

# ★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

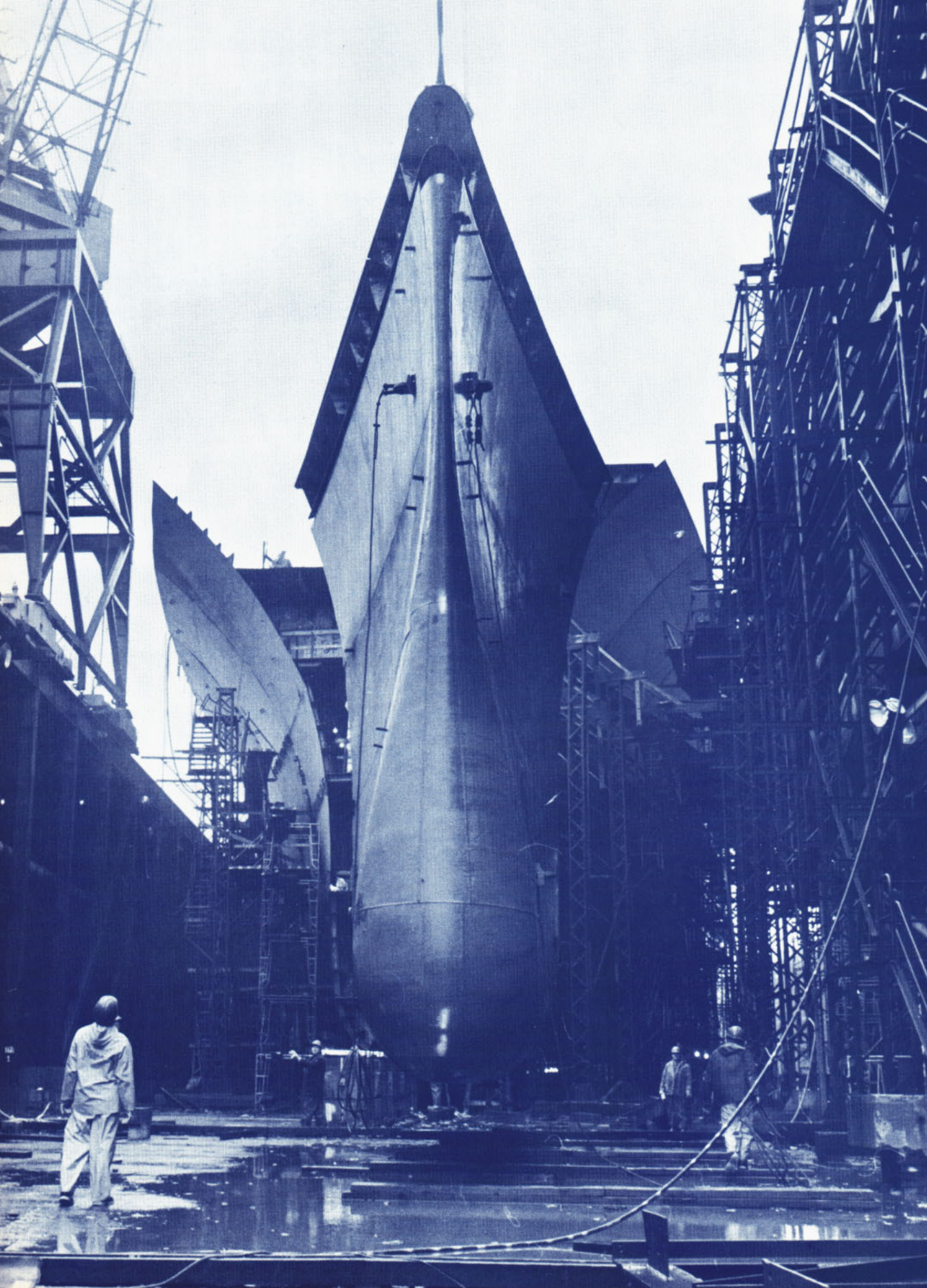


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SEPTEMBER 1968









# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

SEPTEMBER 1968

Nav-Pers-O

NUMBER 620

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• **AT LEFT:** SHIP SHAPING UP—Lower bow section of ammunition ship *USS Butte* (AE 27) is lowered into place by shipyard riggers at Quincy, Mass. The new AE was launched this summer and is slated for commissioning in January 1969.

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



**A** U. S. NAVY vessel makes her way slowly toward a rendezvous off the northern coast of South Vietnam. Running quiet and dark, her gray hulk is softly silhouetted against the faint moonlight. The only sound, the steady hum of her engines. The only illumination, the dull glow of her red night lights. Eerie reflections from the lights accent the seriousness of the Captain's face as he prepares for battle.

At dawn she springs to life.

"General Quarters. General Quarters. All hands man your battle stations," blare the ship's loudspeakers.

The boatswain's pipe shrieks. "Crews man your craft."

"Ballast control prepare to take her down," comes the order over a telephone headset.

## 'Crews

A horn sounds. "Stand by to launch."

Stand by to launch? Take her down? Is it a carrier, or a submarine? Neither. The amphibious transport dock *USS Cleveland* (LPD 7) is beginning a landing operation.

*Cleveland* regularly ballasts down her stern in the same way a sub dives into the sea. Once her stern is down she launches her landing craft and amphibious tracked landing vehicles

**WELL DONE**—Landing craft and amtracks leave flooded well deck of *USS Cleveland* during amphibious operation.







MOTHER TO MANY—USS *Cleveland* (LPD 7) has capability to launch waves of amphibious craft from her well deck.

# —Man Your Craft'

(amtracks), spitting them out of her well deck like so many watermelon seeds.

Making a full 20 knots and running parallel to the beach, *Cleveland* hurls the amtracks into the sea at spaced intervals. Already lined up in the boat lane, the vehicles make their turn on signal and head for the beach. Once ashore the embarked Marines will begin ground operations against enemy positions.

"When those amtracks cross over the sill, it's like being catapulted from an aircraft carrier," remarked one embarked Marine. "Once they hit the ship's wake they just take off flying."

**B**ECAUSE THE SHIP has reduced maneuverability while ballasted down, it is important that she get down, launch her craft, and recover her stern as fast as possible. Forty-two ballast tanks, five air compressors, and a master control room help her do this.

The ship is ballasted by flooding selected tanks through hydraulically operated sea-ballast valves. As the water rushes in, the air in the tanks escapes into the atmosphere through motor-operated vent valves.

"We can take her down a foot a minute," said Shipfitter 2nd Class Dale W. Lyons, "and bring her up just as fast. This may seem slow to submariners, but it only takes four

feet of water to launch the smaller boats. Five and one-half feet is enough to launch the larger utility landing craft and amtracks."

Lyons is the petty officer in charge of the Ballast Control Room, the nerve center for all ballasting operations. From there, the 25-year old sailor controls each evolution, operating a control console that stands 10 feet high and 15 feet wide.

Buttons operate the sea-ballast, air blow, and vent valves. Indicator lights show the position of the valves, and what motors and air compressors are running. A draft gauge system provides a continuous indication of the ship's draft from bow to stern, as well as the depth of the water in the well deck.

When the time comes to deballast, Lyons presses various buttons, and vent valves close as air-blow and sea-ballast valves open. Twenty pounds per square inch of air pressure from the compressors forces the seawater back through the sea-ballast valves, and the ship rises to the desired level.

**T**HE CONSOLE was designed to be operated by three people. Lyons works it by himself. "At first I was afraid of all those buttons and lights," said the nine-year Navyman, "but now it seems as natural as breathing."

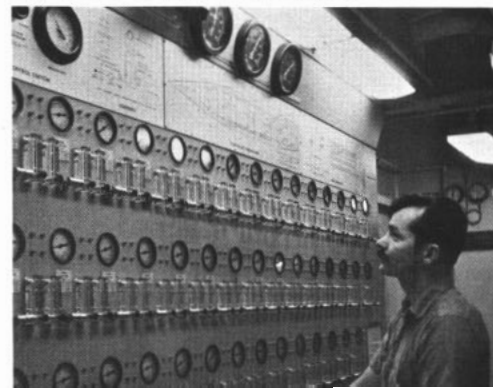
Lyons has two helpers in the control room. He uses them as telephone headset operators, one with a direct circuit to the ship's bridge, and the other a direct circuit to the well deck crew.

"With two phone talkers on different circuits," he remarked, "we have constant communications with both places and don't have to worry about a busy signal."

As soon as *Cleveland's* Marines are ashore, she begins to launch utility and mechanized landing craft filled with ammunition, jeeps, trucks, tanks, and other support equipment.

When the operation is completed, she will reload everything she has launched and make her way to the next rendezvous, where she will have another opportunity to take her down.—Dick Benjamin, JOC, USN.

ON THE BOARD—D. W. Lyons, SF2, USN, mans controls of Ballast Control Room console of *Cleveland*.





COMING HOME—An A-1 Skyraider returns to Seventh Fleet USS Coral Sea (CVA 43) following mission in Vietnam.

## PIPED ASHORE: OUT ON

**T**HE SUN WAS SETTING over Tonkin Gulf. It was a tropical evening in mid-February, 1968, and the last A-1 Skyraider to fly into combat from a Navy ship settled on the flight deck of *uss Coral Sea* (CVA 43).

At the controls was LTJG Theodore D. Hill, Jr., of Attack Squadron 25. He had just completed the A-1's final combat mission, supporting troops at besieged Khe Sanh.

It was fitting that the end of com-

bat for the A-1 should come aboard *Coral Sea*, and with a VA-25 pilot in the cockpit, because both this ship and the squadron played major roles in the first Navy showing of the plane more than 20 years before.

That was in 1947 when the squadron (then designated VA-65) received the new Skyraiders off the assembly line in El Segundo, Calif. Their pilots regarded the bulky-looking aircraft as the "big, husky war-bird," well designed to give close air

support to the troops in the field.

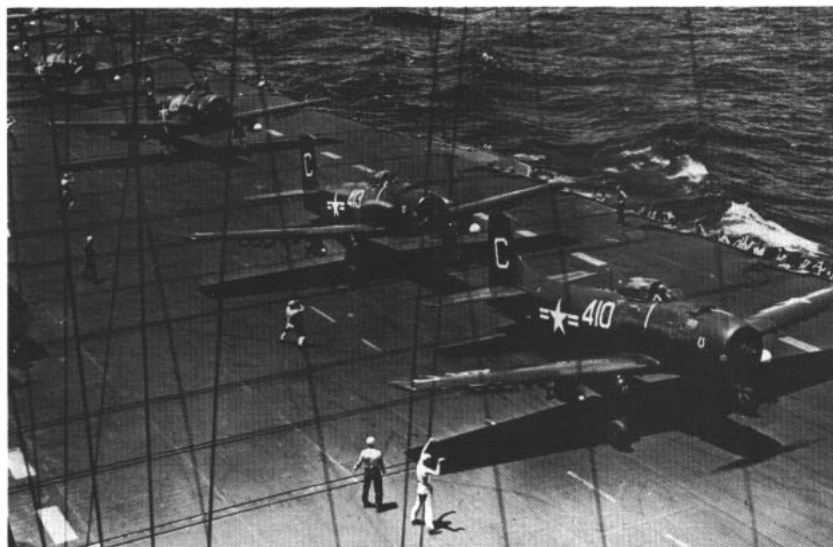
As soon as the plane became operational, the squadron moved aboard *Coral Sea*, then the newest of the Fleet's flattops. Their relationship over the next two decades was to be closely bound by the fact that on the ship's maiden voyage, the first launch and recovery of aircraft on her deck was made by a Skyraider, piloted by Commander (now Rear Admiral) Paul D. Buie.

From a historical point of view, the Skyraider pattered into the space-age on a single propeller at a time when carriers were being bedecked with sleek, swift jets. Her somewhat out-moded appearance prompted jet pilots to call her the "Spad," after the famous World War I biplane, the French Spad (named from the initials of the Societe pour Aviation et ses Derives, by whom it was built).

**W**HAT THE LATEST SPAD lacked in speed and beauty, she made up for in stamina and strength. Even as the first jets became obsolete, giving way to newer, faster models, the A-1 hung on. She kept on pattering. Before long, ridicule towards her changed to respect.

The Skyraider first tasted combat in 1950 when VA-25 flew from the deck of the carrier *Boxer* (CV 21) to strike targets in North Korea. It

FIRST CRUISE—Skyraiders line the flight deck of *Coral Sea* as they prepare to take off during the new carrier's shakedown cruise in January 1948.







SPAD has completed its mission.

## TWENTY

was also the A-1 that flew cover for the United Nations forces that evacuated Hungnam in the early months of the conflict. In all, *Skyraiders* made three Korean cruises aboard *Boxer* and the carrier *Philippine Sea* (CV 47).

Ten years passed, yet the A-1's usefulness continued to grow as South Vietnamese pilots were trained to fly them.

Soon afterward, *Skyraiders* flown by Navy pilots joined the fight in Southeast Asia, striking communist supply depots and troop concentrations in the south. They also went to the forefront when air strikes were ordered on North Vietnam. It was then, however, the image of the *Skyraider* Spad began to fade.

In the decade that had passed since Korea, communist air defenses had made some substantial advancements. The plane's slow speed made it too vulnerable a target.

**F**OR A TIME, the *Skyraider* held her own in the southern panhandle of South Vietnam, hitting supply depots and bombing material moved by boat, rail and highway to Viet Cong and North Vietnamese troops fighting south of the DMZ.

Her days of combat flying for the Navy, however, were numbered. Commander C. E. Church, Com-



READY TO GO—Assistant catapult officer waits hookup of A-1 *Skyraider*.  
Below: Pilot mans his plane while readying for mission over the Tonkin Gulf.





KOREAN ACTION—SPADS from USS Boxer (CV 21) return from mission and receive signal for take-off back in 1951.

manding Officer of Attack Squadron 25, explains why:

"We were simply too slow. Until October 1966, the Spad was just another airplane in the struggle over North Vietnam. We pretty much had the same targets in the lower areas of the country as the jet squadrons had, and we did the job equally as well. But, when the enemy installed his missile sites, he drove us out because of our slower speed."

The end hadn't come just yet, however. The Spad wasn't finished. She stayed in the fight as part of the Rescue Combat Air Patrols. In this capacity, the A-1 would launch with each strike group, but rather than move to within AA or SAM range,

she would orbit just off shore where she stood ready to lend a hand if a strike pilot was forced to ditch. Her job then was to escort a rescue helicopter to the recovery scene and remain as a cover until the pickup.

One VA-25 pilot remembers those RESCAP missions were not as exhilarating as the combat strikes, but they did generate a sense of pride within the squadron. "It was a most satisfying experience, knowing that you've helped get a compatriot out and back to his ship or base," he said.

**A**LTHOUGH THE *Skyraider's* primary mission in connection with flights over North Vietnam had been changed, she made one final strike

above the 17th parallel on 16 February. A flight was sent to the northern edge of the DMZ to hit artillery sites harassing U. S. ground troops dug in a few miles to the south. Four days later, after a last strike on enemy forces around Khe Sanh, the A-1 *Skyraider* landed on *Coral Sea*, folded her wings, and settled into the ship's hangar bay.

"Nostalgically, we hated to see the Spad go," said CDR Church, recalling that last flight, and the day —10 April—when the plane was officially placed out of commission at Lemoore, Calif.

"But," he concluded, "since it prevented us from playing more than a limited role out there, in that light we were happy to get rid of it and pick up something that'll get us back into the mainstream."

DECK ACTION aboard *Coral Sea* prepares since retired *Skyraiders* for launch.



**T**HAT SOMETHING is the Navy's newest jet, the A-7 *Corsair II*, which the squadron switched to this spring after returning to the West Coast. In the A-7, the seasoned prop pilots will have the opportunity to resume their role as strike pilots upon return to Vietnam. Furthermore, they will continue to carry on the distinction of flying a plane that can stay aloft longer and carry a heavier payload than most Navy jets in combat today.

It seems fitting that these characteristics should remain unchanged in honor of the bulky Spad which created the squadron's spirit of endurance more than 20 years ago.

—Jim Lea, JO1, USN.

Photos by Jean Cote, PH1, USN.



# LAB IN THE SEA

**B**Y THE 1970s, teams of scientists may be working a mile beneath the ocean surface for 30-day periods in fully equipped oceanographic laboratories.

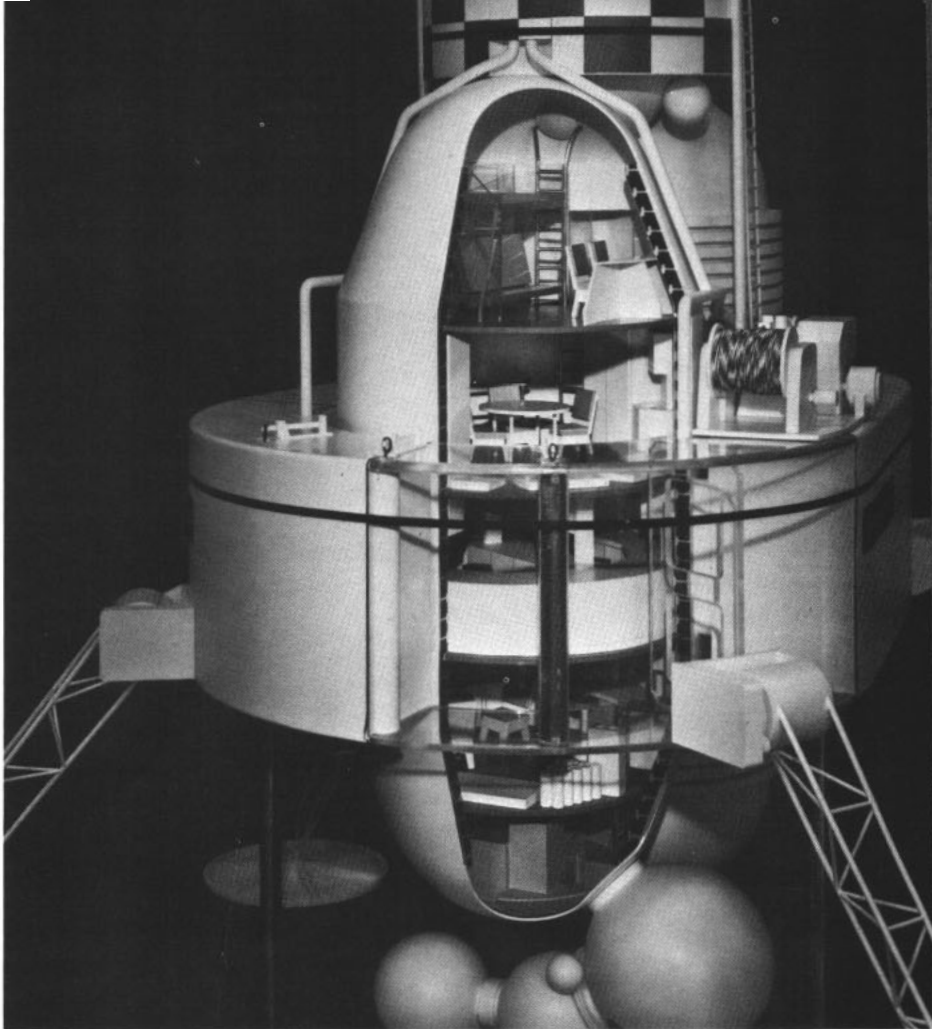
The scientists' ocean laboratories will be called manned underwater stations. A "conceptual contract" for the development of such a station has been awarded by the U.S. Naval Civil Engineering Laboratory (NCEL). As conceived under this contract, the scientific station will provide a shirt-sleeve environment for five scientists at depths to 6000 feet in the open ocean. It will be an operating platform from which scientists can accomplish useful work on the bottom and in the water column.

The station will be composed of two vertical cylinders resulting in a vehicle 42 feet long, 48 feet high and 30 feet wide. One of the cylinders will house a power plant, using an umbilical cable to the shore or surface. The scientists will live and work in the other cylinder. Laboratory space will be provided on two decks, and a third deck will be used for berthing and living quarters. A fourth deck is provided for station operation and control.

From the station, scientists will be able to observe undersea environments either directly through viewports or indirectly by closed circuit TV. They will be able to collect samples with a manipulator and bring them into the station's pressure envelope through a lock-in/lock-out system. A small drone is envisioned for extended observation.

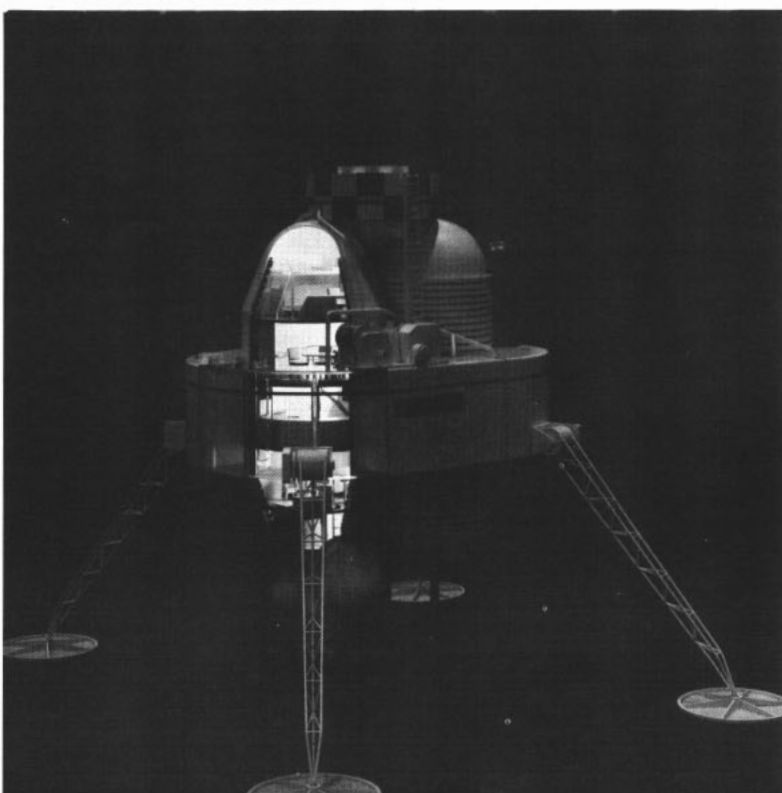
In use, the station will be positively buoyant and tethered from an anchor. All equipment that could become entangled will be jettisonable. Additional droppable ballast also is incorporated in the design. A connecting sphere between the two hulls will provide an escape trunk feature similar to that used on modern submarines. Emergency life support and power will be available.

The manned underwater station project is tied in with other ocean



engineering operations concerned with ocean exploitation. For example, the deep submergence rescue vehicle being developed and built for submarine rescue operations can

be mated to the station. Communications from the station to submerged vehicles, surface vehicles, land-based stations and even orbiting satellites is being considered.





ANGEL MEN—Copter pilot LTJG E. L. Murphy, R. B. Marks, PR1, USN, and R. A. Cantrel, AN, USN, check "angel".

# Angel Driver

**T**HE YOUNG lieutenant walked across the carrier deck with the quick, light step of a man who was sure of himself. As he passed, others would nod, slap him on the shoulder or stop for a brief conversation. It was all very friendly—just like a familiar neighborhood.

When the lieutenant reached his aircraft, however, his manner became precise and professional and, unlike most men going to work, he hoped his day would be uneventful.

The reason was simple. The lieutenant was an "angel" driver. His job was to hover near his ship like a guardian and rescue anyone overboard during launch and recovery operations.

The lieutenant's helo is outfitted especially for its role and, during the past three years, his squadron has rescued well over 300 people, almost a third of whom were from merchant ships in the China Sea.

**ON THE JOB**—"Angel" from USS Bon Homme Richard delivers chaplain.



During the carrier's launch cycle, the angel is the first plane to take off. In the air, it takes a position off the bow or stern and stays there until all planes have been recovered for that cycle.

When the carrier isn't engaged in flight operations, the helo crew is busy delivering cargo to men and units of the Seventh Fleet—cargo which includes letters from home.

**MISSION complete, LTJG Murphy leaves bird, walks down flight deck.**



There is no rest for the lieutenant and other members of his squadron on Sunday, either. Then it transports chaplains from one small ship to another for religious services. When the lieutenant is on this duty, his plane becomes known as a holy helo—not a far cry from the weekday angel.

Although angel drivers don't experience the heady feeling of unlimited speed and power frequently felt by jet pilots, one look at a rescued man's expression compensates for much.

The angel drivers try to make their choppers airline comfortable for the well soaked men they rescue from disaster. For example, coffee is served aboard—but not by stewardesses. Everyone on board the angel has brawny arms and a deep voice but somehow even they look pretty good to a guy who has just been pulled from the sea.—Story and photos by Donald Grantham, PH1, USN.

**READY TO GO**—Pilot readies for takeoff during flight operations.





# LIGHT WATER PASSES TOUGH TESTS

**F**IVE THOUSAND GALLONS of flaming jet fuel was completely extinguished in 75 seconds at NAS Miramar, Calif. It wasn't a disaster that was averted. It was one of the Navy's largest test fire demonstrations of "light water."

The product of science, industry and firefighting know-how, the new extinguishing agent proved to be more effective than other firefighting materials.

Spectators watched as two Navy crash rescue trucks rushed to the 145-foot-diameter pit, where columns of smoke and flames billowed to several hundred feet, and began spraying "light water" from turret nozzles on the trucks.

Within seven seconds a pathway had been cleared through the flames to the cockpit and fire rescue men in aluminized fabric suits released the canopy of the jet fighter hulk in the center of the test fire.

The rescue team removed all harnessing and other gear to prevent further injury to the "pilot," a 190-pound dummy wrapped in asbestos cloth, and carried the "aviator" away from the fire scene to a waiting ambulance.

While one crash truck concentrated on the aircraft, the other moved around the perimeter of the fire to extinguish the flames completely.

The test was conducted by the Naval Air Systems Command, in conjunction with NAS Miramar firefighting personnel, to demonstrate the application of "light water" from crash trucks to combat aircraft fires at shore stations and aboard ship.

This demonstration was the last in a series of 24 test fires which started at the Naval Air Station earlier this year, under the direction of



**LIGHT WATER AT WORK**—Firefighters at NAS, Miramar, Calif., demonstrate use of new light water fuel firefighting system that will be joining the Fleet.

Miramar Fire Chief Don Huber, to determine equipment and manpower needs for the Navy.

The Navy is using "light water" at selected Naval Air Stations and will soon extend it to cover all Naval Air Stations throughout the world. Helicopters are also being equipped with "light water" firefighting units to enable them to fly to the scene of an aircraft fire and extinguish it while hovering above.

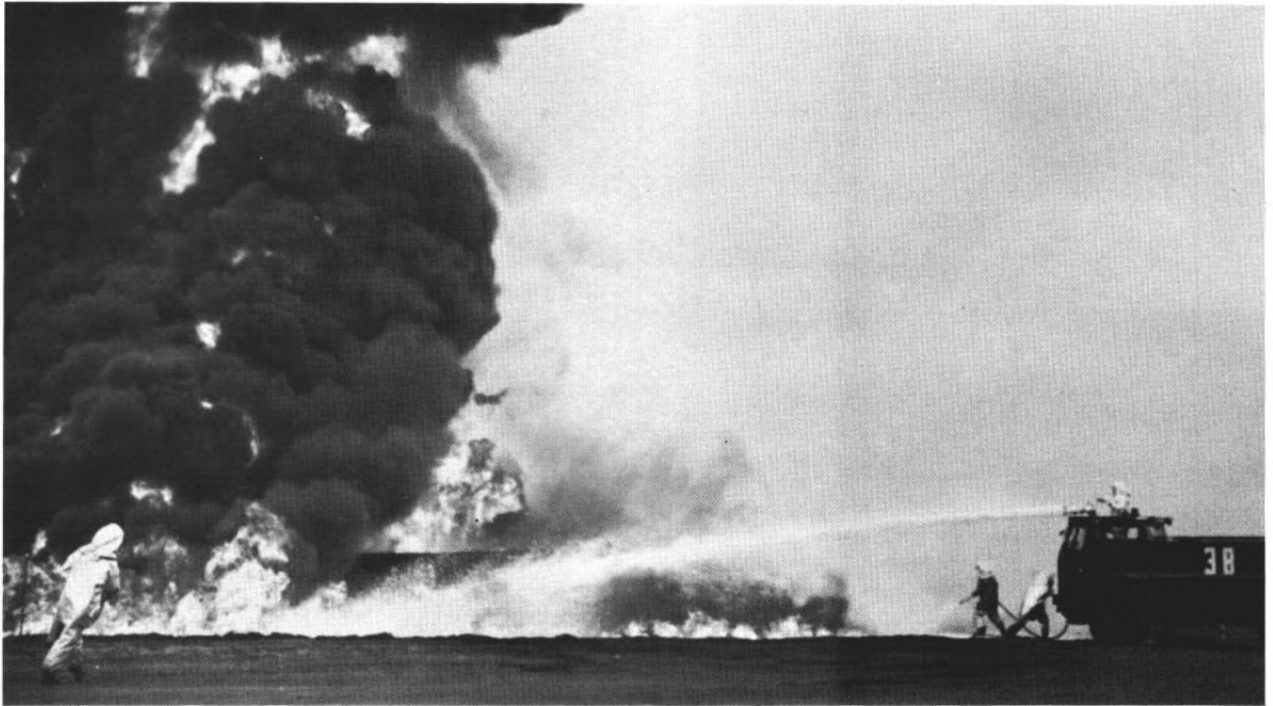
"Light water" is the result of a research program that began eight years ago.

"We went through 200 different

compounds before we found what we were after, and it's fantastic," says Dr. R. L. Tuve of the Combustion Compression Research Center at the Naval Research Laboratory.

The chemical gets its name from the fact that water treated with detergent-like fluorine actually floats on top of liquid hydrocarbon such as gasoline or kerosene. Plain water is not effective in fighting liquid hydrocarbon fires because water sinks to the bottom while the petroleum fuel, which floats on top of the water, continues burning.

"Light water" foam creates an air-



**FAST FIRE WORKERS**—A team of Navy firefighters put out five thousand gallons of flaming fuel in 75 seconds during a demonstration of 'light water' firefighting equipment held at NAS Miramar.

tight film over the fuel that seals the surface to prevent fumes from reignition. This seal is much more durable than that formed with pro-

tein foam, the most widely used agent for fighting such fires.

In a recent test, protein foam and "light water" were used to quench

two identical fires. It took protein foam more than three minutes to do the job, but "light water" had the fire out in one minute and 20 seconds.

