uss Meadowlark*, homeported at Charleston, S. C.

Her crew feels she should be recognized as a top fame getter since she holds the following awards:

- 1) Gold "E."
- 2) Red "E."
- 3) Minesweeping "M" w/hashmark.
- 4) Marjorie Sterrett Award for 1966, U. S. Atlantic Fleet.

In addition, *Meadowlark* was the seventh runner-up for Ship of the Year in a contest held by a Navy oriented magazine; she was twice Ship of the Month in that same publication. More recently, the minesweeper received a plaque in appreciation for each crewmember's \$22 average charity donation.

Not only do we feel *Meadowlark* should be acclaimed for her achievements, but we are reasonably certain

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, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

she is the first coastal minesweeper ever to receive the Gold "E."—R. D. Cooper, CS2, USN.

Many More Golden Ships

SIR: The article "Golden Ships of the Sea" in your April issue particularly interested me. It saluted the deserving ships who display the golden battle efficiency "E." Although all the ships mentioned deserve, no doubt, to be in the spotlight, I think one ship was overlooked.

I once served aboard *uss Rockbridge* (APA 228). Just before I left her, she painted on her fourth hashmark to accompany her Gold "E." She had also won her fourth hashmark to accompany her amphibious assault award.

I am not saying that *Rockbridge* is any better than the ones in the article, but I most certainly believe that this vessel is equally deserving.—R. H. L., RMSN, USN.

SIR: Those of us aboard *uss Pine Island* (AV 12) regret that our seaplane tender, currently undergoing inactivation at Puget Sound Naval Shipyard,

One Is the Most

SIR: Is a Navyman in the Operations Department or the Communications Division authorized to wear more than one letter on his uniform if his ship earns an "E" or a green "C" for operations or communications proficiency?

If so, can he also add a third letter if his ship wins the Battle Efficiency "E"?—A. T. O., LT, USN.

● Sorry, only ships are allowed to display more than one such award. In the interests of an uncluttered uniform, Navyman must be content with only one Navy blue or white "E" (depending on the uniform background) even though they may actually have earned a green "C".

The only concession made to variety in this respect is permission to wear a gold "E" to indicate five or more consecutive and identical awards.—ED.

was not included in your roundup of Golden Ships.

Pine Island won the Gold "E" for the period 1961 through 1965 and, to the best of our knowledge, is the only AirPac ship to be so distinguished. She also won the Battle Efficiency Award in 1955.

After serving since 1945, with one brief period of inactivation in 1950, *Pine Island* is being placed in the Reserve Fleet as a result of the Navy's phasing out of seaplanes.—P. L. Filson, CDR, USN, CO, USS *Pine Island*.

● Thank you for adding to our list of Golden Ships. ED.

Circuitous Travel

SIR: My ship is homeported in Hawaii but has been deployed to WestPac for more than six months. During this time we have had a number of married men ordered for permanent change of station, but we've had little guidance regarding what to do about their dependents in Hawaii.

May these men first return to Hawaii to arrange concurrent travel with dependents, household goods movement and temporary lodging allowance, or must they proceed directly to CONUS?—M. B. K., YN1, USN.

● BuPers Inst. 4650.15 is the directive to which you will want to refer when faced with the possibility of "circuitous route travel," or travel by other than the established, direct routes. In the case you describe, the family may stick together, provided no additional leave or delay is required to accomplish concurrent travel.

The directive says, in essence, that arrangements for circuitous travel may be made, subject to local regulations, with commands controlling sea and air travel space allocations.

A man with permanent change of station orders could travel a circuitous route with his dependents on a space-required basis. However, such travel arrangements would have to be made far enough in advance to give the appropriate carrier time to find the necessary space.

The government pays the travel bills—which may not exceed the cost for travel on corresponding portions of the direct route.

In any event, provisions of the orders involved must be followed. It is noted that a Navyman might be "directed" to use available government transportation. Dependents are never directed to use government transportation, but, of course, often do.

You have raised an interesting point.



PILOTS AWARDED—CDR P. H. Speer, rt., receives the Navy Cross and LCDR R. G. Hubbard, center, gets Silver Star for downing Mig-17s in combat over Vietnam. Both pilots are congratulated by CAPT S. W. Vejtsa of Miramar.

You'll hear more about circuitous travel in a future issue.—Ed.

Tour Lengths—Again

SIR: I reported to my present duty station with 25 months of active obligated duty. When I checked in I was told that if I wanted to serve my full 24 months ashore, I would have to extend for one year.

Is that right?—C. D. W., ETN2, USN.

● When a Navyman reports ashore with up to six months' obligation beyond his normal shore completion date, his TCD is extended—providing his normal tour is 24 months or less, which it appears to be in your case.

If your normal tour were longer than 24 months, then the word you received would have been true. You would then have had either to extend or accept a shortened tour.—Ed.

There Really Is a Dead Horse

SIR: If a man receives permanent change of station orders which are for his own convenience, such as a humanitarian assignment or a swap, is he entitled to draw advance pay providing his commanding officer approves such a request?—G. E. C., PN2, USN.

● Yes. An individual may draw an advance of up to three months' pay whenever he receives PCS orders. Some people confuse an advance payment of travel funds with an advance of pay.

A travel advance represents prepayment of funds for performing travel between the old and new duty stations. Obviously, when the transfer is at the member's own request and is at no expense to the government, he is not entitled to such payment.

Any advance of pay he may receive simply means that the member receives part of his regular pay before he actually earns it. This advance, known traditionally as a "dead horse," is normally liquidated on an installment basis during the six months following the transfer.—Ed.

Warrant Officer ID

SIR: I am one of seven warrant officers serving on board a destroyer tender. We have our own WO mess which we believe is one of very few in the Pacific Fleet. Are any figures available with regard to exactly how many such messes there are? Are there any regulations with regard to the establishment of WO messes on board ship?

On another subject, we've noticed that warrant officer is not abbreviated uniformly in the "grade" space on our ID cards. Mine says WO-1. Others have W-1, WO or WO1. Why no uniformity? Also, are specific professional designators (Electrician, Machinist, etc.) ever used after a WO's name?—G. P. A., WO-1, USN.

● There are no general regulations which govern the establishment of warrant officer messes. Your type commander may have set the guidelines for your mess. Further, since the Navy has no over-all departmental regulations on the subject, no one seems to know how many such messes there are. For now, we'll gladly take your word that yours is "one of very few." If the question ever comes up again, our Editor-in-Charge-of-Warrant-Officer-Mess-Statistics will have something to go on.

When it comes to the warrant abbreviations used on ID cards, it appears

that various personnel offices have different styles. However, the BuPers Manual (article C-1301) abbreviates the four warrant and commissioned warrant military grades as CWO4, CWO3, CWO2 and WO.

Regarding designation of your professional specialty, we suggest you check the Correspondence Manual, chapter II, paragraph 8. In part, this states that "complete personnel information will appear at least once in each letter." Your warrant specialty would be appropriate for use in any "complete personnel information."—Ed.

Gold E Liberty Card

SIR: Our ship awards gold "E" (Excellence in Conduct) liberty cards to crewmembers who maintain clean records for six months. It seems to me that this mark of distinction, the use of gold, should be reserved for those men who maintain a 12-year level of good conduct.

Is there any official ruling on this matter?—R. A. C., GMC2, USN.

● ALL HANDS turned to a cognizant source for an answer. Here it is:

The gold "E" liberty card policy is not a Navy-wide policy; there is no evidence available that instructions or regulations have ever been written on the subject. Therefore, it appears that issuance of such liberty cards is a command decision.

Nevertheless, there can be no relation between liberty card gold and hashmark gold per se. Petty officers second class graduate from their liberty card-carrying days upon advancing to E-5 regardless of length of service or level of conduct.—Ed.



TOPSIDE LOOK—USS *Randolph* black gang members rarely see underway and docking procedures, but are given that look by CAPT Wynn V. Whidden.

Oregon Was a Memorial, Too

SIR: I fear I must disagree with a statement made in the article "The Lone Star Navy" which appeared in your July issue. The author states that when USS *Texas* (BB 35) steamed to Houston to be decommissioned in April 1948, she was the first battleship to become a memorial in the state for which she was named. Not so.

I can't speak for other states, but I was raised in Portland, Ore., and back as far as I can remember the old Spanish-American War veteran USS *Oregon* (BB 3) was tied up there as a memorial.

I also remember when we school children all chipped in our pennies to help make her a permanent memorial in Portland. I still have many pleasant memories of touring the ship and playing aboard her. Since this was back in the 30s, I must take exception to Lieutenant Mayo's claim about *Texas*.

The only thing left of the old girl now is her basket mast, a plaque and a building with her souvenirs and artifacts from the Spanish-American War. She was given over to the scrap drive during the late years of World War II, and the last I saw of her she was sitting on a mudflat in Agana harbor in Guam in 1954.

I believe she was washed up on the beach during the typhoon of '49 and just left there to rust, since it was too expensive to haul her off.—R. E. Alderer, MUC, USN.

• It looks as though you may have us, Chief. Without entering into a discussion of semantics, or official definitions of memorials, we'll have to agree that *Oregon* was a memorial in her home state back in the 30s. The dictionary definition of a memorial is "anything, as a monument, intended to preserve the memory of a person or event."

Since most people regard a ship more as a person (she) than a mere thing, it would seem that *Oregon* fits Mr. Webster's definition.

As a result of your gentle prodding, we explored a little more deeply the details of *Oregon's* career following her brief brush with glory during the Spanish-American war. Usually, her story ends with her famous speed run from San Francisco around the Horn to join in the destruction of the Spanish fleet off Cuba. She had covered the 14,700 miles in 66 days, averaging 11.6 knots, a speed and endurance record.

After she was refitted, *Oregon* returned to the Pacific for duty in the Asiatic, where she cooperated with the Army during the Philippine insurrection. Marines from *Oregon* joined the Relief Expeditionary Force sent to Peking during the Boxer rebellion in 1900.

During World War I, *Oregon* served as flagship of the Pacific Fleet, and was used primarily as a training ship. She was decommissioned soon after the Armistice.

She was taken out of the Reserve Fleet in August 1919 and was the reviewing ship for President Wilson when the Pacific Fleet arrived at Seattle. She was again decommissioned on 4 Oct 1919 and moored at the U. S. Naval Base, Bremerton, Wash.

The ship was considered incapable of any warlike operations during the administration of President Wilson, and plans were made to scrap her. However, Franklin D. Roosevelt, then the Assistant Secretary of the Navy, intervened in the ship's behalf and she was saved.

Under the terms of the Washington Conference on Limitation of Armaments in 1921-22, *Oregon* was once again selected for scrapping, but public indignation caused such plans to be shelved.

In 1925 the citizens of Oregon requested their governor to ask that the ship be moored at Portland to be used as a floating monument. The Navy consented, and on 25 Jun 1925 she was loaned to the State of Oregon and berthed at Portland.

This was the period during which you and your playmates came to know her. *Oregon's* subsequent history is unfortunate, even depressing.

In 1938 a project was proposed to encase the battleship in concrete at a spot to be known as the Battleship *Oregon* Marine Park. However, the cost of the project proved prohibitive and the idea was abandoned.

On 17 Feb 1941, the vessel's classification was changed to IX 22, unclassified miscellaneous ship.

She was formally stricken from the Navy list on 2 Nov 1942 and was transferred to the State of Oregon. Bids were requested for scrapping the battleship on 3 Dec 1942 and four days later she was sold to two Portland businessmen for \$35,000. However, the Navy then requested that the scrapping be halted once progress had reached the main deck, and the ship's interior had been cleared out.

On 3 Mar 1943, the ship was towed from Portland to Kalama, Wash., for dismantling and the hulk was later returned to the Navy. She was redesignated IX 22 and placed in service.

By July 1944 the former battlewagon's hulk had been loaded with dynamite and other types of explosives and she was towed to Guam to be used as a floating ammunition depot.

A few months after beginning her new depot job, IX 22 almost came to a premature but spectacular end.

She was moored in Port Merizo, Guam, and had aboard 1400 tons of 60 per cent gelatin, among other highly explosive cargo. An LCI had been assigned to guard her, and was moored alongside during the two and a half months it took to unload.

One night the crew of the LCI broke out a number of boxes of dynamite from the hold for inspection. Just about the time the lids were removed, a burst of machine gun fire sprayed the ship from the beach, which was about 75 yards away. A few of the enemy still remaining on the island had found *Oregon* a convenient target. One lucky round and the ex-battleship would have come to a quick and fiery end. It didn't come.

While *Oregon* was tied up at Port Merizo, LCTs and LCVs took about 15 tons of dynamite from her each night for blasting in Apra harbor and at Tinian and Saipan.

Oregon broke her moorings several times during her stay off Guam, and the last time she went aground on a coral reef. Her hulk remained on the reef until she was sold 15 Mar 1956 and towed to Japan for scrapping.—Ed.

Marine Can Stand Watch

SIR: I recently saw a photograph of a Marine officer standing an OOD watch on the quarterdeck. Although the picture appeared in an authoritative publication, I am still not convinced that Marines are authorized to stand this watch although a buddy of mine assures me they are.

Is he right? If so, maybe you can give me some additional information on the subject.—A. G. P., EMI, USN.

• *Your buddy is correct. Marine officers below the grade of major are permitted to stand deck watches while in port and those on the junior watch list may stand junior officer watches at sea.*

Generally speaking, Navy Regs authorizes a commanding officer to assign any qualified commissioned or warrant officer under his authority to stand a day's duty or to duty in charge of a watch.

This applies to Marine officers in detachments permanently assigned aboard ships such as aircraft carriers and cruisers. Such Marines would have adequate training and would, therefore, be considered qualified by the ship's commanding officer.

On the other hand, Marine officers assigned to units aboard transports engaged in a troop lift are considered to be in a passenger status and normally would not be assigned to deck watches.—ED.

A Matter of Reciprocity

SIR: I recently noticed an item in ALL HANDS entitled "Who Shines the Bell?" in which the task was properly attributed to the ship's cook. However, the article didn't mention how the cook

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, Navy Department, Washington, D. C. 20370, four months in advance.

- **USS West Virginia (BB 48)**—The 13th annual reunion will be held at the VFW Hall, 1822 W. 162nd St., Gardena, Calif. For further information write to R. A. Brown, 1822 W. 162nd St., Gardena, Calif. 90247.
- **VC/VFP 62**—A reunion will be held on December 8 at the Officer Recreational Facility, Cecil Field, Fla., for all officers who served in VC/VFP 62. Please contact PAO T. B. Bowman for information.

acquired this particular duty.

Suspecting that this Navy tradition originated in mutual reciprocity, the chief commissaryman on my last ship did some research on the subject and emerged with the reason behind the bell-shining custom.

He found that the quartermaster once polished the bell. At some time in the dim past, however, a ship's cook apparently persuaded the quartermaster to light off the galley's wood or coal fires during the small hours of the morning. In exchange, the cook took on the quartermaster's bell-shining duties.

Since the quartermaster was up all night anyway, he was happy to rid himself of the job of keeping the bell bright while the ship's cook bought himself an extra hour of sleep each morning by expending some elbow grease on the

ship's bell. And everybody was happy.—J. M. Henderson, CDR, SC, USN.

• *We thank your former chief commissaryman for his research on bell-shining and we thank you for passing it on to us.*—ED.

Gold and Red Hashmarks

SIR: A recent issue notes that "some individuals with broken service feel that not being able to wear gold lace service stripes reflects on their conduct."

I am not worried about my image in this respect.

However, since misunderstanding exists, additional remarks on the subject may help to clear the air.

In August, I sewed on a sixth red hashmark. Although it represents 24 years of active and inactive service, I will not rate gold until November 1968.




Meanwhile, my ID card has become battered and dog-eared from proving that I am even on active duty.—H. B., AVCM, USNR-R (TAR).

• *There are undoubtedly scores of men with broken service who share your sentiment and also possess dog-eared ID cards. Perhaps someone will come up with an answer which will mark more of a distinction between 12 years' good conduct and three red hashmarks.*—ED.

Salute the MOH?

SIR: I am trying to determine if a Medal of Honor winner rates a salute, even if he is an enlisted man. Scuttlebutt has it he does, but I can find no reference in the BuPers Manual, the Awards Manual, or in the Bluejacket's Manual.—J. C. S., YN2, USN.

• *For the record, once again, a man does not—repeat not—rate a salute by virtue of being a Medal of Honor recipient.*—ED

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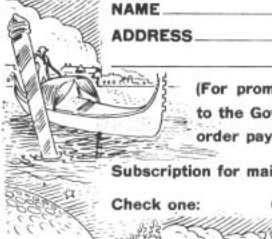
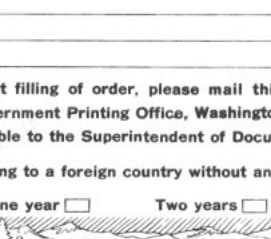
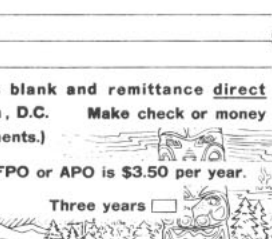
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Shaping Up Aboard Ship

LET'S FACE IT. When the average man reaches his thirties—if he doesn't watch out, he begins to go to flab.

The reasons are obvious. He eats either too well or too much, or both, and he's not nearly as active as he was during his twenties. (In the Navy, that's the period in which he usually makes the grade starting from seaman deuce, and leading up to chief.)

Whether you're in the armed forces or in civilian life, this is a problem you have to face.

Anyone who has been at sea and has eaten in the enlisted mess, the Chief's mess, or the wardroom can vouch for the excellent food served aboard ship. On a submarine, the food is claimed by some to be better and more of it, but there is less opportunity for exercise.

After a few years, this combination of good food and little exercise can get to you—and stay with you. A few more years and the problem grows larger—usually around the middle.

But there is a solution. It's a

physical conditioning program which combines proper exercise and dieting. The Navy's program relating to physical fitness is discussed in BuPers Inst 6100.2B. In this connection, ships and stations are encouraged to promote sports, recreation and physical fitness.

Here is one example of a program that was adapted for shipboard use which may be of interest to other ships in the Fleet. Also, because of popular demand, ALL HANDS is reproducing its report on isometrics

Not too long ago, Associate Professor H. W. Lenz, of the Department of Physical Education, Naval Academy, had occasion to make a cruise aboard USS *Forrest Sherman* (DD 931). More than once, he was approached by a crew member: "Sir, I'm putting on weight. I'm out of shape. What can I do about it?"

At first, he tried answering on an individual basis, but that didn't work out too well. Just too many. So he drew up a brief, informal guide for the men of *Forrest Sherman* who wanted to improve their state of

physical fitness. It can work for you, too. It is especially designed for men aboard ship and can be carried out under almost any conditions, in very limited space.

First of all, what is physical fitness?

You are physically fit, says Professor Lenz, if you can carry out any duty demanded of you. In addition, you must have enough energy left over for any emergency you may encounter, or for any recreational activity you choose.

If you are unable to meet these requirements because you are overweight, or because your muscles are too flabby, or both, you are not physically fit.

To determine your present level of physical fitness, have a friend test you on the items described below. Once you know your relative status, you will know how to pace yourself. Go through the exercises (you might try the torpedo deck if there's one aboard your ship). Have your friend bring a wrist watch with a sweep-second hand. Your friend will time you during the exercises.

Your Score

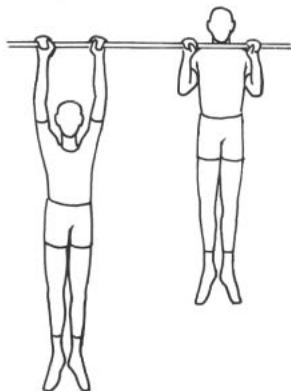
Test Items

1. **PULL-UPS**—Palms forward, full hang, pull chin over bar.

8 or more, score
4 or more, score
3 or less, score

Points

5
3
1



2. **SIT-UPS** (within 30 seconds)—Lie on back, arms over head, feet drawn up tight.

