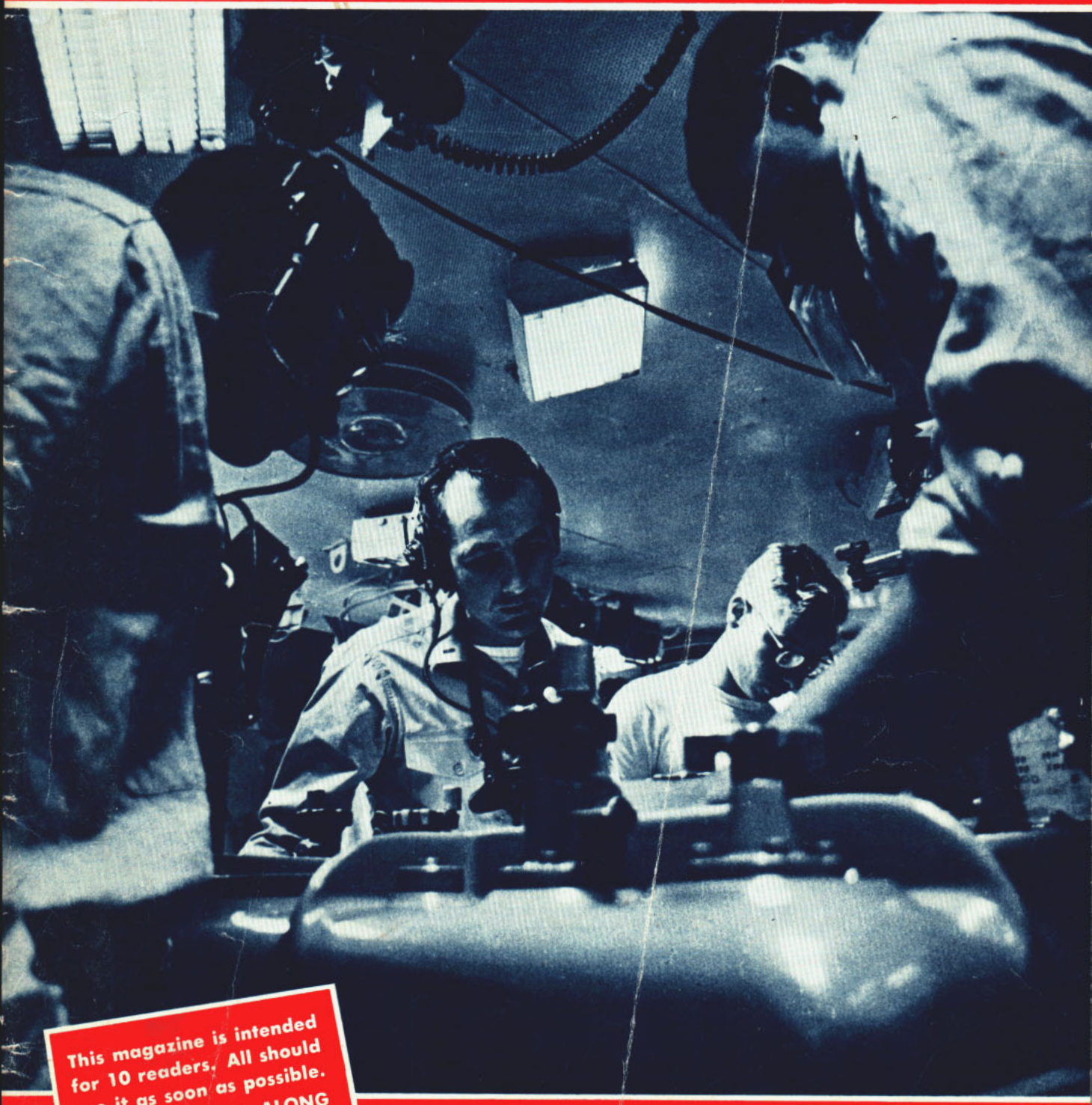
★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



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JUNE 1968

ALL HANDS

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JUNE 1968 | Nav-Pers-O | NUMBER 617

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• **FRONT COVER: BATTERY PLOT**—Navymen at work in Main Battery Plot aboard *USS Canberra* (CA 70). Left to right are: Seaman Alan K. Lewis; Warrant Officer, WO1, Lawrence B. Rhoden; Fire Control Technician 3rd Class Carl Scheffler; and Fire Control Technician 2nd Class Larry Jordan.—Photo by R. D. Moeser, JOC, USN.

• **AT LEFT: WIDE STANCE**—Henry L. Pricer, BM2, operates a winch aboard *USS Diamond Head* (AE 19) during replenishment of another ship. Operation of a "yard and stay" rig in cargo handling is an important job aboard the Atlantic Service Force vessel.

• **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated. Photos on page 38 by Denzil O. Evans.

MEDAL OF HONOR

James E. Williams
Boatswain's Mate 1st Class, USN

WHAT

BY MARCH 1966, BM1 James E. Williams had it made. Duty on board a cargo ship based little more than 300 miles from his home town, a wife still looking like the high school sweetheart he had married 17 years before, and three sons and two daughters eager for dad to retire so the family could move to their new home in Darlington, S. C., "not far from Grandma's."

His request for transfer to the Fleet Reserve had been approved. Eleven months more and Williams could stow away his bos'n's pipe and take it easy as a civilian.

Only one thing bothered him. If he wanted to, he could play it safe and his retirement was assured. On the other hand, there was this Vietnam thing going. Experienced boatswain's mates were needed badly.

A request for transfer to Vietnam was followed by river patrol boat and water survival training at Mare Island.

In Vietnam, Williams received an assignment as a PBR captain with River Squadron Five, based at My Tho, south of Saigon. It took him no time at all to get the feel of patrols on the Mekong. Everyone at Five recognized that he was a real pro, one who knew his small boats and knew how to handle his men.

THEY WERE RIGHT. Before Williams' tour was over, he had become one of the most decorated Navymen of modern times, topped by the Medal of Honor. Here are the highlights:

On 1 Jul 1966, Williams was easing his PBR 104 through the early morning darkness three miles down the Mekong east of My Tho. He was cover for PBR 101, which was 250 yards ahead, investigating a suspicious native river craft.

Notified that a second sampan had been spotted by radar and was "evading toward the river bank 200 yards ahead of PBR 101," Williams gunned his boat, alerted his crew for possible combat and set out after the sampan.

Thirty yards from the river bank and about 15 yards from the sampan, Williams instantly threw on the boat's searchlight. This was greeted by enemy gunfire.

MAKES A HERO?

With the bullets whizzing about him, Williams slammed the throttle to full ahead and made a sharp turn. This created a wake that slapped against the sampan and disrupted the enemy's aim.

Williams then zigzagged the PBR through a series of tricky maneuvers while his crew returned the fire.

Those of the enemy who survived the battle jumped over the side of the sampan and fled ashore.

Although the enemy fire had come from point-blank range, not one hit was scored against PBR 104 or its crew.

Williams then pulled the sampan away from the shoreline, emptied it of its contents, and towed his prize to My Tho.

Examination of the documents Williams had captured showed that a notorious enemy "tax collector"—who doubled as a spy—had been eliminated. The information also gave U. S. and South Vietnamese intelligence officers valuable data on VC tax methods, and listed names of communist party members and local VC sympathizers.

Williams received the Bronze Star Medal. The Republic of South Vietnam awarded him the Cross of Gallantry. He was formally cited for his boat handling and tactical use of speed, and his courage in pursuing the enemy to point-blank range.

James E. Williams, BM1, USN.

THREE WEEKS LATER, Williams had one of four PBRs selected to stop a suspected enemy river crossing. The four PBRs—103, 105 (Williams' boat), 109 and 110—arrived at the suspected crossing area late in the evening of 23 July.

At 2050, PBRs 109 and 110, their engines shut down, drifted silently into the area.

About an hour later, Williams shut down his engines, and, at a point one mile astern of the first two boats, also slipped quietly into the darkness.

Within minutes, Williams heard an outboard motor to starboard. His radar showed a high-speed contact moving toward the north bank of the river.

Receiving an order to pursue, Williams chased the now-fleeing suspect to within 50 yards of the riverbank. Illumination revealed a 30-foot sampan. It had nine VC passengers, who promptly opened fire.

Once again, Williams did tricks with his boat to elude the enemy fire, while his crew returned the fire. Three Viet Cong crewmen jumped into the river.

Williams moved in on the sampan. He grappled it to keep it away from the enemy bank, and to prevent its drifting away in the fast-running current.

Despite the considerable fire from the Viet Cong, not a single enemy

INDIAN FILE—River patrol boats on Vietnam waters. James Williams became skipper of a PBR in Mekong Delta.

ABOARD ELAINE—Williams and Seaman Binder stand alert while on patrol.

hit had been registered on Williams' boat. The boatswain's mate and his crew salvaged the contents of the partially-submerged, bullet-riddled sampan, and took it in tow. By increasing his speed, Williams produced an effect which lifted the bow of the sinking sampan out of the water so that it could drain sufficiently for towing.

The contents of the sampan included a rifle, two cluster bomb units, VC leaflets and documents which indicated another "tax collector" had been eliminated.

Williams was awarded his second Bronze Star Medal for the action. South Vietnam recognized his valor by presenting him with another Cross of Gallantry.

IT WAS EARLY in the evening of 22 August. PBRs 105 and 101 eased down the Mekong on what started as a routine, two-boat patrol. Williams, at the wheel of 105, was in charge.

Concealed on both sides of the river, 100 enemy gun emplacements waited for the PBRs to cruise between them, and then opened fire.

At the height of the battle, and as the PBR crews were knocking out a number of the enemy emplacements, Williams detected a motorized sampan that appeared to have two high-ranking VC on board. Williams directed the boat captain of 101 to cover his south flank and, while the enemy fire zinged about him, moved in on the sampan, his crew returning the fire.

As Williams rigged the craft for towing, a bullet that just missed him gouged into the sampan and kicked up a spray of slivers. Fragments struck the BM1 in the head above the right eye.

Although he was wounded, and still dazed, Williams directed additional fire from the PBRs, and then retreated from the area with the sampan in tow.

He was awarded the Silver Star Medal and his first Purple Heart. The citation stated, in part: "Although he had been wounded in the face . . ." and in spite of intense enemy fire, Williams' . . . "determination and daring directly resulted in the capture of 31 Viet Cong top secret, 12 secret, and 58 confidential documents."

ON 14 OCTOBER, Williams was at the wheel of PBR 111 during an armed reconnaissance patrol on the Vam Co Tay river. He saw enemy troops marching along the bank and riding in sampans.

As Williams headed his PBR inland, the enemy opened fire. He pushed on, chasing the enemy as far as he could before his PBR began to bog down in the shallow river.

He began to draw a heavy concentration of fire from an area that obviously was a major campsite. Knowing this, Williams passed the word that resulted in strikes against a main enemy position. He received the Navy Commendation Medal.

ON 9 JAN 1967, WILLIAMS had PBRs 105 and 103 on a Mekong patrol seven miles west of My Tho when he heard violent explosions thunder through the early morning darkness. Two miles away, the shattered dredge *Jamaica Bay* began to sink, mined by the Viet Cong.

Williams closed in on the sinking craft. He spotted two survivors still on the dredge, maneuvered his boat alongside and took them on board. As the 105 crew administered first aid, Williams called in a tug which was to serve as a collection point and to assist in the rescue.

He then began a systematic sweep of the debris-clogged water. Beaming a spotlight, he found five men struggling in the water. Maneuvering the PBR into position, his crew pulled the exhausted swimmers on board. After receiving first aid for wounds and shock, the men were transferred to the tug.

All seven rescued by Williams were cut and bruised and in various stages of shock. The five swimmers probably would have drowned had Williams not found them.

Returning to *Jamaica Bay*, Williams and his crew heard a tapping noise from within the hull. By this time, the dredge was all but under water.

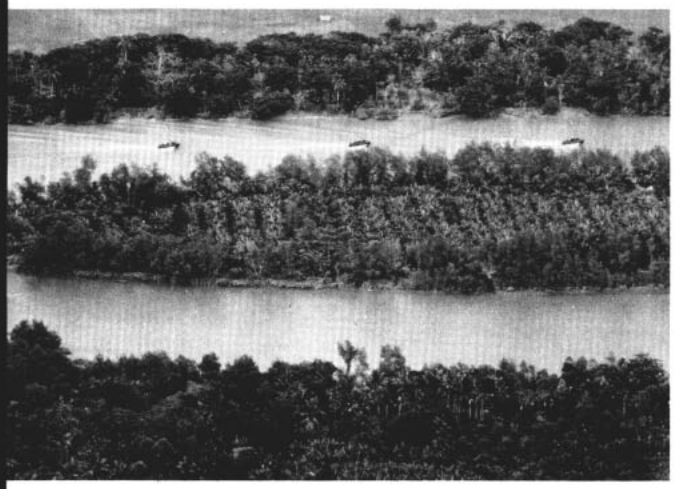
Williams and one of his crewmembers, Rubin G. Binder, SN, USN (see ALL HANDS, January 1968, page 43) stripped to the waist and dived into the cold, black water. They swam to the side of the dredge and shouted through that part of the hull that was still above water.

An American civilian known as "Pops" called to them that he was trapped in a compartment and unable to get out.

"Hang on," Williams assured him. "We'll get you out."

WILLIAMS AND BINDER then began diving, feeling along the hull as they searched for an opening. Nothing. No way in. More dives, back to the surface for air, then back under.

Finally, the two men discovered a closed hatch about 60 feet from the trapped man's compartment. The hatch was more than four feet under water, but appeared to be the only



A BIRD'S-EYE VIEW—PBRs cruise in formation. *Rt:* PBRs and troops team in sweep of winding Vietnam river.

way in. By now, the dredge was sinking faster.

Swimming back to the exposed portion of the barge, Williams shouted to the man inside to work his way through the hull to a position in line with the hatch.

Williams and Binder then made repeated dives, surfacing only for air. They soon discovered the hatch was obstructed by two pipes.

Unable to move the obstacles themselves, the two men surfaced and hailed the rescue tug, called for a line, and then dove back under and fastened the line to the pipes. The tug pulled them away.

By this time, the trapped man had made his way to a position in line with the hatch. However, his compartment was rapidly filling, and he called, "There's no more air!"

SENSING THE PANIC in the man's voice, Williams returned to the surface and shouted down encouragement: "Hang on, we're almost there. We'll have you out in less than a minute."

Back under, Williams and Binder found the hatch warped and damaged and jammed fast. Williams knew that another line from the tug could probably pull it free, but also realized that the man, who now was treading water inside, would drown or suffocate before a line could be passed and rigged.

After surfacing for one final breath of air, Williams and Binder dove back to the hatch to make one last desperate effort to open it. They took hold and strained with all the strength the emergency could muster. The hatch sprang open.

Exhausted and with their lungs nearly bursting, but knowing there was no time to surface again for air, the two men swam eight feet into the flooded compartment and found Pops clinging to a beam. They grabbed him, pulled him through the hatch, and fought for the surface. Gasping, Williams and Binder broke through to air with an unconscious-but-still alive Pops cradled between them.

On board the 105, Pops, gagging from water and oil he had swallowed, was in shock. His feet and legs were cut and burned. Williams, who was exhausted himself, administered first aid and directed emergency treatment which further helped to save Pops' life.

Williams and Binder each were awarded the Navy and Marine Corps Medal for heroic achievement. Williams was personally cited for his direct responsibility in the saving of eight lives.

SIX DAYS LATER, Williams was in charge of a PBR combat patrol that stopped a major enemy supply movement across the Nam Thon branch of the Mekong. There was a fierce firefight, during which Williams earned the Navy Cross for extraordinary heroism. Here is what happened, as described in the citation which accompanied the decoration:

Williams had directed his PBRs to the suspected VC crossing area. He was taken under intense fire from fortified enemy positions and from along the river banks.

After coordinating South Vietnamese and U. S. strikes, Williams led the three PBRs back into the hostile area to destroy enemy sampans and supplies.

The citation continued: "Frequently exposing himself to enemy fire, Williams directed his units in

"MOST DECORATED"

Listed below are military decorations won by BM1 James E. Williams during his Vietnam service between May 1966 and early 1967. He was twice wounded and many times a hero. In round figures he has earned some two dozen medals and awards.

- Medal of Honor
- Navy Cross
- Silver Star Medal
- Navy and Marine Corps Medal
- Bronze Star Medal, with Combat Distinguishing Device, plus a star indicating a second Bronze Star.
- Navy Commendation Medal with Combat Distinguishing Device.
- Purple Heart, plus a star in lieu of a second Purple Heart.
- Vietnam Gallantry Cross, plus a star indicating a second award.

One of the most decorated Navymen of recent years, Williams received a variety of other medals and awards, including the Vietnam Service Medal (one star); Republic of Vietnam Campaign Medal; National Defense Service Medal (one star); United Nations Service Medal; Korean Service Medal (two stars); Korean Presidential Unit Citation; and five awards of the Good Conduct Medal.

THE MEDAL OF HONOR

On May 14, 1968, the President of the United States in the name of The Congress presented the Medal Of Honor to Boatswain's Mate First Class James E. Williams, United States Navy:

"For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty as a member of River Section 531 during combat operations on the Mekong River in the Republic of Vietnam.

"On 31 October 1966, Petty Officer Williams was serving as Boat Captain and Patrol Officer aboard River Patrol Boat (PBR 105) accompanied by another patrol boat when the patrol was suddenly taken under fire by two enemy sampans. Petty Officer Williams immediately ordered the fire returned, killing the crew of one enemy boat and causing the other sampan to take refuge in a nearby river inlet.

"Pursuing the fleeing sampan, the U.S. patrol encountered a heavy volume of small arms fire from enemy forces, at close range, occupying well-concealed positions along the river bank. Maneuvering through this fire, the patrol confronted a numerically superior enemy force aboard two enemy junks and eight sampans augmented by heavy automatic weapons fire from ashore.

"In the savage battle that ensued, Petty Officer Williams, with utter disregard for his own safety, exposed himself to the withering hail of enemy fire to direct counterfire and inspire the actions of his patrol. Recognizing the overwhelming strength of the enemy force, Petty Officer Williams deployed his patrol to await the arrival of armed helicopters. In the course of this movement he discovered an even larger concentration of enemy boats.

"Not waiting for the arrival of the armed helicopters, he displayed great initiative and boldly led the patrol through the intense enemy fire and damaged or destroyed 50 enemy sampans and 7 junks. This phase of the action completed, and with the arrival of the armed helicopters, Petty Officer Williams directed the attack on the remaining enemy force.

"Now it was virtually dark, and although Petty Officer Williams was aware that his boats would become even better targets, he ordered the patrol boats' search lights turned on to better illuminate the area and moved the patrol perilously close to shore to press the attack. Despite a waning supply of ammunition the patrol successfully engaged the enemy ashore and completed the rout of the enemy force.

"Under the leadership of Petty Officer Williams, who demonstrated unusual professional skill and indomitable courage throughout the three hour battle, the patrol accounted for the destruction or loss of 65 enemy boats and inflicted numerous casualties on the enemy personnel.

"His extraordinary heroism and exemplary fighting spirit in the face of grave risks inspired the efforts of his men to defeat a larger enemy force, and are in keeping with the finest traditions of the United States Naval Service."

silencing several automatic weapons positions, and directed one PBR to investigate several sampans which could be seen, while the other PBRs provided cover fire.

"Almost immediately, the enemy renewed their fire in an effort to force the PBRs away from the sampans."

One of the PBRs was hit, and so was Williams. Shrapnel tore into his left arm and shoulder.

"Despite his painful injuries, Williams led his patrol back through the heavy enemy fire."

The PBRs had succeeded in halting the crossing of three heavy-weapons companies which totaled some 400 men.

The Navy Cross citation described Williams' leadership as decisive and his courage unlimited in the face of heavy enemy fire. He received his second Purple Heart.

WILLIAMS RETURNED to the U. S. in March 1967, and joined the Fleet Reserve after 19 years and eight months of continuous active duty. He felt that the last eight months had rounded out his career.

The first 19 years of Williams' service reads like that of a typical boatswain's mate, with emphasis on leadership.

In high school he was the president of his freshman class. He was active in sports, earning letters in baseball, football, basketball, tennis, boxing and track. (Boats might also admit—reluctantly—to having been light on his feet as a ballroom dancer.)

Eager to join the Navy, Williams decided to enlist as soon as he could, and—less than two months after reaching age 17—signed up for a three-year hitch.

Following boot camp at San Diego, and advancement to seaman second class, he spent two and one-half years on LSTs operating out of Coronado, Calif. He earned high school equivalency credits under the USAFI General Educational Development program, was married in 1949, and began to think in terms of the Navy as a career.

WILLIAMS MADE seaman before re-enlisting in August 1950, and then spent 20 months on board USS *Douglas H. Fox* (DD 779). He decided that BM was the rating for him, despite all he had heard about tight advancement quotas and slim chances for promotion.

He next pulled two years of shore duty at Naval Base, Charleston, S. C., and served as a Sixth Naval District shore patrolman. In September 1954, he reported to USS *Thomaston* (LSD 28), made the BM3 quota in January 1955, and was discharged and reenlisted at San Diego in July 1956.

Back on sea duty, Williams spent 14 months on board USS *Direct* (MSO 430), which was interrupted for six weeks while he attended Mine Warfare School at Yorktown, Va. He next served two years with Air Transport Squadron 6 at McGuire AFB, N. J., then in June 1960 reported to the deck force of the newly-converted guided missile cruiser USS *Little Rock* (CLG 4).

During three years on board *Little Rock*, Williams served as a master-at-arms and saw his ship win awards for operational excellence among Atlantic Fleet cruisers. In 1962, he attended Career Appraisal School at Bainbridge, Md., then returned to *Little Rock* for duty as a member of the cruiser's career appraisal team.

He made BM2, again reenlisted, and in April 1963 was transferred to the Fleet oiler USS *Chukawan* (AO 100).

Following advancement to BM1, Williams drew successive tours on board USS *Amphion* (AR 13) and USS *Alcor* (AK 259), during which he attended Advanced Damage Control School at the Fleet Training Center, Charleston, S. C.

By March 1966, Williams had a wife, five children ages six to 15, and—as was mentioned earlier—an eye on the Fleet Reserve.

But the final, heroic chapter in his Navy career was still to come. His shipmates in the Atlantic and Pacific Fleets will cheer him for his service to his country.

—Dan Kasperick, JOC, USN

Recording-setting aquanaut team poses for photo after receiving awards from Chief of Naval Operations ADM Thomas H. Moorer, USN.

William W. Winters, EN1, USN Kenneth J. Conda, TM1, USN Don Risk, MM2, USN Fernando Lugo, MM1, USN

John C. Kleckner, HM1, USN ADM Thomas H. Moorer, USN Daniel D. Price, MMCS, USN, Team Supervisor

World Record Breakers

WHEN THE FIVE USN divers emerged from the high-pressure chamber at the Navy Experimental Diving Unit at the Washington Navy Yard, Washington, D. C., they brought with them a world record for simulated depth.

Two of the five, all of whom are in training for aquanaut duty in Sealab III, went to a depth of 1025 feet in the diving chamber. The other three remained at 825 feet while the two, Machinist's Mate 1st Class Fernando Lugo and Mineman 2nd Class Don C. Risk, continued their descent.

The round trip took longer than non-divers might expect. Just a few hours short of 13 and one-half days.

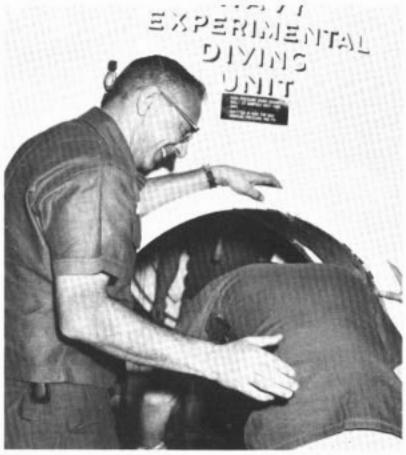
After making a gradual descent to 600 feet, the five remained at that level for 24 hours. Lugo and Risk then made a 20-minute excursion to the 825-foot level. They returned to their three companions, Torpedoman's Mate 1st Class Kenneth J. Conda, the team leader; Hospital Corpsman 1st Class John C. Kleckner; and Engineman 1st Class William W. Winters, and then, four hours later, all five descended to 825 feet.

Some 74 hours after they had first entered the chamber, Lugo and Risk made their 13-minute excursion to the 1025-foot level. The five-man team then remained at 825 feet for 24 hours before beginning their nine-day decompression period back to the surface atmosphere.

When they finally emerged, they had spent 321½ hours in the chamber and were quite ready to come out.

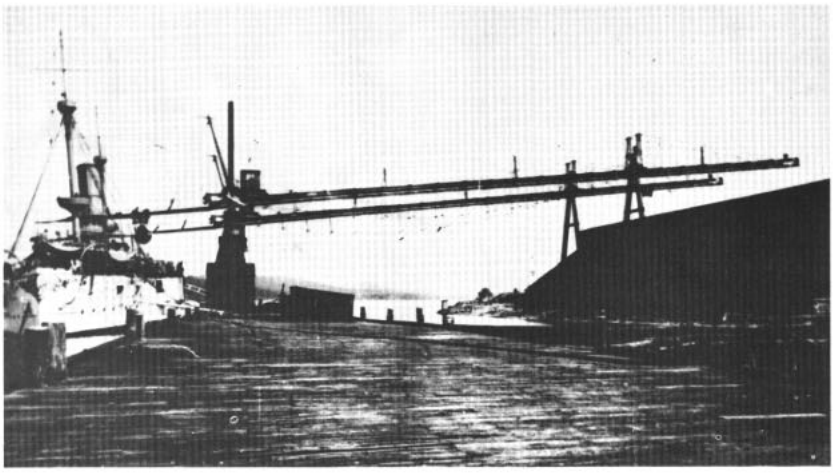
Forty divers, divided into five teams of eight men each, will man Sealab III in a 60-day experiment to be held off San Clemente Island some time this fall. Sealab III will be operated at a depth of 600 feet.

Sealab personnel enter compression chamber to begin their record dive.



Gauge outside diving chamber reads 825 feet. *Left:* MM1 Lugo and MM2 Risk went down to 1025 feet.

FROM ABOVE—Submarine base at New London, Conn., looks like this today.



THEN AND NOW—Battleship *USS Texas* takes on coal at New London Navy Yard back in 1900. *Below:* Present-day view of subs in port at New London.

Something to Celebrate:

LONG KNOWN as the United States Navy's oldest submarine base, the New London facility brought the point home this year with a four-day celebration of the century mark. A spectacular Submarine Base Centennial Celebration was held during the Memorial Day weekend.

Although the Submarine Service is not that old itself, the Submarine Base traces its Navy origin back to 1868, the year the state of Connecticut and the city of New London gave the Navy 112 acres three miles upstream and on the opposite side of the Thames River from New London, actually located on the boundary between the towns of Groton and Ledyard—and therein lies a misnomer that will forever confuse the designation of the base post office.

An Act of Congress dated 2 Mar 1867 had authorized the Secretary of the Navy to accept the property when tendered by the state as a gift. Although the deed reads "be it known that on this 17th day of April A. D. 1868 . . ." it was actually signed and conveyed on 11 April.

This fact has confused some historians and misled at least one into questioning "the real motives of this unsolicited generosity," but has been taken by most as an omen of the close rapport and informal harmony which would exist between the local Navy establishment and the surrounding community.

Two brick buildings and a T-shaped pier were built in 1872, and the buildings still stand. One of them now serves as headquarters for the Commanding Officer of the Submarine Base.

DESIGNATED a Navy Yard in 1872, the site was used to moor small craft and obsolete warships such as the Reserve training ship *Minnesota* and the four-funneled *Florida*, and as a coaling station for the Atlantic Fleet. A crinkled photograph of the battleship *Texas* taking on coal now hangs in the office of the Base maintenance foreman.

Before the New London Navy Yard could begin to thrive as a yard, its activity was brought to a halt by an unusual incident. This occurred

A HUNDRED YEARS

during a series of experimental tests to determine the relative heat value of watersoaked coal as opposed to dry coal. It seems the entire coal dump caught fire during one combustion test. The fire lasted several days before it could be extinguished.

Virtually abandoned for a time, the New London Navy Yard was listed to be disposed of in an appropriations bill submitted to Congress for the fiscal year ending 30 Jun 1913. Only an impassioned speech by a member of the House of Representatives saved the site for the future growth of our Navy.

It was more a matter of fate than foresightedness when the monitor *Ozark,* acting as a tender, arrived on 18 Oct 1915 with a division of submarines. But other submarines and their tenders followed, among them one named *Fulton,* whose namesake is moored in the Thames River today as support ship for the nation's first all nuclear attack sub squadron.

Permanent status came to the facility in 1917 when the Navy Department designated it a Submarine Base, and with America's entry into World War I, facilities at the base were greatly expanded. During the war over ten thousand officers and enlisted men were trained at the base for duty in submarines.

ALTHOUGH REDUCED in size and facilities during the interval between World Wars I and II, the base continued to service submarines and train Navy personnel for submarine duty. During this peacetime period the most notable accomplishment at the base was the development of submarine rescue and salvage devices.

Lieutenant C. B. Momsen was responsible for the development of the re-breathing apparatus now known as the "Momsen Lung," used for individual escape from a sunken submarine.

A new type marker buoy for release by a stricken submarine to indicate its predicament and location while lying helpless on the bottom was designed along with the rescue chamber for effecting rescues in numbers, escape locks, air purifiers, better communication facilities and other subsidiary features.

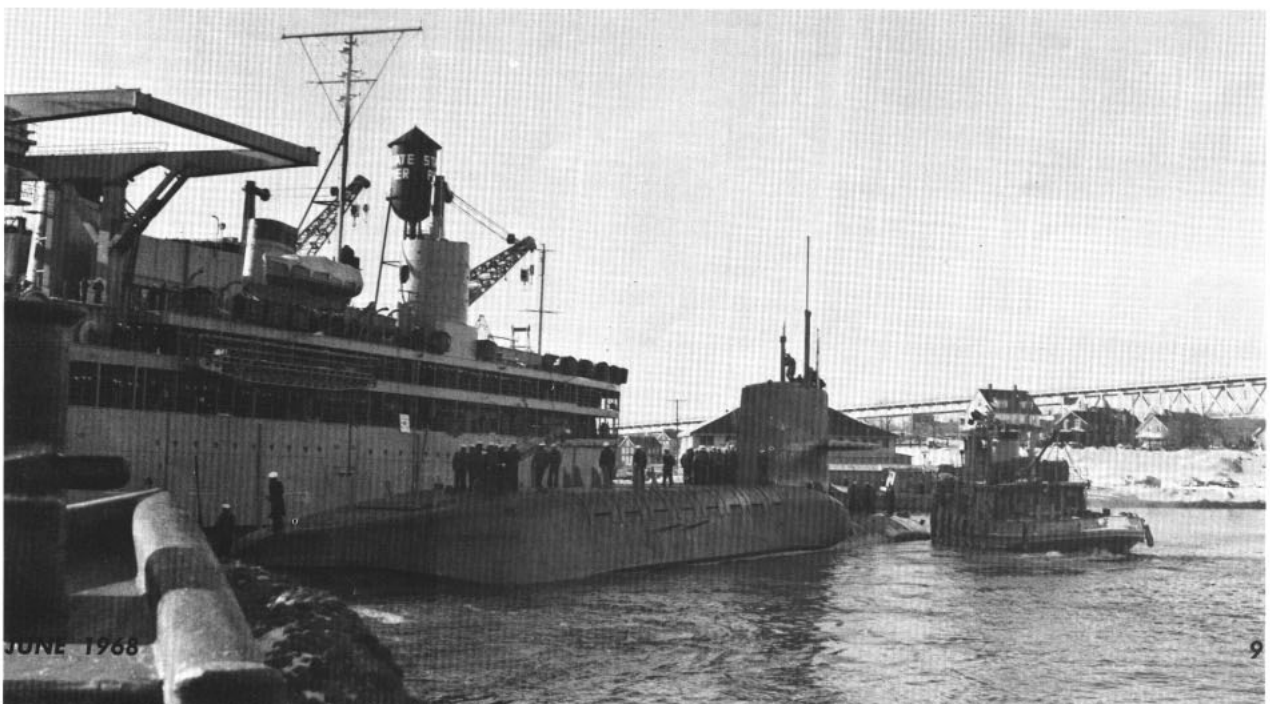
It was during this period that Submarine Medicine emerged as a new specialty in the study of the human being. Aiding in all of these efforts were the lessons learned from the disasters of S-51 off New London in 1925, S-4 at Provincetown in 1927, and *Squalus* off Portsmouth, N. H., in 1939.

