

★ ALL HANDS ★

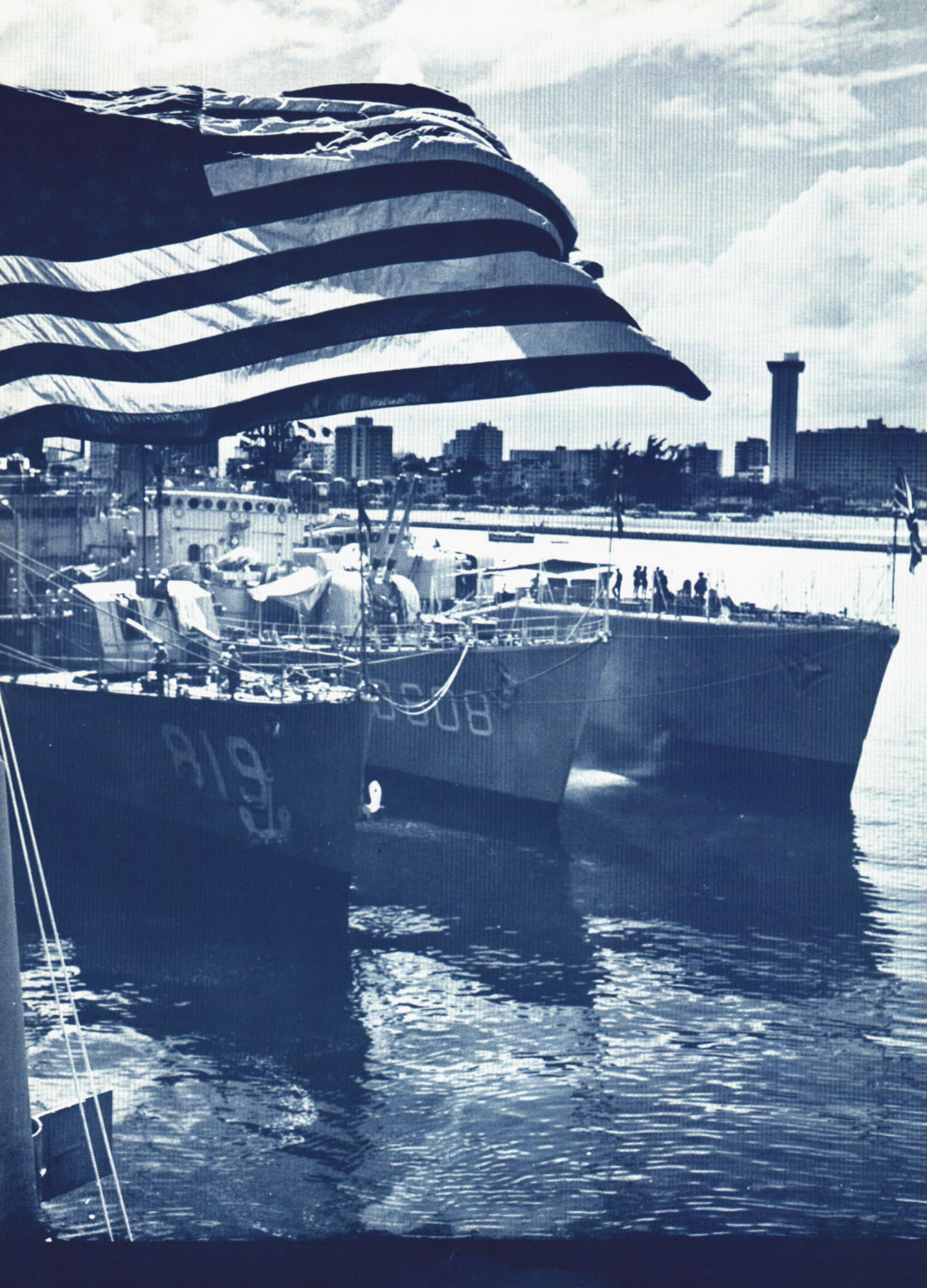
THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



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

**COPTER PILOT DELIVERS
LETTERS FROM HOME**

JULY 1968





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

JULY 1968

Nav-Pers-O

NUMBER 618

VICE ADMIRAL CHARLES K. DUNCAN, USN
The Chief of Naval Personnel
REAR ADMIRAL BERNARD M. STREAN, USN
The Deputy Chief of Naval Personnel
CAPTAIN H. W. HALL, JR., USN
Assistant Chief for Morale Services

ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given **ALL HANDS**. Original articles and information of general interest may be forwarded addressed to the Editor, **ALL HANDS**, Pers G15, BuPers, Navy Department, Washington, D.C. 20370 (see page 64). DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure distribution on the basis of one copy for each 10 officers and enlisted personnel.

The Bureau invites requests for additional copies as necessary to comply with the basic directives.

The Bureau should be kept informed of changes in the number of copies required. The Bureau should also be advised if the full number of copies is not received regularly.

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

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

TABLE OF CONTENTS

Features

Riding a Typhoon	2
It's Like Flying in Three-Legged Ships	4
A Unique Rescue: Navy Crews Save a Coast	6
Millions of Meals—At NTC San Diego	9
Sailing With the Philippine Navy: Ex-U. S. Ships	10
Repair Problems? Ask USS Askari	12
Satellite Fence: Checking Traffic in Space	14
CNO Cites Armed Services' "Lesser Known Role" on Behalf of the Community	16
Shuttle Run: Meeker County in Vietnam	18
Ugly Duckling of the Fleet	20
Roundup: The Navy World of Sports	22
Drone Operators: Long-Distance Crews	27
What's On At the Movies?	28
Sailor's Dry-Land Convoy	31
Sailors See the Sights in San Juan	44

Departments

Today's Navy	32
The Word	46
Heroes and Leaders: Decorations and Citations	57
Letters to the Editor	58

Special Report

Pay Roundup: A Summary for the Navyman	48
--	----

Bulletin Board

Changes in Variable Reenlistment Bonus	53
Duty Assignment Options for Vietnam Vets	54
New Officer Designators	55
Volunteers for Vietnam: A Chance to Serve Where Needed	56

Taffrail Talk

John A. Oudine, Editor

Associate Editors

G. Vern Blasdel, News

Don Addor, Layout & Art

Ann Hanabury, Research

Gerald Wolff, Reserve

• **FRONT COVER:** LETTERS TODAY—LTJG Edgar L. Murphy, USN, sits at the controls of his helicopter as he moves in to deliver mail and personnel to a Seventh Fleet destroyer in the South China Sea.—Photo by Donald Grantham, PH1, USN.

• **AT LEFT:** IN GOOD COMPANY—United States destroyer USS *Holder* (DD 819) nests with Netherlands ASW destroyer *Holland* and British frigate *HMS Brighton* while in port at San Juan, Puerto Rico.—Photo by D. R. Stone, JO2, USN.

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





QUIET BEFORE STORM—Somewhere beyond the calm is a violent storm. *Rt.: Constellation* begins the search.



EYE REPORT—Storm data is transmitted to Guam. *Below left:* Flight engineers maintain constant fuel chart. *Below right:* Aerographers plot typhoon statistics.



RIDING A

THE TIME IS 2145 local. A large WC-121 *Warning Star* with its graceful body identified by two huge radomes and antennas is boring stealthily through the murky Pacific night. Inside the cabin, clustered within a maze of black boxes, wires and cathode ray tubes, the crew of some two dozen men begin the most important phase of their mission.

"Flight, CIC. Recommend heading Zero Thuh-ree Five. Presently hold the eye at four five miles."

"Roger, CIC. Coming to Zero Thuh-ree Five."

This is a weather reconnaissance aircraft of Airborne Early Warning Squadron One (VW 1) which is about to penetrate into the eye of a full-blown typhoon.

In the darkened Combat Information Center, a radar observer plots a course through the least turbulent areas of the storm's feeder bands. The radar indicates a swirling, white-massed representation of the "lethal lady" and thus the less turbulent areas are easily discerned.

"Flight, CIC. Will be experiencing moderate turbulence for the next 10 minutes."

"Roger, CIC."

"Crew, Flight. Better find a seat. It's going to be a little rough for a few minutes."

FIRST COMES the rain—like wave after pounding wave of BB shot pummeling the skin of the huge aircraft.

Then the plane begins to sway and bounce with sickening irregularity, as the flexible wings bend nearly three feet from their normal position. Instruments become difficult to read as they vibrate in their shock-absorbing mounts.

Then, even more suddenly than it began, the turbulence stops, and everything is noiselessly smooth. The aircraft has penetrated into the eye of the typhoon.

The placid environment outside the aircraft is dotted by the moon and an occasional shimmering star. The sides of the eye, bathed in the pale moonlight, curve downward toward the center in the shape of a huge football stadium. It is difficult to comprehend that such a scene of natural, moonlit beauty can be surrounded by such violent weather.

As the pilot begins to orbit within the boundaries of the wall clouds, the crew turns to on various jobs. CIC personnel study their scopes for the least turbulent exits. The navigator takes a fix at the storm's center. The meteorologist and aerographers collect weather data such as temperature, barometric pressure, wind speed and humidity, and prepare their eye-message report.

Now another foreign projectile appears in this vast expanse of calm air. A device known as a dropsonde plummets toward sea level. This instrument descends on a parachute and transmits critical information back to the weather crew. A message including all this data is radioed to Fleet Weather Central/Joint Typhoon Warning Center, Guam. With this vital information, Fleet Weather Central issues advisories and messages to all military and civilian installations on Guam, as well as in the entire Western Pacific, giving advance warning of the storm's approach.

TYPHOON

WITH THE FIRST phase of their task complete, the crewmen ready themselves to depart from the calm of the eye, much in the same way they entered. Once outside, this airborne weather observatory flies to specified locations around the storm, gathering and disseminating weather data on each quadrant.

Six hours later comes the second penetration. With this, the "double fix" is complete, thus giving a complete picture of the tropical terror's erratic movements. Now the navigator plots a course for home. Home can be one of many ports of call, including Okinawa, Taiwan, the Philippines, Japan, Wake Island, Kwajalein, and others; but wherever VW 1 lands, the crew finds great relief in removing those sweat-drenched flight suits, soaked by 14 hours of arduous work.

However, in foreign lands, the landing is just the start of work for some. These are the flight maintenance personnel. It's their job to make the bird shipshape while she's on the ground.

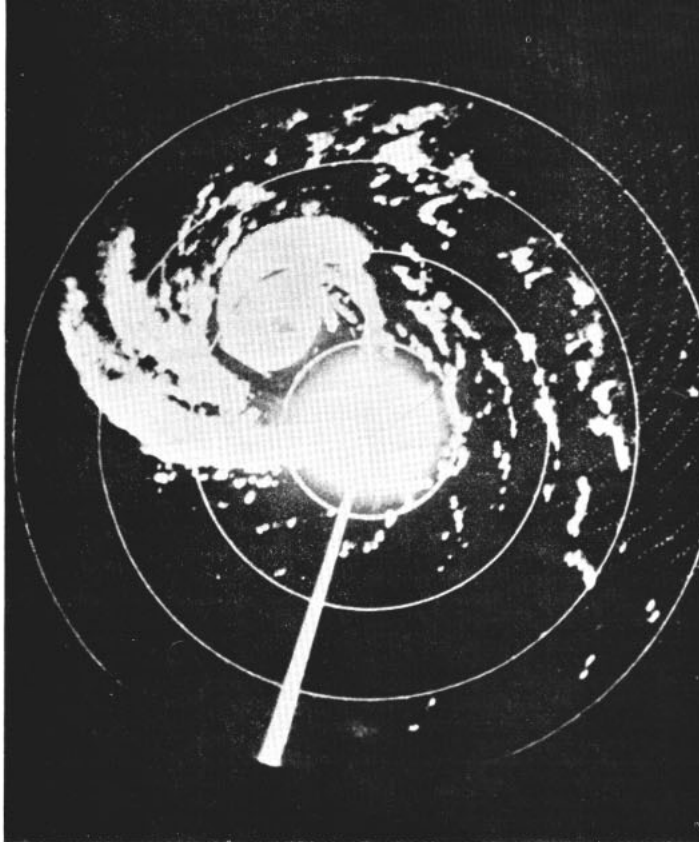
Weather reconnaissance, VW 1's primary mission, is a vitally important role played by the energetic officers and men of this Seventh Fleet squadron. However, weather is but one of several VW 1 commitments.

As the name of the squadron implies, airborne early warning is another big shoe for VW 1's flight crews to fill. Ever since August 1964, VW 1 has been in the South China Sea nightly, ready to supply identification of all surface ships and aircraft in the area. Also, in order to meet its AEW commitments, VW 1 maintains an in-country detachment to service its giant *Warning Stars*. Through many long nights of diligent combat support, VW 1 has continued to be recognized as a hardworking unit of the Seventh Fleet.

There is still a third mission to add to the squadron's myriad responsibilities. Since the decommissioning of Pacific Barrier Squadrons, VW 1 has fallen heir to the training of pilots and aircrewmembers for the Pacific users of the C-121.

With 130,000 accident-free flying hours behind it, VW 1 looks forward to many more years of service to the Seventh Fleet.

—Dave Bea



THE CONTACT—The storm appears on the radarscope, and reveals the characteristic shape of a typhoon.



EYE DROP—Observers prepare dropsonde for storm eye. *Right:* Dropsonde transmission is recorded on graph. *Below:* ATs keep aircraft's complicated gear working.





RADAR OPERATOR—High-speed navigation controls operated at console.



HIGH POINT—Top Photo: Ernest Rhodes, EN1, removes cover from *High Point* gas turbine. Above: Hydrofoil's gun crew at their stations on 40-mm gun. Left: Anthony F. Palmeno, EN2, changes the electrical power source from ship to shore.

—Photos by E. Dotson, PH2.



HYDROFOILS skim water above.

Flying

WHAT HAS THREE LEGS but cannot walk, no wings but can fly, floats, and is one year old?

It's HYSTU—the Navy Hydrofoil Special Trials Unit.

Based on Washington State's Puget Sound, the hydrofoil mariners of HYSTU are now in their second year as an operational command.

HYSTU has used the three-legged, foil-equipped, patrol craft *High Point* (PCH 1) in testing and evaluation of foil vessel systems with an eye to demonstrating the practicality of hydrofoils in today's Navy.

A second hydrofoil will be added to HYSTU, the 220-foot *Plainview* (AGEH 1), at 310 tons the largest hydrofoil vessel in the world.

The smaller *High Point* is 115 feet long.

Both ships are designed solely as experimental vessels. They represent the Navy's decision to develop its own hydrofoil research and development program.

The two hydrofoil gunboats, *Flagstaff* (PGH 1) and *Tucumcari* (PGH 2), are now in the final stages of Navy crew training by their builders. They will be evaluated side by side this summer.

Although they are not HYSTU units, much that is in them is the result of research efforts similar to those of the Hydrofoil Special Trials Unit.



FOILBORNE—USS *Tucumcari* (PGH 2) flies high, propelled by water-jet. Rt: *High Point*, flies high.

in Three-Legged Ships

High speed, stability and maneuverability, especially in high sea states, are the prime assets of hydrofoils, according to Lieutenant Commander Karl Duff, officer in charge of HYSTU.

"Sure, the PT boat was fast," he said, "but it pounded itself to pieces in rough water."

Hydrofoil craft are "above" mere rough water as they fly foil-borne in excess of 40 knots, six feet above the waves. A sophisticated electronic autopilot keeps the vessel stable in spite of heavy seas, automatically compensating foil control surfaces as the foils cut through the water just as an airplane wing passes through air.

HYSTU efforts have been with this submerged type foil system rather than the surface-piercing foils found on European commercial hydrofoil ferries.

Compared with the upside-down T-shaped submerged foil, the V-shaped, surface-piercing European foil is overly responsive in rough seas, resulting in a rough ride.

To the hydrofoil mariner, the high stability of his ship means at-sea comfort and a distinct lack of greenness about the gills.

In fact, nonexistent sea legs might be the only evidence of HYSTU duty. At present there is no special design

nation for those with hydrofoil experience, and the only schools graduating trained hydrofoil men are the vessels themselves, except for original crews which are contractor-trained for the job.

The hydrofoil mariners like to talk about their ships.

According to one HYSTU man, commanding *High Point* is like "riding a tricycle—you just steer it and everything else is automatic."

The pilothouses of hydrofoil ships resemble aircraft cockpits with compact operator control stations. There are more gauges, knobs and dials than you would find in a conventional ship of similar size, but fewer than in an airplane.

Flying the hydrofoil is a matter of commanding the height setting desired, then shoving the throttle forward. There is very little sensation as the ship becomes foil-borne in calm water, and the sensation of flying in rough seas is akin to the slight motion of a train.

According to LCDR Duff, "You hear a gurgling sound if you're down in the hull as the craft goes from hull to foils. Then, in 20 or 30 seconds, you're foil-borne."

As soon as the vessel gets up on its legs, the helmsman must throttle back, due to lessening water resistance. Otherwise, the ship would

surge forward at a high speed.

Aren't those struts and foils sticking down from the hull likely to be damaged or torn off by driftwood? Not likely.

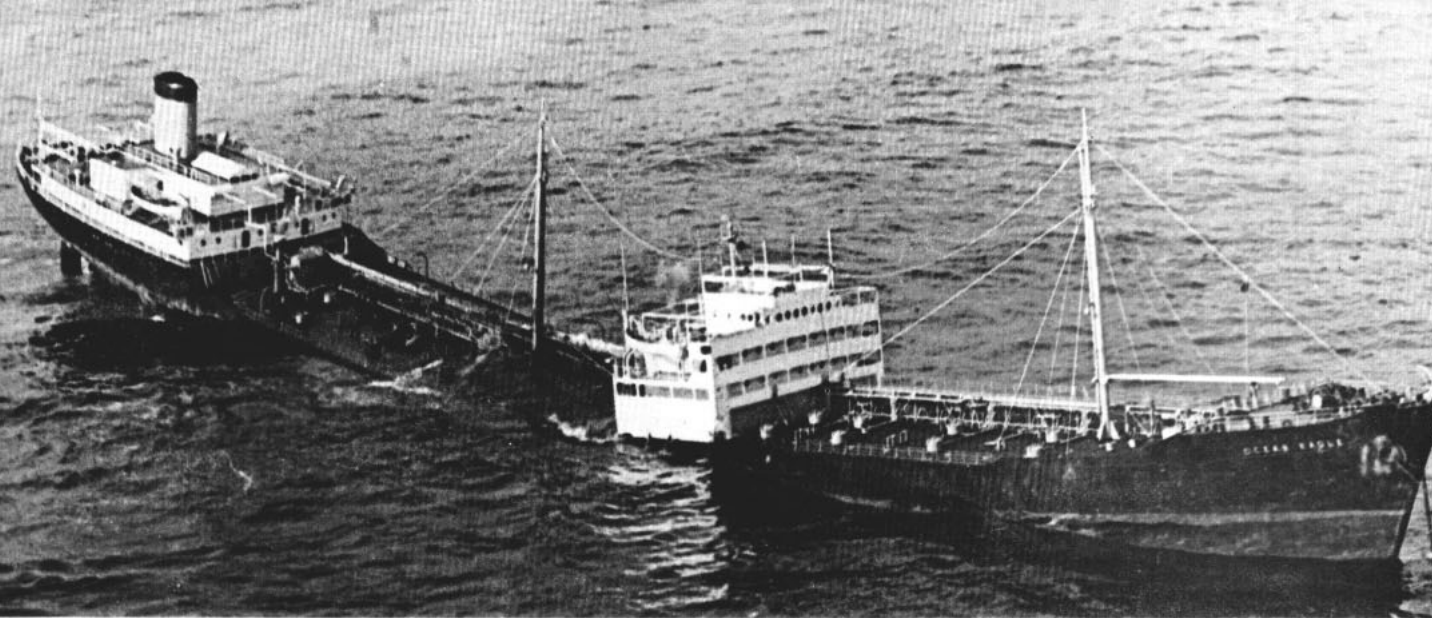
The hydrofoil ships are not only chop-chop, they chop.

In test runs on Puget Sound, hydrofoil craft have encountered dozens of pieces of driftwood, including logs over a foot thick. The patrol gunboat *Tucumcari* recently broke a foot-and-a-half thick log into three pieces with no strut or foil damage, and only slight damage to her aluminum hull. The foil and struts are fabricated of high-strength steel.

Conventional sailors go aboard foil craft and learn about an unconventional Navy. Hydraulics, turbine and water-jet propulsion, struts, foils, flaps, full-incidence control, cavitation, takeoff — most of these are new to the neophyte hydrofoiler, and vary from ship to ship.

And many of the hydrofoil mariners have gone from ship to ship. The Navy has drawn on experience by returning some first-generation hydrofoil men to newer vessels such as *Tucumcari* and *Flagstaff*.

Even so, there have been no curses from those pioneering hydrofoil mariners who have been "foiled again." —D. H. Hein, JO1, USN.



BROKEN EAGLE—Swells pound Liberian oiler, *Ocean Eagle*, against shoals breaking her steel backbone.

A UNIQUE RESCUE: NAVY CREWS SAVE

THE WALLS of El Morro Fortress have guarded the entrance to Puerto Rico's San Juan harbor for more than four centuries. During this time, the 140-foot-high walls have stood silent witness to a number of catastrophes.

One of the most recent occurred on Sunday, 3 March, when the early morning calm was shattered by the sound of crunching metal.

Just outside the entrance to the

channel, barely 500 yards from the foot of the walls, the Liberian oil tanker *Ocean Eagle* was dashed against the rocky shoals.

Giant swells pounded the helpless tanker over the rocks. The force was so powerful that it ripped the tanker apart just aft of the bridge, severing the bow from the stern.

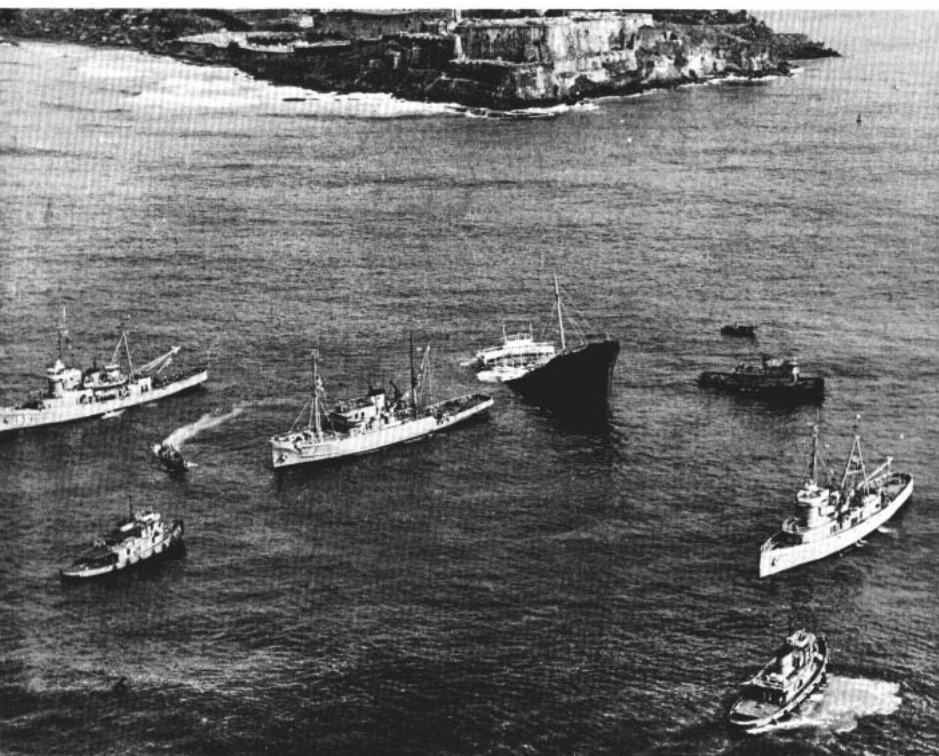
Ocean Eagle's master ordered all hands to abandon ship.

Minutes later, the bow of the

heavily loaded tanker came to rest on a coral ridge just clear of the narrow channel. The stern section drifted into the channel and broached at a point some 300 yards from the bow.

Ocean Eagle had been bound for an oil refinery with 5.7 million gallons of Venezuelan crude oil. As the bow parted from the stern, oil began pouring out of the torn tanks and into the waters of San Juan

TUG-OF-WAR—*USS Paiute* (ATF 159), *USS Preserver* (ARS 8), and *USS Utina* (ATF 183) try to pull the bow section away from the entrance to San Juan harbor. *Rt:* Crewmembers of *Preserver* stow two-inch cable.

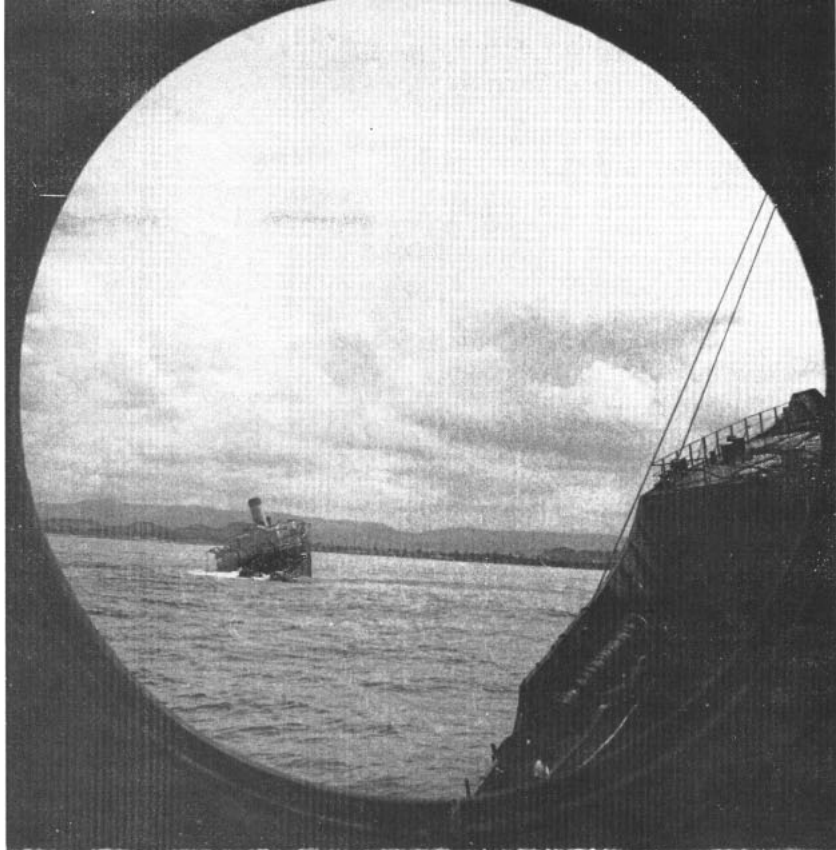


ALL HANDS

harbor. By nightfall, the surf was carrying the black menace ashore.

THE THREAT the wreck presented was critical and twofold. From its position in midchannel, the stern section blocked the harbor entrance. The black cargo spewing from the ruptured oil tanks threatened fish and other marine life and was damaging beaches along Puerto Rico's "gold coast" at the height of the tourist season.

Authorities in San Juan, aware of the potential of the disaster, asked the U. S. Navy to remove the wrecked bow from the harbor entrance, and a commercial salvage company was assigned the stern section. The Navy's task was assigned to the rescue salvage ship *uss Preserver*



BOTH ENDS—Stern of *Ocean Eagle* is seen through porthole on ship's bow.

A COAST

(ARS 8) commanded by Lieutenant Commander R. F. McCullough, USN, and the Fleet tugs *uss Paiute* (ATF 159) and *Utina* (ATF 163).

During the first night, the ships moved the hulk 200 feet toward the sea. Then strong winds and rough seas made it impossible to tow the oil-heavy bow any farther. Several wire towing lines up to two inches in diameter snapped apart. The wreck would not budge.

On the third day, heavy seas moved the hulk farther into the channel until it came to rest close to shore, just below El Morro. It was a less serious hazard to navigation, but it continued to bleed its thick, oily cargo into the harbor.

Time was an all-important factor. The threat of oil pollution grew daily. A different plan of action was needed—it was apparent that towing operations were futile.

Oil was spilling from the wrecked bow, and pollution in the harbor now was critical.

As hotel beaches were closed, attempts were made to emulsify the oil on the water's surface. A harsh detergent spread on thick oil patches caused the waste to coagulate, break up and sink before reaching shore. However, the emulsification had to be abandoned. The detergent could be more damaging to sealife than the oil leaking from *Ocean Eagle*.

THE TASK facing the Navy now became clear; the bow would have to be pumped clear of oil before it could be moved. The task seemed monumental. Unpredictable swells and currents washed at the harbor's mouth, and the sudden periods of bad weather seemingly came from nowhere.