25 sit-ups
18 sit-ups
10 sit-ups

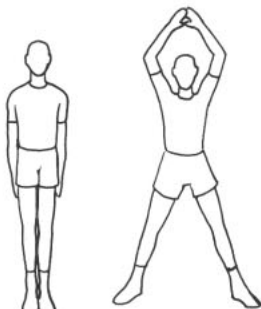
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3
1



3. **SIDE-STRADDLE HOP** (60 seconds)—Your feet come apart as far as your shoulders are wide; arms swing up straight over shoulders.

70 hops
60 hops
50 hops

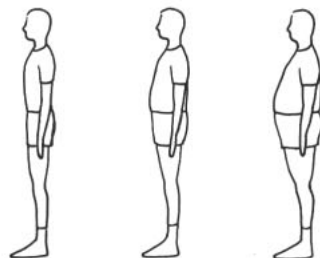
5
3
1



4. YOUR FIGURE.

If you look like (a), score
If you look like (b), score
If you look like (c), score

5
3
1



5. THE AGE FACTOR.

From 17 to 26 years old, score
From 27 to 38 years old, score
From 39 up, score

0
2
4

Now, add your total points. If they amount to 18 or more, consider your physical fitness status to be "Excellent." Work in Group I, described below.

If they range between 11 to 17, your condition is "Good." Work in Group II.

If they are 10 or less, that's too bad. You belong in the executive, or Group III, category.

AT THIS POINT, you're almost ready to go to work. But first, a few additional words of counsel from Professor Lenz:

- Work out in a space that is adequate and safe.
- Adjust the repetitions to your own need, especially during the first few weeks.
- Work out at least four out of every seven days. Keep track on a calendar.
- Keep track of what you do. Make up your own private chart and list the exercise, the repeats and the speed for each. Leave a space for the date.
- Weigh about once a week. Weigh on the same scales, at the same time, with the same amount of clothes each time. If you start weighing before your workout, do it that way each time. If after the workout, keep it that way. The point is, do it the same each time. Keep track of your weight.

Don't put yourself on so strict a diet that you can't maintain it. You should not lose more than two pounds a week. If you lose only one pound every two weeks, that's fine. Keep at it.

There's no law that says you must eat the rich, fattening foods. Stay away from butter on bread or potatoes; gravy; large portions of dessert; carbonated drinks. All of these are very fattening. If you eat more than you burn up, you will put on weight, that's all there is to it. An ounce of prevention is worth a pound of care.

Crash programs won't work. The steady grind will bring results. Work out constantly, cut down on food with discretion. Establish an exercise and eating routine that you can stick to.

When a big party comes along, forget your austerity routine and have a ball. But when it's over, go back to the routine.

This will really work.

WHAT KIND OF PROGRAM IS RECOMMENDED

NOTE: REPS—This means "repetitions"; it means the number of times you repeat each exercise

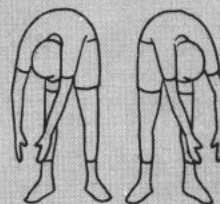
SPD—This means the "speed" with which you do each exercise; there are three speeds

(1) **SLOW**—Move easily and work in relaxed manner

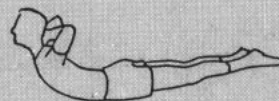
(2) **MEDIUM**—Move at a pace which is half as fast as you can go, abbreviated, "med"

(3) **FAST**—Move as fast as you can, still doing the exercise correctly

EXERCISE	PURPOSE	GROUP 3		GROUP 2		GROUP 1	
		REPS	SPD	REPS	SPD	REPS	SPD
STRETCHER —feet apart, shoulder width, arms over head, bend, and bounce, reaching for toes	Warm-up and for flexibility	15 to 20 rt 15 to 10 lt	slow	20 to 20 rt 20 to 10 lt	slow	20 to 20 rt 20 to 10 lt	slow
LOWER BACK EXERCISE —on stomach, hands clasped behind neck, body straight, lift up head and shoulders as high as you can and return—DON'T ROCK	strength for lower back muscles	15	med.	20	med.	max you can do in 30 sec.	fast
SIT-UPS —lie on back, arms over head, feet drawn up to buttocks, heels touching buttocks,	for that gut, good for stomach	17	med.	23	med.	max you can do in 30 sec.	fast
TRUNK MUSCLES —lie on right side use right arm as brace, lift right leg high, lower, don't touch left leg. REPEAT ON LEFT SIDE	for your waist and stomach	20	med.	23	fast	max you can do in 30 sec	fast
SITTING TUCKS —sit on deck raise legs, tuck in, and straighten, don't touch deck	for your stomach muscles	20	slow	23	med.	max you can do in 30 sec.	fast
PUSH-UPS	arms	15	slow	18	med.	20	fast
RUNNING-IN-PLACE , lift legs high	wind	2 min.	slow	2 min.	med.	2 min.	fast



STRETCHER



LOWER BACK EXERCISE



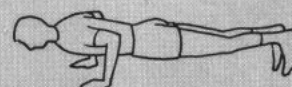
SIT-UPS



TRUNK MUSCLE EXERCISE



SITTING TUCKS



PUSH-UPS



RUNNING-IN-PLACE

ISOMETRICS: SIT-DOWN SPORT

THIS EXERCISE program—new to many—is ideal for Navymen whose duties or location restrict their ability to engage in athletics or other forms of regular fitness activity. It previously appeared in *ALL HANDS*.

What is isometrics?

Briefly, isometrics is based on the principle of one set of muscles working against another. You may have been practicing it for years, by some other name, or more likely, by none at all.

Here are nine isometric exercises designed specifically for office personnel and those in other sedentary occupa-

tions. All that's needed is a chair, a heavy desk or table, and one minute a day.

Six seconds for each set of nine muscles are required daily for maximum benefit. By rigidly adhering to the isometrics routine, some men have doubled their strength in 20 weeks. (The average increase in strength is between three and five per cent each week.) Try it—you'll be surprised at the result.

Hold your breath while you do each exercise. Be sure to exert full force for six seconds with each. Then relax for a few seconds before going on to the next exercise.



Remember, in this program you should follow a daily schedule. But you need not perform the exercises more than once daily. Muscles can grow in strength only at a certain rate. These exercises build significant muscular strength and tone.

(1) *Pull Up*—For arms and shoulders. Sit straight, grasp the sides of your chair tightly with both hands and pull up as hard as possible. Hold for six seconds.

(2) *Hand Press*—For arms, chest and shoulders. Sit straight, chest out, arms held across chest. Place one fist inside the other hand. Press together for six seconds using all the strength of your arms and shoulders.

(3) *Back Pull*—For the back. Keep back straight and lean forward until you can grasp your legs or braces of chair. Pull straight up for six seconds, using back muscles only.

(4) *Neck Presser*—For the neck. Sit straight with hands clasped behind your neck, elbows held forward. Pull forward with both hands, at the same time pressing head backwards. Hold for six seconds. You'll find that this also has a relaxing effect.

(5) *Stomach Tightener*—For waist and abdomen. Sit with legs held together, extended straight out. Bend for-

ward and grasp legs just below the knees. Press down with hands, at the same time pressing up against the hands with both legs. Hold for six seconds.

(6) *Criss-Cross*—For chest and leg muscles. Sit with feet about four inches apart. Bend forward and place hands against inside of opposite knees. Attempt to press knees together while at the same time holding them apart with hands. Hold for six seconds.

(7) *Body Lift*—For shoulders, arms, abdomen. Sitting with back straight, lean forward and place your hands, palms down, against the sides of your chair. Hold legs straight out, attempting to raise body about one inch off the chair. Hold for six seconds.

(8) *Leg Squeezer*—For legs. Sit forward on edge of chair, lean back, hold legs straight out. Hook one foot over the other and hold tightly. Rest feet on floor, keep legs straight, and try to pull feet apart. Hold for six seconds.

(9) *Arm Curl*—For upper arms. Sit straight, grasp underside of heavy desk or table with palms up, forearms parallel to desk. Push up as hard as possible for six seconds. Repeat this whole series of exercises regularly as a muscle conditioner.





The Hookmen

BRINGING HER BIRDS safely home to roost is a matter of routine aboard the nuclear powered carrier USS *Enterprise* (CVAN 65). This is accomplished with the use of an important safeguard, the arresting cable.

There are four of these 1 $\frac{3}{8}$ -inch cables stretched 35 feet apart across the steel flight deck of the carrier.

As planes of the U. S. Seventh Fleet slam to the deck on return from a mission over Vietnam, constant vigilance of the wear and tear on these cables is a necessity.

Each day *Enterprise* crewmembers replace two of these cables due to wear or for safety reasons. Neglect could cause loss of life or the destruction of a multimillion-dollar aircraft.

When an aircraft hits the deck at a speed in excess of 100 miles per hour and is brought to an abrupt halt in a couple of hundred feet, a pilot may reflect that the arresting gear crew had a great deal to do with his

safe landing and his chance to fly another mission over Vietnam.

Clockwise from top: (1) Monte R. Fautin, AN, throws the switch that

retrieves the arresting cable. (2) An A-4 Skyhawk falls under control of the hookman aboard USS Enterprise. (3) James N. Hinkle, ABEAA, hookman in Enterprise, keeps a sharp eye on incoming aircraft. (4) The hookman awaits the arrival of another customer.



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



SATELLITE TALKER—USNS *Redstone* with dish-shaped antenna is part of SATCOM (satellite communications system) allowing world-wide communications.

Redstone Has First Word

USNS *Redstone* (T-ACM 20) passed a major test milestone when she communicated via an orbiting satellite with shore stations at Andover, Maine; and Grand Canary and Ascension Islands.

Redstone is one of the ships built to track and communicate with American astronauts during manned missions to the moon and the first to be equipped with a satellite communication system (SATCOM) which allows her to communicate around the world via satellites.

A large dish-shaped antenna which permits voice, teletype and high-speed data communications was installed on her forward deck as part of the SATCOM system.

Redstone was located off the coast of Massachusetts while the test was being made. Communication was made to shore stations via the *Canary Bird* satellite in orbit over the Atlantic Ocean about 22,300 miles above the equator.

SACC-Time Is No Nap-Time

A Navyman in the sack is probably sleeping. One who is in the SACC, however, is wide-awake and, if an

amphibious operation is in progress, he is up to his ears in work.

SACC stands for Supporting Arms Control Center and is a mobile command post which, although it can move ashore, is usually embarked in an assault ship.

The control center aboard *uss Okinawa* (LPH 3) is a case in point. During an amphibious assault, it is crowded with men wearing the uniforms of the U. S. Navy, Marine Corps, Army and Air Force. In addition, representatives of the Vietnamese armed forces and local political leaders also may be present.

During an assault, the atmosphere in *Okinawa's* SACC is one of orderly confusion as spotter reports are relayed from the battle zone and tabulated on the big board which shows the progress of fire support missions.

The fire power directed from SACC comes from varied sources. During Operation Beaver Cage, for example, *uss St Paul* (CA 73) had her 8-inch guns aimed toward the shore. HU-1E helicopters and jet attack aircraft from the First Marine Air Wing were available as were Seventh Fleet Marine Artillery units.

Airpower could be called in from

U. S. carriers operating on Yankee Station as well as from almost any air base in Vietnam.

Early on the first morning of Operation Beaver Cage, Viet Cong were seen scurrying into the trees near the beach. Within three minutes, the location was under rocket and strafing attacks.

SACC provides a good example of interservice cooperation. During Operation Deck House V, for example, representatives of all the United States armed forces, as well as representatives of Vietnamese armed forces, cooperated to produce success.

Dave Colby, JO2, USN

Compass Island

uss Compass Island (AG 153), whose crew places her among Navy ships which are firstest with the mostest, recently was reassigned from the Eastern Sea Frontier to New London's Submarine Flotilla Two which, according to its men, is pretty firstest and mostest itself.

Compass Island claims the distinction of being the U. S. Navy's first and only navigation development and test ship. After being commissioned in 1956, she assisted in developing and evaluating the Ship's Inertial Navigation System (SINS), an important component of the Fleet ballistic missile weapons system.

Compass Island also has the reputation of being one of the Navy's easiest riding ships, with the best automatic steering available and activated fins to stabilize her roll.

Submarine Flotilla Two, not to be outdone, claims for herself *uss Nautilus* (SSN 571), the first nuclear vessel, *George Washington* (SSBN 598), the first *Polaris* submarine, *Triton* (SSN 586), the world's longest submarine and even the Navy's oldest submarine on continuous active duty, *Grouper* (AGSS 214).

The new assignment of *Compass Island* will not affect her home port. She will continue to be at Brooklyn, N. Y., where she normally berths at the U. S. Navy Applied Science Laboratory.

Black Mini-Box

To fit comfortably in the Navy jet, the carrier pilot's friend had to lose 222 pounds. And did.

The central figure in this dietary feat is an airborne data link, the last major stumbling block in the way of the long sought-after, fully automatic, all-weather carrier landing system. It's called the AN/ASW-25A, and it used to weigh 234 pounds. Now it weighs 11.8.

The AN/ASW-25A is a device designed to give a Navy pilot specific landing instructions and continuous indications of his relationship to his proper glide path.

Its designers call it a pilot's best friend.

Inside this friendly little black box are a radio receiver, a data processing unit, and the necessary electronics to provide signals for use by a pilot display device or an automatic pilot. Here's how it works:

A computer on board the aircraft carrier, using data based on radar observations of the approaching aircraft, and on predictions of the position of the carrier when the plane touches down, determines the relative position of the approaching plane to the desired glide path.

When these two factors are compared, steering instructions are generated by the computer which are transmitted to the aircraft via an ultra high-frequency data link.

The AN/ASW-25A aboard the approaching aircraft decodes the instructions from the carrier-based computer and displays them for the pilot. He can then use this information to control the aircraft himself, or he can connect the data link to his automatic pilot for a hands-off landing.

Before this system was developed, naval engineers burned the midnight oil and gave top priority to a system which would remove some of the pressure and responsibility from the pilot's shoulders as he attempted to land his aircraft on the bucking, pitching carrier deck under various weather conditions.

Research paid off to the extent that scientists designed and built a system which used a carrier-based radar and an associated computer to transmit correct guide slopes to an approaching aircraft.

One difficulty in the system was the lack of a data link in the aircraft which could decode the com-



FIRST FLEET FLAG—USS *Oklahoma City* (CLG 5) has assumed duties as flagship for the First Fleet after completing extensive overhaul at San Francisco.

puter's information and then convert it into signals that could be used by the pilot or the automatic pilot system.

The system was finally designed, but it was just too big. It weighed 234 pounds, and could only be installed in an F4 *Phantom* jet after a fuel cell had been removed. To fit into most naval aircraft, a compact unit weighing in the order of 10 to 12 pounds was needed.

The Navy went to private industry for the system. Industry's answer was a two-year development effort at an extremely high cost, before even a working model could be produced. This was not enough.

The job was contracted to the Naval Air Development Center, at Johnsville, Pa.

Six months later, and at one-fourth the price quoted by industry, the Navy engineers and scientists, using new techniques in microelectronics, had the system in the bag. Or, more appropriately, in the cigar box.

VIGILANTES from Sanford Air Station in formation during training flight.



By combining integrated circuit and solid state technology, the Development Center's researchers had reduced the volume of the data link from 4.5 cubic feet to .1 cubic foot; the weight from 234 pounds to 11.8 pounds; and the power drain from 834 watts to 56 watts. Of course, drastically reduced capability compared to the 234-pound sub-system also helped considerably, although expansion capability is included.

As a result of this all-Navy development, steps are being taken which will some day put this invaluable mini-box into all Navy sea-based aircraft.

Flatley Award Winners

The carriers *uss Intrepid* (CVS 11), *Randolph* (CVS 15) and *Princeton* (LPH 5) have steamed off with honors in fiscal 1967's competition for the Flatley Memorial Award which each year recognizes superior performance in aviation safety.



HOWITZER HELO HOP—A *Sea Stallion* helicopter gives a Marine 155-mm howitzer a lift from its field position to Quang Ngai logistic support area.

The three ships were respective winners in the categories CVA (attack), CVS (antisubmarine warfare) and LPH (amphibious assault).

Intrepid, normally assigned to the Atlantic Fleet, has been conducting operations off Vietnam. *Randolph* serves in the Atlantic, *Princeton* in the Pacific.

Runners-up in the Flatley competition were *uss Enterprise* (CVAN 65), Pacific Fleet; *Hornet* (CVS 12), Pacific Fleet; and *Guam* (LPH 9), Atlantic Fleet.

The Flatley award emphasizes care in aircraft ground handling, launching and recovery, and general accident prevention during carrier operations. It was noted that there were fewer carrier landing accidents during fiscal 1967 than during the previous year, despite continuing combat operations in Southeast Asia.

Putting on the Squeeze

You can repeatedly tell a man about the dangers of hypoxia (mental and physical deterioration caused by lack of oxygen at high altitudes) but he probably won't really get the idea until he experiences it himself. The Naval Aerospace Medical Institute at Pensacola thinks that seeing is believing.

When a naval aviation trainee has been at a simulated altitude of 30,000 feet for a few seconds, he begins to feel a little stupid. He tries to sign his name, but his hand wanders

helplessly out of control, and the result is unintelligible scribbling.

He may be instructed to balance a small wooden box on his knees. In the top of the box are four slots; the trainee is supposed to separate a deck of cards, putting hearts in one slot, diamonds, clubs and spades in the others. He fails miserably.

After about a minute of this, he is helped into an oxygen mask. A few deep breaths of the pure oxygen, and he regains his mental alertness and coordination.

This is a typical test conducted in the 9-A-9 Altitude Training Rapid Decompression Chamber at the Institute.

The chamber, which can simulate altitudes up to 100,000 feet, is used to familiarize future aviators with oxygen equipment and the hazards of high altitude flight. Hypoxia is only one of the dangers.

A week later, our future aviator dons a full pressure suit in another section of the chamber.

Dressed in the gleaming pressure suit, only his face visible through the clear plastic shield of the helmet, he enters the pressure chamber. Beside him is a beaker of water.

An engineer operates the controls, and the altimeter needle begins to climb steadily . . . 40, 55, 60 thousand feet. Inside the chamber, the trainee watches a balloon hanging from the ceiling slowly swell as the altitude increases.

He focuses his attention on the

beaker of water. Steam rolls from the beaker and bubbles appear as the water boils.

Now the student fully appreciates his pressure suit. He knows that without his suit his blood would boil like the water beside him, and his lungs would inflate like that balloon.

A moment later the pressure of the high altitude is gone. Another trainee replaces him in the chamber, and he's one step closer to becoming a naval aviator.

Bonnie Dick Comes Home

The scourge of the *Mig-17* is back in town.

The Navy's number one *Mig*-killing aircraft carrier, *uss Bon Homme Richard* (CVA 31), has returned to San Diego after nearly eight months with the U. S. Seventh Fleet in WestPac.

It was the third South China Sea tour for *Bonnie Dick*. Operating primarily on Yankee Station in the Gulf of Tonkin, the 23-year old carrier compiled an impressive record while she was out West. Pilots from Carrier Air Wing 21 reported at least 14 *Mig-17* kills, shooting down nine and another probable in aerial combat, destroying five on the ground, and damaging another 12.

The first two *Migs* were bagged during a strike on Kep Airfield, 35 miles north of Hanoi. Flying cover for the strike force, Lieutenant Commander M. O. Wright, in an *F8 Crusader* from Fighter Squadron 211, downed one *Mig* with an air-to-air missile.

Lieutenant Commander T. R. Swartz, flying an *A4 Skyhawk* of Attack Squadron 76, was making a rocket run on the Kep field when he was jumped by two *Migs*. According to LCDR Swartz, things got a little confused at this point, but he did manage to shoot down one of the attacking jets, using an air-to-ground rocket.

He thus reportedly became the first Navy pilot in the Vietnam conflict to shoot down a *Mig* with an *A4* light attack aircraft.

While all this was taking place, the main strike force of *A4 Skyhawks* was unloading its bombs and rockets on Kep airfield. Pilots reported destroying five *Migs* parked on the field and seriously damaging several others.

Bonnie Dick's pilots had their greatest day about three weeks later

when they shot down four *Mig-17s* in aerial combat. During a raid on the thermal power plant in Hanoi, VF-211 pilots Commander Paul H. Speer and Lieutenant (jg) Joseph M. Shea, Jr., and VF-24 pilots Lieutenant Commander Bobby C. Lee, and Lieutenant Phil R. Wood, all scored *Mig* kills. All four jets were shot down with air-to-air missiles.