To train submariners in the use of the Momsen Lung, a towering cylindrical water tank was constructed in 1930. One hundred thirty-eight and one-half feet in height, the escape training tank contains a vertical column of water 118 feet high and 18 feet in diameter. The tank holds approximately 250,000 gallons of steam-heated water, which is purified in the same manner as in swimming pools.

Shortly after its construction, the first training escapes were made in the tank and it has been in continuous use since then. It provides initial training to all future submarine officers and enlisted men attending Submarine School.

The tank is also used to requalify,

BACK HOME—Fleet ballistic missile submarine is eased into its berth on the Thames River following Atlantic cruise.



at 30-month intervals, the crews of all submarines in the Atlantic Fleet. An identical tank was constructed at Pearl Harbor to requalify Pacific Fleet submariners.

WITH THE COMING of World War II, the Submarine Force was greatly strengthened by the addition of old submarines recommissioned and new ones from the building ways. Parallelling this expansion, the activities of the base were stepped up to meet the increased demand for servicing submarines and training personnel.

President Franklin D. Roosevelt visited the Submarine Base on 26 Aug 1940, and inspected USS *Tautog* (SS 199), the newest submarine in the United States Navy, which had been commissioned the previous month. She was to distinguish herself in World War II by sinking more enemy ships than any other United States submarine—26.

In the five-year period from 1940 through 1945, the base mushroomed from 112 acres to 497, and from 86 to 270 buildings. This expansion provided additional barracks, bachelor officers' quarters, schools, hospital buildings, mess halls, storage facilities, repair shops and piers.

A red-letter day for New London, as it was for submarine history, was 14 Jun 1952. It was on that day that the keel was laid for the world's first nuclear vessel, USS *Nautilus* (SSN 571).

President Harry S. Truman was on hand at Groton to autograph the keel of the atomic submarine he had authorized in August of 1950. President Truman, speaking at the Submarine Base, said: "*Nautilus* will be able to move under the water at a speed of more than twenty knots. A few pounds of uranium will give her ample fuel to travel thousands of miles at top speed. She will be able to stay underwater indefinitely. Her atomic engines will permit her to be completely free of the earth's atmosphere. She will not even require a breathing tube to the surface."

Since 1958, when the personnel impact of the Fleet Ballistic Missile submarine program was first contemplated, considerable additional construction has been completed. This includes a complex of new brick barracks, off-ship crew training facilities and offices, a larger enlisted men's club, a major bachelor officers' quarters addition, and over a thousand units of family housing surrounding a large new chapel. A new mess hall and hospital will be added.

In 1960, Lieutenant Harris E. Steinke, officer in charge of the Escape Training Tank, developed a hooded life jacket which allows an escapee from a sunken submarine to breathe normally while ascending rapidly through the water to the surface. By 1963 the "Steinke Hood" method was being taught to all who came through the tank.

THE KEEL for the fast attack nuclear submarine USS *Pargo* (SSN 650) was laid on 3 Jun 1964 before President Lyndon B. Johnson. During his visit to the "Submarine Capital of the World," President Johnson chalked "LBJ" on *Pargo's* backbone. The President's initials were then permanently welded onto the keel.

Easily the nation's largest submarine facility, the Submarine Base, New London, today consists of over 300 buildings on more than 547 acres of land. The commanding officer of the Submarine Base, currently Captain W. A. McGuinness, USN, is charged with providing full logistic support including berthing, repair, supply, medical, dental, and various personnel services for close to 35,000 active, retired and dependent personnel.

The Senior Officer Present Afloat is Commander Submarine Flotilla Two, Rear Admiral Charles D. Nace, USN. The flotilla consists of Submarine Squadrons Two, Eight, Ten, and Fourteen and Submarine Development Group Two.

Major activities within the New London area naval complex are the Submarine School; the Industrial Manager and Supervisor of Shipbuilding, Conversion and Repair in Groton; the Submarine Medical Center; Submarine Safety Center; the Navy Underwater Sound Laboratory; and the New London Test and Evaluation Detachment.

Beginning its second hundred years, New London Naval Base is busier than ever.

—John B. Mayo, LT, USN.

VIP VISITS—President Lyndon B. Johnson receives model during keel-laying ceremonies for *USS Pargo* (SSN 650). Former President Harry S. Truman inspects New London following ceremonies for *USS Nautilus* (SSN 571) in June 1952, and back in 1940 President Franklin D. Roosevelt arrives for a visit to the base and *USS Tautog* (SS 199), the Navy's newest sub.

All clear . . . . .

Straighten it up . . . . .

Hover and clear . . . . .

Talking Hands

Landing and parking a helicopter on board a carrier at sea might be compared with maneuvering a limousine into a parking space intended for a bug. Don't try either without the help of someone outside signaling you directions.

If you're a helicopter pilot coming in for a landing, look for the man on deck who has LSE printed in bold letters on his bright yellow jumper. He's the Landing Signal Enlisted who will point to the spot on the flight deck where you should land, use appropriate hand signals to guide you up or down, left or right, and, finally, in for a safe landing.

LSEs on board the amphibious assault ship USS *Valley Forge* (LPH 8) direct the heavy traffic of take-offs and landings during heli-borne assault operations off Vietnam. They are aviation boatswain's mates who describe the LSE job as noisy, and not without danger. Said one: "The bigger helicopters, such as the CH-53 *Stallion,* produce winds up to 115 miles per hour. This is roughly equivalent to the gust of a hurricane. Unless we brace ourselves and lean into the wind, we could easily be blown off the flight deck."

During a typical *Valley Forge* helicopter assault operation, the LSEs stand in front of the aircraft and signal their launching instructions to the pilots. When the LSE raises his hand toward the sky, the helicopter lifts off the deck and heads for shore to land troops and equipment.

The LSEs are busiest when the helicopters return to the ship. LSE David Barbee describes the action: "They land quickly, one after another. While I'm directing one down, another will be landing right behind me. I have to keep my eye out for other helicopters so they don't come down on me or catch me with a blade in the back."

The LSE in the most forward landing spot on the flight deck does not have the same closed-in feeling, but does have something else to think about. Directly in front of the LSE is the helo coming in to land, and directly behind him is a 56-foot drop straight down. If the pilot doesn't follow the LSE's signals quickly and exactly, both could end up in the water.

—Story and Photos by
Les Goldberg, JO3, USN.

Ease it down . . . . .

Little right . . . . .

Down and hold . . . . . safe on deck.

NAVY'S

THE FIRST THING YOU NOTICE is the sparkle. The walls are clean. The tiled floors have an incredible shine, and you soon learn that the floor is a point of pride with the boys. They tell you it's a little dirty now, you should see it when it's clean.

You become the object of interest as you enter the recreation room. Boys look up from the pool table, heads turn away from the TV set to get a good look at you. A visitor. A rare thing.

You ask for a volunteer to show you around, and you get five. The tour of the dormitory is a slow, meticulous one. Your guide talks in gushes, as if his words had been dammed up for weeks waiting for someone to inundate. He tells you every detail. If you let him, he'll describe every tile in the floor.

Later, you play pool with some of the boys. You're pretty good, so everybody wants to play you. You beat everybody until a very large 15-year-old tires of watching you and comes over and wipes you out. You quit playing pool.

You talk. About football. About Vietnam. About the Navy. About nothing in particular. Soon it's 2100 and the boys line up to go to bed. You drive away, thinking about your visit. Several times during the evening a boy asked if you were coming back next week. You wonder.

BOYS VILLAGE of Maryland, a home for boys, is located at Cheltenham, Md., 15 miles southeast of Washington, D. C., where it shares a fence with Naval Communication Station, Washington.

Up to 340 boys from 13 to 15 live at Boys Village for an average of six months. A few are there because of trouble with the authorities, but the majority are there for constant truancy or, homeless, because they have no other place to go.

BIG BROTHERS

The boys who live at Boys Village and the Navymen stationed next door have a good thing going. Some of the sailors are "big brothers." Others are tutors. Still others drop in weekly just to visit.

Collectively, these activities are known as Program Buoy.

One of the first Boys Village residents to be linked with a Navy "big brother" was a 14-year-old whom we'll call Jerry.

Jerry's parents died when he was very young, and he lived with a succession of foster parents. Unfortunately, Jerry could not adjust to the foster home situation.

He ran away frequently, and finally ended up at Boys Village.

Jerry felt rejected. The staff at Boys Village noticed that he would not try anything that might be important to him, because he knew it would only lead to disappointment. He would not join any of the activities. He sat in a corner and did nothing. He was safe, there.

Several times, Jerry ran away from Boys Village. Each time, he was brought back within several hours. It wasn't hard to find him. He had no place to run to.

Then came Big Brothers and the assignment of a Navy big brother from the base next door.

THE NAVY BIG BROTHER decided the best way to get to know his little brother was to take him for a drive and just talk. The drive was going well until the Navyman's car broke down. He asked Jerry to wait in the car, that he was going to call for a tow truck. When he returned five minutes later, Jerry was gone. After a few days, he returned to Boys Village voluntarily.

The big brother was disappointed, but he kept coming to see Jerry. The two made a joke of the AWOL incident, and Jerry wagered a dollar it would never happen again. He won the bet.

Jerry and his Navy big brother became friends. They went to ball games together. They toured naval installations in the area together, and Jerry visited his big brother's home. He began to change.

He started taking part in the activities with his contemporaries at Boys Village. His confidence grew. By the time he was ready to leave Boys Village, he was a changed person. He accepted an invitation to live with his aunt and uncle, and from all reports he is doing fine.

The Navyman's interest paid off.

A PROGRAM ORIGINALLY called Project Buoy was started by Captain Daniel V. James, now retired, soon after he took over as Commanding Officer of NavCommSta Washington.

CAPT James made courtesy calls on the local officials. One was the Superintendent of Boys Village. His young residents, he said, were not criminal types. At least not yet. The future for many of them, however, was not bright. Statistics showed that 30 to 40 per cent of the boys would end up in prison.

Could the Navy help in some way, CAPT James wanted to know. Indeed they could.

In the following months, the young men from Boys Village attended various functions at the station. They watched personnel inspections when a Navy band or Marine drill team was there. Many came to the base picnic on Memorial Day, when several Navymen were "fathers" for the day.

Unfortunately, these activities had limited effect. Sure, the boys were getting away from their environment for the day, but changes in outlook or personality were minimal.

One day, representatives of Big Brothers of America visited the station. They had heard of the relationship between the boys and the Navymen across the fence.

They explained that maladjusted children come most often from homes in which there is no father or other

adult male. A "big brother" could often fill in the gap. How about Navy big brothers?

THUS, THE BIG BROTHERS PROGRAM became the cornerstone on which Project Buoy was to be built. Posters went up all over the station. The leading petty officers were contacted, and their support solicited. An organization began to take shape.

The CPOs formed a "council of chiefs" to develop interest for Big Brothers. They suggested the best leaders, the most outstanding men in their divisions, as potential big brothers.

Although quite a few became big brothers, others were reluctant as they would be leaving the area in a short while. What else could they do?

Mr. Robert Sauls, Superintendent at Boys Village, noted several other ways to lend a useful, but less personal, helping hand.

Some of his residents were slow learners, and could be tutored in the evenings in such subjects as math and English. Other Navymen could coach athletic teams. Some could visit the dormitories on a regular basis.

Thus the scope of the station's activities widened and the Big Brother keystone had served as a catalyst for Project Buoy.

THE IDEA OF THE NAME evolved from the thought of marking a channel with a buoy in dangerous waters or extending a life buoy to a boy who needs help. So successful was the project that the first part of the name has been changed from Project Buoy to Program Buoy in order to stress the permanence of the program within the command's concern for its neighbor, Boys Village.

Coordinator for Program Buoy is the base chaplain, LCDR D. B. Fitzsimmons, CHC, USN, who has the full support of the Naval Communication Station's commanding officer, Captain M. C. Hartle, USN.

At NavCommSta Washington, the history of Program Buoy is told in success stories. Nearly all of them, however, had difficult beginnings. A successful big brother, it seems, must have large amounts of patience and tenacity.

PETTY OFFICER THIRD CLASS John Cioni tells of his first meeting with his little brother.

The name did not fit.

Cioni is about five feet nine. His little brother, a 15-year-old, was approaching six feet two. Worse, he had been sent to Boys Village for constant fighting.

"This was the boy I was to take to ball games and for whom I was to set a manly example," says Cioni. "It kind of shook me up at first.

"I could see myself telling him one of his ideas was wrong, and ending up on the deck. But it never happened.

"It did take a while to make friends with him, though. When we first met, I couldn't get three words out of him. He sat stiffly in his chair and stared straight ahead, like he was a department store mannequin. Everything I said to him he answered 'Yes sir.'

"For the first few weeks, it was hard deciding where to go. Did he want to go bowling? 'Yes sir.' How about a movie? 'Yes sir.' Stop calling me 'Sir!' 'Yes sir.'

"Finally, after about six weeks, he loosened up. He began to suggest places he'd like to go, things he wanted to see. He began telling me about his life, about his problems.

"I knew I hadn't wasted those six weeks."

ONE OF THE MORE REWARDING parts of Program Buoy is the tutoring activity. Here, the success can be measured. A Navy tutor can watch his pupil's vocabulary grow, or see him solve a math problem.

Almour Grenon, an Electronics Technician 1st Class, is also a tutor one night a week, helping one of Boys Village's slow learners to grasp mathematics.

A veteran of two years in Vietnam, Grenon looks more like a lumberjack than an expert with transistors and solid circuitry. Tall, thick-shouldered, he uses his big hands constantly when he begins talking about tutoring.

"Patience is the big thing. I try not to get ahead of him. That's the trouble in the first place. His class is too far ahead for him to catch up, so he just quits trying."

Grenon and his wife Gladys are a tutoring team,

visiting Boys Village each week, he to teach math, she to teach speech and remedial reading.

"I've learned a lot myself," he says. "I learned math the old way, but these kids are learning the new math, so I had to do some book-cracking before I could teach it.

"I think there is an important by-product of the tutoring program. It's real easy to establish a personal relationship with a boy when you're teaching him something. Before each lesson, we always spend 15 minutes or so just talking. A lot more comes out like this than if I were to come to him cold and say 'Tell me all about your troubles'."

OTHER NAVYMEN do their part in Program Buoy by simply visiting Boys Village once a week. Norman Buist, a Royal Canadian Navy Petty Officer stationed at NavCommSta Washington, is active in this part of the program.

For nearly a year, he and U. S. Navy Seaman Pat Griffin have made weekly trips to Boys Village, just to pay a visit. As Buist describes it, "There's no set routine for any one visit. One night we might play pool with the guys, another time we'll just talk. They talk a lot about the Vietnam situation."

"This all depends," interjects Griffin, "on how responsive they are on that particular evening. Occasionally, nobody will even talk to us. But that doesn't happen very often, and it's usually because they had an especially bad day."

"Mostly, what we try to give them is male companionship for that evening," says Buist. "They do have men around all the time—the teachers, the staff, and the live-in cottage counselors—but they represent not just a man, but 'The Man'. The main thing is that we are there, if they want to talk about a problem, or just shoot the bull. And they usually do."

DOES PROGRAM BUOY work? Mr. Sauls has observed definite personality changes in many boys, particularly those that have a big brother.

"You don't have to be an amateur psychologist," says Mr. Sauls. "Often, all that is needed is friendship. Many times, just calling on the boys once in a while and shooting the breeze reassures them that somebody cares."

Mr. Sauls felt strongly enough about Program Buoy to get Buist an extension at NavCommSta Washington. In a letter to the Canadian Military Attache, Mr. Sauls told what a tremendous job Buist had done. In addition to his weekly visits, Buist had shown the boys films about Canada, and taken 35 of them on a tour of Andrews Air Force Base. Was there any way that Buist could remain in the area a little longer? Mr. Sauls' letter is dated 7 June 1967. Petty Officer Buist still visits Boys Village weekly.

What can such a program mean for a command?

The present commanding officer of NAVCOMMSTA-WASH observes that Program Buoy is as much a benefit to those participating station personnel as it is to the boys of Boys Village. He sees the program not only as a permanent activity of the station, but also as an opportunity for the enhancement of human values for all concerned.

According to just about everybody concerned with Program Buoy, similar programs could develop at other Navy installations across the country.

(The national headquarters of the Big Brothers of America is located at 341 Suburban Station Bldg., Philadelphia, Pa. 19103.)

There are many other organizations which could be contacted with an offer of Navy help. Orphanages, boys clubs, YMCAs, and many social fraternities would be only too happy to get a Navy offer of assistance.

Whenever one of our ships goes on an extended cruise, the crew usually finds an orphanage to paint or a school to rebuild. But we have tremendous problems here at home, especially with our youth. Navymen could find many good ways to use their free time.

Final judgment of Program Buoy's success must, of course, come from the boys to whom it is directed.

In one of his last letters to his Navy big brother, Jerry writes: ". . . Things are looking good to me now, and all the credit should go to you. You made me wake up and see what was ahead for me. Thanks."

—Jim Teague, JO1, USN.

Three Destroyer Veterans Chalk Up MATCHLESS

BY THE TIME ships pass the quarter century mark, you might say they are in the twilight years.

You'd never know it, however, judging from the performances of destroyers USS *Nicholas* (DD 449), *O'Bannon* (DD 450) and *Fletcher* (DD 445). All three ships will complete their 26th year of duty this June. Nevertheless, they have been actively engaged in the Vietnam hostilities and appear far from ready for any graveyard.

The records indicate they are among the oldest destroyers in the Navy today.

Nicholas and *Fletcher* were fortunate to be together for the celebration of their silver anniversary in their home port, Pearl Harbor, at midsummer. *O'Bannon*, meanwhile, was assigned to the Seventh Fleet off South Vietnam's coastline and did her celebrating to the sound of offshore bombardment.

In Hawaii, there was the traditional fanfare, including congratulatory messages from prominent military and civilian personalities.

On the lighter side of the festivities was a 300-yard rubber raft race between seven-man teams from each ship. The *Nicholas* crew was victorious.

Togetherness, rather than competitiveness, however, has been the link among the three destroyers since they were commissioned: *Nicholas* began flying her pennant on 4 Jun 1942; *O'Bannon* raised hers on 26 June, and *Fletcher* hoisted her flag four days later.

Besides the age factor, there's another reason these ships hold close ties. *Fletcher* gave her name to the 2100-ton World War II destroyer class of which *Nicholas* was the first of 177 to be commissioned. In addition, they all served in campaigns which destroyed Japanese supremacy in the South Pacific.

For a closer look at the achievements of these three veteran DDs, here are outlines of their careers:

USS Nicholas (DD 449)

Nicholas is the second destroyer to bear the name of Samuel Nicholas, first commissioned Marine officer (28 Nov 1775).

She began her career in the Tonga Islands of the South Pacific, arriving there about three months after she was commissioned. Her first contact with the enemy resulted in her rescuing a Marine aviator downed during a dogfight over Guadalcanal. At the time *Nicholas* was part of the small screening support force protecting shipping movements to the island airstrip, Henderson Field, which was constantly under attack by Japanese field artillery and aerial bombardment.

The destroyer spent her first year primarily in the South Pacific and played a major role in the capture of Guadalcanal, the initial stepping-stone to Tokyo and victory.

In July 1943, *Nicholas* earned a Presidential Unit Citation for rescuing (along with *O'Bannon*) over 700 crewmen of the cruiser *Helena* (CL 50) sunk at the battle of Kula Gulf.

This also earned *Nicholas* a stateside Christmas leave, after which she returned to the war and almost immediately sank her first Japanese submarine. Nine months later she scored a second sub kill and then joined the task group protecting the Philippines.

At one time she and *Fletcher*, operating with the same group, were attacked by a large number of Japanese suicide planes, 12 of which were shot down.

Nicholas went on to support various landings on Luzon and then directed gunfire in support of the landing force on Corregidor, followed by the invasion and occupation of Okinawa in June 1945.

As the war drew to an end, *Nicholas* accompanied the carrier striking force which attacked the Japanese mainland. But, perhaps her finest hour came on 2 Sep 1945 when she took on board 87 Allied and U. S. naval representatives in Yokohama for transfer to the battleship *Missouri* in Tokyo Bay for the formal Japanese surrender ceremony.

Nicholas assisted in the liberation of Allied POWs then returned to the U. S. to be inactivated on 1 Nov 1945. Seven months later she was decommissioned.

In February 1951, DD 449 was recalled to active service and dispatched to waters off Korea. There *Nicholas* served as a screen for carrier operations, conducted ASW operations and patrolled the Formosa Strait. This she did on three separate tours between June 1951 and May 1953.

After hostilities ceased in Korea, *Nicholas* took part in the 1954 series of atomic tests in the Marshall Islands.

Until the U. S. involvement in Vietnam, DD 449 served primarily as a unit of hunter-killer task forces operating throughout the Pacific and Far East. That role has now been extended to shore bombardment and SAR patrols along the Gulf of Tonkin.

USS Fletcher (DD 445)

Fletcher, named for Admiral Frank Friday Fletcher, hero of the landing at Vera Cruz, Mexico, also wasted no time entering the war.

In November 1942, near Savo Island in the South Pacific, she shot down six enemy aircraft in two days, and aided in sinking a Japanese cruiser. *Fletcher* also helped to sink the Japanese submarine *RO 102* off Guadalcanal about the time the island was secured by U. S. forces.

In the ensuing move northward, *Fletcher* was undamaged during three years of action which included the Gilbert and Marshall islands campaigns.

Her luck ran out, however, in 1945. A 6-inch enemy shell, fired from a hidden shore battery on Corregidor, ripped through *Fletcher's* main deck. It killed eight men, put both her forward guns out of commission and started a blaze in a gun magazine. Firefighting efforts by the crew kept her from being damaged further, and within a matter of days the destroyer was back on the battle line.

Fletcher remained in the Philippines until May 1945 when she returned to the U. S. She was placed out of commission in January 1947, but two and a half years later was recommissioned.

She joined an ASW unit in the Far East and was in Hong Kong with the carrier *Valley Forge* (CV 45) at the outbreak of the Korean conflict. In addition to serving as screen for carriers during air strikes

against the North, *Fletcher* participated in the invasion of Inchon, fired shore bombardment, conducted ASW operations and patrolled the Taiwan Strait.

By the end of the conflict, she had earned five battle stars to add to the 15 she earned during WW II.

Like *Nicholas, Fletcher* also was at the 1954 atomic test site in the Pacific. Since then her activities have consisted of periodic tours in the Far East, including recent operations off Vietnam.

***USS O'Bannon* (DD 450)**

Named after the Marine lieutenant Presley N. O'Bannon who led a landing party that stormed a fortress at Tripoli, DD 450 entered World War II with a 350-man crew, three-fourths of whom had no previous sea duty. Both ship and crew, however, were to acquire combat experience quickly. Enough for *O'Bannon* to accumulate 20 battle stars.

Proceeding to the Solomon Islands, *O'Bannon* initially served as a convoy screen, but she also patrolled for submarines and shelled enemy shore installations.

During the fall of 1942, she was part of the defense force bent on destroying the Japanese "Tokyo Express"—reinforcement ships bound for Guadalcanal.

On the night of 12-13 Nov 1942, she took part in the wild melee to be known as the battle of Guadalcanal, in which she was credited with helping to sink the battleship *Hiei* and with attacking a cruiser.

She herself was only slightly damaged by underwater explosions and a fragment of an eight-inch shell.

Remaining in the Solomons into 1943, *O'Bannon* bombarded an enemy airfield on New Georgia Island and later brought down two planes. She continued her surface strikes against enemy shipping and, in addition, was credited with a probable kill of an enemy submarine.

While on convoy duty in June, *O'Bannon* fought against an air attack that sank two U. S. cargo ships, uss *Aludra* (AK 72) and *Deimos* (AK 78).

Gunsmoke had hardly cleared by July when *O'Bannon,* together with *Nicholas,* the destroyer *Strong*

USS Fletcher (DD 445) and USS O'Bannon (DD 450)

USS Nicholas (DD 449)

(DD 467) and the cruisers *Helena* (CL 50), *Honolulu* (CL 48) and *St Louis* (CL 49) intercepted an Express convoy, with the battle of Kula Gulf as the result.

Enemy losses were great, but *Helena* and *Strong* were sunk. Under fierce enemy fire, *O'Bannon* and *Nicholas* picked up survivors.

Two weeks later, *O'Bannon* again ran into the Express and was credited with sinking an enemy destroyer.

By midsummer, she and three other DDs had sunk two more enemy destroyers and numerous barges headed for Japanese garrisons in the LaVella-Kolmbangara areas.

In October, *O'Bannon* in company with uss *Chevalier* (DD 451) and *Selfridge* (DD 357) intercepted a large enemy force and succeeded in sinking a *Yubari*-class cruiser. During the fight, *Chevalier*, while sinking, rammed *O'Bannon*. Nevertheless, *O'Bannon* stood by and rescued survivors.

For this, and preceding actions, *O'Bannon* was awarded the PUC.

In 1944, she supported landings in New Guinea, the Morotai Islands, and Mindoro.

In the spring and summer of 1945, she accompanied U. S. carriers on strikes against the Sakishima Gunto at the southern tip of the Ryukus and the Northern Honshu and southern Hokkaido area of the Japanese home islands.

O'Bannon was still on station when the Japanese surrender was announced. In company with the destroyers *Nicholas* and *Taylor* (DD 468), she formed the escort for the battleship *Missouri* as she steamed into Tokyo Bay.

After five years in the Pacific Reserve Fleet *O'Bannon*, as DDE 450, joined TF 77 in the Sea of Japan for air and sea operations against the Korean peninsula.

She provided shore bombardments against enemy gun emplacements, road and railway supply routes and troop concentrations.

Since the outbreak of hostilities in Vietnam, *O'Bannon* has been assigned to gunfire support and sea-air rescue missions during three tours in the South China Sea.

'Mike Eight' Gets an Aluminum Hull

THE NAVY has launched a program to construct the hulls of the mechanized landing craft (LCM) of lightweight aluminum in lieu of steel. These craft transport Marines and material from the assault anchorage to the beach during amphibious operations.

The Navy assigned the task of testing the new high-strength aluminum LCM (8), commonly referred to as "Mike 8," to Assault Craft Unit Two (ACU 2) located at the Naval Amphibious Base, Little Creek, Va. ACU 2 obtained the first operational aluminum LCM (8) in the Navy last July. For the next six months, personnel from ACU 2 tested and evaluated the craft and submitted reports to the Naval Ships Systems Command headquarters. In those reports the unit recommended many changes to the prototype.

While ACU 2 was conducting these tests, the Navy simultaneously issued contracts for construction of the aluminum landing craft. Thirty-five aluminum LCMs have already been delivered and another 70 will be built during the next three years. The Navy is incorporating most of the ACU 2 recommendations in craft built subsequently to the prototype.

During the tests, the lightweight LCM created problems for the ACU 2 examiners. Boatswain's Mate First Class Rowland Woodard, the coxswain, soon discovered that the lightweight aluminum hull resulted in the bow of the craft rising too high when the craft was in an unloaded condition, thereby hampering clear vision over the ramp and forward of the bow.

After several experiments, ACU 2 solved the bow lift problem with a transom wedge fitted under the stern of the boat. The flow of water under the stern strikes the wedge and forces the stern upward, thus neutralizing the bow lift and permitting clear visibility over the ramp door.

The aluminum LCM (8) measures 71 feet long and 21 feet wide. It is about one-third lighter than its steel-hulled counterparts. The aluminum LCM weighs 45 tons and can transport a load in excess of 65 tons, significantly more than its own weight.

The primary advantage of the aluminum LCM is its light weight. Aluminum LCMs are light enough to be deck loaded by the new Attack Cargo Ships (AKA) being constructed.

It is expected the aluminum LCM (8) will become fully operational sometime in the near future.

Pathfinder of the Sea

WHEN WAGON TRAINS rattled westward over the American prairies, scouts rode ahead plotting a route through the uncharted territory. Although wagon trains have long since rumbled into history, uncharted territory is still with us and much of it is under water. That's where uss *Towhee* (AGS 28) enters the picture.

Towhee is also a scout but, instead of prairies, she surveys the unknown areas of the ocean, recording her explorations on charts and maps to facilitate navigation.

She is one of the Navy's five hydrographic survey vessels and has been operating in the Western Pacific where her crew of seven officers and 97 enlisted men have plenty of opportunity to use their surveying knowledge and skill.

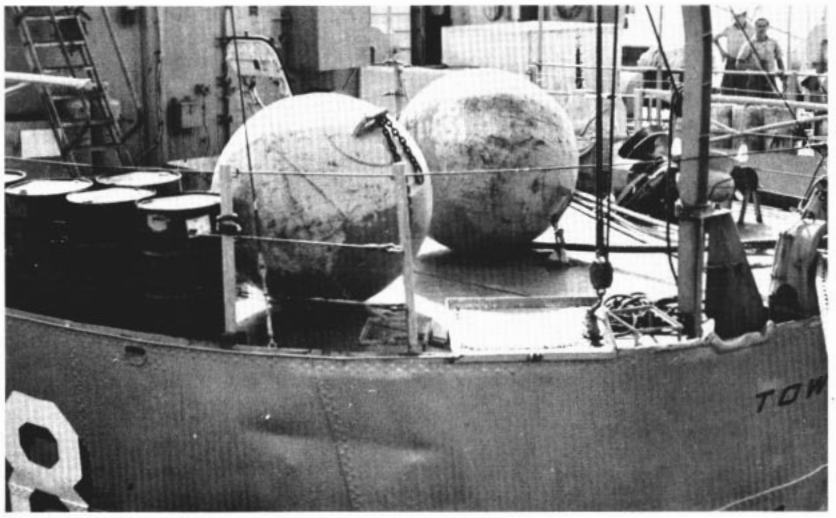
Towhee began life as a Fleet minesweeper and has seen service in both the Atlantic and the Pacific since her commissioning in 1945. She was converted to her present use in April 1964 and began her first survey mission in the western Atlantic the following August.

Towhee's longest survey took place in 1965 when she was away from her home port at Norfolk for almost three months, working a total of 6800 survey miles in the western Atlantic.