"Light water" may be used with seawater, making it compatible with present shipboard firefighting systems.

The Naval Research Laboratory and the Naval Ship Systems Command are currently developing and testing means to insert the agent into existing flight deck washdown systems, so that the entire flight deck can be flooded with the extinguishing agent. Such an agent also leads the way to meeting shipboard fire extinguishing needs below decks against petroleum fuel fires.

uss *Franklin D. Roosevelt* (CVA 42) will be the first carrier to have a "light water" spray system built permanently into its flight deck. The equipment will be installed during the coming year at the Norfolk Naval Shipyard.

"Light water" was previously tested aboard *uss Independence* (CVA 62). (See *ALL HANDS*, March 1968, p. 2.)

As an interim measure mobile "light water" units are being used on flight decks of carriers operating from Yankee Station in the Gulf of Tonkin.



**WATER WASHDOWN**—Aircraft carrier *USS Independence* (CVA 62) floods her deck as she pumps 'light water' through her water washdown system during a series of firefighting tests aimed at finding better means to control flight deck fires.





GROUNDLED—Crewmen on beached LCM pump water from the WW II landing craft during salvage exercises.

## How to Become a Salvage Expert

**B**EFORE DEPLOYING to WestPac, Service Force tugs and salvage ships must undergo rugged, realistic salvage training.

It begins at Pearl Harbor's Middle Loch. Then comes an operation in the sometimes violent Molokai Channel off the island of Lanai, Hawaii.

The training is provided by Pearl Harbor-based Service Squadron Five.

In the first phase of training, an assisting ship beaches and sinks a World War II-vintage medium landing ship (LSM) in shallow water. On short notice, a call goes out to the student ship to come to the scene, refloat the craft and pull it off the beach. This operation requires the use of divers and usually involves most phases of salvage work except laying beach gear.

The second phase of the training is much tougher. It involves laying beach gear, hooking up to an old fuel storage ship which was owned by a local pineapple company and went aground off Lanai in the tortuous Molokai Channel.

Unable to salvage her, the company turned her over to the Navy. Although her hull and decks are

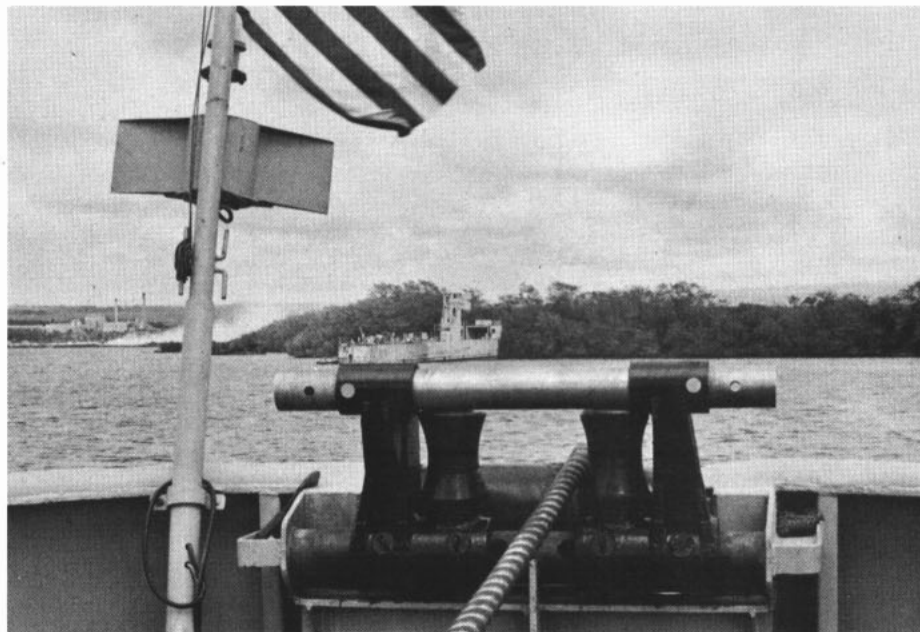
made of sturdy concrete, her metal fixtures are completely rusted through.

The student ship hooks up to the hulk with a tow wire and then pulls on it to see how well the anchors

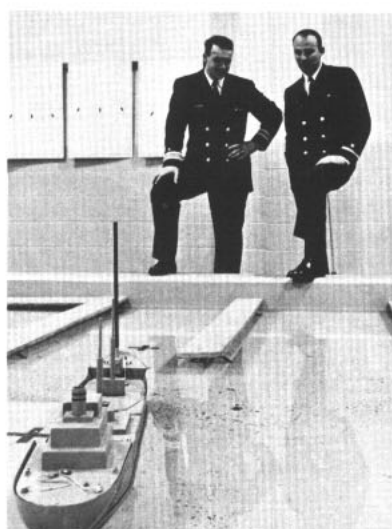
hold. It is only a procedural test, as the hulk is considered an immovable object when being pulled on by only one ship at a time.

ServPac tugs demonstrate continually that they have lots of pull.

FANTAIL VIEW shows LCM prior to pull that will slide her off the mud.



# FLEET TRAINING TANK



**T**HE NAVY has developed a training tank in which junior officers can learn to maneuver ships under conditions found both at sea and in port.

The 40-foot square tank is located at the Atlantic Fleet Training Command Headquarters at the Norfolk Naval Station. It is scaled to represent several square miles and four scale model ships can be operated at the same time.

The tank is complete with structures such as piers, a breakwater, an island, a lighthouse, a bridge and a channel with markers—all of which can be moved to vary the problems.

The ships which ply the waters of Norfolk's tank include *Dealey* and *Buckley* class destroyer escorts, a guided missile destroyer and a single screw cargo ship.

Each model can receive radio signals on a receiver connected to a battery-powered engine. The engines have a built-in delay to simulate actual operating conditions.

A prospective OOD can practice maneuvering his ship in and out of a harbor, away from a pier or in situations at sea—all under the watchful eye of a qualified senior who is there to train and advise.

Each ship using the tank supplies its own qualified OOD to train and give advice to its prospective OODs.

Officers using the trainer walk away with nothing but praise for the training. "Not only does it give me the chance to develop my shiphandling skills, it also gives me more confidence when I have to take the conn at sea," one officer commented.

**PHOTOS AT LEFT:** (Top) Junior officers of the attack transport *uss Monrovia* use the training tank and a model with handling characteristics similar to *Monrovia* during training session. (Middle left) Use of rudder is being explained by instructor to a prospective underway OOD. (Middle right) Future OOD gives commands and the ship model responds much the same as its full-sized counterpart. (Below) Radio console of the trainer controls the movements of model ships using the same directions and time lapses as those onboard real ships.

—Photos by C. V. Sneed, PH2, USN.

**ALL HANDS**





NAVY TANKERS—Tank driver controls robot. Rf: QM-56 mobile land drone slows for turn and another run.

## DESERT TANK CORPS

**WOULD YOU BELIEVE**—a Navy Tank Corps?

Such an improbability does exist at the Naval Auxiliary Air Station, Fallon, Nev., a training base for southeast Asia-bound jet pilots.

There, in the heart of a desert target range, operates a fleet of remote-control QM-56 mobile land drones, more familiarly described as modified tanks.

Used as moving targets for jet fighter strafing and bombing practice, Fallon's Desert Tank Corps races over the sandy scene in a cloud of dust, zigzagging back and forth

across a giant bull's-eye as armed jets zero in on them.

The attackers, grouped usually in flights of four, take turns dropping one bomb at a time on the elusive targets that are guided by electronic impulse from a control unit set-up in nearby spotting towers.

Here, also, is where each pilot's score is tallied as the exploding bombs send small white clouds of smoke skyward. While a direct hit is not enough to completely demolish a tank, it will send the dust raiser to the garage for repairs.

Before assuming its target role,

each tank has its gun removed and replaced by a wooden frame covered with household window screen. As a visual aid to the pilot, each tank is also draped with an old parachute.

Despite these alterations that make the tank easier to locate, it remains a tough target because of its mobility. Through the remote control system, a man can operate a tank in any direction from hundreds of yards away, stop it at any time, or increase its speed up to 30 miles per hour.

—R. A. Van Horn, JOSN, USN.

—Photos by D. Keith, PHAA, USN.

NAVY'S TANK CORPS—NAAS Fallon's desert tank corps stands by ready to test the bombing skill of Navy jet pilots.





PETTY OFFICER 3rd Class James Hobby installs a CO2 cylinder in a life jacket. Rt: Parachutes being dried.

# They Pack It & Jump



**SAFETY CHECK**—Larry Gainor, PR3, deflates a four-man raft after testing. The raft is one of 130 items tested and repaired by Sangley Point parachute loft.

**T**HE NAVYMAN steps out of the aircraft at 2500 feet. Cold wind slaps his face and tears at his body. In moments he is falling at a rate of 120 miles per hour.

At 1700 feet he feels for a metal ring and pulls. His parachute pops open and slams the harness straps hard against his shoulders. He feels good. He packed that parachute billowing so nicely above him.

Every Navy Aircrew Survival Equipmentman (formerly Parachute Rigger) makes at least one jump during his naval career. It is a

requirement at the Navy's parachute rigger school at Lakehurst Naval Air Station, N.J.

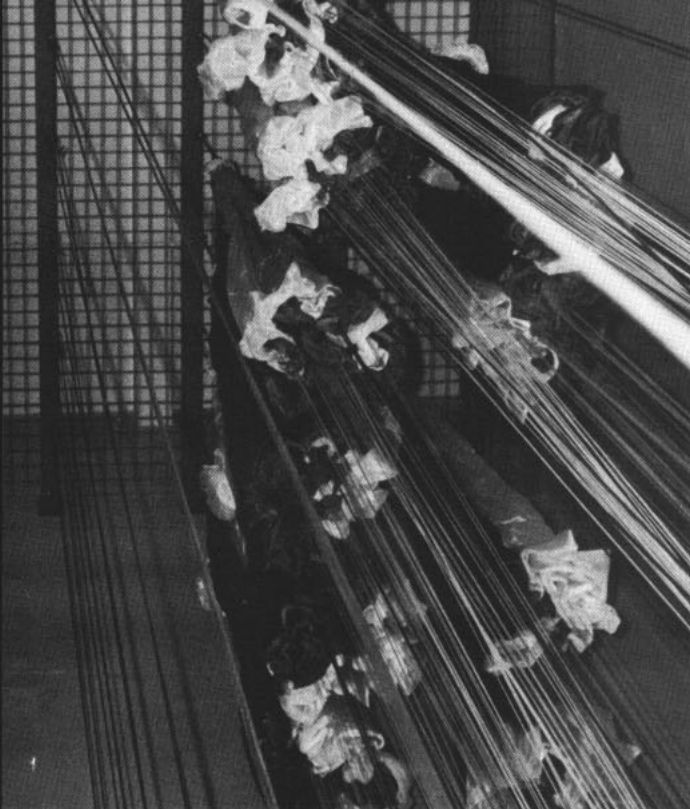
PRs assigned to the Parachute Loft at U. S. Naval Station, Sangley Point, Philippines, remember this jump when they pack parachutes and test survival equipment.

"Our work has to be perfect," says PRC Robert D. Greene, Sangley Point's parachute loft supervisor. "We know that when our gear goes out of our building it will work. If it doesn't work the first time, someone may be killed."

**POP GOES THE PARACHUTE**—R. Greene, PRC, shows result of proper packing.







**JACKET TESTER**—Aircrew Survival Equipmentman David Morea inflates jackets for 24 hours and then tests for leaks.

## With It

The people who man Sangley's parachute loft are more than just parachute packers. The department is responsible for all airmen's personal survival equipment used by Sangley-based squadrons.

Some 900 items per month are processed by the loft. Everything from a 20-man life raft to fire extinguishers is tested and repaired.

"We are capable of drying 56 parachutes at one time and packing 50 parachutes a day," Chief Greene said. "We can also process 20 oxygen regulators a day and process 20 multi-place rafts and 100 life preservers a week."

Sangley's parachute loft is manned by two Aviation Structural Mechanic Safety Equipmentmen and three PRs, all permanently assigned to the department.

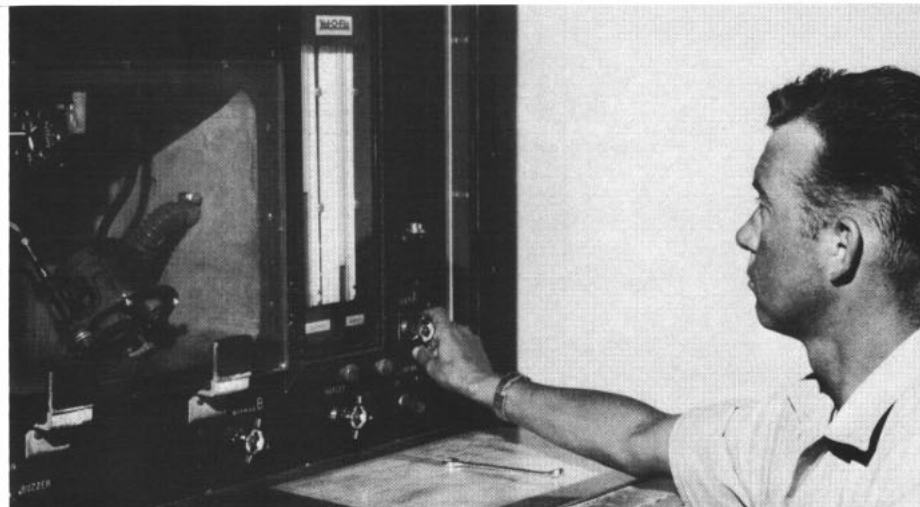
The three patrol squadrons deployed to Sangley assign a PR or AM to the loft while at Sangley.

The men at Sangley's parachute loft hope that most of their survival equipment never has to be used, but if an emergency does arise, they know it will work.

—Wayne L. Baker, JO2, USN.



**PACKED WITH CARE**—Aircrew Survival Equipmentmen jump at least once with a chute they've packed. Below: Oxygen regulator is tested for oxygen flow.





COOL CRUISE—Adak tour was quite a contrast for Patrol Squadron 28. Below: Sub checked during training exercise.

## It's a Cool Experience!

**N**OW THAT IT'S ALL OVER, the members of Patrol Squadron 28 are happy to testify that Adak is a good place to have come from. At present, they're back at their home base in Hawaii, regaling their friends with tall tales of their sufferings on that other Pacific isle, where they served a deployment flying ocean surveillance and ice barrier patrol.

Wind and fog were the biggest problems. From the land of the reliable and predictable tradewinds, they found themselves in a spot where changes in velocity and direction occurred in a matter of moments. The 70-knot gales of deep winter were predictable; but the 40-knot gusts came and went before you knew it.

And consider, if you will, the williwaw. The wind blows more often from WSW or WNW than any other direction, coming around one side or the other of Mt. Moffett a few miles from runway 23. But at times the wind builds up behind the mountain, spills over and whoops down the slopes to the runway. This

**ALL HANDS**







SEA SURVEILLANCE—P-3 Orion ASW plane checks on a freighter. Below: 'Mark One Eyeball' scans the ocean.

# THE ICE BARRIER PATROL

spells instant crosswind plus turbulence.

It also spells instant trouble for the pilots. Extra air speed while landing is necessary but, even so, the plane sometimes resembles a ping-pong ball as the pilot fights to keep it down on the runway through the gusts.

And after the big P-3A Orion is on the ground, the winds are still a problem. Extra tie-down chains are needed to keep the big planes on the ground, for when a 40-knot gust hits the big tail, the maintenance crews could well find their birds sailing across the ramp were they not used.

Maintenance men working on the aircraft were affected by the wind because of the chill factor. Although the thermometer may have read 45°, a 20-knot wind made it the equivalent of 13°. And a 30-knot wind was the equivalent of a crisp 6°. Frost-bitten ears were no novelty to the patrol squadron's Hawaii-acclimated ground crews.

Major maintenance was done in-

side a huge hangar that could shelter three of the squadron's aircraft at one time. Nevertheless, the officers and enlisted men in maintenance kept the Hawaiian Warriors from missing a single operational commitment in the 5000 hours flown during the first four months of the deployment. Availability rate has averaged well above the standards set by Commander Naval Air Forces Pacific.

With no surfboards, beaches, wahines or other impedimenta to distract them, VP 28 had no recourse but to work seven days a week—or so they claim.

True, they managed to take a few minutes off from time to time to do a little salmon or trout fishing, and the dedicated hunters managed to go after seal, ducks or an occasional caribou—fauna rarely found in Hawaii. Bird watchers watched birds. Everyone watched the movies. Everyone counted the days until their deployment ended.

It was an experience.

—Wm. B. Murphy, LCDR, USNR.



THE END—Hawaiian Warriors' Orions rest on runway in light of the midnight sun during tour in Adak,



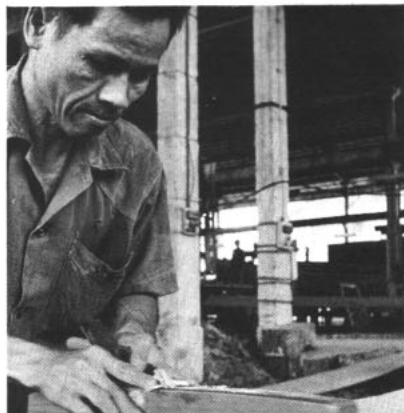
# THE FINE ART OF BUILDING A YABUTA



**STARTING POINT**—First ribs are placed on keel. Below: LT R. J. Pratte, USN, checks out rib frame.



**PLANER**—Vietnamese junk builder finishes scarf joint of sao wood.



**F**ORERUNNERS of the little ships with eyes that are used by the South Vietnamese Navy Coastal Force were, according to legend, designed by an Oriental ruler who was the result of a nymph's marriage to a rainbow.

That, the legend goes, was about 5000 years ago, and the little ships known as junks have since been one of the Orient's main modes of transportation.

The first junk probably was little more than a raft. However, after 2500 years or so, Oriental ship designers have rounded the bow, broadened the beam, and raised the transom.

Today's junks vary in design throughout the Orient, from the flat-bottomed ships with battened sails you might see off Hong Kong, to the gas-engine propelled *Yabuta* junk of South Vietnam's Coastal Force.

The *Yabuta* is modern, as junks go, but still is described as one of the oldest, smallest and most improbable types of sea-going vessels ever constructed.

The *Yabuta* is made of hard, heavy sao wood imported from Thailand. The typical *Yabuta* is 41 feet long, measures 10 feet at the beam, and, with a draft of three and one-half feet, barely makes a dent in water. Top speed is about eight knots.

It takes about two weeks to build

a *Yabuta* at the South Vietnamese Navy Shipyard in Saigon. Another two weeks is required to paint the ship and to fit her with a gasoline engine, rudder, skeg, shaft and gun mounts.

The sao logs, shipped from Thailand by barge, are stripped and cut into timbers or planks in the shipyard saw mill. Then, virtually all the construction is done by hand.

Much of the work involves chipping away with an adz, the short-handled, hoe-type tool used by woodcraftsmen throughout the Orient. A small band saw, plus hand drills and sanders, help to speed up the work.

One of the final touches involves painting "eyes" on the *Yabuta*. (For centuries, "eyes of a dragon" have ornamented junks to symbolize good fortune and the ability to scan the horizon.)

During recent years, U.S. Navy advisors assigned to the shipyard "junk shop" have recommended a number of changes to the *Yabuta* that were approved by South Vietnamese Navy commanders. For example, Lieutenant Roy J. Pratte, USN, recommended that fiber glass be added to the hull from waterline to keel.

Other refinements to the *Yabuta* based on LT Pratte's recommendations have included installation of a

**HAND WORK**—An adz is used to smooth keel of a *Yabuta* junk at Vietnamese Navy shipyard. *Rt*: Junk builder pounds oakum between deck planks.





# JUNK

cabin door that slides instead of swings on hinges; moving the cabin several inches forward to allow more room for the machine gunner stationed aft; installation of plastic instead of sheet glass in the cabin to minimize fragmentation if the cabin is hit by enemy fire; and installation of port holes in the berthing section to provide better lighting (and eliminate the need for constant use of kerosene lanterns).

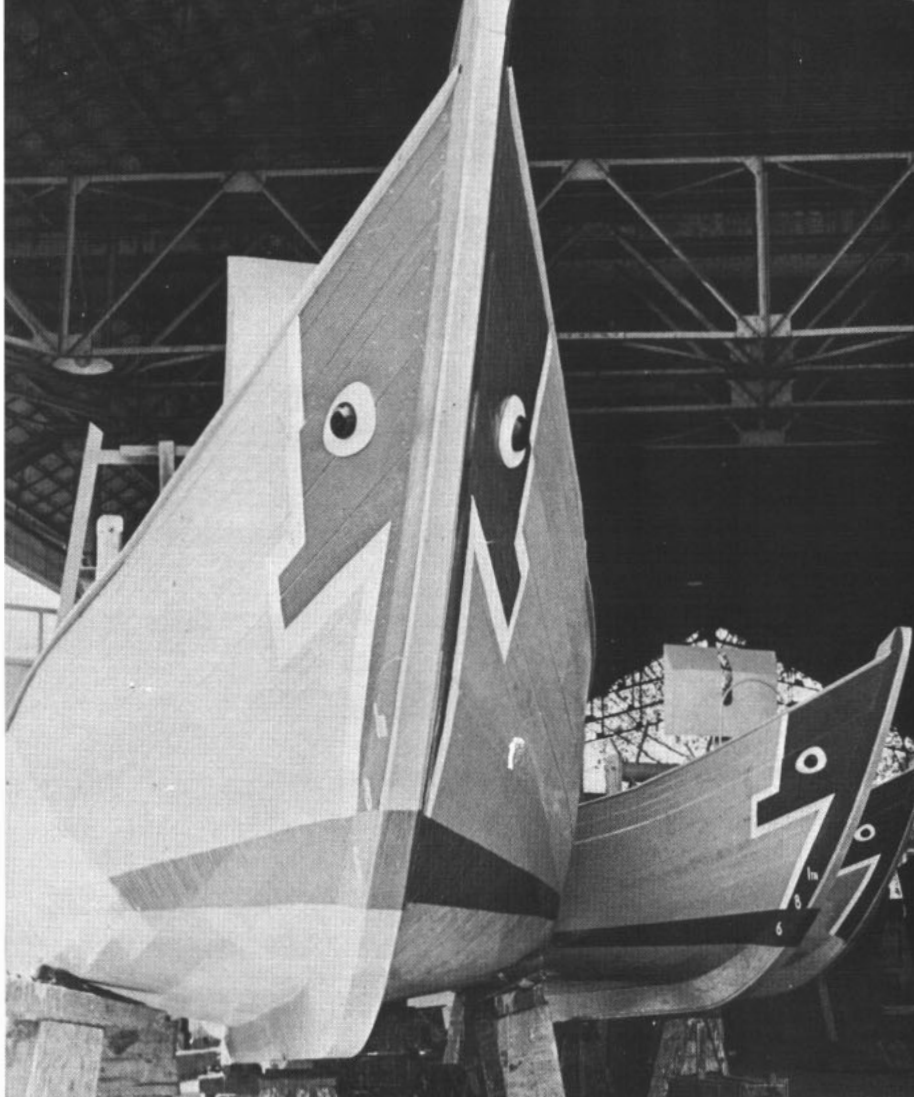
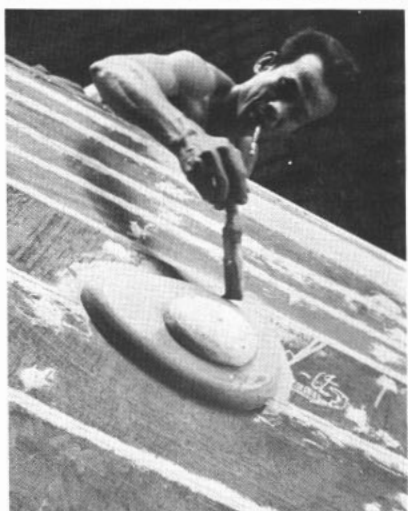
Metal gussets, or braces, have replaced wooden ones at the rib framing joints. In addition, plans are underway to fiber glass the deck to keep water from leaking into the hold in rough seas.

Some equipment for the junks, such as armament and navigation and safety gear, is supplied by the United States. Lights, pumps, and other standard items, are provided by South Vietnam.

Each completed *Yabuta* undergoes sea trials on the Saigon River. Not one has ever failed the trials.

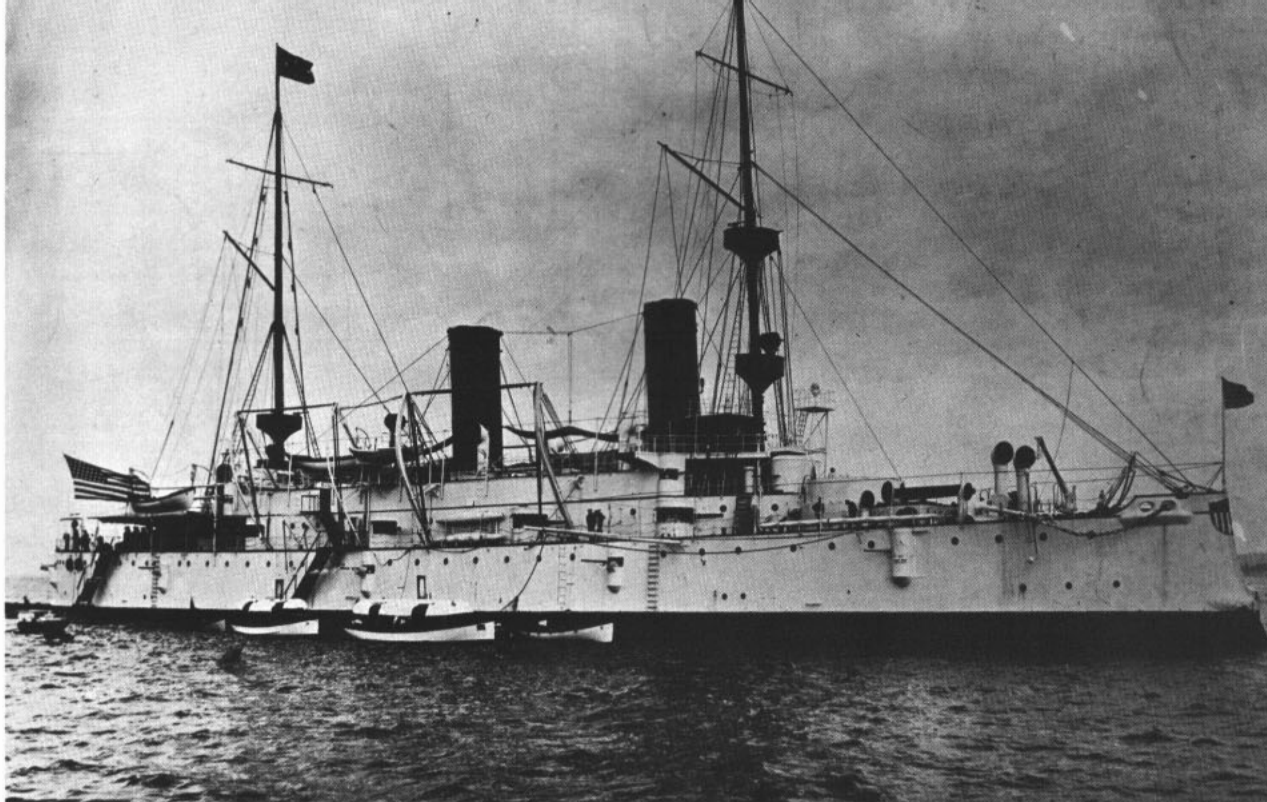
Once deemed seaworthy, the *Yabuta* is fitted with machine guns and shipped to a junk force unit which operates off the coast. The little ship is as at home cruising up a muddy canal as she is standing out to sea. With her shallow draft, the *Yabuta* is able to patrol some of the smallest canals and rivers—places where heavy, steel-hulled craft cannot go.

**EYES HAVE IT**—Workman paints the good luck eyes of *Yabuta* junk.



**READY TO SEARCH**—Three new junks await sea trials and then will join coast Junk Force. *Below:* Vietnamese workers aline rib as U. S. advisors look on.





OLYMPIA—The cruiser Olympia visited Trieste, Italy, on 20 July 1899 while transporting Admiral Dewey to U.S.

## VISIT TO TRIESTE GRAVE RECALLS

## A Note from

Last fall, while doing some historical research in Europe, John P. Sabec visited the community cemetery in Trieste, Italy. He was particularly interested in looking at old records which might help him complete a biography of an American diplomat who died in Trieste and was buried there late in the 19th century. The administrator of the cemetery blew the dust off an old memo book and handed it to Sabec.

The biographer turned through the faded yellow pages, and examined each entry. He found nothing with reference to his research, but was astonished, in his words, "by an entry which stated that on 14 Mar 1901, the U. S. Navy Department had paid a long-term lease on the tomb of two American sailors."

Sensing a story of historical interest to the Navy, Sabec decided to investigate. Here is a summary of his reports:

**N**O ONE at the Trieste cemetery, the sexton, administrator or caretaker, knew of a grave site for American sailors, as the historical document had indicated.

However, after some deliberation, the caretaker recalled that approximately 10 years before, a number of old tombstones had been removed to make room for a new pathway. He led the way to a seldom-visited corner behind the cemetery chapel, and pointed toward a group of headstones. It was suggested that some resolution to the mystery might have been chipped onto one of the stones.

A month later we found what we had been looking for. Although the paint in the incised letters had been washed away by time, the inscription in one of the headstones clearly read: "In memory of Isak Edlamik Rask, Electrician 2nd Class, United States Navy, attached to the *uss Olympia*, born May 15, 1861, died July 26, 1899"—and "Gustav Alfred Lindholm, Seaman, United States Navy, attached to the *uss Olympia*, born October 18, 1873, died September 14, 1899, both buried near this spot."

Arrangements were made to have the lettering restored, and a few weeks later we trucked the stone back to where it had been determined it stood. The cemetery officials

agreed that although the tombstone had been removed from the grave site, the remains of the American Navy men had not.

It was noted, curiously, that even though the stone had originally stood at the head of the gravesite, it stated "buried near this spot." As shall be seen, the inscription was somewhat prophetic.

How did the American sailors die? What were they doing in Trieste at that time?

**T**HE SEARCH for answers led first to the civic library for a check into old newspaper files. Next, a 90-year-old coachman who has lived in Trieste nearly all of his life recalled having driven the course of one of the funerals in his carriage.