In late July Air Wing 21 fighters scored their final tallies of the cruise when they knocked down three more *Migs* over the Ta Xa oil storage depot, 25 miles northeast of Hanoi. In the dogfight which ensued, combinations of 20-mm cannon fire and *Side-winder* air-to-air missiles accounted for the kills.

Bagging two *Migs* for VF 24 were Commander Marion H. Isaacks and Lieutenant Commander Robert L. Kirkwood. Lieutenant Commander Ray G. Hubbard of VF 211 got the third.

Bon Homme Richard's pilots have reportedly made her the Navy's first "ace" carrier, and VF 211 the first "ace" squadron, of the Vietnam conflict.

During her Seventh Fleet deployment, *Bonnie Dick's* pilots flew a major strike on the average of one every other day, and often they flew as many as three strikes a day.

The carrier spent 112 days on the line, without missing a single day of operations.

They report destroying or damaging 71 ordnance, supply and petroleum storage areas, two airfields, 106 railroad cars, 88 trucks, 132 bridges, 697 water-borne logistic craft, four PT boats, 35 railroad yards, 34 SAM missile sites, four thermal power plants, 215 anti-aircraft gun sites, and innumerable miles of railroad track and highways.

Now in her third war, the veteran carrier has once again proven that she can still carry her share of the load.

New Home for Bethesda's EMs

Enlisted bachelors at the National Naval Medical Center, Bethesda, Md., will have a new home next year. Wrecking crews recently began demolishing an old barracks to make room for new enlisted quarters accommodating the 360 men at Bethesda not attached to the Naval Hospital Command.

The new building will be arranged in 15 units, each of which will have



NUCLEAR FRIGATE—The United States' second nuclear powered guided missile frigate *USS Truxtun* is shown underway shortly after commissioning.

six four-man rooms, head facilities and a lounge. The units will be connected by means of an exterior corridor. Central air-conditioning will protect the residents from Bethesda's hot, humid summers.

After the new construction has been completed, it is planned that the old but permanent building which now houses the Naval Hospital Command's bachelors will be modernized to raise it to the standards of the new enlisted quarters.

Service Force Expanded

Eleven shore commands have been added to the Service Force, U. S. Pacific Fleet, in an effort to consolidate the logistic support assets of the Pacific Fleet.

The annexed commands are the Naval Base at Subic Bay, Republic of the Philippines; Naval Stations at Subic Bay, Guam, San Diego, Long Beach, San Francisco, and Pearl Harbor; Naval Facility Chi Chi Jima; Fleet Activities Yokosuka and Sasebo, Japan; and Fleet Activities Ryukyus.

The new command arrangement brings a total of 31 shore support facilities under control of the Pacific Service Force. The Force also includes 115 logistic support ships of 23 different types, some 280 support craft, and the Naval Construction Battalions Pacific.

The addition of the shore commands means that about 3400 more military personnel have been added to the Service Force Pacific, making a total of more than 55,000 officers and men.

New Communications Command

A major reorganization of the Office of Naval Communications recently resulted in the establishment of the new Naval Communications Command.

The new organization now encompasses shore, or field, communications activities and provides for communications and cryptologic needs of ships, air and shore activities.

In other words, Naval Communications Command is concerned primarily with day-to-day operations of the Navy's worldwide communication and cryptologic facilities.

Overseeing the functions of the new command is an additional job of RADM R. H. Weeks, USN, the Assistant Chief of Naval Operations for Communications (ACNO (COMM)) who also is the Director of Naval Communications (DNC).

The establishment of Naval Communications Command was concurrent with the disestablishment of three primary facilities in the Washington, D. C., area. They were the Naval Communication System Headquarters at Bailey's Crossroads, Va., and the Naval Security Group Headquarters and the Naval Radio Frequency Spectrum Activity located at the U. S. Naval Security Station.

The functions of these commands are now being carried out by the Naval Communications Command, presently operating from separate offices in the D. C., area. Future plans call for all Naval Communications Command Washington units to be located in a single headquarters.

Meet Your New SecNav

The Navy has had a new civilian boss since 1 September. The Honorable Paul R. Ignatius came to the Navy's top job from the Department of Defense, where he had been Assistant Secretary of Defense (Installations and Logistics) since December 1964.

Mr. Ignatius was selected to become Secretary of the Navy following the tragic death in an aircraft accident of John T. McNaughton, who was to take over from the Honorable Paul H. Nitze.

The new SecNav was born in Los Angeles, Calif., on 11 Nov 1920. A graduate of the University of Southern California, he served as a lieutenant in the U. S. Naval Reserve during World War II. His principal wartime job was aviation ordnance officer in the escort aircraft carrier *uss Manila Bay* (CVE 61), in the Pacific.

Mr. Ignatius received a master's degree in business administration from Harvard University in 1947, and stayed at Harvard for the next three years as research assistant and instructor in business administration.

In 1950, with two of his associates, he formed a management consulting and research firm. During the next 11 years, his efforts



NEW SECNAV—Mr. Paul R. Ignatius is sworn in as the Secretary of the Navy at the Pentagon by Secretary of Defense Robert McNamara.

were devoted to consulting and research in military supply and procurement.

He was Assistant Secretary of the Army (Installations and Logistics) from May 1961 until February 1964, when he became Under Secretary of the Army. He was appointed Assistant SecDef for installations and logistics on 12 Dec 1964.

Mr. Ignatius and his wife, the former Nancy Sharpless Weiser, of Holyoke, Mass., have four children.

Morjorie Sterrett, then 13 years old, as her contribution toward the purchase of a battleship.

The income from this fund is awarded annually to winners in each fleet with the stipulation that it will be placed in the ship's recreation fund and used for the benefit of enlisted men only.

Arleigh Burke Award

The Arleigh Burke Fleet Trophy was awarded this year to *uss Shangri-La* (CVA 38) which was the Atlantic Fleet winner, and to *uss Ashtabula* (AO 51) which won the honor for the Pacific Fleet.

The Arleigh Burke Trophy was established in 1961 and is presented annually to that ship or aircraft squadron of each fleet which is selected by its commander in chief for having achieved the greatest improvement in battle efficiency during the preceding competitive year.

It Was a Fuel Day for Some

Transferring fuel from one aircraft to another while both planes are airborne is routine but tricky military procedure. If it involves an aircraft that's so low on fuel a flame-out and crash could be only minutes away, the situation can become a matter of life or death.

Six such emergencies involving Navy aircraft flying strike and support missions in Vietnam cropped up within minutes of each other. Emergency refueling for all six planes was handled by one fast-acting Air Force KC-135 *Stratotanker*.

The *Stratotanker* was routinely refueling two Air Force F-104s over the Gulf of Tonkin when it was notified that two Navy A-3 *Skywarrior* tankers from the carrier *uss Hancock* (CVA 19) were low on fuel and needed emergency refueling. The *Stratotanker* headed for a rendezvous while the F-104s provided fighter cover.

After meeting with the A-3s, the Air Force tanker quickly transferred a token amount of fuel to one of the *Skywarriors*, thereby preventing a flame-out. (The A-3 had only three minutes of usable fuel remaining. Ironically, it carried 4000 pounds of fuel which could be transferred to another aircraft, but which the pilot could not use himself.)

While the second A-3 was taking on fuel, the *Stratotanker* received a

Maury Oceanographic Center

A number of separate Navy activities dealing with related aspects of oceanography have been consolidated to form the Maury Center for Ocean Science, at the Naval Research Laboratory in Washington, D. C.

The Maury Center will be under the jurisdiction of the Assistant Oceanographer of the Navy for Ocean Science.

The nucleus of the Center, which is primarily a coordinating facility, will be formed by four groups now at the Naval Research Lab:

- Ocean Science and Technology Group, Office of Naval Research.
- Elements of the Ocean Science and Engineering Division, Naval Research Lab.
- Research and Development Department, Naval Oceanographic Office.
- Undersea Surveillance Oceanographic Center, Naval Oceanographic Office.

The Center is named for Commander Matthew Fontaine Maury, pioneer Navy oceanographer. His book, *Physical Geography of the Sea*, published in 1855, was the first textbook of modern oceanography.

Marjorie Sterrett Winners

The Marjorie Sterrett Battleship Fund Award went this year to two of the Navy's amphibious ships. *uss Shadwell* (LSD 15) was the winner in the Atlantic Fleet and *St Francis River* (LSMR 525) took the honor for the Pacific Fleet.

Each fiscal year the Chief of Naval Operations selects and announces the type from which ships will be nominated to receive this award. The appropriate type commander of each fleet then advises the CNO of the individual ship winning the award on the basis of intratype competition.

The Marjorie Sterrett Fund was established in 1917 by a newspaper which received one dime from

second emergency call—this time from two Navy F-8 *Crusaders* off the carrier *uss Bon Homme Richard* (CVA 31).

One of the F-8s had only 300 pounds of fuel remaining—not enough to wait for the Navy tanker then being refueled to break away. The solution: Ease the F-8 in behind the A-3 for hookup onto the Navy tanker. There would then be three planes flying connected in a single line. It worked perfectly.

At the same time, the second F-8 received a portion of fuel from the other A-3.

In the midst of this complicated fuel transition, the *Stratotanker* received a third distress call, this time from two F-4 *Phantoms*. By now, the KC-135 crew was thinking that in-flight refueling is a routine emergency, and after rendezvousing with the F-4s skillfully handled it as such.

However, now low on fuel itself, the Air Force tanker could not reach its initial destination. Rather than call for a tanker to refuel a tanker, the plane touched down at an alternate base in South Vietnam.

The nine aircraft involved—the KC-135, two F-104s, and Navy A-3s, F-8s and F-4s—all landed safely.

Hospital for Jets

There is a building at the U.S. Naval Air Station Oceana, Virginia Beach, Va., which might be called a hospital for ailing jet engines.

The structure is well equipped for the job done within its thick concrete walls. Interior temperature and humidity are rigidly controlled and the air is kept free of dust. Roof ducts in the building's test cell supply air for jet operations and an elaborate system cools and purifies the superheated exhaust from the engines before discharging it into the outside atmosphere.

The Navy men who work within this specialized building are themselves well equipped specialists. More than 25 squadrons send their jet engines for repair to Oceana's Aircraft Maintenance Department. The department is divided into crews, each of which specializes on a particular type of jet engine.

As might be expected, Oceana's repair, maintenance and testing procedures are thorough and all potential trouble spots are checked out. According to local statistics, the quality and quantity of work done by Oceana's Power Plant Division are



LARGE CHECK—ET1 Martin Young gets symbolic reenlistment bonus check from CAPT. B. D. Holder aboard *Oriskany*.—Photo by C. Vesper, PH3, USN.

Good Shipping-Over Talk

As *uss Oriskany* (CVA 34) steamed along the coast of Vietnam, Martin Young, ET1, USN, an eight-year Navy veteran, signed his name and thereby made a cool, tax-free \$10,000.

The money represented a reenlistment bonus and the signature Young so profitably wrote went on a reenlistment contract. The bonus was computed by multiplying Young's basic pay by six (the number of years for which he reenlisted) and multiplying the result by four (the multiple assigned to his critical rating). The fact that the swearing-in ceremony occurred in a combat zone also helped.

Young, who had once been employed as a missile technician by a leading aircraft company, took a

hard look at the benefits he would receive in civilian employment and those offered by the Navy. His mind was made up when he combined his proficiency, combat and sea pay to his BAQ and basic pay then, added the \$10,000 reenlistment bonus.

The result was so impressive that it almost overshadowed other benefits such as free medical care for himself and his family, early retirement and other privileges.

To top off his good fortune, Young planned to deposit \$8000 in the Navy Savings Deposit Program which pays 10 per cent interest and thereby add \$800 a year to his bonanza for as long as he remains overseas.

—R. Guerra, JOSN, USN.

consistently above Navy requirements.

Motion sensors are placed on the jet engines to detect vibrations and both human and electronic eyes search out malfunctions. For the more complicated power plants, hundreds of manhours are necessary to repair some of the jet engines.

Despite the technical nature of the work and the long hours required, however, Oceana crews turn out a steady flow of jet engines ready for whatever use the Navy requires of them, including Vietnam combat.

NUC for Tico

The carrier *uss Ticonderoga* (CVA 14) has been awarded the Navy Unit Commendation for service with the Seventh Fleet in WestPac.

The citation accompanying the NUC commended *Ticonderoga* and Carrier Air Wing 19 for highly effective combat operations against heavily defended targets in North Vietnam.

Tico has been awarded the NUC once before as a unit of Task Group 77.5.

SERVICSCOPE

Brief news items about other branches of the armed services.



HELPING OUT—Army CH-47 Chinook helicopter puts power to use by unloading heavy equipment from a truck.

A NEW PORTABLE RADAR has been developed by the Air Force. Designed for use at forward air control posts, the equipment can be set up or packed away in less than 20 minutes.

The TPS-44, as it is called, will be used during tactical aerospace operations. It can be carried aboard a truck, a helicopter, a cargo plane, or pulled on wheeled trailers.

It was developed by the Air Force Systems Command. Unlike other types of transportable radar installations, the TPS-44 does not need to be dismantled during severe weather conditions—it can simply be folded. This will increase its value in fast-changing weather areas such as Southeast Asia.

The Air Force plans to order 26 sets.

Each complete set comes in three main packages: an equipment shelter, a power pallet and an antenna pallet. The equipment shelter contains radar display scopes, transmitter, receiver and other electronic equipment. It is air-conditioned, so may operate efficiently regardless of outside temperature.

The power unit consists of two gas turbine generators. The third unit holds the antenna, antenna pedestal, collapsible tower support stand and stabilization equipment.

★ ★ ★

AN AIRCRAFT PROTOTYPE manufactured for the Army was unveiled recently. It is the AH-56A *Cheyenne*—a winged, rotor-bladed, armed combat plane which can take off and land vertically, yet fly forward with the speed, ease and maneuverability of a fixed-wing plane.

The *Cheyenne* has a cruising speed of 240 miles per hour. An XH51A (an earlier development) has been flown at 272 mph—approximately twice as fast as combat helicopters now in Vietnam.

The AH-56A was conceived and designed exclusively as a weapons system. It will escort troop-carrying helicopters in air mobile operations and provide suppressive fire in combat landing zones.

The aircraft's armament is formidable. It can carry wire-guided antitank missiles, rockets, a grenade launcher and a belly machine gun which affords the gunner a 360-degree field of fire.

The aircraft is capable of operating close to the ground—hugging gullies and canyons to avoid visual or radar detection. It is designed to climb 3420 feet per minute and make a complete turn in a radius far less than Army combat helicopters now in use. The *Cheyenne* can also take off and land from small and unimproved sites in the forward battle area. It is designed for a 2900-mile range.

The *Cheyenne's* stability is achieved through a system in which the rotor blades are fixed rigidly to the mast instead of being hinged or teetered as they are on most helicopters. Its main rotor blades have a diameter of 50 feet and the fixed wing has a 27-foot span.

A combination of a thrusting propeller on the tail and a tail rotor gives the AH-56A its continuous forward propulsion and directional control. An auxiliary jet engine gives the plane its speed.



PART OF ARMY'S NAVY—Pushed by small power boat, raft made from Army bridge floats carries .50-caliber machine gunners on patrol in Iron Triangle. Rt: A landing craft was converted by the Army to a floating artillery base.



WELCOME SIGHT—An Air Force helicopter kicks up water as it hovers to rescue downed pilot near Vietnam.

FIVE MORE Coast Guard Cutters are on duty in Vietnam. Until recently they were performing weather and search and rescue patrols on the east and west coasts, but were called to the South Pacific to make up Coast Guard Squadron Three.

All five of the ships are former Navy seaplane tenders. Three are homeported on the East Coast, one on the West Coast, and one in Hawaii.

The ships are CGC *Barataria* (WHEC 381), CGC *Half Moon* (WHEC 378), CGC *Yakutat* (WHEC 380), CGC *Gresham* (WHEC 387) and CGC *Bering Strait* (WHEC 382).

★ ★ ★

FIFTEEN CAMPAIGN streamers and seven unit citations flutter from the pennant of the Third Aerospace Rescue and Recovery Group at Tan Son Nhut Air Base in South Vietnam. The latest addition was a Presidential Unit Citation which was awarded at the White House last March.

During the Korean conflict, the group received three Distinguished Unit Citations, the Philippine Presidential Unit Citation and two Republic of Korea Presidential Unit Citations. It was credited with rescuing 996 United Nations men from behind enemy lines.

In Southeast Asia, the group was credited with 651 combat rescues between 1 Dec 1964 and 25 Apr 1967. Three hundred and eighteen of these were aircrew members.

Individually, the men of the Third have won more than 1800 awards. Three have won the Air Force Cross. One of these was awarded posthumously.

Other awards and decorations won by members of the unit include 64 Silver Stars, three Legions of Merit, 251 Distinguished Flying Crosses, 18 Airman's Medals, 24 Bronze Stars, 1330 Air Medals, 25 Purple Hearts and 117 Air Force Commendation Medals.

The Third Aerospace Rescue and Recovery Group is composed of three squadrons. Its men fly HC-130H *Hercules* and HU-16 *Albatross* fixed wing aircraft as well as HH-43F and HH-3E helicopters. The group was first activated during World War II.



RADAR CONTROL of B-66 *Destroyer* (center) is used by Air Force *Thunderchiefs* for bombing through clouds.

ARMY HISTORIANS are collecting material for an official Army history of the Vietnam conflict. When published, the documents and commentary are expected to run to at least 10 volumes.

The series of books will tell the story of the war as officially recorded by the Department of the Army. It will include details of combat and advisory activities as well as administration, logistics, engineering and medical roles.

At present 19 military history detachments, each composed of one officer and one enlisted man, are already in the field. The teams serve at Army headquarters in Saigon and with each field force, division, separate brigade and support command.



ATTLEBORO AIRLIFT—Dust never settled on Dau Tieng airstrip as C-123 *Provider* crews airlifted troops and supplies into Tay Ninh Province for Operation Attleboro.

THE BULLETIN BOARD

Age Categories Listed for Retention of Enlisted Personnel

No matter how long you may like the Navy way of life, there comes a time at which it must come to an end.

The maximum age limit at which enlisted personnel may reenlist, extend their enlistment or agree to remain on active duty is the subject of BuPers Inst 1133.20.

The age limitations affect both active duty and inactive duty enlisted men, including those Reservists being considered for recall on a temporary active duty basis.

In other words, you will need the specific approval of the Chief of Naval Personnel to remain on active duty if you will not have completed sufficient service creditable for transfer to the Fleet Reserve before your 52nd birthday, or enough service for 30-year retirement before your 63rd birthday.

Four age categories are defined by the Instruction, with action to be taken in regard to each:

Category A: Individuals who will not complete sufficient service creditable for transfer to the Fleet Reserve before reaching their 52nd birthday:

- May not be enlisted, reenlisted, extended or agree to remain on active duty without the specific approval of the Chief of Naval Personnel. The only exception to this ruling is found in Category B.

Category B: Individuals approaching, attaining, or who have exceeded 52 years of age and who have 16 years or more years of service toward transfer to the Fleet Reserve upon expiration of their current enlistment, extension or enlistment of active duty agreement:

- May reenlist, extend or agree to remain on active duty in accordance with present reenlistment provisions. Those provisions are contained in BuPers Manual under Articles C-1403, C-1407 and C-1407A, as appropriate.

However, an individual may not acquire active service beyond his 63rd birthday unless he will not be eligible for transfer to the Fleet Re-

serve until after that date.

If this be the case, then the individual's command should limit the terms of obligated service so that they expire upon completion of sufficient service for transfer to the Fleet Reserve. In addition, individuals who fall into this latter category should submit to BuPers NavPers Form 630 requesting the earliest date eligible for transfer to the Fleet Reserve, in accordance with BuPers Manual, Article C-13402.

Category C: Individuals not yet 62 years of age who require active obligated service beyond that age to qualify for retirement at 30 years' service:

- May not reenlist, extend or agree to remain on active duty without prior approval of the Chief of Naval Personnel (except as provided in Category D).