On 19 Jul 1966, *Towhee* returned to the Pacific after an absence of about 20 years. She is now homeported at Pearl Harbor and enjoys the company of her sister ships uss *Tanner* (AGS 15) and uss *Sheldrake* (AGS 19).

Like the scouts of the American frontier, *Towhee* and her sisters scout the frontiers of the sea and take pride in the motto: "The Fleet goes where the survey ships have been." —H. P. Buscher, SN, USN.

SURVEYING SKIPPER—LCDR G. Stewart, Jr., commands *Towhee* which produces aids to navigation. *Below:* Calibration buoys used to check equipment.



HYDROGRAPHIC SHIP—*Towhee* surveys the ocean's depths and boundaries.

A PROUD SHIP REJOINS

THE PROUD BATTLESHIP USS *New Jersey* (BB 62) has rejoined the Fleet, after 10 years of repose—and readiness—in mothballs.

Last year, acting on Navy recommendations, then Secretary of Defense Robert S. McNamara approved the reactivation of the Navy's most modern battlewagon.

The big ship was towed from her mothballed position last summer and put into drydock at Philadelphia Naval Shipyard. Over 2000 men began working in three shifts to rehabilitate the ship and get her ready for sea. There was much to do.

Sheet metal protective coverings had to be stripped from the gun mounts. Plastic cocoons which kept out moisture during the ship's long period of inaction were removed.

Dehumidifying equipment was taken out. Grease and other preservatives had to be wiped off thousands of surfaces.

UNDERWAY AGAIN—*USS New Jersey* (BB 62) was reactivated after almost 11 years in mothballs. She was overhauled at Philadelphia shipyard.

Although *New Jersey* has been a part of the Navy for 25 years since her commissioning, she is not tired, worn out. Each time, when her job was done, she was mothballed until needed again. In all, she has been a commissioned ship for a total of only 10 years.

Thus, when *New Jersey* was opened up by the shipyard workers, she was found to be in remarkably good shape. Her bulkheads and decks were well preserved, and her machinery was in good running order.

WORKMEN BEGAN getting her ready for sea. They sandblasted her hull and gave it a new paint job. They replaced her four screws. Electrical wiring—some 230 miles of it—was replaced.

New Jersey received new gunfire control computers and target designation systems. She received new navigational radar. New communications systems were installed to bring the battleship up to today's Fleet standards.

Vertical replenishment by helicopter is an important part of modern-day resupply methods, so *New Jersey's* fantail was covered with a helicopter landing area. Necessary helo refueling and tie-down facilities were also installed. The battleship will not carry her own helo, of course, but will now be capable of receiving copters from other ships.

Some 76 air-conditioners were brought aboard and placed in all living and messing areas.

New asphalt tiling was laid in all berthing spaces, passageways, and mess decks. Living compartments and offices received fluorescent lighting.

Four-man tables replaced the old-style long tables in the mess deck areas. Each bunk in the berthing compartments received a three-inch foam mattress, plus an individual reading lamp.

While *New Jersey* was being readied to join the Fleet, her new crew was being prepared to become the new breed of battleship sailors.

AS THE SHIPYARD work was in progress, a nucleus crew of about

300 men were aboard the ship with the Commanding Officer, Captain J. Edward Snyder, USN. This nucleus, consisting of department heads and key petty officers, assisted in outfitting the ship and testing the machinery and equipment.

Their job was to become familiar with details of the ship and her equipment so they could serve as on-the-job instructors to the balance of the crew when it reported.

The majority of *New Jersey's* 1470-man crew had been training at San Diego's Pacific Fleet Training Command.

The new executive officer, Commander J. S. Elfelt, USN, plus his assistant, department heads and division officers, organized the main portion of the crew according to administrative guidelines provided by Commander, Cruiser Destroyer Force Pacific. COMCRUDESPAC is the type command to which the battleship will be assigned. The balance of the crew reported aboard the ship in Philadelphia in mid-March.

When the announcement was made that the battleship *New Jersey* would be recommissioned, the Bureau of Naval Personnel was quickly flooded with letters and telephone calls requesting duty on board the behemoth. Many were old battleship sailors who wanted to get back into their battlewagon traces. In fact, there are about 40 former crewmembers aboard *New Jersey*.

Most of the new battleship sailors speak of intangible things like pride when they give their reasons for putting in for *New Jersey*. One young officer tells of wanting to serve in the BB Navy since he was knee high. Now he has his chance.

A YOUNG PETTY OFFICER thinks ahead to the stories he can tell his grandchildren about battleship duty. In a few years, he says, there won't be many who can tell such sea stories.

One chief had put in his Fleet Reserve papers and was ready to go out on 20. When he heard about the decision to reactivate the battleship, he promptly pulled his papers and requested duty aboard *New Jersey*.

COMPLETING SEA TRIALS—Anchor detail stands by on forecastle as *New Jersey* steams into Delaware Bay after completing her reactivation sea trials.

Another CPO, who has served in many different kinds of ships in a 20-year career, says he has "always dreamed of battlewagon duty."

New Jersey was recommissioned on 6 Apr 1968. During the commissioning ceremony, Secretary of the Navy Paul R. Ignatius was principal speaker. Other dignitaries included the governor of New Jersey, the Honorable Richard J. Hughes; Admiral Thomas H. Moorer, Chief of Naval Operations; and General Leonard C. Chapman, Commandant of the Marine Corps.

New Jersey has now made her way down the Delaware River into the Atlantic to prepare for duty with the Pacific Fleet. She is having her fitting out completed, after which she will undergo shakedown training, and shortly thereafter will transit the Panama Canal to report to COMCRUDESPAC.

Long Beach, Calif., will be *New Jersey's* home port when she joins the Pacific Fleet. Long Beach, which was also home port for battleships during World War II and the Korean conflict, was chosen primarily because of its deep harbor, which will enable the big ship to tie up at a pier.

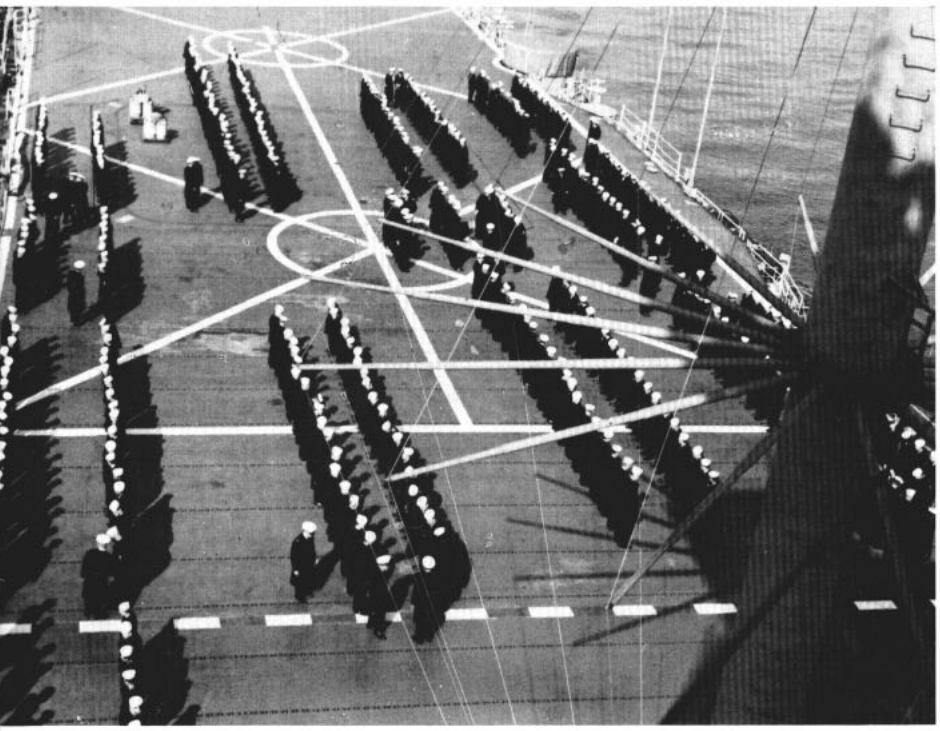
There is also adequate housing in Long Beach for the crew's dependents. The Philadelphia Naval Shipyard, where the ship was reactivated, will remain her home yard.

For those newcomers to the Navy who have only heard long and loving stories about battleships told by old salts on the fantail, here are some pertinent facts about this BB which should bring you up to date.

New Jersey is almost 888 feet long, and about 108 feet wide. She displaces 45,000 tons standard, and she is capable of speeds up to 33 knots. Her main armament is her nine 16-inchers in three turrets, two forward of the superstructure, the other aft. She also carries 20 5-inch/38-caliber guns.

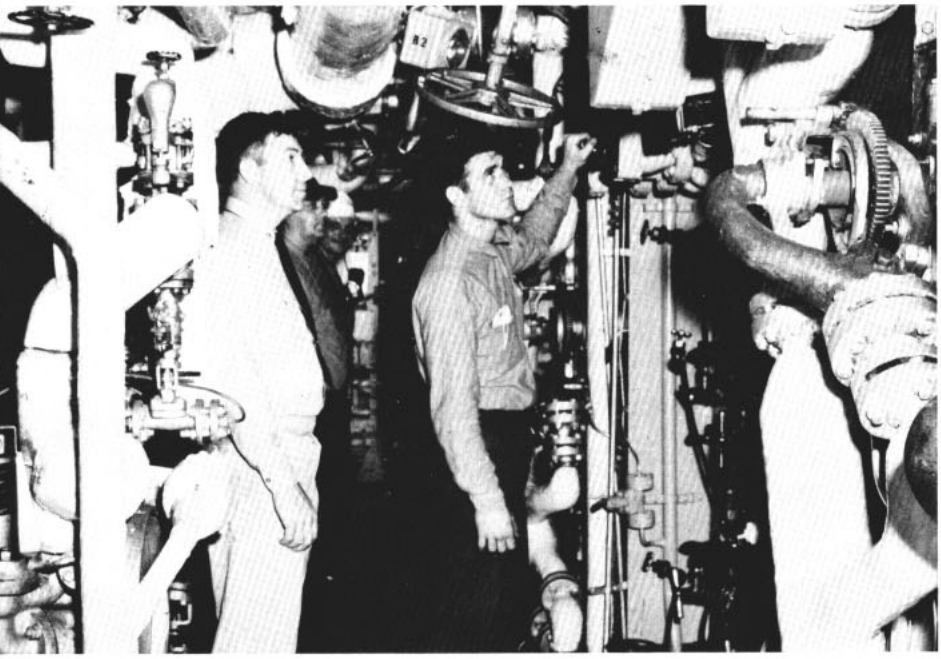
She is not only heavily armed, but also heavily armored. Her armor is 17 inches thick in places, and she has a belt of armor about 12 inches thick going completely around her middle.

—Jim Teague, JO1, USN



AWARDS GALORE—Crewmembers of *USS Wright* (CC 2) stand formation during awards ceremony that saw some 150 '*Wright*-guys' receive citations.

WRIGHT ON FULL POWER



"ALL ENGINES AHEAD flank, indicate 325 rpm's." The orders came from the Officer of the Deck on the bridge of the command ship USS *Wright* (CC 2) to Main Engine Control.

Tension was in the air. Excitement filled the ship as this 700-foot floating island of steel, displacing 20,000 tons and housing 1100 men, knifed through the waters of the Atlantic.

The time for the grueling annual four-hour full power trial for *Wright* was at hand. Another test was ahead for the "*Wright*-Guys" on the "*Wright*-ship," as qualified observers stood by to grade the performance of her main propulsion plant and the degree of readiness of her operating personnel and equipment.

At stake was the Flotilla "E." On the line were *Wright's* engineers and shiphandlers. A real team effort would be required for the boilers to provide the steam, the engines to utilize it properly and efficiently, and the shiphandlers to maintain a true course. The events during the period 0700 to 1600 on this particular day in 1968 would decide the issue.

The crew was prepared. By 0700 the engineering plant had been checked out and was in peak condition to begin the test. For normal steaming, two of *Wright's* four big oil-fired boilers would be sufficient to provide steam for the four steam-driven turbine engines. For this test all boilers had to be put on the line.

The boilermen in the fire rooms cut in the burners to light off boilers one and three. Now all four boilers were on the line. At 0850 the ship's speed was increased to 20 knots, and the gradual buildup to 32 knots began. To attain full power each boiler had to maintain steam at 615 psi (pounds per square inch) and 850 degrees of superheat throughout the run. The engineers worked at high pitch in all four fire rooms and both engine rooms.

The ship picked up the tempo as the shafts began to turn over at a faster rate exerting all 120,000 horsepower, and she began to shudder and vibrate from stem to stern.

Twenty-five knots, then 27 knots, then 30 knots and finally 32 knots, ordered by the Officer of the Deck. The throttleman on each engine turned the throttle wide open. The engines answered the orders, first 245 rpm's, then 265 rpm's then 296 rpm's and finally the required 325 rpm's.

The ship was cutting a path through the ocean at 32 knots. On the bridge everyone was tense. The Officer of the Deck stood ready; the phone talkers were alert. The helmsman gripped the wheel as the ship pitched and rolled. It was his function to maintain the ship's course using no more than three degrees rudder.

Each engineer on station in the engine rooms, fire rooms and other engineering spaces was waiting for the big test.

The period of preparation was over.

Could they achieve 76,560 revolutions on number 1 shaft, 78,000 revolutions on number 2 shaft, 78,000 revolutions on number 3 shaft and 76,560 revolutions on number 4 shaft during the four-hour period?

It was not a question of whether they could—they had to.

If they were short on any of the four shafts, the whole trial would be unsatisfactory—no matter what else they accomplished.

Could they keep the fuel consumption under 775 gallons per hour for the four-hour period?

Could they observe all safety precautions and good engineering practices for the next four hours under such grueling conditions? They must if they were to obtain full credit for these requirements.

At noon came the order "commence full power trial at maximum speed." The battle was beginning.

This meant the OOD had to maintain a careful vigil; the helmsman had to steer a true course; the engineers had to be on their toes, looking for plant malfunctions; the men in the boiler rooms and engineering departments had to insure that all safety precautions were adhered to and that gauge pressures, thermometer temperature and main engine vacuum were maintained.

At 1559 came the order, "One minute standby to complete full power trial." The engineering officer anxiously checked the rpm counter on numbers 1 and 4 engines. He realized that their total count would be very close to the trial requirement.

Then came the order, "15 seconds . . . 10 seconds . . . 5, 4, 3, 2, 1, Mark! Complete full power trial."

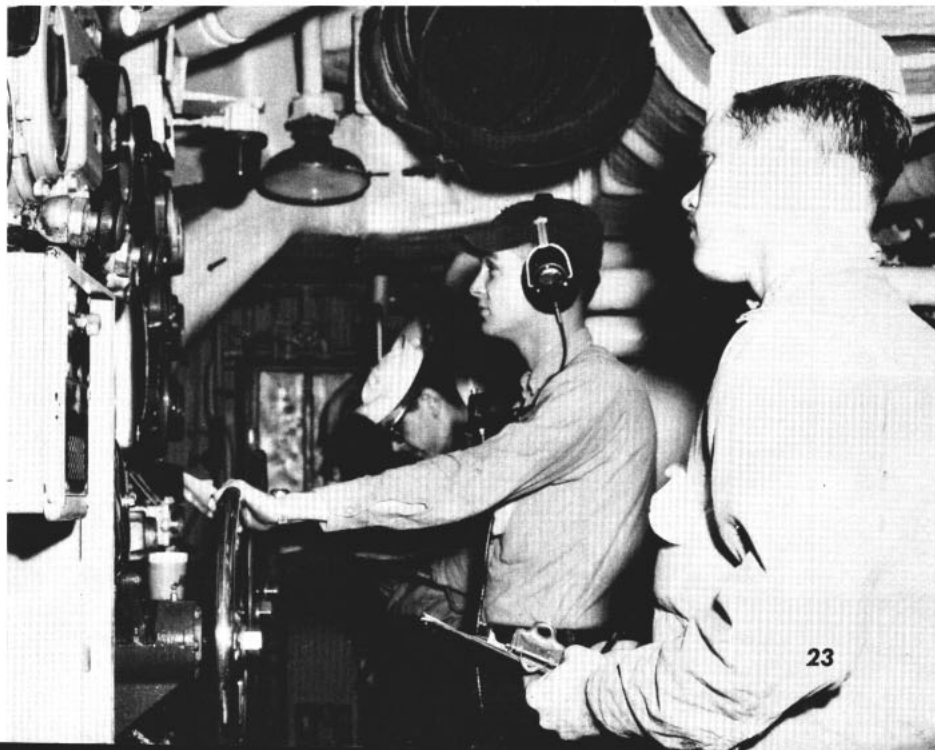
The crew came through. The test was completed. Now came the most trying part of all—waiting for the results. Had the required number of revolutions been met? Had the other requirements been met?

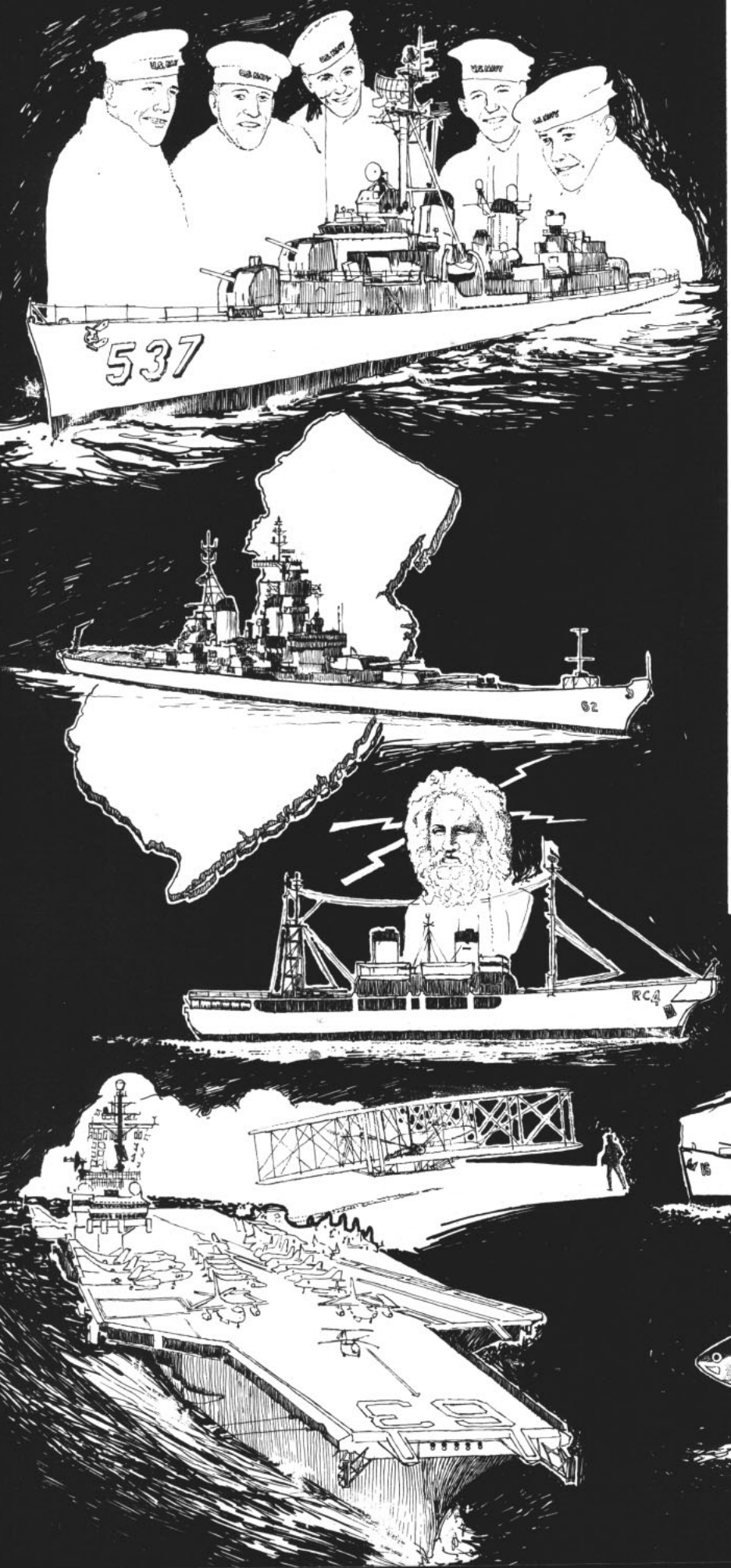
The first answer came quickly. All shafts had satisfied the required number of revolutions. Engines 1 and 4 had finished just 12 and 20 revolutions, respectively, over the required 76,560 revolutions. The other two engines were well over the required number.

Oil consumption was well under the limit. The feed water was "on the money," and all the other requirements were met. *Wright* had successfully completed her full power run.

The results of this trial are a tribute to the whole *Wright* crew for their maintenance, upkeep and operation of the ship. They proved again that *Wright* is ready.

ALL AHEAD FLANK—Engineering crewmen stand ready during *USS Wright* full-power run. *Above:* The result can be seen in the churned up seas.





CHRISTENING A NAVY SHIP

EVER NOTICE how many people have "Jr." after their names? There are two probable reasons for this preponderance of named-after people:

First, the obvious one of family tradition, and the natural desire to see the family name and its traditions perpetuated.

Another possibility, however, and one which is certainly credible, is that Mom and Dad never did finally decide on a definite name. Then, when the nurse asks for the newborn's name ("We need it for the records, Sir"), Dad stammers his own name—assuming he can remember it—and adds "Junior."

The people charged with recommending U. S. Navy ships' names have no such easy way out. There are various rules to follow—and the selection of a name which a ship will carry makes an interesting story.

First of all, the following account should be recognized as a general guide in selecting ships' names. While there are rules, the final selection may be, and sometimes is, determined by criteria which are aimed at enhancing the tradition of the greatest Navy in history.

Each type of U. S. Navy ship has

What's In a Name?

its own category from which names for new vessels are generally drawn. Certain types, for example, honor the names of heroic ships of the past; others perpetuate the names of famous naval battles; and still others honor heroes of the Navy, Marines and Coast Guard.

Deviations from traditional categories, as stated above, do occur. In any case, the selection of a name calls for careful preparation, and must be approved by the Secretary of the Navy, since he, by law, has the responsibility for assigning names to U. S. Navy ships. (Incidentally, only one class of ship—the battleship—is specifically named in accordance with law.)

SECNAV'S AUTHORITY for naming vessels comes from an act of Congress passed on 3 Mar 1819. The act provided that "All ships of the Navy of the United States, now building, or hereafter to be built, shall be named by the Secretary of the Navy, under the direction of the President of the United States, according to the following rule—to wit: Those of the first class shall be called after the states of the Union, those of the second class after the rivers, and those of the third class after the principal cities and towns, taking care that no two vessels in the Navy shall bear the same name."

As the roster of naval ships increased, revisions of the original plan were made. On 12 Jun 1858, the following law was passed:

". . . be it further enacted that all of the steamships of the Navy now building, or hereafter to be built, shall be named according to the following rules, namely, all those of 40 guns or more shall be considered of the first class, and shall be called after the states of the Union; those of 20 and under 40 guns shall be considered as of the second class, and be called after the rivers and principal towns or cities; and all those of less than 20 guns shall be of the third class, and named by the Secretary of the Navy as the President may direct, care being taken that no two vessels in the Navy shall bear the same name."

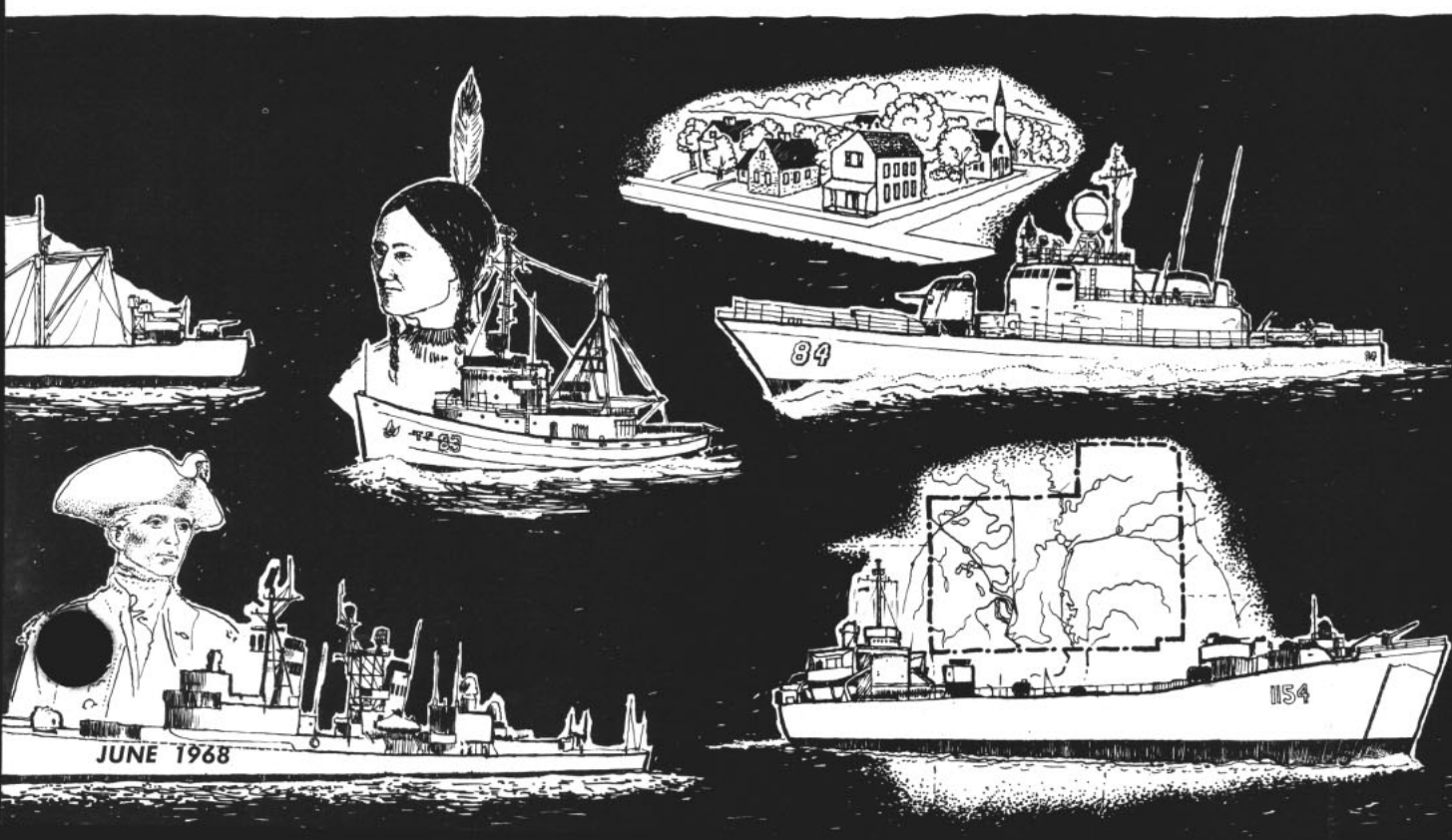
Today, the process of selecting an appropriate ship's name involves research and recommendation by the Naval History Division in the Office of the Chief of Naval Operations. The recommendation is presented to CNO for approval, then to SecNav, whereupon, if approved, the new name is assigned to the ship.

If a new ship is to be of a classification already on the Navy List, the source from which her name is to be selected is a matter of existing policy.

WHENEVER the Navy gets a new type of ship, as was the case when the *Polaris* submarines joined the Fleet, the Navy settles on a new category from which names can be selected. For instance, the 41 Fleet ballistic missile submarines bear the names of "distinguished Americans and others whose lives have paralleled and contributed to the growth of democracy."

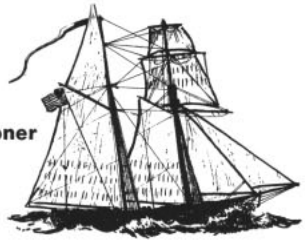
To keep pace with the Navy's changing Fleet, many revisions in policy have been made since the Act of 1858. "First class" ships, now considered battleships, still are named for states. Moreover, these vessels "shall not be named for any city, place or person until the names of the states have been exhausted."

The single departure from the established battleship-naming policy



USS ENTERPRISE 1775 - 1968

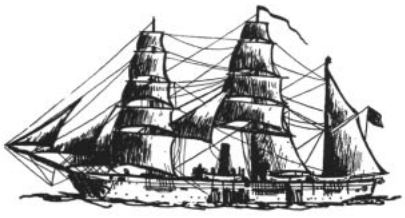
1775-1777
Sloop of the Revolution



1777
Armed Schooner

1799-1823
'Lucky Little Enterprise'

1831-1844
Ten-Gun Schooner



1877-1909
Steam Corvette

occurred in the naming of USS *Kearsarge* (BB 5), and that followed an act of Congress.

During the Civil War, the career of the sloop *Kearsarge* had been so outstanding that later, when it came time to name one of the early battleships, Secretary of the Navy Hilary A. Herbert urged President Cleveland to allow the battleship to be designated *Kearsarge*. In March 1895, an act of Congress authorized the construction of two battleships, and the act included the special clause that "one of said battleships shall be named *Kearsarge*."

This is one example of departure from normal ship-naming policy. The reasons for the deviations vary. For instance, the Navy on occasion retains the original name of an acquired vessel, providing the name is considered generally appropriate. Typical of this was USS *Corsair*, a former yacht converted into a World War I patrol and convoy escort.

FOR THIS REASON, and sometimes in compliance with a request by a former owner, the Navy has retained the names of many merchant marine vessels which had been named by the Maritime Commission before they were acquired by the Navy. Likewise, several ships acquired from the Army still retain their original names.

Furthermore, when a ship (already named) has her classification changed, the general rule is that she retains her original name despite the redesignation.

There have been other deviations from the naming rules, of course, as you will see below. But, on the whole, the tradition of keeping to the proper categories when naming new ships is honored.

The following points up the role of tradition in selecting a name.

It was once suggested that a ship be named for Mom Chung, a Chinese-American plastic surgeon. She was called "Mom" by many World War II American flyers and submariners—over 2000 of them, in fact—who all belonged to a sort of club, and became her adopted "sons." They visited her whenever they got the chance, and she provided counsel and friendship to them all. Tiny jade Buddhas given to each of them by Mom Chung identified them to one another.

Admiral Arleigh Burke, who was CNO when the suggestion for a ship named for Mom Chung was put forward, and who had known Mom Chung himself, turned down the suggestion on the grounds that it swerved too far from Navy tradition.

In his memorandum turning down the proposal, Admiral Burke noted that Mom Chung was ". . . a great woman, probably one of the greatest and one of the kindest that I'll ever know." Yet, he could not go along with naming a ship after her, on the basis that it would break the rules and traditions, and there was no ship-naming category into which Mom Chung would fit.

OFTEN these traditional categories save a lot of time and explanation when the selection committee in the Naval History Division recommends one name and turns down other suggestions for a ship's name. As you might expect, that office is the clearing house for all suggested names which are constantly sent to the various government offices in Washington.

Perhaps the most often suggested names for new ships come from towns and cities all over the country. The Navy, of course, is flattered that a town or city should want to identify with a Navy vessel, but obviously

1916-1919
World War I Patrol Vessel

1938-1956
CV 6, The 'Big E' of WW II

Today
USS Enterprise (CVAN 65),
Nuclear Powered Carrier

FBM SUBMARINES from George Washington to George C. Marshall

there are many more cities than there are new ships to name after them. Current policy is, if otherwise appropriate, to name new ships after cities whose names also agree with categories on the list.