Excerpts from the private diaries of a local family added further details. The facts, pieced together, gave a picture as follows:

At 0630 on 20 Jul 1899, the seaport of Trieste was awakened by a loud cannonade of gun salutes from the United States cruiser *Olympia*, which was dropping anchor opposite the city's main square.



On board *Olympia* was an American naval hero, Admiral George Dewey, who was returning to the United States via the Suez Canal after his victorious engagement at Manila Bay.

(Note: *Olympia*, considered large for her day, measured 344 feet in length and 53 feet from port to starboard at the waterline. She had a design complement of 33 officers and 378 enlisted men. As ADM Dewey's flagship, *Olympia* had been with the Asiatic Squadron in China when the Spanish-American war began, and continued to serve as flagship at the Battle of Manila Bay. The cruiser departed the Philippines in May 1899 after assisting in the blockade and capture of Manila. She visited Hong Kong and then began her return to the U. S. via Suez and the Mediterranean.

*Olympia* was to visit Trieste for a short period, with ADM Dewey remaining only for a few days before continuing overland to an Atlantic port, and then on to the United States on board another ship.

## History

THE CANNONADE from *Olympia* continued through the morning. Consuls, ministers and others entitled to gun salutes arranged to visit the ship individually, each wishing to experience the sensation of a man-of-war firing its guns in his honor, a bosun piping him aboard, side boys saluting and the officer of the watch escorting him to the wardroom or captain's quarters.

The following evening, a banquet was given in ADM Dewey's honor at the Hotel de la Ville, with all the dignitaries in the area attending. Before departing the city, ADM Dewey paid courtesy calls on local officials and went sightseeing in a horse-drawn carriage (see cut).

Shortly after the cruiser's arrival, two of her crewmembers, Electrician 2nd Class Isak E. Rask and Seaman Gustav A. Lindholm, were transferred from the ship to Trieste general hospital. Rask was suffering from terminal tuberculosis, and Lindholm, stricken with the same disease, also was doomed.

Rask died on 26 July. Arrangements were made among Trieste officials, the American consul, and



ADMIRAL DEWEY pays courtesy visits at Trieste in 1899 accompanied by Captain Lambertson of *Olympia* (on his left) and Consul Hassfeld (in silk hat).

*Olympia's* commanding officer, to have the remains buried in the city's cemetery.

On 28 July, the day of interment, a funeral group from *Olympia*, with

band escort, was sent ashore, and the cruiser's flag was hauled down to half-mast.

The funeral procession from the hospital to the cemetery, a distance

TRISTE TAPS—Bugler blows taps at gravesite of sailors who died during 1899 visit to Trieste, Italy. Vice Admiral W. Martin, Commander Sixth Fleet, placed wreath at the headstone of Isak Rask and Seaman Gustav Lindholm.





RETURNING from Miramare Castle, Admiral Dewey (white suit) leashes dog "Bob" while LT Caldwell holds the door.

of more than two miles, was led by a full regimental band playing appropriate dirges. Next in the procession was a 14-man contingent of Austrian soldiers.

OLYMPIA's funeral party was next in the march, followed by wreath bearers sent by ADM Dewey and the Austrian military command. Additional officers and enlisted men from *Olympia* preceded the hearse. The hearse was drawn by four finely groomed horses.

A group of American and Austrian officers, the Trieste consul and his staff, and a long line of Ameri-

Admiral Dewey and U. S. Consul.



can sailors on shore leave, four abreast, closed the procession. The march proceeded at a slow pace for more than one hour.

Graveside rites for Rask were conducted by a minister of a local church. An honor guard fired three salvos, and, following the service, the cortege formed as before. The band led the Navymen back to the sea-front.

Lindholm, too ill to depart with *Olympia* when the cruiser got underway in early August, remained in the Trieste hospital until his death on 14 September.

Since Lindholm's ship was no longer in port, the American consul believed that a simple, private funeral would be most appropriate, and arrangements were made to have Lindholm's remains buried alongside his shipmate. However, when the consul and members of his staff arrived at the hospital for the funeral, a platoon of Austrian soldiers and a military band had already been formed to pay tribute to the dead sailor.

INSTEAD of a simple ceremony, the affair took on aspects of a grand but solemn procession. There was another march to the cemetery, with the American consul pacing slowly behind the horse-drawn hearse. Following the ceremonies, an Austrian honor guard fired three volleys in a last salute to an American comrade-in-arms.

The tombstone, fully restored, has been placed off the pathway under

a cypress tree about two feet to one side of the graves. The original inscription on the stone, "Both buried near this spot," has, after 68 years, become a fact.

*Editor's note: Mr. Sabec's report has not gone unnoticed by the Navy. Earlier this year, Vice Admiral William I. Martin, commander of the U. S. Sixth Fleet, called at Trieste on board USS Little Rock (CLG 4) to visit the U. S. Navy gravesite. VADM Martin placed a wreath at the headstone, and, while a bugler sounded taps, saluted memories of the old Navy and two of her sailors.*



# LETTERS TO THE EDITOR

## On Automatic Advancement

SIR: Under the program offering automatic advancement to graduates from certain Class "A" Schools who carry school-assigned striker identification, must they still complete all the required correspondence courses for their particular rating?—J. L. J., Jr., PN2, USN.

• Yes, except for the correspondence course which relates directly to their rating, such as Personnelman 3 and 2.

In other words, the training course for Military Requirements for Petty Officers, performance test, practical factors and the like, must be completed before an individual can be considered for the automatic promotion.

In the simplest of terms, and according to BuPers Inst 1430.14B (the directive authorizing automatic advancements), you must have completed all those advancement requirements necessary to participate in a Navywide examination for advancement.

These requirements are listed in the Advancement Manual, NavPers 15989.—Ed.

## Field Advancements

SIR: I'm stationed in Vietnam and have an eye on field advancement to E-7. However, I understand that before I can be recommended for field advancement, I must pass a service-wide CPO exam. Since I took and passed an E-7 exam when I applied for warrant officer, I feel I have met this requirement.—J. E. H., YN1, USN.

• Right you are, provided you passed the E-7 exam within three years of your recommendation for field advancement. Or, to quote official wording on the subject, "Warrant Officer candidates passing the E-7 examination within the specified three-year period fulfill the related requirement for field advancement eligibility."

However, don't plan on changing to khakis just yet. Field advancements for those serving in Vietnam are not as automatic as some Navymen might think. Here's a review of the program authorized by the Commander, U.S. Naval Forces, Vietnam, and described in COMNAVFORV Inst. 1430.1D:

• Enlisted men who serve in Vietnam may be recommended for advancement in instances when, due to operating conditions, they are unable to prepare adequately for Navy-wide competitive exams.

• Commanding officers and officers in charge (of units in Vietnam) may waive the exams, including E-4 and

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E-5 military leadership exams, for any rate within quotas administered by COMNAVFORV.

• Field advancements may be made to pay grades E-4 through E-7. However, any E-7 candidate must within the previous three years have passed a CPO examination.

Therefore, to be eligible for field advancement, you must meet all the usual advancement requirements, except taking the exam, unless you're up for CPO. In addition, you must be serving in Vietnam on the exam date. Or, if you are serving in-country on the eligibility date (1 July or 1 January for August and February exams, respectively), and have served there for 30 consecutive days, you may receive the waiver even though you are elsewhere when the exam is given.

Announcement of field advancements is made via letter from the Naval Examining Center. Such advancements normally are effective as of the first increment of the corresponding exam cycle.—Ed.

## DKs Will Be Needed

SIR: I understand there will be a considerable change in pay procedures beginning in fiscal 1970, and that all paychecks will be mailed from Navy Finance Center, Cleveland.

I would like to know just what will be the disbursing clerk's duties ashore and afloat after the new system is put into effect. It appears that the number of DKs required will be greatly reduced. I have heard various rumors, but just what will happen to all the extra DKs?—E. W. H., DK2, USN.

• Don't worry. It's not as bad as it looks. Here's what we've been able to find out from the Navy Comptroller's Office.

The Joint Uniform Military Pay System is presently scheduled for implementation in 1970. The most prominent feature of the new system will be the maintenance of all active duty pay accounts at the Navy Finance Center in Cleveland.

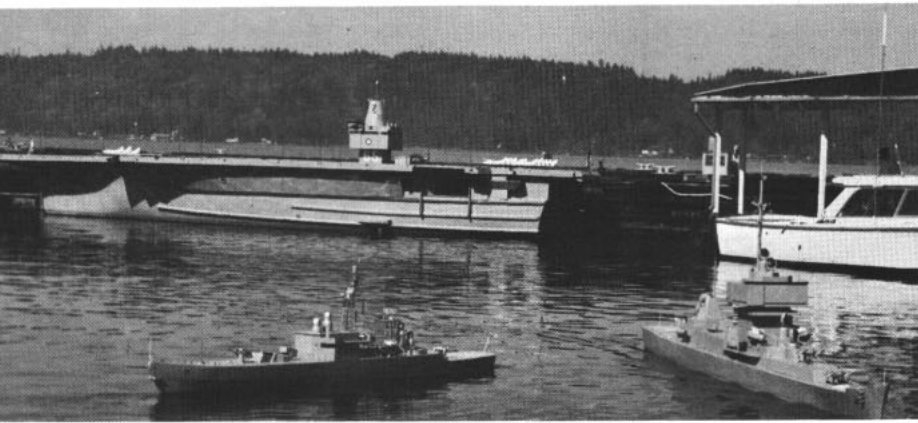
Pay change documents will be prepared on special typewriters by field and afloat disbursing personnel and forwarded to Cleveland for processing, where the change will be entered into a computer. The computer will update the Navyman's account and print out monthly a Leave and Earnings Statement (LES) containing all applicable credits and checkages, and the amount due for each of the next two paydays.

Two copies of the LES will be



ON CAPTURED AIR—Artist's conception shows one of several versions proposed for a 90-ton Surface Effect Ship (SES) experimental test craft. It uses a modified captured air bubble concept, wherein the air cushion is contained between two solid sidewalls. Goal is 80 knots or higher on smooth seas.





**UP-TO-DATE MINIATURES**—Two units of the miniature nuclear fleet are shown underway on radio-controlled power. The ship models are the 14-foot long *Bainbridge Junior* (left foreground); the 22-foot *Long Beach Junior* (right foreground); and the 53-foot model ship *Enterprise Junior* moored at the pier.

mailed to the man's disbursing officer. One copy will be retained by the disbursing officer to prepare the next two payrolls, and the other will be presented to the Navyman on the first payday of each month, providing him with current status of his account. He will be paid in cash or by check prepared by the local disbursing officer using the information contained on the LES.

Under this system there will be no pay record, and hence no transition. There also will be no pay receipt, since the payee will sign the money list on payday to indicate that he received the amount due. This procedure will be the same for both ashore and afloat activities.

With the elimination of the pay record it does, indeed, seem as though there will be an excess of DKs. However, where time will be saved in the elimination of pay record maintenance, a greater degree of technical skill will be required to properly prepare and submit the appropriate pay change documents. In any case, the Comptroller tells us, the number of DKs will definitely not be reduced, nor will the mix between afloat and ashore billets be affected.—Ed.

#### Entering Police Academy

SIR: I am presently stationed in Vietnam. When I leave here I will have six months left in the Navy. I plan to enter the Police Academy. Is it possible to get a six months early out? I am unable to find any directive concerning this subject, although I have heard there is one. — R. R. S., YNSN, USN.

• Not six months early, but three. The directive you heard about is BuPers Inst 1910.21A. If you meet the provisions of this instruction, your commanding officer has the authority to separate you within three months of your EAOS.—Ed.

#### VRB and Regular Bonus

SIR: Our career counselor says there is no \$2000 maximum on the initial reenlistment bonus when a variable reenlistment bonus is paid with it.

This would mean the group eight rates, now being paid a VRB multiple of two, would receive a maximum bonus of \$6000. Is this correct?—W. T. E., CE1, USN.

• In a word, yes. But, the confusion between the two types of bonuses seems to stem from their definitions.

A regular reenlistment bonus generally is paid when you reup within three months of discharge or separation. You receive an amount equal to your monthly base pay at the time of your discharge, multiplied by the number of years for which you reenlist.

On your second, third and fourth reenlistments, you receive amounts equal to two-thirds, one-third, and one-sixth (respectively) of your monthly base pay multiplied by the number of years of reenlistment.

All told, you can be paid as much as \$2000 in regular bonus money for reenlistments (and extensions for two years or more) during the course of your Navy career.

In addition to the regular bonus, you may receive payment for other allowances such as unused leave, subsistence, etc., but, only the regular bonus itself counts against the \$2000 cumulative you receive over the years.

A variable reenlistment bonus differs from a regular bonus in that it does not count against the \$2000 maximum. It is paid for first reenlistments in the regular Navy only, and is computed by using a multiplier of from one to four times the amount of the regular first reenlistment bonus.

The degree of the multiplier depends on your rating or NEC skill—such as the multiplier of two for the Seabee group ratings you mentioned. Therefore,

the sum of the VRB added to the maximum regular reenlistment bonus determines the maximum figure payable under the variable reenlistment program, which happens to be \$6000 for group eight ratings.—Ed.

#### Early Separation

SIR: I was scheduled to be separated on 17 Sep 1968. I passed the RD2 exam in August 1967, and was listed for advancement on the first increment, or October 1967.

However, before the advancement was effected I had to agree to extend my enlistment for one month, resulting in a one-year obligation. This moved my separation date to 17 Oct 1968.

Now I'd like to return to college. My old school sent me a letter of acceptance, and stated that registration dates are between 26 August and 5 September. They made it clear that there is no allowance for late registration, serviceman or not.

My question: May I still receive an early release for college, even though I extended for a month in order to be advanced?—J. M. B., RD2, USN.

• Yes. Early separation for college is authorized under Art. C-10306(4) of BuPersMan within three months of expiration of enlistment, or expiration of enlistment as extended, regardless of reason for which extension was made.—Ed.

#### Shining that Bell Again

SIR: My ship has an Instruction which states the ship's cook is responsible for shining the ship's bell. This might make sense if the bell was located in the galley spaces. However, since on my ship the bell is located on the forecabin, it seems the bell shining would be more appropriately handled by the deck department.—W. R. R., CS1, USN.

• It sounds as though your ship knows Navy tradition when it's a matter of who shines the ship's bell. Tradition has it that the cook does.

In practice, however, the ship's bell is usually maintained by a man in the division charged with the upkeep of the part of the ship in which the bell is located. Most often, a deck seaman, quartermaster striker or signalman striker has bell-shining duty.

Another Navy tradition has the ship's bugler responsible for shining the ship's whistle. But again, in practice, if the whistle is of a material that can be left exposed and unpainted, it most likely is maintained by a man of the division charged with upkeep in that part of the ship.

As in so many other apparently ambiguous situations, the rule is what the commanding officer says it is. If you permit yourself to be guided by this precept, you won't go far wrong.—Ed.

## There Were Two Asterions

SIR: On page 34 of your April issue, you made a statement about the MSTs ship USNS *Asterion* (T-AF-63) which I believe was in error. You said, Ed, that "She served as a Q-ship between March 1942 and October 1943, after which she was assigned weather patrol duty in the Atlantic. Formerly the ss *Evelyn*, *Asterion* was a sister ship of *Atik*. Both were cargo ships operated out of New York City before the war." This is not so.

The present *Asterion* is a converted Victory ship built in 1944 in Los Angeles, Calif., and initially named *Arcadia Victory*. She could not therefore have been the former ss *Evelyn*; a sister ship of ss *Atik*; or operated by a steamship company out of New York City before the war. Even more important to your story, she could not have been a Q-ship between March 1942 and October 1943.—H. J. Racette, CAPT, USN.

• Your logic is unassailable, sir, and your facts incontestable. Which makes it all very inconvenient. However, let us explain.

Possibly due to an error in extra-terrestrial navigation, we went to the wrong *Asterion*. The one at which we should have arrived was *Asterion* (AK 63), which had all those attributes which we ascribed to T-AF-63.

Our *Asterion* (AK 63) was built at Newport News, Va., in 1912, and became a Q-ship in 1942.

She was decommissioned 20 Jul 1944 and sold by the War Shipping Administration in April 1946. In future, our in-house nitpickers and their fine-tooth-combs shall be inseparable.—Ed.

## Behind the Scenes

SIR: You read about the nuclear submariners; you are aware of the green berets; you hear about the fighting Marines; you hear about the shore bombardment going on day after day.

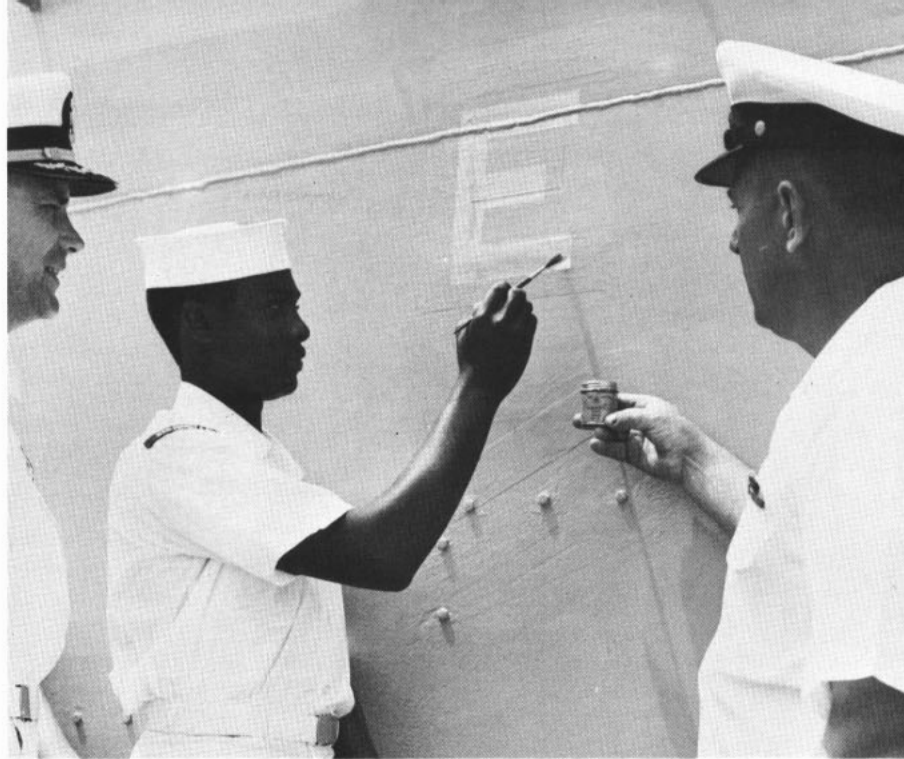
But have you ever heard about ServPac? The Service Force, U. S. Pacific Fleet, is made up of tankers, supply ships, ammo ships and a very special breed of men.

ServPac carries out a job known as underway replenishment. That is, transferring fuel, food, ammo and badly needed equipment to the fighting ships you hear about while off the coast of Vietnam.

This special breed of men I mention is special because of necessity, not choice.

These men must be awake and alert for periods of time of up to 60 hours. One slip can mean the loss of thousands of dollars worth of equipment or a precious cargo or, most important, their own or other men's lives.

At times it seems that sleep will never come because there are other ships to



GOLD "E"—Gunner's Mate 2nd Class Jesse Burton, mount 52 captain aboard USS *Forrest Royal* (DD 872), applies gold paint to "E" signifying five straight awards earned by mount 52 crews. GMGC Barton gives helping hand.

be serviced—more ships to send back to action.

I am not looking for glory in writing this letter. All I want is for you to realize what the men and machinery behind the scenes are doing for you.

Stewart R. Hicks, GM3, USN  
USS Kennebec (AO 36).

• Amen.—Ed.

## Eight Year Waiver

SIR: I entered the Navy as an E-6 through a direct procurement program. I've been told before I can go up for CPO that there is a three to four year time-in-rate requirement I must fulfill.

Furthermore, I have also heard there is an eight-year in-service requirement I must meet before being eligible to take the E-7 exam. Where do I stand? Must I wait eight years before getting my first swing at making chief?—D. W. Seibert, BU1, USN.

• Paragraph 302.10.1 of the Manual of Advancement in Rate or Rating does state that the minimum service requirement for advancement to E-7 is eight years.

However, a forthcoming Change 3 to the Manual provides that well qualified and deserving individuals enlisted under the Navy's Direct Procurement Program, and who have completed the minimum service in pay grade requirement (three years between E-6 and E-7), may have the eight-year service time waived as authorized by and at the discretion of their commanding officer. This waiver is currently authorized as presented in BuPers Notice 1418 of 27 Apr 1968.—Ed.

## Bunker Hill Is a Platform

SIR: Correct me if I'm wrong, but I'm sure *USS Bunker Hill* is still serving her country somewhere. You reported in your February issue that she had been stricken from the Navy list in November 1966. As I recall, she was moved from the Reserve Fleet at Bremerton, Wash., either in May or June of that year, to the shipyard in Seattle for conversion to a floating laboratory. Right or wrong?—R. S., PH3, USNR.

• It so happens that what you read in the February issue concerning *Bunker Hill* is correct but incomplete—she was stricken from the Navy list on 1 Nov 1966—but she continues to serve in a somewhat different capacity.

*Bunker Hill* was not, however, converted to a floating laboratory. Instead, she was converted to meet the needs of the Naval Electronics Laboratory at San Diego where her hull is currently being used as a test platform for NEL projects. The former carrier no longer is referred to by her given name, however.

For the record, *Bunker Hill* was the ninth carrier of the Essex Class built during 1940-41. She was launched on the first anniversary of the attack on Pearl Harbor and served admirably during World War II, earning 11 battle stars on her Asiatic-Pacific Area campaign medal.

After the war her designation was changed from CV 17 to AVT 71 and later to AVT 9. On 9 Jan 1947, she was placed out of commission in reserve and remained there until sought out by the electronics lab.—Ed.



**SEA SEARCHER**—Artist's conception shows new Navy oceanographic research ship. Catamaran design will provide a stable platform for scientific studies.

### Ballasting Record Claim

SIR: We aboard *uss Alamo* (LSD 33) believe we have set a record for ballasting for LSD and LPD type ships.

During one period of our Vietnam deployment off Cau Viet and DaNang, we ballasted on 31 consecutive days, setting the ballast detail 59 times.

I can't give you such details as how much water was moved, but you can be sure that much of DaNang Harbor

is now resting at Cau Viet, and vice versa. Is this a record?—Ballasting Detail, *uss Alamo* (LSD 33).

• *Remembering the numerous amphibious operations of World War II, it seems doubtful that your ballasting statistics are a record. Perhaps we'll hear from other amphibious types trying to sink your ballasting record.*

*Your ship will, however, be remembered for her outstanding ballasting accomplishments.*—Ed.

### Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, **ALL HANDS Magazine**, Pers G 15, Arlington Annex, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• *uss New Mexico* (BB 40) — The 11th reunion will be held 5 October at the Red Fox Steak House (Lafayette Hotel), 2223 El Cajon Blvd., San Diego, Calif. Contact Amadeus Bible, 4929 Dafter Place, San Diego, Calif. 92102, for information.

• *uss Harry Lee* (APA 10) — Will hold its reunion 2 November at the VFW Hall, Saugus, Mass. For additional information, contact Mike Kutolosky, 11 Vincent Road, Lynn, Mass. 01904.

• *uss Medusa* (AR 1) — Will hold its 22nd annual picnic and reunion 1 September at Peck Park at Western Ave., San Pedro, Calif. For further information, contact M. A. Moss, 3530 Gardenia Ave., Long Beach, Calif. 90807.

• *Tailhook Association* — The 12th annual Tailhook reunion of carrier pilots will be held 20 through 22 September at the Flamingo Hotel, Las Vegas, Nev. Contact CDR D. S. Laird,

USN, VRF 32, NAS, North Island, Calif. 92135.

• A reunion of Pharmacist's Mates and Wave Hospital Corpsmen who served at Opa Locka Naval Air Station, Miami, Fla., during World War II is being considered. Those interested may write to Reunion Committee, P. O. Box 690, Carmichael, Calif. 95608.

• *uss Saratoga* (CV 3)—The 17th annual reunion will be held at the Hanalei Hotel, San Diego, Calif. on 12 October. All former shipmates are urged to contact Bob Sterling, 2048 Cecilia Terrace, San Diego, Calif. 92110.

• *LCI(L) Flotilla II*—All former crew members who served in Europe 1943-44 are invited to a reunion in Southern California in July 1970. Write Paul Carter, 804 4th Ave., Iowa City, Iowa 52240.

• *uss Sellstrom* (DE 255)—A reunion is being planned. For information, contact Bert M. Pinkston, Jr., 7910 Matilija Ave., Van Nuys, Calif. 91402.

• *uss Langley* (CVL 27)—The ship's company and attached air groups will hold their silver anniversary reunion early this fall. Write to R. L. Merkel, 101 Medical Plaza, Topeka, Kans. 66604 for details.

### The Use of Name Tags

SIR: It is my understanding that name tags worn on the Navy uniform are to be inscribed with the wearer's last name only. Many commands, however, are requiring the name of the activity to be inscribed below the wearer's name.

Obviously, these tags are useless when one moves on to another duty station.

Is it proper to require the name of the activity on name tags? Should the command furnish the tags at no cost to the individual?—A. A. T., LCDR, USN.

• *As outlined in Uniform Regs, name tags may be worn on such occasions as conferences, seminars, and other similar gatherings, or in the performance of duties where some easy method of identification by name is desirable or beneficial in furtherance of the mission of the command.*

The rules call for the last name only to be inscribed on the tag in letters one-quarter inch high.

The usual rule of thumb regarding uniform questions is: if it is not expressly permitted, it is forbidden. Applying this to name tags, one may conclude that the name of the activity should not be inscribed.

The Navy Uniform Board reminds us that there are stringent limitations on the wearing of name tags. Their use should be limited to "conferences, seminars, or other similar gatherings." The Board continues to feel that over-exposure of various identifying insignia on the uniform is detrimental to a sharp uniform appearance.

Name tags should be bought by the individual. The Board feels that it would not be appropriate to use unit operating funds to provide name tags which, once manufactured, would become the personal property of the individual.—Ed.

### Ribbons from Veteran Units

SIR: May ribbons awarded by the Veterans of Foreign Wars be worn on the Navy uniform? I've been thinking of joining the VFW, and understand ribbons are awarded to members of that organization. Would it be appropriate for me to wear such a ribbon on my uniform? I'm on active duty.—J. A. G., SF2, USN.

• *Medals and ribbons awarded by the VFW and other officially recognized veterans' organizations are authorized for wear on the naval uniform, in the order earned after all U. S. service awards. However, they may be worn only while attending meetings or conventions or while participating in parades or other ceremonies of the organization concerned. The word on this is contained in article 1027 and article 1036, Uniform Regulations.*—Ed.



## Castor and Pollux

SIR: I have a 1944 listing of ship types that says the first *uss Pollux* was designated AKS 1. The list also shows *uss Castor* as AKS 1, and *Pollux* as AKS 4. I go along with there having been two ships named *Pollux*, but am thoroughly confused to think of two ships with the same name and different numbers, or two ships with different names and the same number.  
—D. L. R., SK3, USN.

• Not so confusing if you assume the publication you used as reference contained a typographical error. The first *Pollux* was AKS 2; the second *Pollux* is AKS 4. The AKS 1 was and still is *uss Castor*.

Since you AKSed (get it?), here's part of what the Ship's History Division knows about *Pollux* and *Castor*.

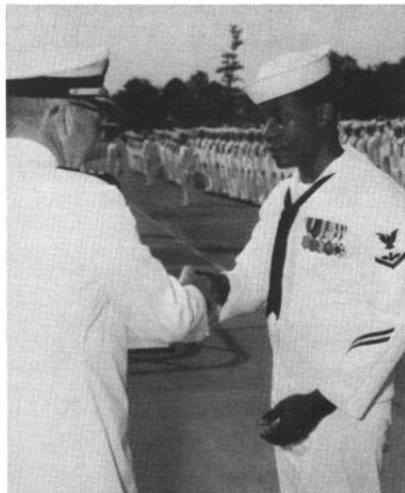
*Castor*, launched in May 1939 as *ss Challenge*, was the first C2 class cargo ship built for the Maritime Commission. She was purchased by the Navy in October 1940, converted to a general stores issue ship, and was commissioned *uss Castor* (AKS 1) in March 1941.

*Castor* was among the ships under attack at Pearl Harbor on 7 Dec 1941, but was tied up to a relatively obscure berth and was protected from a direct hit. She was loaded with TNT at the time.

*Castor* was deactivated in June 1947 and recommissioned in November 1950.

On 18 Mar 1952, she was underway for San Francisco when she ran into a storm off Yokosuka. She lost her main reduction gears and all engines were stopped; *Castor* lay dead in the water for 22 hours, except when the storm rolled her as much as 51 degrees to starboard and 43 degrees to port. She received considerable damage but held together and was towed back to Yokosuka for repairs.

Following additional Far East cruises,



**SECOND AWARD**—William Hall, AO3, receives gold star for second Navy Commendation Medal from Commander J. Ifft, at NAS Oceana.

*Castor* went into the yards at San Francisco. When she came out in 1956, converted to carry consolidated loads of both technical and general stores material, she was described as the most advanced supply ship in the Navy.

Back in WestPac in October 1956, *Castor* picked up an SOS from a Philippine merchant ship, *ss Lepus*, which had been battered by a typhoon. With the assistance of rescue planes from Clark AFB, *Castor* searched until she had found and rescued 11 survivors. The President of the Republic of the Philippines cited *Castor* for the rescue and personally thanked the ship's CO, Captain W. J. Germershausen.

*Castor* has been homeported in Sasebo since 1964. Permanently stationed in WestPac, she has conducted hundreds of underway and in-port replenishments and has participated in most major Fleet exercises.

In recent years, *Castor* has worked Market Time and Yankee Team operations off Vietnam.

She's an old ship with a new look; a helicopter deck has replaced her after gun mounts, and alterations to her interior have made her a more comfortable and efficient service ship for her 200 officers and enlisted men. *Castor* measures 459 feet in length, 63 feet at the beam and displaces 9746 tons.

*uss Pollux* (AKS 2) was built before World War II and was first known as *ss Comet*. She was purchased by the Navy in January 1941, converted to a general stores issue ship, and commissioned in May 1941 for service with the Atlantic Fleet.