Category D: Individuals approaching, attaining or exceeding 62 years of age who have 28 years' service for retirement upon the expiration of their present enlistment, extension or enlistment or active duty agreement:

- May reenlist, extend or agree to remain on active duty for the period of time necessary to complete 30 years' service.

Here, again, individuals should be familiar with the provisions of Chapter 19 of the *Enlisted Transfer*

Manual (choice of duty for the last two years of a 30-year career), and must submit their requests for retirement in accordance with the procedures outlined in Category B above.

Requests for continuation on active duty beyond that necessary to complete 30 years' service will not be approved.

Requests for continuation on active duty of individuals falling within Categories A and C must be submitted to the Chief of Naval Personnel on Enlisted Transfer and Special Duty Request Form NavPers 1306/7 (3-67) (old NavPers 1339) and should specify the length of additional obligated service being sought.

Before submitting such requests, however, individuals must complete a physical examination to determine their fitness for assignment to sea duty, and have their commanding officer's comment and recommendations concerning the reenlistment attached to the request.

A special Bureau board will review all requests and make decisions dependent upon each individual's performance, qualifications and the needs and best interest of the Navy. All individuals will be notified of the outcome.

The age limit ruling will not apply during the span of any involuntary recall as a result of either full or partial mobilization.

Watch That Deadline On Last-Minute Reenlistment

A recent change to the *Recruiting Manual* carries with it an implied warning to those taking advantage of the three-month "period of grace" between separation and reenlistment—don't wait until the last minute to drop in on your friendly recruiter.

As you know, it is legal for you to be separated when your obligated active service has expired, then reenlist up to 3 calendar months later and still be considered to have continuous service. However, one point that must not be overlooked is the fact that each reenlistee must under-

All-Navy Cartoon Contest
Joseph P. Fitzgerald, RM1, USN



"OK, now step up to the window and state your size . . . large, extra large, or huge."

go a reenlistment physical examination. There is also certain other processing that must be completed.

Up to now, you could breeze into the recruiting station on the last day of the three-month period and be reenlisted in a hurry so that you could keep your continuous service.

Under such conditions, reenlistment physicals and other processing have been done "after the fact." No more.

In the latest change to the *Recruiting Manual*, Article B-21801.2 now states that an applicant for reenlistment who does not allow sufficient time for the completion of processing before his three months will expire will be reenlisted under broken service conditions.

It may be possible, however, for a Navyman reenlisted under these conditions to have his continuous service later reinstated by the Board for Correction of Naval Records—but it is not guaranteed.

Revised NECs Will Include Internal Security Changes

A revised *Manual of Navy Enlisted Classifications* (NavPers 15105N) scheduled for distribution to the Fleet next February will include among the changes new special series NECs to identify internal security force personnel—including sentry dog handlers.

As announced in BuPers Notice 1221 of 21 July, three security force NECs became effective on 1 August. Here's a summary:

- NEC 9541 Sentry Dog Handler calls for those so designated to perform "specialized duties in internal security operations at installations and facilities utilizing the sentry dog." In general, the dog handler is a security specialist who works with, trains and cares for his sentry dog.

- NEC 9542 Sentry Dog Handler Supervisor oversees the training and use of sentry dog teams.

- NEC 9545 Security Guard is a specialist with training in internal security, counterinsurgency, country orientation, weapons, survival, evasion, resistance to interrogation and escape. He performs "specialized duties in internal security operations."

All-Navy Cartoon Contest Charley Wise, HMCS, USN



"No one seems to complain about our meals since you came aboard."

The new *Manual* will also contain changes to old NECs, as follows:

SHC-3160—Change to SHR-3160

FT-1155—Add FT-1139 to component NECs

FT-1157—Add FT-1139 to component NECs

FT-1158—Add FT-1139 to component NECs

FT-1159—Add FT-1139 to component NECs

AC-6912 — Delete "component NEC: AC-6922"

AC-6913 — Delete "component NEC: AC-6922"

AQ-7962—Add AT to Source Ratings

AQ-7963—Add AT to Source Ratings

AQ-7972—Add AT to Source Ratings

8382—Change AG to AE in Source Ratings

Future input into NEC AZ-6313 (3M System Data Analyst) will be limited to personnel in the AZ rating. Others will be phased out of the NEC, but are being offered the option of converting to AZ.

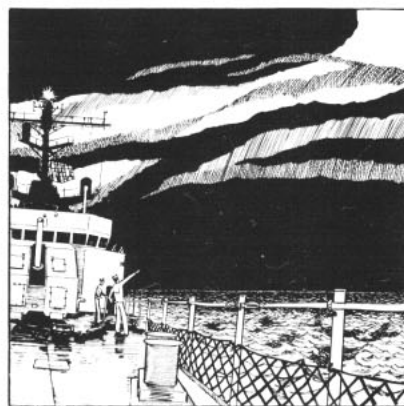
WHAT'S IN A NAME

Northern Lights

A Navy experimental satellite has sent back information which may help geophysicists unravel the secrets of the northern lights.

Among those men engaged in breaking down the auroral myths is Dr. Alfred Zmuda, a geophysicist who works with the Johns Hopkins University's Applied Physics Laboratory. Using information received from a Navy satellite, as well as data from other sources, Dr. Zmuda has made several discoveries.

It has been found, for instance, that some magnetic disturbances are caused by electric currents flowing down the force lines of the earth's geomagnetic field which intersect the earth's surface in the northern auroral region.



These magnetic disturbances might very well relate directly to the celestial fireworks. Dr. Zmuda suspects that these magnetic lines of force may mark the boundary of the Van Allen trapping region.

He also seeks to learn how consistent and widespread these magnetic disturbances are in the area between the earth's surface and satellite altitudes. He hopes to discover whether the auroral magnetic disturbances observed from the earth are directly related to those observed from satellites. Eventually the forces which trigger the northern lights may be pinpointed and explained.

The most impressive examples of the lights are the Aurora Borealis in the northern hemisphere and the Aurora Australis in the southern. They are usually sighted near the poles, and take the shapes of rays, arcs, drapes, bands and even clouds.

Arctic travelers have brought back stories of ghostly whispers in the sky. Dr. Zmuda won't vouch for the ghost aspect, but he admits to the noises. Whispers, swishes and other sounds are caused by pressure waves, which are often related to the lights.

Until about a decade ago, knowledge of the lights had to depend upon conjecture and extrapolation of terrestrial data. Now that satellites can make direct observations the northern lights are likely to lose their mystery—though not their beauty.

New Pro Pay Eligibility List Means Good News For Many Men in Many Ratings

Good financial news for many Navymen in technical ratings has been issued in the form of revised listings to basic proficiency pay directives.

Additional Navy Enlisted Classification rating codes are now eligible for the special pay, and several NEC codes already on specialty pay listings have moved to higher award levels.

Twenty-six general and service ratings are involved. All personnel in 10 of the ratings are generally eligible for the extra money. One of the ratings in this category—avionics technician (AV)—is listed for both P-1 \$50 and P-2 \$75. The lesser award applies to the AV rating in general, while P-2 money goes to former AX personnel (aviation ASW technician) who advanced to AV.

Others with "rating-wide" awards are: P-1 \$50—AQ, AT, FT, GMT, MT and ST. P-2 \$75—AX, DS and ET.

Other Navymen are eligible for the special pay in varying amounts based on NEC codes. Effective 1 Jul 1967, those qualified with the classification codes and corresponding ratings listed below may draw pro pay:

All-Navy Cartoon Contest
Charley Wise, HMCS, USN



"He wants to know our area code."

Superior Performance—Awards of \$30 per month are authorized for individuals filling designated billets as recruit canvassers in the Navy Recruiting Service and Recruit Company Commanders filling BuPers controlled "I" billets at Recruit Training Commands, San Diego, Great Lakes, and Bainbridge, who are directly connected with instructing or supervising recruits. In addition, instructors serving in 9505 billets are eligible for P-1 (SP \$30).

NESEP, Integration—Authority for personnel in the NESEP or Integration programs to receive proficiency

pay has been canceled, effective 30 June.

Details on pro pay are contained in the basic directive, BuPers Inst. 1430.12F. Periodic change transmittals which revise eligibility listings include Change 9, dated 19 Jul 1967, and BuPers Notice 1430 (AlNav 47) of 15 Aug 1967.

• **E-8 AND E-9 SELECTEES**—Chief petty officers selected for appointment to pay grade E-8 or E-9 as a result of the May 1967 examinations, must declare their intent of accepting or declining the advancement no later than 15 Jan 1968.

This requirement was specified earlier this summer in BuPers Notice 1418 of 7 Jul 1967. According to the directive senior and master selectees are required henceforth to inform their commands of their intent to accept such appointments no later than 15 January of the advancement cycle in which they are selected. Commands, in turn, will notify BuPers of all declinations. This will enable the Bureau to consider alternate selectees for advancement to fill vacancies.

Normally an advancement cycle covers a 10-month period during which appointments are made at six

P-1 \$50		Eligible Ratings
NEC Code		
031X (less 0312)	RD	
0333	RD	
0718	TM	
2314	RM, CT	
233X	RM	
234X	CT, RM	
239X (less 2395)	RM	
4722	IC, EM	
4724	IC	
P-2 \$75		Eligible Ratings
NEC Code		
0319	RD	
0423	ST	
0426	ST	
047X	ST	
048X	ST	
049X	ST	
0721	TM	
0745	TM	
0746	TM	
0747	TM	
0748	TM	
0749	TM	
0873	GM	
0891	GM	
098X	GM	
099X	GM	
111X (less 1114 and 1117)	FT	

NEC Code	Eligible Ratings
1126	FT
1128	FT
1135	FT
1137	FT
1139	FT
1143	FT
1144	FT
116X	FT
117X	FT
118X	FT
119X	FT
1539	ET, RM, CT
154X	ET, RM, CT, AT
2315	RM, CT
2401	CT
2403	CT
2405	CT
2406	CT
272X	DP
277X	DP
334X	TM
3371/3391*	CE, CM, EO, HM, SW, UT
4356	EN, MM
4737	IC
794X	AQ
796X	AQ, AT
7971	AQ, AT
7972	AQ, AT

P-3 \$100		Eligible Ratings
NEC Code		
0417	ST	
0418	ST	
0419	ST	
0427	ST	
048X (less 0484, 0487, 0488 and 0489)	ST	
049X (less 0494, 0495, 0496 and 0497)	ST	
0719	TM, MT	
115X	FT	
1173	FT	
1193	FT	
1317	MT, ET, FT, IC	
16XX	DS	
330X	FT	
331X	MT	
332X	ET	
333X	ET	
335X (less 3359)	EN, EM, ET, IC, MM	
338X (less 3389)	BT, EM, EN, ET, IC, MM	
7961	AQ	

* Effective 1 July, NEC 3371 has been redesignated 3391. NEC 3371 billets will also be redesignated. During interim, NEC 3391 personnel filling 3371 billets are authorized awards.

increment intervals. Dates for advancements for each increment and limiting dates for effecting advancements are:

Increment	Advancement Date	Limiting Date
1st	16 November	15 January
2nd	16 January	15 February
3rd	16 March	15 April
4th	16 May	15 June
5th	16 July	15 August
6th	16 September	15 August

Retention Opportunities Offered Certain Officers In Grade of LT thru CDR

Certain Navy officers, scheduled for release, reversion, retirement or discharge from the Navy in fiscal year 1968 may have opportunities for retention on active duty.

They are outlined in BuPers Notice 1920 of 24 Aug 67 and pertain to Regular, Reserve and temporary officers ranging in grade from lieutenant through commander. (This directive applies to male officer personnel only.)

Certain requirements must be met by those officers wishing to extend under provisions of the notice. Here they are:

Reserves

Reserve CDRs and LCDRs, including TARs, who as of 30 Jun 1968, are eligible for retirement, may be retained on active duty until 30 Jun 1969 unless they:

- Request voluntary release from duty or request retirement.
- Are notified by the Chief of Naval Personnel that either the termination of their active duty is required by law or that their services on active duty are no longer required. Notification by CNP will be made not later than four months in advance of the officers' scheduled release or retirement.

Reserve CDRs and LCDRs in all categories (except LCDR, Chaplain Corps) not eligible for retirement as of 30 Jun 1968, but who have been twice failed of selection, may expect to remain on active duty, providing they maintain high standards of performance and do not receive notice from CNP that their active duty is to be terminated.

Chaplain Corps LCDRs who are twice failed of selection for promotion to CDR, and who have not

completed at least 18 years' total active service, will be released to inactive duty unless recommended by the Chief of Chaplains and approved by CNP for retention on active duty on a year-to-year basis.

TARs

Continuation of active duty beyond retirement eligibility for TAR officers is determined by CNP upon recommendations received from the annual TAR Continuation Board. This board recommends those TAR officers in all grades qualified for further active duty. TAR officers who do not receive extension recommendations from the board will be considered for extension of active duty under the provisions listed above for Reserve CDRs and LCDRs.

Temporary Officers

Temporary officers in the grade of CDR or LCDR who, as of 30 Jun 68 have failed two or more times for promotion will be retained on active duty until 30 Jun 1969 unless they:

- Request voluntary retirement.
- Are notified by CNP that termination of their active duty is required by law.
- Are notified by CNP that they are nearing the completion of 30 years' active naval service.

Regular Officers

Lieutenant Commanders of the Regular Navy, who are twice failed

of selection for promotion, and face mandatory retirement as of 30 Jun 1968, will be offered the opportunity to remain on active duty in a retired status until 30 Jun 1970. Those selected to remain will be notified no later than four months before their scheduled retirement date.

Regular Navy lieutenants except LDO (T), twice failed of selection for promotion, who are subject to mandatory honorable discharge as of 30 Jun 1968, will be selectively offered commissions in the Naval Reserve and retained on active duty as Reserve officers.

Reserve lieutenants scheduled for involuntary release from active duty as of 30 Jun 1968, pursuant to having twice failed of selection to the grade of LCDR, will be selectively offered retention on active duty.

Temporary lieutenants twice failed in their selection for promotion, who are scheduled for reversion as of 30 Jun 1968, will be selectively offered retention on active duty.

All lieutenants will be notified whether or not they are selected for retention as soon as possible, but not later than four months in advance of their scheduled separation date.

BuPers Notice 1920 does not apply to LDO (T) lieutenants who are twice failed of selection. BuPers Notice 1800 of 1 May 1967 contains information of interest to these officers.

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



"Home! Back to civilization after three years on a raft . . . and they act like they don't even see us!"

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, BuPers Instructions and BuPers Notices that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; BuPers Instructions and Notices apply to all ships and stations.

Note: This listing covers a period of two and one-half months.

Alnavs

No. 35—Discussed steps expected to be taken by the Post Office Department in regard to the transportation of mail in connection with the July railroad strike.

No. 36—Announced the death of Secretary of the Navy designate, John T. McNaughton.

No. 37—Discussed budget activity and details of the subhead structure in connection with the 1968 appropriation.

No. 38—Announced approval by the Secretary of the Navy for the President of a report of a promotion board which recommended women officers of the U. S. Marine Corps for temporary promotion to the grade of captain.

No. 40—Announced that the Honorable Charles F. Baird had assumed the duties of Under Secretary of the Navy and that he would also act as Secretary of the Navy until a successor to Secretary Nitze was appointed and took office.

No. 39—Announced approval by the President of Marine Corps officers for temporary promotion to the grade of major general.

No. 41—Announced approval by the Secretary of the Navy for the President the report of a selection board which recommended line officers for temporary promotion to the grade of captain.

No. 42—Directed action to be taken regarding the use of naval personnel, equipment and facilities in connection with civil disorders or related disturbances.

No. 43—Announced that previously imposed travel restrictions to Algeria, Libya, Palestine and Sudan

were lifted. Travel restrictions remain in connection with United Arab Republic, Jordan, Syria, Yemen, Aden Protectorate and Iraq. In these instances, military travel is limited to essential personnel and dependent travel is not authorized.

No. 44—Announced approval of the Secretary of the Navy for the President of the report of the selection board which recommended U. S. Marine Corps officers for temporary promotion to the grade of captain.

No. 45—Announced approval by the President of Marine Corps officers for temporary promotion to the grade of brigadier general.

No. 46—Required the suspension from issue and use of certain anesthesia apparatus.

No. 47—Revised the list of ratings and service rating NEC codes eligible for proficiency pay.

No. 48—Required that all naval and Marine Corps activities forward each month to the National Urban League certain information concerning members about to be separated.

No. 49—Announced that travel restrictions previously imposed on Jordan are lifted. Travel restrictions remain in effect for United Arab Republic, Syria, Yemen, Aden Protectorate and Iraq.

No. 50—Announced approval by the President of Marine Corps officers for temporary promotion to the grade of colonel.

Instructions

No. 1050.10—Announces policy

All-Navy Cartoon Contest
Joseph P. Fitzgerald, RM1, USN



"Here, Boats. You spilled your coffee."

concerning 96-hour liberty.

No. 1133.20 — Announces the maximum age limitations for the reenlistment, extension of enlistment or agreement to remain on active duty for enlisted personnel.

No. 1300.39—Establishes procedures regarding the reassignment of naval personnel who have been twice or three times wounded in Vietnam or adjacent waters.

No. 1301.34C—Defines the items on the Officer Data Card (NavPers 1301/6) and provides instructions for verification of the card.

No. 1750.5D—Discusses regulations governing the issuance of the Uniformed Services Identification and Privilege Card, DD form 1173.

No. 2340.1B—Provides a list of authorized abbreviations for use in naval messages.

Notices

No. 1306 (18 July)—Solicited enlisted volunteers for general duty in Vietnam or on non-rotated ships in the vicinity of Vietnam.

No. 5512 (31 July)—Amended the instructions governing the issuance of DD Form 2N (Retired) to members who are entitled to retired pay, and announced the availability of the revised Application for Armed Forces Identification Card (NavPers 5512/1 (7-67), formerly NavPers 2721.

No. 1418 (15 August)—Announced changes in the administration of Navy-wide advancement and E-4/E-5 military/leadership examinations.

No. 1571 (17 August)—Required that all naval personnel returning to civilian life execute the Reemployment Rights Data Form (OVRR2) whether or not he left civilian employment at the time he entered the service.

No. 1560 (18 August)—Announced details of the White House Fellows program.

No. 1920 (24 August)—Provided opportunity for further voluntary duty for officers in certain categories.

No. 1560 (22 August)—Emphasized that the purpose of the Voluntary Educational Services program is to raise the educational level of all active duty personnel.

No. 1531 (22 August)—Announced the names of those enlisted personnel selected by the Naval

All Hands Would Like to Tell Your Story

From time to time ALL HANDS receives letters to say that it is covering some ships, or activities or areas more than others—which are doing just as fine a job in the Fleet.

"What about us—our ship—our unit?" the letters say.

The publication of articles about ships or stations or personnel other than your own is for one basic reason: They submitted an interesting article—and you did not.

ALL HANDS Magazine wants to know about your ship, your command, and about you, if you have an interesting story to tell.

All Navymen—not only journalists, photographers and public information officers—are encouraged to submit to ALL HANDS material which they consider interesting to the rest of the Fleet. All material is carefully considered for publication.

Here are a few suggestions and pointers that may help you get started in the right direction:

What you consider a routine day-to-day job of the men in your ship or unit is probably the story that others in the Fleet will find most interesting. Remember, it's only the man on the scene—in a fast carrier—on a tugboat—or in the amphibious forces—or the Seabees—who knows well what's going on in *his* outfit. To other Navymen this is news, and this is the only way the rest of us can get to see how all the different parts go to make up the world's greatest Navy. *There's a good story in the job you do.*

Articles about new types of unclassified equipment, unclassified research projects, all types of Navy

assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours—in hobby shops, daily shipboard activities, sports and recreation, training—and humorous and interesting feature subjects—are all of interest to our readers.

Photographs which illustrate the above subjects are very important to the articles—and desirable, if you have them. (However, *don't* hold back a good story because you don't have photographs.)

Clear, well-identified, 8-by-10 (if possible) glossy prints, properly released by cognizant activities, add immeasurably to the value of your written material. All persons in the photographs should be identified by full name and rate or rank (when-ever possible). Location and general descriptive information should also be included in the outline along with the name of the photographer.