To reiterate, there are more names being suggested than there are sterns to paint them on. It was not always such a happy state of affairs for the office with the job of providing names for new ships. During World War II, for instance, ships were being built at a tremendous rate. This sometimes made for a sticky situation for those who had to come up with the names and make them slide nicely into the established categories.

Captain William F. Calkins, USNR, wrote of the wartime name-calling difficulties in the July 1958 issue of the *Naval Institute Proceedings*.

He told of the trouble the Navy had coming up with names like *Clamp*, and *Swivel*, for 50 salvage vessels, and the difficulty of finding several hundred words like *Shelter* or *Caution* for the minesweepers.

Perhaps the ships with the hardest names to come up with were the submarines. In recollecting the difficulties in finding names of fish, or "denizens of the deep," he noted that "there are nowhere nearly as many fish as you may think there are. More particularly, since ichthyologists seem to prefer Latin names for fish, there are even fewer fish names that the average citizen-sailor can (a) pronounce, (b) spell, or (c) even recognize as belonging to a fish." One solution was to use different names for the same fish.

Things have changed somewhat since then; however, the name-selecting process calls for a knowledge of history, geography and research, combined with diplomacy. The Navy today can draw on the names of many ships crossed off the Navy List since World War II, thus carrying on the tradition of honoring former ships. And, as has been stated, more types of new ships are named after cities.

A RECENT EXAMPLE of this was the naming of a new ammunition ship, the AE 28, USS *Santa Barbara*. According to legend, Santa Barbara, said to have lived in the fourth century, is considered the protectress against lightning, thunder, and explosive flame, and has come to be known as the patron saint of cannoneers. AE 28 was named for the city of Santa Barbara, Calif., whose name derives from Mission Santa Barbara, located there. The name of the mission is said to be associated with the legend.

Thus, in the outline below, you will see the category "U. S. cities" many times, but the name of the city will also agree—often—with another basic category.

Some of the ships' names mentioned below are those of vessels stricken from the Navy List. These names have been listed instead of names of active-duty ships when they better exemplify ship-naming policy.

Carriers

Aircraft carriers, both attack (CVA) and antisubmarine (CVS), bear famous names (USS *Forrestal* and *John F. Kennedy*), the names of famous ships formerly on the Navy List (*Kearsarge*), and important U. S. battles, operations and engagements (*Coral Sea*). In this connection, it might be noted that vessels in the carrier category bear the names by which actual battles are known rather than for the places

John Paul Jones
In his personal conduct, his bold courage, his skillful tactics and strategy, he set up standards that exist to this day.

John Barry
One of the first men to be commissioned he was also instrumental in encouraging construction of naval vessels.

Joshua Barney
Another "Old Navy" captain, veteran of the Revolution and War of 1812, he was tough, shrewd, an expert seaman.

Thomas Truxtun
As skipper of Constellation, he showed skill fighting, but his greatest contribution was as a navigator and seaman.

Benjamin Stoddert
As first Secretary of the Navy, he shaped future policy, was instrumental in greatly increasing size of Fleet.

where the battle occurred.

In the carrier group is a notable exception to the Navy's usual policy for naming ships of this type. USS *Shangri-La* (CVA 38) is named in commemoration of the day when Colonel James H. Doolittle, with 79 other fliers, took off in 16 B-25s from a carrier to drop the first bombs on the Japanese mainland.

At that time, President Roosevelt informed the press that COL Doolittle and his group had taken off from a secret place—*Shangri-La.* It was later disclosed that Doolittle's secret takeoff spot had been USS *Hornet* (CV 8). When a new carrier was completed in 1944, she was named *Shangri-La* and, appropriately, was christened by Mrs. Doolittle.

Battleships

The battleship (BB), as everyone knows, is named for one of the states. All BBs were decommissioned in the late 50s; however, USS *New Jersey* is back on duty after recommissioning early in April. Three other battlewagons are in mothballs: USS *Iowa* (BB 61), *Missouri* (BB 63) and *Wisconsin* (BB 64).

USS *Arizona* (BB 39), the battleship sunk at Pearl Harbor on 7 Dec 1941, might be said to be in "commemorative commission." As you know, the hulk of *Arizona* now lies at Pearl Harbor, submerged beneath a permanent memorial. Each day her flag is raised and lowered as are the colors of any active ship of the Fleet. *Arizona* traditionally receives passing honors from other ships of the Fleet.

It might be appropriate to quote Admiral Arthur Radford, then Commander in Chief of the U. S. Pacific Fleet, who said in an act of remembrance on 7 Mar 1950: "From this day on, USS *Arizona* will again fly our country's flag just as proudly as she did on the morning of 7 Dec 1941. I am sure *Arizona's* crew will know and appreciate what we are doing."

Cruisers

In the cruiser class, heavy cruisers (CA), guided missile heavy cruisers (CAG), light cruisers (CL), antiaircraft light cruisers (CLAA) and guided missile light cruisers (CLG) may be named for cities of the U. S., like *Newport News,* and capitals of U. S. possessions and territories. Guided missile cruisers (CG), are named for cities in the United States.

One notable departure from the cruiser-naming rules is the guided missile cruiser *Canberra* (CAG 2). The only major U. S. Navy ship bearing the name of a foreign city, *Canberra* originally was planned to be named *Pittsburgh.* Before launching, she was renamed *Canberra* in honor of the Australian cruiser sunk in the Battle of Savo Island early in World War II. Originally designated CA 70, she was converted to a guided missile cruiser in 1956.

***USS Benjamin Stoddert* (DDG 22)**

***USS Lawrence* (DDG 4)**

Command Ships

Command ships (CC) are named for cities in the U. S. (*Northampton*).

Wright (CC 2) is not really an exception, since she has borne several different classifications. Named for Wilbur and Orville Wright, she was laid down as a heavy cruiser, but was modified before completion to a light aircraft carrier (CVL). While in mothballs she was classified an aircraft transport (AVT), and in May 1963 she became a command ship.

Destroyers

The matter of naming all sorts of destroyers is a story of people. It should be mentioned here that Navy ships are never named for a living person.

You are probably aware of the fact that there have been several ships named after women. Two warships—a destroyer and a Civil War sidewheeler — and five transports have been named for women. The first U. S. combatant vessel ever named after a woman was USS *Harriet Lane.* This ship was named for the niece of President John Buchanan. *Harriet Lane* was a 619-ton sidewheeler with four guns. She was transferred to the U. S. Navy from the Treasury Department in 1861.

The only other combatant ship ever named for a woman is USS *Higbee* (DDR 806), named for Lenah S. Higbee, Superintendent of Navy Nurses during World War I. *Higbee* is still in commission, but the five transports have long been decommissioned.

Destroyers (DD), guided missile destroyers (DDG), radar picket destroyers (DDR), frigates (DL), and guided missile frigates (DLG) are named for deceased members of the Navy (*Kidd*), Marine Corps

Edward Preble
Best known for his campaign against pirates in Med, he also had great influence on rising generation of Navymen.

William Bainbridge
Active in War of 1812 and campaign against Tripoli pirates, he had great influence among junior officers of time.

Stephen Decatur
Best known for heroism in the War of 1812, he was a brilliant seaman, and early Commissioner of Naval Affairs.

Isaac Hull
A distinguished commander of the post-Revolutionary period, he did much to establish professional standards.

James Lawrence
Another brilliant commander who did much to establish a tradition for the young Navy in War of 1812.

(*O'Bannon*) and Coast Guard (*Satterlee*); and Secretaries of the Navy (*Frank Knox*).

Escort ships (DE), guided missile escort ships (DEG) and radar picket escort ships (DER), are named for deceased members of the Navy, Marine Corps and Coast Guard.

Destroyers can be named for more than one person, too, such as *The Sullivans* (for five brothers) and *O'Brien* (for six brothers). Others have been named for father-son combinations (*Goodrich*) and other family relationships.

An apparent inconsistency in destroyer-naming policy is *Norfolk* (DL 1), the first of the frigates to be built. When this vessel was first authorized and named she was to be a cruiser, and consequently was assigned the name of a city. When the ship was designated a DL, the original name was retained.

History buffs looking for inconsistencies may also mention the destroyer USS *Dallas* (DD 199). This ship is named after Captain Alexander Dallas, who gained fame in the War of 1812.

Submarines

Submarines started out being named for fish and denizens of the deep. Carrying fish and undersea names, such as *Pickerel, Haddock* and *Whale*, are submarines (SS), guided missile submarines (SSG) and nuclear powered submarines (SSN). Several former submarines, now auxiliary and transport vessels (APSS), still carry their former fish names (*Grouper*).

As new submarines are named, it is a practice to choose names of famous submarines formerly on the Navy List so that these ships and their brave men will not be forgotten.

Fleet ballistic missile submarines, as has been mentioned, are named for famous American patriots (*Patrick Henry*), and for others whose lives have paralleled and contributed to the growth of democracy (*Lafayette*).

Amphibious Ships

Amphibious force flagships (AGC) are named for cities and mountains of the same name in the U. S. and possessions, but they sometimes are named only for the mountain (*Mt McKinley*).

Attack cargo ships (AKA) are given the names of astronomical bodies (*Libra*) and counties in the U. S. (*Union*). The selection of county names is made primarily on the basis of "suitability" rather than the historical or contemporary importance of the county. However, when a county name is assigned, it represents all the counties of that name in all states.

Attack transports (APA) and transports (AP), the latter of the auxiliary vessel group, also bear the names of counties (*Sandoval*), deceased commandants and other officers of the Marine Corps (*Feland*), signers of the Declaration of Independence (*George Clymer*), famous men and women in history (*Florence Nightingale*), and famous men of foreign birth who aided our country in her struggle for independence (*Rochambeau*).

High-speed transports (APD) are ex-DEs and have retained their original names—those of personnel of the Navy (*Blair*), Marine Corps (*Daniel*) and Coast Guard (*Douglas A. Monro*)—killed in enemy action in World War II.

Inshore fire support ships (IFS) are named for weapons (*Carronade*). The new amphibious transport docks (LPD) are named for cities whose names are taken from explorers and developers of America, such as *Raleigh*.

Amphibious assault ships (LPH) are named for cities and U. S. naval battles of the same name in which Marines played a prominent part (or the battle only), such as *Iwo Jima*, and also for predecessor ships (*Thetis Bay*).

Dock landing ships (LSD) are named for cities and places of historical interest which bear a city's name, or for a historical landmark only (*Monticello*).

Medium landing ships (LSM) are named for small cities in the U. S. (*Kodiak*), and medium landing ships (rocket) are named for small cities and rivers of the same name or simply for a river (*White River*).

The famed workhorses of amphibious warfare ships, the tank landing ships (LST) bear the names of counties in the U. S. The new larger LSTs are named for cities which have the same name as the county in which they are located. (In this case, the ship honors both.)

Vehicle cargo ships (LSV) are named for small cities whose names indicate words describing the service performed by the ship, or the descriptive words alone (*Sea Lift*).

***USS Preble* (DLG 15)**

***USS Hull* (DD 945)**

Thomas Macdonough
Outnumbered and outgunned, he won a historically significant victory on Lake Champlain.

Matthew Perry
Best known for his treaty with Japan, he also pioneered in application of steam power and encouraged naval education.

David Farragut
One of the most famous of U. S. admirals, he rounded out an amazing career from War of 1812 through Civil War.

John Adolphus Dahlgren
The "New Navy" began to shape up rapidly as a result of his contributions in the field of ordnance and design.

Mine Warfare Ships

Mine warfare ships' names are normally named for birds, although minelayer destroyers (DM), ex-destroyers, retain their original names.

Mine countermeasure support ships (MCS) and minehunters (MHA/MHC) are named for U. S. cities which bear the names of birds (or the bird name only).

Minelayers (MMF, MMA, MMC) are named for former monitors. Minesweepers of all types (MSA, MSC, MSCO, MSF, MSO, and MSS) are named either for birds (*Raven*), or for U. S. towns bearing bird names, or for words expressing commendable ship qualities (*Aggressive*).

Patrol Ships

In the patrol vessel division of ships are the new patrol air cushion vehicles (PACV), 173-foot submarine chasers (PC), 180-foot escort ships (PCE), rescue escorts (PCER), coastal patrol craft (fast) (PCF), hydrofoil submarine chasers (PCH), 136-foot submarine chasers (PCS), patrol escorts (PF), hydrofoil patrol gunboats (PGH), 110-foot submarine chasers (SC), and fast patrol boats (PTF). All are named for small cities in the U. S., especially those that denote the action of the ship, such as *High Point*.

Patrol gunboats (PG) which are patrol vessels in a special category, are named for small cities in the U. S. whose names have been previously assigned to gunboats (*Asheville*), and those cities whose names denote agility, punch and daring. In this special category, daring men may also be considered.

Fleet Auxiliaries

In the auxiliary vessel group are destroyer tenders (AD), which are given names of localities (*Grand Canyon*) and areas (*Tidewater*) of the U. S., and of distinguished Americans. Contrary to popular impression, these vessels are not named exclusively for national parks, although many tenders bear the name of a national park in the sense of being a locality or general area which happens to contain a national park.

Two ADs whose names appear out of place are USS *Hamul* (AD 20) and *Markab* (AD 21), but these are ex-cargo ships retaining their former names.

Ammunition ships (AE), in addition to being named for volcanoes (*Vesuvius*), also bear names suggestive of fire (*Pyro*) and explosives (*Nitro*). As in the case of *Santa Barbara*, mentioned above, AEs are also being named for cities whose names have a connection with fire or explosives.

Degaussing ships (AG) are named for cities whose names are words with electrical connotation related to degaussing techniques. If no such city name is available, the word itself is used. An example is *Ampere*.

Stores ships (AF), and combat stores ships (AFS) are named for cities in the U. S. and astronomical bodies of the same name, or for the astronomical bodies only; and for cities in the U. S. whose names denote space, beauty, munificence or expansiveness (*White Plains*).

Miscellaneous auxiliary ships (AG), and icebreakers (AGB) are named for islands and bays of the U. S. and former names of cargo ships (*Observation Island*). Escort research vessels (AGDE) are named for distinguished Americans (*Glover*).

Hydrofoil research ships (AGEH) are named for small cities in the U. S. whose names denote action of, or are appropriate to the hydrofoil underway (*Plainview*). Command flagships (AGF) are named for mountains and mountain ranges.

Missile range instrumentation ships (AGM) are named for cities whose names denote space, power, distance, and watchfulness (*Longview*). Major communications relay ships (AGMR) derive their names from cities and counties which were sites of the Navy's first communication test stations.

Oceanographic research ships (AGOR) are named for meteorologists, physicists, and scientists (*Maury*). Radar picket ships (AGR) have names descriptive of their mission (*Guardian*).

Surveying ships (AGS), coastal surveying ships (AGSC), and satellite launching ships (AGSL), bear the names of astronomers, mathematicians, and oceanographers. Technical research ships (AGTR) are named for cities in the U. S., its possessions and territories, where major research is centered.

Hospital ships (AH) bear names which are synonyms for health, kindness, etc., and for cities in the U. S. whose names fit the category (*Sanctuary*).

Cargo ships (AK), dock cargo

***USS Perry* (DD 844)**

***USS Bainbridge* (DLGN 25)**

Henry Walke
A brilliant Civil War officer, he fought in important battles on the Mississippi, and skippered one of the first ironclads.

Alfred Thayer Mahan
Through his lectures and writing on naval history, he established a new concept of sea power as a decisive factor in warfare.

Stephen Bleecker Luce
Known both as the foremost seaman of the time and as father of the Naval War College, he worked toward an improved Navy.

George Dewey
His capture of Manila was spectacular but even more significant was the planning and foresight which made this victory possible.

ships (AKD), light cargo ships (AKL), net cargo ships (AKN), and general stores issue ships (AKS), are named for astronomical bodies (*Altair*), and for U. S. counties, especially those associated with college towns (*Muskingum*).

Aircraft ferries (AKV) are named after historical places and cities in the U. S. which are associated with aviation (*Hammondsport*).

Net laying ships (AN) are named for trees (*Butternut*), and for monitors formerly on the Navy list (*Passaic*). Oilers (AO) are named for cities and rivers which have the same name (*Cimarron*). Gasoline tankers (AOG) and replenishment oilers (AOR) bear the Indian names of rivers (*Kennebec*). However, many of the AO group are former Maritime Commission vessels serving in the Military Sea Transportation Service under their original names. Some of these are named for well-known missions (*Mission Capistrano*).

Fast combat support ships (AOE) are named for U. S. cities and rivers having the same name (*Sacramento*); and also cities adjacent to a large inland body of water.

Self-propelled barracks ships (APB) and small coastal transports (APC) are named for counties in the U. S. (*Mercer*). Repair ships (AR), battle damage repair ships (ARB), cable repairing or laying ships (ARC), landing craft repair ships (ARL), aircraft repair ships, aircraft (ARVA), aircraft repair ships, engine (ARVE) are named for characters in mythology (*Vulcan, Zeus*). ARs can also be named after major manufacturing centers.

Internal combustion engine repair ships (ARG) and salvage craft tenders (ARST) are named for islands in the U. S. (*Laysan Island*). Aircraft repair ships (ARV) carry the names of personnel associated with naval aviation (*Webster*).

Salvage vessels (ARS) and salvage lifting vessels ARSD bear the names descriptive of their functions (*Reclaimer, Windlass*). Aircraft repair ships, helicopter (ARVH) are named for U. S. cities which have a body of water of the same name.

Submarine tenders (AS) are named for pioneers in submarine development (*Bushnell*) and their birthplaces, and characters in mythology (*Orion*). Submarine rescue vessels (ASR) bear the names of birds (*Skylark*).

Auxiliary ocean tugs (ATA), Fleet ocean tugs (ATF), large harbor tugs (YTB), and medium harbor tugs (YTM) are named for communities with names of prominent Indians or Indian tribes (*Apache*). Salvage tugs (ATS) are also included in this category of names; in addition, they may take their names from smaller cities embodying a rich natural history.

Small seaplane tenders (AVP) are named for bays (*Casco*), straits (*Bering Strait*), islands (*Valcour*), and inlets of the U. S. and of possessions and territories (*Cook Inlet*). Aviation supply ships (AVS) are ex-AKs, ex-AGs and ex-IXs retaining their original names. Also retaining their names are distilling ships (AW) which are former oilers and miscellaneous ships, and advanced aviation base ships (AVB) which are ex-LSTs.

Unclassified miscellaneous vessels (IX) may bear the names of vessels formerly on the Navy List, names retained after redesignation and names of animals. The most famous IX, uss *Constitution*, carries the name she bore when she served in the early Navy when the U. S. was made up of 13 states.

***USS Maury* (AGS 16)**

Service Craft

Most of the service craft do not have names, but bear a number with the ship classification letters.

Name source categories exist for some of the larger self-propelled craft. A few, such as YTBs and YTMs, are named.

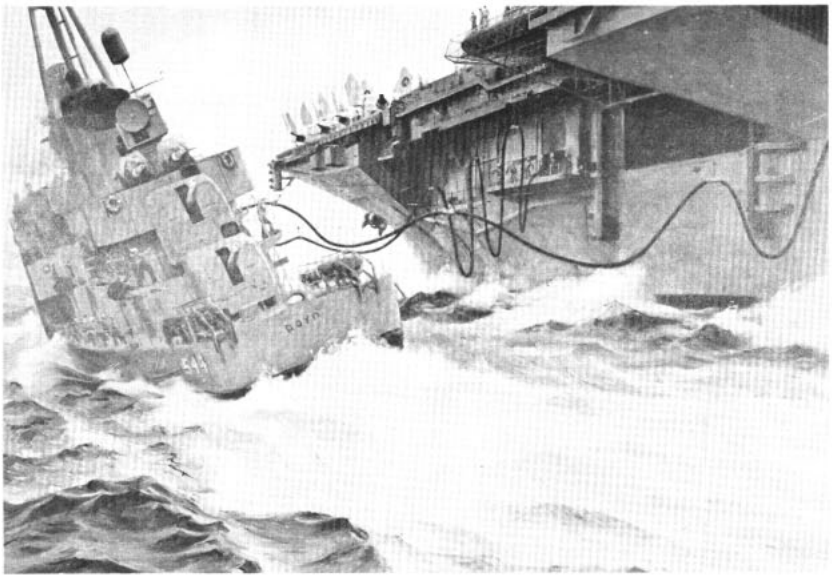
Large auxiliary floating drydocks (AFDB), small auxiliary floating drydocks, (AFDL), and medium auxiliary repair drydocks (ARDM) may bear the names of a site or city of early atomic development.

Miscellaneous auxiliary craft (YAG), for U. S. counties; covered lighters (YF), for small communities in the U. S. in the vicinity of the vessel's home base; ferry boats (YFB), for U. S. islands and possessions; gate craft (YNG), for Indian names and Indian chiefs; fuel oil barges (YO), for oil field terms; large harbor tugs (YTB) and medium harbor tugs (YTM), for small cities with Indian names; drone aircraft catapult control craft (YV), for terms descriptive of their mission, and towns of similar name; and deep-diving vehicles, for U. S. cities and communities that denote oceanic terms.

The ship names categories are updated from time to time, brand-new ships are brought into the Fleet, and ship-naming, like most things, is constantly undergoing change. But, for the time being at least, you should have a pretty fair idea why that patch on your right shoulder says what it says.

—Jim Teague, JO1, USN.

Take Your Choice: Navy



Refueling at Sea, by Walter Brightwell — No. 2

INDIVIDUAL NAVYMEN may obtain full color lithographic prints of 18 pieces of combat art selected from the U.S. Navy Art Center combat art collection.

The lithographs are reproductions 22 by 28 inches in size. The prints are $1 each, and can be ordered from the Director, Navy Publications and Printing Service Office, Building 4, Section D, 700 Robbins Avenue, Philadelphia, Pa. 19111.

The following are descriptions of the lithographs, the type of medium used, the artist, and the number by which it should be ordered.

1. DESTROYERMAN—Oil by Walter Brightwell. It depicts a Navy enlisted man aboard *USS Theodore E. Chandler* (DD 717) in March 1960.

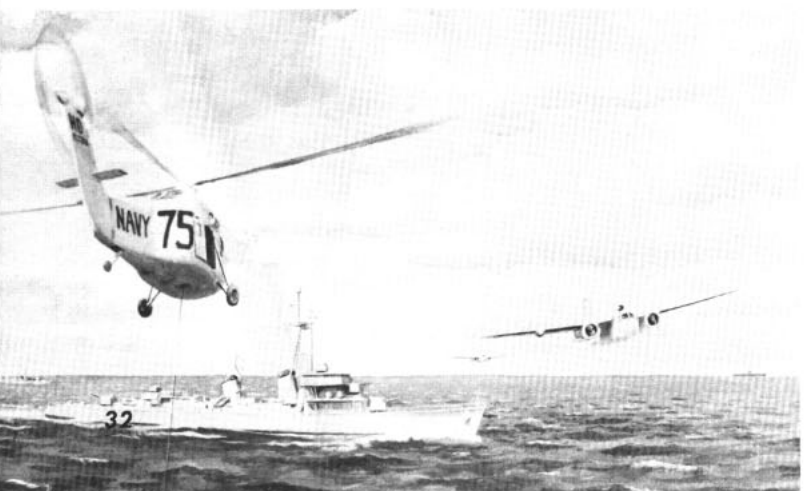
2. REFUELING AT SEA—Oil by Walter Brightwell. Depicts *USS Boyd* (DD 544) refueling from *USS Ticonderoga* (CVA 14) while underway on 5 Mar 1960.

3. USS PROTEUS (AS 19)—Watercolor by George Gray. The submarine tender *Proteus* overhauls a *Polaris* submarine at Holy Loch, Scotland, in 1961.

The Wheels, by Herbert Hahn — No. 7

On Deck, *USS Roosevelt With Sixth Fleet*, by Louis Kaep — No. 9

Teamwork—ASW, by Stuart Garrett — No. 4



USS Proteus (AS 19), by George Gray — No. 3

Art in Colors

4. TEAMWORK—ASW—Watercolor by Stuart Garrett. An antisubmarine helicopter with its sonar gear in the water and fixed-wing aircraft S2s that will return to the carrier on the horizon.

5. MIDSUMMER SCENE, McMURDO SOUND—Watercolor by Standish Backus, Jr. Six weeks during December and January comprise the Antarctic summer, the season when expeditions can break through the melting sea ice. New Year's Day 1956 found the ships of Operation Deep Freeze moored to the ice edge at the outer entrance of McMurdo Sound.

6. REHABILITATION OF DESTROYER JOHNSTON—Oil by Marcella Comes. First abstract painting received by the art collection, portraying the rehabilitation of *USS Johnston* (DD 821).

7. THE WHEELS — Prismacolor by Herbert Hahn. Seamen use this good-natured jibe at the importance of senior petty officers who are shown in the prismacolor.

8. SHORE LEAVE—Watercolor by Louis Kaep. Several small scenes of impressions of the Sixth Fleet at work and at play while on shore leave in various Mediterranean ports.

9. ON DECK, USS ROOSEVELT WITH THE SIXTH FLEET—Watercolor by Louis Kaep. Squadron maintenance personnel on the flight deck of aircraft carrier *USS Franklin D. Roosevelt* readying aircraft for sub hunting and patrolling.

10. AIR DEFENSE, BATTLE OF SANTA CRUZ—Watercolor by Dwight Shepler. The battleship *USS South Dakota* is shown protecting *Enterprise* in a blaze of antiaircraft fire. The artist was a deck officer aboard a cruiser in this action.

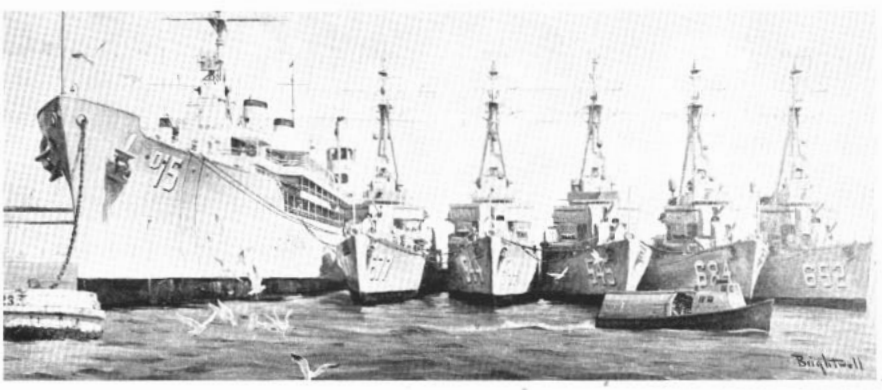
11. ALL VESSELS MAKE SMOKE—Oil by Albert K. Murray. So screams the signal from the admiral's flagship. "Enemy aircraft in force!" Plumes of smoke arise from all ships in anchorage. Beach battalion men get their pots going and waterfront operations will be swathed in a dense fog.

12. REPLENISHMENT DAY AT SEA—Casein by George Menkel. Refueling of *USS Franklin D. Roosevelt* by tanker alongside.

13. LSO DIRECTS STUDENTS ABOARD USS LEXINGTON—Acrylic by Maxine McCaffrey.

Destroyerman, by Walter Brightwell — No. 1

All Vessels Make Smoke, by A. K. Murray — No. 11



Tender (AD 15) With Destroyers, by Walter Brightwell — No. 18

Midsummer Scene, McMurdo Sound, by Standish Backus, Jr. — No. 5

Shore Leave, by Louis Kaep — No. 8

LSOs aboard *USS Lexington* direct student pilot for landing.

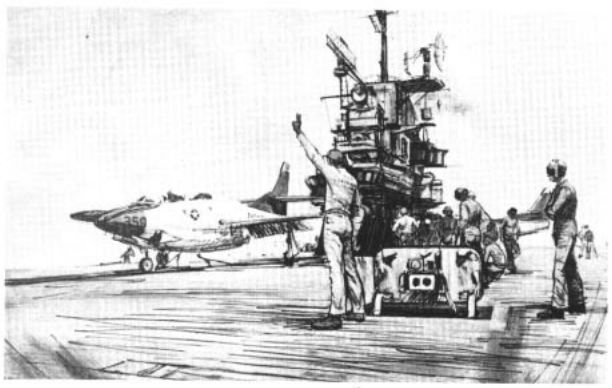
14. T-2A BUCKEYE STUDENT READY TO LAUNCH—Gouache and Ink by Maxine McCaffrey. Student pilot ready to launch aboard *Lexington*, 1964.

15. UNDERWAY REPLENISHMENT — Watercolor by Gene Klebe. Replenishment on board *USS Independence* off South Vietnam, 1965.

16. HOOK DOWN, WHEELS DOWN — Oil painting by James Scott. Plane coming in for landing on *Independence* off South Vietnam, 1965.

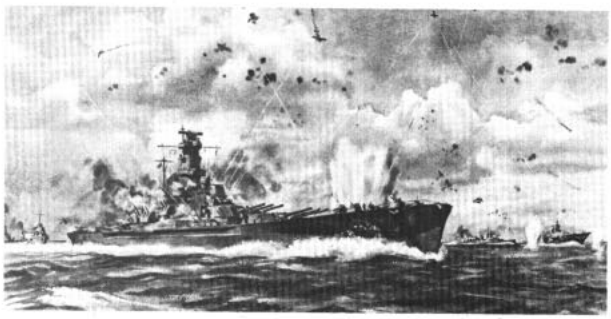
17. AT PEACE WITH GOD—Watercolor by Louis Kaep. Painting of a Sunday service on *USS Forrest B. Royal* with the 6th Fleet in the Mediterranean, 1960.

18. TENDER (AD 15) WITH DESTROYERS—Oil by Walter Brightwell. *USS Prairie* (AD 15) with destroyers *McDermut*, *Boyd*, *Bradford*, *Wedderburn* and *Ingersoll* tied up alongside in the coastal and Hawaiian areas of operations.

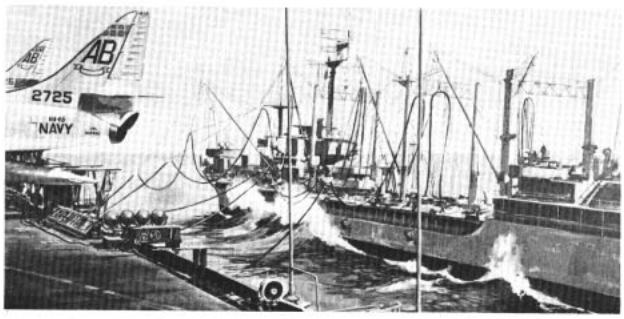


T-2A *Buckeye* Student Pilot Ready to Launch, by Maxine McCaffrey — No. 14

Replenishment Day at Sea, by George Menkel — No. 12



Air Defense, Battle of Santa Cruz, by Dwight Shepler — No. 10

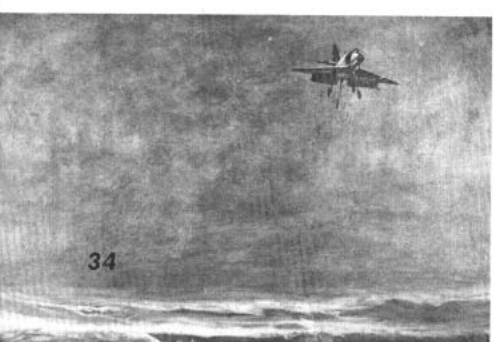


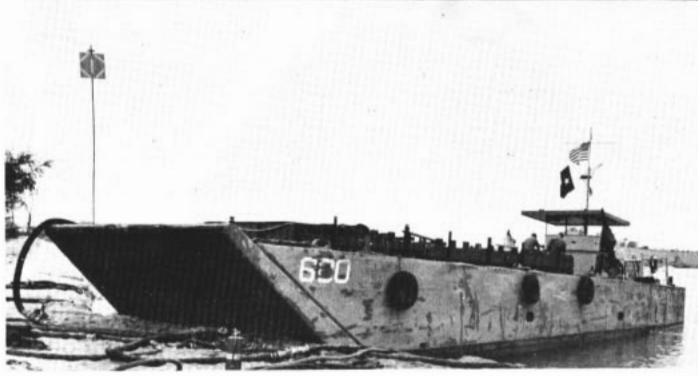
Underway Replenishment, by Gene Klebe — No. 15

Hook Down, Wheels Down, by James Scott — No. 16

Rahabilitation of Destroyer *Johnston* by Marcella Comes — No. 6

LSO Directs Students Aboard *USS Lexington*, by Maxine McCaffrey — No. 13





CRIB supports inflatable container aboard LCM. *Rt:* LCM is converted to a tanker with this container.