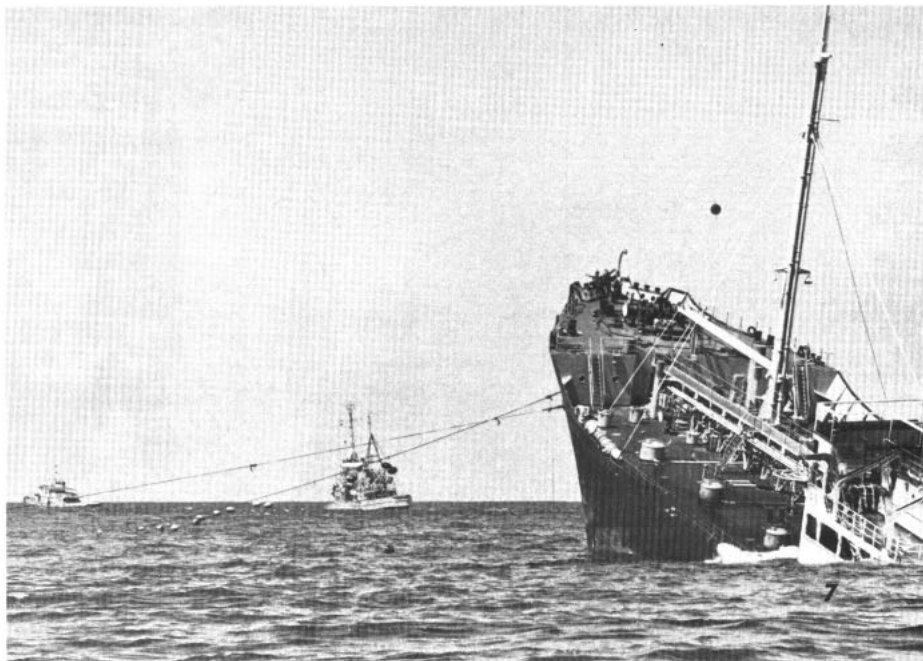
Captain Bernard Peters, Chief Staff Officer of Service Squadron Eight in Norfolk, Va., was placed in

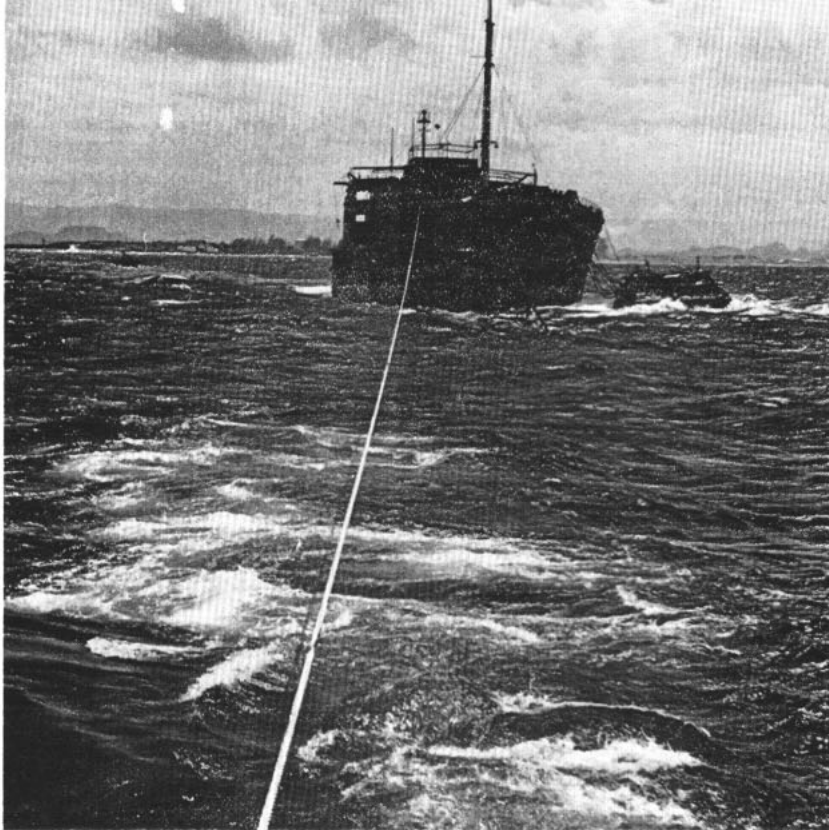
charge of the salvage operation. *Preserver*, ready for round two after her first encounter with *Ocean Eagle*, began to offload the black oil into Navy barges.

By 21 March, *Preserver's* crew and Navymen from the San Juan Naval Station had emptied 1.2 million gallons of oil from the wrecked bow. They pumped oil around the clock.

Efforts could then be transferred

HEAVE HO—Fleet tugs strain at tow cables as they pull on sunken bow.





LAST CRUISE—Free from oil and ballast, bow rides on even keel ready to tow.

to the safe removal of the hulk from the harbor entrance.

After it was filled with salt water ballast to prevent it from shifting, the wreck underwent days of tests to determine the best possible means of refloating it.

However, bad weather which had hampered operations from the beginning caused towing operations to be delayed for more than a week.

On 3 April, one month from the day *Ocean Eagle* broke in half, *Preserver* began final stages of the operation.

Pumps were lowered into the tanks, and salt water spewed from

the holds which had contained the damaging oil.

Slowly through the night, as the tanks were emptied and air forced in, winches were used to turn the bow towards the open sea. By daybreak on 4 April, the hulk had risen to an almost-even keel.

At noon, *Preserver* began to pull the floated bow, and 45 minutes later the hulk broke free of the coral mass which had imprisoned it for almost a month.

AT A SAFE DISTANCE eight miles from the harbor entrance, *Ocean Eagle's* bow was made ready to be

sent to the bottom. This in itself presented a new problem.

Nine men had remained on board, including CAPT Peters and Commander Boyd, Salvage Officer, CINCLANTFLT, to open sea valves and remove tank covers.

However, the bow began to sink faster than had been expected, and the men on board the wreck called for a tugboat to take them off.

The tug that was dispatched had an engine failure and wallowed dead in the water.

The wreck rolled over and appeared to stand on end. The nine men on top jumped 30 feet into the water and swam away. Within 12 minutes, all were picked out of the ocean as the wrecked bow disappeared into 6000 feet of water.

Puerto Rico's governor commended the Navy for its disposal of *Ocean Eagle*.

"The people of Puerto Rico owe the Navy a debt of gratitude," Governor Sanchez said. "On their behalf, I commend the Navy for this outstanding achievement which was accomplished under most difficult conditions."

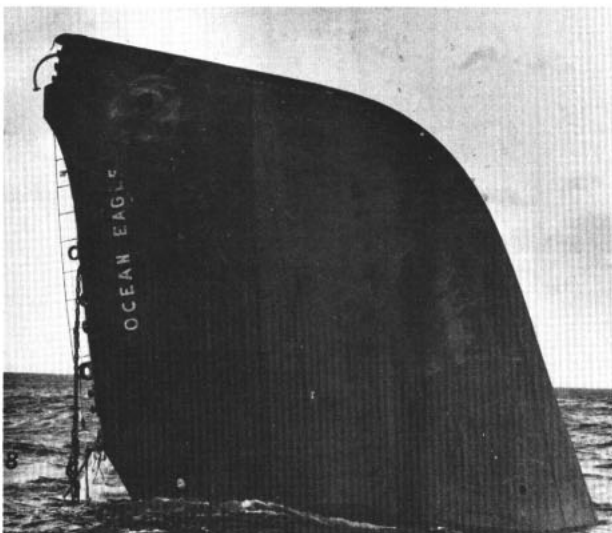
A week later, a salvage company completed offloading the stern section and disposed of it in much the same way as the Navy had the bow.

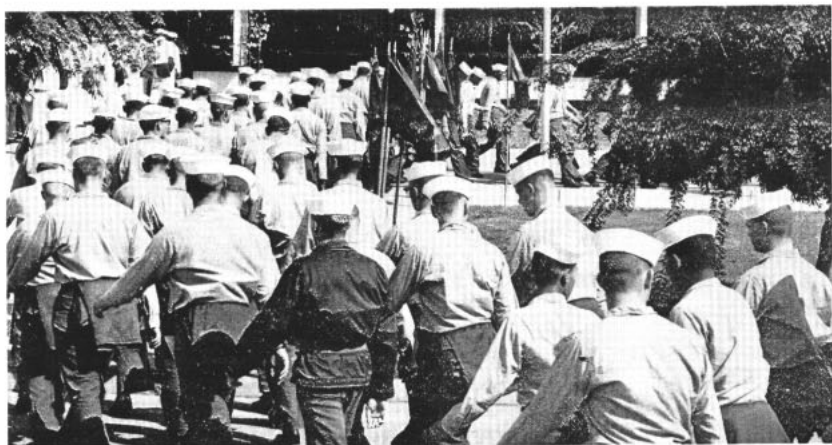
Eighty tired Navymen returned to San Juan on the evening of 4 April. They had undergone a month of continuous operations filled with fatigue, frustration—and finally jubilation as they saw their efforts reach a successful conclusion.

One of *Preserver's* crewmembers said that the ending was a little sad. "You hate to see any ship sink," he said, "even one that caused so much trouble."

—Danny Sloane, JO2, USN.

LAST LOOK—Bow section of *Ocean Eagle* sinks in sea. Rt: Navy salvage workers lay gear to free bow from rocks.





Recruits march to noon meal at NTC, San Diego.

Millions of Meals

ANY NAVYMAN who has shopped for groceries knows how easy it is to run up a bill. But, would you believe six million dollars?

Would you believe \$5,825,948.21?

During 1967, that amount of money was spent to furnish the Naval Training Center, San Diego, galleys with food.

The Food Service Office for NTC has the responsibility for ordering all the food prepared at the three center galleys, plus the Antisubmarine Warfare School galley and the Naval Electronics Laboratory galley.

During the last year the Food Service Officer was responsible for serving 3,650,306 pounds of meat, 690,985 dozen eggs, 1,561,232 gallons of milk, 369,071 pounds of butter and more than a million loaves of bread.

The menus are planned eight weeks in advance and then go before a reviewing board for criticism. The board is made up of representatives from all five galleys.

All the meat and vegetable preparation is done in Galley Five, which is centrally located. Items such as meatballs, meat loaves, and salisbury steaks are readied for cooking at the galley and then sent to the other galleys to be cooked and served.

Pastries for all galleys are prepared in Galley Five during the late night hours, and trucked to the other galleys in time for breakfast which starts in some as early as 4:45 am. All doughnuts for the center are prepared in Galley Eight and distributed to the various mess halls.

Galley One also serves a full night meal to one group of students during the late hours. The students' hours are such that they must eat one of their regular meals near midnight.

All of this food is served to these Navymen based on an allotment of \$1.18 per day per man plus 20 cents for milk. On this basis the five galleys at NTC San Diego serve approximately 45,000 meals each day.

—G. Smith, SN, USN



Salad servings on NTC serving line.



Commissaryman ladles soup from cook pot.

Meat for five messes is prepared in galley.



Desserts are readied for serving.



A whole mess of potatoes.





TURNOVER—Six of seven U.S. vessels to be transferred to the Philippine Navy tied to the pier at Manila.

SAILING WITH THE *Philippine Navy*

FOLLOWING TURNOVER CEREMONY a former U.S. patrol craft, now manned by Philippine Navymen, works its way into Manila Bay to begin duties.



THE UNITED STATES recently turned over seven naval vessels to the Philippine Navy, in separate ceremonies at Manila and Philadelphia, Pa.

The vessels, delivered under the Military Assistance Program, are RPS *Datu Kalantiaw*, formerly a U. S. Navy destroyer escort; *Quezon*, a former minesweeper; *Limasawa*, a recently decommissioned U. S. Coast Guard supply ship; and four *Swift* patrol boats (PCF).

The escort destroyer is reportedly the largest warship now in the Philippine Navy. The smaller ships are to be used primarily in the Philippine government's anti-smuggling campaign.

Quezon (ex-USS *Vigilance* (MSF 324)) was sailed to the Philippines from Seattle, Wash., by a Philippine Navy crew.

Until recently *Limasawa* plied the waters of the Philippines, supplying five U. S. Coast Guard loran transmitter sites scattered throughout the country. She is expected to aid significantly the government civic action programs in the southern Philippines.

When USS *Booth* (DE 170) became RPS *Datu Kalantiaw* at Philadelphia Naval Shipyard, U. S. Navy training teams began working with the ship's new crew to get *Datu*

Kalantiaw ready to take her place in the Philippine Fleet.

Four officers and 21 enlisted U. S. Navymen joined the crew soon after the transfer ceremonies in Philadelphia. Members of the Mobile Training Team, their job was to help the Philippine crew mold itself into a smoothly trained unit. This included training in everything from getting underway to operating complex electronic gear.

A FEW WEEKS later, additional Navymen reported aboard *Datu Kalantiaw*. They were members of the Underway Training Unit, and their job was to take the Philippine sailors through individual ship exercises.

The Mobile Training Team helped the new crew learn the basics of their new ship, and also acted as liaison between the crew and the U. S. shore establishment by helping them make out supply chits and repair work orders. The Underway Training Unit took the ship to sea and ran the Philippine crew through its combat and emergency procedures.

When both teams finished their training job, the new crew had been schooled in damage control; firefighting; engineering casualty control; nuclear, biological, and chemical warfare defense; anti-aircraft gunnery; antisubmarine warfare; underway replenishment; and almost every other aspect of ship-board life.

Most of the vessels which make up the Philippine Navy have been ex-



ONE OF THE BIGGEST OF THE FLEET—RPS *Datu Kalantiaw* sails in R. P. Navy.

U.S. Navy ships turned over as part of the Military Assistance Program.

THE PHILIPPINE NAVY got its real start in this fashion, when shortly after World War II, the U. S. turned over 96 vessels of various types to the Philippine government.

At that time, the youthful Navy was known as the Off Shore Patrol, and its primary duty was to prevent smuggling and enforce the law. As a result of its operations against smuggling in its early days, the Naval Patrol (as it was later called) saved the government an estimated five million pesos in revenue from 1947 to 1951.

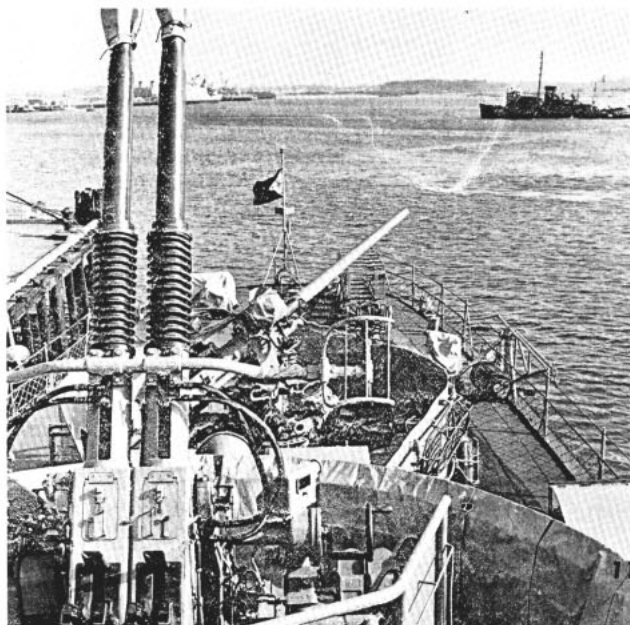
The Philippine Naval Patrol became a major service of the armed

forces of the Philippines on 22 Dec 1950, and it was then named the Philippine Navy.

It was charged with the organization, training, maintenance and operation of naval forces and aircraft, including Naval Reserve units, and also was called on to assist in the enforcement of laws and regulations on customs, revenue, fishery, neutrality and immigration.

Some of the Navy's major accomplishments were the transport of Philippine troops to Korea during the Korean conflict, the evacuation of stranded Filipinos from Shanghai on the eve of the Chinese communist occupation, plus mercy, relief and rescue operations and economic development missions.

HAND SALUTE—U. S. flag lowered aboard ships during turnover. Rt: Philippine flag flies from former USS *Booth*.





ASKARI WELDER fabricates a part for a river assault craft. Rt: Assault boat is lifted to barge for hull repair.

Repair Problems? Ask

THE REPAIR SHIP USS *Askari* (ARL 30) does the work of two ships.

Yeah, sure she does, you say, as you recall how often you've heard that one.

But wait, skeptic. Let the facts speak for themselves.

Askari, one of the primary support ships of River Assault Flotilla One, operating in Vietnam's Mekong Delta, was originally meant to be one of two repair ships responsible for the maintenance of the 100 armored assault boats of the riverine force.

However, *Askari* assumed the task of providing the necessary services alone.

Early this year, *Askari* celebrated the first anniversary of her current tour of duty in Vietnam. She did so, however, without the ceremonies usually associated with such an event. Rather, her crew went about their duties as they would on any other day. In the afternoon they lifted the 200th boat (weighing over 70 tons) of their deployment and proceeded with its repairs.

This was a fitting way to mark the passing of the first year, for in that period *Askari* has not had one stand-down day. Seven days a week, day and night, the ship's crew have been operating steadily.

Much of what the *Askari* has been asked to do has required originality and improvisation. While the basic jobs of the specialized crewmen remain the same as in any other billet, the methods and conditions vary considerably.

The fact that they work under combat conditions in a combat zone makes the job of the technicians aboard *Askari* more difficult. Lieutenant William J. Bush, USN, the repair officer, explains, "Sixty per cent of our work must of necessity be performed outside the hull of the ship. However, the hours of darkness are when the VC prowl, so the ships of the force must remain dark. This has caused us some problems at times, but it hasn't stopped us. I have seen nights when our men have made emergency repairs to river assault craft using red flashlights."

Askari's job began when she first arrived in country a year ago. At that time, the riverine units were using boats borrowed from the Vietnamese Navy. Soon, however, the American craft arrived, and the task of outfitting them was undertaken. This included cleaning weapons, checking out engines and otherwise making boats combat ready. By this time *Askari* crewmen had a good idea of what their job was all about.

But, when the action started and the boats became targets for the Viet Cong, some unexpected problems developed.

While four craft in the riverine fleet are conversions of conventional amphibious landing craft, the fifth, the assault support patrol boat (ASPB), has been especially built for this type of conflict. Because of the accelerated construction schedule of the ASPB, many repair parts were not backed up in the supply system when the boats first arrived.

Lieutenant Kevin T. Reynolds, *Askari's* supply officer, points out, "Basically, *Askari's* mission is to repair boats. The supply department stocks some 26,000 line items to support the ship and the repair department, but most ASPB parts were not initially part of this stock. We had to identify, catalogue and initially order these parts for our stock."

Often, *Askari's* enlisted technicians were forced to fabricate necessary parts which were not available from supply. Said Lieutenant Commander Don Craft, the ship's executive officer, "It's hard to tell just how often the men did manufacture needed tools and parts. They did it, and the officers never heard about it. They saw it as a necessary part of their job and not something that deserved

special attention. This says a great deal for their competence in their respective fields."

Many of the jobs which come to the ship's nine repair shops are a result of battle damage. On one day in December, there were 21 boats alongside *Askari's* repair barges. They had been damaged in one of the biggest combat engagements in which the riverine force had been involved. The repair personnel completed 63 job orders in 26 hours, returning the craft to the line in record time.

There have been specialized requirements which *Askari* and her crew have filled during their first year, also. Probably the most unique is the construction of a fleet of the world's smallest aircraft carriers.

This entailed the construction of a flight deck which would support

The grueling pace required of *Askari* crewmen does not seem to have adversely affected their morale. Despite the heavy workload, 20 per cent of the 220-man crew have voluntarily extended their normal one-year tour of duty in Vietnam by an additional six months.

In addition, crewmen have used their off-duty hours to construct a canopied recreation area on the second level of the ship. It boasts bright-colored lounge chairs and table tennis equipment. There is even a booth where popcorn and ice cream can be prepared and dispensed during evening movies.

It has been estimated that 94 per cent of the flotilla's assault boats have been operationally ready to do their jobs at all times.

Besides performing all of the services which are necessary to maintain a ship in the steaming tropical climate, crewmen have worked on every type of Army and Navy craft which navigates the delta waterways, from the 16-foot Boston whaler to the self-propelled barracks ships which house 1100 soldiers and sailors of the Mobile Riverine Force.

This river force plays an increasingly important role as the campaign against Viet Cong terrorism in the delta gains momentum. *Askari* will be expected to absorb much of the responsibility for insuring the smooth transition in this critical period.

There seems to be no doubt that she will do so ably. Okay, skeptic?

—S. M. Ward, JO3, USN.

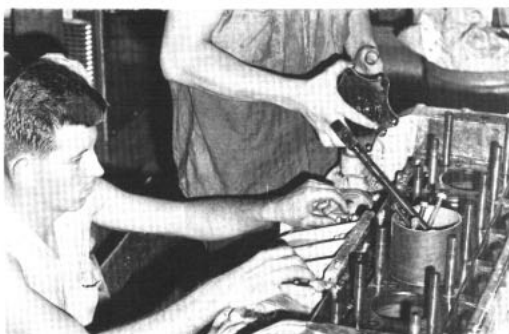
Askari

medium-sized helicopters while being compact enough to mount on a 56'1½" armored troop carrier. Following specifications provided by the Naval Research Laboratory in Washington, *Askari* crewmen fabricated the first one in August 1967. The first increment of "mini-carriers" proved so valuable for resupply and medical evacuations from the isolated areas in which the riverine force operates, that *Askari* has been called upon to construct 17 more decks on other troop carriers.

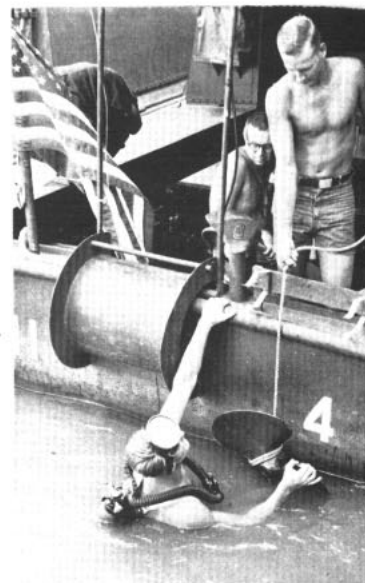
Another innovation by *Askari* which has saved many lives and possible injuries to men engaged in fighting in the delta is the installation of bar trigger armor in strategic areas on the riverine assault craft, which was generated by a member of River Flotilla One's staff.

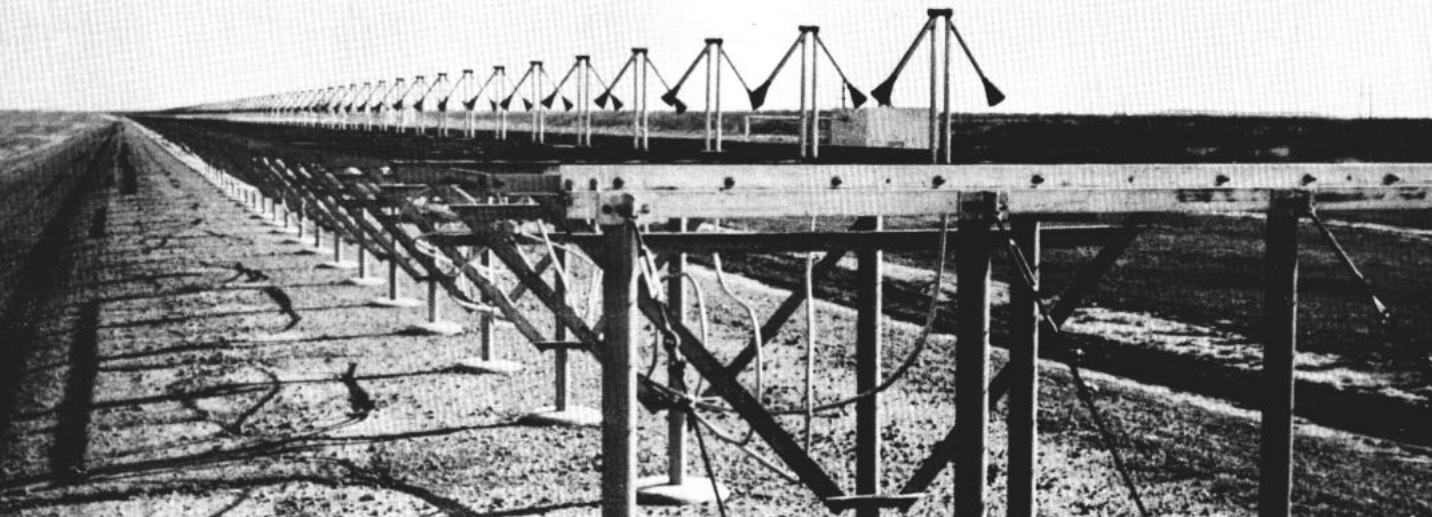
Consisting of steel reinforcing rods welded into a grating, it is meant to prematurely detonate shaped charges so that their force is partially spent before they strike the actual body of the boat.

Askari has a tradition for being a hard worker, and her current crew is living up to it. This is the ship's second tour of duty in Vietnam, her first coming in 1954 during the famous "Passage to Freedom" operation for Vietnamese refugees.



PHOTOS CLOCKWISE FROM ABOVE—1. An Engineman tears down a monitor gunboat engine for repairs. 2. Two USS *Askari* crewmen prepare to replace a propeller on an assault support patrol boat. 3. Wiring on the helicopter deck of an armored troop carrier is repaired. 4. Fireman R. L. Gleddon removes sharp edges from steel plating for use on a riverine assault craft.





NAVSPASUR is a command and the stations are part of a system.

Checking the Traffic in Space

SATELLITE

THERE IS A FENCE stretching across the entire southern United States, from Savannah, Ga., to San Diego, Calif.

It doesn't keep anything in and it keeps nothing out. It merely lets people know when something—a satellite—passes through it.

The fence's history began in 1958 when the Advanced Research Projects Agency (ARPA) authorized the Naval Research Laboratory (NRL) to provide two satellite detection complexes—in the eastern and western United States.

NRL wasted no time in starting the project. A Project *Vanguard* Minitrack station at Fort Stewart, Ga., was modified to become a receiving station for the new complex, and a transmitter that had been used to calibrate the Minitrack stations (by bouncing signals off the moon) was moved from Fort Monmouth to Jordan Lake, Ala. As a result the eastern complex was put in partial operation less than six weeks after the ARPA order was given.

Later in 1958 the second receiving station, this one at Silver Lake, Miss., was completed and the eastern complex was put into operation. In 1959 the western complex, consisting of a transmitter near Gila River, Ariz., and receiving stations at Elephant Butte, N. M., and near San Diego was completed.

Fortunately, the two complexes were placed on a common great circle so that, when a center transmitter was authorized in 1960, it could be used to illuminate both complexes.

This central transmitter is located near Lake Kickapoo, Tex. It originally had a transmitting power of 500,000 watts into a mile-long antenna. This power level is such that when the moon passes through the beam it receives a power of two kilowatts from this source. The antenna is so long that one must be 1000 miles away before the beam spreads.

THE OVER-ALL project proved such a success that it was transferred from ARPA to the Navy in 1960. The Naval Space Surveillance Facility was established at Dahlgren, Va., and commissioned the U. S. Naval Space Surveillance System (NAVSPASUR) on 1 Feb 1961.

NAVSPASUR keeps a constant watch on satellite traffic and provides whatever satellite information is requested by its "customers." These include various activities in the Department of Defense and in the scientific community. The customer receives the latest orbital data as revised daily by NAVSPASUR's own computers.

The computers are one of the items included in fiscal year '64 and '65 appropriations for further improving the system. For this improvement program the frequency of all the stations was changed to double that of the old *Vanguard* frequency. In addition two additional receiving stations were constructed at Hawkinsville, Ga., and Red River, Ark., the sensitivity of the receiving stations was improved, the Kickapoo transmitter power was

doubled to one million watts and its antenna to two miles in length, making it the largest radiating transmitter in the world.

The satellite detection system is certainly unusual and perhaps even unique. Most other detection systems use radar to detect satellites. Unknown objects or new satellite launches, or course, were impossible to locate unless they chanced to pass through the radar beam.

THE NEW Navy system, on the other hand, operates on an entirely different concept. Any object crossing the radiated fence will be observed whether or not its appearance is predicted.

When a satellite crosses the fence, its longitude, altitude and zenith angles from the receiving site are printed out at NAVSPASUR headquarters for analysis and identification.

Facts concerning a satellite's orbit normally are computed after NAVSPASUR has observed the satellite on both sides of the orbital plane.

The concept of a fence chasing a satellite through space to catch it a second time is a little easier to grasp when you consider that it takes the earth about eight hours to rotate from one side of the orbit (where the passage of north to south satellites is observed) to the other side of the orbit (where south to north satellite passes are noted).

The Navy satellite detection system consists of nine field stations, three transmitter sites and six receiver sites. The receivers are located

at San Diego, Elephant Butte, Red River, Silver Lake, Hawkinsville, and Fort Stewart.

The two 50-kilowatt transmitters are located at Gila River (in Arizona) and Jordan Lake (in Alabama). They are primarily used as gap fillers in the east and west for the main fence being generated by the one-megawatt transmitter near Lake Kickapoo.

All field stations are located on a great circle about 33 degrees north latitude. The three transmitters generate a continuous wave of radio energy electronic fence stretching

FENCE

across the southern United States from 65 degrees W longitude to 135 degrees W longitude.

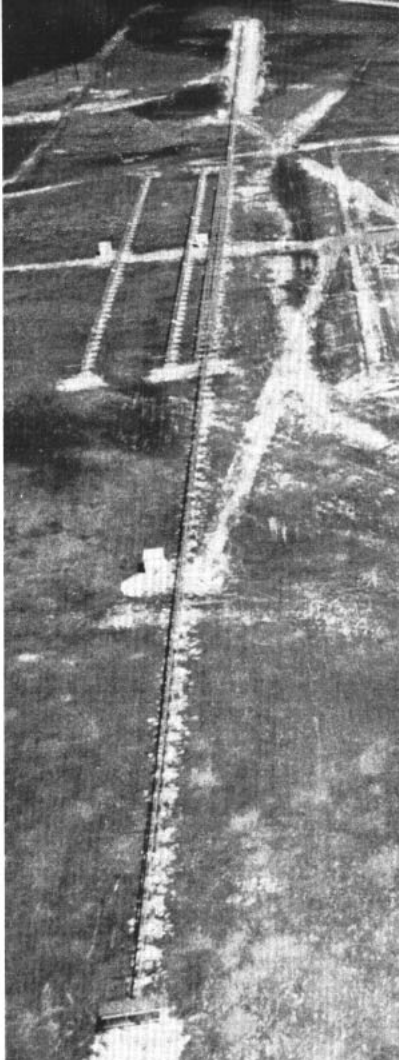
WHEN A SATELLITE crosses the fence, the satellite reflects a portion of the transmitted energy to one or more of the six receiver stations in the fence.

A single observation will give only a line of position (no altitude). If two or more receiver stations observe the satellite, these will triangulate to a point in space and an altitude can be computed. Nearly all satellites today are observed by more than two receiver stations. Here's a somewhat technical explanation of what goes on:

Satellite information received at the field stations is transmitted to NAVSPASUR Headquarters at Dahlgren (in "analog form") over commercial telephone lines, by means of a "tone telemetry system." When the information arrives at Dahlgren, it is fed into a complex mechanism, formally known as the "automatic digital data assembly system" and more popularly referred to as ADDAS.

The ADDAS is a special purpose computer designed and built in the Naval Weapons Laboratory and converts incoming information into a "digital format" to make it compatible with NAVSPASUR computers.