Don't send pictures of teams or large groups who are mugging the camera—action pictures are preferred. Also make sure all personnel are in proper uniform and not in slovenly poses. Hats should be squared, pockets empty (no cigarettes or pencils), sleeves rolled down, and men not obviously in need of haircuts.

Photographs of such routine ceremonies as a new CPO eating his first meal in the CPO mess, or a blood donor lying on a cot are of little value to us. Here again, ALL HANDS receives hundreds of photos like these, and they all show almost the same thing.

ALL HANDS does *not* use poems (except New Year's logs and a few

rare exceptions), songs, stories on change of command, or the editorial-type of articles.

Written material should be typed, double-spaced on one side of the paper, with the writer's name and rate or rank shown some place on the copy. If the material is being sent exclusively to ALL HANDS Magazine, please say so.

Photographs should be mailed flat with stiff cardboard reinforcement. Do not write on the back of the photos with a sharp pencil or pen, and do not staple or pin material to the photos. Do not send negatives.

Photographs should be officially released photos and should be stamped "released" on the back. The caption identifying the photo should include the name and location of the activity sending the pictures.

If your article is timed for a certain date or event, it must be in the hands of the editor at least six weeks and preferably nine weeks ahead of publication. Thus, 15 January is *our* final deadline for the March issue, and *your material* should arrive at least two or three weeks before that, if at all possible. Sometimes extensive research is necessary, or rewriting or clearance may hold up material for some time *after* it reaches ALL HANDS; therefore, *submit your material early.*

Address material as follows:

Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Department, Washington, D.C. 20370. Put your facts on paper. Remember, every Navymen can be a newsman—so let's hear from you.

Preparatory School selection board for entrance to the U. S. Naval Preparatory School.

No. 1320 (22 August)—Announced the adoption of a new letter-type transfer directive for enlisted personnel.

No. 5400 (22 August)—Provided a listing of rating control desks.

No. 1620 (1 September)—Reiterated policy concerning the issuance of worthless checks by members of the Navy, and discussed

action to be taken on this subject.

No. 1531 (13 September)—Announced opportunities available to sons of members of the Armed Forces, including Reserves, for nomination to the U. S. Naval Academy.

No. 4630 (15 September)—Emphasized the need for prompt submission of correct and complete MATS Transportation Authorization (DD Form 1482) to avoid rejection of Navy-sponsored transportation.

No. 1530 (18 September)—Announced the annual nationwide competition for appointment as cadet, U. S. Coast Guard.

No. 1430 (22 September)—Announced the availability of new petty officer certificates of appointment.

No. 1740 (22 September)—Provided information concerning the College Placement Annual for 1968 and civilian employment assistance available for college graduates.

THE DEPENDENTS' I.D. CARD: A GUIDE TO ENTITLEMENT

AN UP-TO-DATE listing of the benefits your dependents may receive as holders of DD Form 1173, the Uniformed Services Identification and Privilege Card (often referred to as the dependent's ID card), spells out exactly who is eligible to use various commissary, exchange and medical facilities.

The listing accompanies revised regulations on the issue and use of the dependent's ID card, as outlined in BuPers Inst. 1750.5D.

The directive provides information of interest to all Navy families. It covers a number of common and not-so-common questions and touches on such fine points as divorce decrees acquired outside the United States.

The new instruction contains an expanded Guide to Entitlement which lists all categories of personnel eligible for the ID and privilege card, and specifies exactly who may verify cardholder eligibility.

Here's a roundup:

Authorized Dependents

In general, DD Form 1173 is the standard ID and authorization card issued to dependents of active duty, retired with pay (including Fleet Reservists), and deceased members of the armed services.

As defined in BuPers Inst. 1750.5D, authorized dependents may include:

- Wives (or husbands if married to active duty or retired Waves).
- Unremarried widows (or widowers).
- Unmarried children under age 21 (including adopted or stepchildren).
- Unmarried children over 21 if incapable of self support.
- Unmarried children between 21 and 23 who are attending college.
- Parents (or parents-in-law) who are dependent for more than one-half support.

The card may be issued to other civilians when specifically authorized by the Secretary of the Navy (or Army or Air Force), or when cognizant commanders deem it necessary.

Guides to individual entitlement are specified in the charts beginning on page 51.

The dependent's ID and authorization card is just that—it identifies those who may be authorized certain privileges and access to certain facilities. It does not in itself authorize entry into classified security areas.

The card is printed in black security-type ink, and is laminated between two sheets of thermo-plastic with an identification or passport-type photograph of the dependent.

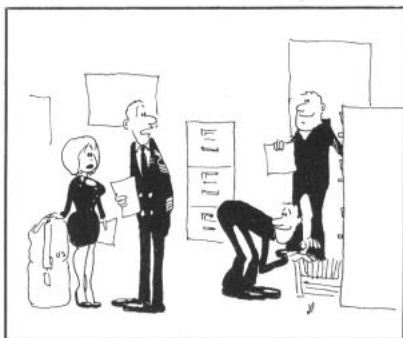
The card is recognized by all activities of the uniformed services. However, basic privileges may be modified by commanders in areas with limited facilities. In general, authorized patronage depends on the availability and adequacy of the facility concerned.

In certain overseas areas, treaties, status of forces agreements, or military base agreements might place limitations on who can use the commissary and exchange. (Ordinarily, status of forces agreements with foreign countries include a provision that only the dependents of servicemen who are "members of the force" are eligible for commissary and exchange privileges. In other words, if you are in Vietnam and your family moves to Japan or the Philippines to be near you, they may not be eligible for commissary or exchange privileges, simply because you are not a "member of the force" in Japan or the Philippines.

How and When to Apply

Applications for the DD 1173 should be made when the Navy sponsor:

All-Navy Cartoon Contest
J. Paoli, IC1, USN



"Somebody want to help the new boot check in?"

- Enters active duty for more than 30 days.

- Reenlists for continuous active duty.

- Retires, transfers to the Fleet Reserve or dies.

Also, application for a new dependent's ID should be made:

- When there is a change in dependency status stated on the current card.

- Upon card expiration.

- When the current card is lost or stolen.

If you're on active duty, you apply on behalf of your dependents by submitting DD Form 1172 to the command with custody of your service record. The completed application is filed in your record after the card has been issued.

If you're an enlisted man (or woman), your application is made in duplicate. The second copy is forwarded to the U. S. Navy Family Allowance Activity for a review of your dependent's eligibility.

You apply for new dependents' ID cards before you retire or transfer to the Fleet Reserve. Your command will make every effort to issue the new cards before you leave active duty, but if new cards cannot be issued in time, you will be provided with verified DD Forms 1172 (application) which your dependents may take to any major military installation for issuance of cards.

Once you're in a retired or retainer pay status, your application for renewal of the ID card should be submitted to the Commanding Officer, Naval Reserve Manpower Center.

Eligible dependents of deceased Navymen and women apply for cards directly to the Chief of Naval Personnel (Pers G-2). Survivors of those who die while on active duty automatically have their applications verified by the commanding officer or Casualty Assistance Calls Officer.

It may not always be possible for your command to issue dependents' IDs. This would be the case, for example, if you are not in the same locality as your dependents. In such circumstances, you should submit an application to the command maintaining your service record to have your dependent's eligibility deter-

mined. The form is then returned to you with instructions that it be presented by your dependent to any military activity equipped to issue the ID card. The issuing activity then returns the completed application to your command for filing in your service record.

Verification

The application form (DD 1172) must be verified by your command before any DD Form 1173 is issued. Your command makes sure the dependents you claim are eligible. Birth certificates, adoption decrees, medical certificates, education statements, divorce decrees or other documents as appropriate to your application, may be required.

If the eligibility of a claimed dependent is questionable, the problem is turned over to the Chief of Naval personnel for a ruling. (You should note that any determination made by the Navy Family Allowance Activity is done under BuPers policy, and should not be considered "questionable.")

If your dependent's eligibility hinges on the validity of a Mexican

Do Dependents' I.D. Cards Change If Your Grade or Rate Changes?

Your dependents do not normally receive new ID cards when you have a change in grade or rating. However, this is for your CO to decide. BuPers Inst. 1750.5D, the current directive on the subject, puts it this way: "The reissue of DD Form 1173 due to change in grade may be accomplished, upon application, when in the opinion of the sponsor's commanding officer such reissue is desirable."

decree of divorce obtained by either you or your spouse, the case must be forwarded to the Family Allowance Activity for a ruling.

Any documents you submit to support your application will be returned to you after they have served their purpose.

Expiration

Although expiration dates for de-

pendents' IDs vary (see charts), cards are not issued for less than 30 days. At the other extreme, no card should show an expiration date beyond six years from date of issue. The word "indefinite" should never be used in the expiration date block.

If your dependent loses his or her ID card, or if it's stolen, you should report it promptly to your command and resubmit the DD Form 1172 with a statement regarding the circumstances.

The dependent's ID must be surrendered:

- Upon expiration.
- Whenever the cardholder becomes ineligible.
- When a new card is issued (except to replace one that was lost or stolen).
- Upon the sponsor's death, retirement, transfer to the Fleet Reserve or release to inactive duty.
- When the sponsor is officially placed in a deserter status.
- Upon the call of a responsible officer for administrative purposes.
- Upon cancellation by proper authority.

Note: Numbers in parenthesis refer to explanatory notes which appear on page 52.

Category of Personnel	Medical Care		Commissary Exchange Theater			Expiration Date	See Notes Below
	Civilian Facility	Service Facility					
1. DEPENDENTS OF ACTIVE DUTY MEMBERS OF THE USN AND USNR.							
a. Lawful wife.....	Yes	Yes	(2)	Yes	Yes	(24)(23)	(32)(33)
b. Lawful husband.....	(1)	(1)	(2)	(1)	(1)	(24)(23)	(33)
c. Unmarried legitimate children including adopted and stepchildren:							
(1) Under 21 years of age (29).....	Yes	Yes	(2)	(1)	Yes	Sponsor's expiration as in note 24 or 6 years, or day before 21st birthday, which-ever is earliest	(32)(33)
(2) Over 21 years of age.....	(4)	(4)	(3)	(4)	(4)	(25)(26)	(32)(33)
d. Parents or parents-in-law.....	No	(5)	(3)	(5)	(5)	Date of sponsor's expiration or 2 years, whichever is earlier	
2. DEPENDENTS OF MEMBERS OF THE USN AND USNR WHO ARE RETIRED WITH PAY.							
a. Lawful wife under age 65.....	Yes	Yes	(2)	Yes	Yes	Day before 65th birthday or 6 years from issue date, which-ever is earlier (21)(23)	(32)(33)
b. Lawful wife over age 65.....	(20)	Yes	(2)	Yes	Yes	6 years from issue date (21), (23)	(32)(33)
c. Lawful husband under age 65	(1)	(1)	(2)	(1)	Yes	6 years from issue date (21), (23), (30)	(33)
d. Lawful husband over age 65.....	(1)and (20)	(1)	(2)	(1)	Yes	6 years from issue date (21), (23)	(33)
e. Unmarried legitimate children, including adopted and stepchildren:							
(1) Under 21 years of age (29).....	Yes	Yes	(2)	(1)	Yes	Day before 21st birthday or 6 years from issue date, which-ever is earlier (21)	(32)(33)
(2) Over age 21.....	(4)	(4)	(3)	(4)	(4)	(21,) (25), (26)	(32)(33)
f. Parents or parents-in-law	No	(10)	(3)	(5)	(5)	2 years from date of issue	

DEPENDENTS' I.D. CARD

Category of Personnel	Medical Care		Commissary Exchange Theater			Expiration Date	See Notes Below
	Civilian Facility	Service Facility					
3. SURVIVING DEPENDENTS OF MEMBERS OF THE USN AND USNR WHO DIED while on active duty for more than thirty days, or while retired with pay.							
a. Unremarried widow under age 65.....	Yes	Yes	Yes	Yes	Yes	Day before 65th birthday or 4 years from issue date, whichever is earlier	(32)
b. Unremarried widow over age 65.....	(20)	Yes	Yes	Yes	Yes	4 years from issue date	(32)
c. Unremarried widower under age 65	(6)	(6)	No	No	No	Day before 65th birthday or 4 years from issue date, whichever is earlier	
d. Unremarried widower over age 65.....	(6)and (20)	(6)	No	No	No	4 years from issue date	
e. Unmarried legitimate children, including adopted and stepchildren:							
(1) Under age 21 (29).....	Yes	Yes	(2)	(7)	Yes	Day before 21st birthday or 4 years from issue date, whichever is earlier	(32)
(2) Over age 21.....	(8)	(8)	(3)	(8)	(8)	(25)(26)	(32)
f. Parents or parents-in-law.....	No	(10)	(3)	No	No	6 years from issue date	
4. UNREMARIED WIDOW OF A MEMBER OF THE NAVAL RESERVE WHO DIED in the line of duty while in an active status (includes weekend drill and active duty for training).....							
a. Unmarried legitimate children, including adopted and stepchildren:							
(1) Under 21 years of age (29).....	No	No	(2)	(7)	Yes	Day before 21st birthday or 4 years from issue date, whichever is earlier	(32)
(2) Over 21 years of age.....	No	No	(3)	(8)	(8)	(25)(26)	(32)

EXPLANATORY NOTES

(1) Yes, if dependent upon service member or retired member for more than one-half support.

(2) Yes, if actually residing in the household of the service member, retired member, or widow. Spouse is not eligible for commissary privileges if not residing with member due to legal separation or interlocutory divorce. Children are not eligible for commissary privileges when they do not reside in the member's or widow's household.

(3) If designated by the service member, retired member, or unremarried widow as the one adult member of the family, residing in his or her household, to act as agent for the purpose of making purchases. Unless incapacitated, the wife of an active duty service member is his adult agent. Cards authorizing commissary agent privileges to persons not otherwise eligible for a card will indicate an expiration date of one year from issue date. Children not authorized if widow is remarried.

(4) If the child is incapable of self-support because of a mental or physical incapacity that existed before age 21, and is dependent on service member or retired member for over one-half support, or has not passed 23rd birthday and is enrolled in a full-time course of study in an approved institution of higher learning and is dependent on service member for over one-half support.

(5) If dependent on service member for over one-half support and reside in a dwelling provided or maintained by him.

(6) If dependent on the member at the time of her death for over one-half of his support because of mental or physical incapacity.

(7) If designated by widow and approved by installation commander. Children not authorized if widow has remarried.

(8) If unmarried child is incapable of self-support because of mental or physical incapacity that existed before age 21, or has not passed 23rd birthday and is enrolled in full-time course of study in an institution of higher learning as approved by the Secretary of Defense or Secretary of Health, Education and Welfare. In either case, dependent must have been dependent on service member for more than one-half support, at time of member's death.

(9) Authorized commissary and limited exchange privileges only. However, veterans are required to furnish Veterans Administration certification every three years, stating they have 100 per cent service-connected physical disability. DD Form 1173, when issued,

should expire in three years. Each eligible veteran may designate one adult member of his family who resides in his household as agent for making commissary and exchange purchases on his behalf. DD Form 1173 is verified only by the Chief of Naval Personnel (Pers G-2).

(10) If the parent or parent-in-law is, or was at the time of the member's death, dependent for over one-half support and residing in a dwelling provided or maintained by the member.

(11) Medical care authorized only to the extent of restrictions and limitations prescribed in BuMed Inst. 6320.31 series. If eligible, cognizant USN commander should authorize medical care by separate document. Civilian or uniformed services medical care not authorized on DD Forms 1172 or 1173.

(12) Employee only, if residing on board and if installation commander deems it impracticable to procure stores from civilian agencies without impairing the efficient operation of the installation. Authorized employee may designate one adult member of his family, who resides in his household, to make purchases on his behalf (also see note 3).

(13) Limited exchange privileges to the employee only. Dependents not authorized.

(14) The employee only, when authorized by the overseas USN commander. Authorized employee may designate one adult member of his family who resides in his household to make purchases on his behalf (also see note 3).

(15) Yes, when authorized by overseas commander. Eligible dependents must be members of employee's family, residing in his household, and dependent on him for more than one-half support.

(16) Yes, employee only, if installation commander deems it impracticable to procure stores from civilian agencies without impairing the efficient operation of the installation. Authorized employee may designate one adult member of his family, who resides in his household, to make purchases on his behalf (also see note 3).

(17) Yes, if assigned full time duties on board naval installation.

(18) Yes, if employee resides on board the naval installation and the eligible dependent is a member of his family, resides in his household, and is dependent on him for more than one-half support.

(19) Only when service member occupies government quarters and dependent resides with him.

Category of Personnel	Medical Care		Commissary Exchange Theater			Expiration Date	See Notes Below
	Civilian Facility	Service Facility					
5. FORMER MEMBERS OF THE NAVAL RESERVE RECEIVING RETIRED PAY under 10 USC 1331-1337 but who were discharged from the Navy prior to reaching age 60 and are not carried on Navy retired rolls, and their dependents.							
a. Former member under age 65.....	Yes	Yes	No	No	No	Day before 65th birthday or 6 years from issue date, whichever is earlier	
b. Former member over age 65.....	(20)	Yes	No	No	No	6 years from issue date	
c. Lawful wife under age 65.....	Yes	Yes	No	No	No	Day before 65th birthday or 6 years from issue date, whichever is earlier (23)	(32)(33)
d. Lawful wife over age 65.....	(20)	Yes	No	No	No	6 years from issue date (23)	(32)(33)
e. Lawful husband under age 65.....	(1)	(1)	No	No	No	Day before 65th birthday or 6 years from issue date, whichever is earlier (23)	(32)(33)
f. Lawful husband over age 65.....	(20)and (1)	(1)	No	No	No	6 years from issue date (23)	(32)(33)
g. Unmarried legitimate children, including adopted and stepchildren;							
(1) Under age 21 (29).....	Yes	Yes	No	No	No	Day before 21st birthday or 6 years from issue date, whichever is earlier	(32)(33)
(2) Over age 21.....	(8)	(8)	No	No	No	(25)(26)	(32)(33)
h. Parents or parents-in-law.....	No	(10)	No	No	No	6 years from issue date	
6. UNREMARKED WIDOW OR WIDOWER AND SURVIVING DEPENDENTS OF FORMER MEMBERS OF THE NAVAL RESERVE.....							
	(31)	(31)	No	No	No	As in Para. 5 above, but maximum of 4 years from issue date	(32)

TO ENTITLEMENT GUIDE

(20) Eligibility for civilian medicare normally terminates at age 65. However, eligible personnel over 65 who are not entitled to hospital insurance under Social Security may obtain a statement to this effect from the Social Security Administration. The statement and completed DD Form 1172, submitted to verifying activity, will authorize civilian medical care to those over 65 who are eligible. Statement from Social Security Administration is maintained by verifying activity or in sponsor's service record.

(21) Expiration date for dependents will normally be five years from date member is placed on Temporary Disability Retired List. If dependent reaches 65, or if child reaches 21 during the five year period, the day before the dependent's birthday will be the date of expiration.

(22) All privileges are to be completely blocked out on DD Form 1173.

(23) When legal separation or interlocutory divorce decree is involved, spouse's DD Form 1173 should be issued with one year expiration date or date on which divorce becomes final, whichever is earlier.

(24) Expiration Date. On cards issued to:

a. Dependents of enlisted men, date of sponsor's expiration of active obligated service (EAOS).

b. Dependents of Naval Reserve officers, expiration date of active duty service commitment, or six years from date of issue if on continuous active duty.

c. Dependents of Regular Navy officers, six years from date of issue.

(25) On cards issued to children between 21 and 23 who are attending school, enter date that is one year from date of issue, date of sponsor's expiration as outlined in note 24, prospective date of graduation, or day before child's 23rd birthday, whichever is earlier.

(26) On cards issued to children over 21 who are incompetent or incapacitated, enter date of sponsor's expiration as outlined in note 24, the day before the 65th birthday, or six years from date of issue, whichever is earliest.

(27) Active duty officers and enlisted men of foreign Armed Forces and their dependents apply to the Chief of Naval Operations (OP-92) if assigned to diplomatic billets (attache), or to the appropriate Chief, Navy Section, Military Assistance Advisory Group

(see OPNAV Inst. 4950.1 series) if assigned U. S.-sponsored training duty. Questions involving dependents' eligibility criteria should be forwarded to the Chief of Naval Personnel (Pers G-2).