On 18 Feb 1942, *Pollux* and *uss Truxtun* (DD 229) ran aground during a storm off St. Lawrence Harbor, Newfoundland, and were lost.

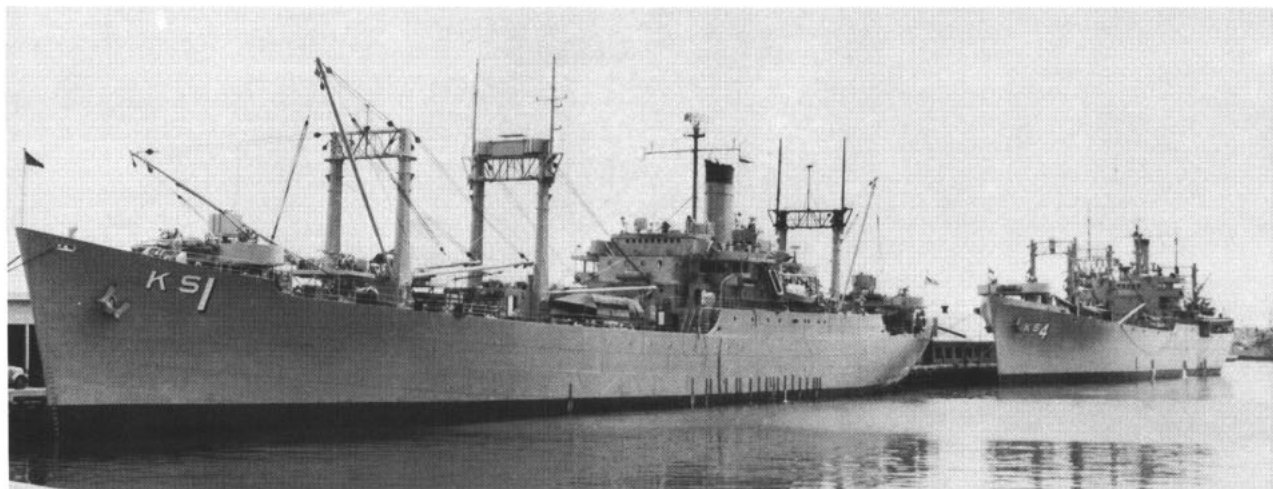
The second *Pollux* (AKS 4), built as a *Castor*-class C2 cargo ship, first served the Maritime Commission with the name *ss Nancy Lykes*. She was launched in February 1942 and was purchased by the Navy after the first *Pollux* was lost.

*Pollux* served in the Atlantic until August 1943 and then worked her way to Australia. She supported the Eastern and Western New Guinea campaigns, among others, and replenished U. S. warships throughout the Pacific.

In February 1945, *Pollux* supported the Philippine Liberation Campaign and evacuated the first POWs freed by our troops in the Manila area.

Earlier this year, *Pollux* received the Meritorious Unit Commendation for service off Vietnam between July 1965 and July 1967. During the two-year period she never missed a commitment or replenishment rendezvous.

*Pollux* measures 459 feet in length, 63 feet at the beam, displaces 6600 tons and is operated by 200 Pacific Fleet Service Force Navy men.—ED.



YOU AKSed FOR IT—USS *Castor* carries hull number (AKS 1). USS *Pollux* (AKS 4) is second ship to bear that name.



HANG OVER—USS Princeton (LPH 5) uses her anchor to ease the strain as she ties up at Subic Bay to pier that is some 460 feet shorter than her length.

**Broadside Recoil—More or Less**

SIR: Now that USS *New Jersey* (BB 62) is back in service, we hear plenty of discussion about the firepower of 16-inch guns. One point that has me confused concerns the "kickback" power generated by a battleship firing a broadside.

A chief petty officer who served on board an *Iowa* class battleship during World War II said the recoil from a broadside of nine 16-inch guns would push his ship eight to 10 inches in the opposite direction.

Somebody else claimed the nine-gun broadside would push a battleship three to four feet. My question: What is the actual distance a battleship is

pushed by broadside recoil?—G. J. S., RD2, USNR.

• *The answer is the same now as it was in 1957 when the then Bureau of Ordnance stated the recoil of a full broadside would push a battleship "about two feet."*

*Logic and a few facts about battleships help clarify the "about" portion of the answer. First, assume that a big, heavy Iowa-class battleship (such as New Jersey) would be pushed less by broadside recoil than a smaller BB with the same guns.*

*For size and weight comparisons, the Iowa class measured 887 feet overall and displaced 57,950 tons. The North Carolina types measured 729 feet and*

*displaced 46,770 tons; South Dakota class 680 feet and 45,500 tons; and the Indiana variety 680 feet and 44,374 tons.*

*It is noted that Iowa class 16-inch guns were (are, considering New Jersey) 50 caliber, as compared to 45 caliber for the other types. However, considering the Iowa weight advantage, the larger caliber probably made little difference in recoil push.*

*If you consider other factors, such as roll, speed, wind and condition of the sea, it might be safe to argue that the recoil push of any given broadside cannot be figured before the salvo is fired. However, you can really play it safe and go along with the NavOrd experts who said two feet, more (Indiana class) or less (New Jersey).—Ed.*

**Gundecking**

SIR: I have been trying to find some clue as to the origin of the term "gundeck" as used to refer to the doctoring of records, reports and the like.

I have asked many old salts about this and checked dictionaries of naval terms but have been unable to come up with anything specific. Could you be of assistance?—J. W. McConaughy, Jr., PN2, USNR.

• *The origin of "gundeck" as a slang expression, meaning the altering or falsifying of records, is obscure. However, it is interesting to note that according to James' Naval History of Great Britain, the deck below the upper deck and one upon which no guns were mounted was called the gundeck by the British Admiralty.*

*We would like to say this is the undocumented origin of the term. Perhaps someone in the Fleet has a more plausible or more authentic explanation.—Ed.*

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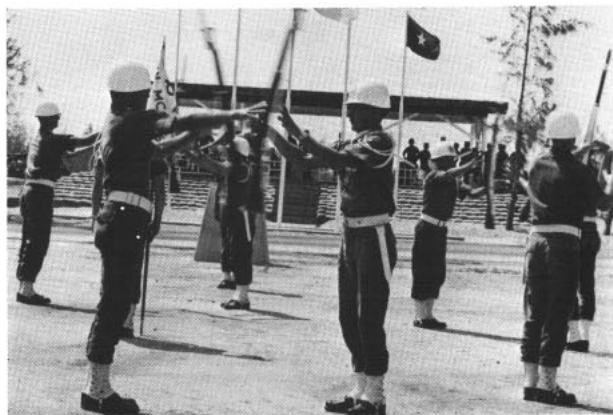
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**SKILLED HANDS**—MCB-58's drill team puts on show. *Rt:* Korean troops take break and help Seabees on job.

## Seabees Work With Korean Marines in Vietnam

**L**OCATED SOME 20 miles south of Da Nang, near the provincial capital of Hoi An, are two military units. One is composed of professional soldiers, the other is equally professional in its own trade—building. These two are the 2nd Republic of Korea Marine Brigade, and the U.S. Naval Mobile Construction Battalion 58.

When NMCB 58 returned to Vietnam in December 1967 for its second deployment, it was assigned the job of building a cantonment for the 6500-man Blue Dragon Brigade of the Republic of Korea Marine Corps which, with its attached support units, totals close to 8000 officers and enlisted men.

When completed, the cantonment will include 14 separate camp sites, more than 1300 structures, complete electrical and water systems, and helo pads, as well as connecting roads and berms.

The Seabees and Korean Marines

have worked side by side from the day the project first began.

The Korean Marines provide security patrols and artillery support while the Seabees provide roads, buildings and fresh water. They play softball and volleyball together, drink each other's beer and tell each other about their girl friends, family and home.

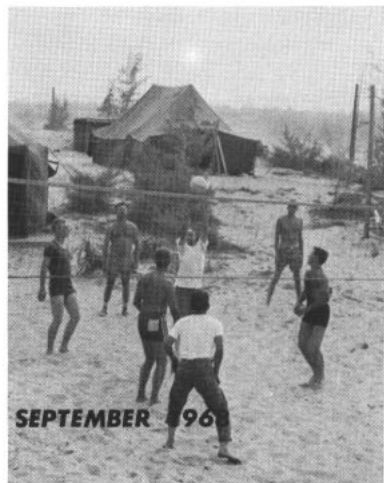
They share rides on each other's vehicles and watch each other's movies. On Sunday afternoons, a popular place is the beach where Seabees and Korean Marines can be found enjoying themselves in the South China Sea.

They also share the same oppressive heat, dust and mosquitoes prevalent in the Hoi An area.

Bit by bit, despite language difficulties, they learn more about each other. As the cantonment grows day by day, so does the understanding and friendship between the Seabees and the Korean Marines.

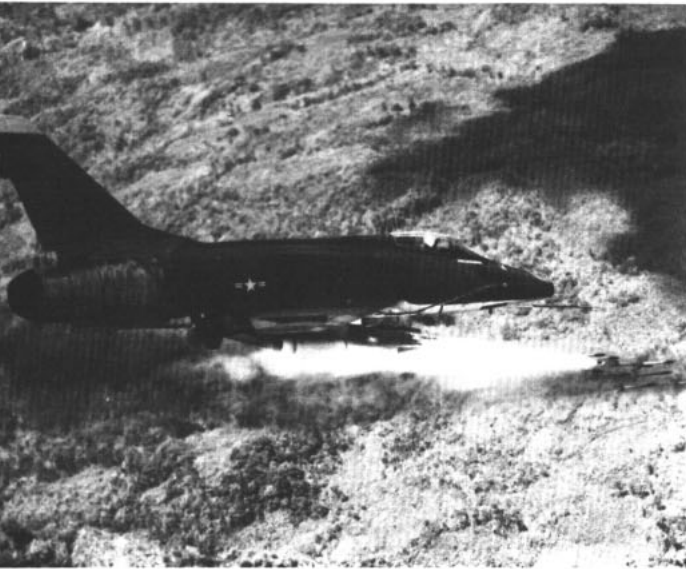


**HOI AN TOGETHERNESS**—Seabees and Korean Marines play volleyball. *Center:* Sign of the times. *Rt:* Support for water tower is erected. *Above:* Traditional Korean style cornerstone laying ceremony includes placement of tabloid.





Brief news items about other branches of the armed services.



**FOLDING-FIN FIRING**—Air Force *Supersabre* pilot fires folding-fin rockets into an enemy position in Vietnam.

A SINGLE-WIRE ANTENNA that trails for more than five miles behind an aircraft is being tested on EC-135s based at March AFB, Calif.

The trailing-wire antenna system is intended to give jet aircraft a new low-frequency radio transmitter capability.

Coiled on a spool, the antenna is lodged under the aircraft fuselage. When ready for operation, the spool is unwound—much like a fishing reel—to the proper length for the frequency desired.

A cone-shaped, fiber glass drogue attached to the end of the antenna supplies drag to uncoil the wire and add aerodynamic stability.

**UNDERWAY**—The United States Coast and Geodetic Survey Ship *Oceanographer* cuts through calm sea.



THE ODD LOOKING vehicle which scooted over Army test grounds unmistakably had something. The question was what.

The answer soon became apparent when the solid ground on which it traveled gave way to swamps and rice paddies and then to deeper water. Through it all, the Army's vehicle splashed and swam like a duck emerging from the water in a distinctly unducklike manner by climbing nearly vertical banks and continuing on land again over broken terrain.

The army's amphibian, called *TerraStar*, travels at more than 30 miles an hour on cross-country runs. It employs an advanced locomotion concept which calls for a running gear of four wheel assemblies called major wheels.

Each major wheel has three minor wheels mounted on secondary axles which are located radially on large spokes about the major wheel main axle. The minor wheel carries wide-base, low-pressure tires.

The major wheels propel the *TerraStar* through water and over very soft soil in which a conventionally wheeled or tracked vehicle would become hopelessly bogged.

On roads and other hard surfaces, *TerraStar* operates on its minor wheels. According to the Army, tests established the *TerraStar* as the world's fastest wheeled amphibian. As the result of initial trials, the *TerraStar* test bed now is undergoing additional experimentation.

★ ★ ★

A SPECIAL ASSISTANT for environmental services (SAES) has been established under the Joint Chiefs of Staff. He will coordinate, evaluate and review the environmental services of the Department of Defense. The first man to hold the new office is Roy W. Nelson, Jr., Brigadier General, USAF. Richard M. Cassidy, Captain, USN, is his deputy.

The new organization of the SAES will assist the Joint Chiefs of Staff to coordinate, evaluate and review the environmental services of the Defense Department and provide guidance on policy in those areas.

The office of the SAES will be manned by a staff of 48 people, 26 of whom will be commissioned officers. Each military department in the organization will have about equal personnel representation by rank, number and importance of billet throughout the agency.

The Naval Weather Service Command which supports Fleet sea and air operations is under the cognizance of the SAES organization as is the Air Force's Air Weather Service and the Army's artillery "metro sections" which provide meteorological data to artillery firing units.

The new organization is expected to be in full operation this summer.

★ ★ ★

AN OBSOLETE F-89J is being used by the Air Force to test an experimental armor system designed to protect combat crews flying in Southeast Asia.

Engineers at the Flight Dynamics Laboratory at Wright-Patterson AFB, Ohio use dummy figures formed of fiberboard blocks to simulate crew members in the pilot and radar operator's seats.

Similar blocks are also placed at other locations in the cockpit to measure accurately the energy-force of particles penetrating the aircraft. During testing, fifty-caliber bullets and other sized projectiles are fired at the plane.

Each fibrous crewman is completely equipped and even has a parachute, survival kit and life raft in order to evaluate the protection from gunfire provided by operational and survival equipment.

Armor materials which have already been evaluated as well as experimental materials are being used to protect the test plane. The new armor has been designed with an eye toward protection required, availability of materials and the limited space within the aircraft.

★ ★ ★

A POD-MOUNTED ground illumination system is being developed by the Air Force Systems Command at Wright-Patterson AFB, Ohio.

The system, called Project Brilliant, is being designed for use on tactical aircraft to illuminate limited war areas with the power of one megawatt.

An aircraft equipped with the system and flying at 10,000 feet could illuminate a four-square-mile area 50 times brighter than moonlight. At 1000 feet, looking 2000 feet downrange, the system could light up a one-half-square-mile area 500 times brighter than moonlight making people and larger objects clearly visible for a few seconds or a minute—depending on the mission.

The illumination system fits an F-4 aircraft fuel pod and is about three feet in diameter and 10 feet long. The complete unit, including a generator, light system and fuel, weighs less than 2000 pounds.

The generator system weighs about 1000 pounds and uses a magnetohydrodynamic (MHD) channel power supply.

If need be, the light power source could be doubled without substantially increasing the system's weight. A two-megawatt illumination system would weigh about 3000 pounds.

The rocket engine used as a burner by the Project Brilliant system uses a combination of jet fuel and oxygen. Jet fuel is drawn from the aircraft system and oxygen is stored in the pod. The system has no moving parts—a factor which increases its reliability.

★ ★ ★

A LONG-RANGE ICBM interceptor missile named *Spartan* has had a successful maiden flight from her Army test site at Kwajalein, Marshall Islands.

All systems were go as the 55-foot, two-stage missile rose from a vertical concrete cell and arced down range across the Pacific, her radar guidance system functioning as planned.

*Spartan* is designed for deployment at selected sites throughout the United States under the *Sentinel* anti-ballistic missile system.

★ ★ ★

FAST FIX CEMENT, which hardens in 30 minutes or less, is being used in Southeast Asia to fill runways damaged by mortars and rockets.



**VERSATILE**—The AC-130 gunship combines reconnaissance and strike capabilities in the same aircraft.

Developed for Air Force Systems Command's Aero Propulsion Laboratory, Wright-Patterson AFB, Ohio, the cement is being tested at Air Force bases under operational conditions.

The cement has been shown to set quickly and provide strength equivalent to that of concrete that has dried for 28 days. During tests at Eglin AFB, Fla., a simulated fighter aircraft with a load of approximately 58,000 pounds was successfully supported 30 minutes after the cement hardened.

Simulated 750-pound bomb craters were filled to within a foot of the top with sandy debris. The last foot of the approximately 40-foot diameter, 14-foot deep crater was filled with a uniform aggregate. The fast fixing cement was poured at 1000 gallons per minute over the aggregate and spread down through it to form a quick-setting concrete.

The cement may be used with conventional, concrete mixer trucks. A fast fix concrete was developed with the water content approximately 35 per cent of the weight of the mixture. Rather slushy, the mixture is excellent for repair of mortar and rocket crater damage, as it is easy to handle, flows into irregularities of a broken runway pavement, and can be contoured to the shape of the runway.

**COAST GUARD CUTTER** *USCGC Absecon*, former Navy seaplane tender, takes part in CG Academy cruise.



# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



**STILL ON THE GO**—After 29 years of service to the Fleet, *USS Cimarron* (AO 22) is still going strong replenishing ships of the Pacific Fleet.

## **Cimarron Gets Around**

If you are where the action is in the Pacific, you probably will see *Cimarron* (AO 22) for *Cimarron* has a reputation for being almost everywhere.

From Iceland to Okinawa; from Inchon to the Tonkin Gulf, her portly but businesslike lines have been a welcome sight to countless men-of-war engaged in operations during both peace and wartime.

*Cimarron* also has a reputation for being on hand during history-making occasions. During World War II, for example, *Cimarron* refueled *uss Hornet* (now CVS 12) before General Doolittle's boys took off to bomb Tokyo for the first time.

During the succeeding three years, *Cimarron* participated in every major campaign of the Pacific and continued working to support U. S. occupation forces after Japan's surrender.

When the Korean conflict erupted, *Cimarron* was there, too, and she remained in Korean waters until the cease-fire was signed.

Between the end of the Korean struggle, and the outbreak of hostilities in Vietnam, life was reasonably quiet for *Cimarron*. She served as flagship for the support group in Operation Passage to Freedom dur-

ing which countless refugees fled North Vietnam.

When combat began in Vietnam, *Cimarron* was again ready and, since that time, has pumped millions of gallons of black oil, jet fuel, and aviation gasoline to aircraft carriers, gunfire support ships, Market Time patrol boats and others operating around Vietnam.

Despite her years, *Cimarron* still travels considerably. During 1967, the fleet oiler ranged over 2500 miles on her run along the Vietnamese coastline from the Gulf of Siam through the South China Sea and into the Gulf of Tonkin.

During this time, she completed a total of 262 transfers during 10 on-line junkets.

Petroleum products are not the only commodity which *Cimarron* transports. She also carries commissary provisions, Fleet freight, mail and transient passengers and has attained quite a reputation as a cannibal—of spare parts for her customers, of course.

*Cimarron's* long career suggests that she may lead a charmed life. Although she has had many narrow escapes, she remains physically fit and, thanks to periodic major overhauls, she is technologically modern and very, very active.

## **Welcome Home, Daddy**

Heaving lines have been aimed at several home piers recently by bos'ns returning from deployments overseas.

Enjoying homecomings were:

- The amphibious command ship *uss Mount McKinley* (AGC 7), to San Diego after eight months in WestPac. *Mount McKinley* acted as nerve center for amphibious ready groups operating off the coast of Vietnam.

As flagship, she provided communication and specialized support for 16 amphibious operations and conducted 591 helicopter landings and launches.

- Four air squadrons, to San Diego after an eight-month WestPac tour aboard the aircraft carrier *uss Kearsarge* (CVS 33). The squadrons, all members of Carrier Antisubmarine Air Group 53, were VS 21, VS 29, VAW 111, and HS 6.

During the deployment, Air Group 53 operated in support of air operations in North Vietnam and naval operations in the Sea of Japan.

During the cruise HS 6 crewmen rescued 45 people, 18 of them airmen downed in the combat zone.

- The heavy cruiser *uss Canberra* (CA 70), also to San Diego, after a WestPac deployment. The cruiser was away from home port for seven months.

During this, her fourth WestPac deployment, *Canberra* logged more than 50,000 miles. She supported allied troops operating in the area around the DMZ, and in Sea Dragon operations off North Vietnam, where she patrolled the coastal waters of the Tonkin Gulf.

- The heavy cruiser *uss Newport News* CA 148, to Norfolk after seven and a half months in the Pacific.

Traveling some 13,000 miles to return home, *Newport News* left the Gulf of Tonkin with a proud record. She had proved herself a potent addition to Seventh Fleet's cruiser-destroyer force.

While crews of these units were making ready for welcoming celebrations, the crew of the carrier *uss In-*



dependence (CVA 62) were preparing to shove off for the Mediterranean. *Independence* left Norfolk to join the Sixth Fleet in Europe.

Last year, the 80,000-ton carrier spent nine months in Norfolk Naval Shipyard. She was fitted with some of the most up-to-date equipment in the Fleet, including a new air-conditioning system, a new evaporator for her refurbished power plant, a new flight deck lighting system, and the Navy Automated Tactical Data System.

### Delta's Mother Ship

She's a Riverine support base, a mobile helo pad, a command and communications center. She provides small boat repairs. She furnishes supplies and provisions. When she's not acting as a battleship, she's a hospital ship. In a word, she's *total*.

This only briefly describes the functions of the self-propelled barracks ship *uss Colleton* (APB 36) which serves primarily as the command control center for the Mobile Riverine Force in the Mekong Delta.

While she is many things at once in fulfilling her Vietnam role, it was basically her reconstruction that qualified her for the riverine job.

Flat-bottomed, her shallow draft is well suited for running with ease the major rivers in the delta region. When rivers become streams, and her advance is halted, she extends her riverine arm by launching a fleet of assault craft—ATCs, ASPBs and 20th century monitors—which transport troops further upstream into battle areas.

In almost every sense, APB 36 is totally independent in her efforts to rout the enemy from the Mekong Delta. She moves her riverine force deep into the heart of enemy-held territory by using the natural highway system of rivers and streams that interlace the region.

As an independent mother ship, *Colleton* provides her troops, from the Army's Second Brigade, Ninth Infantry Division, with berthing, food and complete medical facilities. She has an 18-bed general ward, a two-bed intensive care unit, and a complete surgical suite staffed jointly by a Navy and Army medical team.

The concept of riverine warfare



CLOSE FORMATION—Barracks ship *USS Colleton* (APB 36) rests at anchor in the Mekong River with 12 riverine craft alongside.—Photo by Ed Shinton, PH1.

has been successful in Vietnam, and the crew of *uss Colleton* likes to think that the major reason for its effectiveness is their ship's total performance. —Tim Bennett, PN2, USN.

### They Earned Their Awards

Navy ships and units continue to perform outstanding service during their tour in Vietnam. Here's a list of those who have most recently received the Meritorious Unit Commendation.

*Boat Support Unit One* was awarded its MUC for service from 8 Feb 1964 to 30 Jun 1967 in operations in support of operational forces in Vietnam. BSU One was responsible for the establishment of an advanced base capable of supporting highly sophisticated combat craft, and for the training of Vietnamese naval personnel in their operation. In addition, it was responsible for design modification and tactical employment of numerous types of small boats.

*USS Current* (ARS 22) received her MUC for service from 27 January to 20 July 1967 during operations in Southeast Asia. *Current* took part in the salvage operations of *MS Amastra*, *SS Minot Victory* and *SS Cosmos Trader*. She also succeeded in laying an off-shore POL line and mooring for the USAF in Taiwan.

*USS Fox* (DLG 33) earned her

MUC for service from 12 July to 13 Nov 1967 while serving as *Piraz* (Positive Identification and Radar Advisory Zone) ship for Task Force 77. As such, she provided forward air traffic control center services for all Navy, Marine Corps and Air Force aircraft transiting the Tonkin Gulf on strike missions into North Vietnam.

*Patrol Squadron One* was awarded its MUC for service from 15 May through 15 Nov 1967 while conducting radar and visual surveillance of sea areas along the coast of the Republic of Vietnam as part of Operation Market Time. Conducting around-the-clock patrols, *PatRon One* participated in 479 missions, logging nearly 6000 hours of combat flight time and averaging over eight hours per sortie for a total 693 sorties. A total of 75 communist-bloc ships and hundreds of other ships were sighted and photographed by the squadron.

*uss Benjamin Stoddert* (DDG 22) received her MUC for participating in combat operations from 25 April to 2 Sep 1967. Conducting operations against lines of communications, she inflicted severe damage to waterborne logistics craft, trucks, storage areas, roads, bridges, ferries, boat repair yards and surface-to-air missile positions. On numerous occasions, the ship was taken under fire by enemy coastal defense batteries.



UP THE RIVER—LCU 1617 takes on load of supplies to deliver up Cua Viet.

USS *Henry W. Tucker* (DD 875) earned her MUC while assigned to the Northern Search and Rescue Unit of Task Force 77 from 18 September to 21 Oct 1967 and while assigned to Naval Gunfire Support of Allied Forces from 11 to 25 Nov 1967. She provided gunfire and neutralization of enemy targets in support of allied forces ashore in South Vietnam.

USS *DuPont* (DD 941) was awarded the MUC in connection with operations while conducting gunfire support missions off the coast of Vietnam during 8 August through 11 September, 1 through 24 October and 15 November through 1 Dec 1967. Firing in support of the Third Marine Division, the ship completed more than 580 call fire and 2050 H and I missions. While the destroyer was on the firing line she was taken under enemy artillery fire on several occasions.

Amphibious Ready Group Bravo was presented the MUC for action against Viet Cong insurgent and North Vietnamese regular force troops in the Republic of Vietnam from 18 June to 4 Aug 1967. During this period, Group Bravo conducted Operations Beacon Torch, Beaver Track, Bear Chain and Kangaroo Kick. Group Bravo included Commander Amphibious Squadron Nine and staff, USS *Tripoli* (LPH 10), *Monticello* (LSD 35), *Ogden* (LPD 5), *Tom Green County* (LST 1159), *Terrell County* (LST 1157), and embarked detachments.

### Navy Unit Commendations

MEANWHILE, the following ships and units received the Navy Unit Commendation during the cited periods for actions "in keeping with the highest traditions of the United States naval service."

USS *Constellation* (CVA 64) and *Attack Carrier Air Wing 14* (CVW 14) from 18 May to 26 Nov 1967 while participating in combat operations in Southeast Asia as a unit of Task Force 77.

USS *Coral Sea* (CVA 43) and *Attack Carrier Air Wing* (CVW 15) from 13 Aug 1967 to 19 Feb 1968 while participating in combat operations in Southeast Asia as a unit of Task Force 77.

USS *Intrepid* (CVS 11) and *Attack Carrier Air Wing 10* (CVW 10) from 12 June to 8 Dec 1967 while participating in combat operations as a unit of Task Force 77.

U. S. Naval Support Activity, Saigon, from 16 Mar 1966 to 1 Jan 1968 in providing logistic support to U. S. Navy, U. S. Coast Guard and Free World naval forces in the II, III and IV Corps areas in the Republic of Vietnam.

USS *Oriskany* (CVA 34) and *Attack Carrier Air Wing 16* (CVW 16) from 14 July 1967 to 12 Jan 1968 while participating in combat operations in Southeast Asia as a unit of Task Force 77.

USS *Ray* (SSN 653) for a period in 1967, during which *Ray* conducted independent submarine operations essential to the national defense.

USS *Triton* (SSN 586) for a period in 1967, during which *Triton* conducted independent submarine operations of great importance to the national defense.

USS *Tripoli* (LPH 10) from 16 May to 1 Dec 1967 while engaged in combat operations in the Republic of Vietnam against insurgent communist guerrilla and North Vietnamese Army forces.

### They Haul Almost Anything

Aside from possible unfriendly mortars which may be pointed in their direction, the trips made by the crew of LCU 1617 on the Cua Viet River are more or less ho-hum affairs.

There are those, you understand, along the banks of the Cua Viet who are anxious that the cargo of the landing craft does not reach its destination. Because of this antagonism, the caution of the crew of the LCU is more than justified and the noisy trips more than make up for the quiet ones.

Utility Landing Craft 1617 is one of eight craft assigned to Assault Craft Unit One, Western Pacific Detachment (a unit of the Seventh Fleet Amphibious Force).

About three times a week she carries cargoes as varied as paper cups, cranes and trucks from the Naval Support Activity at Da Nang to northern I Corps outposts.

LCU 1617, like all her sisters, has proved herself to be particularly useful in Vietnam. She can carry up to three 60-ton tanks or more than 400 troops. When she carries vehicles, she sometimes carries the drivers, too. The cargo simply rolls on and, upon reaching its destination, can be driven off under fire within a period of about two minutes.

When LCU 1617 begins her 90-mile trip to the Cua Viet during the night, she reaches the river's mouth at about daybreak. If she reaches her I Corps destinations during the morning hours, she can return to Da Nang by early evening and unload everything she brought back with her. Then the same process is repeated—ad infinitum.

Aboard LCU 1617, the 11 men of the crew are proud of their ability to transport nearly anything—even through heavy seas and surf up to 10 feet.

Although the crew of the utility

landing craft never know when or where mortar fire will erupt from the shore, they still manage to mix a fine concoction of relaxation in the face of danger with the certain knowledge that they and 1617 can handle any assignment that is given them. —John Thomas, ENS, USN.

### Subrep Unrep

uss *John A. Bole* (DD 775) performed an unusual underway replenishment recently when she delivered over a ton of foodstuffs and three huge bags of mail to *uss Sterlet* (SS 392) on the high seas of the Tonkin Gulf. Ordinarily it is necessary for a submarine to use precious time by going into port for supplies.

The Seventh Fleet destroyer *Bole*, commanded by Commander Frank C. Collins, accomplished the unusual unrep by means of an improvised manila highline attached to the submarine's conning tower and handed by *Bole* crewmen.

### Cook With Wings

Rayburn A. Sanderson had nothing against being a commissaryman but he also longed to be up up and away in one of the beautiful *Nep-tune* patrol planes his buddies flew with Patrol Squadron Seven at NAF, Sigonella, Sicily. Unlike many dreamers, however, Sanderson was willing to do something about it.

Although he was busy in the galley during most of the night, Sanderson attended ASW ordnance ground lectures and took part in loading drills during the day.

Whenever he could do so, he hopped a flight, absorbed more instruction and had his flying ability checked out by the officers and enlisted men of nearly every crew in the squadron.

Within three months, Sanderson had accumulated 65 flight hours and had also finished a good portion of his ground training.

Clearly, Sanderson was well on his way to becoming a fully qualified ASW aircrewman as well as a commissaryman.