Information is then reduced, assembled and fed directly into one of the two computers for "real-time" processing. Unknown or selected

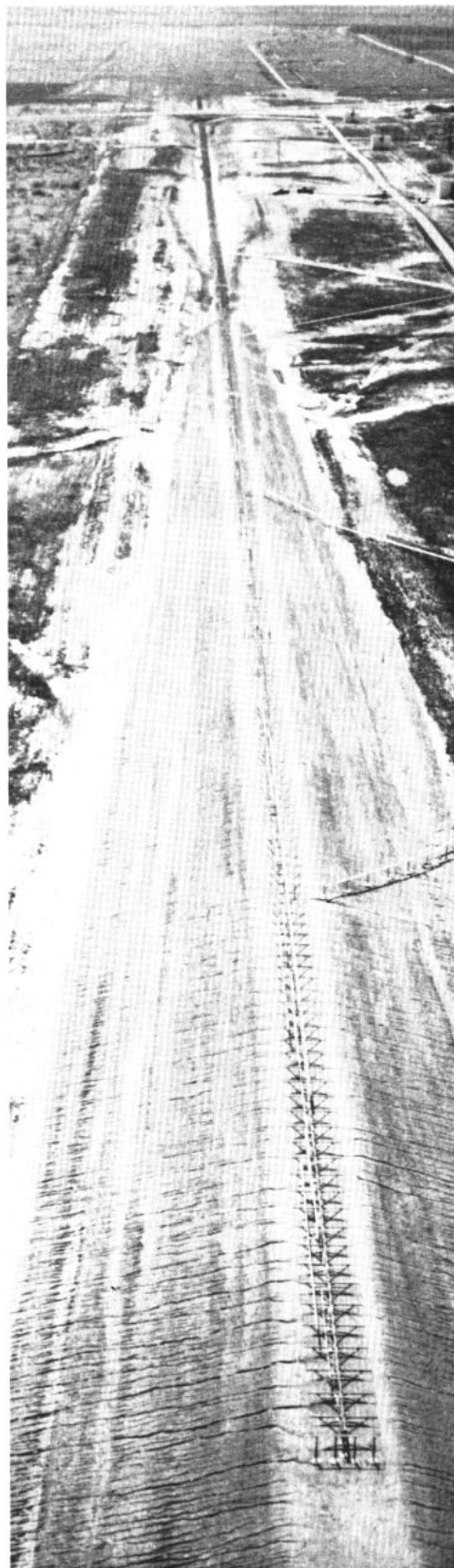


observations are printed out for immediate analysis.

BY OBSERVING satellites crossing the fence, better information on orbits, both old and new, can be obtained. The time at which a satellite will again cross the fence can also be predicted from its previous crossings. In this way, NAVSPASUR operates a self-contained and completely self-sufficient system on a 24-hour-day, seven-day-a-week basis.

Since there is no time through the year during which the latest satellite information is not available, NAVSPASUR's customers are well supplied with data on orbital observations, predictions, angles, equator crossings, time-position tables and special analyses.

To the Navy and many others, satellites are of considerable importance and it's hardly surprising that the United States is interested in an accurate census of the growing satellite population. The electronic fence stretching across the U. S. is prepared to furnish the information.



CNO Cites Services' 'Lesser Known Role' on Behalf

WHILE NATIONAL DEFENSE is the primary role of the U. S. serviceman, the armed forces team has taken a prominent part in "socially responsible" efforts through civic action and people-to-people programs both at home and overseas, according to a report from Admiral Thomas H. Moorer, USN, Chief of Naval Operations.

At the same time the armed services are contributing directly to the U. S. community significantly in many other ways than in national defense, he said before a civic group in Norfolk, Va.

He discussed the armed forces' "lesser known role" aimed at the achievement of the "mental, physical and spiritual security of the individual" as well as the military security of the nation at large.

"I'm proud to say that the military forces in the United States have over the years broadened their horizons to fit the times. We have in the armed forces the largest single manpower potential in the United States," he said.

"These vast defense resources today can, and are providing, in addition to ready military power, a vital arm in combating the social problems facing the country."



Admiral Thomas H. Moorer, USN
Chief of Naval Operations

Among the many projects which directly benefit the nation at large, ADM Moorer discussed the educational services of the armed forces.

- "The Department of Defense maintains the largest educational complex the world has ever seen," declared ADM Moorer. "The services provide enlisted men with professional training in some 1500 different skills in more than 2000 separate courses. In addition, 65,000 officers a year are actively pursuing their professional education."

The impact of this educational system is revealed in the fact that an annual average of 95,000 young men and women who enter the service without a high school diploma earn that diploma or its equivalent while in uniform.

- Speaking of the relatively new program called "Project 100,000," ADM Moorer said the armed forces will have taken into military service by September about 100,000 men who in the past would have been disqualified because of educational deficiencies or correctable physical defects. The services "are proving that they can qualify as fully satisfactory servicemen if exposed to modern instructional techniques, and that they can be returned to civilian life as productive members of society with vastly improved earning potential."

- The armed services are also in the forefront of the "equal opportunity" program, asserted ADM Moorer.

"We are, in the military," he said, "doing everything possible to assure that discrimination within the military service is eliminated. The accepted concept of the serviceman's welfare explicitly includes the assurance of equal treatment



of the Community

and opportunity without regard to race, color, religion or national origin."

- The armed forces' assistance and cooperation in the President's Youth Opportunity Program, which provides employment and recreation for disadvantaged youths, was also cited by ADM Moorer.

- The armed forces are also participating in the new program for aiding in the recruitment of civilian police to help fill serious nationwide vacancies in our police forces.

- The Defense Department is also concerned with another program, "Project Transition," which will have an impact on the U. S. community, ADM Moorer stated. The entire purpose of this program is to provide in-service training and educational opportunities for non-career servicemen to enhance their chances for employment in civilian life.

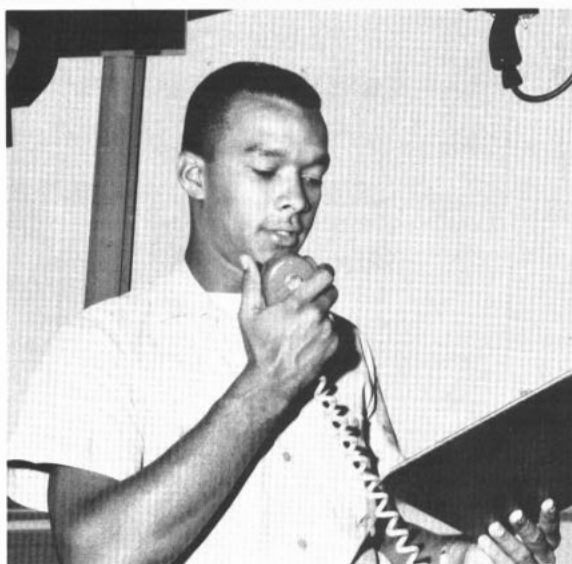
Project Transition provides a comprehensive counseling schedule; a skill training program for civilian-related jobs; an opportunity for the completion of the equivalency of a high school education; a placement program to relate the training received to actual job opportunities available; and an evaluation program to follow up on individuals after they leave the service.

- While it is obvious that the immense educational complex of the armed services exists to satisfy the needs of the nation's defense organization, stated ADM Moorer, it nevertheless is equally obvious that it provides a gigantic educational by-product for U. S. society as a whole.

As a result, the services return more than half a million individuals annually to the country's skilled manpower pool. A substantial number of our outstanding skilled workers employed in such occupational fields as electronics, engineering, transportation management, machine tool operation, automotive and aircraft maintenance, and the building trades—to mention only a few—have received their training in the armed forces.



COLLEGIATE CARRIERMEN—Crewmembers of USS Kitty Hawk (CVA 63) take time from shipboard routine in the Western Pacific to participate in the nation-wide College Board Tests. As students throughout the United States were taking the test so were 21 college-bound Navymen aboard Kitty Hawk.



NESEP SELECTION—Air Controlman Second Class Harvey E. Clark will enter college under 1968 Navy program.



ON THE JOB—The services return more than half a million individuals annually to the country's skilled manpower pool.



UNDER CHARLIE'S NOSE—Rolling stock of the 5th Cavalry Division offloads from USS *Meeker County* (LST 980).

SHUTTLE RUN

ONE OF THE MAIN supply routes for troops in the upper I Corps area of South Vietnam is the Cua Viet river. The entrance to the river, which lies just six miles below the Demilitarized Zone, is less than 75 yards wide, and is so shallow that passage is virtually impossible for deep draft ships.

Nevertheless, cargo must be shipped to the staging area in the river mouth for further shipment up river by amphibious landing craft. Selected to do the jobs are shallow

draft tank landing ships such as USS *Meeker County* (LST 980).

Meeker County and her sister ships kept open the line of supply in the I Corps after the Tet offensive nearly severed the overland flow of material. The 7th Fleet ships assured success at Khe Sanh and at Hue by delivering ammunition, guns, rolling stock and C-rations at a time when all logistic support was at a premium.

Since early February, *Meeker County* has made seven shuttle runs

from Danang to the Cua Viet. Each trip, her tank deck has been bulging with cargo, and every square inch of her main deck filled to capacity. A load for the Cua Viet from the 7th Fleet Amphibious Force ship may vary from 600 to 1000 tons. One load might consist of pallets of ammunition, and another might be rolling stock—tanks, trucks, jeeps and armored personnel carriers.

These are not milk runs. *Meeker County* and her sister LSTs are often shelled by enemy mortar and artillery fire.

Strong river currents and monsoon rains add to the difficulties confronting the LSTs. Sand banks constantly shift, making the Cua Viet difficult to navigate, and silt raised from the river bottom is easily sucked into the water cooling system of the main engines.

The March 23 run to Cua Viet was typical for *Meeker County*. The ship pulled into the loading ramp in Danang Harbor and immediately began taking aboard elements of the Army's 5th Cavalry Division, six M-48 tanks, 30 armored personnel carriers, jeeps, trucks and 165 troops to man the rolling stock.

MOVING IN—*Meeker County* eases through inlet to land an armored unit.



For seven hours *Meeker's* crew loaded the ship, lashing or chaining each piece of equipment to the deck to keep it from rolling. Finally, late in the evening, Lieutenant F. E. Clark, *Meeker County's* CO, gave the order to get his ship underway.

Meeker County, which LT Clark calls "Old Lovely," steamed north during the night, nearing Cua Viet early the next morning. A light rain fell and gusts of wind made the sea choppy. LT Clark eased his ship between the sand bars that protect the river mouth, and approached the landing ramp.

The moment the bow ramp was lowered, the tanks, personnel carriers, trucks and jeeps started rolling off the 1800-ton ship.

Just a few trailers were left to unload when mortar rounds started coming in, hitting 200 yards from the ship. Before the enemy could correct their range the unloading was completed and LT Clark backed the ship away.

As *Meeker County* started toward the narrow inlet, heavier artillery rounds began hitting the ramp. More rounds followed the ship as she made her way for the open sea; each succeeding round hit where the ship had been only a few seconds before.

After reaching deep water, LT Clark circled his ship to give help if needed by the men left ashore. After making sure none was required, he set a course for Danang.

Two trips earlier, *Meeker County* had carried 700 tons of cargo to Cua Viet, most of which was ammunition. Nearly a full day and night was spent unloading, and shortly after dawn the ship backed down from the ramp. As soon as *Meeker County* cleared the channel, *uss Iredell County* (LST 839) headed for the ramp to unload her cargo. Before her crew could begin unloading, enemy artillery fire began hitting the ramp area.

On yet another trip, *Meeker County* was fired upon from enemy positions on the beach as she steamed from Danang to Cua Viet. Seven rounds hit 200 yards off the port beam, all within 30 feet of one another. Then they quit shooting.

LT Clark has the highest praise for the men of *Meeker County*. "I can't put into words, my feeling for my crew. I have been over blessed with good men."

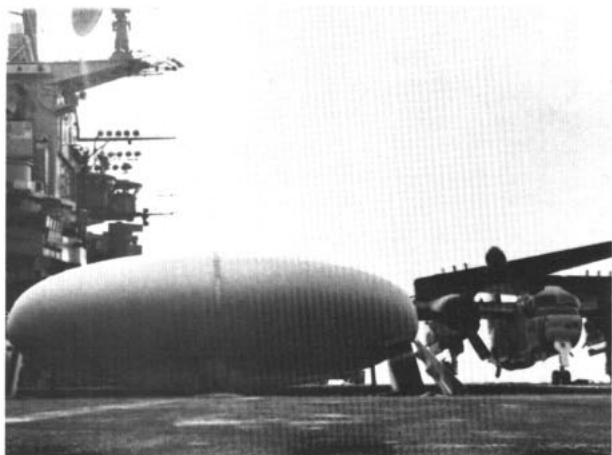
—Dick Benjamin, JOC, USN.



ALL ABOARD—Army vehicles enter *Meeker County* for trip to Cua Viet.



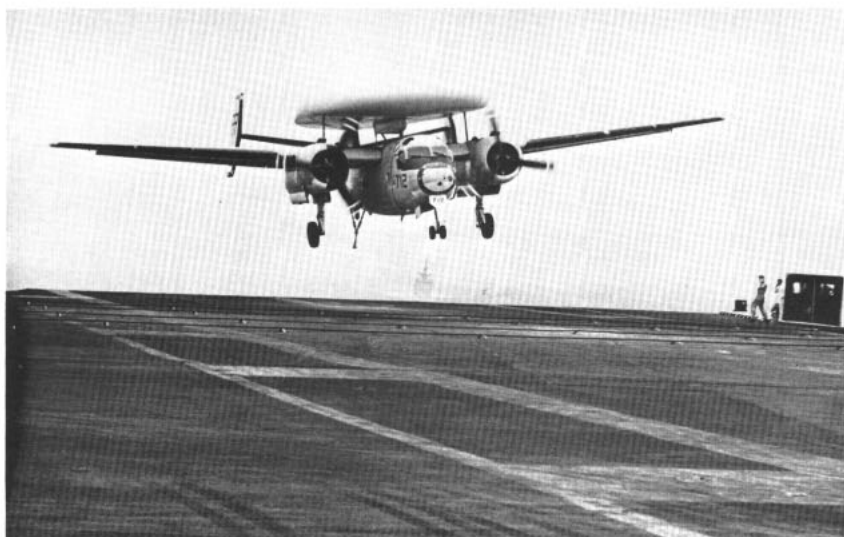
Ugly Duckling of the Fleet



FLIGHT DECK MUSHROOM—The oval-shaped dome of a Willy Fudd emerges as the plane is lifted on ship's elevator.—Photo by Thomas Putnam, PH2.



UP TIGHT—Final check is made as Fudd is tensioned for catapult. Below: A graceful launch.—Photos by Gail Peterson, PH2.



WHAT AN UGLY LOOKING BEAST! With a barn door like that who needs a speed brake?

Seldom is a launch completed aboard USS Yorktown (CVS 10) in the Gulf of Tonkin, that someone doesn't rib ol' Willy Fudd.

It's not bad enough that this aircraft must withstand the elements, the inconvenience of its lumbering structure during aircraft respots, and the untimely delivery of desperately needed spare parts (which, incidentally, are becoming scarce) but the "potshots" are difficult to patch up.

Today aircraft carriers launch supersonic aircraft capable of traveling twice the speed of sound. The Fudd barely chugs along at 120 knots. The ugly duckling cannot be compared to an F-4 or A-7, but it must be doing something right, because it's still flying in the same sky.

The E-1B, made operational in 1959, is one of the oldest aircraft in the Fleet. It has the primary mission of airborne early warning and the secondary mission of antisubmarine warfare. However, the Fudd has inherited many specific tasks from its predecessors such as air intercept control, strike control, radio relay, weather reconnaissance and mission recovery back to the carriers.

These mission concepts are the result of tactics developed late in World War II as a solution to special problems created by kamikaze and low-level bombing attacks. By coming in just above the surface of the water the attackers were undetectable until they entered the short line-of-sight range of shipboard radar.

The Navy researched and probed for an answer and concluded the only way to extend the radar horizon was to raise the antenna. From this theory developed the concept of airborne search radar and the forerunners of the E-1B, namely such aircraft as: the TBMs (Aveng-

HOOK DOWN, WHEELS DOWN—(Upper rt. and below): An E-1B aboard USS Yorktown at completion of another flight.

ers), AD-3Ws (*Skyriders*), and the EA-1E or AD-5W (*Guppy*) which finally yielded to the WF-2, presently known as the E-1B *Tracer* or *Willy Fudd*. It has been the pacesetter for the more sophisticated E-2A turbo-driven aircraft. The E-2A is presently assigned to squadrons deployed aboard the larger carriers.

Currently off the coast of North Vietnam, Antisubmarine Warfare Group One, consisting of USS *Yorktown* and her supporting destroyers, provides services as directed by Commander Seventh Fleet. Detachment 10, flying the E-1B, has the distinction of being the first VAW 111 detachment assigned aboard *Yorktown* since the reorganization of the former VAW 11 squadron.

Being one of the granddads of the sky, the *Fudd* is the object of much ridiculing and jesting from the men of the younger generation aircraft and it is habitually zoomed by the brazen, boisterous "aces of the air." Rarely do they realize that the *Fudd* was logging its 100,000th carrier landing when the more modern planes were just making their appearance. It has watched fighters mature from prop-driven aircraft to ultra-high performance planes with an impressive array of weaponry.

To add insult to injury, the E-1B is the only aircraft in the Navy that folds its wings backwards rather than upward when the plane director gives the wing-fold signal. Who would expect the wings to go backwards? No wonder Detachment 10 is called "Sea Bat."



Rumor has it that once an eager *Fudd* driver was taking a cross-country trip from NAS North Island to NAS Norfolk and, while passing over the midwest, he was observed by a housewife who was in her yard hanging clothes. Aghast, she immediately phoned the nearest military base, which happened to be an Air Force one, and informed them that she "just saw a flying saucer steal one of our airplanes."

After several months of intensive investigation and being unable to substantiate the UFO theory, the Air Force concluded that it had to be a Navy *Fudd* since they possessed no such flying vehicle.

—E. E. Brown, LTJG, USN

Triad, Early Navy Aircraft

The aircraft in which the Navy's first aviator, Lieutenant T. G. Ellyson, spread his wings, has been added to the growing collection of naval aviation memorabilia at the Naval Aviation Museum in Pensacola.

This white-winged ghost of the past is not the original Curtiss A-1 Triad, but it is one of two full-size reproductions of the original flown for the first time on 1 Jul 1911. The museum's A-1 was built in 1961 by enthusiasts in the San Diego area and the Institute of Aerospace Sciences. It is on a long-term loan from the Smithsonian Institution where it was on display from October 1961. The other Triad is on display in a museum in San Diego.

The A-1's short-lived naval career dates from 8 May 1911, considered the birthdate of naval aviation, when Captain Washington I. Chambers prepared requisitions for two Curtiss biplanes.

As the Navy's first aircraft, purchased at a cost of \$5500, the A-1 raised considerable criticism in press and political circles.

"What does the Navy need with a flying machine?" the nation asked, recalling the triumphant return just two years earlier of an around-the-world cruise by the Great White Fleet.

But, the Navy got its airplane, a skeleton-like craft of wood and wire construction, equipped for water landings and takeoffs. The Curtiss Model M engine, with horsepower rating of 75 and turning over at a rate of from 1050 to 1250 revolutions per minute, spun a metal-tipped propeller which pushed the strange contraption through the air at 45 miles per hour. It was a plane that would carry a pilot and a passenger side by side, and could be controlled

from either position as a safety feature.

Less than two months following the requisition of the first aircraft for the Navy, the A-1 took to the air.

On 1 Jul 1911, it completed four successful flights. The first hop, a solo by builder Glenn H. Curtiss, lasted five minutes and reached an altitude of 25 feet. The aircraft log on this first flight series states that "G. H. Curtiss tried out the A-1 machine and found balance on the water and in the air perfect."

On the second flight of the day, Curtiss took on board LT Ellyson as a passenger. Ellyson then took over control and completed two solo flights, thus establishing himself as the Navy's first aviator.

Two days later he piloted the A-1 from Keuka to Hammondsport, N. Y., at night. Without lights, he made one unsuccessful landing pass, but on his second attempt set the A-1 down on water without a hitch.

Two events significant to the future of naval aviation came about nine days later.



On 10 July, with Curtiss at the controls, the A-1 took off from land and became airborne. While in flight, Curtiss lifted the craft's wheels and then set the plane down on water. The stage had been set for retractable landing gear on future planes, and the age of amphibious aviation was born.

However, mechanical failures began to plague the A-1. The engine failed in so many respects that it was rebuilt at Curtiss Company's expense. It was engine failure that contributed to the A-1's first serious crash in late August of 1911.

Flying the plane as a land machine, LT Ellyson and his passenger, LTJG J. H. Towers, were forced to land in Lake Keuka. Both men were carried under water when the plane capsized, but they managed to escape uninjured.

The A-1 was recovered, its front control and three panels were rebuilt, and a week later completed a test that was the forerunner of today's carrier catapult. LT Ellyson ran the A-1 down a wire extending from the beach to an anchor in the water and the plane took to the air.

Later, during an endurance test south of Annapolis, the A-1's radiator sprang a leak, causing the flight to be cut short at Milford, Va., after the plane had flown 112 miles in 122 minutes.

One year later, the A-1 was no more. It crash landed on 16 Oct 1912 and was damaged beyond repair. Although its career was brief, the A-1 Triad will forever hold the distinction of being the training craft for the Navy's first aviators, and for helping to launch a field that has led today's naval aviators to the fringes of outer space.—Bill Mathers, JOC, USN.

The Navy World of

Another Win for Pettigrew

Yeoman Second Class Richard Pettigrew is a collector of plaques, and so far he has nine to his credit, including the 1968 version.

Like all good collectors, Pettigrew prizes each of his plaques. And well he may, because he had to be able to whip every boxer in the Navy to get each of them. You see, Richard Pettigrew is the 1968 All-Navy Heavyweight Boxing Champion, and he collects All-Navy boxing awards.

Pettigrew began collecting All-Navy championships in 1960, and has continued his string of wins from that date. In addition, he won the Inter Service heavyweight crown in 1962 and 1966, and also took the World Military boxing title in 1966. Pettigrew (205 lbs.), defeated Jim Elder (195 lbs.) by decision for the 1968 title.

The 1968 All-Navy Boxing Championships were highlighted by 11 title fights, including the heavyweight bout. Finalists were chosen for the All-Navy title bouts by elimi-

nation matches held on the East and West Coasts.

The light flyweight crown was won by David Burkhard, BT3, in decision over Al Yamongan. Burkhard was also the 1967 All-Navy champion.

Flyweight Levern Lacy (112 lbs.) scored a technical knockout over Charles Logan in 2 minutes, 59 seconds of the first round to claim his first All-Navy title.

Oliver Ewell took his second straight All-Navy bantamweight title with a technical knockout over Richard Davis in 1 minute, 19 seconds of the first round. Ewell received an additional award by being selected the championship's most outstanding boxer.

Featherweight Albert Robinson, AN, defeated Jiles Walls by decision to earn his second All-Navy plaque. Robinson (125 lbs.) took the World Military boxing title for his weight class, the All-Navy championship and was Inter Service runner-up, all in 1966.

In the lightweight class, Morris Harris, SN, took a decision over 1964

All-Navy champion Robbie Newton. Harris (132 lbs.) has won many boxing awards including the 1966 All-Navy title.

Light welterweight Talbert Anderson, SN, won by decision over Bill Marshall for his All-Navy crown. Anderson took the All-Navy title in 1966 and 1967 also.

In the welterweight title fight, Steve Ewell, SA, emerged victor over Bill Casey by decision. Ewell was fighting in his first All-Navy competition.

Light middleweight Bill Daniels (156 lbs.) decisioned Vince Fagen to capture that All-Navy title. Daniels won the 1968 Philippine Boxing Championships.

The middleweight crown was captured by Albert Bolden, by decision over Jess Reid. The middleweight title was Bolden's first All-Navy win.

In the light heavyweight fight, John Hunter decisioned Al Gillispie for the title. Hunter (178 lbs.) won the All-Navy title in 1961 and 1962.

The All-Navy champions of various weight classes will represent the Navy in the Inter Service competition at Camp Lejeune, N. C., 12 to 16 August. In addition the All-Navy champions will compose the team of boxers which will participate in the U. S. Olympic Team tryouts to be held in October.

GRAND CHAMPION Lawrence Fryar, CSC, is presented the Interservice Judo award by Captain A. Smith, Jr., during award ceremonies held at Miramar.



Navy, Inter-Service Volleyball

The Pacific Coast volleyball squad captured the team trophies with a perfect 6-0 record during the All-Navy tournament held at NAS Jacksonville.

The South Atlantic regional contenders placed second with four wins and two losses, Western Pacific regional players were third with a 2-4 record and North Atlantic last with 0-6.

It was relatively easy going for the seasoned Pacific Coast team, who are accustomed to taking home All-Navy volleyball awards.

The Pacific Coast team downed North Atlantic in the first game of the double round robin tourney 15-13, 15-4, 10-15, 15-12. Teams played two games each day of the

Sports

three-day tourney, meeting each volleyball squad twice.

Following the All-Navy competition, a team was selected from among all participants to compete in the Interservice Championship held at Dover Air Force Base. The victorious Pacific Coast team placed nine members on the All-Navy team. All-Navy team members were: David E. Schaffer, PNSN; Charles S. Williams, AX1; James R. Pickard, ATC; Richard A. Ray, SM1; Steven J. Duke, AN; John F. Benak, TD1; J. L. Van Camp, AE1; P. H. Walton, ETN3; Gary Robinson, LT, MC; Ray L. Barrows, TD1; Charles A. Homan, LTJG; Terry Stoddard, STCS; Dennis Bradley, SN; Matthew Valo, ATN3; and L. Anthony Whitney, LT.

Then it was on to the Interservice Championship for the team. During the first day of play, Navy was defeated by the strong Army team, but then rallied to defeat the Air Force in a close battle 15-9, 8-15, 16-14, 6-15, 15-13.

Navy defeated the Marines during the second day of double round robin play, but then dropped their only other loss of the tourney to Army. On the final day of competition, Navy defeated the Marines and the Air Force to capture second place in the Interservice Champion-

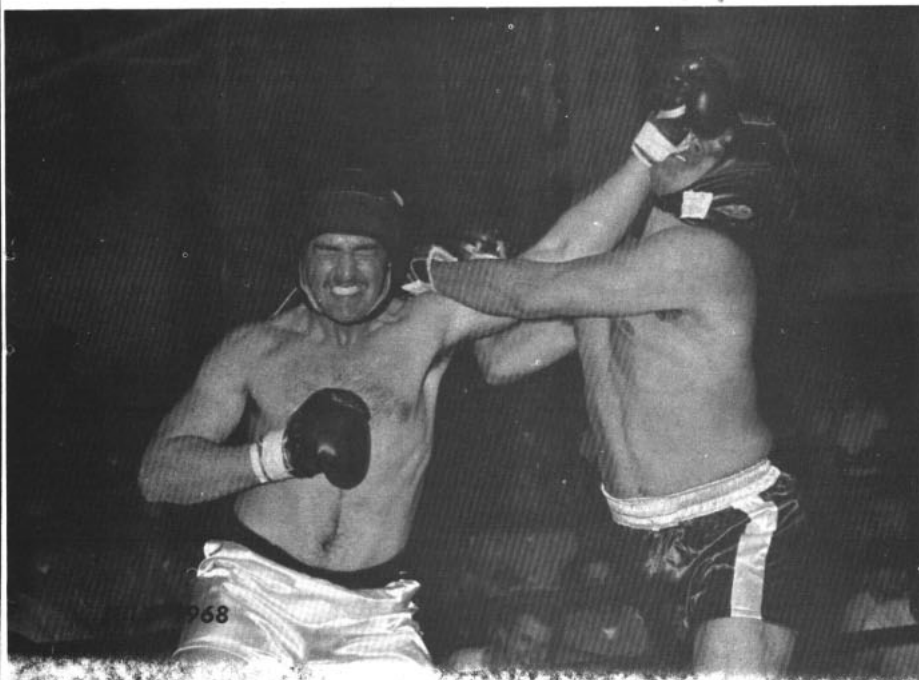


ALL-NAVY VOLLEYBALL TEAM—Front row left to right: Dave Schaffer, Paul Walton, Gary Robinson, Ray Barrows, Charles Homan, and Dennis Bradley. Back row: Jim Pickard, Charles Williams, Richard Ray, Steve Duke, John Benak, Matthew Valo, Terry Stoddard, Jerry Van Camp and L. Anthony Whitney.

ship. Army continued its unbeaten first place run through the tourney with final wins on the last day over the Marine and Air Force squads. The Air Force took third with a 2-4 record, and the Marine Corps squad finished with an 0-6 record.

After the Interservice finals, two Navymen were selected for the Armed Forces team to participate in the AAU Championships and the U. S. Volleyball Association Championships. The two Navymen chosen were Lieutenant (jg) Charles Homan of the Western Pacific team, and Signalman 1st Class Richard Ray of the Pacific Coast squad.

CLOSE EYES AND SWING—Two heavyweights land glancing left jabs in a bout held aboard *Ticonderoga* (CVA 14). Boxer at right won by a knockout.



WINNING SMILE—Richard Pettigrew, YN2, has reason to smile. His victory in the All-Navy heavyweight boxing event brought his unbroken string of wins to nine from 1960 to 1968.



ON THE BALL—Representatives of basketball teams participating in the All-Navy Championship open the contest by touching the game ball. *Right:* Navy's Bill Rowser is fingers above Army's Carter in Interservice game.

All-Navy Basketball

FOR MOST BASKETBALL teams the number five represents the number of players on the court at one time, but for the SubLant Sea Raiders it had the additional meaning of five consecutive All-Navy Basketball Championships.

They won the 1968 championship by squeaking past the SubPac team in the final game 66-63, making it five straight. For SubPac, it was the

fourth time in five years in which they have been defeated in the final game by SubLant for the title.

Representing the North Atlantic region was the third place Great Lakes Naval Training Center quintet. The 1968 champions represented the South Atlantic area, and the second place SubPac squad represented the Western Pacific region. The Pacific Coast area was represented by their regional winner, the Long Beach Naval Station club.

After the All-Navy championship at Pearl Harbor, a team was selected from various Navy basketball squads to represent the Navy in the Interservice Championships held at Maxwell Air Force Base.

The Navy team took second place over the third place Marine squad and fourth place Air Force quintet following a three-way tie for second place which was resolved by the international point system. The international point system utilizes the total points scored by and scored against competitors in determining the winner in tie situations.

As a result of the Interservice play, three members of the Navy team were selected to participate in future international competition.

Seaman Mike Barrett of the All-Navy champion SubLant squad was selected to represent the U. S. in the Olympic basketball competition in the newly erected Mexico City stadium in October.

Fireman Jim Cole of SubLant and Storekeeper Seaman John Snipes of the SubPac squad were selected to represent the U. S. in the International Military Sports Council (CISM) basketball competition.

All three Navymen played on the Armed Forces squad which captured the AAU crown this year.

ALL-NAVY CHAMPS—The SubLant Sea Raiders (below) continued a tradition this year by winning their fifth consecutive All-Navy Basketball title.