(28) Civilians who may be eligible for DD Form 1173 owing to overseas employment may not be issued a card until arrival in overseas area. Issuing activity will stamp "OVERSEAS ONLY" in bold print on both sides of the card.

(29) Dependent less than 10 years of age may be issued DD Form 1173 if not residing with father or mother who would normally use his or her card to verify child's eligibility for medical care.

(30) If medicare is authorized, expiration should be age 65 or six years from date of issue, whichever is earlier.

(31) Medical care authorization remains the same as before the death of former member (paragraph 5, Entitlement Guide), except that unremarried widower must have been dependent on former member at time of death for over one-half support as a result of physical or mental incapacity.

(32) Note regarding wives and unmarried children under age 21. If the wife and children, including stepchildren and adopted children, listed on the application are the same as those listed in sponsor's service record on NavPers 601-2 (Record of Emergency Data), DD Form 1173 may be issued. In the event a child is claimed who was born after the execution of the most recent NavPers 601-2, or there is a discrepancy of more than one day in the date of birth, the birth certificate of such child should be requested from the applicant, and a new NavPers 601-2 executed. Illegitimate children are not eligible, even though service member should list such children on NavPers 601-2.

(33) The wife and children (including adopted and stepchildren) of service member are eligible for medical care by virtue of relationship alone. When a decree of divorce becomes final, the former wife is not eligible for DD Form 1173, nor any attendant privileges. Children, including adopted children but not stepchildren, continue to be eligible for medical care after the final divorce decree. However, if the children do not reside with the service member, they are not eligible for commissary privileges. In cases of legal separation or interlocutory divorce, the spouse and children continue to be eligible for medical care and exchange privileges. The wife is not eligible for commissary privileges, nor are children who do not reside with the service member.

DEPENDENTS' I.D. CARD

Category of Personnel	Medical Care		Commissary Exchange Theater		Expiration Date	See Notes Below
	Civilian Facility	Service Facility				
7. OTHER MEMBERS OF THE HOUSEHOLD OF ACTIVE DUTY OR RETIRED MEMBERS, such as wards, brothers, sisters, nephews, nieces, aunts, uncles, grandparents, "loco parentis", illegitimate children, illegitimate step-children, etc., regardless of support given by serviceman.....	No	No	(3)	No	(19)	End of tour of duty or 1 year, whichever is earlier
8. HONORABLY DISCHARGED NAVY VETERANS WHO ARE TOTALLY DISABLED as a result of a service-incurred or aggravated disability or a hospitalized veteran regardless of percent disability.....	No	No	(9)	(9)	No	3 years
9. DIVORCED WIFE (final divorce decree granted) of active duty, retired, former member, or deceased member.....	No	No	No	No	No	NOT ELIGIBLE FOR DD FORM 1173
10. 3RD AND 4TH CLASS NROTC contract students.....	No	No	No	No	No	Expiration of status as 3rd class Midshipman
11. ACTIVE DUTY OFFICERS AND ENLISTED MEN OF THE ARMED FORCES OF FOREIGN NATIONS and their dependents when serving in the United States under the sponsorship or invitation of the Navy Department.....	Yes	Yes	Yes	Yes	Yes	End of tour of duty commitment or 2 years from date of issuance, whichever is earlier (32)(33)
12. MEMBERS OF THE NAVAL RESERVE (including Ready, Stand-by, or Retired without pay Reserve) and their dependents.....	No	No	No	No	No	NOT ELIGIBLE FOR DD FORM 1173
13. USN CIVILIAN employees and civilians affiliated with the USN;						
a. USN employees and their dependents who are residing together on a naval installation within the United States.....	No	(11)	(12)	(13)	(18)	Expiration of duty commitment or 2 years from issue date, whichever is earlier
b. U.S. citizen employees of the USN and their dependents stationed outside the United States.....	No	(11)	(14)	(15)	(15)	Expiration of duty commitment or 2 years from issue date, whichever is earlier
c. U.S. citizen employees under private or Government contract with the USN, and their dependents.						
(1) The United States.....	No	(11)	(12)	(13)	(18)	Expiration of duty commitment or 2 years from issue date, whichever is earlier
(2) Outside the United States.....	No	(11)	(14)	(15)	(15)	Expiration of duty commitment or 2 years from issue date, whichever is earlier
d. U.S. citizen employees of other U.S. Government departments or agencies and their dependents.						
(1) The United States.....	No	(11)	(12)	(13)	(18)	Expiration of duty commitment or 2 years from issue date, whichever is earlier
(2) Outside the United States.....	No	(11)	(14)	(15)	(15)	Expiration of duty commitment or 2 years from issue date, whichever is earlier
e. Uniformed, full-time, paid personnel of American Red Cross assigned to duty within an activity of the Armed Forces (See SECNAVINST 5760.1 series)						
(1) The United States.....	No	(11)	(16)	(17)	(18)	Expiration of duty commitment or 2 years from issue date, whichever is earlier
(2) Outside the United States.....	No	(11)	(14)	(15)	(15)	Expiration of duty commitment or 2 years from issue date, whichever is earlier

Category of Personnel	Medical Care		Commissary Exchange Theater			Expiration Date	See Notes Below
	Civilian Facility	Service Facility					
f. Area executives, club directors and associate club directors of USO facilities outside the United States recognized by the Department of Defense.....	No	No	(14)	(15)	(15)	Expiration of duty commitment or 2 years from issue date, whichever is earlier	
g. Contractor Technical Services Personnel (For identification purposes only if not eligible for privileges under paragraphs a., b., c., or d., above).....	No	No	No	No	No	Expiration of duty commitment or 2 years from issue date, whichever is earlier	

List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16-mm 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).

Tobruk (WS) (C): Melodrama; Rock Hudson, George Peppard.

Thunder Alley (WS) (C): Melodrama; Annette Funicello, Fabian.

The Adventures of Bullwhip Griffin (C): Comedy; Suzanne Pleshette, Karl Malden.

We Joined the Navy (C): Comedy; Kenneth More, Lloyd Nolan.

The Professionals (WS) (C): Melodrama; Burt Lancaster, Lee Marvin.

Fistful of Dollars (WS) (C): Western; Clint Eastwood, Marianne Koch.

A Funny Thing Happened on the Way to the Forum (C): Comedy; Zero Mostel, Phil Silvers.

All-Navy Cartoon Contest
Louis Giordano, RMSN, USN



"That's what I like about you, Smith . . . you always put forth your best effort."

Rings Around the World (C): Novelty; Don Ameche.

Follow Me Boys (C): Comedy Drama; Fred MacMurray, Vera Miles.

The Reluctant Astronaut (C): Comedy; Don Knotts, Leslie Nielsen.

Crime on a Summer Morning: Mystery Drama; Jean Paul Belmonde, Sophie Daumier.

The Great Train Robbery: Drama; Michael Donegan, Horst Tappert.

How to Succeed in Business Without Really Trying (WS) (C): Musical Comedy; Robert Morse, Michele Lee.

Rampage at Apache Wells (WS) (C): Western; Stewart Granger, Pierre Brice.

Desperado Trail (WS) (C): Action Drama; Lex Barker, Pierre Brice.

Eight on the Lam (C): Comedy; Bob Hope, Phyllis Diller.

Espionage in Lisbon (C): Drama; Brett Halsey, Marilu Tolo.

Black Eagle of Santa Fe (C): Western; Brad Harris, Horst Frank.

The 25th Hour (WS) (C): Drama; Anthony Quinn, Virna Lisi.

What Did You Do In the War, Daddy? (WS) (C): Comedy; James Coburn, Aldo Ray.

Ride to Hangman's Tree (C): Western; Jack Lord, James Farentino.

Psycho Circus: Melodrama; Christopher Lee, Leo Genn.

The Night of the Generals (WS) (C): Drama; Peter O'Toole, Omar Sharif.

Up The Down Staircase (C): Drama; Sandy Dennis, Patrick Bedford.

Deadlier Than the Male (WS) (C): Melodrama; Richard Johnson, Elke Sommer.

Banning (WS) (C): Drama; Robert Wagner, Anjanette Comer.

Tammy and the Millionaire (C): Comedy; Debbie Watson, Frank McGrath.

Johnny Yuma (C): Drama; Mark Damon, Lawrence Dobkin.

The Corrupt Ones (WS) (C): Melodrama; Robert Stack, Elke Sommer.

Triple Cross (C): Melodrama; Christopher Plummer, Romy Schneider.

The Projected Man (WS) (C): Drama; Mary Peach, Bryant Haliday.

Valley of Mystery (C): Melodrama; Richard Egan, Peter Graves.

Frontier Hellcat (WS) (C): Drama; Elke Sommer, Gotz George.

Namu, the Killer Whale (C): Drama; Robert Lansing, John Anderson.

The War Wagon (WS) (C): Drama; John Wayne, Kirk Douglas.

You're a Big Boy, Now (C): Comedy; Elizabeth Hartman, Geraldine Page.

All-Navy Cartoon Contest
Charley Wise, HMCS, USN



"They're out of flak jackets!"

Poor Arithmetic Plus Weak Bank Account Can Lead to Painful Interview with CO

The convenience of a personal checking account is well known in today's business world of easy credit, monthly statements and pay-by-mail. Having your money in the bank, and a checkbook handy to draw on your account whenever you wish, can be an efficient way to manage your financial affairs.

However, if you aren't careful, a checking account can also be the source of considerable trouble. It's possible that even the most honest Navyman could write a worthless check, not knowing his account did not have the balance he thought it did. Honest, maybe, but also negligent, careless and downright poorly managed.

The incidence of worthless checks continues to rise inside and outside the military. Many Navy men and women, and dependents, have fallen victim to poor management (or poor arithmetic) of their checking accounts, and have carelessly written checks with insufficient funds to

back them. What's more, a few have been outright fraudulent by writing checks on nonexistent accounts, or accounts they knew did not have sufficient funds.

On 1 September, the Navy in BuPers Notice 1620 passed the word on what it thinks of worthless checks and those who write them. Not much! Such checks may be dishonest, and certainly are harmful to the Navy's reputation. They could result in disciplinary action; COs are instructed to take stern measures to discourage them.

It is conceded that bad check violations take several forms which vary in seriousness. However, whether the rubber check is an honest mistake or outright fraud, it is considered discreditable behavior.

The more common bad check violations are:

- Where, through negligence, account balances are too low to cover the checks issued.

- Checks issued when it is known that sufficient funds are not on deposit, but that funds will be deposited in time to cover the checks.

(This is considered a form of unauthorized credit.)

- Checks written on accounts that do not exist (including closed accounts), or when it is known by the drawer that the account will not have sufficient funds to pay the check at the time it is presented to the bank.

This is fraud, and the most serious of rubber check violations. It could, under UCMJ, lead the habitual bad check artist into a dishonorable discharge and five-year prison term.

Commissioned and warrant officers responsible for passing two or more worthless checks now will have their names brought to the attention of the Chief of Naval Personnel, and the story told in their official records.

Reports of bad checks written by enlisted men and women, and dependents, will be screened by local commanding officers, who will initiate action appropriate to the seriousness of the offenses. This could include disciplinary action under UCMJ, or administrative discharge from the Navy.

At the same time it condemned rubber checks and called for swift action against those who write them, BuPers Notice 1620 of 1 September called for more reasonable practices in the identification procedures most facilities require before cashing checks.

As most check-writing Navy men know, some on-base facilities have resorted to demeaning and time-consuming check verification procedures while attempting to protect themselves from the errant few. A great number of honest folks—powerless to improve the situation—were inconvenienced if not highly irritated.

Now, however, COs are urged to rely more on swift procedures for reporting bad checks, followed by positive command action. In other words, do away with the more irritating forms of check verification practices. Limit the preliminaries to a show of ID, and notation of parent command or home address.

Then, if the check bounces, the cashing facility will report the name of the offender to the appropriate CO for speedy action.

Dishonest check writers also are a financial burden on the general public. Because of this liability,

NOW HERE'S THIS

Cat Man

A man in a bright yellow jersey stands face to face with the menacing nose of a jet fighter on the flight deck of a Seventh Fleet aircraft carrier. He is one of the flattop's "cat" men—or catapult officers.

Behind the cat man, a narrow 250-foot length of steel track stretches toward the brink of the ship's bow. Before him, in the jet's cockpit, a pilot stares intently at the steel ribbon and the Tonkin Gulf beyond.

Meanwhile, green-shirted catapult crewmen, moving like a flurry of grasshoppers, make last minute checks on the bridle and holdback coupling which connect the metallic bird to a shuttle that rides along the catapult track.

When all adjustments are made, the cat man steps up near the jet's nose and flashes the pilot a two-fingered "V," the signal to turn the jet's twin engines up to full power.

The result appears to be a showdown between man and machine. The jet rises up on its haunches, strains at the bridle, and roars as if in defiance of the launching officer, the last man between it and the end of the ship's flight deck.

After a salute from the pilot, indicating he and the jet are ready to be launched, the cat man, in one fluid movement, drops to one knee and points toward the bow. This is the "GO"

signal to the deck-edge catapult operator who punches the launch button setting the cat in motion. Within a split second, the jet is hurled into the air in slingshot fashion at nearly 200 miles per hour—on its way to another strike mission over North Vietnam.

Back on deck, through a swirl of steam and exhaust blasts, the cat man reappears to launch the next plane.

—Jack Reeves, SN, USN.



public attitude is developing an intolerance toward the bad check individual. Frequent civil convictions, now a rising trend for worthless check makers, hopefully will stem this type of fraud or deceit.

NavSta Sails from Trinidad

Over a quarter-century of U. S. naval activity in Trinidad ended recently when a U. S. Marine lowered Old Glory for the last time from the flag staff of the Chaguaramas Naval Station.

In its 26-year history, Chaguaramas had been the home of various military installations, occupying 34,000 acres of the Caribbean island's land.

The naval base began life as Naval Operating Base Trinidad. It was acquired from Great Britain in the "Destroyers for Bases" deal of 1940, when 50 U. S. destroyers were turned over to the British in exchange for 99-year leases on bases in the Bahamas, Antigua, St. Lucia, Trinidad, Jamaica, and British Guiana.

Five years ago, Trinidad-Tobago, about the size of Delaware and inhabited by nearly a million people, gained its independence.

Many U. S. Navy men formerly based at Chaguaramas will miss shore duty in the land that gave the world calypso music and steel bands.

Waller at Abadan

NAVY MEN aboard USS *Waller* (DD 466) considered their stop at Abadan, Iran, a high point in their cruise of Middle Eastern waters.

The three-day visit was replete with dinner invitations to European and American homes in Abadan,

parties aboard ship, and sports events ashore.

At a party given by Abadan's foreign colony, crewmen were treated to both European and Iranian dishes and entertained by a local band and dancer as well as a *Waller* combo.

The crew gave a party for more than 60 underprivileged Iranian children who explored the ship and had ice cream, cake and lemonade on the mess decks.

After viewing several cartoons, they returned ashore. Although none

spoke English, their smiles made it plain they enjoyed themselves.

The next tide of guests were young adults, most of whom were students at the Abadan Institute of Technology. They were entertained aboard and also given a tour of the ship.

The sightseeing department came in for a full schedule, too. More than 50 crewmen made the journey to Susa, one of the oldest currently occupied communities in the world. The trip included a look at a local mosque, castle and hydroelectric dam.

Here's a Great Way to Save

• **SAVINGS DEPOSIT**—By removing limitations on where you may be before you apply, the Navy has made it easier for you to save money under the Savings Deposit Program which pays a profitable 10 per cent interest compounded quarterly.

As before, active participation in the program is limited to personnel serving outside the continental United States. However, as of 15 Aug 1967, you may apply for the savings plan before you depart CONUS.

You may register a "J" allotment (NavCompt 545) at your CONUS duty station, thereby eliminating the paperwork when you arrive overseas. The form is attached to your pay record, and the allotment is automatically registered by your overseas disbursing officer.

The Savings Deposit Program was enacted by Public Law 89-538 of 14 Aug 1966. Under the plan, active-duty Navy and Marine Corps personnel stationed outside the U. S.

for more than 90 days may deposit unallotted pay and allowances and receive the whopping 10 per cent interest. (For purposes of the savings program, 'U. S.' includes the Virgin Islands, the Canal Zone, Guam, American Samoa and Puerto Rico.)

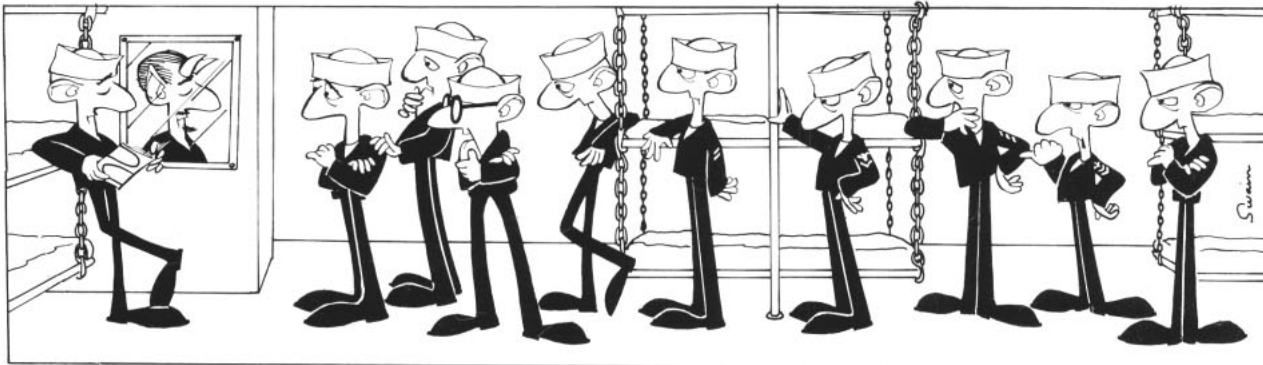
If deposits are made on or before the 10th of any given month, interest is computed from the first of the month. Deposits made after the 10th do not draw interest until the first of the following month.

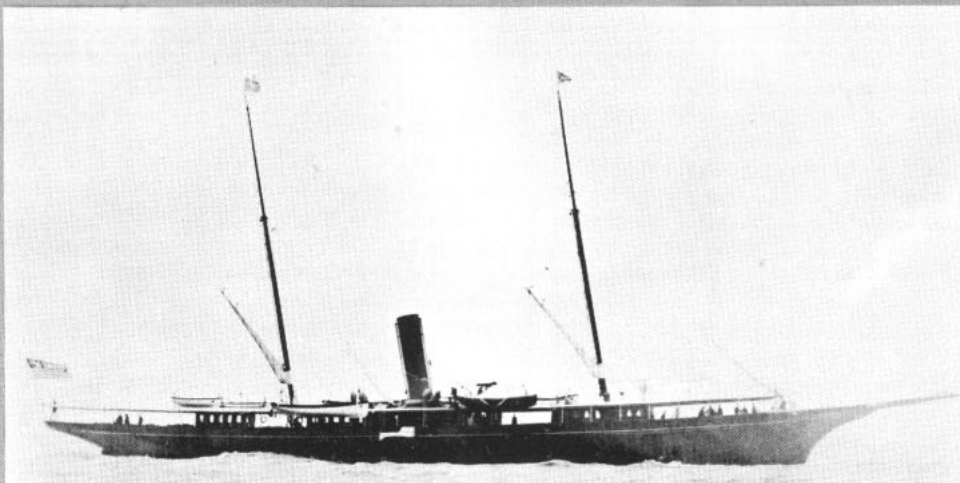
Interest is computed on the basis of average quarterly balance, and is compounded quarterly. The limit on which interest is paid is \$10,000.

Money you deposit in savings may be withdrawn only under bona fide emergency conditions certified by your commanding officer.

Your savings account is closed when you return to the U. S. on permanent change of station. Your interest is computed, you're paid off, and chances are you return to CONUS relatively wealthy.

"It's a bad reflection on your character if you don't pass ALL HANDS Magazine along to nine other shipmates."