FUEL FARM

FUEL STORAGE facilities were almost nonexistent in Vietnam's I Corps (covering five northern provinces) in 1965 when the Navy created the Naval Support Activity, Da Nang. NSA's job was to be the complete supplying activity to provide fuel to allied troops in I Corps.

The answer to NSA's fuel storage problem has been the extensive use of fuel "farms" consisting of rubberized container systems, or collapsible containers.

These fuel farms are much in evidence throughout I Corps and have proven to be durable, adaptable and successful. One of these fuel farms is located at Cua Viet.

A prime supply facility for Marines, Cua Viet is located on the coast of the South China Sea, just five miles below the DMZ. The detachment has a 520,000-gallon fuel storage capacity, all of it in collapsible containers.

The fuel is carried by tanker from Da Nang and, if small enough, the ship may pull in and tie up to discharge its cargo. However, because of the shallowness of the channel and danger from enemy fire, the more common method of supplying Cua Viet's fuel farm is by use of floating or submerged hose lines.

A hose runs 15,000 yards out to sea from the farm where it is attached to a buoy. Lying offshore out of range of North Vietnamese artillery, tankers hook up to the hose and pump fuel directly to the collapsible container system.

The primary storage units used ashore are 10,000-gallon capacity. They are individually dug in or surrounded by sandbag walls, as protection against frequent enemy artillery, mortar or rocket attack. Not only are the collapsible containers used for storage of motor, aviation, jet and diesel fuels, but other types have been designed to contain drinking water and are used for the detachment's water supply.

The fuel farm at Cua Viet was initially established by the Bulk Fuel Platoon, FLC, in July and August 1966 in support of Operation Hastings and turned over to NSA.

At Cua Viet, the fuel is pumped into collapsible container boats and transported up the Cua Viet River to Dong Ha for distribution to the Dong Ha airfield, Con Thien, Gio Linh and Khe Sanh. The boats used are Landing Craft, Mechanized with a 10,000-gallon container in a wooden crib installed in their cargo holds.

Since Cua Viet is close to the DMZ, its fuel farm is regularly subjected to shrapnel damage. Shrapnel holes in the containers are sealed with two-piece "sandwich" patches.

The edges of a hole are first trimmed, then one-half of the patch is placed inside the container, the other half on the outside, and a seal is formed by pulling the two halves together with a nut. The process is working well and can be quickly performed without draining the fuel from the collapsible container.

—Tom Schuster, LTJG, USN

INFLATABLE CONTAINERS are used to store all types of fuel, drinking water.

SEARCHING—Helicopter pilot follows river looking for enemy. *Rt: Huey* leaves *USS Harnett County* to aid PBRs.

GUNSHIPS OF THE

FLYING A U. S. Navy UH-1B helicopter from USS *Harnett County* (LST 821) in support of river patrol boats (PBRs) involves many jobs. Some of them are routine. Some are not.

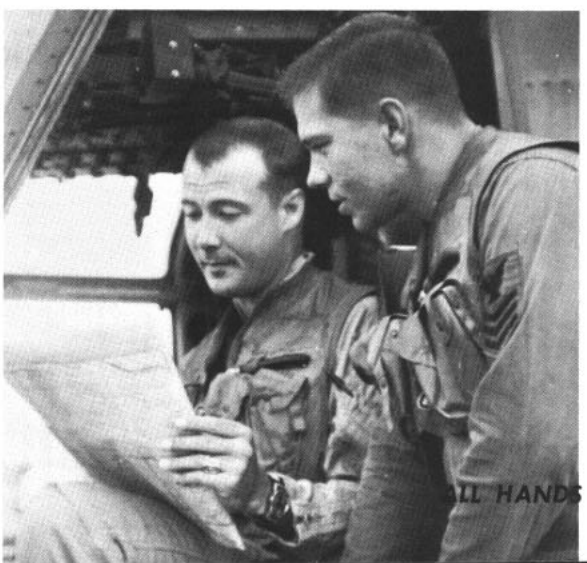
A pilot grabs his flight helmet and runs to the LST's flight deck. It's a short distance, one of the reasons the LST-PBR-UH1-B combination has proven successful.

The helos are just minutes from providing air support when the boats get into trouble. The LSTs and their embarked choppers support the PBRs as they patrol in search of the enemy moving men and supplies.

The landing deck supervisor gives the thumbs-up signal, the pilot pulls up slowly on the stick, and the bird begins to rise off the deck. A few seconds later the chopper is off the ship and flying over the muddy Co Chien River on its mission.

Sitting in the door of the gunship, two aircrewmen hold M-60 machine guns.

HOMING—*Harnett County* is a welcome sight to crew. *Rt:* Mission is planned. *Above:* Copter's engine is repaired.



LST BRINGS support to patrol boats.

SKIES

The other helo's blades begin to whirl, and it slips off the ship to follow its mate. The second chopper carries .30-caliber machine guns on each side.

Now the two birds are flying along the banks of the river. Below them the PBRs are busy. One boat has a sampan stopped and is searching it for enemy supplies. The men wave to each other, and the helos circle the area several times, keeping a watchful eye on the PBRs and any potential signs of attack.

Later, the two helos provide cover for an Army chopper downed by sniper fire. The lead gunship begins a firing run on the trees from where the sniper fire originated.

A fortified structure bursts into flames as a rocket makes a direct hit. By the time the second makes its strike, the treeline is in smoke.

The two Navy birds then join the Army choppers circling the area. Twenty minutes later the Air Force hits the treeline with heavy bombs.

The Navy job done, the helos return to the LST to refuel and rearm. There are other jobs to be done.

—Story and Photos by
T. S. Storck, LTJG, USN

Hunting for Mines

When 21 minemen of Minesweeper Squadron 11 emerged from the blackwater rivers south of Saigon and set upon the sea-green waters of Da Nang Bay, about all that changed as a result of the move was the scenery. They're still hunting for mines—contact mines, influence mines — nearly anything explosive the Viet Cong might set afloat.

From their three 57-foot minesweeper boats (MSBs), the minemen scan their new hunting grounds along the coastal sea-lanes, the bays and the harbors that dot the coast of Vietnam from Chu Lai to Cau Viet, near the DMZ.

These MSBs are relatively new to the Vietnam area. They arrived by MSTS ship just last November. However, their six-man crews are well versed in their profession as minemen. Most of this experience was gained at Nha Be, the minemen's former base of operations located 10 miles south of Saigon.

Down south the minemen almost always drew enemy fire during their eight- to 12-hour riverine sweeps. Out of Da Nang, in the South China Sea, the chance of drawing fire decreases, but sweep time is more extensive than on the river, and the strong possibility of an attack exists.

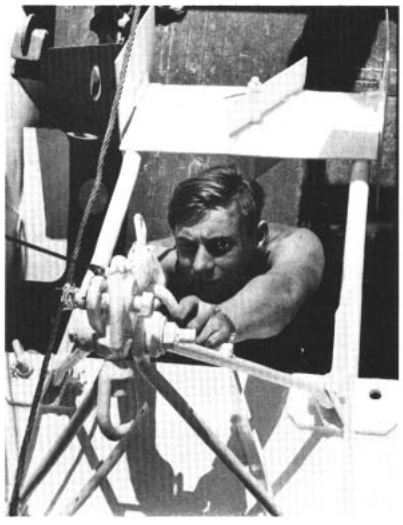
For their protection, each MSB, which has a top evasive speed of 12 knots, is equipped with one 50-caliber and four 30-caliber machine guns, and an automatic grenade launcher. All of this armament is kept ready throughout training sessions and actual sweeps.

Along the northern coast, a sweep involves the use of rather impressive equipment. For instance, from a mag reel sitting aft of the boat's pilothouse, a 1600-foot magnetic wire tail is trailed in the sweeper's wake. This tail serves to detonate any magnetic mines—at a safe distance, of course —while a steel wire, with sharp cutting blades attached, severs moorings of moored mines.

Hammer boxes set off acoustic mines. These boxes give a ringing sound when trailed in the water. As they come near a mine sensitive to the noise of a ship, their simulated ship sound causes it to explode.

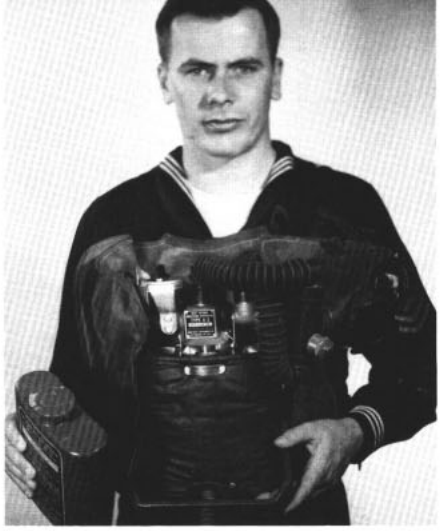
To keep their sweep gear in running order, the minemen use repair shops located at Da Nang's Tien Sha Cove, the site where the minesweepers are moored. Nearby, at the Naval Support Activity's Camp Tien Sha, the boat crews eat regular meals and sleep in quarters ashore. Here, also, is plenty of familiar, solid ground on which to stretch their newfound sea legs.

—Henry Eichel, SN, USN.



THE WORD—Boatswain's Mate First Class Bobby D. Scott, craftmaster of MSB 19, gives orders through voice tube. *Rt:* Seaman Larry D. Isom secures shackle.

Put on OBA. Tighten straps for comfortable fit.



Next, ready chemical canister for insertion.

Pull metal tab straight across top of cap.

Here Are the Latest Rules On Handling OBA

THE APRIL 1968 issue of ALL HANDS carries an extensive article with illustrations on OBA—less familiarly known as the Oxygen Breathing Apparatus.

About two weeks after ALL HANDS began distribution throughout the Fleet, and Damage Control Assistants were turning to page 28 to read the article, there appeared a newly published NavSec Notice 9930 (3 Apr 1968).

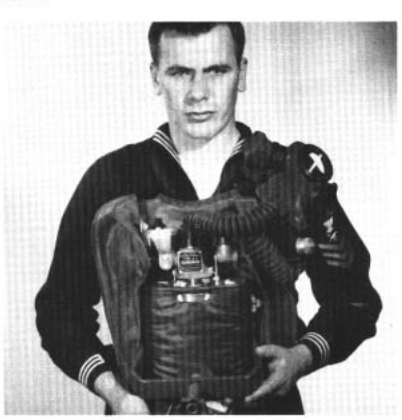
The Notice established as uniform a procedure which has been determined to be a factor in the proper maintenance and handling of OBA. Approval of the NavSec notice was received too late for the headquarters damage control experts to include it in the last report.

The following change should be noted by personnel assigned to damage control and to the damage control officers in the Fleet, some of

Loosen bail. Swing out and insert canister.

Note metallic-foil seal in neck of canister.

When canister hits stop, swing bail back and tighten.



Pull lanyard, starting the oxygen cycle.

Squeeze tube, check tightness of facemask.

Set timing device. (Usual time is 45 minutes.)

whom have already been using the procedure described and have found it most effective.

To quote the Notice: "During standby position the head harness should be inserted under the pre-fastened shoulder strap so that both hands are free to adjust and activate the OBA. Placing the facepiece in standby position behind the head is not recommended because of the stress placed on the breathing tubes."

The Notice was promulgated as a result of damage control inspections by representatives of the Inspector General—Atlantic Fleet.

As a result of this, the photographic illustrations appearing in the April issue showing the tubes around the neck should be changed to indicate the correct procedure.

Again, the facemask should not be allowed to dangle behind the back.

One damage control officer in the field asked about the procedure calling for the timer to be set for 45 minutes, leaving 15 minutes to exit the compartment. He had always been taught, he said, that 30 minutes was the normal setting, with up to 15 minutes left for exit time.

THE EXPLANATION is simple—the canister has been improved faster than the *NavShips Technical Manual* (which he correctly followed) has been updated. As is the case with most Navy gear, the OBA (and its oxygen-producing canister) is constantly being studied in an effort to make it even more efficient.

True, the earlier models of the canister had the 30-plus-15-minute time limitation. These models were the standard, slow-starting canister, and the double-candle, quick-starting canister. The newest model, to which the April article was confined, is the single-candle, quick-starting canister.

Current canisters have a revised label indicating the one-hour working life.

In this model, the center screen was eliminated, the top screen redesigned, and the copper liner was eliminated. This resulted in decreased cost of the canister, and an increase in its operational life to 60 minutes.

The revised information will appear in the next revision of the *NavShips Technical Manual*, which is in the process of being published.

The Chief of Naval Operations has called for wide dissemination of material on the subject of damage control. Personnel in the field who have suggestions concerning the areas which they feel should be covered are encouraged to send in their comments.

Cold Water Suit

An anti-exposure suit designed to offer cold weather protection to submariners has been developed by researchers of the Naval Submarine Medical Center.

Intended primarily to prevent body heat loss while in cold water, the suit also acts both as a life preserver and a practical foul-weather working uniform.

The buoyant properties are provided by a material called polyvinyl chloride, a plastic foam which serves as an insulator. Other features of the suit include a water-repellent covering and mylar material in the hood for radar reflection.

Tests in 33° water have proven that the suit would provide heat protection without noticeable loss of body temperature for periods of more than two hours.

Previous studies have shown that unprotected swimmers would experience loss of body heat in water temperatures lower than 77° F., with the most dangerous loss occurring in waters with a temperature range of 30° and 60°.

Adoption of the new thermal suit by the submarine forces has been recommended.

FIREFIGHTING SCHOOL — Students quell blaze in training session.

New Jungle Rescue System

The Naval Air Systems Command has adopted a new jungle rescue system that will protect a downed aviator from injury while being hoisted aboard a hovering helicopter.

The new jungle penetrator is a compact bullet-shaped device which has a "pop-out" umbrella and two seats for dual rescue. The umbrella acts as a shield to ward off heavy jungle foliage on the way up to the rescue helicopter. The two seats will enable a crewman to descend to pick up an immobilized airman.

A study of rescue operations in Southeast Asia combat zones clearly established the need of a device with a protective canopy. Downed airmen faced the hazard of collision or entanglement with branches and vines of the jungle canopy during lift-off operations. Reports of personnel fatality attributable in part to the lack of a protective shield prompted the Naval Air Systems Command to establish the requirement for a protective device as a component of any jungle penetrator developed for search and rescue operations. Further requirements called for a positive jungle penetration capability, easy handling and operation by the survivor, compactness for ease of stowage in the rescue helicopter, and a capability for a dual pickup of an injured airman.

Responding to these requirements, a civilian contractor of Corpus Christi, Tex., developed and demonstrated a jungle penetrator/pickup device. The Navy conducted evaluations of this unit in simulated jungle environments at Lakehurst, N. J., and Warner Springs, Calif. Following stateside tests, combat-experienced helicopter crews conducted tests at the Naval Air Station, Cubi Point, R. P.

When the jungle penetrator is lowered to a downed airman the compact capsule measures over two and one-half feet in length and eight and one-half inches in diameter. After actuating the pop-out mechanism, the dual-seated capsule expands to a length of about five feet with the protective canopy extending to three feet in diameter. The capsule weighs forty-eight pounds.

The Naval Air Systems Command has begun procurement action for one hundred new penetrators, and Fleet delivery was scheduled to commence in June 1968.

SERVICESCOPE

Brief news items about other branches of the armed services.

ARMY COPTER brings reinforcements into a landing zone as fellow soldier awaits arrival.—Photo by SP4 Guffey.

TROOP COMMANDERS in the field will be able to view instant reconnaissance photographs of known or suspected targets while a fighter aircraft is still in the target area if tests now being conducted by the Air Force are successful.

The Air Force Avionics Laboratory has developed a Tactical Photographic Image Transmission subsystem called TAPIT which will be flown on fighter aircraft, transforming the plane into a reconnaissance craft as well as a fighter.

TAPIT, contained in a pod mounted under the wing of the plane, takes panoramic pictures from low altitude, develops the film in seven seconds, electronically scans the pictures and transmits the signals to a TAPIT ground receiving station located within a 100-mile radius.

The ground station, mounted on a truck, receives and records the signals on film, processes the film in seven seconds and produces a four-to-one enlarged photograph copy of the target area for interpretation and action by the field commander.

Fighters are not normally used for photo reconnaissance because of space limitations, but the simplicity and self-containment of TAPIT will allow installation on all types of fighters. The pod is 152 inches long and has a 10-inch outside diameter. It should be ready for operational use in September.

★ ★ ★

AN AUXILIARY SURVEY vessel to be designated USC&GSS *Ferrel* (ASV 92) and an auxiliary buoy tender will be completed this year and join other ships of the Environmental Science Services Administration (ESSA) Coast and Geodetic Survey.

The 133-foot, 289-ton survey vessel, will help determine circulatory patterns in the coastal and estuarial waters of the Atlantic and Gulf coasts of the United States. She will be the first U. S. vessel built specifically to conduct such investigations.

Ferrel will serve as the base ship for a tidal and current survey system known as TICUS. The system includes a current station assembly (sensor-equipped buoys spaced 15 to 20 feet apart) and central base monitors and recorders which will be aboard the base ship.

The current station assembly will send telemetered information to the base ship and *Ferrel*, aided by her buoy tender, will transport equipment to designated sites and tend the buoy system.

For such work, in fact, the buoy tender will be *Ferrel's* strong right arm since the smaller (59-foot) vessel can do jobs which the survey ship, because of her deeper draft, cannot do.

These will include adjustment, repair and relocation of buoys and their electronic sensors.

The two ships will use a specially designed device which has never before been employed on vessels of their size.

The device will stabilize the auxiliary tender so it can moor alongside *Ferrel*, thereby permitting transfer of men and material from one vessel to the other.

The new auxiliary survey ship honors Professor William Ferrel who died in 1891 after 15 years of service with the Coast and Geodetic Survey.

Professor Ferrel investigated the general theory of tides and invented the first automatic tide prediction machine in the country.

Following the completion of the ships later this year, *Ferrel* and her buoy tender will be based at the Coast and Geodetic Survey's Atlantic Marine Center, Norfolk, Va.

★ ★ ★

NEW RADAR AND NAVIGATION systems are being tested by the Air Force Systems Command's Aeronautical Systems Division (ASD), Wright Patterson AFB, Ohio. The tests are two of a series to develop equipment and techniques for use in advanced manned strategic aircraft (AMSA) and other advanced aircraft.

The systems are being flight tested at Holloman AFB, N. M., using a C-135 aircraft for the radar equipment tests while the precise navigation equipment is being tested in a C-141.

The radar equipment, which is installed in the wings and the nose of the C-135 to give a continuous view of a geographical area, can be used like a television camera's zoom lens to give a closeup view. The system can also freeze a particular location for precise sighting by the operator.

Computers tied in with the radar equipment automatically guide the aircraft to a particular target area.

CONTROLLED LANDING—Marine landing zone control party directs delivery of howitzer by a *Sea Stallion* helo.

Information can be fed to the computers on board before the aircraft reaches its destination, during flight and just before the cross hairs automatically align on the target.

An extremely precise camera, capable of measuring miniscule objects no larger than four hundred-thousandths of an inch, checks to make sure the target area fixed in the sight is that which was originally programmed for location by the radar equipment.

Concurrently with the radar tests, the precision navigation equipment tests are being conducted by ASD to determine which equipment will best enable an aircraft to fly from one location to another at different rates of speed and still permit aircraft personnel to determine exactly where they are.

A pilot flying at a specific, unvarying speed usually has no trouble pinpointing his location but, if he changes speed and varies it often, fixing the plane's exact location can be a problem.

With inertial guidance, the test system's computer only needs to know the starting point. After that, the master and slave navigation systems will automatically calculate the aircraft's location so the pilot knows where he is at all times.

★ ★ ★

THE U. S. COAST GUARD, engaged in its 54th operation of the International Ice Patrol which began late in February, is using some exotic devices to detect and track icebergs that imperil shipping in the North Atlantic.

At the head of the list of equipment, reminiscent of science fiction apparatus, is a laser beam used in connection with radiometers, radar and a weather satellite.

The laser beam uses natural light energy in contrast to the artificially produced energy of radar. This permits faster and more precise identification of objects in water than is possible with radar alone. For instance, once an object is picked up on the radar screen, the laser equipment is used to identify it and determine its drift pattern.

Another important weapon in the war against icebergs is the radiometer. It operates on the principle that all objects emit varying degrees of electromagnetic radiation, thereby providing their own signatures by which they can be identified. A major advantage of the radiometer is its capacity to function during periods of poor visibility.

Like the laser, radiometry can be combined with radar to detect and identify icebergs. Combined with the laser, the radiometer shows some promise of possible use in search and rescue operations, another study undertaken by the Coast Guard.

In addition to the laser and radiometry sensitive equipment, the newest *Nimbus* satellite, scheduled for a 1968 launch, is equipped with special sensors for studying icebergs. It is also equipped with a TV camera and transmitting system, and an infrared spectrometer to measure atmospheric and surface temperatures.

The Coast Guard hopes the information gathered by the *Nimbus* will eventually reduce the need for aerial reconnaissance. (CG aircraft stationed for the duration of the ice season at Argentia, Newfoundland, began their reconnaissance flights late in February.)

COUNTERINSURGENCY—Three Air Force A-37 aircraft lift off Bien Hoa runway on their way to a combat strike.

Another experiment being conducted by the ice-studying Coast Guard patrol involves the use of an oceanographic buoy that has been placed in the core of the North Atlantic Labrador Current. Placed in the current in April, the buoy was to record the current's temperature, speed and direction until the following month. This is the first time the CG has experimented with such a buoy.

A post-season investigation of the current will be conducted by the oceanographic ship USCGC *Evergreen* (WLB 295), which will study its origin, size and course. The current is responsible for carrying most of the icebergs into the North Atlantic. During an average season, an estimated 400 bergs reach the shores of Newfoundland.

This is the first major glacier study made by the Coast Guard since 1940. The patrol's initial studies began two years after the staggering loss of ss *Titanic* and 1500 of her passengers off Newfoundland in 1912. Since then, observations seem to indicate that iceberg production is cyclic; exceptionally heavy ice seasons tend to be followed by light ones. Indications are that this year's ice season—March to July—is proving to be a heavy one.

HUSKIE TAKEOFF—An Air Force HH-43 *Huskie* helicopter takes off on a rescue mission from base in Vietnam.

THE WORD

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

• **UNIFORM CHANGES**—Several uniform changes recommended by the Navy Uniform Board have been approved by the Chief of Naval Operations.

Some of the new uniform items will not be immediately available to Navymen because a lead time is required for adoption of official specifications and for industrial production.

Here is a list of the new uniform items with a description and other pertinent information concerning them:

• A new style raincoat to replace the current model has been approved for Navymen in pay grades E-6 and below.

The new raincoat will be a five-button, fly front, single-breasted style made of a five-ounce polyester/cotton poplin.

Unlike the current model, the newly approved raincoat will have no belt and the pockets will have through vents for greater ease in reaching your wallet.

The new model will have a stand-up collar and the back will have no vent. The sleeves will be in a split shoulder style with raglan back and no tabs. They will be quarter-lined with a nylon self-fabric.

When the new raincoat goes into production in about two years, there will be an optional period of four years after the new model enters the supply system during which either the old or the new may be worn.

The cost of the new raincoat will be substantially the same as the model now in use.

• Black shoes of synthetic leather substitutes are authorized for all Navymen as they see fit. Leather substitutes, as every Navyman knows, have been on the market for some time.

• A new style glove in both black and white has been adapted from an Army design and approved for the Waves.

• New line devices for Warrant Operations Technician and Warrant Data Processing Technician insignia have been established. Manufacturers' specifications for the new insignia are expected by the latter part of this year. Production of the insignia probably will begin shortly thereafter.

Introducing AW—Aviation ASW Operator

A new aviation rating has been established. Called the Aviation Antisubmarine Warfare Operator (AW), the new rating will free aviation maintenance types from their "operator" duties, and allow them to concentrate on their primary maintenance job.

Airborne ASW equipment has become more and more complex, and thus requires a high degree of skill to operate it effectively. The assignment of maintenance ratings to operate this equipment has proved to be unsatisfactory. Hence, the new rating.

The first men assigned to the new rating are being chosen by a BuPers selection board this month, and the first crop of AWs will sew on the new rating badge on 1 Sep 1968.

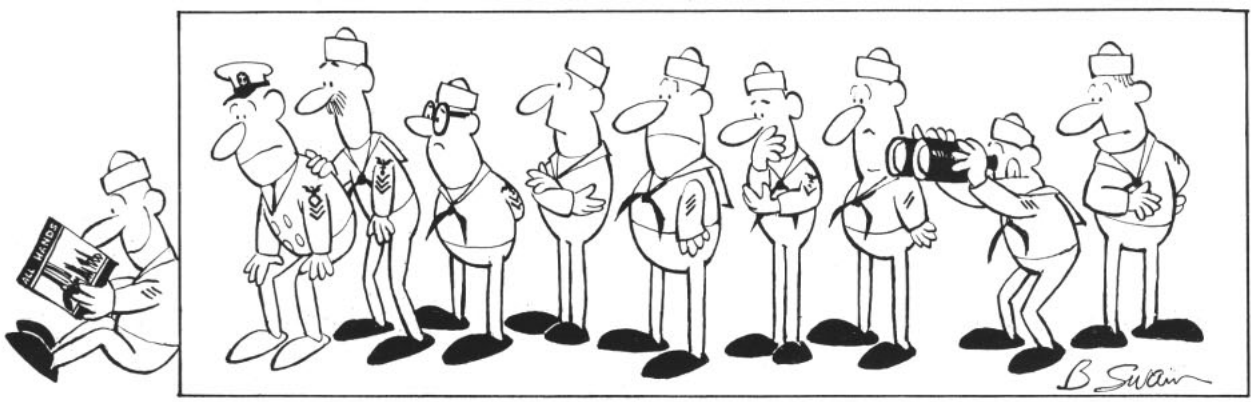
The first Navy-wide advancement exams for AW will be given in February 1969. Study Guides will be available in August 1968, and Course books will be ready by July 1969.

• **EDUCATION RECORD**—Your educational achievements will be a matter of record by the end of the year.

This, in effect, was the word contained in BuPers Notice 1560 (11 Mar 1968), which announced introduction of a new Individual Educational Record and explained to all commands how the form should be worked up for each active duty Navy man and woman by 31 December.

The IER form (NavPers 1560/2) was designed to aid Educational Services Officers in summarizing the on- and off-duty study, schooling, course completions and other educational achievements of individual Navy men and women. It replaces the often incomplete ESO data sheets prepared by some commands, and, for ships and stations which have not been taking note of individual educational accomplishments, gives them something to work with.

The form is a 10- by 15-inch card which folds once to fit the standard service record. It contains ruled-off spaces for entries on, among other things, educational counseling received, civilian, service and Fleet schools attended; diploma and degrees received; GED and USAFI tests and results; and Navy courses and educational qualifications which



DON'T LET ALL HANDS Magazine get out of the picture. Remember there are nine other shipmates waiting to see it.

the Navy man or woman has completed.

Each ship and station ESO is to keep the form up to date, and, at the time of the individual's transfer, will see that it is placed in the service record for delivery to the new command. At time of discharge, the form will be turned over to the individual for his or her personal files.

Seamen in Some Ratings May Now Request Diver Training

A shortage of divers in the Fleet has made it possible for seamen (E-2) to apply for second class diver training at NTC, San Diego, upon their graduation from certain Class A Schools. Previously, only third class petty officers and above were eligible.

Applicants must be designated strikers or petty officers in the ratings of boatswain's mate, builder, damage controlman, electrician's mate, engineman, gunner's mate, machinist's mate, mineman, machinery repairman, shipfitter, steelworker or torpedoman's mate.

During the ten-week course, students are introduced to diving physics and techniques, search, salvage and repair procedures, and methods of working with conventional diving equipment.

Volunteers must be recommended by their commanding officer, be psychologically and physically adapted to diving, first class swimmers, and make a test dive in a deep-sea diving suit. Qualifications during the course call for students to dive to a depth of 200 feet.

The academic requirement for admission to the school is a combination of the arithmetic and mechanical scores totaling 105 points. Individuals who do not meet this minimum standard, but who are otherwise qualified and demonstrate an exceptional motivation toward diving duty, may request a score waiver.

Such requests must be accompanied by the commanding officer's recommendation and forwarded to the Chief of Naval Personnel for consideration. Final determination on eligibility for instruction will be made by a Navy diving officer after a personal interview has been conducted with the applicant.

Article C-7408, *BuPers Manual*, lists the qualifications that must be met by individuals aspiring to become Navy divers.

John A. Long, ATN2, USN

• **SOCIAL SECURITY NUMBERS FOR USAFI** — Navymen who want their applications for USAFI tests and/or courses processed without delay should remember that Social Security account numbers are now required on all United States Armed Forces Institute application forms.

Although Social Security account numbers have been required by USAFI since 1 Jan 1968, numerous applications still must be returned because this information is missing.

Educational services officers have been directed to use only application forms which provide a space for Social Security account numbers and to check the forms before sending them to USAFI. Nevertheless, the primary responsibility for including the Social Security account number on the application lies with the applicant.

Melville Murray, LT, SC, USNR

"Hey, are you sure this is where we're supposed to pick up *Gemini*?"

Temporary Lodging Allowance Regulations Liberalized

You and your dependents may now draw temporary lodging allowance during occupancy of guest houses, exchange hotels or similar transient facilities which are under the jurisdiction of the government and operated with nonappropriated funds.

This, in essence, was the word contained in NavCompt Notice 7220 (1 Mar 1968), which announced a modification to the laws which govern payment of TLA. The ruling became effective 23 Feb 1968. Here's what it involves:

TLA, as such, is generally paid to reimburse you for the extra expenses you incur while living in hotel-type accommodations while awaiting permanent housing overseas, and before departure from overseas on permanent change of station. Daily rates vary from one area to another, and generally are figured by multiplying a given travel per diem allowance by a percentage factor based on the number of authorized TLA recipients in your travel party.

Before a recent ruling, *Joint Travel Regulations* did not provide for TLA to be paid to servicemen and dependents who occupied quarters in government-owned or -leased transient facilities, even though the quarters were operated with nonappropriated funds and the temporary occupants were required to pay rental or service charges.