When VP-7 returned to Jacksonville last November, Sanderson kept working on the ASW Ordnance Aircrewman syllabus and, 10 months after he began his training, he received his gold aircrewman wings.

It was, of course, a day for San-



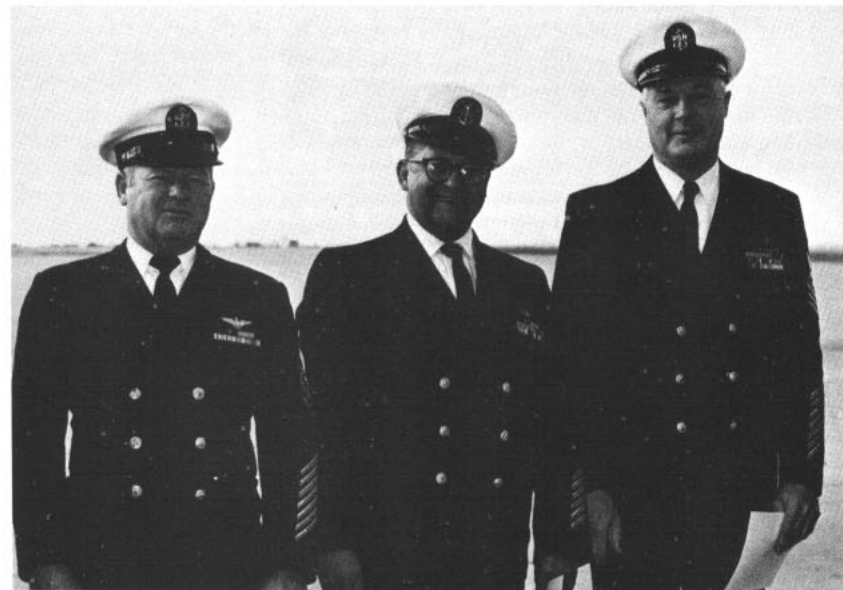
**GALLEY GOODBYE**—R.A. Sanderson, CS1, worked during off-duty hours to qualify as an ASW aircrewman.

derson to remember and it was also a big day for the officers and men of VP-7 who, by contributing many of their off-duty hours, helped him achieve his goal.

When Sanderson received his letter of designation, the squadron's exec attested to the command's pride in a man with the initiative to spend many off-duty hours to complete his studies. He also congratulated Sanderson on being one of the few Navy commissarymen, if not the first, to become a qualified ASW Aircrewman.

### Vanishing Breed

The Navy still has on its rolls 34 Enlisted Aviation Pilots, and NAS Miramar, Calif., proudly claims three of the vanishing breed.



**A RARE BREED**—Three of the 34 Navy enlisted pilots pose for photo following promotion ceremony at NAS Miramar. *Lt to Rt*: Silver Eagles Senior Chief Aviation Machinist's Mate M. E. Park; Master Chief Aircraft Maintenceman J. L. Culbert; and Senior Chief Aviation Machinist's Mate H. A. Lane.

They are AFCM J. "Pudge" L. Culbert, ADCS Harry "Shady" Lane, and ADCS Marvin "Red" Park.

Altogether these *Silver Eagles* have logged more than 32,000 pilot hours. Chiefs Park and Lane are checked out in jets while Chief Culbert balances the scales as a helo pilot.

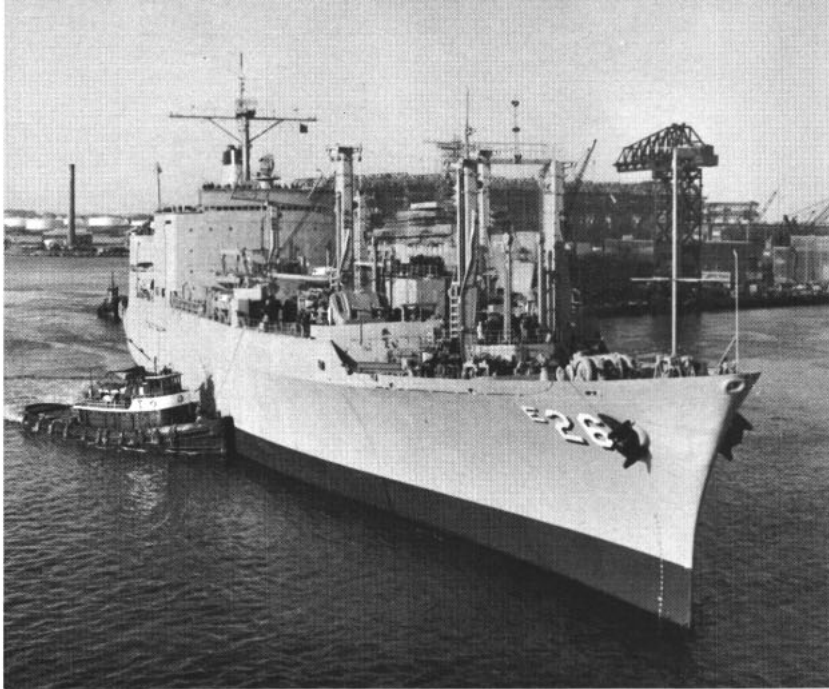
All three APs fly conventional aircraft. Chief Park holds an airline pilot rating and has flown 34 different types of aircraft. He received his AP designation in 1945, four years after Chief Lane. Chief Lane at one time held the rank of lieutenant, but reverted to his present rating in 1950. Though senior in rate now, Chief Culbert didn't receive his wings until 1947—a mere 21 years ago.

Actually, the enlisted pilots can trace their ancestry back to World War I. Combat tested, they again achieved fame during WW II when their numbers increased to more than 800 and they flew the world over.

After the war, the AP roster gradually diminished as the enlisted pilots either left the military or dropped their designators.

Now, it appears only a matter of time before the hour comes when the Navy's APs hang up their uniforms for the last time, bringing to an end a distinguished era for the enlisted man in naval aviation.





OFF TO SEA—*Kilauea*, first of a new class of Navy ammunition ships, is eased from docks by tugs as she gets underway for her first sea trials.

### Kilauea Commissioned

Newest of the ammunition ships, *Kilauea* (pronounced: Key-Low-Way-Ah), was scheduled to be commissioned in August at the shipyard in which she was built in Quincy, Mass.

The 564-foot ship, designated AE

26, had her keel laid on 10 Mar 1966, and was christened on 9 August last year. She will displace 18,000 tons fully loaded, carrying missiles and other ammunition to combatant vessels.

*Kilauea* is named after the active volcano on the island of Hawaii.

### MSTS Units in Vietnam

ABOUT 97 percent of the dry cargo needed and nearly 400,000 men have arrived in Vietnam via MSTS-controlled ships since early 1965.

With a main office in Saigon, MSTS has strung eight small units in the principal outposts along the coast.

Among the best known of these units, which speed shipments to their final destination, are those at Da Nang, Qui Nhon, Cam Ranh Bay and Nha Trang.

One of the smallest units of this cargo and passenger line can be found along the white, sandy beaches of the city of Nha Trang, 175 miles northeast of Saigon.

Here, three U. S. Navymen normally assigned maintain constant liaison with, and monitor cargo delivery to, approximately 184 different military and civilian MSTS consignees within the Nha Trang area.

First established in early 1965 in preparation for the build-up of U. S. forces in South Vietnam, the Nha Trang MSTS unit began with one Navy officer, working with virtually nonexistent facilities. In March 1966, an office was built and a two-man staff was assigned.

## Chief Shipfitter Mozier Is Retired—And Still Lending Navymen a Hand

At 0700 daily, retired Chief Shipfitter Tony "Pops" Mozier drives eight miles from his home in Point Loma, Calif., to NTC San Diego, picks up a pile of forms that newly-arrived recruits have filled out, and then returns home to begin a routine that he modestly categorizes as better-than-sitting-in-a-rocking-chair all day.

Mozier, a ham radio operator and a member of the Army's Military Affiliate Radio System (MARS), notifies parents throughout the United States that their sons have arrived safely in San Diego and are on board the NTC for recruit training.

Thousands of such messages move each month from antennas atop Pops' Point Loma home.

Pops' wife assists him with the calls. He first communicates with the Interstate Sideband Network (SSB) headquarters in Arkansas, a clearing house for amateur radio

calls. He receives a practical routing for his traffic, and then contacts about 20 glad-to-cooperate ham operators throughout the country.

Pops gives each contact the messages that apply to his particular geographic area. The area contact then relays the messages to local radio operators. When a given message gets close enough to a recruit's home, the parents are phoned and the word is passed.

In most cases, the anxious parents are told of their son's arrival at NTC before noon of the day after he left home. Almost all of the messages are delivered within 24 hours, many within three to four hours.

Mozier's radio shack is a small room crammed with high and low power transmitters, amplifiers, receivers and four teletype machines. "By using the teletypes," he said, "the fellows at the other end don't

have to write down all the names. I just start my tapes here, and they get a printout on their machines at the other end. While the teletype is going, I get on a mike and go ahead with some of the other calls."

While Pops is on the air, Mrs. Mozier works on the family telephone, calling parents of recruits who live in the San Diego area.

Pops has been interested in radio work nearly all of his life. "I made my first radio set back in 1914," he said. "It was an old spark-gap outfit built with a few parts and an oatmeal box.

"When I joined the Navy in 1922, I considered going into the radio field, but I had worked in a shipyard and could read blueprints so I became a shipfitter."

Now retired for more than 20 years, Pops has all the radio work he can handle.

—Bill Honerkamp, JOSN, USN.

That month also saw the first contingent of civilian personnel and equipment arrive, to perform stevedoring and trucking services, under contract to MSTS, in support of U. S. military forces and civilian contractors in Nha Trang.

Today, it's usually a three-man team operation. Working from the fifth floor offices of a newly constructed control tower, the team literally oversees all MSTS operations along the beachfront that comprises Nha Trang's port.

The port of Nha Trang is visited monthly by approximately 15 deep draft dry cargo vessels, troop transports and tankers, and some 13 LSTs carrying ammunition, foodstuffs, vehicles, U. S. Army units and other materials.

All of these ships are owned or chartered by MSTS, and the Nha Trang unit plays a part in the control of each, as well as handling crew problems, customs clearance, liberty launch service and other requirements.

Though small, the Nha Trang MSTS unit, combined with its sister units in South Vietnam, does a big job, accurately reflecting the Navy's long-held view of the importance of sea transport.

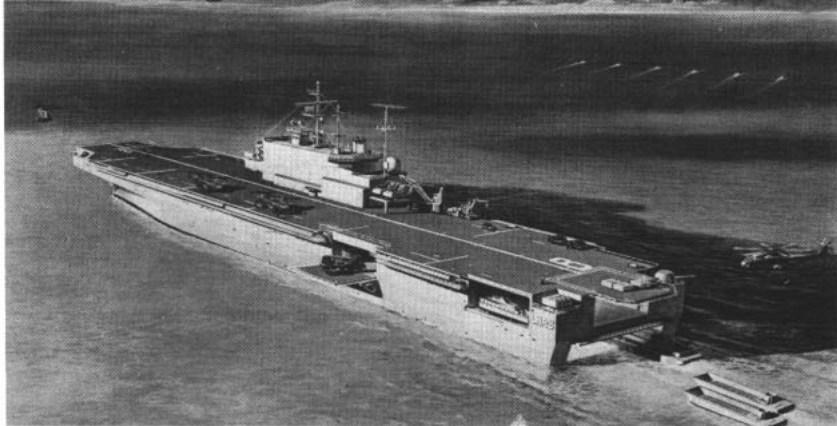
—Ray Tills, JO2, USN.

### Kudos for Chief Steward

Nearly 27 years of duty, which provided the opportunity to meet top officials and heads of state, ended in the Sea of Japan recently as Senior Chief Steward William H. Wells flew from the deck of *uss Enterprise* (CVAN 65) to return to the U. S. as a member of the Fleet Reserve.

As the last duty tour of his naval career, Senior Chief Wells had spent two and one-half years in the carrier, during which his responsibilities centered around the supervision of 120 stewards and cooks.

One of the final additions to Chief Wells' service record is a letter of commendation for his outstanding performance, particularly on behalf of the many distinguished visitors and heads of state who visited *Enterprise* during recent months. These included the President of the United States, the Vice President, the President and Premier of South Vietnam; the U. S. Ambassadors to South Vietnam and Japan, plus distinguished members of Japanese government.



**ALL AROUND AMPHIBIAN**—Sketch shows how the general purpose assault ship will look. It is designed to combine features of LPH, LPD, AKA, and LSD.

Accomplishing such formal tasks has been part and parcel of Chief Wells' career in the Navy. From 1945 to 1952, he moved back and forth along the West coast as a mess troubleshooter, earning a reputation for achieving a smooth operation in the jobs to which he was assigned.

He started his career on board the attack transport *uss Spica* (AK 16) and was in port at Kodiak, Alaska, on 7 Dec 1941 when the U. S. entered World War II. With the exception of one Mediterranean cruise on board the carrier *uss America* (CVA 66), all of his career was spent in the West coast and Pacific Fleet areas.

And that's where Chief Wells plans to settle down—on the West Coast. Smooth sailing, Chief.

### New Type Amphibious Ships

A new class of combat ship has been chosen to succeed earlier amphibious designs. More than five are planned for the series and they are

expected to reduce the need for specialized ship types.

The vessels will be called general purpose amphibious assault ships (LHAs) and will have a full flight deck and well to accommodate a balanced assault payload. This will be done by combining the features of the amphibious assault ship (LPH), the amphibious transport dock (LPD), the attack cargo ship (AKA) and the dock landing ship (LSD).

The design provides for increased speed and flexibility in amphibious combat missions including assault by air or over the beach.

The design calls for a hull about 800 feet long with a 106-foot beam. The ship's endurance is estimated at more than 10,000 miles.

The LHA's design reflects changes in amphibious doctrine during the past 30 years. These ships will operate as independent units or with the newer amphibious ships having comparable speeds.

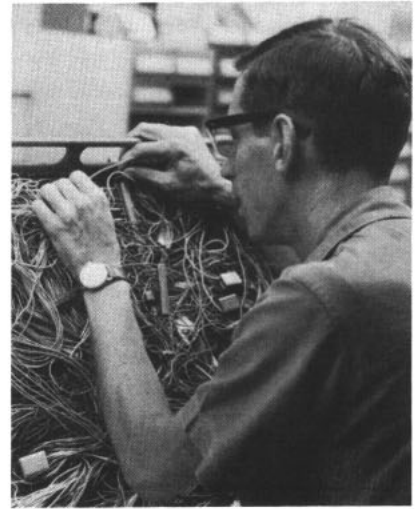
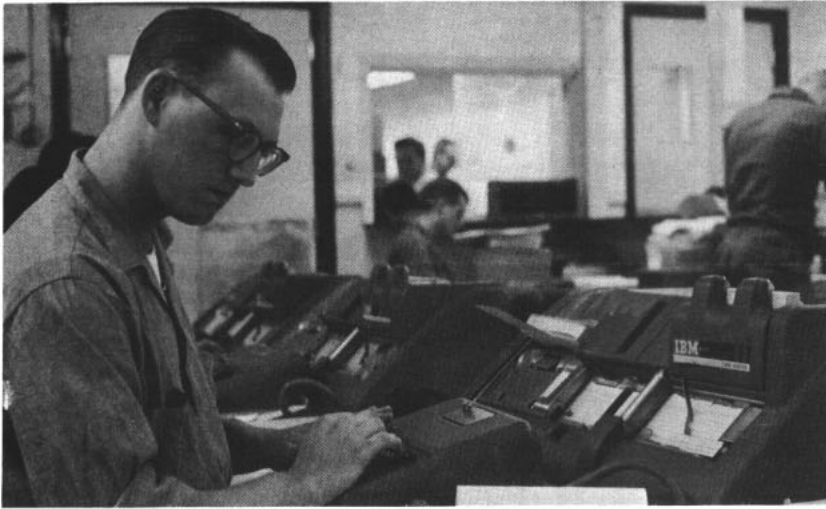
### Ten Millionth Prop Revolution—and a Tradition



The executive officer of the amphibious assault carrier *uss Iwo Jima* (LPH 2), Commander Robert S. Vermilya, was caught in the whirl of *Iwo's* 10,000,000th propeller revolution while handling the throttle, as the result of a well-engineered scheme.

According to *Iwo* tradition, the man on the throttle during a millionth mark in revolutions of the screw is required to finance the purchase of a case of beverage for the engineering department party, which is to be held at the end of the cruise.

CDR Vermilya, after realizing he had been the victim of more than circumstances, sportingly consented to follow tradition.



**DOUBLE CHECKING**—Howard Weldy, SN, checks transaction cards on verifier machine at Data Processing Department, 1 Corps, Naval Support Activity, Da Nang. *Rt:* Richard Bordeau, DT2, wires panel on accounting machine.

### Electronics Speeds Supplies

Keeping a daily account of more than 90,000 supply items handled throughout I Corps by the Naval Support Activity, Da Nang, would be an impossible job if done by hand. But for the mechanized bookkeepers at the Data Processing Department, it's all in a day's work.

Supply items must be maintained at various levels by the Supply Department to assure delivery of necessary materials to NSA's customers scattered throughout the five northern provinces of South Vietnam.

"We keep data as current as possible on all items," said Data Processor Technician 1st Class Gerald Schmidt.

"The transactions of each item, the quantity of the item on hand and the quantity of the item on

order are used to keep the information updated."

The backbone of the offset system used by the Data Processing Department is the 801 card, or the stock balance card. One of these cards is on file for each item handled by Supply.

A detail card, showing transactions of each stock item, is put through the 407 Accounting Machine with the corresponding 801 card. When the amount of stock on hand drops below a predetermined level, the information is sent to the supply office. Here a decision is made, based on current or projected need of the item, as to whether or not stock is to be reordered.

Not all the work is done by machine. When supply requests come into stock control, Navy personnel and Vietnamese workers punch

cards on the items for the offset system.

After verification on another machine, the card is put into the system and the data used for stock control. More than 40 million cards pass through the machines each month.

A number of data processing machines are used by the Navymen. The 188 Collator checks the alphabetical or numerical sequence of cards and can merge or select cards in the file in either sequence. Another machine with a similar function is the 83 Sorter, used to arrange cards into alphabetical or numerical order.

The 604 Electronic Calculator is used for computing figures. The 557 Alphabetic Interpreter feeds back identification of unidentified cards and the 519 Reproducing Punch duplicates cards.

Even with all the machines which aid data processing, the system has one drawback. "We're only as good as the information we receive from personnel," said Petty Officer Schmidt.

"If the figures given to us aren't correct, the machines' computations are not going to be correct either."

In addition to stock control for the Supply Department, Data Processing assists other NSA departments. One Navy pay list, consisting of nearly 9000 names, is reproduced by machine in a little more than an hour for the Disbursing Office. The same job, if done by personnel, would take a couple of days.

The department recently assumed the job of printing the NSA

**CONTRAST**—Pacific Fleet Amphibious Force junk, used to train *Swift* boat crews in proper boarding procedures, compares profiles with *USS New Jersey* (BB 62) as the battleship arrives in San Diego for training.





Vietnamese employees' pay list. Data Processing also provides machine assistance to the Personnel Office, 30th Naval Construction Regiment and the Army.

"We have a need to expand and increase our technical capabilities," said Lieutenant Richard L. Conser, Data Processing Department Officer.

"The demand for supplies has exploded and the volume of some items has doubled."

Twelve Vietnamese, locally trained, and 35 sailors work in the department. To keep stock records up to date and provide their varied services, the department works two 12-hour shifts each day.

Data Processing hopes to upgrade its services, both in quality and quantity. Owing to the workload and expansion possibilities, the department hopes to get a computer.

"We will then be able to expand our services and do cost accounting, statistical work and analysis for Public Works, and give machine support to the Small Craft Repair Facility and the Navy Real Estate Office," LT Conser said.

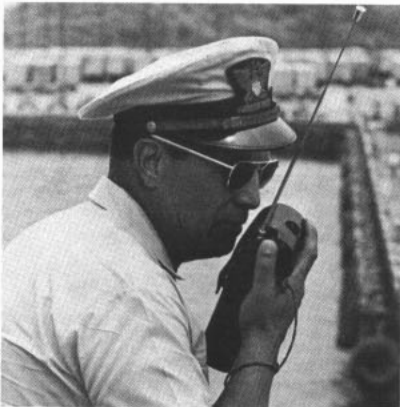
### The Pilots of Da Nang

A century ago, pilots on Mississippi River boats were considered to be a breed apart from lesser men. The Navy's harbor pilots still are. Only the time and place have changed.

Today, the pilots who have one of the tougher jobs are those who guide ships in and out of Da Nang's harbor, which they consider one of the more difficult in the world's roster of tough harbors.

Each day, they battle the river

**Navy harbor pilot Master Chief Boatswain's Mate John Gonzales gives orders to tugboats while docking.**



**Navy harbor pilot Chief Quartermaster Joe L. Melton watches docking tug maneuver a freighter into place.**

currents, avoid shoals and underwater obstacles to baby their charges up to the deepwater piers—no easy task, especially during the monsoon season.

The four enlisted pilots at Da Nang all are veteran Navymen. One is a master chief boatswain's mate, the other three are chief petty officers. None was formally trained for his duties. There are, in fact, no Navy schools for harbor pilots. A man gets the feel for piloting a ship only through experience.

The Da Nang pilots have had the experience. Each has spent years as a tugmaster, where he learned to maneuver a ship in and out of a berth any time, any place, and almost under any condition. In Da

**Navy harbor pilot Chief Boatswain's Mate Charles H. Fitzgerald keeps eyes on ships' approach to pier at Da Nang.**



Nang, they need this versatility.

To do their job, the Navy pilots exercise the talents of a diplomat, a jockey and a make-do artist.

Diplomacy comes into play the minute the pilot reaches the deck and announces he is ready to get underway any time the captain is ready.

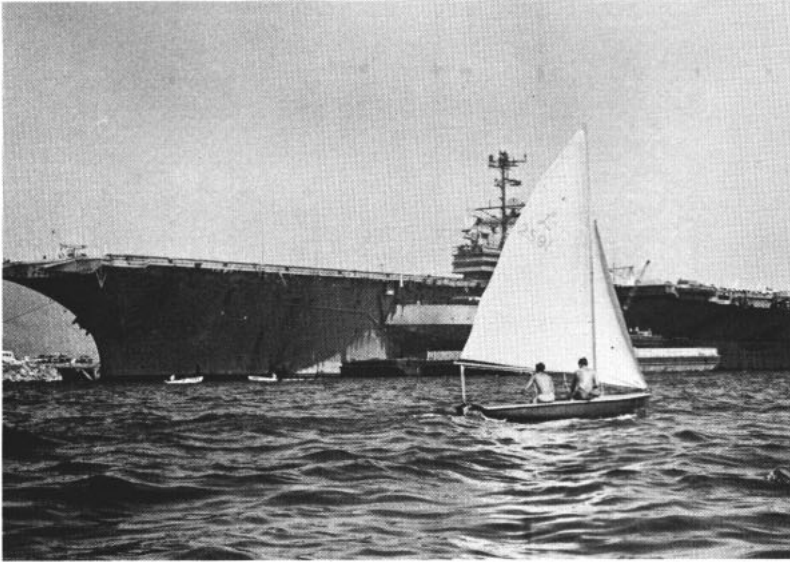
From the moment the conn is relinquished to the pilot until the captain verbally resumes command, the pilot controls the ship—a situation which some COs view with considerable misgiving.

With few exceptions, however, the Da Nang pilots are able to do their job with a minimum of interference.

A harbor pilot might feel like a

**Navy harbor pilot Chief Boatswain's Mate Harold W. Hurst talks a large freighter into its pier side berth.**





**SAILING SAILORS**—Navy men pass carrier in Special Services Sailboat.

### *High Seas Holiday at Subic*

When a ship pulls into Subic Bay Naval Base in the Philippines for a short break in Vietnam operations, many of her crew go into town to savor the pleasantries of terra firma. Others head for the boat pier to rent a boat for the day.

Subic's Special Services Department owns and operates one of the Navy's largest fleets of pleasure craft. Over 50 boats—motorboats, Lido class sailboats and sea-going fishing cruisers—are available, in addition to skin diving gear.

Subic Bay affords excellent boating and swimming. In many places, the clear water rivals the visibility of fresh-water lakes. There are

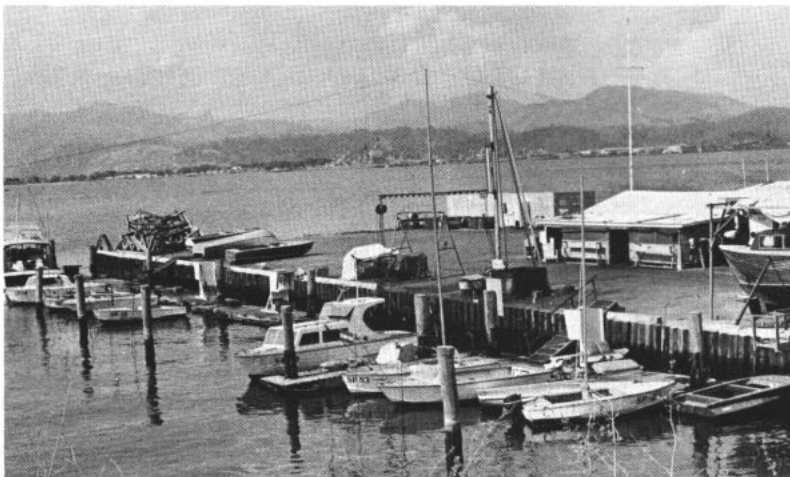
countless coral reefs and a great variety of fish and sea shells.

A simple test in small craft operation must be passed before one is allowed to take out a boat. Successfully passing this test qualifies you as a small boat operator. Classes of instruction are available to anyone wishing to learn the fundamentals of sailing.

Once a boat is taken out, the only major restrictions about sailing are that a person stay out of shipping lanes and clear of the flight path at Cubi Point Naval Air Station. Otherwise there is nothing to hinder a boatman's holiday.

—Michael B. Keenan, JO 3, USN

**SUBIC BAY** Special Services has more than 50 boats available.



jockey when he takes an unfamiliar vessel through treacherous currents and gives orders to a strange crew—a situation similar to a man riding a strange horse in a tough race. A sure hand and a clear head are needed in both situations.

As a make-do artist the Da Nang pilots must cope with sticky situations on commercial ships which sometimes have far too few phone talkers and linehandlers to bring the ship safely to berth.

Any one of the four Navy pilots at Da Nang could be making a substantial salary as a civilian, nevertheless each remains with the Navy and each undoubtedly has good reasons for doing so.

One of the men at Da Nang speculated that the harbor pilots like the varied situations their job offers, and recognized the value of the wide professional background it gave them. After Da Nang, anything would be easy.

Whatever the reason, each pilot admits that he receives substantial satisfaction every time he safely berths a big ship carrying a multi-million-dollar cargo after maneuvering it through treacherous waters which he and his fellow pilots know well.

—Ken Nichols, PHC.

### **Wifeline Portfolios**

Although it is a large organization, the Navy extends a warm welcome to new Navy brides. This is the message the Navy Wifeline Association would like to get across with a portfolio that is to be distributed free to the Navy's connubial newcomers.

The collection of pamphlets contains material describing Naval customs, traditions, and social practices. There is also a simple but comprehensive handbook of information designed to acquaint the reader with the varied aspects of Navy life. Topics include assignments and promotions, privileges and activities for Navy wives, assistance available to the Navy family, sea duty, and overseas tours.

BuPers Instruction 1750.8 provided all ships and stations with more detailed information on the portfolios and on their presentation to Navy brides. Commands may request the portfolios from the Navy Wifeline Association, Building 40, Washington Navy Yard, Wash., D.C. 20390.

# THE WORD

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

• **CIVILIAN CLOTHES**— Decisions, decisions. Now, it's what to wear while departing the ship on leave or liberty. Uniform? Civilian clothes?

If you're a senior or master chief petty officer, and serve on board a ship tied up in a U.S. port, you can take your pick. For a while, anyway.

This is the word from CNO in a new directive concerning who may wear civilian clothing on and off the ship. Specifically, effective 1 Jun 1968, master and senior chiefs are authorized to have civilian clothes in their possession on board ships in U.S. ports, and may wear such clothing while:

- Leaving or returning to their ships

- Awaiting transportation after permission to leave the ship has been given

- On authorized leave and liberty

This option on what-to-wear extends at least until 1 Jun 1969. After the one-year trial, commanders of the major Fleets will conduct a survey and make a recommendation to CNO on whether to continue civilian clothes authorization.

OpNav Inst. 1020.2 makes it clear that the privilege of wearing civvies for E-8 and E-9 chiefs while leaving or returning to their ships applies only within the 50 United States.

There is no mention of what type of civilian clothing may be worn,

but the directive does state that dress and personal appearance must be "appropriate to the occasion and uphold naval standards of good taste."

• **VIETNAM CAMPAIGN DESIGNATIONS**—There are now five campaigns for which the Vietnam Service Medal may be awarded to Navymen serving in Vietnam or on board ships in waters designated as part of the combat zone. They are:

- 15 Mar 1962 to 7 Mar 1965—*Vietnam Advisory Campaign.*

- 8 Mar 1965 to 24 Dec 1965—*Vietnam Defense Campaign.*

- 25 Dec 1965 to 30 Jun 1966—*Vietnamese Counteroffensive Campaign.*

- 1 Jul 1966 to 31 May 1967—*Vietnamese Counteroffensive Campaign, Phase II.*

- 1 Jun 1967 to a date to be announced—(no name established).

Individuals who have been awarded the VSM are authorized to wear a bronze star 3/16" in diameter for each of the Vietnam campaigns in which they have participated. Only one star is authorized for each campaign.

Stars may not be worn on the Armed Forces Expeditionary Medal, awarded earlier for Vietnam service, since stars on this medal would indicate an individual had participated in more than one area of operations for which the AFEM was issued, in-

cluding the Lebanon, Taiwan and Cuba crises.