The First USS Corsair (ID 159)

Navy Family Tree

THE 17TH AND 18TH centuries record the abundance of privateers and buccaneers on the high seas.

The activities of these early seafaring days have ceased but one of their namesakes still serves in the U. S. Navy and has for the last 50 years.

The name isn't Jean Lafitte, it's *Corsair*, another name for buccaneer.

The first USS *Corsair* (ID 159), was a steam yacht built in 1899 and owned by John P. Morgan. She was chartered by the Navy in 1917 and sailed with the first American Expeditionary Force to France during World War I. She was decommissioned and returned to her owner in 1919 after a brief naval career. *Corsair* was instrumental in saving

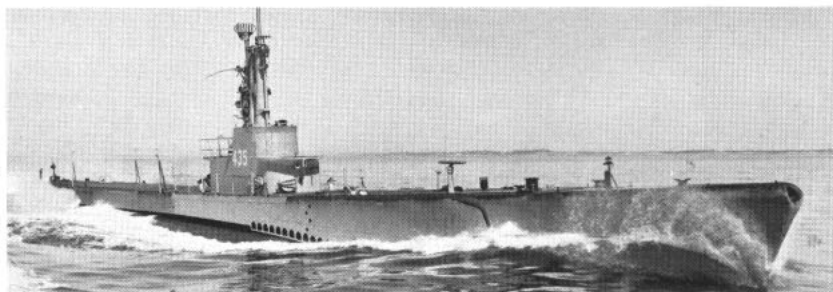
the crew of USS *Californian* (AK) which had struck a mine, and also in rescuing survivors of the Army transport *Antilles*.

The second *Corsair* was the F4U aircraft, which was first used by the Navy in 1942. The *Corsair* was a single-seat fighter which saw much action as a carrier-based plane during World War II. There were three modifications of the aircraft before it was mothballed in 1952.

The third *Corsair* traveled under the water. The submarine USS *Corsair* (SS 435) was commissioned on 8 Nov 1946, and operated out of New London, Conn., throughout most of her career. She was used as a training submarine until 1947, when new sound gear was installed for torpedo experiments. *Corsair* was reclassified (AGSS 435) in April 1960. She continued to operate in Atlantic and Caribbean waters until she was decommissioned and eventually stricken from Navy lists in 1963.

The new holder of the name is the A7A *Corsair II*, a light attack bomber which is a modified version of the F-8 *Crusader*. The new 17,000-pound jet can cut the air at more than 600 miles per hour, and will supplement and eventually replace the A-4 *Skyhawk* attack aircraft. The *Corsairs* are now being used in Vietnam to increase the striking power of the fast attack carrier force.

Navy's swashbuckler, the new *Corsair*, is also on its way to becoming a famous name in the Fleet.

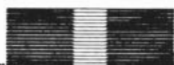


CORSAIRS ALL—USS *Corsair* (SS 435) sailed under the sea. Below: this *Corsair*, the F4U, flew in Navy from 1942 to '52. Bottom: A7A is now with Fleet.



ALL HANDS

HEROES and LEADERS



NAVY CROSS

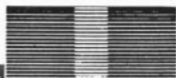
"For extraordinary heroism . . ."

★ **BURNAND, Robert W., Jr.**, Lieutenant, USNR, from 12 to 16 Oct 1966, flying as plane commander of an armored search and rescue helicopter during a series of rescue missions in support of combat operations in Southeast Asia.

★ **DINSMORE, Harry H.**, Captain, Medical Corps, USN, for extraordinary heroism on 1 Oct 1966 while serving as chief of surgery at U. S. Naval Support Activity at Da Nang. CAPT Dinsmore performed surgery to remove a live 60-mm mortar shell from the chest wall of a Vietnamese Army private. The impact fuse of the mortar shell was partially activated and could easily have detonated at any time during the operation.

★ **MACK, Francis W.**, Hospital Corpsman Third Class, USN, posthumously, while serving with a Marine unit as a corpsman when the unit was taken under fire by automatic weapons and snipers from concealed positions in the Cam Lo River Valley, Quang Tri Province, on 17 Aug 1966. He continually exposed himself to enemy fire in order to treat wounded men until he was mortally wounded while rendering first aid to a Marine in an advanced element.

★ **VAMPATELLA, Philip V.**, Lieutenant (jg), USNR, on 21 Jun 1966. Although his aircraft was low on fuel and had been severely damaged by antiaircraft fire, he returned deep in enemy territory to assist two squadron mates being attacked by MIG fighters. He engaged two MIG fighters and shot one down with a missile before disengaging from the aerial battle. He then executed an in-flight refueling from a waiting tanker and successfully returned his crippled fighter to his carrier.



DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

Gold Star in lieu of second award

★ **CLAREY, Bernard A.**, Vice Admiral, USN, as Commander Second Fleet from 22 Aug 1966 to 19 May 1967. VADM Clarey demonstrated outstanding leadership, operational and planning ability and sound judgment in achieving an effective balance between requirements of exercising the fleet at sea for operational training and scheduling time in port for maintenance and morale purposes.

★ **GENTNER, William E., Jr.**, Vice Admiral, USN, as Commander of the United States Taiwan Defense Command from 6 Jul 1964 to 17 Jul 1967. VADM Gentner, through his outstanding leadership, professional skill and diplomacy, was primarily responsible for improved readiness and defense posture in Taiwan.

★ **GOLDBERG, Herschel J.**, Rear Admiral, Supply Corps, USN, as Commander, Naval Supply Systems Command, and Chief of Supply Corps from May 1965 to July 1967. He served with great distinction as administrator of the worldwide Navy Supply System.

★ **HOLMES, Ephraim P.**, Vice Admiral, USN, as Director, Navy Program Planning and Scientific Officer to the Center for Naval Analyses in the Office of the Chief of Naval Operations from 5 Aug 1964 to 3 Jun 1967.

★ **IRVIN, William D.**, Rear Admiral, USN, as Commander Service Force, United States Pacific Fleet, from 2 Apr 1963 to 20 Jul 1965. RADM Irvin initiated an automatic data processing system capability within the service which has been of vast assistance in the control and distribution of ammunition throughout the Pacific Fleet.

★ **MCDONALD, David L.**, Admiral, USN, as the Chief of Naval Operations from 1 Aug 1963 to 1 Aug 1967. ADM McDonald's leadership, judgment and professional skill have guided the operating forces of the Navy to ever-increasing standards of operational readiness and combat effectiveness.



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action . . ."

★ **BENSON, Richard E.**, Lieutenant (jg), USNR, on 2 May 1966 while participating in the rescue of a downed airman in North Vietnam. LTJG Benson hovered his helicopter and succeeded in rescuing the airman while under attack from intense enemy fire at very close range.



FOR VIETNAM ACTION—BM1 Claude O. Peverill, USN, Ret., is presented Silver Star and Navy Commendation by CDR J. Hayes, USCG, for action with South Vietnamese junk force.

★ **BIRDWELL, Carl, Jr.**, Commander, USN, on 7 Jul 1966 while leading an element of 10 aircraft in a strike against the Haiphong petroleum storage and transfer facility in North Vietnam.

★ **COOPER, David L.**, Hospitalman, USN, on 25 Sep 1966 while on a combat patrol with a Marine unit south of Da Nang. Hospitalman Cooper advanced through intense fire when the unit was ambushed to administer first aid to wounded men.

★ **ELROD, James T.**, Hospital Corpsman Third Class, USN, posthumously, while serving as a corpsman with a Marine unit which came under heavy Viet Cong fire on 10 Aug 1966. Petty officer Elrod ran through withering fire to aid wounded men until he was mortally wounded.

★ **FURMAN, Richard L.**, Hospital Corpsman Third Class, USN, as a platoon corpsman with a Marine unit on 4 Jul 1966, during a search and destroy operation southwest of Da Nang. When his unit became involved in action against several hundred Viet Cong, he administered first aid to the wounded Marines, shielding them with his own body and eventually carrying the wounded to a safer area.

★ **GIBSON, James R., Jr.**, Hospitalman, USN, on 25 Dec 1965 when the Marine unit with which he was serving came under extremely heavy and accurate machine gun fire. Upon hearing the call for a corpsman, he went to the aid of several fallen Marines and administered first aid. He continued to expose himself to fire as he moved among the wounded to administer first aid and to evacuate them to better cover.

★ **GOLDSTEIN, Paul A.**, Hospitalman, USN, while serving with a Marine unit in the Republic of Vietnam on 21 Mar 1966. Hospitalman Goldstein successfully rescued the pilot of a helicopter which crashed in flames in a rice paddy. Despite exploding grenades and intense heat, he pulled the pilot from the helo, sustaining painful burns and being temporarily blinded when the rotor blades exploded.

★ **JOHNSON, Charles E.**, Hospital Corpsman Third Class, USN, while serving with a Marine unit during an engagement with Viet Cong forces on 23 Aug 1966. While treating a wounded Marine, he protected him against further attack.

★ **KRIST, Matthew J.**, Hospital Corpsman Third Class, USN, posthumously, while serving with a Marine unit which came under attack near a captured Viet Cong camp in the mountains southwest of Da Nang on 21 Aug 1966. Petty Officer Krist went to the aid of a fire team which was engaged at point-blank range, and continued to administer to the wounded until mortally wounded.

★ **LEITNER, Terry L.**, Hospitalman, USN, while serving with a Marine unit subjected to intense mortar fire by Viet Cong forces. He ran to the aid of wounded men even though he also sustained a serious wound. At one point he insisted that he be carried to a fallen Marine so that he could render first aid.

★ LEWANDOWSKI, Michael J., Hospital Corpsman Second Class, USN, while serving as senior corpsman with a Marine unit on 18 Mar 1966. On more than 17 separate occasions, he exposed himself to heavy enemy fire to administer aid to fallen men when the unit was attacked by Viet Cong forces.

★ MARR, Harold L., Commander, USN, on 12 Jun 1966 when his flight of four F8 CRUSADER jets was attacked by four North Vietnamese MIG 17 fighters. He shot down one of the enemy aircraft and damaged another in leading his unit in the low-level ensuing engagement.

★ MATTICKS, Robert W., Hospital Corpsman Third Class, USN, while serving with a Marine unit which made contact with a large Viet Cong force on 4 Mar 1966. Petty Officer Matticks exposed himself to fire to treat fallen Marines, and on two occasions treated men who were lying within six feet of an enemy machine gun emplacement.

★ MULLEN, Thomas A., Hospitalman, USN, as a corpsman with a Marine Unit on 14 Feb 1966. Hospitalman Mullen treated wounded men blown off an amphibian tractor which detonated a land mine, and then entered the tractor to pull others to safety, shielding them with his body as the tractor exploded.

★ PORTERFIELD, David E., Hospitalman, USN, posthumously, in action on 18 Jul 1966 while serving as a corpsman with a Marine unit in Vietnam. Hospitalman Porterfield left his position of relative safety to administer aid to fallen members of the unit and was himself mortally wounded. He continued to render medical assistance to others until he succumbed from his own wounds.

★ POWELL, James R., Jr., Commander, USN, as strike leader of a flight of 20 strike aircraft and 18 support aircraft against the thermal power plant in Haiphong, North Vietnam, on 20 Apr 1967.

★ SCEARSE, Roger D., Hospitalman, USN, while serving with a Marine unit on 11 Jun 1966. When his platoon detonated an anti-personnel mine, he treated several wounded although himself injured in both arms and legs. He realized the platoon was in the middle of a mine field and shouted instructions to clear the area.

★ SCHULTZ, Steven O., Hospital Corpsman Third Class, USN, posthumously, while serving with a Marine unit in Quang Tri Province on 23 Jul 1966. When his unit was ambushed by a North Vietnamese company, Petty Officer Schultz exposed himself to intense fire to give medical aid to the wounded until he sustained a mortal wound from an exploding shell.

★ SOUTHERN, Joe F., Hospital Corpsman Third Class, USN, while serving with a Marine unit which was attacked by Viet Cong on 26 Aug 1966. Petty Officer Southern moved to the wounded and began administering medical aid although himself seriously wounded in the face by enemy fire.

★ STEWARD, Larry J., Hospital Corpsman Third Class, USN, while serving with a Marine unit in combat against a Viet Cong force on 5 Jan 1966. Corpsman Steward administered first aid to the wounded men in his unit, and after being seriously wounded himself, directed the treatment of several others.



BRONZE STAR with combat V is presented to CDR Robert J. Brabant by CAPT Edwin Rosenberg during ceremonies aboard USS Canberra.

★ TOLBERT, Clarence O., Lieutenant, USN, while serving as a pilot on 1 May 1966, during a strike against an enemy surface-to-air missile site in North Vietnam. He exposed himself to a missile firing in order to locate the site and then made several attacks. He successfully brought his aircraft back aboard ship using emergency manual flight controls after sustaining severe antiaircraft bursts.

★ WILEEN, Gordon C., Lieutenant, USNR, during an air rescue mission deep in enemy territory in North Vietnam on 7 Nov 1965. He persisted in searching even though sustaining damage to his aircraft from heavy antiaircraft fire. LT Wileen then minimized further damage to his aircraft when he was forced to crash-land at a friendly airfield.

★ WILLIAMSON, Michael L., Hospitalman, USN, while serving with a Marine unit which was brought under attack at night near the village of Dong Phuoc on 3 Apr 1966. Although he was wounded in the arm, neck and legs by an exploding grenade, Hospitalman Williamson continued to treat the wounded Marines until their evacuation.



"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

Gold star in lieu of second award
★ BARDSTAR, Frederic A., Rear Admiral, USN, from January 1965 through June 1967 as Chief, Requirements and Development Division, Plans and Policy Directorate, Organization of the Joint Chiefs of Staff.

Gold star in lieu of second award
★ BIERI, Bernhard H., Jr., Rear Admiral, Supply Corps, USN, from 2 Apr 1965 to 12 Jun

1967 as fleet and force supply officer on the staff of Commander Service Force, U. S. Pacific Fleet, and while serving on the staff of the Commander in Chief, U. S. Pacific Fleet.

★ BURKHARDT, John, Jr., Captain, Supply Corps, USN, as Chief, Office of Logistics, National Security Agency, during the period October 1962 to July 1966.

★ CHRISTENSEN, Don C., Captain, Supply Corps, USN, from August 1964 to February 1967 as force supply officer for Commander Cruiser-Destroyer Force, U. S. Pacific Fleet.

Gold star in lieu of second award
★ CONNOLLY, Thomas F., Vice Admiral, USN, from 31 Oct 1965 to 1 Nov 1966 as Commander Naval Air Force, U. S. Pacific Fleet.

★ COSTAGLIOLA, Francesco, Captain, USN, as Principal Military Assistant to the Assistant to the Secretary of Defense (Atomic Energy) from 20 May 1964 to 13 Mar 1967, and as Deputy Assistant to the Secretary of Defense (Atomic Energy) from the inception of this position on 14 Mar 1967 to 31 Jul 1967.

★ DAVIDSON, William E., Captain, Civil Engineer Corps, USN, from March 1963 through June 1966 as Deputy Commander of the Pacific Division, Naval Facilities Engineering Command, and as Chief of Staff to the Commander, Naval Construction Battalions, Pacific.

Gold star in lieu of second award
★ DORNIN, Marshall E., Rear Admiral, USN, from 18 Jun 1965 to 9 Aug 1967 as Commander Operational Test and Evaluation Force.

★ DUNCAN, George C., Captain, USN, from 3 Aug 1964 to 12 Sep 1966 as Chief of Staff and Aide, Commander Naval Air Force, U. S. Pacific Fleet.

★ FERRITER, John B., Captain, USN, from June 1966 through June 1967 as commanding officer, U. S. Naval Amphibious Base Little Creek, Norfolk, Va.

★ GRANT, Sybil A., Commander, USN, from July 1962 through April 1967 while serving on the staff of the Commandant, Fifth Naval District/Commander, Naval Base, Norfolk.

★ HUMES, James J., Captain, Medical Corps, USN, from 24 Aug 1960 to 30 Jun 1967 as Director of Laboratories, Naval Medical School, National Naval Medical Center, Bethesda, Md., and as consultant to the Surgeon General of the Navy on laboratory medicine and blood programs.

★ IIAMS, Meryl A., Captain, USN, from August 1964 through June 1967 as a staff operations officer in the Operations Directorate, Joint Staff, Organization of the Joint Chiefs of Staff.

★ JAMES, David R., Sr., Lieutenant Commander, Medical Corps, USN, from November 1965 to February 1967 as Chief of Surgery, U. S. Naval Hospital, Subic Bay, Republic of the Philippines.

Gold star in lieu of third award
★ JAAP, Joseph A., Rear Admiral, USN, from June 1966 through June 1967 as Commander Fleet Air Whidbey and Commander Fleet Air Wing Four.

★ KAUFMAN, Robert K., Captain, USN, from October 1964 through May 1967 as a member of the requirements and development division, plans and policy directorate, Organization of the Joint Chiefs of Staff.

Gold star in lieu of second award

★ **KELLEY, John L., Jr., Captain, USN**, from August 1964 to February 1967 as Assistant Chief of Staff for Communications and Electronics, Allied Forces Southern Europe.

★ **KIMBALL, Leland P., Jr., Rear Admiral, Supply Corps, USN**, from 17 Sep 1962 to 31 Mar 1967 as Commanding Officer, U. S. Naval Supply Center, San Diego, Calif.

★ **KING, David A., Jr., Captain, USN**, from August 1964 to May 1967 as a member of the Strategic Plans and Policy Division, J-5 (Plans and Policy) Directorate, Organization of the Joint Chiefs of Staff.

Gold star in lieu of second award

★ **KIRN, Louis J., Rear Admiral, USN**, as Deputy Director, Joint Staff, from January 1965 to January 1966, and as Vice Director, Joint Staff, Organization of the Joint Chiefs of Staff, from January through December 1966.

★ **KREAMER, Walter H., Captain, USN**, as Chief of the Office of Telecommunications Services, National Security Agency from December 1962 to July 1966.

★ **LEYDON, John K., Rear Admiral, USN**, from June 1964 to June 1967 as Chief of Naval Research. RADM Leydon has made major contributions to the scientific and engineering achievements of the Office of Naval Research.

★ **LILLY, Percy A., Jr., Captain, USN**, from September 1965 to June 1967 as Assistant Chief of Staff for Operations to the Commander in Chief, U. S. Pacific Fleet.

★ **LITTLE, Ashley J., Captain, USN**, from July 1965 through May 1967 as Plans, Policy and Curriculum Officer of Academic Plans and Research of the Industrial College of the Armed Forces.

★ **LUKER, George R., Rear Admiral, USN**, from 28 Apr 1964 to 30 Jun 1966 as Chief, Military Assistance Advisory Group, Japan.

Gold star in lieu of second award

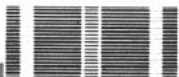
★ **LUKER, George R., Rear Admiral, USN**, from August 1966 to June 1967 as Commandant Third Naval District.

Gold star in lieu of second award

★ **LYNCH, John J., Rear Admiral, USN**, from September 1965 to March 1967 as Chief of Naval Air Basic Training, Naval Air Station Pensacola, Fla.

Gold star in lieu of second award

★ **LYNCH, Richard B., Rear Admiral, USN**, from June 1965 through June 1967 as Chief, European Division, Plans and Policy Directorate, Organization of the Joint Chiefs of Staff.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ **BARBER, Robert F., Lieutenant, USN**, posthumously, from 1 July to 18 Sep 1965, while serving as bombardier/navigator of an A6A aircraft. On the night of 18 September, he located enemy patrol vessels in the Gulf of Tonkin and illuminated them with flares although under heavy enemy fire.

★ **BENNETT, Andrew J., Lieutenant, USN**, for heroism on 25 Sep 1966, as flight leader of



SILVER STAR WINNER—RMC Frank R. Spatt receives Silver Star from CAPT B. C. Spell for performance in Vietnam river patrol force.

four A4C aircraft in an attack on the Don Phong Thuong railroad bypass bridge in North Vietnam.

★ **CARPENTER, Malcolm S., Commander, USN**, while participating in aerial flight as an astronaut with NASA on 24 May 1962 aboard AURORA 7. CDR Carpenter was in flight 4.9 hours for a total of three orbits.