Now, when you occupy hotel or hotel-like accommodations in such a facility (guest house, exchange hotel, visiting officer's quarters, etc.), under the jurisdiction of the government and operated with nonappropriated funds, the amount of the TLA will be equal to one-half of the daily amount of the TLA authorized within the given area, plus the amount of the rental or service charge you pay for the transient quarters.

However, if meals are available in a government mess, your TLA is reduced by 14 per cent per meal, and in no instance may you draw more than the maximum TLA you'd receive while living in commercial hotel-type accommodations and eating in restaurants.

An appropriate change to JTR was scheduled to be issued on 1 May.

THE BULLETIN BOARD

Uniformed Services Health Benefits Program—

Payment for Civilian Medical Care Under CHAMPUS

THE MILITARY MEDICAL BENEFITS Amendment Act of 1966 has greatly expanded the medical care coverage available for dependents and retired personnel. As a result, many questions concerning the Act have arisen.

The Bureau of Medicine and Surgery is providing answers to these questions in four-day seminars held in Washington for representatives from the Naval Hospitals and other major medical facilities. These representatives are then able to answer inquiries and provide assistance on dependent medical care at their own commands.

In order to assist other commands in meeting their responsibility of disseminating this information, the Bureau of Medicine and Surgery, upon request, will conduct at the parent command briefings for Commanding Officers or their senior representatives. The presentation may be tailored to meet the specific needs of the group, with the length varying from a one-hour review to a full day seminar.

To avoid confusion, it should be noted, that the *Uniformed Services Health Benefits Program* (USHBP) is the title of the program of care *both* in uniformed services facilities and at civilian sources, whereas the term *Civilian Health and Medical Program of the Uniformed Services* (CHAMPUS) applies only to that portion of the USHBP which pays bills for medical care at civilian sources. The term MEDICARE (which is now used by Social Security) was the old term for what is now called the USHBP. The terms CHAMPUS and USHBP are not synonymous.

The following question-and-answer report contains some valuable information about the Civilian Health and Medical Program of the Uniformed Services (CHAMPUS). When you have finished reading this, pass the word on to the eligible beneficiaries in your family.

1. *What is the Civilian Health and Medical Program of the Uniformed Services (CHAMPUS)?*

This is a program under which beneficiaries may receive a wide range of civilian health care services with a significant share of the cost paid for by the Government.

2. *Who is eligible for CHAMPUS benefits?*

The following categories of persons are eligible for CHAMPUS benefits:

- Spouses and children of members serving on active duty under orders which do not specify a period of less than thirty-one days.
- Retired members (and former members) entitled to retired, retainer or equivalent pay and their spouses and children.
- Spouses and children of members who die while serving on active duty or while entitled to retired, retainer or equivalent pay.

3. *Are all health care services payable under CHAMPUS?*

No. While the range of benefits is very great, not every health care service is payable. Some examples of health care services not payable under the program are domiciliary or custodial care, dental care (except as a necessary part of medical treatment), spectacles, hearing aids, and well-baby care.

William Maul, CTC, USN

"Well, don't just sit there, Snyder . . . Give the young lady a seat . . ."

4. *Does the Government pay the cost for authorized health services?*

No. CHAMPUS is a cost-sharing program. The Government pays a significant portion of the charges determined to be reasonable, and the patient pays the remainder. A charge is allowable under the program if it has been determined to be reasonable.

5. *How are charges determined to be reasonable under CHAMPUS?*

Claims for payment are submitted to civilian agencies under contract with the Government to serve as fiscal agents for the program. In determining if a charge is reasonable, the fiscal agent takes into account the customary charges made by the physician, and the prevailing charges of other physicians in the community for similar services. If the care furnished involves unusual circumstances and professional effort, this also is taken into account. Similar procedures are used to determine reasonable charges for services allied to medicine. Hospital charges are determined to be reasonable when they are the customary charges of that hospital. A charge determined to be reasonable is allowable under CHAMPUS.

6. *How much of the charge must the CHAMPUS beneficiary pay?*

Spouses and children of active duty members:

- **For Inpatient Care:** must pay the first $25 of the hospital charge or $1.75 a day, whichever is greater. The Government pays the remainder of the *reasonable* charges.
- **For Outpatient Care:** (for example, visits to the doctor's office or clinic), must pay the first $50 (the deductible) each *fiscal* year, plus 20% of the charges over the $50 deductible. However a family with two or more eligible beneficiaries receiving care pays a maximum of $100 each fiscal year, plus 20% of the charges in excess of $100. The Government pays the remainder of the *reasonable* charges.

All other eligible beneficiaries:

- **For Inpatient Care:** must pay

5% of the hospital charges and fees of professional personnel. The Government pays the remainder of *reasonable* charges.

• **For Outpatient Care:** must pay the first $50 (the deductible) each *fiscal* year, plus 25% of the charges over the deductible. However, a family with two or more eligible beneficiaries receiving care pays a maximum of $100, plus 25% of the charges in excess of $100. The Government pays the remainder of the *reasonable* charges.

7. *Do all civilian sources of health care participate in CHAMPUS?*

No. Participation in the program is entirely voluntary for the physician and all other sources of health care.

8. *What does "participation" mean?*

The physician or other source of health care participates in CHAMPUS by:

• Providing authorized care to the CHAMPUS beneficiary.

• Submitting the claim to the fiscal agent for payment. This claim includes an agreement to accept as full payment for his services the amount authorized as payable under the program.

9. *What if a beneficiary obtains care from a physician or other source of health care who chooses not to participate in the program?*

Under these circumstances the patient would have no choice but to pay the bill in full. The patient may then submit a claim for reimbursement, for the Government's share of the allowable charge, attaching to the claim form a receipt marked "Paid" and signed by the source of care or an authorized agent. Such receipts must indicate specifically the name of the patient, diagnosis, service provided and dates thereof, and the charges. Drug receipts must indicate the name of the patient, and prescription number, the date filled, and the amount charged. In the case of insulin, no prescription number is required but the receipt must specifically state that it is for insulin.

10. *When a beneficiary pays charges which exceed those determined to be reasonable under CHAMPUS will he be reimbursed in full?*

No. The beneficiary can never be reimbursed more than the Government's share of the reasonable charges. In this situation the beneficiary must absorb not only his share of the charge determined to be reasonable, but also any amount over the reasonable charge. ***If the patient had obtained services from a participating physician, he would not have had the additional amount to pay.*** The sponsor or patient can ask at the time of initial visit whether the physician or other source of health care agrees to the terms of participation as outlined in question 8.

11. *Where can I get further information about CHAMPUS?*

Detailed information about medical care from civilian sources under the Uniformed Services Health Benefits Program may be obtained from: The nearest uniformed services medical facility, or, The Executive Director, Office for the Civilian Health and Medical Program of the Uniformed Services, OTSG, Department of the Army, Denver, Colorado 80240.

Ken Duggan

"We're a little shorthanded, but Higgins manages to keep the place going."

NOW HERE'S THIS

Vanguard Completes Decade in Space

VANGUARD I, this country's second successful attempt to orbit the earth, quietly celebrated its 10th birthday in March. The pioneering satellite, developed by the Naval Research Laboratory, lost its solar-cell-powered voice in 1964.

The grapefruit-sized vehicle was the first satellite launched by the U. S. specifically to gather scientific data.

During its first decade, VANGUARD I provided a wealth of information on air density, temperature ranges, and micrometeorite impact. Because of VANGUARD's stable orbit, scientists were able to map properly many islands in the Pacific, and the earth was found to be pear-shaped, not round.

Despite its current silence, the satellite continues to serve the scientific community. Ground based trackings provide data concerning the effects of sun, moon and atmosphere on satellite orbits.

VANGUARD I introduced much of the technology that has since been applied in other U. S. satellite programs. For example, it proved that solar cells could be used to power radio transmitters.

VANGUARD's solar cells continued to operate for about seven years, even though a companion transmitter powered by conventional batteries went dead after only 20 days. Solar-cell-powered batteries are now used widely.

When the satellite was launched, Naval Research Laboratory scientists laid out a worldwide tracking system called Minitrack. Many of the principles embodied in the Minitrack system were later used by NRL scientists to develop a Space Surveillance System which can detect unannounced, radio-silent satellites passing over the U. S.

The three-pound satellite, fired into orbit from Cape Canaveral (now Cape Kennedy), followed America's first successful orbital shot, EXPLORER I, by about six weeks.

Scientists now figure the original 200-year life expectancy given VANGUARD I may be conservative. It will probably last 2000 years.

Incentive Plan for Reenlisting in Hostile-Fire Areas

SINCE 1967, servicemen in Vietnam have been encouraged to reenlist or to extend their enlistments for at least six months. The incentive for the increased service was 30 days of special leave any place in the world where U. S. servicemen on leave are permitted to travel. Free round trip air transportation to and from a single point was also included in the incentive plan.

BuPers Inst 1050.9B now offers this incentive to Navymen serving in all locations designated by the Department of Defense as hostile-fire areas.

The conditions for receiving the special leave and the free transportation are the same as those outlined in Public Law 89-735 for men serving in Vietnam:

Any Navyman who reenlists or extends or by any other voluntary action lengthens his required duty tour in a hostile-fire area for at least six months, is given a 30-day special leave period and transportation to and from a location the Navyman himself selects.

To be eligible for this incentive, a man must be stationed in a hostile-fire area for 12 consecutive months or be permanently assigned on a 12-month Southeast Asia unaccompanied tour and regularly engaged in a hostile-fire area.

Navymen embarked in afloat units toured for 12 months are considered to be in a hostile-fire area even though the unit's home port may be outside Vietnam. Commander Naval Forces, Vietnam determines unit eligibility.

Navymen who are physically stationed in Vietnam for 12 months are, of course, considered to be in a hostile-fire area.

Requests for extensions of service in a hostile-fire area must be submitted in writing to the Bureau of Naval Personnel at least four months before the applicant's normal tour of duty ends and the application must be approved by the Chief of Naval Personnel.

The 30-day leave offered as an incentive for extended service in a hostile-fire zone is in addition to regular leave and will not be charged or credited to leave which has accrued or may accrue.

The entire 30-day special leave must be taken at one time in a time frame from 90 days before the Navyman completes his normal tour of duty to 30 days after that date unless operational commitments dictate otherwise.

Ordinarily, a Navyman who extends his tour of duty in a hostile-fire area will continue to serve in the same activity or unit during his extension. Nevertheless, requests for transfers to other units or activities will be individually considered by the Chief of Naval Personnel.

Navymen may even request an extension which is conditional upon transfer to another unit or activity. However, extensions, whether or not they are conditional, cannot involve training within the continental United States and must be consistent with the needs of the service.

Once the request for an extension has been granted, it cannot be revoked if the Navyman has already begun his special leave or if he finds he is personally inconvenienced or dissatisfied by the extension.

Consideration will, however, be given to nullifying extensions which involve individual or family hardship or to those in which other unusual circumstances are involved.

As mentioned before, the special leave is granted in addition to regular leave. Accrued regular leave and reenlistment leave, however, cannot be taken in conjunction with special leave except in cases of bona fide emergencies.

Regular leave will continue to accrue during the period the Navyman is on special leave and delays en route will be charged to regular leave.

Navymen who are interested in extending their tour of duty in a hostile-fire area in order to avail themselves of the 30 days of special leave and free transportation would do well to consult BuPers Inst 1050.9B for administrative details concerning special leave.

This instruction also includes copies of forms to be used in requesting tour extensions.

NOW HERE'S THIS

This Team Approaches Its Job With Respect

A year ago, the Navy sent an ordnance disposal team to the Trust Territory of the Pacific Islands to remove unexploded World War II ammunition in order to make the area safe for agricultural and recreational purposes.

Today the work is proceeding on schedule in the Marpi region of Saipan where both the Americans and Japanese stored ammunition.

Not only is it a dangerous job, it is also plain hard work. Some of the unexploded ammo is buried in sand on the beach, some hidden in coves or underwater, and some had been stored in caves now covered by thick foliage. Much of the jungle growth is so thick that certain areas of the island must be searched twice.

When the explosives are uncovered, they are carefully—exceedingly carefully—carried over narrow trails to passable roads and then to disposal areas.

Less sensitive ammunition is taken in trucks to a seaside cliff and dumped into the deep water below.

During one month, 226 tons of live ammunition and 25 tons of deadweight material—other than explosives—were disposed of. The clearing job is expected to be completed by next February.

CI/SERE Training for Navymen Headed for Vietnam Duty

ALL NAVYMEN with orders to Vietnam are normally given counterinsurgency/survival, evasion, resistance and escape (CI/SERE) training before they leave the United States.

The training program takes at least three weeks and, as the name implies, includes training in counter-insurgency, weapons indoctrination and survival, evasion, resistance and escape which are taught in field problems simulating combat conditions found in Vietnam.

These field problems often take place at the U. S. Naval Amphibious Base at Little Creek, Va. (for Navymen stationed east of the Mississippi River), or at the U. S. Naval Amphibious Base at Coronado, Calif. (for those west of the Mississippi).

The portion of this training which is devoted to survival, evasion, resistance and escape is given at Warner Springs, Calif.; Whidbey Island, Wash.; Camp A. P. Hill, Va.; or Camp Pickett, Va.

Navymen assigned to CI/SERE training sites should bear in mind that annual temperatures at these locations range from 125 degrees to zero degrees. Students should bring regulation clothing to accommodate temperatures which frequently vary as much as 50 degrees during a 24-hour period. Civilian clothing is not authorized during the SERE portion of the training.

Students must have an up-to-date Geneva Convention Identification Card and a set of identification tags in their possession before they report for training.

The following items are considered to be minimum equipment: towel, extra socks, khakis and/or dungarees (at least two complete uniforms), cap or hat, jacket and/or jersey, toilet articles, sun glasses, flashlight, lip ice, gloves and, for Little Creek students being trained from November through March, long underwear.

Other equipment will be provided by the Fleet Airborne Electronics Training Unit, Pacific Fleet, and by the U. S. Naval Amphibious School at Little Creek.

Students receiving training at Coronado are usually granted liberty from 1630 to 0730. Those at Little Creek are given liberty from 1630 to 0745. No liberty, however, is granted during the six days of SERE training.

Navymen ordered to training at Little Creek (5th Naval District), Coronado (11th Naval District), Mare Island (12th Naval District), or Whidbey Island (13th Naval District) are subject to the following uniform regulations:

Service dress blues for all personnel in the 5th ND are worn from 18 September to 31 March; those in the 11th ND wear service dress blues from 24 October to 5 June; those in the 12th ND wear them all year and men in the 13th ND wear them from 26 Oct to 16 May.

Service dress khakis are worn by officers and chiefs in the 5th ND from 27 April to 22 October; those in the 11th ND wear khakis from 5 June to 24 October; officers and chiefs in the 12th ND wear them from 1 April to 31 October (optional) and those in the 13th ND wear dress khakis from 16 May to 25 October.

Service dress whites are worn by other enlisted men from 1 April to 17 October by those in the Fifth ND, from 5 June to 24 October by those in the 11th ND. Enlisted men below chief in the 12th ND wear service dress whites from 1 April to 31 October (optional) and those in the 13th ND wear service dress whites from 16 May to 25 October.

Working khakis or dungarees are required at all locations during active training periods.

There are no regulations which specify the quantity of clothing to be taken to Vietnam, but Navymen should remember that laundry facilities and resale activities are scarce in some areas.

In places like NSA Da Nang and for men assigned to the 30th Naval Construction Regiment, the need for white uniforms is held at a minimum. Others who are assigned to shore duty in the Republic of Vietnam, however, will need the following items of clothing:

Officers and CPOs will need two tropical white long uniforms, six tropical khaki long uniforms (wash khaki trousers and short sleeve khaki shirts).

Enlisted men in pay grades E-6 and below will need four tropical white long uniforms and six dungaree uniforms.

Navymen assigned to field activities are usually issued two sets of lightweight, green fatigue uniforms and lightweight combat boots when they check in at Vietnam.

Clothing and equipment issued before departure from the United States and that which is used and retained during training must be taken to Vietnam.

Seabees on straight line transfers or those passing through CB centers should have work uniforms. These will be issued by the Naval Construction Regiment making the transfer. Minimum requirements are one dress blue and two undress whites. Other uniforms should be stored as the *Joint Travel Regulations* prescribe.

Except for short periods of overhaul or upkeep or when on logistics lifts, some ships are continuously deployed to Southeast Asia. Officers and chiefs assigned to these ships should have one service dress khaki uniform and one service dress blue uniform in addition to those needed for ashore Vietnam duty which are listed above.

Men in pay grades E-6 and below will need an additional service dress blue uniform and two undress blues.

Navymen are authorized by BuPers Inst 1300.37A to travel to Viet-

Charley Wise, HMCS, USN

"Yeh, I know it adds class . . . but . . ."

nam without a complete seabag and are encouraged to store or ship home uniform items which are not needed such as winter uniforms. Two sets of washable slacks, two sports shirts and/or lightweight suit/sport coat may be brought along for liberty.

The instruction also recommends that officers and chiefs arrive in Vietnam wearing tropical khaki long uniform and that other enlisted men wear white long uniforms.

For the convenience of U. S. servicemen in Vietnam, two United States banks have opened branches in Saigon which service checking accounts. Savings and time accounts, however, cannot be opened at either of these branches.

Military banking facilities are available and pay five per cent quarterly on deposits which did not fall below $100 during the quarter. No service charge is made against individual checking accounts and checks are free.

These banks also sell U. S. Savings Bonds, travelers' checks, bank money orders and bank drafts subject to regulations of the Commander, U. S. Military Assistance Command, Vietnam.

Checks drawn against accounts in Vietnam are negotiable in Vietnamese piasters at the current rate or for military payment certificates. In rest and recreation areas, checks may be cashed for dollars, MPCs or the local currency.

All accounts in Vietnam must be closed out upon transfer from the country.

Officers will need about $100 when they arrive in the country and enlisted men should have at least $50 in personal funds.

Charles R. King, SK2, USN

"Dinwiddy, go back and tell the engine room gang they'll have to go elsewhere for logs to light off the boilers."

All Navymen, regardless of their rank or pay grade, can save themselves considerable inconvenience if they will ensure, before leaving the United States, that their service records and other official affairs are current.

Families left at home can also be saved unnecessary trouble and perhaps anguish if men going to Vietnam will leave their personal affairs in order (allotments, will, necessary legal arrangements such as power of attorney, and family affairs).

Dependents should be told that, in all cases of emergency, verification of the emergency by the American Red Cross is necessary before overseas commanding officers can take action concerning leave.

Considerable time can be saved if the folks at home obtain this verification immediately. Additional assistance will then be provided upon request by any major military installation.

For the sake of the record, Navymen going to Vietnam do not need a passport nor will they need one to visit any country on authorized rest and recreation trips. One may be needed for visiting these countries while in a leave status.

Orders to Vietnam Mean Many Important Chores Before Final Departure

To avoid excessively long individual transfer directives, the Bureau of Naval Personnel has issued a list of supplementary items to be included in orders for Navymen assigned to Vietnam.

Navy personnel offices have an obligation to see that men assigned to Vietnam, either ashore or in ships, have complied with the procedures outlined in the list and have the documents they will need in Vietnam before they leave the United States.

Although it is not the direct responsibility of the man who receives the orders, a checklist of things which must be done and documents which he must have might save considerable trouble at a future date.

Here is the action which should be taken by personnel officers concerning men assigned to Vietnam. Everything discussed should be done before the Navyman concerned leaves the United States.

- Enlisted men should have sufficient obligated service to complete their training and serve 12 months in Vietnam.
- Inasmuch as dental facilities in Vietnam are limited, necessary dental work should be completed before embarkation.
- Those ordered to training for more than three weeks and those with orders specifying secret clearances should have the clearances verified.
- Security investigations should be initiated for those who need clearances and do not have them and the ultimate duty command should be informed of the result. If secret clearances are obviously out of the question, orders should be held in abeyance and the Chief of Naval Personnel notified.
- Any man whose uncorrected vision is 20/70 or weaker should have spectacle insert fittings for the MARK 7 CBR protective mask. These are made at Williamsburg, Va., and should be ordered by air mail; the mask size should be included in the order.

When the protective mask is ready, it will be sent either to Da Nang or to Saigon, depending upon the Navyman's destination.

- Ensure that a new record of emergency data is made.
- Every man should have an up-to-date Geneva Convention Identification card and identification tags in his possession.
- All Navymen should be given a one-month supply of chloroquine-primaquine tablets and be instructed to take the first weekly tablet at least 24 hours before entering Vietnam as a protection against malaria.
- Travel orders should specify that travel of dependents and shipment of household goods to ultimate

duty station are not authorized; that importation of privately owned firearms is prohibited. Complete travel instructions should also be given. The exact wording is given in BuPers Inst 1300.37A.

- Navymen with orders to Vietnam should be told what uniform items and other personal gear are not required in Vietnam and informed that unnecessary items can be stored at government expense. Storage should be arranged before the man leaves the United States.
- Everyone with orders to Vietnam should be informed of the 10 per cent interest benefits of the Savings Deposit Program.
- All married men should be informed concerning DOD family housing units available to families of men assigned on unaccompanied tours.

All travel orders should be issued, when possible, so that men going to Vietnam can take advantage of the maximum delay en route before reporting to their training activity. Once training has begun, emergency leave is the only type which will be granted.

Personnel offices should hold orders in abeyance if a Navyman ordered to Vietnam is not yet 18 years old. No orders should be issued directing Navymen to land-based activities in Vietnam during the first four months of naval service and enlisted men, except for hospital corpsmen and Group VIII personnel, are not to be assigned involuntarily to a second 12-month Vietnam tour ashore or on a Vietnam nonrotated ship within three years of the completion of their previous tour.

Complete details concerning supplementary items to be included in orders to personnel assigned to duty in Vietnam can be found in BuPers Inst 1300.37A.

Rules Concerning Shipment Of HHE If You're Deployed To Vietnam or Restricted Area

A word of caution may be in order regarding your entitlement to transportation for your dependents and the shipment of your household goods if you are being deployed to Vietnam or any other place outside the continental United States where dependents' travel is restricted.

Keep in mind that a sailing or movement order of a vessel, aircraft squadron, construction battalion, or other mobile unit does not normally constitute a change of station that would entitle you to transportation for dependents and the shipment of household goods at government expense.

You must: (1) Be in receipt of orders which effect a permanent change of station between units or activities having different locations; OR (2) there must be a CNO-directed change of home yard and/or home port; OR (3) you must be serving with an operating unit designated by CNO for deployment for a contemplated period of one year or more. If you are serving in pay grade E-5 or above, or E-4 with more than four years of service on the effective date of your PCS the Navy will, if otherwise entitled, pay your moving expenses.

If your PCS is from a place within CONUS to a place outside CONUS where your dependents are prohibited from joining you—such as Vietnam—the Navy will pay for your dependents' travel and the shipment of your household goods from their location when you received your PCS orders to any other place in the United States. The travel may not exceed the distance from your last permanent duty station to the designated place.

Instead of moving your family and household goods to another place in the United States, you may move them to Puerto Rico, Alaska, Hawaii or any territory or possession of the U. S. However, this requires the approval of the Bureau of Naval Personnel under the provisions of paragraph M 7005-2, Item 3, *Joint Travel Regulations.*

If approval is not granted, or if travel is contemplated to any other place outside the continental United States, your entitlement will be limited to the point of actual departure from the U. S.

If your PCS is from a place outside CONUS and your dependents are residing outside CONUS when you receive your PCS orders to a restricted area, you may move your dependents and household goods to any location outside CONUS where dependents' travel is permitted. This, too, requires advance approval of the Bureau of Naval Personnel under the provisions of paragraph M7005-3, Item 2, *JTR.*

In all cases where travel is being performed to a designated place, it must be with the intent of establishing a bona fide residence.

If you contemplate moving dependents outside CONUS, consideration should be given to the expenses involved.

As a rule, government housing is not available and civilian rentals may be expensive and scarce. Exchange and commissary privileges may not be available or may be extremely limited.

David E. Cockrum, YN3, USN

"Tell that nut to stop clowning around . . .

and get back in here!"

Now's the Time to Make Plans for Seavey Segment B-68

IT MAY BE TIME to think about moving ashore if you've been on sea duty since the latest cutoff date established for your rate and rating.

Beginning next October, thousands of Navymen will be transferred to shore duty under Seavey segment B-68. Chances are you'll be one of them, provided, of course, you meet the appropriate sea duty commencement date cutoff, plus other basic Seavey requirements.

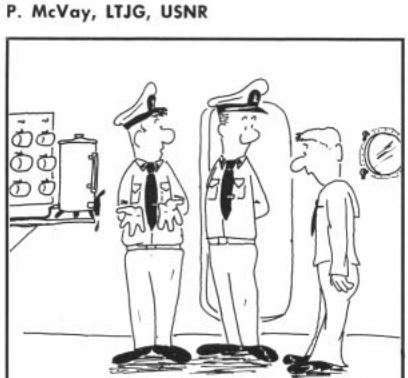
Transfers under the new segment will take place during the period October 1968 through January 1969. You are eligible if you:

- Began a continuous tour of sea duty on or before the month and year specified for your rate and rating (see list below).
- Were "on board for duty" on 1 Mar 1968 (effective date of Seavey segment B-68).
- Are obligated to serve on active duty until September 1970 or later.

Also, if you are serving on toured sea duty or overseas shore duty which counts as sea time for rotation, you must have a tour completion date which falls within the transfer months of the segment—October 1968 through January 1969, inclusive.

BuPers Notice 1306 (22 Mar 1968), which announced the new segment and cutoff dates, emphasized that once you receive orders to shore duty, only the "most unusual circumstances" will cancel them.

P. McVay, LTJG, USNR



"He made the coffee out of the saltwater deep sink this morning, but how can I say anything? No one noticed."

However, in order to receive orders ashore as soon as possible, you should indicate choices for both continental U. S. and preferred overseas shore duty, thereby giving the Seavey placement officer some leeway in assigning you.

If you absolutely do not want overseas service (which counts as shore duty for rotation purposes), you must say so when you fill out block 11 of your rotation data card. You then will not receive an overseas assignment, unless there's some urgent requirement which cannot be filled by somebody else. Keep in mind, though, that there may be some delay in your orders while the assignment people find a spot for you in CONUS.

If you request assignment to overseas shore duty which counts as sea duty for rotation, you are cautioned that you might wind up with an unaccompanied tour because such areas may have limited dependent entry provisions or insufficient family accommodations.

Here are some other points regarding the new Seavey segment:

- If you hold a primary Navy Enlisted Classification which is undergoing conversion (XX99), Seavey considers you to be in the rating to which you are converting.
- You will not automatically be extended at sea if you reach a tour completion date sometime later than January 1969. Rather, you would be considered for rotation in the Seavey segment in effect at the time.
- A change in your rate after 1 Mar 1968 does not alter your eligibility for the Seavey.
- You should complete a rotation data card if you've been on preferred overseas shore duty since 1 Jul 1966, meet the sea duty commencement date cutoff of Seavey segment A-66, and your tour completion date falls within the period October 1968 through January 1969. If you've already been recorded in the Seavey, you should check with your personnel office to make sure your duty preferences are up to date.

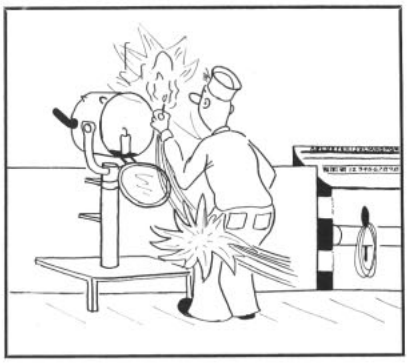
Here are the sea duty commencement date cutoffs for rates and ratings under Seavey segment B-68:

RATE	DATE	RATE	DATE	RATE	DATE	RATE	DATE	RATE	DATE	RATE	DATE
BMC	NOV 64	STC	JUN 64	GMT2	JUL 66	FTBC	MAY 65	ETR2	MAR 66	RM1	JAN 65
BM1	DEC 62	ST1	DEC 63	GMT3	JUL 66	FTB1	MAY 65	ETR3	NOV 65	RM2	JAN 65
BM2	MAR 62	STG2	SEP 64	GMTSN	JUL 66	FTB2	JUL 64	ETRSN	NOV 65	RM3	JAN 65
BM3	MAR 63	STG3	DEC 64			FTB3	MAR 62			RMSN	JAN 65
BMSN	MAR 63	STGSN	DEC 64	GMGC	JUN 64	FTBSN	MAR 62	DSC	OCT 66		
		STS2	SEP 64	GMG1	MAR 61			DS1	OCT 66	YNC	OCT 66
QMC	OCT 62	STS3	DEC 64	GMG2	JUL 61	MTC	JUN 65	DS2	JUN 66	YN1	OCT 66
QM1	JAN 62	STSSN	DEC 64	GMG3	MAR 61	MT1	JUN 65	DS3	FEB 65	YN2	OCT 66
QM2	MAY 64			GMGSN	MAR 61	MT2	JUN 65	DSSN	FEB 65	YN3	OCT 66
QM3	DEC 64	TMC	JUN 66			MT3	SEP 63			YNSN	OCT 66
QMSN	DEC 64	TM1	OCT 64	NEC 5332	APR 63	MTSN	SEP 64	IMC	APR 65		
		TM2	DEC 63					IM1	APR 64	CYN3	AUG 65
SMC	DEC 65	TM3	NOV 65	FTGC	JAN 65	MNC	JUL 66	IM2	APR 64	CYNSN	AUG 65
SM1	APR 60	TMSN	NOV 65	FTG1	JAN 64	MN1	JUL 66	IM3	OCT 61		
SM2	JUN 61			FTG2	DEC 63	MN2	JUL 66	IMSN	OCT 61	PNC	OCT 66
SM3	JAN 61	GMMC	DEC 65	FTG3	DEC 63	MN3	JUL 66			PN1	SEP 66
SMSN	JAN 61	GMM1	MAY 63	FTGSN	DEC 63	MNSN	JUL 66	OMC	MAY 64	PN2	OCT 66
		GMM2	DEC 63					OM1	NOV 64	PN3	JUN 66
RDC	FEB 64	GMM3	JAN 63	FTMC	OCT 66	ETC	OCT 66	OM2	JUN 65	PNSN	JUN 66
RD1	NOV 61	GMMSN	JAN 63	FTM1	NOV 64	ET1	JUL 66	OM3	MAY 64		
RD2	NOV 61			FTM2	OCT 63	ETN2	APR 66	OMSN	MAY 64	SKC	AUG 64
RD3	NOV 64	GMTC	SEP 66	FTM3	OCT 63	ETN3	OCT 66			SK1	NOV 63
RDSN	NOV 64	GMT1	JUL 66	FTMSN	OCT 63	ETNSN	OCT 66	RMC	JAN 65	SK2	DEC 64

RATE	DATE
SK3	JUN 66
SKSN	JUN 66
DKC	OCT 66
DK1	DEC 63
DK2	OCT 66
DK3	OCT 66
DKSN	OCT 66
CSC	DEC 63
CS1	SEP 63
CS2	MAY 65
CS3	MAY 66
CSSN	MAY 66
SHC	SEP 65
SH1	FEB 62
SH2	DEC 61
SH3	JAN 60
SHSN	JAN 60
JOC	OCT 66
JO1	OCT 66
JO2	OCT 66
JO3	OCT 66
JOSN	OCT 66
PCC	NOV 65
PC1	JUL 64
PC2	SEP 63
PC3	OCT 64
PCSN	OCT 64
LIC	SEP 65
LI1	AUG 64
LI2	AUG 65
LI3	JUN 66
LISN	JUN 66
DMC	OCT 67
DM1	OCT 67
DM2	OCT 67
DM3	OCT 67
DMSN	OCT 67
MMC	AUG 62
MM1	FEB 61
MM2	MAR 64
MM3	DEC 61
MMFN	DEC 61
ENC	JUL 63
EN1	SEP 61
EN2	MAR 65
EN3	JAN 66
ENFN	JAN 66
MRC	JAN 65
MR1	DEC 64
MR2	DEC 64
MR3	NOV 64
MRFN	NOV 64
BTC	APR 63
BT1	JUN 61
BT2	FEB 62
BT3	JAN 61
BTFN	JAN 61

RATE	DATE
BRC	SEP 65
BR1	AUG 63
EMC	FEB 62
EM1	JAN 61
EM2	NOV 64
EM3	JAN 64
EMFN	JAN 64
ICC	OCT 66
IC1	SEP 61
IC2	APR 64
IC3	OCT 64
ICFN	OCT 64
SFC	OCT 61
SF1	OCT 61
SFM2	APR 64
SFM3	OCT 65
SFMFN	OCT 65
SFP2	APR 64
SFP3	OCT 65
SFPFN	OCT 65
DCC	FEB 66
DC1	SEP 62
DC2	JAN 65
DC3	SEP 65
DCFN	SEP 65
PMC	APR 63
PM1	OCT 61
PM2	NOV 61
PM3	SEP 61
PMFN	SEP 61
MLC	DEC 63
ML1	FEB 63
ML2	NOV 61
ML3	NOV 61
MLFN	NOV 61
EAC	APR 66
EA1	APR 66
EAD2	APR 66
EAD3	APR 66
EADCN	APR 66
EAS2	APR 66
EAS3	APR 66
EASCN	APR 66
CEC	AUG 65
CE1	AUG 65
CEP2	AUG 65
CEP3	AUG 65
CEPCN	AUG 65
CES2	AUG 65
CES3	AUG 65
CESCN	AUG 65
CET2	AUG 65
CET3	AUG 65
CETCN	AUG 65
CEW2	AUG 65
CEW3	AUG 65
CEWCN	AUG 65
EOC	JUN 65
EO1	JUN 65
EOH2	JUN 65

Robert E. Lawson, SMC, USN



RATE	DATE
EOH3	JUN 65
EOHCN	JUN 65
EON2	JUN 65
EON3	JUN 65
EONCN	JUN 65
CMC	APR 65
CM1	APR 65
CMA2	APR 65
CMA3	APR 65
CMACN	APR 65
CMH2	APR 65
CMH3	APR 65
CMHCN	APR 65
BUC	MAY 65
BU1	MAY 65
BUL2	MAY 65
BUL3	MAY 65
BULCN	MAY 65
BUH2	MAY 65
BUH3	MAY 65
BUHCN	MAY 65
BUR2	MAY 65
BUR3	MAY 65
BURCN	MAY 65
SWC	AUG 64

RATE	DATE
SW1	AUG 64
SWE2	AUG 64
SWE3	AUG 64
SWECN	AUG 64
SWF2	AUG 64
SWF3	AUG 64
SWFCN	AUG 64
UTC	AUG 64
UT1	AUG 64
UTA2	AUG 64
UTA3	AUG 64
UTACN	AUG 64
UTB2	AUG 64
UTB3	AUG 64
UTBCN	AUG 64
UTP2	AUG 64
UTP3	AUG 64
UTPCN	AUG 64
UTW2	AUG 64
UTW3	AUG 64
UTWCN	AUG 64
ADRC	OCT 66
ADR1	OCT 66
ADR2	OCT 65
ADR3	DEC 65
ADRAN	DEC 65

Monroe S. Shropshire, CT2, USN

"Why, yes, I'm your new man, but how could you tell?"