If an individual's service record does not indicate his eligibility to receive the VSM or any number of stars for campaigns he's participated in, he may sign an affidavit similar to the following:

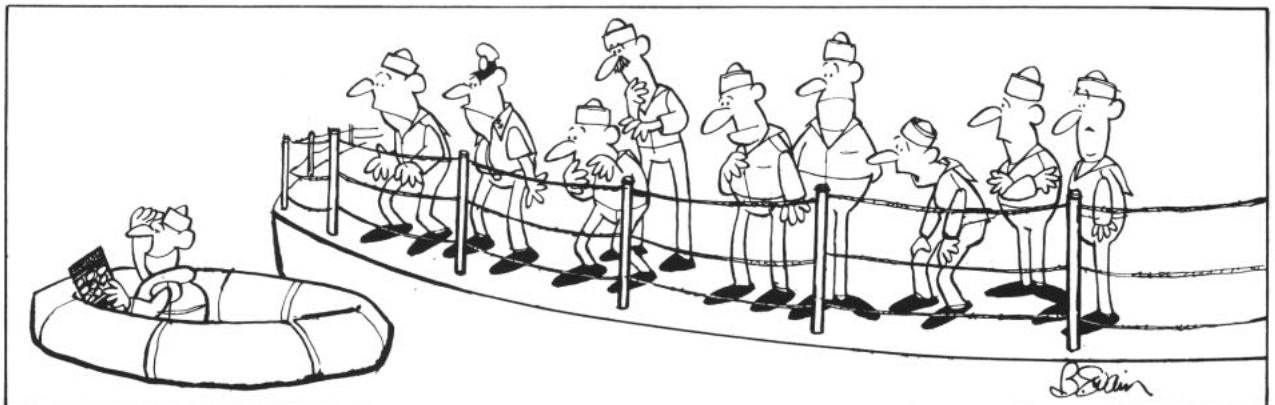
I certify that I served on board the (ship or unit) from (date) to (date) under conditions which established my eligibility for the Vietnam Service Medal with (number) star(s).

• **NEDEP**—Of various paths to a commission, one of the shortest and smoothest at present appears to be the Navy Enlisted Dietetic Education Program (NEDEP). The Bureau of Medicine and Surgery says the chances for commissions in the Medical Service Corps now are excellent for those who qualify.

In general, the program is open to enlisted men and women of all ratings who meet certain age and educational requirements. The latter specifies the NEDEP candidates must have completed at least 32 semester hours of college, including math and science courses, with a grade average of C+ or higher.

Those selected for NEDEP receive up to three years of training (full-time duty under instruction) at an appropriate educational institution. Those who complete the training receive commissions (as Ensign, USNR) Medical Service Corps.

If you're interested in checking further into NEDEP, BuMed encourages you to contact your personnel office for a look at BuPers Inst. 1120.38, which contains all the details. It is noted that applications must reach BuPers between 1 Oct 1968 and 1 Jan 1969.



DON'T GO OVERBOARD with ALL HANDS . . . remember that there are 9 other shipmates waiting to read this issue.



# THE BULLETIN BOARD

## That Deadline for NESEP Is Rapidly Approaching

**I**F YOU'RE FEELING poorly because you never made it through college or applied for a commission, you may be suffering from what's known as the NESEP syndrome.

Nobody's sure what the percentage is, but, as almost everybody in the Navy knows, each ship and station has a number of NESEP cases. They're easy to spot.

Most often afflicted are young enlisted men and women who look sharp, act bright and always can be counted on to do exceptionally good work. They are science-minded, like to read and study in their spare time, and want to go to college and get a commission.

The prognosis for recovery, for this year's batch of NESEP cases, appears to be good. BuPers Inst. 1510.69L advises those who suffer from the syndrome to apply for the Navy Enlisted Scientific Education Program, if qualified, before 1 October. Success with NESEP means a college degree and a commission in the Regular Navy.

NESEP helps fill the need for top-notch naval officers and, at the same time, sees to it the officers are formally educated to meet current technological demands. Therefore, NESEP essentially is an investment program. The Navy, by putting the candidate through college, invests in his (or her) potential for service as a commissioned officer.

Twenty-two colleges and universities take part in the program (see box). Purdue, with 200-plus NESEP students on campus each year, is the largest of the Navy's college partners.

Potential for NESEP is determined in the course of application, processing, interviews, recommendations and finally, selection. If you are selected for the program, you receive an uninterrupted education. The maximum is four years of college, including summer sessions.

To determine whether you have the potential and qualifications for NESEP, here's a rundown on the program as outlined in BuPers Inst. 1510.69L. The new directive reflects

a number of changes to the program, including:

- Clarification on entitlement to VRB. Payment of a variable reenlistment bonus is not authorized for candidates who extend or reenlist solely for the purpose of meeting NESEP obligated service requirements.

- Revised age requirements. As in the past, NESEP candidates must be at least 21 but less than 25 as of 1 July of the year selected. Waiver of the minimum age requirement, permitted in previous years, is no longer allowed. However, waiver of the maximum age may be granted on the basis of one year for each year of previous college credits that can be transferred to the NESEP curriculum.

- Physical standards. NESEP candidates now must meet new and more detailed visual requirements (see Physical, below).

- New schedule for OCS. Previous NESEP college graduates were required to attend 18 weeks of training at the Officer Candidate School, Newport, R. I., before they received their commission. The OCS course now has been cut to 10 weeks, and the training is to be held during the summer before graduation, which for most candidates means between the junior and senior years. The NESEP

graduate then will receive his commission at the same time he receives his college degree.

**Citizenship**—You must be a citizen of the United States. If you are a naturalized citizen, or were born abroad, you must obtain a Certificate of Citizenship from the Immigration and Naturalization Service.

**Service**—You must be enlisted in the Regular Navy, or be a Naval Reservist on active duty. You must have completed at least one year of active duty (not counting service school or other duty in a school environment) before 31 December of the year of application. Requests for waivers on this point are considered for outstanding candidates.

**Other Programs**—If you have been selected for any other in-service officer procurement program, you are not eligible for NESEP.

**Obligated Service**—You must have sufficient obligated active service to complete preparatory school (approximately 1 September of the year selected), plus one additional year. You may extend your enlistment to acquire any needed obligated service. But remember, you may not be paid a variable reenlistment bonus if you extend or reenlist solely for the purpose of meeting NESEP obligated service requirements.

**Marital Status and Sex**—You may be married or single. Waves are eligible to apply for this program.

**Rating**—You must be E-4 or above, or have been selected for advancement to E-4 as a result of an examination conducted in August of the year of application.

**Age**—You must have reached your 21st but not your 25th birthday by 1 July of the year selected. Selections are made in February. Waiver of maximum age may be granted on the basis of one year for each year of previous college credits that can be transferred to a NESEP curriculum.

**Education**—You must be a high school graduate, or must have completed three years of high school and possess a GED equivalent with



"All right, where's the bosun in charge around here?"

a grade in the 75th percentile or above in each of the test areas. High school certificates based on military educational experiences and GED test results are acceptable. Such certificates must be issued by a state department of education. A desirable high school background consists of four units (one year's work) of English, two and one-half to three units of math, and two or three units in physics, chemistry or biology.

**Basic Battery**—You must have a combined GCT/ARI score of 115 or higher. Waiver of this requirement will not be considered. (However, you may be able to be re-examined on the basic test battery if your present scores are too low for NESEP qualification. BuPers Inst. 1220.6 series contains information with regard to BTB reexamination.)

**Physical**—You must meet the physical standards prescribed for officer candidates in Chapter 15, *Manual of the Medical Department*. Requirements include unaided visual acuity of no less than 49 percent Binocular Visual Efficiency (BVE), correctable to 100% each eye. There must be no organic or progressive disease of the eyes; excessive refractive error is also disqualifying. Waivers of physical defects will not be considered. You must not be subject to chronic air, car or sea motion sickness, and must make a statement to this effect in your report of medical history and letter of application. The Chief of Naval Personnel must be informed of any major change in your physical status which occurs after you apply for NESEP.

**Disciplinary**—You should have no record of conviction by court-martial or civil court for other than minor traffic violations. However, your CO may process your NESEP application, even though you may have had minor civil arrests or minor violations of UCMJ which resulted in conviction by a summary court-martial. This depends on how outstanding a NESEP candidate your CO thinks you are. In any event, you must have a clear record, except for minor traffic offenses, during the two years preceding 1 July of the year you apply.

**Recommendation**—Your CO must recommend you specifically for

NESEP. This will be based on such factors as your patriotism, sense of duty, conduct and financial responsibility. You must meet the highest standards of character expected of a naval officer.

If you meet the general qualifications, you could be on your way to a NESEP education.

The program is highly selective. Its success is measured in terms of candidate quality. This may be judged on the basis of academic achievement, native intelligence and aptitude, and individual maturity and drive. And, staying in school once you're there is a full-time job. The Navy enforces its academic standards. Unacceptable conduct, or evidence of "just getting by," could mean disenrollment from NESEP and return to the Fleet.

Indications of your academic ability are reflected in your service school credits and what you've accomplished with off-duty study and correspondence courses. If you have a good record in this regard, you've pretty well indicated your ability and motivation for educational improvement.

If at this point you've decided to push on with a NESEP application, follow the format prescribed in BuPers Inst. 1510.69L. And remember, your letter must be submitted in time to reach the Chief of Naval Personnel no later than 1 October.

It is emphasized that your application be complete, concise and accurate in every detail. Preparation is a joint responsibility between you

and your command. It must include: handwritten statement by you; Report of Medical Examination; medical history; Statement of Personal History; Armed Forces Security Questionnaire; transcripts or signed copies of requests for transcripts; and evidence of U.S. citizenship if you were born outside the United States.

Your academic transcripts, high school or college, must accompany your application or be forwarded directly to the Chief of Naval Personnel by your old school (before the 1 October deadline). Transcripts must contain grades in addition to credits earned.

Note that virtually all universities disqualify students who attempt to conceal their past academic records. Therefore, it is mandatory that transcripts be obtained for all periods of attendance in secondary and higher level schools. If you have ever been disenrolled, suspended or placed on probation, or have ever withdrawn from college, you should also obtain a statement from the school concerned stating that you are eligible for readmission.

A one-page, handwritten statement, personally composed by you, should give the reasons why you wish to participate in NESEP and become an officer. If you attended college previously, you should include in the statement your reasons for leaving. If your record includes any significant civil or military conviction, you should make a statement with regard to the circumstances.

Also indicate in your application any desires for special programs such as flight training, submarine training or nuclear power training. (The new NESEP directive points out that a growing need exists for officers trained in naval nuclear propulsion. Well qualified NESEP selectees will be given the opportunity to apply for such training before they enroll in college.)

Details with regard to requirements for security clearance should be followed to the letter, as described in the NESEP directive.

Your commanding officer will appoint a board of three officers to interview you and other NESEP



"Captain, the . . . uh . . . legal yeoman has reported aboard."

applicants. The command board appraisal of you is considered highly important by the Chief of Naval Personnel.

Be sure you're honest with the board so that it can come up with a fair and accurate evaluation. Non-committal comments or remarks that are inconsistent with your past evaluation or career potential may have an adverse effect when it's time for final NESEP selections.

Your CO may wish to interview you personally. His recommendation will be in the form of an endorsement to your letter of application, and probably will contain his analysis of your personality and observable traits.

**After You've Applied**

Between 1 August and 1 October, your command will request NESEP examinations from the Naval Examining Center. The exam is administered Navywide on the second Monday in November. (If the second Monday falls on a national holiday, the tests are conducted the following day.)

There are no "pass" or "fail" lines drawn for NESEP exams. Your test is returned to the Naval Examining Center for grading, and receives a relative standing among all other NESEP exams taken for that year's program.

During January and February, a selection board convened by the Chief of Naval Personnel considers the applications of all qualified NESEP candidates. Those found to be the best qualified are designated "provisionally selected." The names

Ernest M. Mawn, Jr., CTC, USN



are published in a BuPers Notice 1510 during March.

Provisional selectees are again screened before ordered to the summer preparatory session. This further screening takes the form of a Scholastic Aptitude Test (SAT), issued by the College Entrance Examination Board. The SAT helps determine your admissibility to a NESEP school. If you do not score sufficiently well, your status as a provisionally selected NESEP candidate is ended.

After you have overcome the SAT hurdle, you are issued orders to the Service School Command at NTC Bainbridge or NTC San Diego. You report in early June for approximately nine weeks of instruction. At this point you must have sufficient obligated service to complete at least one year of active duty following prep school.

Prep school involves refresher training in math, physics and Eng-

lish, and orientation in college academic requirements. You also receive additional medical checks, with emphasis on your vision.

After an interview (during which you may state your preferences), you are tentatively assigned a major field of study at one of the 22 NESEP universities.

Only after you finish prep school and are accepted by a college are you finally considered selected for NESEP and designated as a NESEP officer candidate. If you attended college previously, you might be able to enroll with advanced standing. This depends on whether your new college will accept the credits from the old school, and whether the credits apply to your prescribed course of study.

At this point you become increasingly aware of minimum required service factors. Before you are detached from prep school, you are discharged and reenlisted in the Regular Navy for six years. Or, if you had shipped for six during the preceding two years, you could extend your enlistment to acquire the necessary six years' obligated service. After your second year of college, you must agree to extend for two additional years, thus retaining a six-year obligation.

Before you enroll in college, you must sign an agreement to accept a Regular Navy commission if offered. Once you're an officer, you must serve on active duty for at least nine months for each six months, or fraction thereof, of education. In no case will your active duty minimum service requirement be for less than four years. Your education is computed from date of reporting to prep school until the date of your commission.

In any event, your NESEP education will not exceed four consecutive years, and counts as normal shore duty.

With the service obligations in mind, the next step is to go to school to commence studies at the start of the fall term.

As a NESEP student, you are entitled to all the rights and benefits that accompany a Navy career. You draw the same pay and allowances as others in your rating, minus, of course, such special pay as sea pay or hazardous duty pay.

**Here's the List of NESEP Universities**

Here are the NESEP schools listed in BuPers Inst. 1510.69 series:

<b>Auburn University</b> Auburn, Ala.	<b>Miami University</b> Oxford, Ohio	<b>University of Oklahoma</b> Norman, Okla.
<b>University of Colorado</b> Boulder, Colo.	<b>University of Mississippi</b> University, Miss.	<b>Pennsylvania State University</b> University Park, Pa.
<b>University of Idaho</b> Moscow, Idaho	<b>University of Missouri</b> Columbia, Mo.	<b>Purdue University</b> West Lafayette, Ind.
<b>University of Kansas</b> Lawrence, Kans.	<b>University of Nebraska</b> Lincoln, Neb.	<b>Stanford University</b> Stanford, Calif.
<b>University of Louisville</b> Louisville, Ky.	<b>University of New Mexico</b> Albuquerque, N. M.	<b>University of Texas</b> Austin, Tex.
<b>Marquette University</b> Milwaukee, Wis.	<b>University of North Carolina</b> Chapel Hill, N. C.	<b>University of Utah</b> Salt Lake City, Utah
<b>Massachusetts Institute of Technology</b> Cambridge, Mass.	<b>North Carolina State University</b> Raleigh, N. C.	<b>Vanderbilt University</b> Nashville, Tenn.
		<b>University of Washington</b> Seattle, Wash.



NROTC units located at each of the NESEP schools handle personnel, administrative and pay matters. Although designated an Officer Candidate, you maintain an enlisted status until you finish school and receive a commission, but are eligible for advancement in rating under established procedures. You are not eligible for other in-service officer procurement programs.

You attend regular classroom sessions and summer sessions. You are granted annual leave during academic holidays.

NESEP students customarily wear their Navy officer candidate uniforms to school one day each week. The guideline here is that the Chief of Naval Personnel encourages the NESEPs to blend in with a primarily civilian atmosphere, but that the Navy uniform should be shown periodically.

Once each year you are given a medical exam to reaffirm your fitness. During your final year at school, and within one year of your planned commissioning date, you receive a final physical exam to confirm your physical qualifications.

You could be dropped from NESEP at any time for unsatisfactory academic performance, physical disqualification, or for other reasons of unsuitability. Should you be disenrolled, you would be made available for duty in the pay grade and rating you hold at the time. You would be required to complete the term of your enlistment, including any agreements to extend.

NESEP dropouts have occurred. However, if you're good enough to get into the program, chances are you'll be part of a NESEP success story if you study hard and conduct yourself in a manner expected of future naval officers.

The last step in NESEP—your commission—is the payoff. NESEP graduates are commissioned primarily in the unrestricted line of the Regular Navy. Exceptions to this occur only occasionally; a restricted line commission calls for a master's degree and two years at sea in an enlisted status, plus other requirements. However, in virtually all cases, NESEP students who make the grade are assigned three or four years of sea duty as unrestricted

### Engineering, Science, Math

These are the major college courses available under NESEP:

#### Engineering

Aeronautical, Chemical, Electrical, Mechanical, Metallurgical, Engineering Physics, Engineering Science and Nuclear Engineering.

#### Science

Physics, Nuclear Physics, Chemistry, Meteorology, Oceanography and Metallurgy.

#### Mathematics

Mathematics, Computer Science, Systems Analysis.

line officers, 1100 designator.

BuPers Inst. 1510.69L contains full details on NESEP, including specific instructions on how to apply.

### More College Training Offered Flight Students

A supplementary educational program for basic flight trainees of the Naval Air Training Command at Pensacola will start this fall at the University of West Florida.

Designed to strengthen the overall performance of Navy pilots, the program leads to a master of science degree in aeronautical systems for the successful candidate.

Flight training requires approximately 18 months to complete: 12 months in basic training in the Pensacola area, followed by six months of advanced training in the Corpus Christi area.

The new educational program will not affect this training period, and

the flight instruction required during basic and advanced training will remain essentially the same.

A four-quarter program, the first three are to be completed during basic flight training and the fourth during advanced flight training.

Thirty students per quarter will be chosen for an eventual total of 120 students participating in all four quarters. They will attend half-day classes for a total of 15 hours per week of academic training.

Graduate courses to be offered include the nature and performance of aircraft; human being and aircraft environment; man, machine and communications; sensors, detection and weapons; and operations and systems analysis.

Those eligible will come from the upper level of flight trainees. The principal criterion in the selection of students will be academic qualifications.

Candidates must have an undergraduate major in engineering, mathematics or physical science, which includes a minimum of mathematics through differential equations. However, the same basic university entrance requirements for graduate admission to the University of West Florida must be met.

Similar programs are being studied by other universities.

### Allotments for Dependents

If you are in pay grade E-4 with more than four years' service, or higher, you don't have to register an allotment for your family. But don't leave your family defenseless against financial difficulties by failing to send enough money home.

BuPers Notice 1620 of 25 Jun 1968 points out that some Navy-men do not register allotments to their dependents, or register them in small amounts with the idea that they will send supplemental funds by money order each month. Too often, the extra funds are not sent, or are sent in quantities smaller than was originally intended. This leaves the wives with insufficient cash on hand to meet financial obligations.

Even if you are not required to register an allotment for your dependents, keep in mind that it is the least painful way to meet your financial responsibilities.



"All back two-thirds!"

### Temporary Officers May Compete for Berth in E-8, E-9 Enlisted Grades

Former chief and senior chief petty officers who hold temporary officer rank may now participate in E-8 and E-9 advancement exams, as appropriate, in their permanent enlisted ratings. Those who are heading for the Fleet Reserve may be advanced to E-8 or E-9 without taking the exams.

This, in essence, was the word passed to temporary officers in BuPers Notice 1418 (26 Apr 1968). It means that those who found their enlisted careers at a standstill may now advance to senior and master chief petty officer and, accordingly, draw the higher pay upon reversion to enlisted status.

As outlined in the BuPers notice, the new rules were effective as of 1 May 1968 and apply to temporary officers who serve on active duty in two general categories:

- Before transfer to the Fleet Reserve or Retired List. Temporary officers who served at least three years in pay grade E-7, and have minimum total service of 11 years, may take the E-8 exams. Those who served at least two years in pay grade E-8, and have minimum total service of 13 years, may take the E-9 exams.

Any examination under the procedure must be in the candidate's normal path of advancement. In effect, those who pass the exams may be advanced automatically (screening by a selection board is not required).

The tests must be administered on the same day as regularly scheduled Navy-wide exams for E-8 and E-9, but in spaces separate from the regular enlisted exam takers.

The Naval Examining Center will issue the advancement authority for those who pass. The effective date of the advancements is the same date as the one specified for those in the first increment of the normal promotion cycle.

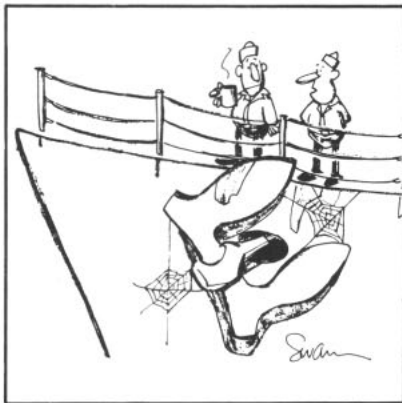
For eligibility, those who are authorized for advancement and later revert to an active duty enlisted status must meet the obligated service requirements as of the effective date of advancement. Time served in a dual officer/enlisted status may be credited.

- Upon Transfer to the Fleet Reserve. Temporary officers in grades O-2 and W-2 who served at least three years in pay grade E-7 and have minimum total service of 11 years may request advancement to E-8 without taking the E-8 exams. Those in grades O-3 and W-3 who served at least two years in pay grade E-8 and have minimum total service of 13 years may request advancement to E-9, also without taking the exams. Again, time served in the dual officer/enlisted status may be counted when computing eligibility.

Temporary officers O-3 and W-3 who have permanent enlisted grades of E-7 will be considered for advancement to E-9, provided they have completed two years' constructive time in pay grade E-8. In other words, the jump from E-7 to E-9 requires a total of five years in grade E-7.

Requests for the no-exam advancements should be addressed to the Chief of Naval Personnel (Pers-B223), via channels, 60 days before the approved date of transfer to the Fleet Reserve. It is emphasized that temporary officers who are not eligible for transfer to the Fleet Reserve should not apply for advancement under this portion of the program.

A BuPers board considers requests on a non-competitive basis, and candidates are informed of the results before they leave active duty. However, each candidate's CO has the final say about the advancement; if the CO approves, the advancement becomes effective on the date of transfer to the Fleet Reserve.



"How often do we pull into port?"

The new directive makes it clear that none of the eligibility requirements can be waived, nor can any advancement under the program be made on a retroactive basis.

Procedures for ordering exams, plus other administrative details, are described in BuPers Notice 1418 (26 Apr 1968).

### Three States Offer Bonus, Survivor Assistance to Veterans of Vietnam

Two states, Illinois and Louisiana, have enacted laws which provide for a bonus to Vietnam veterans and financial benefits to their survivors.

A third state, Connecticut, has also enacted a bonus law for active duty servicemen and veterans of the military services. This law, however, does not require Vietnam service.

Here is a brief rundown on the amount of the bonus being paid in each state and the eligibility requirements which must be met before veterans can collect the money due them.

Illinois law provides a \$100 bonus for veterans who served on active duty after 1 Jan 1961 and who received the Vietnam Service Medal.

The state also provides a \$1000 death benefit for the beneficiary of a serviceman who was killed in Vietnam or who died from Vietnam service-connected causes.

The law requires that for both the bonus and survivor benefits, the veteran must have lived in Illinois for at least 12 months immediately before he entered military service.

Application for the bonus or the death benefit may be made to the Illinois Veterans Commission, Vietnam Compensation Fund, 221 W. Jefferson St., Springfield, Ill. 62705.

Louisiana provides a bonus for its citizens who served on active duty in the Vietnam combat area between 1 Jul 1958 and a future date when the Vietnam campaign ends.

Veterans are entitled to a bonus of \$250 while a \$1000 death benefit will be paid to the survivor of a serviceman who was killed in Vietnam. However, actual payment

of this bonus is not authorized until the Vietnam campaign ends. Death benefit payments were authorized to begin on 1 Jul 1968.

Although application forms for bonuses and death benefits are not yet available, inquiries from servicemen and survivors are being kept on file at Baton Rouge. When application forms are available, they will be mailed to the address on record.

Requests for information and applications, when they are available, should be sent to the Louisiana Department of Veterans Affairs, Vietnam Bonus Division, Old State Capitol, Baton Rouge, La. 70801.

Connecticut has a law which differs from the others in that Vietnam service is not required to establish eligibility.

The law requires that an applicant be domiciled in Connecticut on 1 Oct 1967 and for at least a year before he entered the service. This must be verified in item 10 on the application and be certified by a town official in Connecticut: doctor, clergyman, high school principal, superintendent of schools, postmaster, police chief or fire chief.

Those who served on active duty for at least 90 days after 1 Jan 1964 are entitled to \$10 for each month of service up to a maximum of 30 months or \$300.

Servicemen who are still on active duty must wait before filing until they have served for 30 months and are eligible for the entire \$300 bonus. They will also need to furnish a supplemental form completed and certified by their personnel officer.

Honorably discharged Navymen may file for whatever bonus their service entitles them and their application must be accompanied by their original Release from Active Duty (Form DD 214).

Inasmuch as the law requires that you send the original DD 214, you would be wise to have a certified copy made of the form before it is surrendered in the event of loss or delayed return of the original.

Connecticut has an application form which can be obtained from most town clerks, veterans organizations and the Vietnam Bonus Division, State Treasurer's Office, 15

Lewis St., Hartford, Conn. 06115.

Completed applications should be mailed to the latter address and should be accompanied by the applicant's original discharge or the original Form DD 214.

### List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16-mm feature movies available from the Navy Motion Picture Service is published here for ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

*Firecreek* (WS) (C): Western; Henry Fonda, James Stewart.

*Cop Out* (C): Drama; James Mason, Geraldine Chaplin.

*Grand Prix* (WS) (C): Action Drama; James Garner, Eva Marie Saint.

*The Scorpio Letters* (C): Mystery Drama; Alex Cord, Shirley Eaton.

*The Producers* (C): Comedy; Zero Mostel, Gene Wilder.

*The Birds, the Bees and the Italians*: Comedy; Virna Lisi, Gastone Moschin.

*Smashing Time* (C): Comedy; Rita Tushingham, Lynn Redgrave.

*Dangerous Days of Kiowa Jones* (C): Western; Robert Horton, Diane Baker.

William R. Maul, CTC, USN



"Since you're the head of the Special Projects Department, I'd like you to conduct a management survey of the command . . . with special emphasis placed on the abolition of the Special Projects Department . . . get what I'm driving at, Cranson?"

*The Champagne Murders* (WS) (C): Mystery Drama; Anthony Perkins, Yvonne Furneaux.

*That Man George* (C): Drama; George Hamilton, Claudine Auger.

*Bikini Paradise* (C): Comedy; Janette Scott, Kieron Moore.

*Return of the Gunfighter* (C): Western; Robert Taylor, Chad Everett.

*The President's Analyst* (WS) (C): Comedy Melodrama; James Coburn, Godfrey Cambridge.

*A Matter of Innocence* (WS) (C): Drama; Hayley Mills, Trevor Howard.

*A Man and a Woman* (C): Drama; Anouk Aimee, Jean-Louis Trintignant.

*Sergeant Ryker* (C): Drama; Lee Marvin, Bradford Dillman.

*The Good, the Bad and the Ugly* (WS) (C): Western; Clint Eastwood, Lee Van Cleef.

*Countdown* (WS) (C): Drama; James Caan, Joanna Moore.

*The Girl and the General* (C): Drama; Rod Steiger, Virna Lisi.

*Ringo and His Golden Pistol* (C): Western; Mark Damon, Valeria Fabrizi.

*Arizona Bushwhackers* (WS) (C): Western; Howard Keel, Yvonne De Carlo.

*Billion Dollar Brain* (WS) (C): Melodrama; Michael Caine, Karl Malden.

*Danger Route* (C): Melodrama; Richard Johnson, Carol Lynley.

*The Karate Killers* (C): Mystery Drama; Robert Vaughn, David McCallum.

*The Jungle Book* (C): Animated Cartoon.

*Piccadilly Third Stop*: Drama; Terence Morgan, Yoko Tani.

*Point Blank* (WS) (C): Melodrama; Lee Marvin, Angie Dickinson.

*The Biggest Bundle of Them All* (WS) (C): Comedy; Robert Wagner, Raquel Welch.

*The Double Man* (C): Melodrama; Yul Brynner, Britt Ekland.

*The Comedians* (WS) (C): Drama; Richard Burton, Elizabeth Taylor.

*The Last Challenge* (WS) (C): Western; Glenn Ford, Angie Dickinson.

*The Viking Queen* (C): Melodrama; Don Murray, Carita.



## Rotation Time for a New Group: Seavey Segment C-68

**T**HIS IS THE TIME when thousands of Navymen start making plans for moving ashore. They are the ones who have been on sea duty before the latest cutoff date in Seavey Segment C-68 was established for their rate and rating.

Those whose sea duty commencement dates appear in the current Seavey, and who meet all the eligibility requirements for a tour ashore may look forward to a transfer to the beach some time between February and May of next year.

As in previous Seaveys, you are eligible for shore duty if you:

- Began a continuous tour of sea duty on or before the month and year specified for your rate and rating as listed below.
- Were "on board for duty" at your present command on 1 Jul 1968, the effective date of Seavey Segment C-68.
- Are obligated to serve on active duty until January 1971 or later.

Should you be serving on toured sea duty or on overseas shore duty which counts as sea time for rotation, you must have a tour completion date which falls within the transfer months of the current Seavey segment. In other words, between February and May 1969.

In addition, you must have commenced your present tour of preferred overseas shore duty before 1 Jul 1966 and have a SDCD before the date published in Seavey Segment A-66 (ALL HANDS, February 1966, issue).

One point emphasized by BuPers Notice 1306 (12 Jul 1968), which announced the new segment of cutoff dates, was once you receive orders to shore duty, only the "most unusual circumstances" will cancel them.

On the other hand, you can help to receive your orders as quickly as possible by indicating on your rotation data card shore duty choices both in the continental U. S. and overseas. This gives the placement officer a better chance of sending you where you want to go.

Be sure, however, to indicate in block 11 of your rotation card if you absolutely *do not* want overseas service, which counts as shore duty for rotation purposes. In such event, you can be reasonably assured that you will not receive an overseas assignment unless, of course, there develops some urgent requirement which cannot be filled by any other person. Don't be discouraged if there is a delay in receiving your orders

when you indicate no desire for overseas assignment. Chances are the placement desk is having some difficulty in placing you in CONUS.

Be informed, also, that should you request an assignment to overseas shore duty which counts as sea duty for rotation purposes, there might be a chance that you'll receive an unaccompanied tour—no dependents—because family accommodations are either unavailable or insufficient. This is why it is wise to study your selection of shore duty choices carefully.