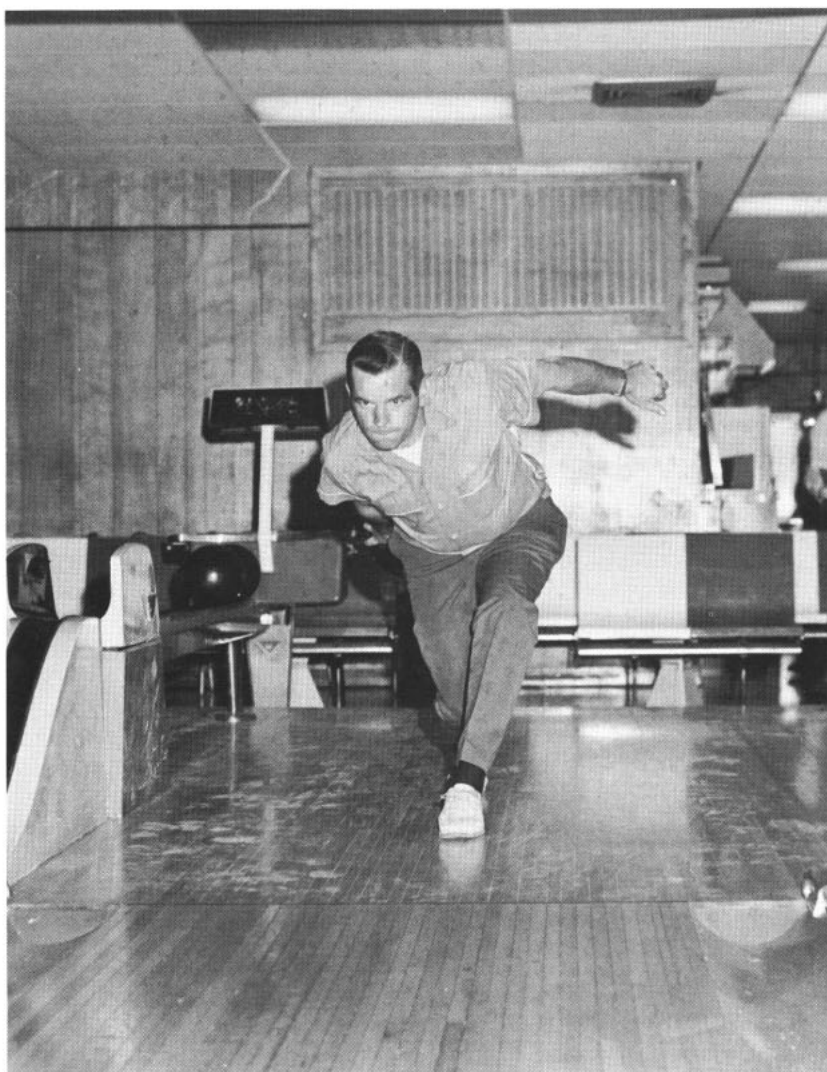


Fryar, Jones Win In Judo

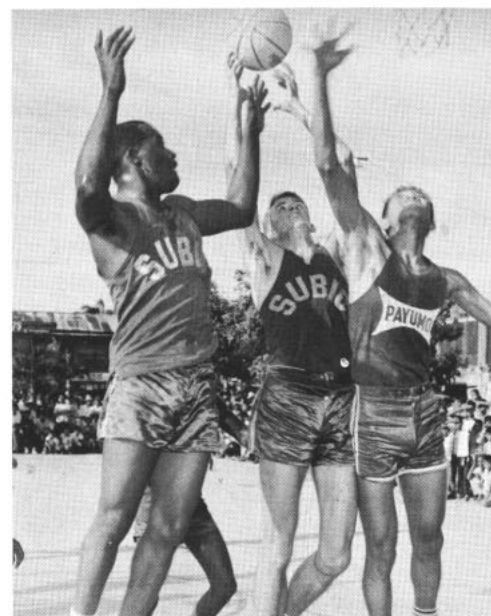
Chief Commissaryman Lawrence Fryar and First Class Electrician's Mate Willie Jones each represented



How to Keep Physically Fit



... And Enjoy It



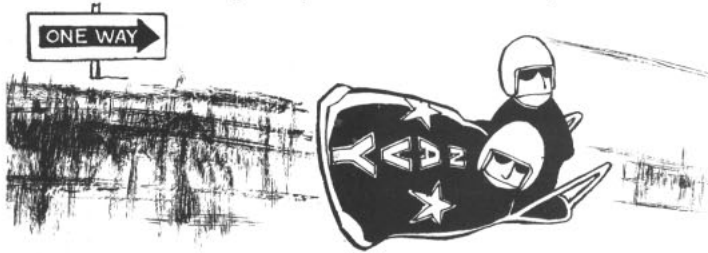
FROM THE SIDELINES

IF AVIATION MACHINIST'S MATE 2nd Class Robert Huscher and Lieutenant Paul Lamey get a little overheated this summer they need only remember the past winter's events to keep them cool.

The two Navymen were very close to the snow this year and saw at least their share of it when they trained for and participated in the 1968 Winter Olympic bobsled events.

Lamey and Huscher manned the U. S. two-man bobsled which took sixth place over-all in Olympic competition with 22 other sleds representing 11 countries. The two-man sled from Italy captured the first-place gold medal.

The Navy entry was chosen as the number one sled for the United States after pre-Olympic



training with other U. S. sledders at St Moritz, Switzerland. The Navy twosome gave indications of things to come when they captured fourth place in the European Championships held in Switzerland.

They then went on to the Olympics and Alpe d'Huez, where the sledding events were held. Lamey drove the sled and Huscher was close behind as brakeman as the Navymen raced down the 1500-meter Olympic course at speeds approaching 60 miles per hour. Their ride was not only of short duration, but it was also rather cool as the competition was held at night.

The course included six bends, one labyrinth and four difficult curves to challenge would-be medalists. It was lo-

cated about 38 miles from Grenoble.

Although the Navymen didn't bring any Olympic gold back to the U. S. with them, they did manage to mine a little silver. As a result of his Olympic efforts, Paul Lamey was named rookie driver of the year by the Federation of International Bobsledding and Tobogganing. As rookie of the year, he received the Hoisington Memorial Award which is a large silver trophy topped with a bobsled. Its base is studded with plaques naming the eight former winners of the award.

Not bad for rookies.

★ ★ ★

The Navy's highest marksmanship award for proficiency in small arms, is the Dis-

tinguished Marksman Badge. Twenty Navymen have received the award in the past fiscal year. One of the most recent recipients is Chief Petty Officer Donald Vaughn.

By winning the award, Chief Vaughn joins a list of 145 Navymen who have distinguished themselves by earning the badge.

Navymen first became eligible for the award in 1920, but the badge was not presented to one until 1924 when Ensign Arman Morgan, now a retired admiral, earned it for helping the U. S. rifle team win the Pan American Games.

To be eligible for the award a Navyman must earn 30 points in authorized rifle matches.

—Larry Henry, JO2, USN.

the Navy in their respective weight classes in the 1968 Interservice Judo competition held at NAS Miramar. And they represented the Navy well.

Fryar and Jones, two of 12 Navymen selected from area competition for the Navy team, took first place in their respective weight classes. Lawrence Fryar captured additional honors when he was crowned the tournament's grand champion after defeating all of the first place winners in the six weight divisions.

Jones, participating in the smallest weight class, 139 lbs and under, got off to a good start by defeating the 1967 Inter Service champion in the second bout of the tournament with a throw. From that point, it was all downhill for the electrician's mate as he defeated all Air Force and Marine competitors for the crown.

Lawrence Fryar quickly left no doubt as to the outcome of the 205-lb-and-over weight class as he eliminated the top three contenders in succession. His wins put him a full point ahead of competition and left only the runner-up slot in doubt. After winning the heavyweight title, he took the grand championship which was decided by round robin competition.

Harry Kaneakua, AE2, had a chance to place in the final competition, but lost by decision to Air Force Sgt James Stockwell who took the second place berth.

The Inter Service Judo competition came to a close amid victory cheers as the grand champion Lawrence Fryar and runner-up Air Force LT Paul Maruyama exchanged traditional bows.

The following is a list of Navymen who participated in the 1968 Inter Service Judo Championships:

139-lb weight class

D. B. Boyett, GM1

W. Jones, EN1

154-lb weight class

F. Watts, AT2

W. Beck, RMC

176-lb weight class

S. Wojtowicz, ADR3

D. J. Sniffen, EM2

205-lb weight class

H. Kaneakua, AE2

W. Phillips, AMS1

Heavyweight class

L. E. Fryar, CSC

N. H. Bryan, AN

Open weight class

M. D. Schenkel, RM1

R. L. Dauzat, PR2



AIR AND SEA—VC-6 personnel prepare radio controlled drone for flight. Rt: Firefish target follows in wake.

Long-Distance Crews

TO BE SUCCESSFUL, Operation Springboard needs the help of many units of the U. S. Atlantic Fleet.

One such unit supplies radio-controlled targets for shipboard gunnery and aircraft bombing and strafing exercises. During Operation Springboard, the unit, Fleet Composite Squadron Six, uses two types of radio-controlled targets.

The first is a drone aircraft about 12 feet long which can reach speeds of more than 185 knots and cruise at an altitude of 25,000 feet for a one-hour flight. The drone, launched from the fantail of the support ship, can be controlled by radio up to 50

miles away with the assistance of tracking radar. After it runs out of fuel, the drone controller pushes a button which pops the parachute and eases the drone into the water to be recovered by the support ship. This MQM drone provides shipboard gunnery and tracking experience.

Firefish, a drone boat, is the second radio-controlled target used by the detachment. A 17-foot fiber glass craft, it weighs 1700 pounds and operates from the support ship by remote control at a range of up to five miles using tracking radar. Its course and speed can be controlled by radio, but if the transmitter cuts out, the boat automatically reduces

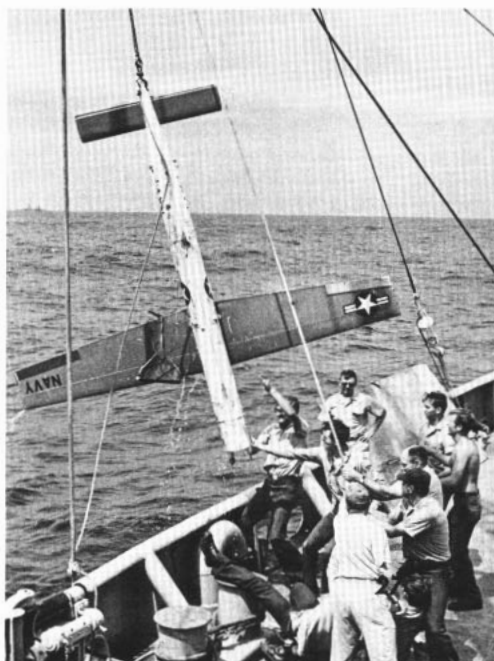
speed to idle and goes into left turning circles with its running lights on.

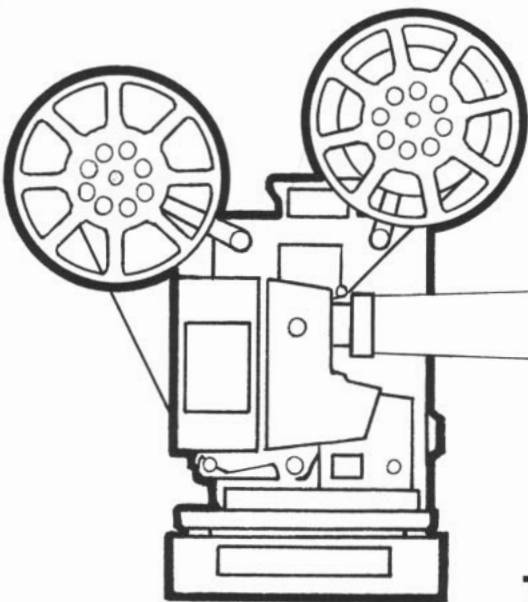
Firefish, which has a remote control operating time dependent on the speed at which the boat is run, was brought into use to simulate PT boat attacks. This target offers crews practical experience in shipboard gunnery and tracking and in aircraft bombing and strafing.

The Springboard detachment of 12 enlisted men operates with an officer in charge. The Norfolk-based squadron has five detachments that service the Atlantic Fleet and NATO with remote controlled targets. They are constantly on call.

—Text and photos, CJ Wiitala, PHC.

TARGET TIME—Destroyer *USS Lloyd Thomas* (DD 764) fires at drone. Radio controls of target boat are checked out and (right) crewmembers of salvage ship *USS Opportune* (ARS 41) bring drone back aboard after flight.





WHAT'S ON

Movies. What would life on a Navy ship be without them? There are many who say that movies are as essential to seapower as electronics, fuel oil and ice cream. Long hours are passed with them. Morale often depends on them.

Inevitably, it becomes the lot of some junior officer or senior enlisted man to provide his mates with their viewing entertainment. When his efforts meet with success he basks in their limited praise—or goes unnoticed. But when he produces a flop, the wrath of all, from the commanding officer to the deck force seamen, falls on his unfortunate head. According to Lieutenant (jg) M. P. Chapman, USNR, at least.

LT Chapman recently survived a long combat cruise as his squadron's movie officer aboard the attack carrier USS Coral Sea (CVA 43). At the request of his department head, he made a "relief folder" for the job of movie officer. He passed it on to us and we offer it here in the hope that someone will, to quote LTJG Chapman, "(1) avoid getting the job, or (2) barring that, do the job right."

Many of his remarks are applicable only to the movie officer of a squadron embarked in an aircraft carrier. Some of them, however, may be valuable for all movie-mongers.

THE JOB OF movie officer is a difficult one for the newcomer to prepare for. Unlike other jobs, it is an unofficial billet. No mention of it will appear on your billet assignment sheet, although it is likely to be as time-consuming as many of your other duties. The situation with movies is so fluid that a briefing on exactly how to handle the job is impossible. Just as new crops of movie starlets appear yearly, shipboard policies and personnel change.

The most important thing to have is the right attitude. There is no getting around the fact that this is perhaps the most thankless and least desirable job around. If you cannot take good-natured razzing and bad-natured griping, ignore unreasonable demands, answer the same question dozens of times in an hour (no, Ann Margret is not in this picture), or handle minor crises that arise when ancient equipment finally succumbs—then you might as well not have the job.

If you would rather let someone else do it, no one will blame you. They're just glad they didn't get the job.

You will never cease to be amazed at how particular some people can be about movies which they pay no admission to watch. During an average seven-month cruise, including three weeks at-sea periods and

two trans-Pacs, you may see over 200 movies. Some may be very good, others very bad. Sometimes the selection of movies aboard is very poor, either in quality or in quantity.

However, careful perusal of each movie book, plus consultation with someone who has seen the film previously (someone with good taste, hopefully), will ensure that only the cream of the crop finds its way into your particular theater.

THE HEADQUARTERS for all movie business aboard ship is the movie booth. In *Coral Sea* this is on the 01 level. It overhangs the forward end of Hangar Bay One on the port side, and is accessible by a vertical ladder.

Since we are discussing a carrier, with a number of "movie theaters," the movie booth is manned by about a half-dozen men (from the Engineering Department). They are all of the IC rating or IC strikers. The actual personnel at any given time vary.

This is a much harassed band of men. It is their job to maintain a supply of movies aboard every day of the cruise, control the exchange of movies during virtually every unrep at sea as well as exchanges in the major ports, maintain the ship's dwindling supply of aging projectors,



AT THE MOVIES?

Some Tips for the Movie Officer

show movies in the wardroom and CPO mess—and still provide movies for the ship's TV station, enlisted mess, and six ready rooms. Each movie must be accounted for at all times and repaired when necessary.

The movie officer is usually also the Educational Services Officer and often has a number of other things to do.

Generally speaking, movies at sea are checked out each day at 1300. The recommended policy is to go personally to the movie booth about a half-hour before that in order to be first in line—and be prepared to wait. On this carrier, ready rooms are issued movies on a first-come, first-served basis; the others get theirs first on a scheduled basis. (If you're in a destroyer, you won't have this problem.)

Most ready rooms do not even have movie officers. Their squadron duty officers usually handle the evening movie. This usually makes for a haphazard policy. They send down some poor soul who doesn't know the movie booth crew or what movies are available. Furthermore, he probably does not care because he won't see the flick anyway. He'll be on watch. He ends up looking through all the books to see what is to be had, then telephoning his duty officer for further instructions. This holds up the line and wastes time

for all concerned. The man who gets there first and knows what he wants is always ahead.

Be sure to sign out for the movie in the checkout log. Failure to do this can result in much worry and time wasted in calling all over the ship, and is conducive to bad tempers and ulcers among IC-men.

THE STANDARD NAVY motion picture projector is 16-mm, big, expensive, and infinitely tired. You may be lucky enough to have your own unit or squadron projector, the procurement of which is almost impossible through (cumshaw artists please note) conventional channels. Or perhaps your particular group or squadron has purchased a commercial projector for its own use. If neither is the case, a projector must be checked out for your movie showing through the movie booth. These projectors are maintained by the movie booth personnel and are subject to recall by them at any time.

A cinemascope lens is a must. Your unit might have one of its own. If this is not the case, one may be checked out for the duration of the cruise from the movie booth.

Always have on hand a supply of spare projection bulbs and sound bulbs. The projection bulb is the 1000-watt (or 750-watt), 120-volt projection lamp. The sound bulb is

the small six-volt exciter lamp, made especially for the Navy's 16-mm projectors. Spares are a must, because if your bulb goes during the show and you can't change it quickly, there will be much wailing and gnashing of teeth by your patrons.

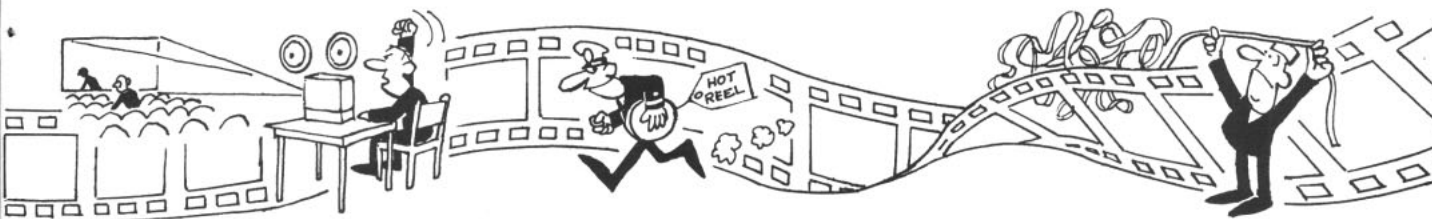
Three spares of each type should last the cruise. If you are a nice-guy type, and plan to share (in our case, with other ready rooms that are not so well prepared), bring more spares.

THE SAFEST and recommended procedure for showing movies is to have an operator who holds an operator's card run the projector. The standard card shows that the holder is a graduate of one of the Navy's several motion picture operator schools. These two-week schools are located at Great Lakes, Norfolk, San Diego, and San Francisco.

If at any time a movie checked out to you is damaged due to improper operator technique, and it can be shown that the operator was not qualified, that is, he had no operator's card, then you'd better stand by for heavy weather.

Movies must frequently be re-wound before showing. Make sure this is done before curtain time. If not, more wailing, more gnashing.

The best time for a movie is around 1900. This is subject to change (by flight operations, the





personal desires of the SOP, or other valid reason). One hour after secure of flight ops is usually sufficient time for debriefing, stowing flight gear, and eating. Flight crews invariably become indignant when the other 30 or 40 officers do not wait for them to finish eating before starting the movie, but this often cannot be helped.

THE NAVY SPENDS nearly five million dollars a year providing movies for the Fleet and overseas shore stations. This money comes from the BuPers Central Recreation Fund, which is administered by the Bureau's Special Services Division.

The movies shown aboard ship are leased by the Navy for a four-year period, and are accountable to the Navy Motion Picture Service, Brooklyn Navy Yard. They are expensive. The cheapest to be found runs about three cents per foot. The squadron which loses even the most antiquated, black-and-white melodrama of the early '40s will find itself liable for 100 or 150 dollars, which must be paid for out of the recrea-

tion fund. A new, color movie in good condition could set you back near a thousand bucks, if it suddenly disappeared.

Likewise, if a significant portion of a film is damaged beyond repair, which might occur when the sprocket holes are torn, the squadron may have to pay for the replacement of that portion. The total cost will be figured by the amount of damage multiplied by the prescribed cost per foot for that particular movie.

It is advisable to keep these figures in mind before you agree to "hot-reel" or trade a movie, or leave it in the hands of someone else. Hot-reeling is bad business. This is the final conclusion of one who has had much experience in trying to help out the other guy. (Don't be the patsy of the air wing.)

Exceptions to this may be made in cases where you are dealing with a conscientious person you know you can trust, and not just someone on the other end of the telephone line. Speaking of movies in a carrier, if another ready room adjoins yours (like ready rooms one and two on

Coral Sea), this is a good bet. But if you let him have your flick, make sure he gives it to no one else.

Generally speaking, the outfit which has one man whose job it is to look after movies will not need to hot-reel.

WHETHER MOVIES can be left overnight in the location of the movie theater for the night check people to view is a decision for the department head or executive officer. If such is the policy, arrange to have a qualified operator and a dependable man to take responsibility for the film.

Movies must be turned in by 0900 on the morning after they are shown, unless otherwise stipulated. If the movie booth is manned at night you may want to turn them in as soon as you have shown them. This will relieve you of responsibility as soon as possible. Just make sure they are not late.

Rewinding movies after showing them falls into the category of "going the extra mile." It is a good turn that someone will surely appreciate. It may even be contagious. Unless the movie booth prefers that you not do this, such as when they are embarked on an ambitious project of inspecting each movie before the next showing (rare), rewinding is a good idea if you have the time.

Lastly, note any discrepancy in the film. If there is a break in the film do not patch it up with tape. Such temporary repairs may not be noticeable during rewinding and they can catch in the mechanism of a projector and cause further damage. Leave the splicing to the experts; that's their job. Attach a note to the film box stating exactly what's wrong with the film, and where.

One final word. Handle movies as if they were your own. Actually, they are. And good luck. You'll need it.

—M. P. Chapman, LTJG, USNR.

Plenty of Customers at Subic Film Exchange

"The movie to be shown tonight is . . ."

Such announcements are made daily throughout the U. S. Seventh Fleet, thanks to the Navy Motion Picture Exchange at Subic Bay Naval Station in the Philippines.

The office supplies over 700 customers—mostly ships—each week, while maintaining a library of some 200 films.

Each Monday, four prints of from four to six new films are received from the Fleet Motion Picture Service in Brooklyn, N. Y. All but one of the prints of these movies are made available to the Fleet. One copy of each film is kept on hand for showing in the various base theaters.

The Subic movie office distributes films both as one-day loans and as "sea prints." The former are returned within 24 hours. Sea prints are films that a ship takes with her when she sails.

A maximum of 30 sea prints is allowed and, since many ships will be at sea for quite some time, they usually manage to swap films with other ships while underway. Thus it is not unusual for a ship to return with a set of films entirely different from those with which she sailed on deployment.

Following a ship's arrival in port, the prints that she carries on board are returned to the motion picture exchange.

—Michael B. Keenan, JO3, USN



OVER THE HILL—Convoy leaves mountains on way to Dong Ha, glad to be where ambushes are less likely to occur.

Sailor's Dry-Land Convoy

MEN AND MATERIAL move about in Vietnam in three ways—through the air, on water, or over land by convoy.

Travel by convoy provides security and enables large numbers of men and sizable quantities of material to arrive together, ready to function immediately. It is a means of transportation which is frequently used in Vietnam.

Seabees from Naval Mobile Construction Battalion Four recently joined an Army and Marine convoy which was two miles long, traveling north from Da Nang to Dong Ha. They were moving a well-digging crew, its equipment, and a ditching machine to the Navy Seabee forward combat base at Dong Ha. The equipment will be used to provide potable water and improved sanitation facilities for troops stationed near the demilitarized zone.

The two-day journey along Vietnam's main thoroughfare, National Route #1, covers over 100 miles. The first day's travel is from Da Nang to Phu Bai, a distance of about 58 miles. During this part of the journey the convoy passes through the mountainous Hai-Van Pass north of Da Nang.

The pass is the highest point that

Route #1 crosses between Da Nang and Dong Ha. It is also the most difficult point to defend owing to the terrain.

As the 200 trucks approach the pass, tension increases. A convoy had been ambushed here less than a week before. The tree-covered cliffs above the narrow winding road provide excellent cover for snipers.

The narrow bridges are other dangerous hazards. The long, bulky semitrailers have to go slowly over the bridges, forcing the main body to stop frequently to allow them to catch up. It is imperative that the trucks stay together or they will become too easy a target.

After leaving the mountains the convoy moves through farming country, twice passing Seabee units working on the road which was damaged during the Tet offensive in this area.

As it draws close to Phu Bai, damage to the civilian populace is more evident. It's easy to identify houses that once belonged to pro-Western Vietnamese—for they are the ones that were destroyed.

At Phu Bai the convoy divides. The Seabee vehicles go on to the headquarters of Naval Mobile Construction Battalion Eight. The Ma-

rine and Army units go to their respective area camps.

The next morning the convoy reforms early and begins its journey through the ravaged city of Hue and on northward through desolate farming country. By nightfall the convoy reaches Dong Ha, 12 miles south of the demilitarized zone. Here it again divides and the units go to their various campsites. The journey is over.

—Mike Murphy, JO3, USN, and
Bud Huffman, JO3, USN.

SPECTATORS—Children of Nam-O village watch the convoy pass by.



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



BRONZE AWARD—Radioman Third Class Aubra Thomas is presented Bronze Star by VADM Hyland for Vietnam action.—Photo by M. Kogler, PH3.

Brief Encounter

WHEN Monica met Rodrigues in the Indian Ocean, the encounter was not a happy one.

Monica was a storm whose 170 mph winds destroyed 85 per cent of the crops on the small island called Rodrigues. Not satisfied, Monica went on to smash most of the island's fishing fleet and many of its inhabitants' homes.

As *uss Charles R. Ware* (DD 865) was steaming toward Port Louis, Mauritius, the ship received an appeal from the Mauritian government for assistance to its beleaguered isle.

After refueling at Port Louis and taking on a cargo of emergency provisions furnished by other U. S. Navy ships and the British Red Cross Society, *Ware* steamed at flank speed toward Rodrigues.

When they arrived, *Ware's* crew found the little island in sad shape, indeed. Farming and fishing, which furnished a livelihood for most of the island's 22,000 inhabitants, had been

hit hard. Many of the island's houses had disappeared and numerous public buildings were damaged.

Ware's crew distributed supplies, and the ship's electronics men helped local technicians put the police radio equipment back into operation.

Some crewmen collaborated with the government's agricultural station in emergency work on devastated farmlands. Other crew members helped rebuild a damaged church and school, then delivered textbooks, pads, pencils and church supplies.

The ship's medical department helped cope with the island's health problems and furnished hypodermic syringes, needles, antibiotics, bandages and surgical soap to the island's only hospital.

Each day after the crew had completed its work, the destroyer's combo helped raise morale with several swinging concerts.

The morale raiser apparently helped for successive encores kept the musicians working overtime.

W. A. MacMillan, Jr., SN, USN

Northampton Rescue

Strong winds and heavy seas off Ocean City, Md., had split the wooden hull of the Panamanian freighter *Falcon*. Then conditions became rapidly worse.

The diesel power plants in the 30-year-old ship began to vibrate violently. Water began to seep, then spill into her engine compartments. A short circuit knocked out the generators and disabled the bilge pumps.

Falcon's skipper knew that his five-man crew would not be able to check flooding throughout the 110-foot ship.

At 2230, the men took to a lifeboat. Half an hour later, they watched the ship slip beneath the surface, bow first.

Off the coast of Virginia 40 miles south, *uss Northampton* (CC 1) had locked in on Captain Britton's distress signal. After contacting the Coast Guard station at Cape May, N. J., and a Coast Guard search plane, the command ship altered her course, boosted her steam to maximum, and headed north.

By 0010, the lifeboat had been illuminated with flares dropped from the search plane. *Northampton* backed to a stop alongside the bobbing craft, deck personnel rigged lines and ladders down her 28-foot freeboard, and the *Falcon* crew climbed aboard.

The six men were found to be in good condition—"suffering only from mild exposure." The total time they were stranded at sea adrift in a lifeboat: one hour and 40 minutes.

Class of 4020 Is Exclusive

Granted that a man is never quite the same after boot camp, but graduates of Recruit Remedial Literacy Company 4020 are almost unrecognizable to their former peers.

Because of the confidence engendered by their special training, claims their mentor Lieutenant Michael Hennessey, they frequently end up as leaders of their groups.

To qualify for this special group you must have been a dropout. If you managed to pass all the tests

administered during your training period, 4020 doesn't want you. You go your way and 4020 will go its way.

The 135 alumni of 4020 are doing fine now, but their prospects were pretty dim a year or so ago when, because of a combination of low scores on USAFI special reading tests and failure to keep pace with the academic demands of recruit training, they were dropped from their regular companies and put into 4020.

The recruits enrolled in 4020 are of average intelligence but, for one reason or another, just didn't get around to learn how to read well. "Low elementary level" is the term used for them.

After a four- to eight-week tour with 4020, during which they pick up the reading tricks most of us learn during elementary school, they return to their regular companies where not only do the vast majority keep up with the academic schedule but, as mentioned earlier, because of renewed self-confidence, tend to become leaders of their group.

Most of the men had not been successful in school or at work. Because they hadn't learned to read, they had been unable to keep up with their classmates at school. They became dropouts and then couldn't get, or hold, a good paying job. When they land in boot camp, it's the same old story all over again.

RRLC 4020 breaks the sequence. The program stresses reading comprehension and speed, word recognition, and basic phonic rules and their application.

Students learn the basic sounds of the alphabet, the blends made by combinations of letters, and word recognition. They learn how to break big words down into syllables and how to pronounce them. They lose their fear of big words.

They lose their fear. Period.

Ship, Units Awarded MUC

Four more Navy commands have won the Meritorious Unit Commendation for their performance of duty in Vietnam.

- USS *Canberra* (CA 70) earned the MUC for gunfire support of Army and Marine units in all four corps areas of Vietnam, during deployments in 1966 and 1967. Throughout her tours on station, *Canberra* supported the forces ashore in a highly effective manner.



TOGETHER NOW—Navymen aboard USS *Duluth* set taut on highline.

She provided gunfire support during operations Prairie, Lam Son 142 and 325, Pawnee III, Deckhouse V and VI, Thayer II, and Than Huu 808.

- The Amphibious Ready Group, with Special Landing Forces embarked, won the MUC for operations Deckhouse II, IV, V, and VI. These operations resulted in the capture and destruction of large amounts of enemy supplies and equipment.

The Group prosecuted the first U. S. Mekong Delta operation in the area of the Thanh Phong Secret Zone, a Viet Cong stronghold.

- The MUC was presented to the Officer in Charge of Construction, Naval Facilities Engineering Command Contracts, Republic of Vietnam. The award recognized the completion of an "unparalleled" assignment—the administration, direction, and management of a billion-dollar military construction program per-

formed by a civilian contractor in a combat area.

Construction projects included airfield, port, petroleum, and communications facilities, along with ammunition depots, hospitals, cantonments, and countless other auxiliary structures, in an area where there had been only sand, water, mud, and rice paddies.