RATE	DATE
ADJC	MAY 65
ADJ1	FEB 65
ADJ2	FEB 65
ADJ3	DEC 65
ADJAN	DEC 65
ATC	AUG 66
AT1	AUG 66
ATR2	DEC 65
ATR3	AUG 65
ATRAN	AUG 65
ATN2	APR 66
ATN3	AUG 65
ATNAN	AUG 65
AXC	JUN 65
AX1	MAY 65
AX2	OCT 64
AX3	OCT 64
AXAN	OCT 64
AOC	FEB 66
AO1	NOV 65
AO2	AUG 65
AO3	AUG 65
AOAN	AUG 65
AQC	JUN 66
AQ1	JUL 65
AQB2	JUN 66
AQB3	JUL 65
AQBAN	JUL 65
AQF2	OCT 66
AQF3	DEC 65
AQFAN	DEC 65
ABEC	DEC 65
ABE1	MAY 65
ABE2	JUN 64
ABE3	DEC 65
ABEAN	DEC 65
ABFC	OCT 65
ABF1	JUN 65
ABF2	APR 65
ABF3	MAR 65
ABFAN	MAR 65
ABHC	FEB 66
ABH1	NOV 65
ABH2	JAN 65
ABH3	JAN 65
ABHAN	JAN 65
AEC	FEB 66
AE1	JAN 66
AE2	MAY 66
AE3	DEC 65
AEAN	DEC 65
AMSC	AUG 65
AMS1	AUG 65
AMS2	FEB 65
AMS3	DEC 65
AMSAN	DEC 65
AMHC	OCT 66
AMH1	NOV 65

RATE	DATE
AMH2	JAN 66
AMH3	DEC 65
AMHAN	DEC 65
AMEC	DEC 65
AME1	DEC 65
AME2	NOV 65
AME3	DEC 65
AMEAN	DEC 65
PRC	DEC 65
PR1	JUN 65
PR2	DEC 65
PR3	JUN 65
PRAN	JUN 65
AKC	OCT 66
AK1	OCT 66
AK2	JUL 66
AK3	JUL 66
AKAN	JUL 66
AZC	DEC 65
AZ1	DEC 65
AZ2	DEC 65
AZ3	DEC 65
AZAN	DEC 65
ASC	JUN 66
AS1	JUN 66
ASE2	JUN 66
ASE3	JAN 66
ASEAN	JAN 66
ASH2	JUN 66
ASH3	JAN 66
ASHAN	JAN 66
ASM2	JUN 66
ASM3	JAN 66
ASMAN	JAN 66
PHC	MAR 66
PH1	DEC 65
PH2	APR 66
PH3	DEC 65
PHAN	DEC 65
PTC	FEB 66
PT1	FEB 66
PT2	DEC 65
PT3	DEC 65
PTAN	DEC 65
HMC	FEB 66
HM1	FEB 66
HM2	FEB 66
HM3	FEB 66
HN	FEB 66
DTC	OCT 66
DT1	OCT 66
DT2	OCT 66
DT3	OCT 66
DN	OCT 66
SDC	MAR 66
SD1	JAN 64
SD2	OCT 63
SD3	AUG 64
TN	AUG 64

Transferring HHEs When Your Ship Is To Be Commissioned

Navymen who are ordered to ships being built, fitted out, converted or reactivated, may face some unusual problems in the transportation of their personal property if they do not understand precisely what they are entitled to.

If you receive such an assignment, the best way to avoid these pitfalls is to familiarize yourself with your entitlements under the Navy's Personal Property program.

For the benefit of ALL HANDS' audience, Lieutenant Commander J. M. Hale, Director, Household Goods Division, Naval Supply Systems Command, and Mr. Richard Michaels, his assistant, have provided some expert advice outlining these entitlements. They offer this along with some answers to questions often asked.

PERSONAL PROPERTY transportation entitlements are determined by the type of orders issued whether to officers or enlisted personnel. Two types of duty are involved: Duty in connection with building, fitting out or conversion of a vessel; and temporary duty in connection with building, fitting out or conversion. In this instance, there is considerable difference between "duty" and "temporary duty."

When it is expected you will be at the building or fitting out site for more than six months before the date of commissioning, you will be ordered to *duty* in connection with building or fitting out of a ship. Two separate sets of orders will be issued.

Under the first set of orders you will be directed to duty at the site. Approximately two months before commissioning, you will be issued a second set of orders directing you to be detached from all previously assigned duties upon commissioning of the ship and to report to the ship for duty.

The first set of orders are considered orders to shore duty, and entitle you to:

- Shipment of permanent weight allowance of household goods at government expense to the site (regardless of whether the ship has yet been assigned a home port or home yard).

The second set of orders are considered orders to sea duty, and when you receive them, you are entitled to:

- Shipment of the permanent weight allowance of household goods from the building or fitting out site to the home port or home yard of the ship.
- Shipment of permanent weight allowance of household goods or transportation of a housetrailer from the building or fitting out site to a designated place in the United States.
- Nontemporary storage of permanent weight allowance of household goods for the duration of the tour of sea duty or any combination of shipment and storage of your household goods.
- Transportation of a privately owned vehicle at government expense from the closest port serving the building, fitting out or conversion site to the closest port serving the home port or home yard of the ship.

Temporary Duty—When it is expected that you will be at the building or fitting out site for less than six months before commissioning, you will be ordered to temporary duty. When you receive orders which call for temporary duty in connection with building or fitting out of a ship and for duty on board that ship when it is commissioned, entitlement will include:

William R. [illegible], CTC, USN

- One shipment of the permanent weight allowance of household goods. No reshipment is authorized upon commissioning of the ship and assignment of a home yard or home port (a distinct difference in entitlement from permanent duty orders.) However, you may place your HHE in nontemporary storage for a maximum period equal to the period of building, fitting out or conversion. Shipment—whether before or after commissioning—*is* authorized from the last duty station to either the ship's home yard or home port or to any designated place within the United States.

Please note that nontemporary storage of goods is strongly recommended rather than shipment to the home yard or home port, in view of recent situations in which ships have embarked on extensive deployments or have had extended periods of building, fitting out or conversion following commissioning. If household goods were left in temporary storage beyond the maximum 180-day period allowed, you would pay the difference. Yet, in the same situation, additional cost would not be involved if the goods were placed in nontemporary storage.

- Upon commissioning of the vessel, if household goods have been left in nontemporary storage for the period of temporary duty or in a residence at the old duty station, they may be left in nontemporary storage for the entire tour of sea duty or shipped to either the home yard or home port or to a designated place in the U. S.
- Transportation of a house trailer is authorized from the old permanent duty station to the home yard or home port of the ship or to a designated place within the U. S.
- There is no entitlement to shipment of a privately owned vehicle on these orders, even upon commissioning.

Here are some questions, with

heir answers, which frequently rise:

1. In the case of temporary duty in connection with fitting out of a ship, if I place my goods in nontemporary storage, must I keep them there for the entire period of fitting out, or can I ship them at any time during the temporary duty period?

Answer: Nontemporary storage is for a maximum period equal to the period of temporary duty. You may have the goods withdrawn and shipped to the permanent duty station at any time before the end of temporary duty.

2. I am ordered from the Naval Training Center, Great Lakes, to temporary duty in connection with the fitting out of a ship on the East Coast, with an ultimate home port of Long Beach upon commissioning. If I drive my automobile to the East Coast, can it be shipped to Long Beach upon commissioning?

Answer: No. Existing law and regulations do not provide authority for shipment of a privately owned vehicle under orders to temporary duty in connection with building, fitting out or conversion of a ship. Note the term "temporary duty." Only upon receipt of permanent duty orders can the shipment of a privately owned vehicle be authorized.

3. If, under the same circumstances, I ship the permanent weight allowance of household goods to the fitting out point, can they be reshipped upon commissioning?

Answer: When orders are for temporary duty in connection with building, fitting out or conversion of a ship, only one shipment of the permanent weight allowance of household goods is authorized. Therefore, goods cannot be reshipped upon commissioning.

4. If, under the same circumstances, upon receipt of orders, I ship my household goods to the home port, intending that I will be at the home port within six months and the fitting out period of the ship slips, delaying my arrival at the home port for two months more than the six months' authorized storage period, can I be granted an extension of the temporary storage?

Answer: No. Therefore, upon receipt of orders to temporary duty in connection with building, fitting out or conversion of a ship, it would be wise to have your household goods placed in nontemporary storage at origin. Then, just before the commissioning of the vessel, have them shipped to the ultimate destination at government expense.

Early Separation for Law Enforcement Applicants

If the police want you, you can get an early out.

Wait. Let's try that again.

If you want to join the police force, and you have been offered a job by a law enforcement agency, you can be separated up to 90 days early.

The Secretary of Defense recently authorized early outs for Navymen who have a written offer of specific law enforcement employment or recruit training from a civilian governmental police agency. You must, of course, make a written request for early separation to accept such employment.

The police agency must be a legally constituted law enforcement agency of city, county, state or federal government. This does not include private or corporate police organizations and positions filled by public election or political appointment.

Your offer of employment must be a formal written offer for immediate employment or entry into a training status from a police agency.

Officers and warrant officers requesting early outs in this program must submit a request via their CO to the Chief of Naval Personnel (Pers-B1403) for considera-

WHAT'S IN A NAME

AUTEC, Tongue of the Ocean

A 100-mile long by 15-mile wide strip of ocean trench off Andros Island in the Bahamas is the site of the Navy's deep-sea research facility, the Atlantic Undersea Test and Evaluation Center (AUTEC).

Known as the Tongue of the Ocean, or TOTO, the U-shaped trench 150 miles southeast of Miami, Fla., is considered an ideal location for AUTEC.

TOTO is plenty deep (to 6000 feet), and, bordered on both sides and one end by islands, reefs and shoals, is free of the open-ocean disturbances that distract and mislead researchers. Further, almost nobody at AUTEC complains about the nice-all-year climate.

The AUTEC site on Andros Island is still building, and when completed in 1970 will have facilities for evaluating all types of undersea weapons, weapons systems and vehicles.

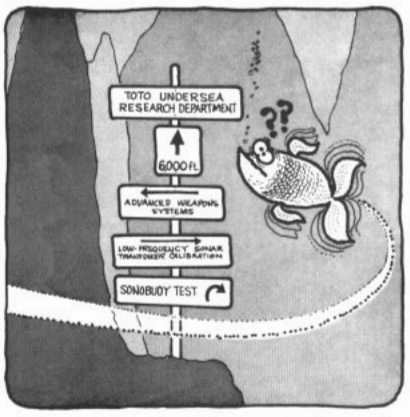
With one range in TOTO for weapons testing, another for sonar calibration, and a third for acoustics, AUTEC can evaluate the attack effectiveness of surface ships, submarines and aircraft.

However, AUTEC is primarily concerned with tests and research deep in the water. The center's job description includes the following:

- **Evaluate advanced weapons systems and components.**
- **Measure the tactical characteristics, noise and target strength of submarines.**
- **Test sonobuoys.**
- **Calibrate large, low-frequency sonar transducers.**

Research into the trench already conducted by AUTEC has turned up some bonus information about TOTO. The deep-sea vehicle ALVIN, while inspecting a network of AUTEC hydrophones and cables, observed the floor of the trench to be rough, not, as believed previously, one that is relatively flat.

TOTO's bottom has steep hills of rock and limestone measuring 200 to 300 feet high. Areas at the foot of one 300-foot chasm were covered with fine coral sand. The ALVIN team said the scene resembled a mountain ski slope.



tion on an individual basis. If service requirements permit, early separations of up to 90 days will be approved. For officers serving resignation/retirement deferral periods, such approval will provide for a reduction of the deferral period of not more than 90 days.

Commanding officers are authorized to approve enlisted requests for early separations of up to 90 days before normal EAOS (including extensions of enlistments). Qualified applicants must be released no later than 10 days before the effective date of police employment. Remaining minimum required service for advancement will be waived for Navymen separated under this program.

There are exceptions to these early out rules, or course. Such early separations will not be approved for Navymen who:

- Are scheduled for transfer to the Fleet Reserve or Retired List.
- Are important enough to a command that their loss would adversely affect its operational capabilities.
- Are scheduled for separation under another early release program, such as college entrance.
- Are Reservists on active duty for training.

For more details on the program, see BuPers Inst 1910.21A.

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).

The Hellbenders (C): Western; Joseph Cotten, Norma Bengell.

Enter Inspector Maigret (C): Mystery Drama; Heinz Ruhmann, Francoise Prevost.

The Taming of the Shrew (WS) (C): Comedy; Elizabeth Taylor, Richard Burton.

Operation Kid Brother (WS) (C): Melodrama; Neil Connery, Daniela Bianchi.

Countdown to Doomsday (C): Mystery Drama; Geroge Ardisson, Horst Frank.

To Sir, With Love (C): Drama; Sidney Poitier, Judy Geeson.

Casino Royale (WS) (C): Mystery Comedy; Peter Sellers, Ursula Andress.

Luv (WS) (C): Comedy; Jack Lemmon, Peter Falk.

Counterpoint (WS) (C): Drama; Charlton Heston, Maximilian Schell.

Wait Until Dark (C): Drama; Audrey Hepburn, Alan Arkin.

Run Like a Thief (C): Drama; Kieron Moore, Ina Balin.

Tony Rome (WS) (C): Melodrama; Frank Sinatra, Jill St. John.

Hostile Guns (WS) (C): Western; George Montgomery, Yvonne De Carlo.

The Tiger and the Pussycat (C): Comedy Drama; Ann-Margret, Vittorio Gassman.

The Sea Pirate (WS) (C): Melodrama; Gerard Barray, Antonella Lualdi.

Too Many Thieves (C): Melodrama; Peter Falk, Britt Ekland.

Destination Inner Space (C): Mystery Drama; Scott Brady, Sheree North.

The Flim Flam Man (WS) (C): Comedy; George C. Scott, Sue Lyon.

For a Few Dollars More (WS) (C): Western; Clint Eastwood, Lee Van Cleef.

The King's Pirate (C): Melodrama; Doug McClure, Jill St John.

Dimension 5 (C): Mystery Drama; Jeffrey Hunter, France Nuyen.

Funeral in Berlin (WS) (C): Drama; Michael Caine, Eva Renzi.

The Long Duel (WS) (C): Melodrama; Yul Brynner, Trevor Howard.

William R. Maul, CTC, USN

"Oh, I'm sorry, Sir, did you think the coffee was too strong?"

Cash Awards Program Pays Off Big to Navymen Who Can Improve the System

During the past 18 months Navy and Marine Corps personnel submitted more than 6000 beneficial suggestions, inventions or scientific achievements which resulted in savings of over seven million dollars to the Department of the Navy.

In return for their efforts in the field of improved operations, economy and safety, more than 1400 Navymen and Marines received $136,785 in cash awards.

Enlisted personnel received $94,110 and officers received $42,675.

Although all rates and ranks are eligible to participate in the program, those in pay grades E-4 through E-9 received more than 65 per cent of the total awards.

A number of contributions are currently being processed for wider adoption and additional cash awards.

This incentive, now available to all armed forces personnel by Congressional law, is expected to yield monetary benefits to both the government and servicemen whose ide are adopted.

Some significant cash award payments and savings were as follows:

- A chief petty officer at Whidbey Island, Oak Harbor, Wash., received $900 for devising a method to repair damaged bomb ejector racks. The former method was to replace a component with a new one at a cost of $360 each. First year savings, $49,278.
- A yeoman at Great Lakes, Ill., received $550 for suggesting a method to cut the processing time for verification of Planned Active Duty Dates of Naval Reservists from 15 to five minutes. Reduced manhours, paper and printing costs saved the Navy $12,000 during the first year of operation.
- A chief torpedoman at Key West, Fla., received $560 for suggesting increased output of a computer by using the office watchstanders to tend the computer outside of normal working hours.
- A petty officer 2nd class at Norfolk, Va., received $775 for suggesting a household cleaning solution for cleaning T-58 engine co pressor rotor blades and stator va Use of this solution reduced the time

o clean each engine from five man-urs to less than one, with a de-idedly superior result. Navy-wide savings, $24,640.

• A Marine Corps master sergeant received an award of $615 for first year estimated savings of $14,214 for his suggestion which resulted in a change in sorting and merging of computer data. Savings were estimated at 45 computer hours each month at an hourly rate of $136.

• A lieutenant at the Naval Air Systems Command, Washington, D. C., received $1820 for suggesting that one set of standardized test equipment be used with the Air Data Computer System for several types of aircraft. Past practices required that each aircraft manufacturer design and develop test equipment for the airborne systems of each particular aircraft model. The interchangeability of one set of test equipment resulted in estimated first year savings of $770,000.

• A chief personnelman at Norfolk, Va., received $1305 for suggesting the use of regular performance evaluation marks in advancement procedures of personnel. is suggestion eliminated the prep-ation of thousands of special evaluations in service records. Estimated first year savings, $255,000.

• A lieutenant commander at Washington, D. C., received $2095 for suggesting and devising equipment to test telemetry equipment electronically. Estimated first year savings in excess of one million dollars.

• A chief aviation ordnanceman on board the carrier USS *America* (CVA 66) saved the Navy $68,000 and received $1100 for suggesting a method to load target drones onto aircraft for surface-to-air missile exercises in six minutes instead of 30 minutes.

• A torpedoman 2nd class aboard a submarine received $300 for his suggestion to design a test panel which saves maintenance time.

• A warrant officer on board USS *Northampton* (CC 1) redesigned and improved the ship's 30-ton hatch cover. He received $300 and will save the Navy approximately $10,000 each year in repair costs.

• A chief petty officer at the val Air Technical Training Center, Glynco, Ga., continuing his crusade against high operating costs, recently submitted his third suggestion, which resulted in an annual savings of $252,000 for NATTC. He devised a means of simulating targets for radarscopes. This action eliminates two hours of actual flight time in the training of approximately 420 students each year.

• A Marine Corps major shared equally in an award of $1165 with a civilian employee for their suggestion which provided for a complete revision of the provisioning program to use in-house available computer time. An estimated $112,938 in first year savings resulted.

• A Marine Corps sergeant at San Diego received an initial award of $400 for his suggestion, "Repairing Unserviceable M14 Rifle Stocks." Figures are now being obtained to determine whether an additional award will be paid.

How about you-all?

Gulf Survey

Next January, USNS *Elisha Kane* (TAGS 27) will hoist anchor and, with about 20 men from the U. S. Navy Oceanographic Office and the U. S. Geological Survey aboard, set out on a study of the Gulf of Mexico.

The project is expected to take about one year and is aimed at collecting information on major earth structures underlying the Gulf together with its mineral resources, sea floor sediments and sub-seafloor rocks.

The survey, a joint Navy-Geological Survey effort, will cover an area of more than 600,000 square miles.

Elisha Kane, the Navy's newest oceanographic research vessel, will be given a chance to exhibit her ability to obtain continuous sea surface temperature, bathymetric data, subbottom profiles and to measure magnetism.

The scientific crew aboard *Kane* will use her facilities to process the data they obtain during the physical, biological, chemical, meteorological and photographic programs they conduct.

Information gained during the project will be used in preparing a tectonic map of the entire Gulf of Mexico and would show deformations in the Gulf's floor such as folds, faults and thickness of sediments.

The map will supplement data from adjacent land areas already shown on the Geological Survey's *Tectonic Map of North America* and will help fill in major unknown areas.

NOW HERE'S THIS

Achilles Heel of a Shark

A study to develop improved means of protecting Navymen from sharks continues to be a major research problem of the Office of Naval Research.

It is of particular interest to Captain H. David Baldridge, Jr., a Medical Service Corps doctor at the Naval Aerospace Medical Center, Pensacola, Fla.

Doctor Baldridge, who has conducted studies on shark repellents since 1964, began further research into the age-old problem last fall at the Siesta Key Station of the Mote Marine Laboratory in Sarasota. The emphasis of his research was on techniques in incapacitating sharks through highly toxic drugs such as nicotine cyanide and strychnine.

"We are searching for the shark's weak or vulnerable point—in other words his chemical Achilles heel," remarked the scientist.

Growth characteristics were also part of the research. The shark has one major anatomical flaw—he cannot float, he must swim constantly. If his listing (pectoral) fins fail him, he sinks.

If his gross weight passes the point where his fins can no longer support him, he is finished. Thus, as the shark grows older and larger, he places a heavier load on his fins. Dr. Baldridge speculates that, if somehow there could be produced an unusual swimming pattern through damage to one of the shark's fins, it is likely that other sharks would turn on him.

Earlier shark experiments by Dr. Baldridge included participation in the test of a plastic bag which serves as a shark screen for men in the water. A swimmer fills the bag with water, rolls inside and inflates the top so that he is able to float on the surface, encased in a protective cocoon which appears camouflaged. The shark sees it only as a dull, uninteresting mass on the surface of the water since there are no dangling arms or legs to attract him or to provide any evidence that a person is present.

—F. Veloso

Here Is the Latest Listing of Overseas Tour Lengths

INFORMED soothsayers will tell you that a list of overseas tour lengths is more useful than even the best crystal ball in determining the duration of your next overseas tour.

Such a list was published by the Bureau of Naval Personnel in Change One to BuPers Inst 1300.26D.

Overseas duty is defined as military duty performed while assigned to a military installation or activity permanently located at a land station outside the United States or in Alaska or Hawaii.

Generally speaking, the time creditable on an overseas tour begins on the day you actually depart from the United States.

Unless stated to the contrary, a standard overseas tour begins with your departure from a United States port (except in Alaska or Hawaii) and ends with the day you return on permanent change of station.

The lengths of overseas tours listed here can be changed at any time and do not apply to attache personnel.

In the column indicating the length of tour with dependents, you will sometimes see N/A listed opposite a country or area. Dependents are not permitted in these.

Country or Area	Tours in Months Accompanied by Dependents	All Others
Alaska		
Anchorage Area including Elmendorf AFB and Fort Richardson	36	24
Fairbanks Area including Eielson AFB, Fort Wainwright and Ladd AFB	30	18
Big Delta Area including Fort Greely, Juneau and Kenai-Whittier Area including Wildwood Station	24	18
Bethel, Kodiak Island and Nome	24	12
Aleutian Peninsula, Islands west of 162nd Meridian including Adak, Attu, Dutch Harbor and Point Barrow Area	18	12
Clear, Fire Island and Murphy Dome	N/A	12
American Samoa	N/A	12
Antarctic Region	N/A	Indef
Argentina	36	24
Aruba	24	18
Ascension Island	N/A	12
Australia (except as indicated)	36	24
Alice Springs and North West Cape	24	18
Austria	36	24
Azores	24	18
Bahamas		
Eleuthera	24	18
Andros Island, Grand Bahama Island, San Salvador and Turks and Caicos	N/A	12
Bahrein Island	15	12
Belgium	36	24
Bermuda	36	24
Bolivia	24	18
Brazil (except as indicated)	36	24
Recife, Salvador and Santa Cruz	24	18
Fortaleza	N/A	18
Burma (except Rangoon)	24	12
Rangoon	24	14
Cambodia	24	12
Canada		
Metropolitan Areas	36	24
Labrador (except Goose AB)	24	12
Goose AB	24	15
Newfoundland		
St. Johns	36	24
Argentia	24	18
Stephenville	N/A	12
Other Areas	24	12
Chichi Jima	18	12
Chile	36	24
Christmas Island	N/A	12
Colombia	36	24
Congo (Kinshasa—formerly Leopoldville)	24	12
Corsica	N/A	18
Costa Rica	36	24
Cuba		
Guantanamo	24	12
Cyprus	24	18
Dahomey	24	12
Denmark	36	24
Dominican Republic	36	13
Ecuador	24	18
Egypt	36	24
El Salvador	36	24
Eniwetok	N/A	12
Ethiopia-Eritrea (except as indicated)		
Asmara	30	18
Harrar, Massawa and Isolated Areas	N/A	12
Fiji Islands	N/A	12
Germany	36	24
Greece		
Athens, Ekali, Elevsis, Katsimidhi, Kifisia, Marathon, Parnis, Pateras, Pendelikon and Piraeus	30	18
Crete (except Soudha Bay)	24	18
Soudha Bay	N/A	12
Other Locations	N/A	12
Greenland	24	12
Guam	24	18
Guatemala	36	24
Guinea	24	12
Haiti	36	24
Hawaii	36	24
Honduras	24	18
Hong Kong	36	24
Iceland	24	12
India	24	12
Indonesia	24	14
Iran (except Teheran)	24	12
Teheran	24	18
Iraq	24	18
Italy (except as indicated)	36	24
San Vito	30	18
Brindisi, Ghedi, Gioia del Colle, Martina Franca, Piacenze, Rimini, and Sigonella	24	18
Mt Corna and Mt Venda	N/A	18
Monte Limbara, Mt Calverina, Mt Grappa, Mt Pizzoz, Mt Torara, Mt Virgine, Naz Sciaves, Reggio and Zello	N/A	15
Cima Gallina, Gambarie, Mt Cimona and Mt Paganella	N/A	12
Ivory Coast	24	12
Iwo Jima	N/A	12
Japan (except as indicated)	36	24
Iwakuni	24	18
Wakkanai	24	15
Akashi, Kobe and Osaka	24	15
Akizuki Kure	24	13
Kashiwa	N/A	15
Fuji Maneuver Area and Kokura (including Yamada)	N/A	13
Isolated Areas including Abashiri, Asoiwayama, Mineokayama, Mito, Namaike, Nemuro, Ominato, Seburiyama, Takayama and Wajima	N/A	12
Johnston Island	N/A	12
Jordan	24	12
Korea	24	13
Kwajalein	18	12
Laos	24	12
Liberia	24	12
Libya (except as indicated)	24	12
Tripoli including Wheelus AB	24	15
El Uotia and Misurata	N/A	
Mahe Island, Seychelles	24	
Mali	24	12

Country or Area	Tours in Months Accompanied by Dependents	All Others
Malta	24	12
Mexico	36	24
Midway Island	18	12
Morocco		
Casablanca Area including Nouasseur	36	24
Marrakech Area	30	18
Kenitra (formerly Port Lyautey Area)	24	15
Ben Guerir Area and Sidi Slimane	24	12
Nepal	24	12
Netherlands	36	24
New Zealand	36	24
Nicaragua	36	18
Niger	24	12
Nigeria	24	12
Norway	36	24
Pakistan (except as indicated)	24	18
Peshawar	24*	15
Lahore	N/A	15
Palestine (UN Truce Supervisory Organization)	24	12
Panama (including Canal Zone)	36	18
Paraguay	24	18
Peru	36	24
Philippine Islands (except as indicated)	24	24
Mactan Island and Wallace Air Station	N/A	13
Balanga Area, (Bataan); Laoag; Lubang; Mindanao; and Paracale (Luzon)	N/A	12
Portugal	36	24
Puerto Rico	36	24
Ryukyu Islands (except as indicated)	30	18
Isolated Areas	N/A	12
Saipan	24	18
Saudi Arabia	18	12
Senegal	24	12
Spain (except as indicated)	36	24
Alcoy, Constantina, Elizondo, Inoges, Rosas, Villatobas and Zaragosa	30	18
Cartagena, El Ferrol, Guardamar del Segura and Sonseca	24	18
Adamuz, Ciudad Real and Santiago	N/A	18
Balearic Islands and Gorremandi	N/A	15
Surinam	24	18
Taiwan (except as indicated)	24	15
Isolated Areas	N/A	12
Thailand (except Bangkok)	24	12
Bangkok	24	18
Trinidad and Tobago	24	18
Turkey		
Adana, Ankara, Cigli/ Izmir, Golcuk, Istanbul, Karamousel and Sile	24	18
Samsun	24	15
Trabzon	N/A	15
Other Areas	N/A	12
United Kingdom (except as indicated)	36	24
St. Mawgans, (England); Londonderry, (Ireland); Edzell, Holy Loch, Machrihanish, and Thurso, (Scotland)	24	18
Upper Volta	24	12
Uruguay	36	24
Venezuela	36	24
Vietnam	N/A	12
Virgin Islands	36	24
Wake Island	18	12
West Indies		
Anguilla, Antigua and Barbados	24	18
St Lucia	N/A	12
Yugoslavia	24	18

* Dependents permitted only when Government quarters are available.