Two other points regarding the new Seavey segment:

- If you hold a primary Navy Enlisted Classification which is undergoing conversion (XX99), Seavey considers you to be in the rating to which you are converting.
- A promotion in rate after 1 Jul 1968 will not affect your Seavey eligibility cutoff date. However, if you are reduced in rate, your sea duty commencement date will correspond with the rate to which you are reduced.

Now, the list of rates and ratings with corresponding sea duty commencement cutoff dates for Seavey Segment C-68 follows:

RATE	DATE	RATE	DATE	RATE	DATE	RATE	DATE	RATE	DATE	RATE	DATE
BMC	NOV 64	STS2	DEC 64	FTGC	JAN 65	ETC	NOV 66	RM1	MAY 65	DK3	FEB 67
BM1	DEC 62	STS3	DEC 64	FTG1	MAR 64	ET1	JUL 66	RM2	MAY 65	DKSN	FEB 67
BM2	MAR 62	STSSN	DEC 64	FTG2	JAN 64	ETN2	APR 66	RM3	MAY 65		
BM3	MAR 64			FTG3	FEB 64	ETN3	OCT 66	RMSN	MAY 65	CSC	DEC 63
BMSN	MAR 64	TMC	JUN 66	FTGSN	FEB 64	ETNSN	OCT 66			CS1	DEC 63
		TM1	OCT 64			ETR2	MAR 66	YNC	FEB 67	CS2	AUG 65
QMC	OCT 62	TM2	DEC 63	FTMC	OCT 66	ETR3	NOV 65	YN1	FEB 67	CS3	SEP 66
QM1	JAN 62	TM3	NOV 65	FTM1	DEC 64	ETRSN	NOV 65	YN2	FEB 67	CSSN	SEP 66
QM2	MAY 64	TMSN	NOV 65	FTM2	OCT 63			YN3	FEB 67		
QM3	FEB 65			FTM3	OCT 63			YNSN	FEB 67	SHC	SEP 65
QMSN	FEB 65	GMMC	JAN 66	FTMSN	OCT 63	DSC	OCT 66			SH1	JUL 62
		GMM1	AUG 64			DS1	OCT 66	CYN3	SEP 65	SH2	APR 62
SMC	DEC 65	GMM2	JUN 64	FTBC	JUL 65	DS2	JUN 66	CYNSN	SEP 65	SH3	JUN 62
SM1	JUL 60	GMM3	JAN 64	FTB1	JUL 65	DS3	JUN 66			SHSN	APR 62
SM2	AUG 61	GMMSN	JAN 64	FTB2	JUL 64	DSSN	JUN 66	PNC	FEB 67		
SM3	JUN 61			FTB3	JUL 62			PN1	NOV 66	JOC	FEB 67
SMSN	JUN 61	GMTC	OCT 66	FTBSN	JUL 62	IMC	MAY 65	PN2	OCT 66	JO1	FEB 67
		GMT1	OCT 66			IM1	MAY 64	PN3	DEC 66	JO2	FEB 67
RDC	FEB 64	GMT2	OCT 66	MTC	JUN 65	IM2	MAY 64	PNSN	DEC 66	JO3	FEB 67
RD1	MAR 62	GMT3	JUL 66	MT1	JUN 65	IM3	OCT 62			JOSN	FEB 67
RD2	MAR 62	GMTSN	JUL 66	MT2	JUN 65	IMS	OCT 62	SKC	AUG 64	PCC	JAN 66
RD3	NOV 64			MT3	SEP 63	OM1	JUL 64	SK1	NOV 63	PC1	JAN 65
RDSN	NOV 64	GMGC	JUN 64	MTSN	SEP 64	OM2	JUN 65	SK2	AUG 65	PC2	MAR 64
		GMG1	APR 61			OM3	JUL 64	SK3	JUL 66	PC3	APR 65
STC	OCT 64	GMG2	JUL 61	MNC	JUL 66	OMSN	JUL 64	SKSN	JUL 66	PCSN	APR 65
ST1	DEC 63	GMG3	AUG 61	MN1	JUL 66					LIC	FEB 67
STG2	DEC 64	GMGSN	AUG 61	MN2	JUL 66	RMC	MAY 65	DKC	NOV 66	L11	AUG 65
STG3	DEC 64			MN3	JUL 66			DK1	JAN 64	L12	AUG 66
STGSN	DEC 64	NEC 5332	APR 64	MNSN	JUL 66			DK2	OCT 66		

RATE	DATE	RATE	DATE	RATE	DATE	RATE	DATE	RATE	DATE	RATE	DATE
LI3	FEB 67	IC1	SEP 61	EOC	OCT 65	AT1	NOV 66	ABH2	JUN 65	AZ3	JAN 66
LISN	FEB 67	IC2	APR 64	EO1	OCT 65	ATR2	APR 66	ABH3	JUN 65	AZAN	JAN 66
		IC3	OCT 64	EO2	OCT 65	ATR3	NOV 65	ABHAN	JUN 65		
DMC	FEB 68	ICFN	OCT 64	EO3	OCT 65	ATRAN	NOV 65			ASC	JUN 66
DM1	FEB 68			EOCN	OCT 65	ATN2	MAY 66	AEC	NOV 66	AS1	JUN 66
DM2	FEB 68	SFC	FEB 62			ATN3	NOV 65	AE1	SEP 66	ASE2	JUN 66
DM3	FEB 68	SF1	FEB 62	CMC	AUG 65	ATNAN	NOV 65	AE2	AUG 66	ASE3	JAN 66
DMSN	FEB 68	SFM2	AUG 64	CM1	AUG 65			AE3	MAR 66	ASEAN	JAN 66
		SFM3	OCT 65	CM2	AUG 65	AXC	JUN 65	AEAN	MAR 66	ASH2	JUN 66
MMC	OCT 62	SFMFN	OCT 65	CM3	AUG 65	AX1	MAY 65			ASH3	JAN 66
MM1	MAR 61	SFP2	AUG 64	CMCN	AUG 65	AX2	OCT 64	AMSC	AUG 65	ASHAN	JAN 66
MM2	JUL 64	SFP3	OCT 65			AX3	OCT 64	AMS1	AUG 65	ASM2	JUN 66
MM3	DEC 61	SFPFN	OCT 65	BUC	SEP 65	AXAN	OCT 64	AMS2	AUG 65	ASM3	JAN 66
MMFN	DEC 61			BU1	SEP 65			AMS3	APR 66	ASMAN	JAN 66
		DCC	FEB 66	BU2	SEP 65	AOC	FEB 66	AMSAN	APR 66		
ENC	AUG 63	DC1	DEC 62	BU3	SEP 65	AO1	MAY 66			PHC	SEP 66
EN1	NOV 61	DC2	JAN 65	BU3N	SEP 65	AO2	JAN 66	AMHC	APR 67	PH1	APR 66
EN2	MAR 65	DC3	SEP 65			AO3	DEC 65	AMH1	MAY 66	PH2	APR 66
EN3	JAN 66	DCFN	SEP 65	SWC	DEC 64	AOAN	DEC 65	AMH2	JUN 66	PH3	APR 66
ENFN	JAN 66			SW1	DEC 64			AMH3	MAY 66	PHAN	APR 66
		PMC	SEP 63	SW2	DEC 64	AQC	JUL 66	AMHAN	MAY 66		
MRC	JAN 65	PM1	SEP 62	SW3	DEC 64	AQ1	AUG 65			PTC	MAY 66
MR1	JAN 65	PM2	SEP 62	SWCN	DEC 64	AQB2	JUL 66	AMEC	DEC 65	PT1	APR 66
MR2	JAN 65	PM3	MAY 62			AQB3	OCT 65	AME1	FEB 66	PT2	JUN 66
MR3	JAN 65	PMFN	MAY 62	UTC	DEC 64	AQBAN	OCT 65	AME2	DEC 65	PT3	JUN 66
MRFN	JAN 65			UT1	DEC 64	AQF2	NOV 66	AME3	DEC 65	PTAN	JUN 66
		MLC	DEC 63	UT2	DEC 64	AQF3	JAN 66	AMEAN	DEC 65		
BTC	APR 63	ML1	FEB 63	UT3	DEC 64	AQFAN	JAN 66			HMC	JUN 66
BT1	SEP 61	ML2	FEB 63	UTCN	DEC 64			PRC	JUN 66	HM1	JUN 66
BT2	DEC 62	ML3	FEB 63			ABEC	DEC 65	PR1	APR 66	HM2	JUN 66
BT3	JAN 61	MLFN	FEB 63	ADRC	OCT 66	ABE1	JUL 65	PR2	JUN 66	HM3	FEB 67
BTFN	JAN 61			ADR1	OCT 66	ABE2	JUN 64	PR3	DEC 65	HN	FEB 67
		EAC	AUG 66	ADR2	OCT 66	ABE3	DEC 65	PRAN	DEC 65		
BRC	SEP 65	EA1	AUG 66	ADR3	MAY 66	ABEAN	DEC 65			DTC	FEB 67
BR1	AUG 63	EA2	AUG 66	ADRAN	MAY 66			AKC	OCT 66	DT1	NOV 66
		EA3	AUG 66			ABFC	JAN 66	AK1	OCT 66	DT2	FEB 67
EMC	FEB 62	EACN	AUG 66	ADJC	MAY 65	ABF1	JAN 66	AK2	JUL 66	DT3	FEB 67
EM1	JAN 61			ADJ1	FEB 65	ABF2	JAN 66	AK3	FEB 67	DN	FEB 67
EM2	NOV 64	CEC	DEC 65	ADJ2	FEB 65	ABF3	OCT 65	AKAN	FEB 67		
EM3	JUL 64	CE1	DEC 65	ADJ3	DEC 65	ABFAN	OCT 65			SDC	MAR 66
EMFN	JUL 64	CE2	DEC 65	ADJAN	DEC 65			AZC	JAN 66	SD1	JAN 64
		CE3	DEC 65			ABHC	JAN 67	AZ1	JAN 66	SD2	OCT 63
ICC	OCT 66	CECN	DEC 65	ATC	NOV 66	ABH1	DEC 65	AZ2	JAN 66	SD3	AUG 64
										TN	AUG 64

## Correspondence Courses

Eight revised correspondence courses—four for enlisted men, two for officers and two for both officer and enlisted personnel—and one new correspondence course for officers are now available from the Navy Correspondence Course Center, Scotia, N. Y.

Enlisted correspondence courses are administered, in most cases, by your local command. If you are on active duty, your division officer will advise you whether the course for which you apply is suitable.

If it is, he will see that your application (NavPers 231) is forwarded to the Correspondence Course Center, which will supply the course materials to your command.

If you are on inactive duty, the Center will administer the course.

Here are the courses for enlisted men:

*Hospital Corpsman 1 & C* (NavPers 91671-2); supersedes 91671-1A.

*Aerographer's Mate 3 & 2* (NavPers 91664-2A); supersedes 91664-2.

*Aircrew Survival Equipmentman 3 & 2* (NavPers 91639-1C); supersedes 91639-1B.



"I think they're gaining on us, Captain."

*Aviation Boatswain's Mate H 1 & C* (NavPers 91638-1A); supersedes 91638-1.

The new officer's course is *Amphibious Operation* (NavPers 10512). The revised officer courses are:

*Avionics Systems* (NavPers 10757-A), which replaces 10757-1 and is classified Confidential.

*Office of the Judge Advocate General* (NavPers 10723-1); supersedes 10723.

Courses available for both officers and enlisted personnel are:

*Naval Electronics, Part 1A* (NavPers 10445-A) which replaces 10445.

*Naval Electronics, Part 1B* (NavPers 10437) which replaces 10445.

With the exception of the Avionics Systems course for officers, which is classified Confidential, all other courses are unclassified.

# Answering the Call of the Antarctic? Better Hurry

**A** FEW NAVY MEN shiver (or is it shudder?) when they learn it's time for Operation Deep Freeze. However, almost all Navymen, particularly those who have been there, agree that Antarctica presents a challenging assignment. The Navy calls it an incomparable adventure.

What is Deep Freeze duty really like? Now's your chance to find out, provided, of course, you qualify. BuPers Notice 1300 (3 Jun 1968) spells out the personnel requirements for Operation Deep Freeze 70, scheduled to deploy to Antarctica late next year.

The deadline for application is 15 September of this year, which means time is running out. If you're interested, here's a summary of the BuPers Notice:

Only topnotch Navymen who are physically fit and highly qualified in their professional fields and rating skills will be considered for assignment to Deep Freeze 70.

The best qualified of those who volunteer will be selected late this year for deployment about September 1969. Those selected for the Detachment Alfa wintering-over party will remain in Antarctica until November 1970.

Officers with grades and desig-

nators as follows are required for the wintering-over party:

- 13XX CDR (Commanding Officer)
- 153X/13XX/665X LT (meteorological experience)
- 13XX/661X LCDR and below (GCA or CIC experience)
- 110X/601X LT and below (communications experience)
- 210X LCDR or LT (including flight surgeon; previous surgical experience and active duty desired)
- 220X LT
- 310X/370X LT and below
- 410X LT
- 510X/570 LT and below
- 6XXX LT and below
- 798X
- 849X

Enlisted men in the following general ratings are required for the wintering-over party:

- ET/ETR; RM; YN; PN; SK; DK; CS; SH; SN; BT; EN; EM; IC; MR; SF; DC; BU; CE; CM; EA; EO; SW; UT; CN; ABF; AG; AC; PH; AN; HM; DT.

In addition to the above general ratings, volunteers with the following specific qualifications are desired:

- ET/ETN/ETR—NEC ET-1577
- CS—"B" School graduates
- RM—NEC RM-2303 and 2342
- SH—NEC SH-3112, 3122 and 3154
- UT—NEC UT-6117
- ABF—NEC AB-7022
- AG—"B" School graduates
- HM—NEC HM-8405, 8417, 8442 and 8483
- DT—NEC DT-8703

Deep Freeze personnel requirements also call for 30 officers and 120 enlisted men for assignment to Air Development Squadron Six (VX 6). From among those selected, three of the officers (13XX) and approximately 15 of the enlisted men will be assigned to a VX 6 wintering-over party. The remainder will be retained by the squadron for duty involving two full summer support deployments with Operations Deep Freeze 70 and 71 (September 1969 through March 1970 and September 1970 through March 1971).

Here are the VX 6 personnel requirements:

- Officer**
- 131X CDR and below (experience in C-121, H-34 or C-130)
- 132X LCDR and below (experienced aerial navigators)
- 31XX LCDR and below
- 620X LT/LTJG
- 663X LT and below
- 711X
- 741X
- 761X
- 831X
- 680X LT/LTJG
- 685X CDR and below
- Enlisted**
- BM; RM; YN; CYN; PN; DK; CS; JO; PC; SH (NEC SH-3154); SN; AFM; AD; ADJ; AD; AT; ATN; ATR; AB; ABH; AE; AM; AMS; AMH; AME; PR; AS; ASE; ASM; ASH; AK; AZ; PH; AN; HM; DT; SD; TN.

Any volunteer must have served at least one year on board his present command before he can be transferred to Deep Freeze. Those on arduous and preferred sea duty must have served two years on board their present commands, unless earlier transfer is recommended by cognizant COs.

Applicants for the Detachment Alfa wintering-over party must have obligated service to December 1970. Those who apply for VX 6 must be obligated to serve until April 1971 or later. (Those with insufficient obligated service may acquire it by executing conditional agreements to extend. This must be done before the applications are submitted.)

Reservists who have insufficient obligated service, and men who are eligible for transfer to the Fleet Reserve, may execute agreements

## Any Further Question on the Subject of Oceans?

If you want to read something on oceanography and have fun doing it, buy a 120-page volume called *Questions About the Oceans*.

The volume contains 100 questions and answers which will probably tell you several things you have wondered about but never quite got around to looking up.

For example, if you have ever wondered what the capacity of the oceans is, you will find that reliable sources place it at about 328 million cubic miles.

The book even mentions the legendary lost continent of Atlantis, citing ancient references to such a land which, after conquering most of the world, sank beneath the sea.

For those who scoff at such a possibility, the book cites the existence of such cities as Herculaneum, Troy and Pompeii which also were

once the subject of legends. It reminds us that mythology is history seen through the eyes of the intellectually immature.

Other questions and answers in the book deal with information which may be useful in feeding the earth's rapidly expanding population.

Efforts to mine the sea for diamonds and gold are also covered as are the possibilities of harnessing the tides to produce electrical power.

The book, which is written in very readable English, was recently published by the U.S. Naval Oceanographic Office and is for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The price for the paperback edition is 55 cents.



to remain on active duty, or, in approximate situations, may agree to extend their enlistments. In both cases, the agreements must be executed before the applications are submitted.

Deep Freeze volunteers must have clear records, and must be recommended by their COs. Any history of disciplinary, domestic or indebtedness problems will disqualify an applicant.

Physical standards for Deep Freeze candidates are specified in the *Manual of the Medical Department*. BuPers Notice 1300 states that in this regard, the objective is to select men who not only are physically qualified, but also are temperamentally adaptable to the rigorous conditions of the Antarctic. Those who are likely to require repeated or prolonged medical attention will be weeded out and told to forget about Deep Freeze.

Requirements for security clearance apply to VX 6 candidates in RM, CYN, YN, AD, AT, AE, AM, AK, PH and AZ ratings. Details on the clearance are contained in the Deep Freeze Notice.

As stated above, applications must reach Washington, D.C., no later than 15 September. Applications must show if a dislocation allowance has been paid during the current fiscal year, and must include a positive CO recommendation, based on individual qualifications. The requests of men in pay grades E-4 and below must include a statement of duties performed.

Officer applications should be in letter form; enlisted volunteers should use the Enlisted Transfer and Special Duty Request (NavPers 1306/7). Enlisted men who volunteer for wintering-over should specify their wishes for Deep Freeze 70 or Deep Freeze 70, 71 (VX 6).

Aviation officers (13XX) who apply for duty with VX 6 should include a listing of the following: Total flight time (both HTA and LTA); Total flight time during the last five years by model aircraft and year; Pilot qualification by model aircraft and year designated. A copy of this portion of the application must also be submitted to the Commanding Officer, Air Development Squadron Six (VX 6).

Physical examinations must be conducted in accordance with the *Manual of the Medical Department*. (Note that the psychiatric examination is conducted later at a Deep Freeze screening center.)

The application process also requires each volunteer to complete an original and two copies each of SF forms 88 and 89 (Report of Medical Examination and Report of Medical History). The original and one copy of each form must accompany the application; the second copies should be retained in the individual's medical record.

Completed applications should be mailed to the Commander, U. S. Naval Support Force, Antarctica, Bldg. 210, Washington Navy Yard, Washington, D. C. 20390.

Following review of applications and selection of the best qualified volunteers, the Bureau of Naval Personnel will issue orders as follows:

- Officers will be ordered to TAD for final screening at Washington, D. C., Davisville, R. I., or San Francisco. They then will return to their permanent duty stations to await results of the screening.

- Enlisted men for the Detachment Alfa wintering-over party will be ordered to Washington, Davisville or San Francisco for screening and further assignment. Those found qualified (except AG personnel) will be ordered to Deep Freeze after three to five months of special training at Davisville, beginning 1 June 1969. AG personnel will have the three to five months of special training at Norfolk.

- Officers and enlisted men selected for VX 6 will be ordered to Quonset Point, R. I. (to report no later than 1 May 1969).

If you make it all the way to Antarctica, you'll find that Operation Deep Freeze offers some tangible benefits. For example, after wintering-over, you may receive duty of choice if otherwise eligible, and may be authorized 60 days leave before reporting to your next duty station. You will, of course, report to your duty-of-choice wearing the Antarctic Service Medal.

While wintering-over at McMurdo Station, you may participate in the Program for Afloat College Education (PACE) and enroll in up

to three accredited undergraduate college-level courses. (Information on PACE is contained in the *Educational Services Manual* and ALL HANDS, December 1967.)

Also, Deep Freeze personnel are eligible to participate in the Savings Deposit Program (outlined in SecNav Inst. 7220.55 series), and accrue interest on savings at a whopping rate of 10 per cent compounded quarterly.

What also must be considered of benefit to the Antarctic-bound Navy man is the assurance he will not be assigned to a deployed unit or unit scheduled for other than local operations within three months of his reporting date. An assignment contrary to this must be approved by the Chief of Naval Personnel or must have been requested by the individual concerned.

Full details on the Deep Freeze 70 application procedure are contained in BuPers Notice 1300 (3 Jun 1968). It is noted that replies will not be made to applicants who are not selected.

Also, those selected who are disqualified after they begin training may be replaced by other qualified applicants at any time between May and September 1969.

### Navy Exchange Mail Service

A direct mail service has been established by the Naval Uniform Shop in Brooklyn, so that you might purchase those uniform items not normally stocked by Navy Exchanges and Ship's Stores Afloat.

Officers and chief petty officers of the Navy and Coast Guard may place orders for direct delivery to themselves. Order forms and catalog listings are available at exchanges and ship's stores.

Among the additions to the Naval Uniform Shop catalog are miniature medals, which will be mounted in regulation sequence as prescribed by *Navy Uniform Regs.*

You may elect to prepay your orders or pay by COD when you receive the merchandise. If you are not on extended active duty, payment must be enclosed with each order. Shipment of merchandise will be made within a week to 10 days after your order is received at the Naval Uniform Shop in Brooklyn.

## Must Reading Only for Navy's Top Crews - And Those That Hope to Be

**T**HAT SHARP SHIP with the gold "E" painted on her bridge now has another way of saying she's been singled out for five consecutive battle efficiency awards.

Take a look at her foremast. If she's flying a triangle-shaped pennant at the foretruck—the pennant has a blue field with a gold ball in the center—you can be sure she's one of the most battle-ready ships in the Navy.

This word on a new pennant for winners of five consecutive battle efficiency "E" awards is one of several changes to the competitive Fleet program announced in OpNav Inst. 3590.4B.

The revised directive also introduces blue "E" awards for outstanding supply departments, delegates responsibility for all "E" competition from type commanders to Fleet commanders in chief, and reaffirms CNO's interest in continuing the competition as long as it does not interfere with combat readiness.

Here's a summary of the awards information contained in OpNav Inst. 3590.4B:

### Intratype Competition

Ships which finish first in their respective competitive groups, and air squadrons which meet standards specified in appropriate Fleet Exercise Publications, may be authorized (by cognizant Fleet commanders) to display:

- Battle Efficiency Pennant. Winners of five consecutive awards may display the blue pennant with gold ball; other winners a red pennant with black ball. Article 322, *U. S. Naval Flags and Pennants* (DNC 27A), prescribes the manner for display.

- White "E" on the bridge bulwark (or sail of submarines). A service stripe may be painted under the "E" for second and each additional consecutive award. Those winning five consecutive awards may display a gold "E", with gold service stripes to indicate additional consecutive awards. Painting specifications are contained in chapter 9190, *Naval Ships Technical Manual*.

- A plaque (usually designated by the type commander) may be displayed in a place that all hands

of the ship or air squadron may be able to view it.

The battle efficiency pennant and "E" may be displayed from the date that winners are announced until new winners are selected for the next competitive year.

Ships which spend the majority of any given competitive year in the yards for overhaul or repair may, at the discretion of the Fleet Commander, have that year disregarded in determination of their qualification for consecutive awards.

### Weapons/Operations

Ships which attain departmental or mission area excellence, based on day-to-day performance, satisfactory accomplishment of required exercises (or their operational equivalent), plus satisfactory completion of an operational readiness inspection, may display insignia as follows:

Gun Firing Systems	White "E"
Surface-to-Air Systems	White "E"
ASW Weapons and Operations	White "A"
Weapons Dept. (CVA and CVS)	Black "W"
Engineering	Red "E"
CIC	Green "E"
Communications	Green "C"
Minesweeping	White "M"
Assault Boat Operations	Assault Boat Insignia
Air Department	Yellow "E"
Supply Department	Blue "E"

Fleet commanders will specify periods the above insignia may be displayed, with service stripes to indicate second and other consecutive awards.

### Uniform Insignia

Enlisted men attached to ships and

air squadrons designated for intratype proficiency awards may display an "E" patch on their uniforms from the date that winners are announced until new winners are selected for the following competitive year.

*Uniform Regulations* (article 0653) describes "E" uniform patches as follows: "Shall be embroidered in white on blue cloth for wear on the blue uniform, and in blue on white, khaki or forestry green material for wear on uniforms of corresponding color, except that the "E" indicating five or more consecutive awards shall be embroidered in gold color thread. Worn on the sleeve, midway between shoulder and elbow."

A set of "E"s consisting of the appropriate white, blue or gold color for each coat, jumper or blouse in the prescribed outfit is provided by the Navy.

At present, no distinctive uniform insignia other than the ship or unit award is authorized. A proposed uniform insignia is under consideration to denote departmental or mission area excellence and, if approved, will be provided at no cost to the individual.

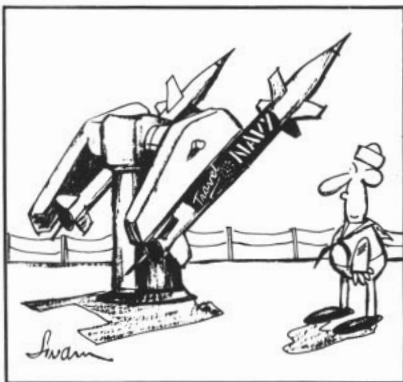
### If You Have Good Reason You Can Pick Your Own Separation Center

If you are scheduled for release from active duty, you may request to be sent to a major separation activity of your choice when returning to the U. S. from an overseas assignment.

As a rule, the separating activity is the one nearest the port where you return to CONUS—Naval Station, Treasure Island, when arriving in San Francisco, for instance.

However, if you have a valid reason behind your preference to be sent to another major separation activity (one of those centers listed below), you may request your commanding officer to allow such a change.

If the modification is authorized, be informed that you will not be entitled to any mileage allowance or expense greater than that allowed by your basic orders, nor will this authority for change of place of separation



ration be construed as authority for early transfer for separation.

Should you wish to be separated from an activity other than one listed as a major separation center, you may submit your request to the Chief of Naval Personnel, for officers—ATTN: Pers number shown in the upper right-hand corner of the basic orders; for enlisted members—ATTN: Pers-B222.

To assure more favorable action, you should submit your request *before* you have your separation orders in hand. After separation orders are in hand, only bona fide personal or humanitarian reasons will be considered justified in modifying separation orders. Here, again, you will not be entitled to any allowances beyond those authorized under your basic orders.

In connection with separation procedures, certain guidelines should be followed by officers and enlisted members who wish to take leave, as described in BuPers Inst 1900.3B.

To begin with, officers must have their leave approved by BuPers. In addition, they must be in one of the following categories:

- Returning to CONUS for retirement.
- Have less than six months' active duty remaining and returning to CONUS from a tour of in-country duty in Vietnam (including UDT/SEAL teams deployed in contiguous waters of Vietnam).
- Detached from a Pearl Harbor-based ship or unit while in WestPac or elsewhere in the Pacific, and wish a few days leave to help pack and move dependents from Hawaii.

All requests from enlisted members for leave while en route to a separation center should be submitted to the Chief of Naval Personnel, Pers-B21c.

If you expect your leave or travel to involve visits to foreign countries, refer to Article C-11107 of *BuPers Manual* for guidance in procedures to follow before you are detached or transferred for separation.

Here are the major naval activities in the United States at which Navy men arriving from overseas for separation can expect to report:

*Naval District, Washington, D. C.*  
—NavSta Washington, D. C., NAS Patuxent River, Md.

*First Naval District—NavSta or*

*NavBase Newport, R. I., NAS Quonset Point, R. I., NAS Brunswick, Maine, NavSta Boston, Mass.*

*Third Naval District—Officers: 3ND Hqtrs., New York, N. Y., Enlisted: NavSta Brooklyn, N. Y.*

*Fourth Naval District—NavSta Philadelphia, Pa.*

*Fifth Naval District—NavSta Norfolk, Va.*

*Sixth Naval District—NavSta or NavBase Charleston, S. C., NTC Orlando, Fla., NavSta Key West, Fla.*

*Ninth Naval District—NTC Great Lakes, Ill.*

*Eleventh Naval District—NavSta San Diego, Calif., NavSta Long Beach, Calif.*

*Twelfth Naval District—Captains and above: 12ND Hqtrs.; San Francisco, Calif.; all others: NavSta Treasure Island, San Francisco, Calif.*

*Thirteenth Naval District—Aviation officers: NAS Seattle, Wash.; other officers: 13ND Hqtrs., Seattle; Enlisted: NSC Puget Sound, Seattle Division, Pier 91, Seattle, Wash.*

### Clothing Allowance Changes

The ups and downs of clothing allowance rates continue with the announcement of new rates which became effective 1 July.

Substantially increased were the initial clothing allowance for Naval Aviation Cadets (NavCads), Aviation Officer Cadets (AOCs), and enlisted women. The largest reductions were in the initial clothing monetary allowance for enlisted men

(recruits), and for NavCads and AOCs reverting to enlisted status.

Here are the new rates:

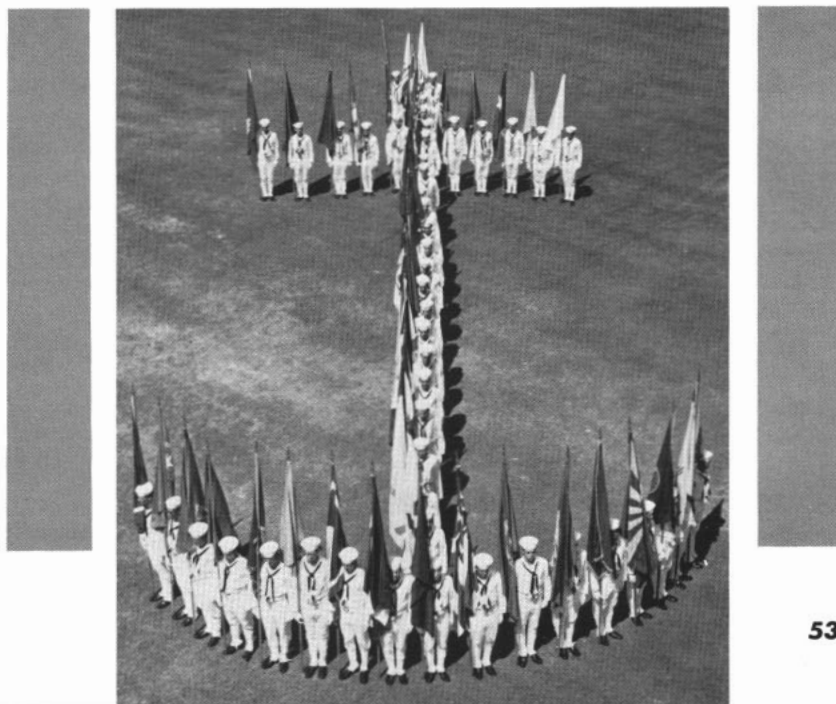
• Initial Clothing Monetary Allowance (ICMA) — Generally reflects the cost of a seabag for recruits. Enlisted men, \$199.63 (down from \$211.32). Enlisted women, \$319.64 (up from \$314.76). Naval Aviation Cadets and Aviation Officer Candidates, \$282.48 (up from \$276.59).