The jobs were completed despite enemy harassment, local revolution, insufficient geological and climatological data, monumental logistical problems, and personnel casualties.

- Fleet Intelligence Center Pacific Facility earned the MUC for its support of Seventh Fleet operations from October 1966 through October 1967. During this period the facility provided outstanding intelligence, target material, and analytical support of naval forces engaged in air and naval gunfire operations against the enemy.

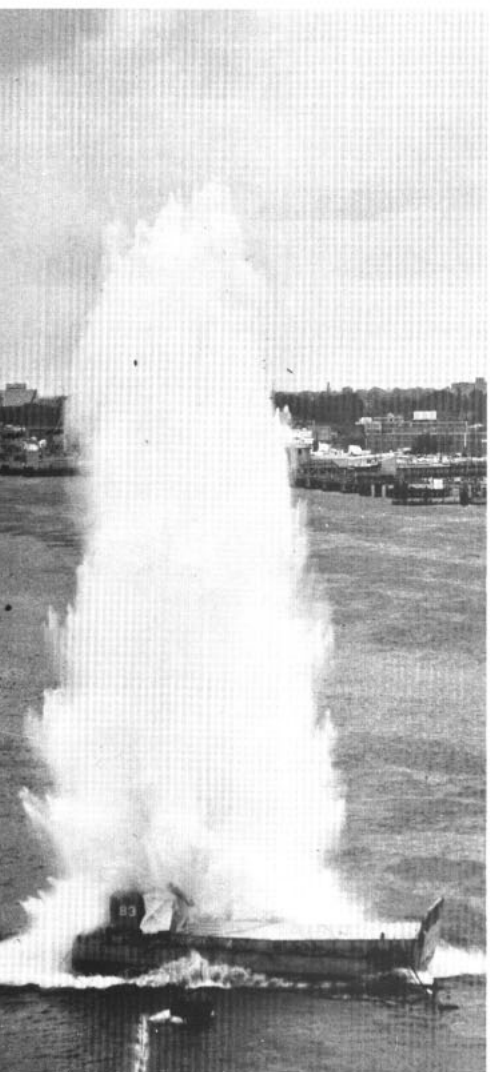
MINEMEN SWEEP A PUC—The Presidential Unit Citation is presented to LT James A. Mace, USN, Officer in Charge of Mine Squadron 11, Detachment Alpha, by RADM Kenneth L. Veth, USN, Commander U.S. Naval Forces, Vietnam. The citation was presented for "... exceptionally meritorious and heroic service from 1 Jul 1966 to 18 Feb 1967 while conducting minesweeping operations in the Rung Sat Special Zone of the Republic of Vietnam."





SAFETY SEATS

New type of seats being used aboard river patrol craft are designed to protect against shock from underwater explosions. Seats are tested aboard LCM and are shown in use during river patrol in Vietnam.



Navy Borrows Auto Design

Shock-absorbing seats embodying the principle used by automobile designers in their collapsible steering columns are being used aboard river patrol boats in Vietnam.

The design principle was adapted for the Naval Ship Research and Development Center in Washington, D.C., through a contract with an automobile manufacturer.

For some time, the Personnel Protection Branch of the Center has been working on shipboard equipment designed to protect men exposed to shock from underwater explosions such as the hidden mines encountered in Vietnam's waterways.

An engineer at the Center was working on this project when a newspaper ad describing the collapsible steering column piqued his imagination as a possible means of shock mounting for a shipboard chair. He devised a way to use the energy-absorbing portion of the safety steering column.

In a car collision, the column can collapse as much as eight inches at a controlled rate in the event of an impact. Why couldn't the collapsible section be used under the seat of a landing craft to protect a U. S. serviceman?

A working agreement was developed with the auto-maker, and results of tests at the Center indicated that the collapsible column principle applied to shipboard chairs and deck platforms would greatly reduce casualties from shock blasts.

River patrol boats now in use by troops in Vietnam have been equipped with thousands of shock protection chairs and deck platforms.

Corpsman Cleans Up

If Hospitalman Fred Cooper were a gambling man, he might be in the laundry business right now.

The 22-year-old corpsman had a chance to claim a laundry shop recently, but turned it down.

Here's the story—which involves the rescue of a Vietnamese farmer who was seriously injured by an explosive device planted by the Viet Cong.

The farmer had been working in the fields near his home in the village of Duyen Son, southwest of Da Nang, when he tripped the enemy mine.

When Cooper, who was assigned as corpsman for a Marine Combined Action platoon, saw several villagers carrying the wounded farmer to his home, he immediately offered whatever help he could.

He applied first aid and dressed the injured man's wounds, but realized that if the man was not quickly evacuated to a hospital for treatment, he would die.

"The rest of the villagers," explained Cooper, "didn't want to have him evacuated. They wanted him to die in his own home and not be taken to some other place."

"Finally, after talking with the man's family, I convinced his brother that there was hope if we moved quickly. He trusted me, and was able to sway everyone's opinion. They gave us permission to send the injured man into Da Nang for treatment."

Twenty minutes and a helicopter flight later, the farmer was in the 1st Medical Battalion hospital on his way to the emergency operating room.

Back at Duyen Son, however, there were still skeptics among the villagers. One was the woman who operated the local laundry shop. "Doc" Cooper sometimes held sick call for the villagers there.

"She said she'd give me her shop if the farmer returned alive," explained Cooper. "But she was certain that he'd die."

Five days later word came from Da Nang that the injured man was well and would soon be back home. One of the first to hear the good news was the owner of the laundry. She offered to pay up.

"I told her I had enough to do as a corpsman without owning a laundry," said Cooper.

—Tom Donlon, Lance Cpl., USMC

Sauer Brothers

Had they chosen to do so, three of the Sauer brothers in Vietnam could have been someplace else for the law provides that only one son from a family need serve at a single time in a combat area.

The Sauers, however, believe in togetherness. When one went to Vietnam, the others followed. Three are Seabees stationed at Camp Adenir, Da Nang East; the other is in the Air Force in Bien Hoa.

Togetherness for the Sauers is a tradition of long standing. Two at-

tended the same high school and worked for the same employer before entering the Navy. Two also went through the same predeployment training at Davisville, R. I., and left together for Vietnam, arriving in January 1968.

The oldest of the Seabee brothers arrived in Vietnam ahead of them all in January 1967 while the brother in the Air Force came in second the following November.

Eventually, the four brothers now in Vietnam may be joined, at least in the service, by the two brothers they have who still live at home. The two younger Sauer boys are 17 and 18 years old.

—Text by R. D. Burns, JO2, USN

—Photo by Michael R. Sutton, EAD3, USN

Double Duty

USS *TORTUGA* (LSD 26) has been doubling recently as an LPH. You might call it an "amphibious assault dock landing ship."

During November, for example, *Tortuga* was engaged in transporting CH-46 helicopters between Da Nang, Vietnam, and Okinawa.

In Da Nang harbor, a 100-ton floating crane loaded several helos aboard *Tortuga* for her first trip to Buckner Bay, Okinawa. The floating crane lowered the CH-46 helicopters into the well deck where they were pushed into position by *Tortuga's* deck force.

The rolling motion of the ship at sea created an unusual problem. The helos had shock absorber-mounted landing gear. When the ship rolled the helos would roll to one side and spring up again, tending to cause a sort of "walking" motion despite the lashing gear.

The problem was solved by nailing blocks to the wooden deck on both sides of the helos' landing gear wheels. During the four-day trip from Da Nang to Buckner Bay, no further problems were encountered despite several 30- to 35-degree rolls in heavy seas.

Traveling with each helo was a Marine crew chief. The crew chief and his helo were inseparable; wherever his helo went the crew chief went—into combat or across the sea for repairs.

The trip was a welcome break for the crew chiefs. They had worked a seven-day week in the combat zone and would do the same in Okinawa.



FOUR OF A KIND—The Sauer brothers, all stationed in Vietnam, pose for photo. Left to Rt: Seaman Donald F., USN; Seaman Fredrick J., USN; Sergeant Arnold R., USAF; Construction Electrician 3rd Class William N., USN.

Tortuga treated the crew chiefs as welcome guests. They spent a lot of their time catching up on sleep. They also stood security watches on the helos.

Upon arrival at Buckner Bay, the CH-46s were offloaded by *Tortuga's* mattress-padded crane. (It was found that mattresses, intended for sleeping, made ideal bumper guards.) However, due to the expert handling, the helos were offloaded without a scratch.

Continued use in the combat environment puts a tremendous stress on the CH-46s. At Okinawa they were to be modified structurally to better withstand the strain of continual operations in the mud, sand and heat of Vietnam.

Over a period of about six weeks the helos would go through three phases of rejuvenation.

First, the Marines would disassemble and inspect the parts for signs of wear. Necessary modifications would then be made by the aircraft contractors. The third phase, reassembly and flight testing, would be handled by Marines.

Within a few hours of offloading, *Tortuga* was loaded with modified CH-46s for the return trip to Da Nang. She pulled out just as the first

gusts of Typhoon Gilda were striking Okinawa. On the return trip *Tortuga* was playing tag with Gilda, but managed to evade her. The helos, firmly gripped down and blocked in place, weathered the storm without any problems. With wind and swells astern, *Tortuga* frequently "surfed" as much as 17.5 knots—not bad, considering her top speed is 14 knots.

At Da Nang, *Tortuga* offloaded her cargo and unloaded more green Marine birds. On this trip *Tortuga* carried the helos to Naha, Okinawa. An important sidelight at Naha was two nights' liberty for the LSD's hard-working crew—the first liberty for many since late September.

On her final run back to Da Nang *Tortuga* carried the modified helos.

At Da Nang, *Tortuga's* crane lifted the CH-46s from the well deck to her flight deck. The flight deck became the scene of bustling activity as the crew chiefs readied the birds for flight. During this last offload, all phases from hoisting to fly-off were handled on board.

Within hours of their being flown from *Tortuga's* flight deck the newly modified CH-46s were back in action, carrying troops into the battle zones of Vietnam.

—Joseph M. O'Heron, SN, USN

USS *Thomaston* (LSD 28).





POSING FOR CAMERA—USS *Benjamin Stoddert* (DDG 22) offers a silhouette profile for camera while operating off Vietnam coast.—Photo by R. Moen.

Kitty Hawk Has a Ball

During a four-month period which ended last April, profits from ship's store sales aboard USS *Kitty Hawk* (CVA 63) netted \$70,000 for the carrier's recreation fund. A decision on what to do with all that money should not be long in the making.

Kitty Hawk's recreation committee has had plenty of experience—and success—in voting on expenditures that are of direct benefit to the crew. For example:

- Each berthing space in the carrier has a television set purchased with Rec funds.
- The ship's special services department has for years sponsored sightseeing tours with up to 50 per cent of the costs paid with Rec money.
- Crewmembers plan their own division parties, with Rec paying the tab.
- Operating with the U. S. 7th Fleet, *Kitty Hawk* often visits the Philippines. When she does, crewmembers can count on day-long picnics at the Grande Island recreation center—complete with food and drinks paid out of Rec funds.

The latest addition to *Hawk's* Rec kitty represents profits from ship's

store sales which totaled nearly one million dollars from December 1967 through March 1968.

Crewmembers bought phonographs, tape recorders, toiletries, candy, rings, watches, sporting gear and other items at the reasonable ship's store prices, and then, in effect, cashed in on the sales profits.

Lay Leader Training

Seminar-style religious training for Navymen who double as lay leaders on board ship has been introduced on a trial basis at the submarine bases in Groton, Conn., and Charleston, S. C.

Appropriately, the training is called LEAD (Laymen's Enrichment and Devotional program).

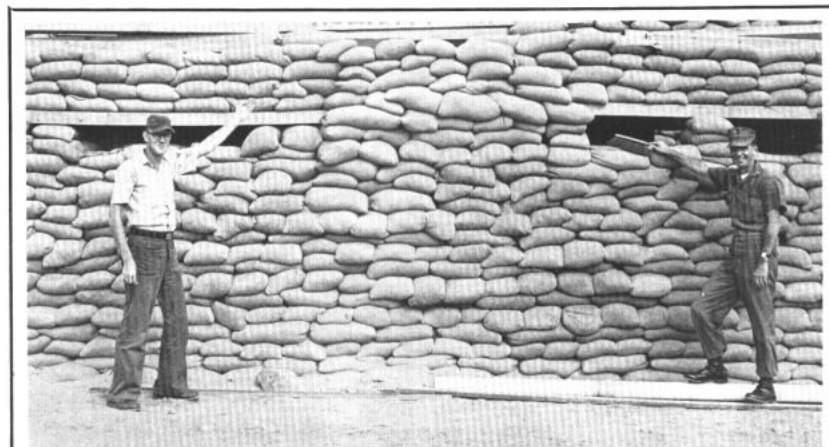
Lay leaders from SubFlot Two (Groton) and SubFlot Six (Charleston) attend a two-week LEAD course while their ships are in port. Classes are held from 0800 to 1600 Monday through Friday, with new groups formed every two months during the trial period (which is to extend through the remainder of this year).

The LEAD curriculum emphasizes personal and social development, the mechanics of worship and the role of the lay leader on board ship. SubFlot chaplains conduct the classes.

National churchmen of various denominations were in on the LEAD planning. The program was approved by the Chief of Chaplains and COMSUBLANT.

RADM James W. Kelly, Chief of Chaplains, emphasized that LEAD does not favor any religious denomination over another; in his words, "LEAD provides the lay leader with training for a religious and personal ministry in a way consistent with convictions and traditions of his own religious background."

If LEAD proves as worthwhile as it now appears, the program may be expanded Fleet-wide.



NO PLACE LIKE HOME—However, this is a 60-man bunker at the Naval Support Activity, Da Nang, Vietnam. Fifty men used 5000 sandbags to construct the four-room bunker. Bunker designer, Chief Warrant Officer G. E. Lofquist, USN, dusts the window ledge as Storekeeper 2nd Class J. S. Burke shows his approval of the bunker.—Photo by Brian W. Jerden, JOSN, USN.

Shopping Off the Shelf On the High Sea

A Sea Mart, the equivalent of the naval station Serv Mart which offers self-service shopping off the shelf, is in full operation aboard the nuclear powered guided missile frigate USS *Truxtun* (DLGN 35).

Customers, as they do ashore, walk in and select whatever items they need from the 1500 stocked and displayed on the shelves.

The shipboard system, believed by *Truxtun* to be the first Sea Mart on any PacFlt DD or DLG, has helped to reduce time required to draw goods frequently used. It also cuts down considerably on paper work.

Previously, if a specific item was not available through regular supply channels, a customer's invoice was stamped "Not in Stock," returned to him and a new requisition had to be prepared to draw a substitute article.

Now the customer can see for himself exactly what is available, and if a particular item is not on the shelf, a suitable substitute can usually be found.

Intrepid Wins Awards

For two years, *uss Intrepid* (CVS 11), although carrying the designation of an antisubmarine flattop, has performed as an attack aircraft carrier. In the interim, she and her

MORE AWARDS—CDR James Wynn III received his fourth Distinguished Flying Cross, the Bronze Star, the Navy Commendation Medal and his 17th Air Medal in ceremonies aboard carrier USS *Kitty Hawk* (CVA 63).



SELF-SERVICE—USS *Truxtun* (DLGN 35) now has a self-service Sea Mart. RADM Sheldon H. Kinney, Commander Cruiser-Destroyer Group Seventh Fleet cuts ribbon as CAPT David D. Work, CO, and G. A. Amoroso, SK3, look on.

crew have amassed several awards, both peacetime and combat.

As a unit, the Norfolk-based carrier won a Naval Air Force Atlantic Fleet Battle Efficiency "E" for excellence of operations within her special category, and the Admiral Flatley Award for Aviation Safety. Her commanding officer received the Legion of Merit.

Individual awards earned as a result of action seen in Vietnam have been numerous. Seventy-one men

were honored during one ceremony in which the executive, operations and engineering officers received Bronze Stars, 11 officers and crewmen received Navy Commendation Medals, 23 received Navy Achievement Medals, and 34 were awarded letters of commendation from either the Commander in Chief, Pacific Fleet, or the Commander of the Seventh Fleet.

Intrepid will celebrate her 25th anniversary in August.

Navy Pilot Is Awarded Twenty-Eighth Medal

One of the most highly decorated men in the U. S. Navy is Commander Albert J. Monger, USN, who enlisted in May 1943 as an apprentice seaman. He subsequently became a naval aviator, and for his actions in aerial combat over North Vietnam over the past few years, has earned a chest full of medals.

Serving in squadrons in several different aircraft carriers, Commander Monger has earned three Silver Stars, five Distinguished Flying Crosses, five Navy Commendation Medals, and 15 Air Medals.





LIFEGUARD—An A4D Skyhawk makes landing approach on its home base, USS Constellation (CVA 64), in Tonkin Gulf. Destroyer is carrier's plane guard.

Changing Scene

Several important changes in the U. S. Fleet have occurred in recent months. Two newcomers were commissioned, three others recommissioned, and three were launched. A submarine's departure from active service concludes current Fleet changes.

Commissioned were:

- The escort destroyer *uss Sample* (DE 1048), in Seattle. *Sample* is equipped with modern underwater weapons systems, including a long range bow-mounted sonar, *Dash*, *Asroc*, and two types of acoustic homing torpedoes.

Sample also carries two 5-inch/38-caliber semiautomatic guns. She is 414 feet, six inches long, has a beam of 44 feet, and a full-load displacement of 3500 tons.

The new destroyer is also equipped with an automatic fin stabilizer system. This system greatly reduces the rough-ride characteristics of previous destroyer types.

- The destroyer tender *uss Puget Sound* (AD 38), at Bremerton, Wash. The new tender measures

644 feet long and has a full-load displacement of 20,500 tons. She is slated to become the flagship for the commander of the Atlantic cruiser-destroyer force and will be homeported at Newport, R. I.

Launched were:

- The patrol motor gunboat

Tacoma (PG 92), at Tacoma, Wash. Designed for coastal patrol, blockade and surveillance missions, *Tacoma* will be armed with a 3-inch/50-caliber rapid-fire gun, a 40-mm and two twin 50-caliber machine gun mounts.

- The destroyer escort *Whipple* (DE 1062), at Seattle, Wash. The 4000-ton DE is 438 feet long and has a 47-foot beam. In addition to a 5-inch/54-caliber gun, *Whipple* will carry *Asroc*, ASW torpedoes, and *Dash*.

- The first of a new class of dock landing ship, *Anchorage* (LSD 36), at Pascagoula, Miss. The new LSD is designed to transport preloaded heavy landing craft to the objective landing area and discharge them from the flooded well deck, and is also capable of performing drydocking and repair services to small ships up to the size of harbor tugs and landing craft.

Anchorage has a helicopter landing pad and is armed with four 3-inch/50-caliber twin mounts. She has an over-all length of 553 feet, a beam of 84 feet, and a full-load displacement of 13,700 tons. Her designed speed is 20 knots.

Recommissioned were:

- The self-propelled barracks ship *uss Nueces* (APB 40), after 22 years out of service. Recommissioned at Puget Sound Naval Shipyard, the 3930-ton ship will carry an Army battalion, and be used as a base for missions along Vietnamese rivers. During the operations, *Nueces* will

GALLANTRY CROSS—William Hunter, BM1, is presented Republic of Vietnam combat award for his part in eluding an ambush while on minesweeping duty.



be the forward supply base and field hospital.

A squadron of river patrol boats will screen the ship from attack and provide supporting fire during assaults. The Navy PBR crewmen will also use *Nueces*' facilities.

Sixty tons of armor plating around the superstructure and two-inch-thick, bullet-proof glass combine to protect the crew and passengers of the 328-foot vessel.

Nueces was originally commissioned in November 1945. She was decommissioned in 1946.

- The guided missile destroyer *USS Somers* (DDG 34), at San Francisco Bay Naval Shipyard. *Somers* was originally commissioned as DD 947 on 3 Apr 1959. The ship was assigned to the Pacific Fleet and operated with other units of the First and Seventh Fleets until 11 Apr 1966, when she was decommissioned to undergo conversion.

The new ship is 418 feet long, and is 45 feet wide. Fully loaded, she will displace 4200 tons. She is capable of 30-knot speeds.

Her armament includes *Asroc* anti-submarine rockets, *Tartar* surface-to-air missiles, torpedo tubes, and a rapid-fire 5-inch/54-caliber gun mount.

- The self-propelled barracks ship *USS Mercer* (APB 39) at Long Beach Naval Shipyard. *Mercer* was built by the Boston Naval Shipyard and was first commissioned 19 Sep 1945. She is the third ship of her type to undergo conversion.

Mercer will berth up to 700 combat troops at advanced bases and is equipped to operate in the waterways of the Mekong Delta in South Vietnam. The ship was recommissioned in 1951 and served as a re-



Here is a scene which is a first on Guam: two Polaris submarines, two submarine tenders and one supply ship all tied together at Polaris Point. Left to right: USS Kamehameha (SSBN 642), USS Hunley (AS 31), USNS Furman (T-AK 280), USS Proteus (AS 19) and USS Stonewall Jackson (SSBN 634). The two submarines are receiving regular routine maintenance and upkeep; Hunley is in the process of relieving Proteus; and Furman is providing both tenders with spare parts and groceries on her regular monthly trip to Guam. Hunley will be here about five months while Proteus is in overhaul at the Ship Repair Facility, Guam. The background shows the peninsula of Polaris Point.

ceiving station for U. S. servicemen at Naples, Italy, until July 1952. Later she deployed three times to Argentina, Newfoundland, where she berthed members of mobile construction battalions. She was placed out of commission again on 10 Feb 1956.

During her conversion, a 50- by 70-foot helicopter landing platform was installed. Originally, *Mercer* had two 20-mm guns. She now has two quad 40-mm installations and 18 machine guns, both 30- and 50-caliber.

While these ships were being readied to join the active Fleet, the submarine *USS Carp* (SS 338) was getting ready to retire from active service. The sub was decommissioned at Boston Naval Shipyard. *Carp* will replace the Boston Naval Reserve training submarine *USS Billfish* (SS 286).

Carp was commissioned at the close of World War II, and made one war patrol. In 1948 and 1949, she made exploratory cruises in extreme northern waters. During this period she crossed the Arctic Circle, and contributed a wealth of information concerning submarine operations in these little known (at that time) waters.

FLOATING HELIPORT—*USS Iwo Jima* (LPH 2) is base for special landing force.





READY TO GO—Marines wait to board copters on deck of *USS Tripoli*.



WHIRLYBIRD NEST—Amphibious assault carrier *USS Tripoli* (LPH 10) is serving with Seventh Fleet in Vietnam.—Photo by R. F. Stinson, PH2, USN.

Straightening Out the Bends

The painful and sometimes fatal consequence of ascending too fast after diving deep into the ocean is the subject of continuing study by Navy medical researchers and deep-sea divers. The goal is to learn more about caisson disease, better known as the bends, and at the same time find a way to improve the Navy's

current deep-sea diving capability.

The bends strike the diver who ascends at too rapid a rate, allowing the gradual release of gas from his body tissues, forced there by the "high ambient" pressure of the ocean depths, which coalesces and forms stable bubbles of gas that interfere with the normal physiological processes.

For example, at a depth of 500

feet, the diver is subjected to ambient pressure of about 200 pounds per square inch. Under this pressure, his blood absorbs gas from the atmosphere he breathes. The longer he remains at a depth, the more such gas is forced into his body tissues.

Then, as the diver ascends, the excess gas begins to release itself through his body tissue. If he ascends in a slow, gradual process, the gas is released slowly. But, if he comes up too fast, the gas "bubbles" into his body tissue—the bends.

Using conventional apparatus and methods, it may take four hours to complete a 385-foot dive, with the diver having only about 20 minutes of "bottom time," including the five minutes or so required to descend. More than three and one-half hours involve the slow process of decompression on the way up, stopping for specified times at various depths according to a predetermined table.

The search for shorter periods of decompression has led to a number of experiments. In recent years, deep dives have been made with relatively short decompression time after Navy scientists came up with a special formula for mixing oxygen, nitrogen and helium into the diver's air supply. Decompression tables, the schedules of how long the diver must remain at various depths while ascending if he is to avoid the bends, have been worked and reworked to find the shortest and safest times possible.

Now, the Bureau of Medicine and Surgery believes that before many more improvements can be made in the safety and performance of diving operations, more must be learned about the formation and growth of inert gas bubbles in blood and body tissue.

A BuMed team at the Naval Medical Research Institute, Bethesda, Md., is studying the molecular structure of the dissolved gases from which the bubbles originate, and the mechanism of clustering which leads to bubble formation.

One procedure calls for motion pictures of microscopic bubble formations. Another involves direct observation of gas bubbles in living cells.

If the researchers have their way, Navy divers some day will be able to go deeper, remain on the job longer, and come up faster—bends free.

Annapolis in Shape With Physical Fitness

Recognizing that long days and weeks on station off the Vietnam coast can cause flabbiness and lethargy among its crew, the major communication relay ship *USS Annapolis* (AGMR 1) has developed an outstanding physical fitness program.

"Stay in Shape" is the motto of the special services office aboard *Annapolis*. Its sports program gives men little time to get restless or overweight.

Maximum use is made of available space. Basketball is played in a space which allows half-court games. The crew has worked hard to make the "gym" a haven for off-duty Navymen. The ship's electronics technicians provided a touch of professionalism by constructing a multicolored scoreboard and accompanying buzzer. Hoopsters in the Port and Starboard leagues vie for playoff berths in each patrol's championship tournament. Those unable to attend the playoffs may tune in for a play-by-play commentary over the ship's entertainment system.

Many *Annapolis* crewmen stay in shape by exercising daily in the gym. A punching bag, complete set of weights, situp board and other torture devices are available. A good workout is as easy as taking a quick jog down to the gym or a few laps around the antenna deck.

Annapolis also sports a regulation size ring for boxing and wrestling smokers held regularly during each patrol. Winners receive individual trophies for their efforts. The CO takes a chance occasionally and referees the wrestling smoker.

Those crewmen who keep in shape by regularly exercising are the prime competitors in the ship's *Annathlon*. Pushups, situps, shuttle run and broad jump are just a few of the events. A trophy is awarded to that man who displays the greatest overall proficiency and durability in all the events.

Less strenuous activities offered by the ship's special services department include skeet shoots, table tennis, fishing, chess, and pinochle tournaments.

Obviously, *Annapolis* is not all play as she patrols in the Vietnam combat zone. But during time off periods, she provides sufficient facilities to keep her off-duty men busy—and fit.



ON THE JOB—The services return more than half a million individuals annually to the country's skilled manpower pool.

Historic Landmark

Two 10-inch coastal artillery guns which once defended Subic Bay in the Philippines against invaders during World War II will soon be installed in a Washington state park.

The guns, located at Grande Island, at the mouth of Subic Bay, are being dismantled by U. S. Navymen.

OLYMPIC BOB—Lieutenant Paul E. Lamey polishes the Hoisington Memorial Award presented him for being selected rookie bob-sled driver of the year at the Olympics at Grenoble.—Photo by Tompkins, AN.



Once part of an intricate system of harbor defense built by the U. S. Corps of Engineers and manned by Army Coastal Artillery units, they were rusting at now defunct Fort Wint.

Dates stamped on the guns indicate they were made in 1903 and 1906. They were installed before World War I when the Philippines was a U. S. possession.

The guns were made incapable of firing as the Japanese army swept into the area in 1942. Other than scarring from strafing and shrapnel, they are in excellent condition.

The State of Washington has been interested in getting the guns since 1962.

Four 3-inch guns have already been shipped to Washington, and money has been appropriated by the state to remove the larger pieces.

A survey by the Smithsonian Institution indicates they are the last of their kind still in existence.

Washington State will restore the pieces and place them on public display at Fort Casey, on Whidbey Island.

ORIGINALLY DESIGNED to guard the mouth of Subic Bay against assault from naval forces, Grande Island's guns became obsolete during the 1930s.

Treaties which forbade the U. S. to update the guns and protect them against air attack made them largely defenseless against marauding high



level bombers, and from fighters which attacked their unprotected rear.

Supplied only with armor-piercing shells, the pieces were all but useless against Japanese ground forces sweeping in from the north.

Armor-piercing shells, while devastating against warships, are not effective against infantry targets.

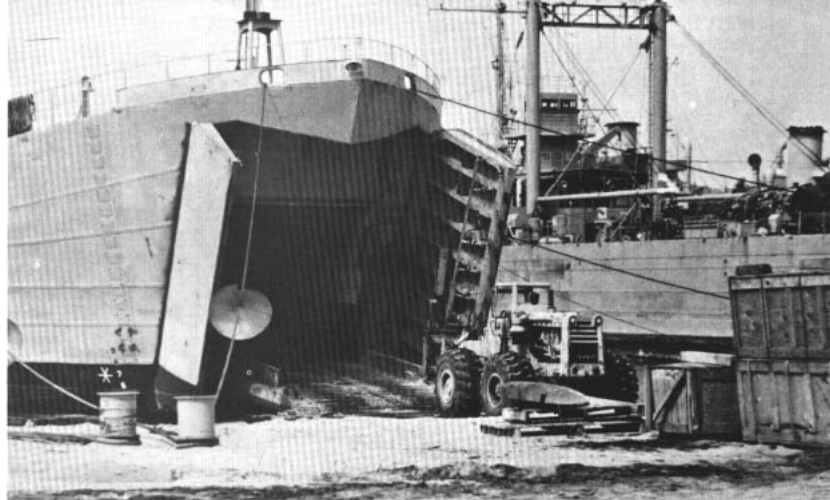
As the Japanese captured Subic Bay, U. S. Army gunners removed the breech blocks from the guns and threw them into the sea, making them useless.

AFTER WORLD WAR II, Fort Wint was not manned, because the era of coastal artillery defense had passed into history.

The Philippines gained its independence in 1946 and technically the guns, although they had no military value, belonged to the new republic.

Subic Bay is the site of two large U. S. Navy bases—Subic Bay Naval Station and Cubi Point Naval Air Station. Subic Bay supports and supplies the Seventh Fleet, and is known to mariners as one of the largest and finest deep water harbors in the world.

Grande Island, now a peaceful dot of land at the northern end of historic Bataan peninsula, has been converted into a rest and recreation site for Navy men.



NHA TRANG TRIO—Office of three-man MSTS unit at Nha Trang is in control tower overlooking port operations and LSTs being offloaded by sand ramps.

After receiving permission from the Philippine government and getting the necessary funds from the State of Washington, the Navy has begun the job of dismantling and packing the guns for shipment.

Although the guns have lain idle and neglected for more than a quarter-century, they are in a remarkable state of preservation.

Rust covers all areas of the weapons that have been exposed to the elements, but many parts still work well, and bearings which haven't had oil on them for years still turn.