★ **CERNAN, Eugene A., Commander, USN**, while participating in aerial flight as an astronaut with NASA from 3 to 6 Jun 1966, aboard GEMINI IX-A. Pilot Cernan completed a flight of 72 hours and 21 minutes for a total of 47 orbits.

Gold star in lieu of second award

★ **CONRAD, Charles, Jr., Commander, USN**, as an astronaut with NASA from 12 to 15 Sep 1966 aboard GEMINI XI. Pilot Conrad completed a flight of 71 hours and 17 minutes for a total of 47 orbits.

★ **CRAWFORD, Bennett P., Lieutenant, USNR**, on 19 Jan 1967, as radar intercept officer in the strike leader's aircraft during a 22-plane attack on the Dong Phong Thuong highway bridge and railroad marshalling yard in North Vietnam. LT Crawford employed navigational aids to lead the group to the target area.

★ **DARRAN, Walter W., Jr., Lieutenant, USN**, as a wingman on a rescue combat air patrol on 10 Sep 1965, conducting a search at extremely low altitudes in the face of intense fire.

★ **GINN, James T., Lieutenant Commander, USN**, on 21 Nov 1966, as a flak suppressor during a strike against the surface-to-air missile support facility at Haiphong, North Vietnam.

Gold star in lieu of second award

★ **GORDON, Richard F., Jr., Commander, USN**, as an astronaut with NASA from 12 to 15 Sep 1966, aboard GEMINI XI. Pilot Gordon completed a space flight of 71 hours and 16 minutes accomplishing many firsts in space flight.

★ **HAINES, Douglas M., Lieutenant (jg), USN**, on 10 Sep 1965 as a wingman on a rescue combat air patrol searching for a downed pilot in an area of heavy antiaircraft fire. He remained

in the area until forced to retire due to damage to his aircraft.

★ **HARRINGTON, Frank H., Lieutenant, USNR**, posthumously, on 14 Dec 1966, as flight leader of a flak suppression element during a group strike on the Van Dien vehicle support depot at Hanoi.

★ **JONES, James G., Lieutenant (jg), USN**, posthumously, on 11 Nov 1966, as flak suppressor in a two-carrier strike effort against the Ninh Binh railroad yards which were formidably defended by antiaircraft batteries.

★ **KEESEY, Ivan L., Lieutenant, USNR**, on 25 Jun 1966, as section leader in a flight of four aircraft in a successful attack against the Phuc Thrac railroad bridge along Route 15 in North Vietnam.

★ **KRAUS, William L., Lieutenant, USNR**, as a wingman in a division of four A4C aircraft assigned to strike the heavily defended Phuong Dinh railroad/highway bridge north of Thanh Hoa on 24 Sep 1966.

★ **LOVELL, James A., Jr., Captain, USN**, as an astronaut with NASA from 4 to 18 Dec 1965 aboard GEMINI VI. Pilot Lovell completed a space flight of 330 hours and 35 minutes for a total of 206 orbits.

Gold star in lieu of second award.

★ **LOVELL, James A., Jr., Captain, USN**, as an astronaut with NASA from 11 to 15 Nov 1966 aboard GEMINI XII. Command pilot Lovell completed a space flight of 94 hours and 34 minutes for a total of 63 orbits.

★ **McKEOWN, Ronald E., Lieutenant, USN**, on 1 Oct 1966 while flying an F4B as fighter escort for a photographic reconnaissance aircraft during a mission over Haiphong, North Vietnam.

★ **MONGILARDI, Peter, Jr., Commander, USN**, posthumously, while leader of strike groups during retaliatory air strikes against targets in Dong Hoi, North Vietnam, on 7 and 11 Feb 1965.

Gold star in lieu of second award

★ **MONGILARDI, Peter, Jr., Commander, USN**, posthumously, while assigned as a strike element leader participating in an air strike against Bach Long Vi Island in North Vietnam on 29 Mar 1965.

Gold star in lieu of third award

★ **MONGILARDI, Peter, Jr., Commander, USN**, posthumously, during operations against military installations and supply lines in North Vietnam as strike leader from 20 April to 28 May 1965.

★ **POWELL, James R., Jr., Commander, USN**, as the division leader of four A4 aircraft attacking the port facility of Vinh, North Vietnam, on 24 Dec 1965.

Gold star in lieu of second award

★ **POWELL, James R., Jr., Commander, USN**, on 12 Apr 1966 while assigned as strike leader of a group of 16 A4 and F8 aircraft, whose mission was to destroy the Tam Yuan Thong highway bridges and the Gia Hoa transshipment and supply depot located in the heavily defended Vinh/Ben Thuy complex of North Vietnam.

★ REYES, Paul R., Lieutenant, USNR, on 30 Aug 1966 as flight leader of a section of A4 aircraft participating in a night reconnaissance mission over Route 18, north of Cam Pha, North Vietnam.

Gold star in lieu of second award

★ SCHIRRA, Walter M., Jr., Captain, USN, as an astronaut with NASA on 3 Oct 1962 aboard SIGMA 7. CAPT. Schirra was in flight for 9.2 hours for a total of six orbits.

Gold star in lieu of third award

★ SCHIRRA, Walter M., Jr., Captain, USN, as an astronaut with NASA on 15 Dec 1965 aboard GEMINI VI. Command pilot Schirra was in flight for 25 hours and 51 minutes for a total of 15 orbits.

★ SHEPARD, Alan B., Jr., Captain, USN, as an astronaut with NASA on 5 May 1961. As America's first man in space, CAPT Shepard, aboard FREEDOM 7, was in flight 15 minutes and 22 seconds and was weightless a third of that time.

★ SMITH, Ralph F., Commander, USN, on 20 May 1965 in planning and execution of a critical strike against a major port and repair facility for enemy torpedo patrol boats located near Vinh, North Vietnam.

★ SULLIVAN, Martin J., Lieutenant Commander, USN, posthumously, while leading a flight of four flak-suppressor aircraft to the Tam Da highway and railroad bridge, an important link in the transportation of supplies and armament between the northern supply depots and Vinh, North Vietnam, on 5 Feb 1967.

Gold star in lieu of second award

★ YOUNG, John W., Commander, USN, as an astronaut with NASA on 23 Mar 1965 aboard GEMINI III. As pilot in this first manned orbital maneuvers mission, CDR Young was in flight for four hours and 53 minutes for a total of three orbits.

Gold star in lieu of third award

★ YOUNG, John W., Commander, USN, as an astronaut with NASA from 18 to 21 Jul 1966 aboard GEMINI X. As command pilot, he was in flight for 70 hours and 47 minutes for a total of 46 orbits.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ BAKER, Willy S., Chief Machinery Repairman, USN, posthumously, while helping his shipmates escape from capsized PCF 77 at the entrance of Thuan An River at Hue, Republic of Vietnam, on 15 Nov 1966.

★ BENNETT, Tillimon R., Airman, USN, while fighting a major shipboard fire on USS ORISKANY (CVA 34) on 26 Oct 1966, during combat operations in Southeast Asia.

★ BLAKELY, Josslyn F., Jr., Lieutenant, USNR, posthumously, for heroism and meritorious achievement in aerial flight as pilot of a helicopter embarked in USS ORISKANY during rescue operations to save personnel aboard a grounded British ore carrier on 16 Sep 1966.

★ BROOKS, Henry K., Aviation Boatswain's Mate Second Class, USN, for heroism while fighting a major fire aboard USS ORISKANY during combat operations in Southeast Asia on 26 Oct 1966.

★ BROWN, Francis T., Commander, USN, for heroism on 26 Oct 1966, while fighting a major fire aboard USS ORISKANY during combat operations in Southeast Asia.

★ DAVIS, Fred N., Shipfitter First Class, USN, for heroism on 6 Oct 1966, while serving in USS ESCAPE (ARS 6) berthed at San Juan, Puerto Rico. Petty Officer Davis attempted the rescue of civilian workmen who were overcome by lethal fumes.

★ FARTHING, Charles W., Chief Dental Technician, USN, for heroism on 17 Aug 1966, while serving with a Marine division in Vietnam. Chief Farthing helped rescue victims of a burning Vietnamese village.

★ FENNER, Neal A., Seaman Apprentice, USNR, for heroism while serving on temporary additional duty to the Port Commander, Vung Ro Bay, on 5 Apr 1967, as operator of a small, Class Two Patrol Boat. Fenner rescued Army personnel who jumped into flaming water after their LARC-V was sunk due to an explosion of a MOGAS pipeline.

★ FLETCHER, Walter S., Aviation Boatswain's Mate Third Class, USN, for heroism in connection with a major shipboard fire while serving in USS ORISKANY on 26 Oct 1966, during combat operations in Southeast Asia.

★ GANUN, Gilbert A., Lieutenant (ig), USNR, for heroism on 1 Nov 1966, while serving as officer in charge of the forward cargo station, USS VALLEY FORGE (LPH 8), during offloading of landing force personnel and equipment at Da Nang, South Vietnam.

★ GILA, Richard A., Aviation Electronics Technician Third Class, USN, for heroism on 15 Apr 1964, while stationed at the Naval Air Station at Moffett Field, Calif. Gila rescued a young girl who was caught in heavy surf off Lighthouse Point, Santa Cruz.



BRONZE STAR—BM1 Raymond R. Carter is awarded the Bronze Star with Combat V for his part in capture of Viet Cong craft on Bassac River.

★ GIVENS, Michael J., Seaman, USN, for heroism on 11 Mar 1967 while serving aboard USS CHASE COUNTY (LST 532) in assisting in rescuing 29 survivors of the wrecks of two Japanese fishing boats at Bombay Reef in the China Sea.

★ HECKERT, Paul J., Jr., Chief Hospital Corpsman, USN, for heroism on 6 Oct 1966, while serving aboard USS ESCAPE (ARS 6) berthed at San Juan, Puerto Rico. Petty Officer Heckert entered an unventilated space to assist in the recovery of a victim overcome by lethal fumes.

★ JEBB, William T., Jr., Lieutenant (ig), USNR, for heroism on 28 Sep 1966, in rescuing a Vietnamese child from drowning in the Cua Viet River.

★ JOHNSON, John B., Chief Aviation Electrician's Mate, USN, for heroism in connection with a major shipboard fire while embarked in USS ORISKANY (CVA 34) during combat operations in Southeast Asia on 26 Oct 1966.

★ KEHOE, Richard J., Chief Commissaryman, USN, for heroism on 11 Mar 1967, while serving on board USS CHASE COUNTY (LST 532) in assisting in the rescue of 29 Japanese survivors of the wrecks of two fishing boats at Bombay Reef in the China Sea.

★ KING, Orville C., Jr., Chief Warrant Officer, USN, for heroism on 26 Oct 1966, while fighting a major fire aboard USS ORISKANY (CVA 34) during combat operations in Southeast Asia.

★ LOUPE, Alvin P., Chief Electrician's Mate, USN, for heroism on 6 Oct 1966, while serving aboard USS ESCAPE (ARS 6) at San Juan, Puerto Rico. Chief Loupe aided in the rescue of two civilian workers who were trapped in a gasoline void.

★ MacDONALD, Peter S., Personnelman First Class, USN, for heroism on 28 Sep 1966, in rescuing two Vietnamese fishermen from drowning in the Cua Viet River.

★ McCLASKEY, William J., Seaman, USN, for heroism on 15 Aug 1966, while serving aboard USS BERKELEY (DDG 15). Seaman McClaskey effected the rescue of a shipmate who was knocked unconscious on a piling and log fender after falling from the main deck.

★ McCLEARY, Jerry E., Boatswain's Mate Third Class, USN, for heroism on 16 Dec 1966, when he rescued a fellow sailor who had fallen overboard between two ships at the Da Nang Naval Base.

★ PARDI, Michael T., Airman, USN, for heroism in connection with a major shipboard fire while serving aboard USS ORISKANY (CVA 34) on 26 Oct 1966.

★ PETTY, Howard C., Lieutenant, USNR, while serving aboard USS ORISKANY (CVA 34) on 26 Oct 1966, during a major shipboard fire which occurred while the ship was operating off Southeast Asia.

★ ROSE, Romey A. L., Storekeeper Third Class, USN, for heroism in connection with a major shipboard fire on USS ORISKANY (CVA 34) on 26 Oct 1966, while the ship was operating off the coast of Vietnam.

★ SOAVE, Francis J., Jr., Airman, USN, for heroism in connection with a major shipboard

fire on 26 Oct 1966, while serving aboard USS ORISKANY (CVA 34) which was operating off the coast of Southeast Asia.

★ WILBOURNE, David G., Lieutenant (jg), USN, for heroism on 15 Nov 1966, while serving aboard PCF 77 at Hue, Vietnam. LTJG Wilbourne attempted the rescue of several shipmates who were trapped in the after cabin of the sinking craft.

★ WILLIAMSON, Robert R., Jr., Lieutenant (jg), USN, for heroism on 26 Oct 1966 in connection with a major shipboard fire while serving as Fire Marshall aboard USS ORISKANY (CVA 34) while the ship was launching combat strikes against communist forces in Southeast Asia.



"For heroic or meritorious achievement or service during military operations . . ."

★ ALVIS, John H., Commander, USN, as commanding officer, Attack Squadron 112 from 7 July to 31 Dec 1966, in connection with operations against enemy forces in Vietnam. The Combat Distinguishing Device is Authorized.

★ ASHERMAN, Aldon M., Jr., Hospital Corpsman Third Class, USN, posthumously, for heroic achievement on 29 May 1966 in connection with operations against the enemy while serving with a Marine unit in the vicinity of Co Bi Thanh Tan, Vietnam. The Combat Distinguishing Device is Authorized.

Gold star in lieu of second award

★ CANBY, Edmund B., Chief Gunner's Mate, USN, while serving with friendly foreign forces engaged in armed conflict against communist insurgent forces in the Republic of Vietnam on 29 Nov 1966. The Combat Distinguishing Device is Authorized.

★ GRACHTRUP, John N., Hospital Corpsman Third Class, USN, posthumously, for heroic achievement on 9 Dec 1966 in connection with operations against hostile forces while serving with a Marine unit in the Republic of Vietnam. The Combat Distinguishing Device is Authorized.

★ HASTON, Richard L., Hospitalman, USN, for heroic achievement on 16 Dec 1965 while serving as a corpsman with a Marine platoon



MEDAL WINNER—LT Samuel D'Amato receives the Bronze Star from CAPT Carl Cruse, commanding officer of USS Vancouver (LPD 2).



which was subjected to mortar and small arms fire near Ba-To, Vietnam. The Combat Distinguishing Device is Authorized.

★ JACKSON, John P., Lieutenant, USN, while serving as senior advisor to the Vietnamese 26th River Assault Group from 16 Aug 1965 to 25 Jul 1966. The Combat Distinguishing Device is Authorized.

★ KEOUGH, Raymond F., Commander, USN, as commanding officer of USS PICKING (DD 685) which was assigned to Operation Sea Dragon in the Gulf of Tonkin and, as a member of Task Unit 77.1.1, participated in the initial de-

stroyer bombardment of North Vietnam. The Combat Distinguishing Device is Authorized.

★ NELSON, Dennis R., Hospitalman, USN, for heroic achievement on 10 Aug 1966 while serving as a corpsman with a Marine unit which was ambushed by Viet Cong forces in the vicinity of Tam Ky, Vietnam. The Combat Distinguishing Device is Authorized.

★ SMITH, David R., Lieutenant Commander, USN, while serving as advisor to Vietnamese Navy Coastal Group 31 and participating in 11 combat operations from 8 May 1965 to 2 May 1966.

Navymen of the Month, the Quarter, and Year

The reward for a thing well done, according to poet Ralph Waldo Emerson, is simply to have done whatever needed doing.

That bit of philosophy, however, just isn't good enough for 20th century naval standards. Many commanding officers promote the principle that individual achievement warrants public recognition and therefore foster such programs as Bluejacket of the Month, Sailor of the Quarter, and Navyman of the Year.

Individuals so honored are examples of what constitutes a good teammate, whether he be aboard ship, with an air squadron or stationed ashore, at home or abroad.

Among the vast numbers of Navymen to receive the awards this year, selecting a few at random, are: HM1 Paul M. Wilde, YN1 Richard A. Doney, AM1 Morris E. Carlson, and PC1 Harry W. McNew.

Wilde was selected as Helicopter Training Squadron Eight's *Man of the Year* at Pensacola, Fla., on the basis of his performance in the pharmaceutical section of Ellyson Field's medical department.

Doney was acclaimed *Sailor of the Month* at NAS Willow Grove,

Pa., while Carlson was named Bluejacket of the Quarter aboard the carrier *uss Kearsarge* (CVS 33), homeported at Long Beach, Calif.

Doney's selection was based on a nomination submitted to the Willow Grove commanding officer by his administrative officer. It reads, in part: "Petty Officer Doney's performance in all categories can be termed nothing other than outstanding."

Carlson, who works in the aircraft maintenance division of *Kearsarge*, was recognized for his "continual distinguished performance in his work as a first rate structural mechanic." He was also selected as the ship's candidate for the Long Beach City *Bluejacket of the Year*.

Meanwhile, another "first rate" *Navyman of the Quarter*, McNew, was being selected a third of the way around the world in Sigonella, Sicily. In addition to his title, McNew was awarded a three-day pass, \$50 in cash, and a steak dinner at the EM Club as the guest of honor.

Rewards such as these are typical of those received by recognized outstanding individuals. Of course, the measure of recognition given any one person is up to the command.

TAFFRAIL TALK

IT'S ABOUT THOSE title contractions. Navalese, some folks call them. By and large, they're not hard to get along with. BuPers, for example. Nothing difficult about that. CincPacFlt, NavStaCom. And then there was BuSandA, which was also the name of a racehorse. Now it's NavSupCom. The command, that is. One gets used to, and learns to accept, such matters. All in a day's work.

But there comes a time . . .

Suppose you meet a girl for the first time. You're hitting it off well, the conversation flows easily. Things are groovy. Then she does it. She asks the inevitable question.

"Where do you work?"

"FicPacFacFapl," you answer proudly.

"I said, where do you work?"

"FicPacFacFapl," once more, with feeling.

So she laughs. Or gets mad. In either case, it's the end of what could have been a meaningful relationship. Navalese has done it again.

Or you're late for work one morning, and you hail a cab. "FicPacFacFapl-and-hurry." It's better you should walk.

Or a police officer stops you and asks you where you're going, or coming from, as the case may be. Either way, you end up with a fat lip.

These are just some of the problems faced by the men stationed at Fleet Intelligence Center Pacific Facility, Fleet Air Photo Lab, an around-the-clock operation specializing in aerial reconnaissance photography.

There is a way around using . . . er, that abbreviation, according to Ensign Bill Dutcher, who told us about . . . the photo lab.

Whenever he wants to take a cab to that place, he says "Just go straight ahead. I'll tell you where to make the turns."

Now that's good thinking if we ever saw it.

★ ★ ★

As a youngster, you probably wondered what you would do if confronted with a mountain of gumdrops. Or maybe you thought about a chocolate sundae 10 feet high. But you knew it would never happen, right?

Four Seabees who work in Mobile Construction Battalion 74's ice plant must have had the same kind of daydreams, only they decided to see what happens when that kind of dream comes true.

The men had noticed how much the Vietnamese children seemed to like popsicles, and they wondered what would be the reaction to a giant one. Using a five-foot-long two-by-four for the stick, the four Seabees manufactured a 100-pound, cherry flavored popsicle. When the popsicle was frozen, it was loaded onto a truck and taken out to the hamlet of Trung Nghia.

When the children of the hamlet found out what the truck was carrying, the word was spread quickly, and within minutes the truck was surrounded by pushing, jostling, delighted children. The maxi-sicle lasted a mere 20 minutes. Even the stick was carried off.

Members of MCB-74's popsicle construction team include: Utilitiesman Second Class Donnie G. Doublas, Utilitiesman Third Class Charles R. Matthis, and Utilitiesman Constructionman Jerald E. Hirschman, and Stephen D. Smith.

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** — Wheels Down — An RA5C Vigilante casts a shadow on the wake of USS Independence (CVA 62) as the aircraft nears a landing aboard the ship during a Mediterranean deployment.—Photo by Wilfred L. Love, LT, USN.



**GO
NAVY**