Just Like the Book Says

When everything clicks like it's supposed to, a man falling overboard from a carrier's flight deck should not be saltwater swimming for long.

For Airman Stephen C. Selbach, things clicked perfectly. He spent a mere six minutes in the warm waters of the South China Sea.

Selbach, a jet mechanic aboard USS *Bon Homme Richard* (CVA 31), fell 70 feet into the sea when he lost his balance working on the flight deck.

He was wearing a new jacket-type life vest, issued to him only two days earlier, as he helped prepare a jet fighter for a strike against a target in North Vietnam.

"In the split second that I lost my balance, I saw the life raft racks below me on the catwalks. I knew I didn't want to fall on them headfirst and go into the water unconscious, so I gave a shove away from them and went over the side," Selbach said.

"That vest was really great. I hit the water, then I saw the surface above me. I already had my hand on the inflation cord, so I just pulled it and the jacket brought me up to the surface."

When Selbach started to lose his balance, the man working with him on the aircraft tried to grab him, but wasn't fast enough.

"I heard him shout 'man overboard' as I went over the side. Then I heard another guy yell it too—probably the watchstander on the fantail."

When Selbach came up to the surface he swam away from the ship to avoid being dragged under by the screws.

"The ship was still steaming ahead, leaving me behind. Then I heard 'man overboard' called over the loudspeakers and I knew I would be all right and they would pick me up.

"That new life vest kept my head above the swells. I've done a lot of swimming, but I would have had trouble if I hadn't had that vest on.

"I guess I was only in the water about six minutes when I saw the helicopter come swooping down to pick me up. I was sort of scared for a minute when the helo came close. The rotor backwash was kicking up the water all around me. Then I remembered the training lectures that we had on helo rescue in the water. I was supposed to turn my body away from the backwash, so I did and the helo crew lowered the rescue sling to me. When I got in that helo I felt great."

—Michael McNulty, AN, USN

Unrep for *Kitty Hawk*

The carrier USS *Kitty Hawk* (CVA 63) set what she believes is an unrep record recently while replenishing from USS *Procyon* (AF 61) in the Gulf of Tonkin.

Kitty Hawk brought aboard 381 tons of provisions from the reefer, including 335 net loads filled with 55 tons of meat, 57 tons of dairy products, 53 tons of fresh fruits and vegetables, and 216 tons of dry stores. This was brought aboard in three hours.

Normally, about 200 tons is a typical load for a *Kitty Hawk* provisions unrep. Schedule changes during the at-sea periods resulted in a long interval between replenishments.

LETTERS TO THE EDITOR

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.

Effective Date of Orders

SIR: According to the *Joint Travel Regulations*, the effective date of orders is computed from the date of transfer to include proceed, leave and travel time when authorized and used.

Does this mean that, unless one of the above factors is involved, the effective date of orders is the date of transfer?—J. O. M., PNC, USN.

• *The term, "effective date of orders" is clearly defined in Article M3003 of the* JTR *as meaning the date of a Navyman's relief (detachment) from his old station EXCEPT under certain circumstances.*

When and if these exceptional circumstances exist, Joint Travel Regulations *is equally specific concerning the method of computing the effective date of orders.*

In case you don't have a copy of the JTR *handy, here is a summary of what it says on the subject of exceptions.*

When the Navyman's orders authorize leave or delay en route before reporting to his new station or when he is granted additional travel time in which to use a specific mode of transportation, the leave, delay or additional travel time is added to the date of the Navyman's detachment from his former permanent duty station to determine the effective date of orders.

However, when his Permanent Change of Station (PCS) orders are modified, canceled, or revoked before their effective date, the orders will be considered as effective when received for any travel performed (by the Navyman or his dependents) under the original orders, or any transportation of household goods or house trailers commenced or completed under such orders, even though leave, delay, proceed time or temporary duty en route are involved.

If a Navyman's orders involve temporary duty en route to a permanent duty station in a nonrestricted area, the effective date of orders, for the purpose of dependent travel and shipment of household goods, is the date of detachment from the last temporary duty station plus leave, delay or additional travel time allowed.

If a Navyman's orders involve temporary duty en route to a permanent duty station in a restricted area, the effective date, for the purpose of dependents' travel and shipment of household goods, is the date of detachment from the permanent duty station plus leave, delay, or additional travel time authorized to be taken before the member reports to his first temporary duty station.

As you indicated, leave, delay or additional travel time must be used before it is considered in determining the effective date of orders.—ED.

SMOOTH SAILING—*Wainwright* (DLG 28) strikes attractive underway pose.

Uniform Devices and Innovations

SIR: I have read in an unofficial publication that it is not necessary to wear collar devices on the khaki uniform shirt if the coat of the service dress khaki uniform coat is worn.

If this is true, please cite the official publication in which the regulation appears.

I would also like to know the current thinking concerning the use of nonmetallic hat devices and nylon uniform lace which are available through various sources.

Are these innovations allowed, encouraged, permitted or forbidden?—G. M. S, CDR, DC, USN.

• *Rank and corps devices on the shirt of your service dress khaki uniform can be omitted provided you wear your coat on a continuous basis. That's the official word, to be found in Article 0126.13 of* Navy Uniform Regulations, *1959. The same rule applies to the green working uniform of naval aviators.*

The type of permissible hat device and gold uniform lace is also specified in Uniform Regs. *Because a number of other officers have had questions concerning oxidized hat devices and gold nylon/rayon uniform lace, the Bureau felt constrained to issue BuPers Notice 1020 of 14 Feb 1966.*

This Notice points out that nonmetallic cap devices and gold lace frequently do not conform to official specifications and are, therefore, unauthorized.

If you are hoping that the Navy will, in the future, permit a substitute for either or both of these items, don't give up. It is still looking for an acceptable replacement.

At the present time, mylar is being evaluated under combat conditions. Factors being considered include serviceability and appearance of chin straps, line and corps sleeve devices and shoulder marks.

Inasmuch as a switch to mylar or any other product would involve a considerable number of individuals, the Uniform Board understandably wants to be

certain a change, if adopted, would be an improvement.

When the Board has satisfied itself that a new product would be better than the one in use, it will make its recommendations to the Chief of Naval Operations for final review and approval.—ED.

Crockett Is Fast

SIR: We of USS *Crockett* (PG 88) believe we have established a new record. Perhaps you can substantiate our claim.

During a recent trans-Pacific jaunt from Hawaii to Guam, *Crockett* received 16,000 gallons of JP-5 fuel in 17 hours while in company with the amphibious force flagship USS *Estes* (AGC 12). In one five-and-one-half hour period, our jet-propelled gunboat took on 5200 gallons of fuel. Can anyone top this?

By the way, the fueling rigs were hand-tended by the *Estes* deck force which may add a little topping to our claim.—M. H. Freeman, CO, USS *Crockett* (PG 88).

• *Chances are better than even that your claim is foremost in the line of PG unreps since jet-propelled gunboats are relatively new in our Navy. At any rate, both crews are to be congratulated. Should your ship's claim to fame be rebuffed by a counterclaim, you can be certain the competition's record will appear in this column.*—ED.

Leave Settlement

SIR: I understand that those of us who serve more than 120 days in the Vietnam combat zone may accrue up to 90 days of leave instead of the usual 60.

This sounds fine to me. Many of us earn leave we are not able to take. Further, I think the 90-day leave law will enter into my plans for transfer to the Fleet Reserve. Here's how I figure it:

I go into the Fleet Reserve on 30 Jun 1968. Naturally, I'd like to be paid off for 60 days of accrued leave.

I had 60 days on the books on 1 Jul 1967. The accrual (at two and one-half days per month) from July '67 to July '68 adds another 30 days to my credit.

Since I rotate from Vietnam on 1 June, I figure I can take the 30 days of leave and still have 60 days to "cash in" when I am separated.

Do my figures seem credible, in view of the new leave laws?—L. B. R. HMC, USN.

• *Your figures make sense, but have nothing to do with the laws on 90-day leave accumulation.*

You had 60 days on the books at the beginning of fiscal 1968 (1 Jul '67). In accordance with long-standing regulations on how much leave you may accumulate, no matter where you serve, you have until the beginning of fiscal 1969 (1 Jul '68) to use any leave you accumulate that's in excess of 60 days. Or, as the BuPers Manual *has stated for years (in article C-6105), "The amount of earned leave shall not exceed 60 days on the first day of each fiscal year . . . Leave accumulation in excess (of 60 days) is irrevocably lost and may not be taken or compensated for in cash."*

Since you are to transfer to the Fleet Reserve before the beginning of the new fiscal year, you could use the 30 days you earned during fiscal 1968 and still have a cash settlement for 60 days.

The 90-day leave accumulation might apply if you had more than 60 days to carry into the new fiscal year. The laws which stated you can't do this were modified for those who serve in areas such as Vietnam where you draw hostile fire pay. Here's how it works:

After serving for 120 consecutive days in the designated hostile fire pay area, you may carry up to 90 days on your leave record. Only service in the HFP area since 1 Jan 1968 may count toward the qualifying 120-day minimum.

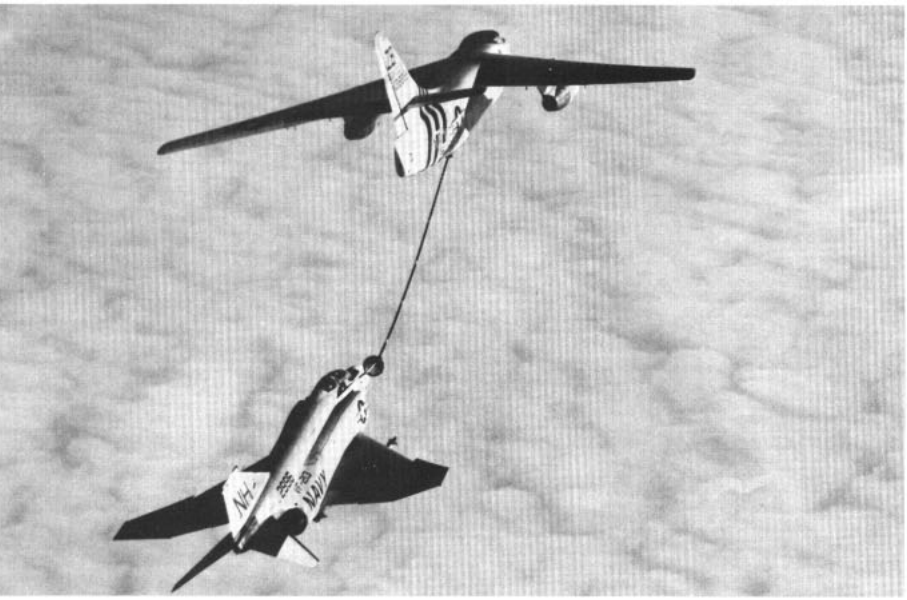
Any excess over 60 days must be used by 30 June of the fiscal year following the year your hostile fire zone duty ends. If the excess above 60 days is not used within this time frame, it is lost.

The new law, like the old, makes it clear that 60 days of unused leave is the maximum for cash settlement upon discharge, transfer to the Fleet Reserve and retirement.

BuPers Notice 1050 (5 Mar 68) contained the word on the 90-day leave accumulation. Additional instructions were to modify appropriate sections of the BuPers Manual.—ED.

FAST FUELER—Jet-propelled gunboat USS Crockett (PG 88) is refueled while underway at sea during a recent trans-Pacific cruise from Hawaii to Guam.

TOP PISTOL AWARD—David Munselle, DPC, receives Navy Distinguished Pistol Shot Badge for points earned in competition. He is the current Atlantic Fleet champion and former All-Navy champion.—Photo by Lee Godshall.



GETTING GO POWER—A KA-3D refuels an F-4B Phantom from *Kitty Hawk*.

Qualifying Service

SIR: How can I receive a statement of my satisfactory years with the Naval Reserve, both active duty and in Ready status?—L. W. C., EN2, USNR.

• *The proper method of requesting a statement of qualifying service—that is, satisfactory federal service — is through your Reserve unit commanding officer.*

However, if you are not assigned to a Reserve unit, then forward your request to the CO of the Naval Reserve Manpower Center, U. S. Naval Training Center, Bainbridge, Md. 21905.

Should, for some reason, your field record not be up to date, then your unit CO may request a statement from BuPers (Pers-E3) via the normal chain of command. Be sure that copies of a current NavPers 601-11 (Record of Naval Reserve Service) accompany the request. That should do the trick.

In case you are wondering how qualifying service is determined, Article H-31307(2) of BuPers Manual *will give you the precise method. For those individuals thinking about retirement with pay at age 60, all of Article H-31307 should be reviewed.*—ED.

Illustrator Draftsman

SIR: Your article "Visit To Can Do College," March 1968 issue, by Journalist Seaman Dave Dunbar is comprehensive and informative. There should be more articles of this type to inform the other components of the Fleet that opportunities are boundless for training in the construction field.

However, may we suggest updating your information in respect to the Illustrator Draftsman School, DMI. We are a non-Seabee rating at NAVSCON, but modernization in the rating has progressed the work in the Fleet more toward illustration and training aids than mechanical drawing functions. The changes have come about from better utilization of illustrators in the Fleet as indicated by a Fleet-wide survey conducted in early 1967.

The following information is taken from the present interim curriculum and reflects the conclusions of the Fleet-wide survey:

Students at DMI School apply fundamental skills in basic mathematics, mechanical drawing, basic illustration and illustration media, training aids and reproduction equipment commensurate with illustration and training aids with special application to:

• Arithmetical computations applicable to geometric figures, basic trigonometry (right triangle), slide rule fundamentals, and elementary algebra used in mechanical drawing and illustration.

• Use of instruments and the techniques of mechanical drawing, single stroke gothic lettering, architectural and engineering scales, and oblique, isometric and perspective drawings. Tracing and revising line, mechanical and electrical drawings. Proper use of military standards and equipment for reproduction of mechanical drawings.

• Freehand illustrative sketching, rendering, and lettering; and poster design and composition; cartooning composition, types and uses; basic techniques of human figure drawing; paste-up art for reproduction; and application of color in illustration and art.

• Use of line, halftone and graphic media commensurate with illustration and art drawings and reproduction.

• Use and design of training aids and the use of equipment to display training aids.

• Principles and use of projectors, office machines, and copy photographic equipment in illustration, art and training aids.

Your interest in informing Navy personnel has been outstanding and we hope that this information will appear in ALL HANDS so that the present function of illustrator draftsmen will be known to all interested.— W. R. H., DMC, USN; K. D. K., DMC, USN; and E. C. H., DM1, USN.

• *Thank you for the detailed and most accurate summary of the skills required and expected of the Illustrator Draftsman.*

When we passed your comments to the cognizant training authorities in the Bureau, they had one comment which is quite pertinent to the individual interested in this training. Currently the DM rating is approximately 50 per cent overstaffed.

Hence, according to our source, no Class "A" school classes will convene during fiscal year '69 (beginning 1 Jul 1968) and perhaps for a longer period.

Should any additional information become available on this training, it will be reported in ALL HANDS.—ED.

Officer Mess Rebate

SIR: Several officers on board my ship, myself included, would appreciate an explanation of article 1815 of *Navy Regs* which deals with payment of mess bills afloat.

In paragraph two, the *Regs* state that "An officer ordered on detached duty or sent to a hospital shall be entitled to a rebate of the full amount of his mess bill for the period of his absence."

Paragraph three states: "An officer granted leave of absence for more than six days, including travel time, shall be entitled to a rebate of the amount of his mess bill for the period of his actual absence exceeding six days, but no rebate shall be allowed for the first six days."

We do not understand the reasoning here. Specifically, an officer who is absent on detached duty receives reimbursement of his advance mess payment for the full number of days he is not on board to use the mess. This seems fair enough. Our gripe is that the officer on leave gets nothing back for the first six days of his absence. He loses money, plain and simple.

It seems to us this regulation is unjust and perhaps arbitrarily written. We have various guesses about why it's worded the way it is, but we now are curious enough to seek an explanation. Do you have one?—R. J. S., LT, USN.

• *The mess bill rebate situation has been a source of spirited discussion for years. If today's rule on the subject displeases you, we're glad you weren't*

around in 1893, when comments concerned with the rebates were first written into Navy Regs.

At that time, a mess refund was authorized only when the officer was ordered on detached duty or sent to a hospital. Officers who took leave got nothing back.

In 1913, or four revisions to Navy Regs *later, rebates were authorized for officers on leave at a rate equal to one-half of the amount of the bill for the period of absence—of more than 10 days. Those who took 10 days of leave or less did not receive a refund.*

By 1948, the 10-day cutoff was reduced to six days, and instead of receiving one-half the value of the unused mess bill, the officer who took leave was reimbursed for the full period of leave—less the first six days. This still is the rule.

The rationale behind the six-day cutoff is better control of mess bills and easier bookkeeping for the mess treasurer. However, the key to the rebate situation might be the word "ordered." If you are ordered to detached duty, you are deprived of the benefits of your own mess at the direction of the Navy. Theoretically, you have no choice in the matter and should receive a rebate for the full period of your absence.

However, when you take leave, you voluntarily withdraw from access to the mess. Under this circumstance, you forfeit the first six days' share in the interest of mess management.—ED.

Looking Toward the Future

SIR: If an individual accumulates four years of temporary active duty service, would he be eligible for a Good Conduct Award based on his honorable service?

Furthermore, if he completes 19 years and six months' active service while serving on temporary active duty, is he eligible for transfer to the Fleet Reserve?

And, while you're at it, can you please tell me, is an individual on temporary active duty eligible to have his household effects shipped at government expense?—R. H. M., PN1.

● *Let's take one question at a time, starting at the top.*

Yes, an individual can meet the time-in-service qualifications of four years' active duty required for the GC Award. However, any inactive time between periods of temporary active duty would not count. Should that inactive time be more than three months, then the period of active duty served before that time cannot be counted either. This ruling applies to both the first GC Award and any subsequent awards which he earns.

"Yes" is also the answer to your second question. An individual serving on temporary active duty is eligible for transfer to the Fleet Reserve upon completion of 19 years, six months active duty if he is otherwise eligible.

A little more is involved in answering the question on moving household goods. According to the supply people, a member on temporary active duty is eligible to ship only his temporary change of station weight allowance on each set of temporary orders. He may also ship goods within his temporary weight allowance upon separation from service to the place from which he was ordered to duty. He is not, however, eligible for shipment or storage of goods under the permanent weight allowance.—ED.

TWIN PALMS—Ornate table of goodies is one of the reasons the new Senior Petty Officers' Club at San Juan Naval Station was filled opening night.

OLYMPIC SUPPORT—The United States Olympic Committee has requested that voluntary contributions be solicited from Navymen who wish to support U. S. athletes who will participate in the Pan American and Olympic games. Funds collected (check or money order) should be forwarded to the Chief of Naval Personnel (ATTN: Pers-G13) for consolidation and transmittal to the U. S. Olympic Committee. The above items are available to donors upon request by contributing commands. Left: *Multicolor Olympic team booster patch, for $2.00 contributions.* Middle: *Black and gold wall plaque with front and back view of the Olympic medal, for a $10.00 donation.* Right: *Multicolor lapel pin or Olympic bumper stickers (not shown) are available for a $1.00 contribution.*

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, Pers G15, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• USS *Concord* (CL 10)—The 11th annual reunion will be held 1 through 4 August in Lincoln, Neb. For details, write to Lowell Sellmeyer, 4620 S. 36th St., Lincoln, Neb. 68500.

• USS *Northampton* (CA 26)—The first reunion will be held 8, 9 and 10 August, International Inn, Long Beach, Calif. For information, write to S. T. Kinard, 1537 Chowkeebin Nene, Tallahassee, Fla. 32301.

• USS *Hyman* (DD 732)—A reunion of the commissioning crew will be held 28 through 30 June in Boston, Mass. For further information, contact Willis H. Webber, 19 Crestwood Circle, Norwood, Mass. 02062.

• USS *SC 539*—Will hold a reunion 10 August at the Holiday Inn, Waterloo, Iowa. For reservations and information, write to Harry T. Adair, Reinbeck, Iowa 50669.

• *U. S. Submarine Veterans of WW II*—Will meet 1 through 11 August at the Netherland Hilton Hotel, Cincinnati, Ohio. Those interested, contact Frank W. Gierhart, 6063 Pawnee Drive, Cincinnati, Ohio 45224.

• USS *Caravan* (AM 157)—Former members are planning a reunion at Topp's Restaurant, Oakland, Calif., on 6 June. Contact Chet Brinegar, 507 North Pocahantas St., Ottumwa, Iowa 52501.

• *16th Seabee Association*—Will hold its reunion 8 through 11 August at the Edgewater Inn, Long Beach, Calif. Jerry P. Bliss, 11912 Susan Ave., Downey, Calif. 90242, is your contact.

• *Third Special Seabees*—Has scheduled its reunion for 12, 13 and 14 July at Kansas City, Mo. Contact Robert L. Marlin, P. O. Box 139, Kansas City, Mo. 64141, for information.

Seabag Inspection Has Its Limits

SIR: I understand that article 0712, *Uniform Regulations*, now states that personnel in pay grades E-1 through E-4 will have a clothing inspection at regular intervals. The *Regs* makes no mention of such inspections for those in grades E-5 through E-9. I interpret this to mean that PO2s and above are no longer required to have the clothing inspection. Right?—T. D. H., GMG2, USN.

• Nice interpretation. To put it another way, once you are advanced to second class, clothing inspection is not your bag.

This ruling goes back a couple of years. The Policy Board and Task Force on Navy and Marine Corps Personnel Retention recommended to SecNav that the requirements for bag inspections be made applicable to grades E-1 through E-4 only. This recommendation was approved and announced in SecNav Notice 5420 (14 Feb 1966). *Uniform Regs* has since been modified to reflect the change.

However, you should keep in mind that an easing of bag inspection requirements does not relieve you of your responsibility to maintain a full seabag.—ED.

Fine Duty in Sea Cloud

SIR: I read in a major magazine recently an article about the brigantine *Sea Cloud* which the Navy had chartered for the sum of $1 a year. This magazine was dated 2 Feb 1942.

This rather unusual transaction led me to research the ship's background. I discovered that *Sea Cloud* was listed by the Navy as an unclassified vessel (IX 99) and that she was stricken from the list of ships in 1944.

Another source revealed that *Sea Cloud* also was listed as the Coast Guard cutter WPG 284, that she was transferred to the Navy in April 1943 and was eventually discarded in November of 1944.

Exactly what service did this ship see with the Coast Guard and/or Navy, and what was her fate after she was stricken?—J. M. S.

• According to the official history in the files of the Navy Department, USS

Sea Cloud did carry the designation IX 99, and, for a time, was listed as WPG 284 with the Coast Guard.

It also substantiates the fact that this four-masted brigantine clipper, once owned by an American diplomat (the late Joseph E. Davies), was chartered in January 1942 for $1 per year by the Navy.

She was considered one of the most beautifully designed yachts then in existence and carried the most complete modern navigational devices of the times.

Built at Kiel Gaarden, Germany, in 1931, at a cost somewhere between $1,000,000 and $3,500,000 (no one seems quite sure), the square-rigger was first named *Hussar* and later renamed *Sea Cloud*.

She displaced 2323 tons, was 281.8 feet long and her four diesel engines developed 3600 horsepower, enough to slice her bow through moderate seas at 14 knots. Under sail—she carried 36,000 square feet of canvas—she could cruise at 16 knots.

Before she received her military face-lifting, the luxurious clipper ship bore an elegance rarely seen by the average sailor. Her bathrooms were of pink marble with gold-plated washbasins. In her staterooms (she could accommodate up to 14 guests) were four-poster beds decorated with petit-point insets, surrounded by a color decor of beige and peach. Stuffed heads of rhinoceros and antelope and even a couple of stuffed turtles created an air for the sportsman in the smoking room.

There is no record of what size crew she carried during her stint in the Navy, but in her regal state she was manned by no less than 75 seamen.

After conversions were made by the Navy, *Sea Cloud* was transferred to the Coast Guard on 4 Apr 1942 for use as a weather patrol ship, making her first patrol out of Boston on 23 July. She continued patrolling out of Argentia, Newfoundland, until 7 Aug 1944 when she returned to Boston. On 4 November that year she was decommissioned and returned to the Davies family.

In answer to your last question: ". . . what was her fate . . .?" she was sold 18 Aug 1955 to a Jacksonville, Fla., shipping firm. She is now owned by the Dominican Republic government, which she serves today under the name *Patria*.—ED.

Yes, There Is an 18-Inch Gun

SIR: In the February issue of ALL HANDS, a California resident expressed his doubt as to the existence of 18-inch guns. Your answer, in part, referred to the Naval Weapons Laboratory, Dahlgren, Va. (formerly the Naval Proving Ground), and the possibility of an 18-inch gun being there at one time.

VISUAL PROOF—Naval Weapons Laboratory at Dahlgren has an 18-in. gun.

You are absolutely right. It's still there.

The gun was manufactured by the Naval Gun Factory, Washington, D. C., some time before 1922. It was originally designed as an 18-inch Mark 1, Mod O. In 1926, the gun was lined down to a 16-inch Mark 4, Mod O, to comply with the 1922 disarmament treaty.

This gun was fired at Dahlgren for several years as a 16-incher. Then in the early part of 1941 the gun was returned to the Gun Factory, the liner removed and it was then converted to its present state, an 18-inch Mark A, Mod O, No. 1-L. This was to be a potential weapon for the super-battleships then under consideration. It was returned to NWL after its conversion on 23 Sep 1941. It was built to consist of tube, jacket, liner, hoops, locking rings and a separate yoke ring. Made of alloy steel and gun steel, it is hooped to the muzzle.

The gun weighs 396,486 pounds, is 72 feet long and has a 62-inch diameter over the chamber. It also has a uniform twist rifling, one turn in 25 calibers. A typical projectile which this big gun fired weighed 3850 pounds and required an 810-pound powder charge.

The first firing of the gun was for a charge determination in February 1942, and four rounds each day for four days were fired. The next firing was in June 1943, when experimental projectiles were fired. A total of nine of these were fired from June 1943 to August 1945.

Then in 1951 and through 1954 the gun was used as a launcher to test a 2000-pound low drag bomb. Thirty-one of these tests were made. In 1956 and 1957 the gun was again used as a launcher—this time to test a demolition bomb. Fifty-seven of these tests were made.

The Naval Weapons Lab also has, to the best of my knowledge, the only 24-inch gun in existence. It is one of the largest known operable guns of its type.

This gun is a sawed-off and otherwise altered barrel of a standard 16-inch gun. It had been damaged in World War II aboard USS *South Dakota* (BB 57). The 24-inch barrel was mounted on a standard 16-inch gun slide Mark 1, Mod O, and Mark 2, Mod O girder. The barrel is smoothbore, made from a 16-inch/45 gun barrel by removing its liner, reducing its length, and boring out the inside diameter to 24 inches.

This gun is used for firing modified bombs, guided missile warheads and projectiles weighing up to 5000 pounds at high velocities against targets.

A tremendous saving was realized on the *Atlas* program when NWL was testing nose cone fuses. It was originally planned for tests to be conducted with a series of rocket sled runs. But by using the 24-incher and reversing the procedure, targets were fired at the fused nose cones.

This not only saved money, but much time also. Following the tests on the *Atlas* nose cones, tests have been conducted using other ICBM nose cones and an additional 24-inch barrel similar to the one discussed above has been acquired.—Amos W. Cleary, PAO, Naval Weapons Laboratory, Dahlgren, Va.

• *Thanks for bringing us up to date on one of the longest running serials in the Letters to the Editor section of* ALL HANDS—*the mystery of the 18-inch guns.*

So now we can positively assert that there was—and still is—at least one 18-inch gun in the U. S. Navy. Information on the 24-incher is a welcome lagniappe.—ED.

TAFFRAIL TALK

JUST A REMINDER to you Navy cartoonists that 1 July is fast approaching. That's the deadline, you'll recall, for your entry in the All-Navy Comic Cartoon Contest.

So finish off that last pen stroke, hold your finished product at arm's length again, chuckle to yourself for one last time, and get it in the mail.

If you are not a cartoonist yourself, but know a funny fellow who is, prod him a little. Encourage him to submit an entry. Or several entries. Let the rest of the Fleet share a laugh or two. If he's forgotten what kind of information he should include, show him page 44 of the March issue of ALL HANDS.

★ ★ ★

What with credit cards, computers, and data processing systems, the handling of monthly bills has become less and less personalized. Thus, it's not too unusual these days for a John Smith in Laramie, Wyo. to receive a bill meant for John Smith of York, Pa.

Even so, the supply people aboard the carrier USS *Kitty Hawk* (CVA 63) were puzzled when the ship received a bill from a major oil company for $8565.36.

There were several possibilities to explain the errant statement, of course. For instance, the ship could have been taken on a weekend jaunt somewhere one day when the keys were left in her. This possibility was discounted, because surely somebody would have noticed her disappearance. Like her crew.

Or some ship might be masquerading as the carrier to get a few free gallons of oil. This idea was thrown out, however, because the sham carrier's life would be too uncertain. She would have to steam about with one porthole peeled, half expecting an A3 *Skywarrior* to plop down on top of her.

Finally, the truth came out. The 85,000-ton flattop had received a bill actually belonging to an 80-foot schooner; also named *Kitty Hawk*, also homeported in San Diego.

The bill was forwarded with best regards.

★ ★ ★

When the guided missile frigate USS *King* (DLG 10) tied up at San Diego recently, a wobbly, slightly bedraggled passenger hopped ashore and allowed as how she was glad to be back on good old terra firma.

She had come to the U. S. as a gift from the Australian government. She's a kangaroo, predictably dubbed Kingaroo by the frigate's crew.

The 18-month-old gray kangaroo was "recruited" in Brisbane, with the help of the Queensland state Premier, J. C. A. Pizzey. Before she emigrated to the States, Kingaroo had been a resident of Brisbane's Lone Pine Zoo. She now resides at the San Diego Zoo.

Although unfamiliar with shipboard travel, Kingaroo adjusted well to her new environment, often using her tail for extra stability as she frolicked about the deck with the *King*men. Her temporary keeper reported that she lost about 10 pounds during the trip, existing mainly on cracked corn and jelly sandwiches.

We think that's a commendable record for a first cruise. We know of quite a few recruits who lose much more than that on a first voyage, and exist mainly on crackers.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

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 should be received preferably eight weeks before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, Pers G15, Navy Department, Washington, D.C. 20370.

● **AT RIGHT:** 'FRONT MAN'—In the brilliant morning light of the tropics a crewmember of *USS Hoel* (DDG 13) p forms cleaning chores while the guided sile destroyer patrols on search and res duty.—Photo by Jim Falk, JOC, USN.

BRIDGE TEAM

A WINNING COMBINATION