DISMANTLING the guns has been no easy job, however.

Volunteers from Subic Bay and Sangley Point Naval Station have been doing the work.

Penetrating oil was used to break bonds of rust between two metal sur-

faces, such as nuts and bolts or frozen bearings.

The catwalks and staging were stripped and the guns were lowered from the elevated firing position to the loading position.

Two men spent an entire week with sledgehammers breaking the rust seal on nuts and bolts that hold many pieces of the guns together.

Despite the cobras and other poisonous snakes found in and around the old battery, the crew examined the site thoroughly and found parts which hadn't seen daylight for 25 years.

The guns of Fort Wint—rusty, unused, and forgotten for 25 years—will soon go back to a new and peaceful career as a colorful relic of American history for the people of Washington. —Story and Photos by

William M. Powers, PHC, USN.

Whiting Field's Enlisted Quarters

IF YOU WOULDN'T MIND sharing a room with one or three other persons; if you appreciate central air-conditioning; if you prefer wood-grain locker closets and drawers; and if the feel of rugs under your feet gives you a sense of living in plush style, then you undoubtedly would enjoy the enlisted men's new quarters at NAAS Whiting Field, Fla.

These and numerous other mod-

ern, attractive features are evident in the newly constructed \$577,000 three-story quarters housing 264 men. This building, constructed under the administration of the Southeast Division of the Naval Facilities Engineering Command, was officially opened in September and is accommodating men from Whiting Field's admin, supply, medical, training and general mess departments.





THREE LEGS—Optical illusion, but *Intrepid* Navy men could have used an extra during obstacle course training. Right: Marine detachment crewmember starts on his way across the "slide for life," one of 22 obstacles on the course.

OBSTACLE COURSE

While *uss Intrepid* (CVS 11) was at Portsmouth, Va., recently, three platoons of *Intrepid* men completed training in landing party techniques at the Little Creek Amphibious Base.

Each platoon completed classroom, outside and field training in the one week allotted them.

The classroom training included weapons indoctrination in the M-1 rifle, the Browning automatic rifle, the .45-caliber pistol and the .30-caliber machine gun. Also included in the classroom training was instruction in tactics and interior guard.

The outside instruction included close order drill, .45-caliber pistol familiarization firing, and M-1 rifle familiarization firing. Two platoons were given a workout with the automatic rifle; the other fired the .30-caliber machine gun.

In the field, the landing party was put through its paces on the confidence obstacle course and then the not-so-confident UDT obstacle course.

Of the 22 obstacles on the course, it was the "Slide for Life" which drew the most respect. It was on the final day of the first week's training that a Marine made the initial splash into the ice-covered water beneath the Slide. Observers, the bulk of whom were *Intrepid* Navy men, were able to keep their ex-

pressions of sympathy within seemingly bounds. It was just as well that they did, for many of the *Intrepidmen* followed their leader.

The windup of each week's train-

ing was a final day of field problems, including practice assaults on fortified positions, defended by the ship's Marine detachment.

—Photos by R. L. Ezzell, PH3, USN.



INTREPID CREWMEN climb the high net obstacle to go down the other side during their training session.

Sailors

CONCH TRAIN tours, open air concerts, shopping in Pirate's Alley and entertainment in small cabarets and exclusive nightclubs . . . these are highlights of liberty during Caribbean deployment of amphibious ships.

Operational cruises often include visits to Key West, Fla.; St Croix and St Thomas, Virgin Islands; and San Juan, P. R.

The green waters, palm trees and interesting beaches of Key West serve as an introduction to liberty in the Caribbean mood.

The city invites Navymen to enjoy their "Conch Tour" a one-and-one-half-hour ride in an open, decorated train of trailers towed by a jeep. The tour covers most of the island and provides an opportunity to sample the history, flora and personality of Key West.

Shopping in Pirate's Alley on the waterfront and dining on area seafood (such as pompano and turtle steaks) are musts for the touring Navyman.

Next liberty after leaving Key West for Caribbean waters could be St Croix. Frederiksted is the smaller of the two towns on this island. It has a number of small shops, quiet streets and a friendly populace. Nightclubs and restaurants are few, but those that are available extend traditional Crucian hospitality.

For a more sophisticated atmos-



TROPICAL REPOSE—USS *Pocono* (AGC 16) moors in port at Frederiksted, St Croix. Below: Navymen check swimming situation, shop for free port bargains.



See the Sights in San Juan

where, the larger town of Christiansted offers attractions not found in smaller Frederiksted. Numerous shops and restaurants provide variety to suit any taste.

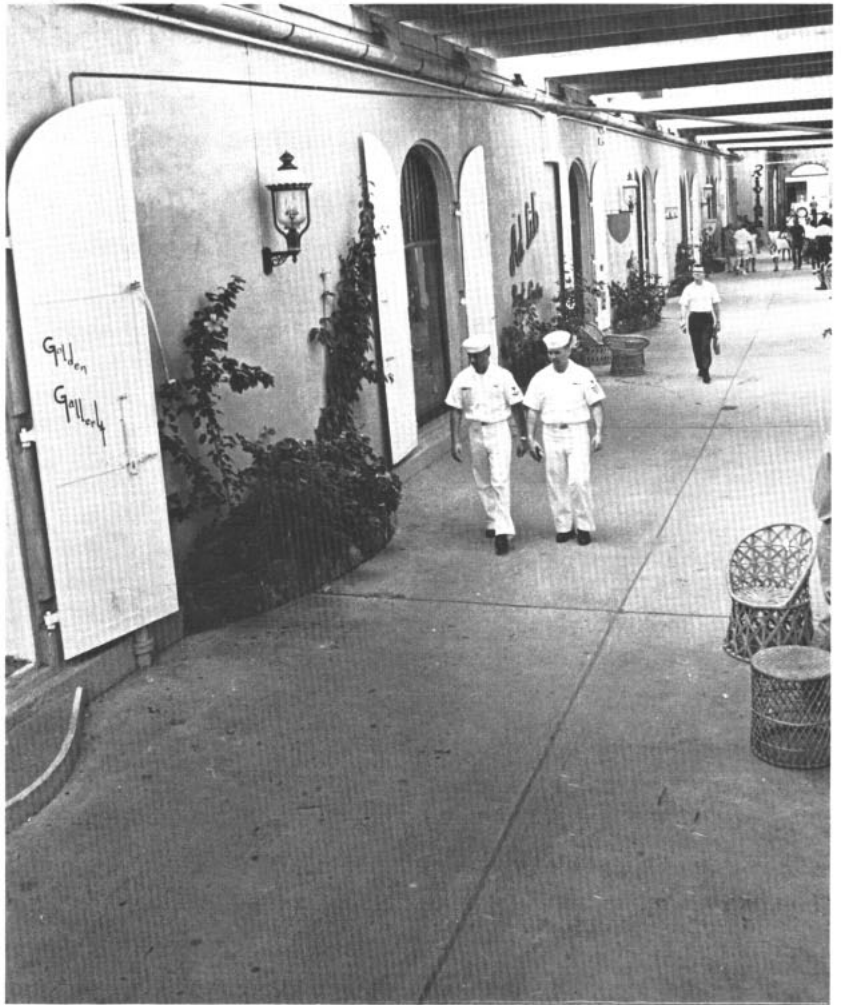
Charlotte Amalie, the major port on St Thomas, is in striking contrast to the cities of St Croix. There are nightclubs and restaurants for all palates and pocketbooks. Shops abound on the island, offering thousands of items such as perfumes, jewelry, and cameras at traditional free port savings.

A walk of a mile or two puts the Navyman-tourist several hundred feet above the harbor for an all-encompassing view of the town, luxury liners, and visiting ships bedecked with "friendship" lights. Bluebeard's Castle, now a luxury hotel, is such an overlook.

San Juan, P. R., has much to offer the Navy visitor, from the curious streets of historic old San Juan to the modern hotel section not more than a couple of miles away.

A multitude of cabarets ranging from the Luna street bistros to the luxury hotel lounges and nightclubs provide entertainment for all.

Tours arranged through the USO acquaint visitors with the history of the older sections of the city, which dates from the 16th century. Famous El Morro fort, overlooking the sea channel to San Juan, is a favorite subject for photographers.



SEEING THE SIGHTS—Navy visitors tour St Thomas. Below: Cupola on the wall at El Morro Fort is visited. Below left: PhibLant band holds concert.



THE WORD

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

• **OUT OF BOUNDS PASS**—Petty officers second class and above are no longer required to carry out of bounds passes when traveling beyond the general vicinity of their commands while on liberty.

The policy change, made effective through OpNav Notice 1050 of 25 Mar 1968, represents a further step to eliminate practices which may be considered inconsistent with enhancing the stature of the Navy petty officer.

According to *Navy Regulations*, Article 1284.6 (1948), all other individuals—PO3s and below—authorized by their commanding officer to travel outside the limits of the command, usually about 300 miles, must continue to carry out of bounds passes while on liberty.

• **FLYING RADIOMAN**—The Atlantic Fleet's trial program of assigning RM personnel as flight communicators with selected PA3 Orion VP squadrons is catching on fast, but there still are more RM3 and RMSN billets than volunteers to fill them.

RMs who already have "flying radioman" duty consider it choice. Those who want it must meet minimal eligibility requirements.

At present, only career-motivated RM3s and RMSNs are invited to volunteer. If you're one of these, you must be physically adapted for flying duty, be a qualified swimmer (class III), have completed at least 12 months of active duty, and have 24 months' obligated service. If you do

William Maul, CTC, USN



"He wants to know if we need any sitar players."

not have that much obligated service you may agree to extend in order to become eligible.

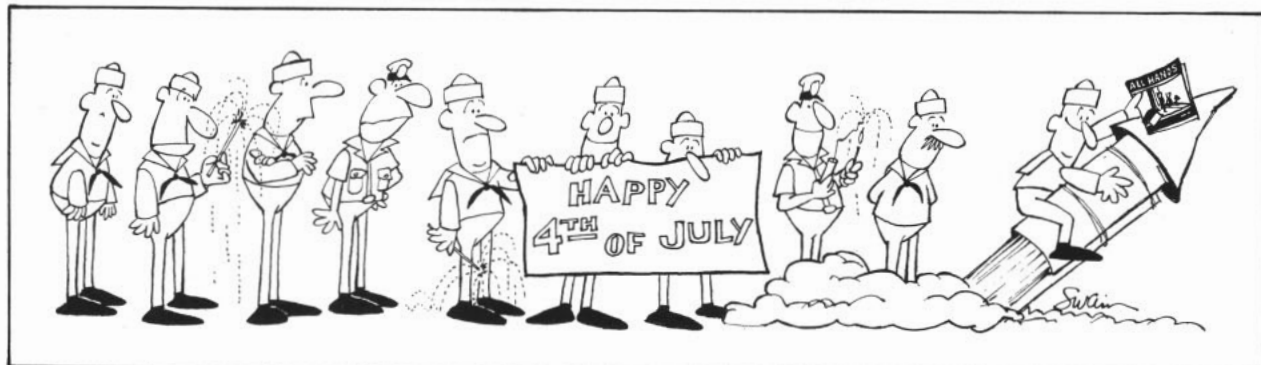
Requests should be submitted to the Chief of Naval Personnel via appropriate EPDOs. RMs who are under the distributional control of EPDOLANT may submit their requests directly to that EPDO, via command channels.

If you volunteer and do not receive orders immediately, your name is placed on a waiting list until a vacancy occurs. No replies are made to individual requests.

• **OPEN RATES**—A new list of open rates, in which Naval Reservists who do not have an active duty obligation, may volunteer for recall to active duty, has been issued by the Chief of Naval Personnel. The list

appeared in Change Six to BuPers Inst 1130.41. Here it is:

	E-9	E-8	E-7	E-6	E-5	E-4
Group I					SM2	SM3
				QM1	QM2	
STCM				ST1		
					STG2	
					STS2	STS3
					RD1	RD2
Group II						
	FTCS				FTB2	FTB3
		FTGC	FTG1	FTG2		
					FTM3	
					GMT3	
					MT3	
					TM3	
Group III						
		DSC	DS1		DS3	
	ETCS	ETC	ET1			
					ETN3	
					ETR2	ETR3
Group IV						
					OM3	
Group V						
					CS3	
					CTA1	
					CTI1	
					CTM1	
					CTO1	
					CTR1	
					CTT1	
					RM2	
						CYN3
Group VII						
	BRCM			BR1		
	SPCM	BTCS			BT2	BT3
				DC1	DC2	
						EM3
				EN1	EN2	
				IC1	IC2	
				MR1		
	SPCM					MM3
		SFC	SF1			
					SFM2	
					SFP2	
Group VIII						
	CUCM	BUC	BU1	BU2	BU3	
		CEC	CE1	CE2	CE3	
	EQCM	CMCS	CMC	CM1	CM2	CM3
	CUCM	EACS	EAC	EA1	EA2	EA3
	CUCM	EOC	EO1	EO2	EO3	
	CUCM	SWCS	SWC	SW1	SW2	SW3
		UTC	UT1	UT2	UT3	



MAKE IT A HAPPY Fourth of July. Dont take off with ALL HANDS Magazine; there are nine others waiting for it.

NOTE: BuPers Notice 1440 of 30 Apr 1968 directed disestablishment of Group VIII service ratings effective 1 Jul 1968.

E-9 E-8 E-7 E-6 E-5 E-4

Group IX

AC3
AE3
AG3
AME3
AMH3
AO3
AQC AQ1 AQF2 AQF3
ATN3
ATR2 ATR3
PT1

Group X

Hospital Corpsmen assigned the following NECs must make application for recall to active duty to the Chief of Naval Personnel for consideration. Determination of eligibility for recall to active duty will be based upon the pay grade and NEC for which quotas have been assigned. Recall author-

ization may only be effected by the Chief of Naval Personnel.

NEC:	8405	8416	8462	8484	8492
	8406	8432	8463	8485	8493
	8409	8452	8482	8486	8495
	8413	8453	8483	8488	8498
Non-Rated					
	AN	AA	AR		
	CN	CA	CR		
	DN	DA	DR		
	FN	FA	FR		
	HN	HA	HR		
	SN	SA	SR		

• **UNIFORMS FOR NESEP STUDENTS**—NESEP students are now permitted to wear officer candidate type uniforms after they are enrolled in a university.

Inasmuch as such uniforms are not usually worn by enlisted men, a special initial clothing allowance will be paid.

Men who graduate by 1 Oct 1968 will receive a partial allowance of \$106.91. Since no women are scheduled to graduate before that date, provisions for a partial allowance for Waves were not made.

Navymen who graduate after 1 Oct 1968 will receive the full allowance of \$226.01.

Waves who graduate after 1 October will also receive the full allowance which, for them, is \$161.15.

Changes have been made to Chapters 4-C and 4-D of U. S. Navy *Uniform Regulations*, 1959, to cover uniform requirements for both men and women NESEP students. The designation of uniforms, description of clothing, insignia and occasions on which the uniforms shall be worn are also described in *Uniform Regs.*

Pointers for Enlisted Men Taking August Exams For Advancement

It's nice to know that advancement opportunities are as good as usual for those who plan to take the August exams to pay grades E-6 and E-7. Not as bountiful, of course, as those in the lower pay grades, but still rewarding. Advancement to third and second class PO should be as sure as passing the exam—in most cases.

To insure maximum participation, service in pay grade waivers similar to those allowed previously will be in effect.

Well qualified E-3 and E-4 Navymen of all skills who earn their commanding officer's recommendation may take advantage of the special provisions. Third class petty officers may go up for second class six months early, and nonrated Navymen may take the E-4 test if they are serving in pay grade E-3 on 6 August.

Navymen who take the examination under the provisions of the waiver must meet all the requirements for advancement except the normal service in pay grade. Correspondence courses, practical factors and performance and military leadership tests must be completed, but they are not due until the day before the exam. (Except for the successful completion of E-4/E-5 Military/Leadership exams, such prerequisites are normally due one month before the examination date.)

While the waiver is in effect, it is possible for a Navyman to take the

E-5 examination while serving in pay grade E-3. This would occur if the man were authorized advancement to third class as a result of the February exam, with the advancement effective subsequent to 8 August.

Dates for the August examination have been announced by BuPers Notice 1418 of 27 Apr 1968 as follows: E-4, Tuesday, 6 August; E-5, Thursday, 8 August; E-6, Tuesday, 13 August; E-7, Thursday, 15 August.

Other changes in procedures and requirements have taken place since the February 1968 exam.

Those enlisted in a petty officer

grade under the provisions of a Direct Procurement program are authorized length of service (LOS) multiple credit as follows: E-4, one year plus two months; E-5, two years plus two months; E-6, four years plus two months; E-7, eight years. Please note that these are maximum credits.

The eight-year total service requirement for advancement to pay grade E-7 is waived for directly procured petty officers, including Naval Reserve advanced pay grades program personnel on active duty.

To serve in the Radioman rating, you must be a U. S. citizen. The RM examination results of non-citizens will be invalidated.

Commencing with the August exams, personnel serving in the rate of CYN3 may compete for advancement to YN2 or RM2.

Commencing with the August exams, ST (Oceanographic Specialist) E-4 and E-5 examinations will be available on a permanent basis. Study guides have been distributed to commands having ST personnel on board.

Special physical requirements for certain ratings are contained in the *Manual of Qualifications for Advancement in Rating* (NavPers 18068B). Commanding officers are reminded to ensure that each individual in their command meets the physical requirements of his rating before recommending him for advancement.

LT Melville C. Murray, SC, USNR



"The supply office was out of monkey fists, but on the way back to the ship I had a brainstorm . . ."

PAY ROUNDUP

HERE'S A TABLE of the proposed July 1968 pay raise. It shows the new monthly base pay rates computed by the suggested 6.9 per cent increase Congress enacted into law last December through Public Law 90-207.

This legislation provided for a \$1.6 billion salary raise over a three-year period for the 2 million Federal civilian employees and the 3.5 million military personnel on the government

payroll. The average civilian raise is 4.9 per cent based on salary.

Although there's a two per cent difference between the two percentages, they come out to approximately the same increase. The percentage of increase for the military is based on *basic pay* alone (without allowances). The civil service increase percentage is based on *salary*. The two percentages work out to about

the same if military "salary" (of basic pay, BAQ, BAS and income tax advantage, etc.) is figured.

Preceding the 1968 pay proposal, there have been five annual raises in military pay (and in some cases, allowances) in as many years: October 1963, September 1964, September 1965, July 1966, and October 1967. The ultimate aim is to equalize military salaries with those of private industry.

Proposed Basic Pay for Military Personnel

RANK OR PAY GRADE	TABLE OF ACTIVE DUTY SERVICE PAY EFFECTIVE 1 JUL 1968 MONTHLY BASIC PAY (Based on Cumulative Years of Service, Active and Inactive)														
	2 Yrs. or Less	Over 2 Yrs.	Over 3 Yrs.	Over 4 Yrs.	Over 6 Yrs.	Over 8 Yrs.	Over 10 Yrs.	Over 12 Yrs.	Over 14 Yrs.	Over 16 Yrs.	Over 18 Yrs.	Over 20 Yrs.	Over 22 Yrs.	Over 26 Yrs.	Over 30 Yrs.
O-10*Admiral.....								\$1860.60	\$1860.60	\$1993.80	\$1993.80	\$2126.70	\$2126.70	\$2259.60	\$2259.60
O-9 Vice Admiral.....								1594.80	1594.80	1728.00	1728.00	1860.60	1860.60	1993.80	1993.80
O-8 Rear Admiral (Upper Half).....							\$1462.20	1531.20	1531.20	1594.80	1664.40	1728.00	1797.60	1797.60	1797.60
O-7 Rear Admiral (Lower Half).....							1265.70	1265.70	1329.30	1462.20	1563.00	1563.00	1563.00	1563.00	1563.00
O-6 Captain.....						\$930.30	930.30	930.30	962.10	1113.90	1170.90	1196.40	1265.70	1373.10	1373.10
O-5 Commander.....	\$635.40	\$746.70	\$797.70	\$797.70	\$797.70	797.70	822.60	866.40	924.30	993.60	1050.60	1082.10	1120.20	1120.20	1120.20
O-4 Lieutenant Commander.....	536.10	652.20	696.30	696.30	708.60	740.40	790.80	835.20	873.30	911.40	936.90	936.90	936.90	936.90	936.90
O-3**Lieutenant.....	498.30	556.80	594.60	594.60	689.70	714.90	753.30	790.80	810.00	810.00	810.00	810.00	810.00	810.00	810.00
O-2**Lieutenant (Junior Grade).....	399.30	474.30	569.70	569.70	600.90	600.90	600.90	600.90	600.90	600.90	600.90	600.90	600.90	600.90	600.90
O-1**Ensign.....	343.20	379.80	474.30	474.30	474.30	474.30	474.30	474.30	474.30	474.30	474.30	474.30	474.30	474.30	474.30
O-3 Credited with over 4 years' active service as enlisted members.....					588.50	689.70	714.90	753.30	790.80	822.60	822.60	822.60	822.60	822.60	822.60
O-2 years' active service as enlisted members.....					588.50	600.90	620.10	652.20	677.40	696.30	696.30	696.30	696.30	696.30	696.30
O-1 as enlisted members.....					474.30	506.40	525.30	544.20	563.10	588.60	588.60	588.60	588.60	588.60	588.60
W-4 Chief Warrant Officer.....	\$507.30	\$544.20	\$544.20	\$556.80	\$582.00	\$607.50	\$632.70	\$677.40	\$708.60	\$734.10	\$753.30	\$778.20	\$804.00	\$866.40	\$866.40
W-3 Chief Warrant Officer.....	461.10	500.40	500.40	506.40	512.70	550.20	582.00	600.90	620.10	638.70	658.50	683.70	708.60	734.10	734.10
W-2 Chief Warrant Officer.....	403.80	436.80	436.80	449.40	474.30	500.40	519.30	537.90	556.80	576.00	594.60	613.50	638.70	638.70	638.70
W-1 Warrant Officer.....	336.60	386.10	386.10	417.90	436.80	455.70	474.30	493.80	512.70	531.60	550.20	569.70	589.70	589.70	589.70
E-9† Master Chief Petty Officer.....						\$483.60	\$576.30	\$598.50	\$603.30	\$616.50	\$630.00	\$642.60	\$676.50	\$742.20	\$742.20
E-8 Senior Chief Petty Officer.....						497.10	497.10	510.30	523.80	537.00	549.90	563.40	596.70	663.00	663.00
E-7 Chief Petty Officer.....	\$303.90	\$364.20	\$377.70	\$391.20	\$404.40	417.30	430.50	444.30	464.10	477.30	490.50	497.10	530.40	596.70	596.70
E-6 Petty Officer First Class.....	261.90	318.00	331.20	344.70	358.20	371.10	384.60	404.40	417.30	430.50	437.40	437.40	437.40	437.40	437.40
E-5 Petty Officer Second Class.....	226.20	278.70	291.90	304.80	324.90	338.10	351.30	364.20	371.10	371.10	371.10	371.10	371.10	371.10	371.10
E-4 Petty Officer Third Class.....	190.20	238.50	251.70	271.50	285.00	285.00	285.00	285.00	285.00	285.00	285.00	285.00	285.00	285.00	285.00
E-3 Seaman, Etc.....	137.70	192.00	205.50	218.70	218.70	218.70	218.70	218.70	218.70	218.70	218.70	218.70	218.70	218.70	218.70
E-2 Seaman Apprentice, Etc.....	113.40	159.00	159.00	159.00	159.00	159.00	159.00	159.00	159.00	159.00	159.00	159.00	159.00	159.00	159.00
E-1 Recruit.....	109.50	145.50	145.50	145.50	145.50	145.50	145.50	145.50	145.50	145.50	145.50	145.50	145.50	145.50	145.50
E-1 Recruit (Less than 4 months).....	102.30														

*While serving as chairman of the Joint Chiefs of Staff or Chief of Naval Operations, basic pay for this grade is \$2493 regardless of cumulative years of service.

†Does not apply to commissioned officers who have been credited with over four years' active service as enlisted members.

†While serving as Master Chief Petty Officer of the Navy, basic pay for this grade is \$902.40 regardless of cumulative years of service.

On the facing page you will find a table of other military pay and allowances, which remain unchanged from what you have been receiving in the past. Your current special pay and allowances, together with the proposed increase of basic pay, is included here to enable the Navy family to estimate over-all take-home pay.

HOW MUCH do you know about pay and allowances? In addition to basic pay, various forms of special pay, plus allowances, help not only to round out your Navy income, but

also assure you of a sound and predictable basis for keeping your financial affairs in order. It's worthwhile to review them from time to time.

The conditions for your entitlement to special pay and allowances vary with your grade, your skill, your marital status and where you are stationed. Some are paid monthly on a continuing basis, others in occasional lump sums. Here's a roundup of those you might receive while on active duty.

It should answer most of your questions on the subject of pay.

Special Pay

Special pay is added compensation you receive each month under set circumstances. Sea duty pay and special pay for duty in specified overseas areas, hostile fire pay, diving pay and proficiency pay all are forms of special pay. The added compensation paid to physicians and dentists also falls into the special pay category. Reenlistment bonus (regular and variable), although not paid monthly on a continuing basis, is another type of special pay. Incentive pay for hazardous duty also is listed here, even though, technically,

RANK OR PAY GRADE	INCENTIVE PAY FOR HAZARDOUS DUTY(Aviation Pay for Crew Members and Submarine Duty Pay) (Note that increases end with more than 18 years of service)													
	Under 2 Yrs.	Over 2 Yrs.	Over 3 Yrs.	Over 4 Yrs.	Over 6 Yrs.	Over 8 Yrs.	Over 10 Yrs.	Over 12 Yrs.	Over 14 Yrs.	Over 16 Yrs.	Over 18 Yrs.	Over 20 Yrs.	Over 22 Yrs.	Over 26 Yrs.
O-10 Admiral	\$165.00	\$165.00	\$165.00	\$165.00	\$165.00	\$165.00	\$165.00	\$165.00	\$165.00	\$165.00	\$165.00	\$165.00	\$165.00	\$165.00
O-9 Vice Admiral	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00
O-8 Rear Admiral (Upper Half)	155.00	155.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00
O-7 Rear Admiral (Lower Half)	150.00	150.00	160.00	160.00	160.00	160.00	160.00	160.00	160.00	160.00	160.00	160.00	160.00	160.00
O-6 Captain	200.00	200.00	215.00	215.00	215.00	215.00	215.00	215.00	215.00	220.00	245.00	245.00	245.00	245.00
O-5 Commander	190.00	190.00	205.00	205.00	205.00	205.00	205.00	210.00	225.00	230.00	245.00	245.00	245.00	245.00
O-4 Lieutenant Commander	170.00	170.00	185.00	185.00	185.00	195.00	210.00	215.00	220.00	230.00	240.00	240.00	240.00	240.00
O-3 Lieutenant	145.00	145.00	155.00	165.00	180.00	185.00	190.00	200.00	205.00	205.00	205.00	205.00	205.00	205.00
O-2 Lieutenant junior grade	115.00	125.00	150.00	150.00	160.00	165.00	170.00	180.00	185.00	185.00	185.00	185.00	185.00	185.00
O-1 Ensign	100.00	105.00	135.00	135.00	140.00	145.00	155.00	160.00	170.00	170.00	170.00	170.00	170.00	170.00
W-4 Chief Warrant Officer	\$115.00	\$115.00	\$115.00	\$115.00	\$120.00	\$125.00	\$135.00	\$145.00	\$155.00	\$160.00	\$165.00	\$165.00	\$165.00	\$165.00
W-3 Chief Warrant Officer	110.00	115.00	115.00	115.00	120.00	120.00	125.00	135.00	140.00	140.00	140.00	140.00	140.00	140.00
W-2 Chief Warrant Officer	105.00	110.00	110.00	110.00	115.00	120.00	125.00	130.00	135.00	135.00	135.00	135.00	135.00	135.00
W-1 Warrant Officer	100.00	105.00	105.00	105.00	110.00	120.00	125.00	130.00	130.00	130.00	130.00	130.00	130.00	130.00
E-9 Master Chief Petty Officer	\$105.00	\$105.00	\$105.00	\$105.00	\$105.00	\$105.00	\$105.00	\$105.00	\$105.00	\$105.00	\$105.00	\$105.00	\$105.00	\$105.00
E-8 Senior Chief Petty Officer	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00
E-7 Chief Petty Officer	80.00	84.00	85.00	85.00	90.00	95.00	100.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00
E-6 Petty Officer, 1st Class	70.00	75.00	75.00	80.00	85.00	90.00	95.00	95.00	100.00	100.00	100.00	100.00	100.00	100.00
E-5 Petty Officer, 2nd Class	60.00	70.00	70.00	80.00	80.00	85.00	90.00	95.00	95.00	95.00	95.00	95.00	95.00	95.00
E-4 Petty Officer, 3rd Class	55.00	65.00	65.00	70.00	75.00	80.00	80.00	80.00	80.00	80.00	80.00	80.00	80.00	80.00
E-3 SN, etc	55.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00
E-2 SA, etc.	50.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00
E-1 Recruit	50.00	55.00												
Aviation Cadets	50.00													

RANK OR PAY GRADE	OTHER SPECIAL AND HAZARDOUS DUTY PAY (Per month)		SUBSISTENCE ALLOWANCE (with or without dependents)	BASIC QUARTERS ALLOWANCE		
	Sea Pay and Certain O'seas Service Pay	Other Hazardous Duty Pay		Grade	No dependents	With dependents
O-10 O-9 O-8 O-7 O-6 O-5 O-4 O-3 O-2 O-1	Not Eligible	\$110.00	\$47.88	O-10	\$160.20	\$201.00
				O-9	160.20	201.00
				O-8	160.20	201.00
				O-7	160.20	201.00
				O-6	140.10	170.10
				O-5	130.20	157.50
				O-4	120.00	145.05
				O-3	105.00	130.05
				O-2	95.10	120.00
				O-1	85.20	110.10
W-4 W-3 W-2 W-1	Not Eligible	\$110.00	\$47.88	W-4	\$120.00	\$145.05
				W-3	105.00	130.05
				W-2	95.10	120.00
				W-1	85.20	110.10
E-9 E-8 E-7 E-6 E-5 E-4 E-3 E-2 E-1	\$22.50 22.50 22.50 20.00 16.00 13.00 9.00 8.00 8.00	\$55.00	Daily rate of \$2.57 when rations in kind are not available. When permission is granted to mess off base, you draw Comrats at the rate of \$1.32 a day. Leave, hospital and field rations are likewise paid at the rate of \$1.32 a day.	E-9	\$85.20	\$120.00
				E-8	85.20	120.00
				E-7	75.00	114.90
				E-6	70.20	110.10
				E-5	70.20	105.00
				*E-4	70.20	105.00
				**E-4	55.20	See explanation in table below
				E-3	55.20	
				E-2	55.20	
				E-1	55.20	
				*More than four years' service. **Four years' service or less.		

QUARTERS ALLOWANCES AND ALLOTMENT REQUIREMENTS FOR MEN IN GRADE E-4 (less than 4 years' service) AND BELOW

The columns below apply only to enlisted personnel in pay grade E-4 (less than 4 years' service) and below, who have dependents. Amounts of BAQ vary according to pay grade and number of legal dependents. A minimum contribution from basic pay (\$40.00 monthly) is required for BAQ entitlement. A sum equal to the quarters allowance (column A) is combined with the contribution from basic pay (column B). The total of A and B is equivalent to the minimum monthly allotment to dependents.

PAY GRADE	A			B	A + B = ↓		
	BASIC ALLOWANCE FOR QUARTERS			CONTRIBUTION FROM BASIC PAY	MINIMUM MONTHLY ALLOTMENT TO DEPENDENT(S)		
	1 depend.	2 depend.	3 depend.		1 depend.	2 depend.	3 depend.
E-4	\$90.60	\$90.60	\$105.00	\$40.00	\$130.60	\$130.60	\$145.00
E-3	60.00	90.60	105.00	40.00	100.00	130.60	145.00
E-2	60.00	90.60	105.00	40.00	100.00	130.60	145.00
E-1	60.00	90.60	105.00	40.00	100.00	130.60	145.00

IN FIGURING your gross Navy income, be sure to include all the types of pay and allowances to which you are entitled. Reenlistment bonus, clothing allowance, family separation allowance, lump-sum leave payment, travel allowance, and dislocation and station allowances are discussed on adjoining pages. Here are other types of pay:

P-1, P-2, P-3 PAY—Enlisted personnel in certain ratings and skills in which large amounts of Navy training money have been invested, and in which manpower shortages exist, may be awarded proficiency pay as a career incentive. Those in designated critical skills who are otherwise eligible and recommended may draw varying monthly awards of P-1, \$50; P-2, \$75; or P-3, \$100. Superior Performance Pay, SP-\$30, may be awarded under certain conditions to recruit company commanders, recruit canvassers and evasion and escape technicians. All pro pay categories are subject to annual revision.

DIVING PAY—Designated officers and enlisted men employed as divers may receive special diving pay. Amounts are \$110 per month for officers and from \$55 to \$100 monthly for enlisted men, depending on diver classification.

HOSTILE FIRE PAY—Officers and enlisted men exposed to death or injury while serving in specified areas may be awarded hostile fire pay at the rate of \$65 per month.

PHYSICIANS' AND DENTISTS' PAY—Medical officers are entitled to special pay while serving on active duty. Payments range from \$100 to \$350 monthly, based on the number of years served on active duty.

it is not a specific type of special pay.

Sea Duty Pay—Only enlisted personnel may draw sea pay, which generally is awarded during periods of shipboard duty. Sea pay is figured on a sliding scale according to rate, and ranges from \$8.00 per month for a recruit or apprentice to \$22.50 for chief, senior chief and master chief petty officers.

Overseas Pay—Special pay for duty ashore in many areas outside the continental United States is awarded monthly to enlisted men and women in amounts identical to sea pay, figured according to rate. The *DOD Pay Manual* lists countries and areas designated for overseas pay.

Hostile Fire Pay—This type of special pay was introduced in 1963. At present, \$65 per month is added to the paychecks of all military personnel exposed to death or injury in the Vietnam combat zone. Service may be ashore or on board a designated ship within the limits of the hostile fire zone.

Diving Pay—Both officers and enlisted men who serve on diving duty are entitled to this special pay. Officers receive a flat \$110 per month. Designated enlisted men receive \$55 to \$100 per month, depending on diver classification and continuing qualifications. (Note that diving pay may not be awarded in addition to incentive pay for hazardous duty.)

Incentive Pay (Hazardous Duty)—You receive this incentive pay when you perform aviation duty, submarine duty, parachute duty or demolition duty (This also includes periods of training for demolition duty).

You also may receive incentive pay if your duties require frequent participation in flight operations on the deck of an aircraft carrier, and in certain other cases, including duty inside a high or low pressure chamber, duty as a human acceleration or deceleration experimental subject, duty as a human test subject in thermal stress experiments, or leprosarium duty.

If you are engaged in flying duties, or serve on board a submarine, your incentive pay is based on your pay grade and length of service (see table, page 49). For any other type of hazardous duty, plus aviation duty

as a non-crewmember, you draw a flat \$55 (enlisted) or \$110 (officer) monthly.

Note that if you perform two types of hazardous duty (aviation and parachute duties, for example), you may receive two incentive payments, the maximum for this pay category.

Proficiency Pay—This type of special pay actually is career incentive pay awarded monthly to those in ratings and skills in which large amounts of Navy training money have been invested, and in which manpower shortages exist.

Most pro pay awards are in the Specialty Pay category, based on Navy Enlisted Classification (NEC) code skills. Those in designated critical skills who are otherwise eligible and recommended by their commanding officers may draw monthly

specialty pay awards of P-1 \$50, P-2 \$75 or P-3 \$100.

Under a second category of pro pay, Superior Performance, awards of \$30 monthly may be paid under certain conditions to recruit company commanders, recruit canvassers and evasion and escape technicians.

Details of pro pay administration and eligibility requirements are contained in BuPers Inst. 1430.12 series (and ALL HANDS, March 1968).

Physicians and Dentists Pay—Medical and dental officers receive career incentive pay as long as they remain on active duty. Payments range from \$100 to \$350 monthly, depending on years of service.

Reenlistment Bonus—You may be paid as much as \$2000 in bonus money for reenlistments (and extensions of two years or more) during the course of your Navy career. A regular bonus generally is paid when you reenlist within three months of discharge or separation, and is computed as follows:

- First reenlistment. Amount equal to your monthly base pay at time of discharge multiplied by the number of years for which you reenlist.
- Second reenlistment. Amount equal to two-thirds of your base pay, multiplied by the number of years for which you reenlist.
- Third reenlistment. One-third base pay multiplied by number of years for which you reenlist.
- Fourth and subsequent reenlistments. One-sixth monthly base pay, multiplied by the number of years of reenlistment.

In addition to the regular bonus, you may receive payment for unused leave and applicable quarters and subsistence allowances, as well as travel pay to home of record, each time you reenlist. Only the bonus itself counts against the \$2000 cumulative you may receive in the course of your active duty.

Variable Reenlistment Bonus—If your military skill is one designated as critical for reenlistment purposes, based on rating and NEC code skill, you may ship over and receive as much as four times the amount of your regular first reenlistment bonus (or two-year extension), in addition to the regular bonus.

A variable bonus does not count

One Crew—All Heroes

Last month, on page two, ALL HANDS reported on the Navy's most recent Medal of Honor winner. This item is about the crew he supervised.

Boatswain's Mate 1st Class James Elliott Williams spent an action-packed tour in Vietnam, and so did his crew of Navy veterans. Williams directed the operations of four of the Navy's fast PBR Patrol craft from his command boat "Elaine" (named for his wife). Both he and the men with him consistently distinguished themselves under enemy fire.

In a period of 11 months, the 57 men who served on the four patrol boats he directed earned a total of 131 combat decorations plus 80 Purple Heart Medals in the fierce combat of the Mekong Delta.

One of Williams' crewmen was killed by enemy fire. Terrill E. Carter, a close friend of Williams, was killed in action in October 1966. A military billet in My Tho, South Vietnam, was named in Carter's memory.

The crewmen under Williams' command aboard "Elaine" won 26 decorations. They are a youthful group. All but Williams are in their early 20's.

against the \$2000 maximum. It generally is paid for first reenlistments only. However, you may receive a variable bonus for a two-year extension, and receive additional variable bonuses on later extensions.

Basic eligibility for a variable bonus includes 21 months of continuous active service other than active duty for training, and reenlistment within 3 months of discharge.

The multiplier used in figuring the amount of the bonus may be one, two, three or four times the amount of the regular first reenlistment bonus, depending on the grade of criticality assigned your rating or NEC skill at the time of reenlistment. BuPers Inst. 1133.18 series lists ratings and skills eligible for a variable bonus.

Allowances

Allowances are paid to help you meet some of the expenses you incur while on active duty. Allowances may be paid on a monthly or recurring basis, or in one-time lump sums. Some are paid automatically, others require application by you.

Clothing Allowance—You receive initial clothing allowance when you enlist, and under certain conditions upon reenlistment or recall to active duty. You may be further eligible to receive special or civilian clothing allowances, depending on your duty assignments. Once you receive an initial or special clothing allowance, you may receive a monthly maintenance allowance.

There are several types of clothing allowances based on actual costs for clothing, as determined by Navy and Department of Defense study groups. Here are the clothing allowance rates which became effective 1 Jan 1968:

- **Initial Clothing Monetary Allowance (ICMA)**. Generally reflects the cost of a seabag for recruits. The individual's pay account is credited with the allowance, and clothing issues are charged against it. Enlisted men, \$211.32; enlisted women, \$314.76; Naval aviation cadets and aviation officer candidates, \$276.59.

- **Partial Initial Monetary Allowance**. Reflects cost of completing a seabag for Reservists upon reporting for active duty. Enlisted men, \$55.03; enlisted women, \$174.64; naval aviation cadets reverting to enlisted status, \$168.13.

- **Basic Maintenance Allowance (BMA)**. Monthly allowance included in regular pay during first three years of active duty. Enlisted men, \$4.80; enlisted women, \$5.70.

- **Standard Maintenance Allowance (SMA)**. Regular monthly allowance included in pay after three years of service. Enlisted men, \$7.20; enlisted women, \$8.70. (However, all chief, senior chief and master chief petty officers, men and women, receive \$7.20 monthly SMA).

- **Special ICMA**. This allowance is for those who must wear clothing of a type not required by the majority of Navy men and women. It goes to Navy Bandsmen, for example, and usually is paid to men upon advancement to chief petty officer. Rates vary, depending on individual conditions of entitlement, but most special ICMA's are lump sum payments of \$300.

Enlisted men promoted to warrant or commissioned status may be entitled to special uniform allowances, with the amounts varied according to individual cases.

Officers serving under permanent, Regular Navy appointments do not receive clothing allowances. Reserve officers may be entitled to uniform allowances under circumstances described in Part 3 of the *DOD Entitlements Manual*.

Subsistence Allowance—Officers are entitled to an allowance for subsistence at the rate of \$47.88 per month, regardless of rank or dependency status. All officers, on ship or ashore, married or single, draw the

subsistence allowance and pay their own mess bills.

The subsistence allowance for enlisted personnel, commonly called Comrats (commuted rations), is usually limited to married men who live off base with their families and are granted permission to mess away from their duty stations. However, entitlement to Comrats is not automatic; you must apply and your eligibility must be verified before the allowance will show up in your pay.

Effective 1 Jan 1968, the daily value of commuted rations is \$1.32. This rate also applies to hospital, field and leave rations.

If you draw Comrats, you may be permitted to eat in your base mess hall at a reasonable price. Effective 1 Jan 1968, charges for meals are: Breakfast \$.27; Dinner \$.60; Supper \$.45.

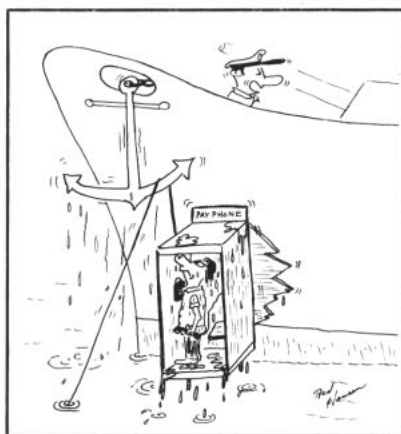
If you're assigned to certain types of shore duty, such as recruiting duty, you may be entitled to draw \$2.57 per day subsistence allowance if no government messing facility is available. However, geographic area and type of duty enter into your entitlement for a subsistence allowance, which is determined on an individual basis.

Family Separation Allowance—You draw this allowance when you're separated from your dependents for reasons of shipboard or overseas duty. If you're on permanent overseas duty (including Alaska but not Hawaii), you may receive a monthly separation allowance equal to the BAQ payable to men "without dependents" in your grade, provided the movement of your dependents to your overseas station is not authorized, government quarters are not available, and your dependents do not in fact reside with you.

If you're in grade E-4 (over four years' service) or above, have dependents, and are entitled to BAQ, you may receive a monthly allowance of \$30 if you are on shipboard duty away from your home port for a continuous period of more than 30 days, or if you are on temporary duty or temporary additional duty away from your permanent station for more than 30 days and your dependents do not accompany you.

Also, any time the movement of your dependents to your permanent

Peter A. Hansen, EN1, USN



"Hold it . . . I believe we fouled an underwater telephone cable!"

station or a place near your station is not authorized at government expense, and they do not in fact reside with you, you may receive the \$30 monthly family separation allowance.

Lump Sum Leave Payment—Upon discharge, transfer to the Fleet Reserve or retirement, you may cash in on your unused accumulated leave, up to a maximum of 60 days, for a lump sum payment based on the following:

Officers. Basic pay and basic allowances for quarters and subsistence applicable on date of separation.

Enlisted. Basic pay on date of separation, plus an allowance of 70 cents per day for subsistence and, if in grade E-5 or above and have dependents, an allowance for quarters computed at the rate of \$1.25 per day.

Basic Allowance for Quarters (BAQ)—If you're a family man and do not reside in government quarters, a monthly BAQ provides rent money for you and your dependents.

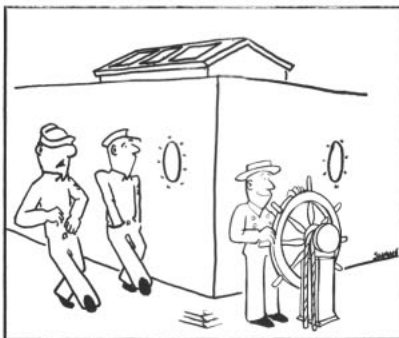
Officer BAQ. Officers without dependents normally receive a BAQ only when government quarters are not available. This means that officers without dependents who are assigned to shipboard duty, and to stations that have bachelor officer quarters, do not receive a quarters allowance.

Officers in grade O-3 (LT) and below who have dependents are entitled to BAQ whether they are serving ashore, at sea or overseas, unless "rent free" government quarters are provided. Those in grade O-4 (LCDR) and above without dependents may elect to receive BAQ rather than occupy available government housing unless assigned duties which require on-base residency.

Enlisted BAQ. The BAQ for enlisted men without dependents ranges from \$55.20 to \$85.20 per month. However, if you have no dependents, you are entitled to BAQ only when government quarters are not available, such as when on recruiting duty or other independent type duty.

With dependents, you are entitled to a monthly BAQ regardless of your pay grade. You are entitled to this allowance whether serving ashore, at sea or overseas. However, if you occupy government quarters, you may be required to forfeit all or

Michael L. Shane, FTG1, USN



"... so I told the Chief, it's new construction or else. . . ."

part of your BAQ, depending on the type or location of the quarters.

Amounts of BAQ vary with pay grades (see chart). If you're an E-4 (less than four years' service) or below, the number of dependents you have also affects your BAQ rate.

Dislocation Allowance—You may be entitled to receive a dislocation allowance equal to one month's BAQ each time you relocate your household effects under permanent change of station orders. You must be in pay grade E-4 (more than four years' service) or above, and must actually relocate your household for purposes of establishing a new residence. The allowance is not automatic. You may apply for it only after you relocate your household incident to permanent change of station—and not before the effective date of your PCS orders. Chapter

LJTG Larry D. Sneegas, USNR



"I understand Fenley has shown such outstanding leadership qualities that he could tame a cage full of lions."

IX of *Joint Travel Regulations* specifies conditions which govern payment.

Station Allowances—When assigned to duty overseas, you may become eligible for one or more of four different station allowances, depending on a variety of factors such as location, your grade, the nature of your orders, whether your dependents accompany you, and the overseas housing and cost of living situation.

In general, station allowances are paid to those on duty outside the U. S. to defray the differences between the average costs at a specific overseas station and the average stateside costs—when the overseas costs are greater.

Joint Travel Regulations contains specific instructions on conditions under which station allowances may be paid. Application for such an allowance is usually required, and in view of varying conditions and rates, you should check with your disbursing officer when reporting to overseas duty to find out about the station allowances, if any, for your area. The allowances are reviewed each year and may be subject to change at any time. Generally, however, station allowances most commonly involve:

- **Housing and Cost of Living Allowances (HA and COLA).** These help to defray the average excess costs you face while on permanent duty overseas. The excess costs are figured by comparing the average costs of living and housing in each overseas area with the average costs of living and housing in the United States. HA and COLA are payable at area per diem rates listed in *Joint Travel Regulations*.

- **Interim Housing Allowance (IHA).** This type of station allowance may be paid when you are required to procure non-government, family-type housing before your dependents arrive overseas. An IHA in an amount determined by location may be paid for 60 days or until your dependents arrive at your overseas station, whichever is earlier.

- **Temporary Lodging Allowance (TLA).** The TLA is designed to reimburse you for extra expenses you incur while "eating out" and living in hotel-type accommodations while awaiting permanent housing after

reporting overseas, or for briefer periods before departure from overseas on permanent change of station. Although there are provisions for extensions of TLA, the allowance generally is paid for periods not to exceed 60 days upon reporting to an overseas station, and not to exceed 10 days upon departure. Daily TLA rates are determined by multiplying a given area's travel per diem allowance by a percentage factor based on the number of dependents accompanying you.

Travel Allowance—There are any number of travel situations you might face while on active duty for which the Navy will pay the expenses or will reimburse you with appropriate travel allowances.

Generally, any time you must travel under orders the Navy pays for your transportation. If you have dependents and are in pay grade E-4 (over four years' service) or above, your family may travel at government expense when you receive permanent change of station orders.

One popular method of travel between duty stations is when you drive your own car, pay your own expenses, and then ask for reimbursement. Under this system, you get six cents a mile for your own travel, plus six cents a mile for each dependent age 12 or over (not to exceed two such dependents), and three cents per mile for each dependent over five and under 12. The total reimbursement for dependents' travel is not to exceed 18 cents per mile. You collect your dependents' allowance after they have completed the travel (you may usually draw your share of the allowance—six cents per mile—in advance).

You should check with your personnel and disbursing offices each time you receive transfer or travel orders and ask about mode of transportation, authorized allowances, and dependent travel status. Depending on the nature of your orders and whether your travel will be from one shore station to another, shore station to a ship, ship to shore, shore or ship to restricted station, or restricted station to ship or shore, there may be a variety of options regarding dependents' travel that you should discuss with your family well in advance.

VRB Changes May Mean More Money for You

With 1 July and the dawn of a new fiscal year, Navymen's fancies turn to thoughts of variable reenlistment bonuses and proficiency pay.

As of 1 July there was a major realignment of ratings eligible for the variable reenlistment bonus.

For example, 14 ratings were moved up to multiple four, eight ratings moved up to multiple three and the IM and DK ratings were added to multiple two. The AC rating was the sole addition to multiple one.

Here is the way things now look with regard to changes in the list of ratings eligible to receive the VRB. Except for these changes, the provisions of BuPers Inst 1133.18A of 19 May 1966 remain in effect.

Multiple Four

Quartermaster (QM)
Radioman (RM)
Sonar Technician (ST)
Engineman (EN)
Aviation Fire Control Technician (AQ)
Aviation Electronics Technician (AT)
Aviation Antisubmarine Warfare Technician (AX)
Data Systems Technician (DS)
Interior Communications Electrician (IC)
Shipfitter (SF)
Photographic Intelligenceman (PT)
Damage Controlman (DC)
Radarman (RD)
Machinist's Mate (MM)
Fire Control Technician (FT)
Electronics Technician (ET)
Electrician's Mate (EM)
Boilerman (BT)
Data Processing Technician (DP)
Communications Technician (CT)

Multiple Three

Signalman (SM)
Gunner's Mate (Technician) (GMT)
Torpedoman's Mate (TM)
Aviation Electrician's Mate (AE)
Gunner's Mate (Guns) (GMG)
Machinery Repairman (MR)
Aviation Ordnanceman (AO)
Opticalman (OM)

Multiple Two

Missile Technician (MT)
Disbursing Clerk (DK)
Engineering Aid (EA)
Steelworker (SW)
Utilitiesman (UT)

Hospital Corpsman (HM) for the following NECs only:

NEC Skill
8404 Medical Field Service Technician
8405 Advanced General Service Technician
8406 Aviation Medicine Technician
8409 Aviation Physiology Technician
8413 Tissue Culture Technician
8417 Clinical Laboratory Technician
8432 Preventive Medicine Technician
8483 Operating Room Technician
8484 Eye, Ear, Nose and Throat Technician
8488 Orthopedic Appliance Technician
8489 Orthopedic Cast Room Technician
8492 Special Operations Technician
8493 Medical Deep Sea Diving Technician
8498 Medical Repair Technician

Instrumentman (IM)

Builder (BU)

Equipment Operator (EO)

Construction Electrician (CE)

Construction Mechanic (CM)

Multiple One

Aviation Structural Mechanic (AM)
Patternmaker (PM)
Aerographer's Mate (AG)
Air Controlman (AC)
Storekeeper (SK)
Commissaryman (CS)

Information concerning the Navy Variable Reenlistment Program can be found in BuPers Instruction 1133.18A of 19 May 1966.

There were also some additions to the list of Navy ratings/NECs eligible for proficiency pay which are listed in BuPers Instruction 1430.12G. The ratings/NECs which have been added are for level P-2 at \$75. Those added are:

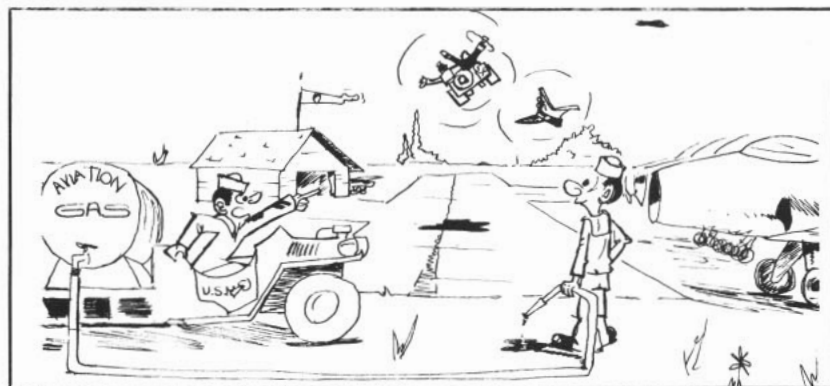
Aviation Antisubmarine Warfare Operator (AW)

NEC	SKILL	ELIGIBLE RATINGS
0335	Electronic Warfare Systems Specialist	RD
8394	Drone Antisubmarine Helicopter (Dash) Technician	EN, ET, AD, AT

Information concerning the Enlisted Proficiency Pay Program is in BuPers Instruction 1430.12G.

Variable reenlistment bonus and pro pay for the ratings and NECs listed in this change are effective as of 1 Jul 1968.

Juanito B. Tusciano, SH1, USN



"Did you put the wrong gas in the Old Man's jeep?"

Duty Assignment Options for Vietnam Vets

ENLISTED PERSONNEL completing tours in Vietnam will get every possible consideration when they are ready for transfer.

Assignments to specific home ports, type ships and units, or specific areas within the U. S. or overseas may be requested; however, such assignments will be subject to current manning levels, and are not guaranteed.

Within these limitations every effort will be made by BuPers and the cognizant EPDOs to assign personnel to their specific preferences.

The latest reassignment regulations, promulgated in BuPers Notice 1306 of 26 Apr 1968, apply to all enlisted personnel completing tours of 12 or more consecutive months, exclusive of special leave and travel, who are:

- Assigned for duty to a shore-based activity in Vietnam.
- Assigned with the combat forces of the Fleet Marine Force Pacific and serving the full rotational tour including deployment to Vietnam.
- Assigned to non-rotated ships or units which are continuously deployed to Southeast Asia in support of operations in Vietnam.

This notice does not apply to hospital corpsmen or to Seabees. Both these groups of Navymen are assigned according to special procedures described in separate directives.

If you are completing a tour in Vietnam and you meet the above criteria, you may elect one of several duty assignment options. First of all, if you are Seavey-eligible, you will be guaranteed shore duty in accordance with Seavey procedures. You must have or acquire the obligated service requirement set forth in the Seavey segment from which you are being assigned at the time of submission of your Rotation Data Card. Your card must be received in BuPers six (6) months before tour completion date.

Whether you are Seavey-eligible or not, you can choose one of the following assignment options:

• **Option I**—Assignment to sea duty in the Fleet of your choice. If you choose the Atlantic Fleet, you must have a minimum of 16 months' obligated service when transferred. If you don't have enough obligated

service, you must acquire it when you select this option.

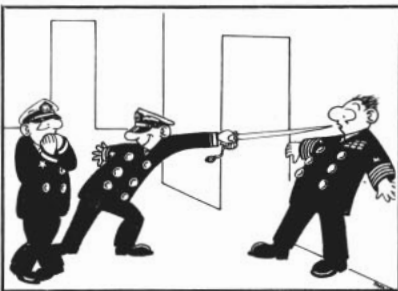
• **Option II**—Priority consideration for assignment overseas. This includes Fleet units homeported overseas.

• **Option III**—Priority consideration for assignment to Class "B" and "C" schools for rated personnel, and assignment to Class "A" schools for nonrated personnel. You must be fully qualified for the school you request and be recommended by your commanding officer. If there is a requirement for a certain amount of obligated service, you must acquire it when you choose this option.

• **Option IV**—Priority consideration for assignment to Instructor duty for qualified petty officers second class and above who are Seavey-eligible. You must be eligible in accordance with the *Transfer Manual*. A 10-point waiver of GCT requirement will be considered on an individual basis. Instructor billets are available at "A," "B," "C," Fleet and Functional schools, recruit training commands, and naval reserve training centers. Tour lengths are normally three years.

• **Option V**—Priority consideration for assignment to Recruiting duty for highly motivated and recommended petty officers who are Seavey-eligible. Personnel from the following rates are primarily required: BM1, SM1, MM1, GMG1, ENC, EN1, BT1, BR1, SF1, and CS1. Recruiter billets are available throughout the U. S., but most vacancies exist in the Third, Fourth and Ninth Naval Districts. Normally, immediate assignment to those areas can be expected for those selected. Recruiting tours are three years.

Joel Byron Little, AC2, USN



"And then there is a thrust called the pierce."

List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16-mm features 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 Glass Sphinx (WS) (C): Mystery Drama; Anita Ekberg, Robert Taylor.

Caprice (WS) (C): Melodrama; Doris Day, Richard Harris.

The Wicked Dreams of Paula Schultz (C): Comedy; Elke Sommer, Bob Crane.

Who's Minding the Mint? (C): Comedy; Dorothy Provine, Jim Hutton.

Nobody's Perfect (WS) (C): Comedy; Doug McClure, Nancy Kwan.

Navajo Joe (WS) (C): Western; Burt Reynolds, Aldo Sambrell.

Enter Laughing (C): Comedy; Jose Ferrer, Shelley Winters.

The Tiger Makes Out (C): Comedy; Eli Wallach, Anne Jackson.

Tarzan and the Jungle Boy (WS) (C): Adventure; Mike Henry, Rafer Johnson.

The Desperate Ones (C): Drama; Maximilian Schell, Raf Vallone.

Doctor Zhivago (WS) (C): Drama; Omar Sharif, Julie Christie.

Blow-Up (C): Mystery Drama; Vanessa Redgrave, David Hemmings.

Will Penny (C): Western; Charlton Heston, Joan Hackett.

More Than A Miracle (C): Comedy; Sophia Loren, Omar Sharif.

A Time for Killing (WS) (C): Action Drama; Glenn Ford, Inger Stevens.

Jack of Diamonds (C): Melodrama; George Hamilton, Marie Laforet.

Tarzan and the Great River (WS) (C): Melodrama; Mike Henry, Jan Murray.

House of a Thousand Dolls (WS) (C): Drama; Vincent Price, Martha Hyer.

Daring Game (C): Adventure Drama; Lloyd Bridges, Joan Blackman.

A Few Dollars for Gypsy (C): Western; Anthony Steffen, Gloria Osuna.

New Officer Designators More Closely Identify Several New Categories

New designator codes have been assigned to Student Naval Flight Officers, Student Naval Aviators, Ordnance Engineering Duty Officers, Judge Advocate General's Corps Officers, Limited Duty Officer (data processing) and Data Processing Technicians.

Designator codes 137X and 139X have been assigned to identify students in aviation training with the aviation community as a whole.

The first appointments of student Naval Aviators and student Naval Flight Officers to the 137X/139X designator codes were made from among officers with dates of rank of 1 Jun 1968 or later with orders to aviation training.

Beginning 1 Jun 1968, all officers ordered to aviation training are being notified by their orders of the pending designator change to the appropriate 137X/139X code. The change will be effective upon detachment to report to flight training.

The designators of students in aviation training on 1 Jun 1968 were changed to the appropriate designator code on that date.

Other officers ordered to flight training will also have their designators changed either to the 137X or the 139X code upon reporting to flight training.

Ordnance Engineering Duty Officers are being placed in a separate community through the establishment of the 170X designator. Officers formerly designated Aeronautical Engineering Duty Officers 151X who wished to be sponsored by Commander, Naval Ordnance Systems Command, are listed in enclosure two to BuPers Notice 1212 of 17 Apr 1968 and are being administratively redesignated Ordnance Engineering Duty Officers (170X).

Other officers who have been selected for ordnance engineering duty but who were not designated 151X on 1 June will have their designators changed to 170X on an individual basis.

Since 1 June, the officer data subsystem of the Navy Manpower Information System has incorporated designator codes 137X, 139X, 170X, 250X, 623X and 783X.

Detailed information concerning these new officer designator codes can be found in BuPers Notice 1212 of 17 Apr 1968. Enclosures to this notice list the names of officers designated as Ordnance Engineering Duty Officers (170X) and a list of selected Ordnance Engineering Duty Officers.

Other enclosures give sample designator change formats for various designators, including law specialists (162X) who were redesignated judge advocates (250X) in December 1967.

Foreign Car Bargain May Be No Bargain After It Meets New Safety Laws

The foreign-made car you buy overseas and ship to the United States may be required to meet new safety standards before you will be permitted to drive it in this country. And, after it arrives in the U. S., the government may levy a seven per cent tax on the car—payable by you.

These developments with regard to foreign auto safety requirements and possible tax levies make it clear the "bargain" car you buy overseas and ship to the U. S. might cost you more than you had planned.

To review: Some provisions of the National Traffic and Motor Vehicle Safety Act insist that all cars manufactured on or after 1 Jan 1968 meet strict new safety standards before they are driven in the United States. The law applies to all new cars, whether built in the U. S. or manufactured overseas and imported into the U. S. The law establishes stand-

ards in design and construction of brake systems, windshield wipers and defrosters, steering controls and other components essential to safety.

This means that the new car you buy overseas must meet the safety standards before it will be permitted entry into the United States. Your foreign-built car must bear the manufacturer's permanently-affixed label or tag which certifies compliance with the safety laws. If it doesn't, the Bureau of Customs will see to it the car is not driven in this country.

If the car was manufactured before 1 Jan 1968, you or your agent must make a declaration to this effect before delivery in the U. S. is completed. If the car was manufactured on or after 1 January not in conformity with the safety standards, but later was altered to conform, certification of the modification must be made by the manufacturer or contractor.

Also, if the car was manufactured on or after 1 January not in conformity with the safety standards, and had not been altered to conform, you must promise to have it modified within 90 days. You may be required to post a bond to make sure you have any needed work accomplished.

The seven per cent Federal excise tax on your foreign auto—whether new or used—may be levied by the U. S. Government after the car arrives in this country, according to a recent Internal Revenue Service ruling. If you are liable for payment of the tax, you must file a Quarterly Federal Excise Tax Return (Form 720) on or before the last day of the month following the calendar quarter during which you imported the car into the U. S.

Under this ruling, which applies *only* in the case of cars imported on or after 15 Jan 1968, the tax would be levied in each of the following situations:

- Before departing the U. S. to visit a foreign country, you order a foreign-made auto to be delivered to you at your overseas destination (the so-called "tourist delivery plan"). Your order and payment are forwarded to the manufacturer before you depart the U. S., and transportation of the car to the U. S. is prearranged. Returning to the U. S., you use the auto for personal travel.

George L. Bettles, GMG3, USN



"Jones just received a double centurion award. He got his 200th requisition accepted by the Supply Division."

- You are stationed overseas, but have received transfer orders for stateside duty. After notification of your reassignment, you purchase a foreign-made car and have it shipped to the U. S. for your personal use, along with your other personal and household goods.

- You go to a neighboring country and buy a foreign-made car from a dealer there. You drive the new (or used) car into the United States

after delivery from the foreign dealer.

There is one other set of circumstances under which you might buy a foreign car for shipment to the U. S. and *not* be required to pay the Federal excise tax. In effect, this would be when you are assigned overseas on a permanent change of station, purchase a foreign-made car for your personal use upon arrival at your overseas station, and, at the end of your tour, have the car shipped

to the U. S. along with your other personal and household goods.

In this instance, you bought the car at the beginning of your tour of duty overseas. Your importation of the car into the U. S. would be "incidental" to your personal use of the car at your overseas station. You would therefore be exempt from tax.

The word on these requirements is contained in JAG Notice 5840, 13 Feb 1968.

A Chance to Serve Your Country Where Most Needed

ENLISTED NAVYMAN in pay grades E-2 and above are encouraged to volunteer for general, in-country duty in Vietnam or duty on non-rotated ships in contiguous waters of Vietnam to provide reliefs on a continuing basis for those personnel serving in this type of duty.

Those in pay grades E-2 and above (including designated strikers) are particularly wanted in the following ratings: BM, QM, SM, RD, GMC, ET, RM, YN, PC, PN, SK, DK, SH, CYN, DP, CS, MM, EM, EN, DC, SF, EA, CE, EO, CM, BU, UT, SW, DT and HM.

Navy men who are not in these ratings, however, are not excluded if they want to volunteer for Vietnam duty. Qualified men from all ratings are placed on a master list and given consideration according to military requirements.

Navy men in pay grades E-6 and E-7 are wanted for duty in Vietnam as PBR boat captains. Those in pay grade E-7 may be assigned as PBR Patrol Watch Officers or Staff Seamanship Advisors.

The ratings particularly desired for duty with the PBR Forces are: BM, QM, SM, TM, GMC, MN, ABH, ABE and ABF.

Although men in these ratings are preferred, other E-6's and E-7's should not hesitate to request Vietnam service because men from all ratings who are recommended by their commanding officers will be considered.

Aside from the fact that Vietnam assignments are important, challenging and rewarding, there are also a number of other advantages.

Navy men serving in nonrotated ships in waters contiguous to Vietnam and those who actually serve in the country itself are eligible, in whole or in part, for hostile fire pay

and total exemption from federal income taxation on wages earned in Vietnam.

All are eligible to receive 10 per cent interest on money deposited under the provisions of SecNav Inst 7220.55 series. Their mail is free and they have increased customs privileges.

They are also awarded the Vietnam Service Medal and the Republic of Vietnam Campaign Medal with devices.

Dependents and household goods of personnel ordered to Vietnam may be transported to any location in the continental United States and, with the approval of the Chief of Naval Personnel (Pers-B3), to Puerto Rico, Alaska, Hawaii, or any territory or possession of the United States.

All Navy men in Vietnam who have served for a continuous period of 120 days are authorized to accumulate up to 90 days of leave and those who extend their year's tour for an additional six months are eligible for a 30-day special leave (not chargeable to regular leave) at any location in the world to which military men can travel. Round-trip transportation on this leave is included.

Navy men who are assigned to activities in Vietnam as designated by ComNavForV are also eligible for field advancement.

General qualifications for Vietnam duty specify that volunteers must be males at least 18 years old who have 16 months of obligated service before they are transferred and be in pay grade E-2 or above.

They must have at least six months of naval service and meet the physical qualifications outlined in the *Manual of the Medical Department*.

In addition, their commanding officer must recommend them on the

basis of motivation, character, performance, resourcefulness, responsibility, versatility and technical skill.

Those in pay grades E-6 and E-7 who volunteer for duty as PBR boat captains or Patrol Watch Officers must not only meet the above qualifications but also have at least six years of naval service. Only the most highly qualified E-6's and E-7's are selected for PBR duty.

They must also be highly motivated and mature petty officers with proven leadership qualities and considerable moral courage.

In addition, they must have well-developed, quick and sound judgment in order to meet demanding and dangerous situations such as hostile fire and replenishment or rescue at sea during heavy weather as well as a host of other possibilities.

Qualified Navy men may submit their requests for Vietnam duty to the Chief of Naval Personnel (Pers-B211RVN) via their commanding officer. When making their request, they should cite BuPers Notice 1306 of 8 May 1968 and make their request conform to the format shown in the enclosure to the notice.

Navy men can request a specific type of duty in Vietnam. However, they will be considered as volunteering for general assignment whenever the specific type of duty requested is incompatible with military requirements.

Normally, at least two years of service on board the applicant's current command will be considered desirable. Commanding officers, however, have the authority to recommend earlier transfer and waivers will be considered by the Chief of Naval Personnel when the needs of the service dictate.

HEROES and LEADERS



"For extraordinary heroism . . ."

Commander Bryan W. Compton, USN. "As the strike leader of a major air attack against the Hanoi Thermal Power Plant," CDR Compton led his group through an extremely intense array of enemy defenses, including heavy antiaircraft fire and surface-to-air missiles. Despite this opposition the strike group caused major damage on the target.

During the attack, Navy strike aircraft received heavy battle damage. Without regard for his own safety, CDR Compton remained in the target area to aid fellow pilots by calling evasive maneuvers necessary for them to avoid missiles and antiaircraft fire. Before finally leaving the area, he managed to take the last of a group of photographs of the target scene with a handheld camera. These photographs provided valuable damage assessments of the power plant.



"For heroism or extraordinary achievement in aerial flight . . ."

Lieutenant Daniel H. Moran, Jr., USN, awarded posthumously. As a pilot on 15 Jan 1967 in an attack squadron during a strike on the enemy railyard.

He expertly executed a dive-bombing run which resulted in heavy damage to the target. Upon his return to his home carrier he volunteered for a restrike at the same target later that day. Although hampered by low visibility and heavy enemy defenses, he carried out a devastating attack which resulted in additional destruction of enemy supplies.

Lieutenant William E. Newman, USN. Awarded for his participation in a four-plane coordinated strike against an enemy target protected by surface-to-air missile installations and located near enemy airfields.

He assisted in the selection of approach route, determination of final delivery tactics and the navigation planning. At the target, under a low ceiling, the strike group pressed home a low-angle, low-level bombing attack, encountering intense enemy opposition. LT Newman coordinated his attack with the flight leader and accurately delivered his bombs into the target, destroying one building and seriously damaging two others.

Lieutenant (jg) Richard W. Nielsen, USNR. Awarded for action on 21 Apr 1967 while serving as a wingman in the second bombing element of a coordinated strike group.

During an attack on the heavily defended Qui Vinh highway bridge south of Thanh Hoa, he dived his aircraft into antiaircraft fire, scoring direct hits with his bombs and destroying one span of the bridge.

Lieutenant Edwin O. Rhodes, USN. "For heroism and extraordinary achievement in aerial flight" on 15 Dec 1965 while serving with an attack squadron.

When prevented from attacking the primary target by ground control difficulties, and observing that the secondary target had been destroyed, he began to search for targets of opportunity. He led his flight, successfully damaging a camouflaged ferry, dropping the center span of a railroad-highway bridge and cratering the approach to a smaller highway bridge. He returned to his ship only after receiving heavy damage to his aircraft by enemy ground fire as he descended to identify what appeared to be a transport barge.

Lieutenant Edward P. Szezyler, USN, awarded posthumously. Awarded for action on 5 Feb 1967 while serving with a fighter squadron.

Flying as radar intercept officer in the lead aircraft of a 28-plane strike group, he participated in a successful strike against the heavily defended railroad yards at Thanh Hoa, North Vietnam. He provided his pilot with exact information on radar returns and assisted him in leading the group to a precise coast-in point at the target. At the same time, he maintained aerial surveillance to insure that no Mig aircraft would surprise the bomb-laden planes. He provided vital bomb delivery information at the target resulting in the successful completion of the mission.

Lieutenant Commander Walter S. Wood, USN, awarded posthumously. "For heroism and extraordinary achievement in aerial flight as a pilot of a jet fighter aircraft" on 1 May 1966.

As section leader of four aircraft attacking the Yen Dung storage site, he maneuvered his section to the best attack heading and pressed home the attack in the face of intense enemy fire. The attack resulted in the destruction of three large warehouses, severe damage to seven others and large secondary fires. "LCDR Wood's precise weapons delivery and exceptional courage throughout this attack were in keeping with the highest traditions of the United States Naval Service."

PROUD FATHER—James House admires Silver Star earned by his son, Hospitalman Mike House, in Vietnam.



LETTERS TO THE EDITOR

On the Subject of Pay

SIR: Since the military is paid on a 30-day-per-month basis, why should the 31st day of the month (for which we are not paid) be counted as leave when it falls within a leave period?

During a 20-year period, there's an accumulation of 105 31st of the month days which amounts to three months and 15 days for which a career man is not paid. Still, every time he takes leave during a period involving the 31st day of a month, he is charged for it.

So I ask, has anyone ever considered paying the military on a day-for-day basis or considered dropping the 31st day of the month from the calendar when a member is on leave?—W. R. O., PN2, USN.

• Yes, innumerable times, we're sure. But, military pay rates were established on a 30-day monthly basis by law, primarily for convenience in computing pay.

This means that while you are not paid for the 31st day of a month, you are paid for a full 30 days during the month of February.

Federal law also governs the charge of leave on a day-for-day basis, including the 31st day of the month. Finan-

MINESWEEPING launch steams to another sweeping job during SEATO exercise in Philippine waters.



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.

cially, an enlisted member is entitled to payment of a leave ration if he is on authorized leave on the 31st day of a month, but as far as receiving any salary for that day, that is a matter which will require further legislation.

While on the subject of legislation, it is pertinent to point out that the Navyman has received, by Congressional design and Presidential signature, four basic pay raises since 1963. And now a fifth raise is scheduled for his July pay check.

Furthermore, many Navyman's take-home pay has been boosted since 1963 by legislation that has either created or increased certain allowances and special pays.

These include: hostile fire pay; family separation allowance; hazardous duty pay; retirement increase; flight deck hazardous duty pay; beneficial suggestion awards; \$10,000 government life insurance; variable reenlistment bonus; physicians' and dentists' pay; Cold War GI Bill; Uniformed Services Health Benefits Program; and BAQ.

The list, dollar for dollar, benefit for benefit, could go on almost indefinitely since it is one of the primary objectives of the Navy, the Department of Defense and Congress, to raise military pay to meet the needs of the individual serviceman.

Judging from what has been enacted in the past five years, there's a lot to be thankful for, every day of the month.—Ed.

There Are Many Navy Engineers

SIR: Three cheers for the talented, hardworking engine and boiler room crews you discuss in "On the Ready, Gridley" (ALL HANDS, February 1968). However, I take exception to your calling members of these crews "engineers."

In the professional sense, an engineer is someone who was graduated from college with at least a bachelor's degree in engineering, or who is registered by a state to practice engineering. I think there are some 700,000 professional engineers in the United States, including about 10,000 in the Navy.

To my knowledge, there are only two types of engineers who work around ships. The professional engineer is usually better known as a civil, mechanical, electrical, industrial or some other kind of engineer. He is a graduate of a four- or five-year college curriculum of considerable difficulty. There is also the marine engineer, who often may be found in a ship's engine room. He is most likely a graduate of a maritime academy and holds a three- or four-year bachelor's degree.

With this in mind, I suggest that the Navy very properly uses the names "engineman, machinery repairman, boilerman, etc." to describe the men in ratings who work in the engine and boiler rooms. I say these men are essential in their specialties, but they are not engineers.—J. D. A., CDR, USN (Ret).

• We might be inclined to agree with you (just as we'd be inclined to be on the side of anyone who attempts to be precise in his usage of language); unfortunately, in this instance Webster is not in agreement.

You state: "In the professional sense, an engineer is . . ." You provide authority for your assertion by enclosing a bulletin of the Engineers Joint Council.

As qualified by the phrase "In the professional sense," your statement is, of course, entirely correct. But according to Webster's Third New International Dictionary, 1967 edition (unabridged), the word "engineer" appears to have a much broader meaning.

The first definition refers to an engineer as one who builds engines, which seems logical enough. Other definitions include: "Any person skilled or occupied in some branch of engineering." "The operator of an engine." "A person who runs or supervises engines or other complex technical machinery or apparatus . . . as in engines of a ship."

Your viewpoint also is included as: "A person who is trained in or follows as a calling or profession a branch of engineering (civil, military, electrical, etc.)—in some jurisdictions legally restricted in technical use to a person who has completed a specified course of study and complied with requirements concerning registration or licensing."

This is followed by: "A person engaged in any of various occupations commonly regarded as requiring little skill or special knowledge."

Webster notwithstanding, we most sincerely hope our use of the word "engineer" in connection with "On the Ready, Gridley" has not slighted the engineering profession.

The Navy is proud of all its engi-

neers, including the professionals who have degrees in engineering.

The enlisted men who perspire freely in the engine and boiler rooms, and work with their sleeves rolled up and get their hands greasy and blistered in order to keep our ships underway, are held in particularly high esteem.—ED.

There Are Many Fighting Ladies

SIR: We on USS Yorktown (CVS 10) were surprised by your "Fighting Lady" caption under the picture of USS Bunker Hill (CV 17) on page 27 of your February issue.

There is no doubt in anyone's mind that Bunker Hill was indeed a glorious fighting ship. However, it has always been my understanding that the nickname "Fighting Lady" belongs to Yorktown. As you know, a controversy arose concerning the nickname after the 1945 release of the motion picture "Fighting Lady." The movie contained actual footage taken on Yorktown's maiden voyage into the Pacific in 1943.

Even though Yorktown missed half of World War II, her planes inflicted considerable damage, sinking 118 enemy ships and destroying or damaging 2258 enemy aircraft.

As Public Affairs Officer of today's Yorktown, I can testify that the Fighting Lady's crew has retained the many proud traditions displayed by crews on all the many fighting ladies in World War II.—D. G. Potts, ENS, USNR.

• You are right, of course, in stating that Yorktown is the officially-nicknamed Fighting Lady. However, in using that term as a lead-in to the photo caption, we were not designating Bunker Hill THE Fighting Lady.

Rather, we were, in effect, saying here is one of the many valiant fighting ladies of World War II. A fighting lady.

Not to be reverse nitpickers or anything, but judging from the last few words of your letter, you agree that there are many fighting ladies.—ED.

Beep, Beep!

SIR: In your February Taffrail Talk you imply there might be conjecture as to which of two ships is the real "Roadrunner." You ask the real Roadrunner to step forward.

We of USS William R. Rush (DD 714) are hereby stepping forward—no, streaking forward—to claim our rightful nickname. (beep beep).

We are more than adequately armed to refute the challenge of USS Nicholas (DD 449), or any other ship. In our possession is a copyright license granted by the movie company concerned, officially and legally allowing William R. Rush (beep beep) to "... reproduce and use ... the ... cartoon character ... as part of an organizational symbol or emblem for use on decals, stationery,



THE FIGHTING LADY—USS Yorktown (CVS 10) lays claim to nickname Fighting Lady. She is shown here in current portrait and as she looked in 1943.



greetings and invitations, flag, for decorative purposes, and for other similar purposes. ... " The license gives these rights to William R. Rush only.

The various uses to which Rush has put the ubiquitous bird include Asroc launcher decoration, ship's stationery, and the pennant which is broken from the yardarm after each underway replenishment.

We also have a ship's band known as the "Roadrunners," whose bass drum is decorated with appropriate pictures. A secret concoction from the galley known as a Roadrunner Sandwich is served frequently and always receives accolades from visiting guests. And, of

course, there is the "beep beep" sound heard during alongside evolutions and throughout the ship, which has become a standard trademark throughout the Second and Sixth Fleets.

William R. Rush (beep beep) is proud of its reputation as the official Atlantic Fleet Roadrunner.—B. B. Carlinghouse, CDR, USN.

• We tried to rush forward to congratulate you, but couldn't quite catch up. Seems the duty coyote is on leave. Presumably, you use hydroplanes for those underway replenishments you spoke of. We will not even attempt to guess what your initials stand for, sir.—ED.

LETTERS TO THE EDITOR (Cont.)

Flight Officer Insignia

SIR: I understand that the Navy is considering new insignia for flight officers. If so, what designs are being considered? Will the present Naval Aviation Observer wings still be used?—J. T. O., LCDR, USN.

• A proposal to adopt Naval Flight Officer insignia is on the Navy Uniform Board's agenda. When the board meets, it will select a design from among entries submitted in a Navy/Marine Corps-wide competition.

The board's selection will then be subject to the approval of the Chief of Naval Operations.

After a Naval Flight Officer insignia has been selected and approved, reference to the Naval Aviation Observer wings which now appear in Navy Uniform Regulations will be deleted and the wings will no longer be authorized.

As you probably know, the official title of Naval Aviation Observer was changed in 1964 to Naval Flight Officer and the designators were changed from 135X to 132X.

Since those eligible to wear the Naval Flight Officer insignia (when adopted) will be the same as those qualified to wear the Naval Aviation Observer insignia, the latter will be unnecessary.—Ed.

APL Counterclaims

SIR: According to an article entitled "Home Away from Home" which appeared in the February ALL HANDS, APL 26 was the first ship of its type to arrive in Vietnam.

Not so! I—and many other old Southeast Asia hands—know that APL 55 was the first.

FOR COMBAT—Seaman Clarence E. Bell is presented the Bronze Star with combat device for duty with a river assault squadron in Vietnam. He received the award during a ceremony aboard USS Northampton.



USS Gallup (PG 85)

She arrived in 1966 and was assigned to support duties at Cam Ranh Bay, Da Nang. Later she was fitted for duty with the Mobile Riverine Force in the Mekong Delta.

I would also like to point out that, tough as they are, living conditions aboard APL 26 are probably far better than on the first APL brought to Vietnam.—D. C. L., YN1, USN.

• ALL HANDS did repeat the claim of APL 26 that it was the first auxiliary personnel lighter to arrive in Vietnam, but please note that the statement was the opinion of the men who lived there. So far as ALL HANDS is concerned, nobody is first until his claim can stand up under the scrutiny of the Fleet.

Despite our skepticism concerning firsts and other superlatives, we are still willing to pass on the high opinion of others when the claim they advance could conceivably be valid. Such opinions, however, are labeled as such and not passed to our readers as the official word.

Concerning your statement with regard to the relative comforts to be found in APL 26 and other vessels of its type, we might as well face facts.

We agree with you that no APL is going to win blue ribbons from the hotel industry for luxury accommodations.—Ed.

Still More on 18-inch Guns

SIR: Your article on the 18-inch guns in the Letters to the Editor section of the February issue appeared to be quite comprehensive, but I think you may have overlooked one small (relatively small, that is) point.

You stated that, to your knowledge, no Japanese 18-inch gun had been preserved. While a midshipman I visited

the Japanese Naval Academy across the bay from Kurie, Japan. I believe I saw an 18-inch turret mounted on the waterfront. How about it?—K. A. T., LT, USN.

• You are right in part. Additional investigation by the Curator for the Department of the Navy has indicated that there is one 18.1-inch gun barrel from Yamato at the Kure Recruiting Center at Etajima. It was presented in 1960 by Mr. Kozu, President of a local chemical manufacturing company.

This brings up a point we believe to

TWO AWARDS—LCDR George G. Rowell receives second DFC and also Bronze Star Medal in ceremony at Naval Air Station, Twin Cities.



be well worth mentioning. As a little-known and little appreciated fringe benefit, the Navy has at its disposal a most remarkable research service in its Division of Naval History.

For example, when we received your letter, we promptly forwarded it to the Curator for comment and information. He, in turn, consulted various sources at his ready disposal only to learn that nothing was published on the subject.

He thereupon contacted the Japanese naval attache who very kindly offered to send a message to the Headquarters of the Japanese Maritime Self Defense Force inquiring as to the location of any such guns or turrets.

The answer is to be found in the first paragraph of our reply.

No matter how far out some of our queries may be, the Curator rarely fails to come up with the correct answer. —Ed.

Sea Duty Commencement Date

SIR: When a man is transferred from a sea duty command to a service school for duty under instruction, which will last more than 20 weeks, and then is transferred to another sea duty command, will his sea duty commencement date be adjusted or unaffected?—R. A. C., PN3, USN.

• In this case, his sea duty commencement date would be unaffected by

his temporary assignment to school. This is guaranteed under paragraph 3.15b of the Enlisted Transfer Manual which states: "once a man commences a sea tour, later permanent reassignment at sea or temporary assignments to other sea or shore activities never change the original sea duty commencement date . . ." except, of course, where certain other conditions prevail as noted in the Manual.

Keep in mind that although an individual is assigned to a school for instruction, he is not on a tour of shore duty, and his sea duty commencement date neither changes nor is terminated when he is made available for further assignment. When he reports to his new sea command, he retains his original SDCCD. —Ed.

The Old New Jersey

SIR: I note that *New Jersey* (BB 62) was recently recommissioned. This information carries my memories back over a half-century to another *New Jersey* (BB 16), when it was my pleasure to serve in the old battlewagon.

It was in the spring of 1911, *uss Rhode Island* (BB 17), fresh from completing target practice off the Virginia Capes, was easing her bulk through a light fog in the outer Boston Harbor. Destination: Boston Navy Yard, where *Rhode Island* was to undergo a three-



USS Truxtun (DLGN 35)

month overhaul. The crew was looking forward to good times ashore around old Scollay Square and other favorite haunts of the good old days.

And then the grapevine sprang a leak. Rumor had it that instead of three months in Boston in *Rhode Island*, we (the crew) were to be transferred to *New Jersey* which was just completing a stay in ordinary at the same yard.

The rumor proved to be true and in increments of three intermediate drafts, approximately 60 per cent of *Rhode Island's* crew were transferred to *New Jersey*, moored on the opposite side of an old wooden dock.

That transfer was the shortest distance—and the most economical—of any ship-to-ship transfer I ever made. On the day of the first draft we mustered on the quarterdeck of *Rhode Island* after evening chow with bags and ham-

GRACEFUL MOTION—Great maneuverability and speed give PBRs versatility.





OLD NEW JERSEY (BB 16) underway after alterations in 1911. Rt: Members of battlewagon's crew pose on deck.

mocks. After muster we shouldered our earthly possessions and filed down the after gangway of *Rhody*, crossed the dock and stumbled up the gangway to *Jersey*, where we mustered again and were issued our billets. The transfer was completed at the cost of not even a five-cent trolley ride to a railroad depot.

Jersey was as nearly a sister ship to *Rhode Island* as sister ships could get. Both were built at the same yard in the quagmire near Quincy, Mass., at the same time, with identical specifications. All we had to do was pick up our new billets and we were ready to go to sea in the reconditioned *Jersey*.

New Jersey joined the Atlantic Fleet in the summer of 1911, cruising off the New England coast and the southern drill grounds. In the winter, the Fleet assembled in Guantanamo Bay to maintain a longstanding schedule of intensive training which covered everything from athletic events and landing force operations to preliminary training for long-range battle practice off the Virginia Capes.

In the summer of 1912 a revolution had broken out in Cuba. The Cuban constitution provided that the U. S. lend a hand, if necessary, to protect life and property. The Third Division battleships, consisting of *uss Virginia* (BB 13), *Nebraska* (BB 14), *Georgia* (BB 15) and *New Jersey*, stood by at Key West in case they should be called.

The insurrection failed within weeks, with the president of the island republic retaining his position. The extent of *New Jersey's* participation consisted of training maneuvers on a beachhead near Key West by our landing force battalion. After this flurry of excitement, Third Division battleships returned to exercises with the Atlantic Fleet.

Came November 1912. Again the crew of *Jersey* was due for an overhaul period. Did we get it? No.

The grapevine again sputtered during the night of 8 November and the following day 400 of the crew were dispatched via special train from Boston to League Island Navy Yard at Philadelphia, where the armored cruiser *Montana* (ACR 13) awaited us with a

dock full of dry stores and lighters loaded with coal.

Montana, in company with *Tennessee* (ACR 10), had sailing orders to leave for the Med within 48 hours.

There was a war going on between Turkey and the Balkan states, and our Mediterranean fleet at the time consisted of one converted yacht—*Scorpion*. (See *All Hands*, pg 28, January 1959; pg 26, 27, August 1961). Obviously, our Mediterranean Fleet needed support and it fell to a portion of *New Jersey's* former crew to provide it. I was a portion of that crew.—R. R. Myers, EMC, USN (Ret).

• Thank you, sir, for bringing such a fine ship as the old *New Jersey* to the attention of our relative youngsters of today. You tell of a part of our Navy that they will never know.

For their information, we might add that BB 16 was a part of the Great White Fleet that circumnavigated the globe 1907-09; participated in World War I; and ended her career in the early '20s, when her name was stricken from the list of active duty ships.—Ed.

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

Superintendent of Documents
Government Printing Office
Washington, D.C. 20402

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

NAME _____
ADDRESS _____



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

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

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



Navy Divers Make Good Teachers

SOME 150 fifth and sixth grade students of Rena B. Wright elementary school in Chesapeake, Va., were given a demonstration of deep-sea diving gear by divers of the Atlantic Service Force salvage ship *USS Escape* (ARS 6).

During the demonstration the diving team related the history of diving and told of the hazards and how to avoid them. They showed the schoolchildren how the deep-sea diving rig, scuba and light-weight shallow water gear are operated. After the

presentation the students enjoyed a closeup look at the diving gear, trying on such parts as scuba masks, deep-sea hard hats, and flippers.

In connection with the visit of the Navy diving team the schoolchildren had painted murals illustrating the ocean and perils of the deep. Following the show a party was held for the Navymen that featured a cake decorated with divers and sea life.

The diving team from *Escape* was headed by Ensign S. G. McMullin. Members included J. C. Patterson,

Jr., EM1, USN; H. Williams, III, IC3, USN; and T. R. Perales, SN.

Clockwise from Upper Left: (1) Seaman Terry R. Perales shows students how his deep-sea diving helmet works. (2) Wet suit and scuba diving gear are demonstrated to fifth and sixth graders by diving team from *Escape*. (3) Electrician's Mate 1st Class shows youngster how to inflate a life jacket by puncturing its gas cartridge. (4) Young scholars listen attentively as Navy diver tells them about working underwater.



TAFFRAIL TALK

TODAY IN VIETNAM, U. S. naval actions are making tomorrow's history. The data which makes up this history is being compiled daily by the Naval History Division of the Commander in Chief, U. S. Pacific Fleet's staff at Pearl Harbor, Hawaii.

Sorting through more than 1000 messages a day, in addition to various other forms and reports from the combat zone, the division compiles statistics and data into a monthly report. This report is then distributed to nearly 300 Pacific ships and commands for reference.

The report contains information on logistics, air and surface strikes, damage, and number of planes downed.

At the end of the calendar year, the monthly reports are condensed even further into an annual report sent to more than 1000 ships and commands informing them of the action in Vietnam.

But action in Vietnam is not the sole content of the annual historical report. Also included in the publication are major naval operations and exercises of interest to all Navy commands. The report takes in all naval action in the Pacific area.

Compiling this report is long, involved work. After sorting through some 30,000 messages a month, the division condenses the information for publication. No computers are used. The statistics are compiled by adding machine and pencil.

The monthly report runs an average of 125 pages, while the annual publication is more than 200 pages in length.

The division was formed in mid-1966 with a minimum staff and now consists of five officers and three enlisted men.

The work of these eight men is of use today, but will be of even greater value in years to come. It will afford scholars and historians the chance, sometime in the future, to survey the story of Vietnam without the years of research usually required.

* * *

Our more perceptive readers will note a fresher, more down-to-earth approach in many of our feature stories during recent months. We would like to think it's because of the new type of journalists, who have found that the Navy offers them a satisfactory career in their chosen profession.

Tim Leigh is a good case in point. He's a Navy reporter, working in the field. You'll find two of his stories in the April 1968 issue. You'll also note that he's a young man who knows where he's going.

On page seven, as a seaman-journalist striker, he tells of the work done by *uss Windsor* (ARD 22) in Subic. On pages 16 and 17 he proves that he's on the way up and, this time as Journalist 3rd Class, he describes how the paramedic team at Subic came to provide instruction to search and rescue teams of the Seventh Fleet.

He provided text and photos for the *Windsor* article; then teamed up with Ken Dalecki, SN, who took the shots of the paramedic team. Look for more articles and photos from these and other contributors in the Fleet. And why not write in with the story of your ship or unit?

The All Hands Staff

The United States Navy Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

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: FIRE BEWARE**—Asbestos-suited firefighter stands at the ready with the business end of the Navy Twin-Ball Fire Fighting Unit during flight operations aboard *USS Ranger* (CVA 61).



THE STAR SPANGLED BANNER



**SYMBOL OF
Our Heritage
and
Responsibility**