• Partial Initial Monetary Allowance — Reflects cost of completing a seabag for Reservists upon reporting for active duty. Enlisted men, \$54.07 (down from \$55.03). Enlisted women, \$177.71 (up from \$174.64). NavCads and AOCs reverting to enlisted status, \$156.46 (down from \$168.13).

• Basic Maintenance Allowance (BMA) — Monthly clothing allowance included in regular pay during first three years of active duty. Enlisted men, \$4.80 (same). Enlisted women, \$5.70 (same).

• Standard Maintenance Allowance (SMA) — Regular monthly clothing allowance included in pay after three years of service. Enlisted men, \$6.90 (down from \$7.20). Enlisted women, \$8.40 (down from \$8.70).

• Unit band members — The special initial clothing monetary allowance rate for Navy unit band members is \$191.45. Bandmen who are promoted to E-7 after receiving this allowance are entitled to \$109.00.





# HEROES and LEADERS

## Medal of Honor for Skipper of USS LIBERTY

USS LIBERTY was in trouble and the fight to save her in the Eastern Mediterranean during the afternoon and night of 8 Jun 1967 was underway.

The technical research ship listed nine degrees to starboard as water poured into compartments through a 39-foot hole in her hull. Ammunition exploded at her .50-caliber machine gun mounts. Fire spread until her decks became so hot they buckled.

Thirty-four of *Liberty's* crewmembers lay dead. Another 75, including her CO, CDR (now CAPT) William L. McGonagle, were wounded.

CDR McGonagle, who had been hit by shrapnel in the right leg, began to realize the seriousness of his wounds when blood had saturated his shoes and he felt that he was losing consciousness. He lay on the deck, flat on his back, raised his bleeding leg and rested it on his bridge chair. He dictated a message to the Sixth Fleet. He saw that the ensign had been shot away and ordered a signalman to hoist another flag at the yardarm. He gave orders for repair and firefighting parties.



The captain's blood-soaked pants leg was cut away from his wound. A tourniquet stopped the flow of blood, but he was so weak he could not get up off the deck.

*Liberty's* gyrocompass was disabled and her magnetic compass inaccessible. Lying on his back, CDR McGonagle began to calculate in his head the probable course he should order to avoid running aground on nearby shoals.

Power which controlled the rudder had been lost. Using a telephone, he relayed maneuvering instructions to men below decks who physically pushed the heavy rudder in the direction ordered. He used the sun to verify his cerebral navigation, and conned the ship by looking aft at the wake to determine which way his men should push the rudder.

AFTER AN HOUR and a half on his back, CDR McGonagle felt he had regained enough strength to stand and conn the ship from the wing and pilothouse. He thought that his presence on the bridge might lessen the shock the rest of the crew had received.

He was right. For every hand needed in the variety of emergency situations on board, 10 men volunteered. Men who lay wounded themselves offered their blood for transfusion to others.

CDR McGonagle refused to leave the bridge, even though he was in great pain and had lost much blood.

Finally, after 17 hours, *Liberty* rendezvoused with a U.S. destroyer

Captain William L. McGonagle, 42, entered the Navy as an enlisted Reservist in January 1944. He became a midshipman in September 1946, and received his commission in September 1947.

He became CO of *uss Liberty* (ATGR 5) in April 1966, and has been selected to command the new ammunition ship *Kilauea* (AE 26). He was promoted to captain last October. CAPT McGonagle and his wife and three children reside in Cohasset, Mass.

In addition to the Medal of Honor, CAPT McGonagle holds 12 medals and awards which include the Presidential Unit Citation and the Purple Heart. The PUC, highest of unit awards, was presented



to *Liberty* at Norfolk last June. The ship and her crew were cited for heroic achievement at a time two-thirds of the men had been killed or wounded. The citation continued:

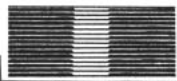
"Those surviving displayed outstanding professionalism, undaunted spirit, and extraordinary heroism in their efforts to save the ship.

"Following the directions of their commanding officer, they contained and extinguished fires and fought to control flooding.

"Taking a vital part in the variety of actions necessary to save their ship and their shipmates, all surviving crewmembers were instrumental in returning *Liberty* 1000 miles safely to port."

and CDR McGonagle relinquished control of his ship. He still refused medical attention until convinced the more seriously wounded had been treated.

CDR McGonagle's command of his ship had added a new chapter to the history of leadership and valor at sea. On 11 Jun 1968, the Secretary of the Navy presented CDR McGonagle with the Medal of Honor. "A brave man may fall, but he cannot yield," SecNav said.



**NAVY CROSS**

"For Extraordinary Heroism . . ."

★ **BULL, Lyle F.**, Lieutenant, USN, was presented the Navy Cross for heroic action on 30 Oct 1967 as bombardier and navigator in a squadron embarked on USS CONSTELLATION (CVA 64).

Exercising exceptional professional skill and sound judgment, he assisted in planning and execution of a dangerous, single-plane, night, radar mission. During the mission, LT Bull assisted his pilot in effectively avoiding a number of surface-to-air missiles.

★ **CRAWFORD, Charles H.**, Hospital Corpsman 3rd Class, USN, posthumously, for extraordinary heroism on 29 May 1967 while serving as a corpsman with a Marine unit in Quang Tri Province, Republic of Vietnam.

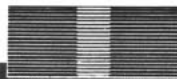
After lead elements of a Marine unit were pinned down by enemy fire, Petty Officer Crawford ran through enemy fire to reach several wounded who were trapped a few feet from a main enemy bunker. He administered first aid to the most seriously wounded Marine, and was then fatally wounded himself while moving the casualty to a safe area.

★ **HUNTER, Charles B.**, Commander, USN, for heroism on 30 Oct 1967 as a pilot in an attack squadron. CDR Hunter planned and executed a dangerous, single-plane mission which resulted in a significant blow to North Vietnamese logistics efforts. During the mission, his plane was attacked by several enemy surface-to-air missiles, but CDR Hunter successfully took swift and effective action to avoid the missiles and proceed on his mission.

★ **LINDER, James B.**, Commander, USN, for extraordinary heroism on 28 Sep 1967, as commander of a carrier airwing. Although subjected to intense barrages of antiaircraft fire, surface-to-air missiles and enemy interceptor aircraft during a mission, he skillfully directed and controlled the forces assigned, which resulted in the success of the mission. "CDR Linder's brilliant planning, flight leadership and fearless devotion to duty in the face of grave personal danger were in keeping with the highest traditions of the United States Naval Service."

★ **MAYTON, James A.**, Hospital Corpsman 1st Class, USN, for heroic action on 21 May 1966 as a medical corpsman serving with a Marine unit in the Republic of Vietnam. After receiving an emergency call from a

Marine unit, Petty Officer Mayton's unit, a medical evacuation team, went to aid the unit which was engaged in combat and pinned down by a large North Vietnamese force. Petty Officer Mayton, without hesitation, leaped from the medical evacuation helicopter and exposed himself to enemy fire in order to rescue wounded Marines. Due to his actions, 23 casualties were evacuated under fire.



**DISTINGUISHED SERVICE MEDAL**

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ **BRINGLE, William F.**, Vice Admiral, USN, for service as Commander 7th Fleet. Under his leadership, all the forces assigned to his command have continuously operated in a "most potent and effective fighting manner."

★ **CHEW, John L.**, Vice Admiral, USN, for service as Commander Antisubmarine Warfare Force, Pacific, from January 1966 through June 1967. VADM Chew demonstrated an extraordinary ability in combining outstanding leadership and keen insight to produce unprecedented advances in anti-submarine readiness in the Pacific. In promoting the effectiveness of ASW, he guided the ASW force to over-all knowledge of ASW problems and accelerated the pace toward the solving of these problems.

Gold star in lieu of second award

★ **GRIFFIN, Charles D.**, Admiral, USN, for service in a duty of great responsibility as Commander in Chief, Allied Forces Southern Europe, from March 1965 through January 1968. As a result of his direction and his skill in coordination, the security and operational readiness of the multinational forces committed to his command were improved significantly. Serving in this key post of international significance, ADM Griffin made outstanding contributions to the security interests of the United States, and considerably enhanced the security posture of the North Atlantic Alliance.

Gold star in lieu of second award

★ **JOHNSON, Roy L.**, Admiral, USN, for service as Commander in Chief, United States Pacific Fleet, from March 1965 to November 1967. In this post, ADM Johnson served with distinction in nurturing effective channels for liaison and in furthering United States goodwill and prestige with foreign nations.

Gold star in lieu of second award

★ **LEE, Fitzhugh**, Vice Admiral, USN, for service as Commandant of the National War College from July 1964 through May 1967. He rendered invaluable service in raising the National War College, already one of the nation's most prestigious senior military institutions, to a new level of academic excellence.

★ **METZGER, Edward F.**, Rear Admiral, Supply Corps, USN, for service as Commanding Officer, Naval Supply Center, Oakland, Calif., from 14 Aug 1964 to 1 Jun 1968. RADM Metzger personally instituted actions which have resulted in improved supply

support of all armed forces in Southeast Asia and naval units afloat and ashore.

★ **PERSONS, Henry S.**, Rear Admiral, USN, for service as Commander Hawaiian Sea Frontier; Commandant, 14th Naval District; and Commander, Naval Base, Pearl Harbor, from June 1964 through May 1967. In addition to providing the highest level of support to the Fleet in furtherance of naval operations in Southeast Asia, he contributed greatly to the morale of Navy and Marine personnel and their families in Hawaii. He represented the Navy with distinction and brought to the people of Hawaii a responsive understanding of the Navy.

★ **SEMME, Benedict J., Jr.**, Vice Admiral, USN, for service as Deputy Chief of Naval Operations (Manpower and Naval Reserve) and Chief of Naval Personnel from April 1964 through March 1968. VADM Semmes has demonstrated dynamic leadership, outstanding executive ability and exceptional foresight in anticipating and solving the diverse personnel problems associated with rapidly expanding manpower requirements.

★ **VETH, Kenneth L.**, Rear Admiral, USN, for service as Chief, Naval Advisory Group, United States Military Assistance Command, Vietnam, and as Commander, United States Naval Forces, Vietnam, from April to December 1967. RADM Veth guided the development and operations of the Vietnamese Navy, though under the continual stress of combat, and contributed to the development of plans and operations of great significance to the defense of the Republic of Vietnam.

Gold star in lieu of second award

★ **WARD, Alfred G.**, Admiral, USN, for service as the United States Representative to the NATO Military Committee in Permanent Session in Washington, D. C., and upon its relocation in Brussels, Belgium, from March 1965 to June 1968. ADM Ward provided invaluable contributions to United States objectives in NATO military matters and to the fruitful work of the Military Committee and the Major NATO Commanders.



**SILVER STAR MEDAL**

"For conspicuous gallantry and intrepidity in action . . ."

★ **BAUER, Edward C.**, Commander, USN, for conspicuous gallantry and intrepidity in action on 27 Oct 1967 as pilot of an A-6A jet attack aircraft. CDR Bauer planned and executed a dangerous single-plane, night, radar mission on a strategic railroad ferry slip. Despite heavy antiaircraft concentrations which severely buffeted his plane, and in spite of enemy opposition, he completed his mission, dealing a significant blow to the North Vietnamese logistics effort.

★ **BRYANS, Brian K.**, Lieutenant Commander, USN, for action on 27 Oct 1967 as pilot of an A-6A aircraft. He planned and executed a dangerous single-plane, night, radar mission on a heavily defended railroad ferry slip. Although buffeted by exploding surface-to-air missiles and antiaircraft fire, he succeeded in completing his mission, dealing a significant blow to the North Vietnamese logistics effort.

★ CARTER, Terrel E., Quartermaster 1st Class, USN, posthumously, for action on 15 Jan 1967 while serving with a river patrol section during combat operations on the Mekong River. As boat captain of a PBR, Petty Officer Carter was directly instrumental in the interdiction of a major enemy supply movement. During an attack on two enemy sampans, he maneuvered his PBR to lay down protective fire so that a damaged PBR could reach safety. While performing this act Petty Officer Carter was mortally wounded.

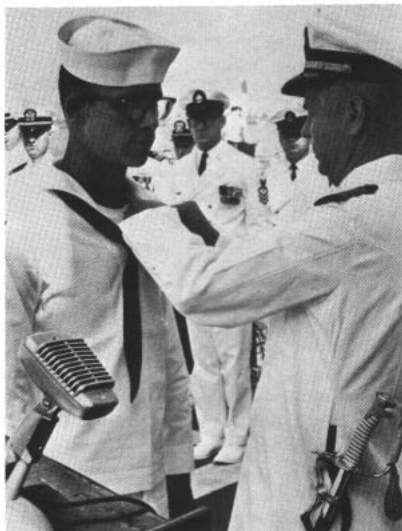
★ COSSON, Wilbur L., Radarman 1st Class, USN, posthumously, awarded for action on 7 Jul 1967 while serving with a river section in the Republic of Vietnam. Petty Officer Cosson was assigned as patrol officer of a PBR in a blocking station on the Co Chien River. He observed an enemy force fleeing into the heavy mangroves and bunker complex along the coastline. His boat fired on the enemy until his ammunition was nearly exhausted. He then boarded another PBR and chased four enemy sampans moving toward the bunker area, destroying two of them before being mortally wounded.

★ DIAMOND, William T., Jr., Seaman, USN, posthumously, for conspicuous gallantry and intrepidity in action on 15 Sep 1967 as a 50-caliber gunner aboard an armored troop carrier in the Mekong Delta. While transporting Army troops to a landing zone, his craft was subjected to enemy fire from fortified enemy positions along the riverbank. Seaman Diamond took the enemy positions under fire until a grenade struck his boat, wounding him and jamming his gun. He cleared his weapon and again laid down suppressing fire until he was fatally wounded. Because of his actions, the troops were landed successfully and without casualty at the designated site.

★ GREGERSON, Donald, Boatswain's Mate 2nd Class, USN, for action on 15 Sep 1967 as boat captain of an armored troop carrier in the Mekong Delta. While proceeding in formation with embarked Army troops, the riverine assault units came under fire from both banks of the narrow stream. Petty Officer Gregerson's troop carrier sustained multiple rocket hits, but he fought his boat past the enemy positions. He then made a high-speed run past the enemy positions to aid another troop carrier which was steering erratically. He boarded the disabled craft and maneuvered it downstream through enemy fire to the evacuation site.

★ HODGES, Harry G., Equipment Operator Constructionman, USN, posthumously, for conspicuous gallantry and intrepidity in action while serving with a mobile construction battalion in the Republic of Vietnam. During the early morning hours of 14 Jan 1968, while on sentry duty at a construction site near Da Nang, Constructionman Hodges and a companion were attacked by an enemy force. After a grenade was thrown into their position, Constructionman Hodges placed himself between his comrade and the grenade and attempted to throw it clear. Unable to clear the grenade before it exploded, Constructionman Hodges sacrificed his life to save that of his fellow Seabee.

★ HOWELL, Adrian E., Fireman, USN, posthumously, for action on 4 Dec 1967 during riverine assault operations in the Republic of Vietnam. While providing blocking operations to prevent the enemy's es-



AWARDED—Engineman Third Class Larry Steinmetz is presented a Bronze Star Medal by Captain W. Hurst for service as engineer and gunner aboard a troop carrier.

cape along the Rach Ruong Canal, the armored troop carrier, in which he was a gunner, came under heavy fire. He conducted suppressive fire from his semiexposed position in the well deck until he was mortally wounded by an enemy rocket.

★ LITTLE, William H., Engineman 2nd Class, USN, posthumously, for action on 15 Sep 1967 as trainer of a 40-mm mount aboard a MONITOR in the Mekong Delta region. Petty Officer Little began to fire on enemy positions along the banks of the Rach Ba Rai River when his unit was subjected to enemy automatic weapons fire. His effectiveness drew intense counterfire from the enemy, and he was wounded when a grenade round scored a hit on his gun position. Despite his wounds, he moved into the boat's mortar pit to administer first aid to a more seriously wounded shipmate. Petty Officer Little was fatally wounded while attempting to remove the injured man from the open pit.

★ MERRILL, Dennis O., Lieutenant (jg), USN, for action on 27 Oct 1967, as bombardier and navigator of an A-6A aircraft. LTJG Merrill planned and executed a single-plane, night radar mission on a heavily defended railroad ferry slip in North Vietnam. Despite buffeting of his aircraft by exploding surface-to-air missiles and antiaircraft fire, he flawlessly navigated his plane to the objective and successfully completed his mission.

★ MERRITT, David B., Lieutenant (jg), USNR, for conspicuous gallantry and intrepidity in action on 27 Oct 1967 as pilot of an A-6A aircraft during a single-plane mission against a strategically vital railroad ferry slip in North Vietnam. He flawlessly piloted his plane to the objective and began the attack despite intense antiaircraft fire and surface-to-air missile activity. He succeeded in his mission, thereby dealing a significant blow to the North Vietnamese logistics effort.

★ SMITH, Robert L., Hospital Corpsman 3rd Class, USN, for action with a Marine unit on 5 Oct 1966. His unit was engaged in a firefight during an attack upon a hill in Vietnam. Petty Officer Smith advanced to the forward element and converted an abandoned enemy bunker into an aid station. After being informed that two Marines had been seriously wounded and were still under intense enemy fire, Petty Officer Smith ran forward to assist them, and while administering aid was seriously wounded. His courageous performance saved the lives of at least two Marines.

★ SOMMERS, Carl W., II, Lieutenant Commander, USN, for action on 18 May 1966 while serving as pilot of a fighter aircraft. He diverted his flight of two aircraft from his primary mission to provide protective cover for rescue of the crew of a downed spotter aircraft. He repeatedly attacked enemy troop positions near the downed aircraft until his ordnance was expended. He then remained in visual contact with the wreckage until rescue aircraft arrived. While assisting rescue by making repeated low passes over the downed plane to provide visual contact, his aircraft was struck by enemy fire and burst into flames. After abandoning his aircraft, he was later rescued by helicopter.

★ WATERS, Phillip H., Lieutenant (jg), USNR, for action on 27 Oct 1967 as bombardier and navigator of an A-6A aircraft on a dangerous mission against a heavily-defended railroad ferry slip in Vietnam. He flawlessly navigated his plane to the objective despite heavy air defenses. LTJG Waters succeeded in completing his mission, dealing a significant blow to the North Vietnamese logistics effort.



"For heroic conduct not involving actual conflict with an enemy . . ."

★ BLASKIS, James L., Seaman, USNR, posthumously, for heroism on 29 Jul 1967, while serving aboard USS FORRESTAL (CVA 59) in the Gulf of Tonkin.

He was manning the port steering area in the extreme port quarter of the ship when fire broke out on the flight deck causing several explosions. One of the initial explosions hurled shrapnel into the port compartment, killing one man and seriously wounding Seaman Blaskis and his other shipmate. Despite his wounds, he administered first aid to his companion until he succumbed to his own wounds.

★ BYARS, Jerry D., Aviation Structural Mechanic 1st Class, USN, posthumously, for heroism on 29 Jul 1967, while serving with a fighter squadron aboard USS FORRESTAL (CVA 59).

Petty Officer Byars directed the evacuation of the night maintenance crew from their berthing quarters following a fire on the flight deck and numerous bomb detonations. He remained within the burning compartment aiding the escape for many of his shipmates until overcome by the fire, sacrificing his life so that others might live.

★ GAUTHIER, Richard N., Hospital Corpsman 3rd Class, USN, posthumously, for



heroism on 6 May 1966, while serving aboard USS INTREPID (CVS 11).

Petty Officer Gauthier entered a vertical trunk and pump-room space containing a toxic and lethal concentration of gas to give mouth-to-mouth resuscitation and first aid to a shipmate trapped there. Within minutes, he was overcome by the deadly gas, sacrificing his life in an attempt to save the lives of his shipmates.

★ GENTLE, Marvin G., Lieutenant (jg), USNR, for heroism on 21 Jun 1967, while serving at U. S. Naval Station, Washington, D. C.

After observing a man jump from a bridge into the Anacostia River, LTJG Gentle plunged into the muddy water and rescued the man. After towing him to shore, LTJG Gentle administered artificial respiration until the man revived, thereby saving the man's life.

★ HATCHER, Robert A., Lieutenant (jg), USNR, posthumously, for heroism on 8 and 9 Dec 1967, while serving at Iwakuni, Japan.

When a boat in which he was a passenger capsized, LTJG Hatcher repeatedly dived to reenter the overturned boat and succeeded in rescuing a six-year-old boy. He then removed his life jacket for use as a float in an attempt to save the life of a six-month-old baby. He remained in the cold water for 10 hours assisting other members of the party who could not swim. After leading the seven to land, LTJG Hatcher succumbed to exhaustion and exposure.

★ HOWISON, Calvin D., Aviation Electrician's Mate 2nd Class, USN, posthumously, for heroism on 29 Jul 1967 while serving with a fighter squadron embarked in USS FORRESTAL (CVA 59).

Exercising outstanding courage and leadership, Petty Officer Howison remained within a burning compartment effecting a safe escape for many of his shipmates despite continuing explosions. He was overcome by the fire, sacrificing his own life so that others might live.

★ HUGO, Donald N., Warrant Officer, USN, posthumously, for heroism on 29 Jul 1967 while serving as flight deck boatswain aboard USS FORRESTAL (CVA 59).

When a fire broke out on the flight deck detonating fuel cells and bombs aboard parked aircraft, WO Hugo broke out a fire hose and began pouring water onto the burning aircraft. While directing efforts of his men to control the fire, he was fatally injured when a bomb detonated.

★ LEE, William, Aviation Boatswain's Mate Airman, USN, posthumously, for heroism on 29 Jul 1967 while serving aboard USS FORRESTAL (CVA 59).

When a fire swept through bomb-laden aircraft on the flight deck, Airman Lee ran to the nearest fog/foam station and attempted to bring the hose to bear on the burning aircraft. As he neared the plane, he was fatally injured when a bomb detonated.

★ MULCAHY, John M., Lieutenant (jg), USNR, for heroism on 20 Nov 1966 while serving as a crewman in a helicopter embarked in USS CORAL SEA (CVA 43).

He manned an aircraft as first crewman during an attempted rescue of two men lost overboard from a destroyer during a wire highline freight transfer mishap. Arriving at the scene, he directed lowering the second crewman into the heavy seas and advised the pilot of his hover position in near-zero visibility. After several unsuccessful attempts, the second crewman, completely exhausted, had to be brought back aboard the helicopter. LTJG Mulcahy immediately descended into the water and succeeded in placing the man in the sling. Once aboard the helicopter, he administered mouth-to-mouth resuscitation in a valiant attempt to revive the unconscious man.

★ POOLE, Charles R., Hospital Corpsman 1st Class, USN, for heroism on 6 Mar 1967 while serving aboard USS KEMPER COUNTY (LST 854).

Upon hearing that one of his shipmates had become violently disturbed and was threatening himself and others with a pistol, Petty Officer Poole went to the scene where he confronted the man. He continued to approach him and seized the weapon and unloaded it. His prompt action was responsible for the removal of a serious threat to the life of the disturbed man and those of his shipmates.

★ SMITH, David R., Lieutenant Commander, USN, for heroism during a fire in the after fireroom aboard USS WILKINSON (DL 5) at sea on 3 Jan 1962.

Upon reaching the access to the fireroom, and learning that two Navymen were believed still in the space, LCDR Smith donned an oxygen-breathing apparatus and entered the compartment. He located the men and successfully carried them from the compartment, saving their lives. He then returned to the compartment and directed damage assessment and machinery isolation which prevented further spreading of the fire despite burns, exhaustion and smoke inhalation which he suffered during the rescue attempts.



"For heroic or meritorious achievement or service during military operations . . ."

★ BRIDGES, John M., Hospitalman, USN, for heroic achievement on 28 Sep 1966 while serving as a corpsman with a Marine unit during operations in Vietnam.

While on a patrol in the Republic of Vietnam, his unit suddenly came under intense enemy fire. Hospitalman Bridges moved from his position through 100 meters of waist-deep water to aid a seriously wounded Marine. While administering first aid, Hospitalman Bridges sustained a severe chest wound. He disregarded his own wound in an attempt to stop bleeding from both legs of the wounded Marine, allowing dressings to be applied to his chest wound only when he was sure the wounded man was out of danger. The combat distinguishing device is authorized.

★ CONDON, Robert E., Lieutenant Commander, USN, posthumously, for meritorious achievement from 6 Dec 1966 to 15 Jan 1967 in connection with operations against communist insurgent forces, while serving as special advisor to Commander Amphibious Ready Group for Operation Deckhouse Five, in the Republic of Vietnam.

He successfully led reconnaissance missions to ascertain sounding data for the approach-

es to the Ham Luong and Co Chien Rivers, and collected hydrographic and intelligence information essential to the operation. On 6 Jan 1967, he guided USS ST FRANCIS RIVER, COCONINO COUNTY and WASHINGTON COUNTY over treacherous sandbars into the Co Chien River. On 10 Jan 1967, he led ST FRANCIS RIVER and CARRONADE into the Ham Luong River. On three separate occasions during these operations he came under direct hostile fire. The combat distinguishing device is authorized.

★ DONOVAN, Thomas S., Hospital Corpsman 2nd Class, USN, posthumously, for heroic achievement on 26 Jan 1967 while serving as corpsman with a Marine unit in the Republic of Vietnam.

Petty Officer Donovan's company sustained numerous casualties when forced to maneuver through an open area while under enemy fire. He immediately moved through heavy fire to the wounded, rendering medical aid and assisting casualties to protected positions. By his skill, initiative and selfless concern for the welfare of his comrades, he undoubtedly helped save the lives of numerous Marines. The combat distinguishing device is authorized.

★ GALES, James L., Hospitalman, USN, posthumously, for action on 13 May 1967 while serving as a corpsman with a Marine unit in the Republic of Vietnam.

During a search and clear operation against North Vietnamese Regular forces, his unit came under heavy fire from camouflaged positions, and sustained numerous casualties. Hospitalman Gales carried several wounded men behind a tank which had come forward to assist the Marine unit. While thus engaged, he was mortally wounded. The combat distinguishing device is authorized.

★ HAVENS, Joe B., Senior Chief Hospital Corpsman, USN, for action on 13 Sep 1951, while serving with a Marine unit in connection with operations against enemy forces in Korea.

When his unit participated in an assault on Hill 749, he unhesitatingly left his position to render aid to two wounded Marines amidst heavy mortar and small-arms fire. By his courageous actions, he undoubtedly saved the lives of the two wounded men. The combat distinguishing device is authorized.

★ HELGERSON, Warren A., Commander, USN, for meritorious service from 18 Feb 1966 to 30 Jan 1967, while serving with friendly foreign forces in the Republic of Vietnam.

CDR Helgerson participated in numerous coastal patrols and was subject to hostile fire constantly. He insured effective use of Vietnamese naval forces and worked closely with Vietnamese commanding officers. The combat distinguishing device is authorized.

★ HOBBS, William L., Jr., Lieutenant Commander, USN, for meritorious service from July 1966 to July 1967 while serving as Ship Operations Division Director, Military Sea Transportation Service Office.

LCDR Hobbs directed monthly movements of more than 150 deep-draft ships in South Vietnam waters. He materially assisted in the logistical support of U. S. and Free World forces of Vietnam.



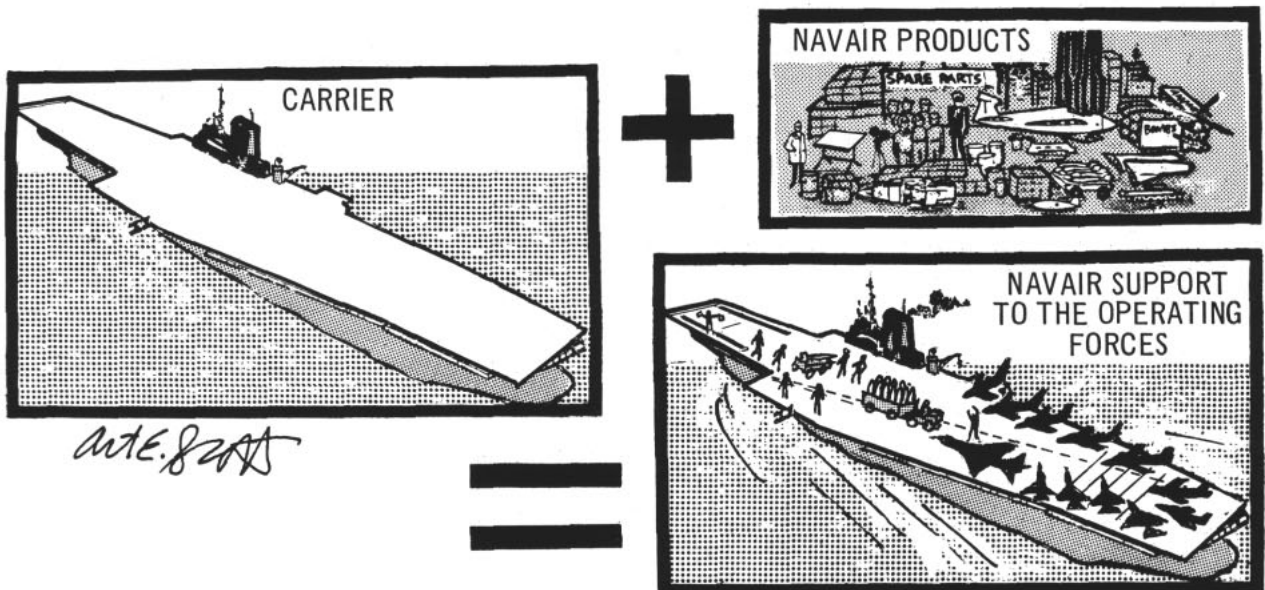
## ... FOR GREATER FIGHTING POWER TO THE FLEET

One of the major organizations within the Navy Department is the Naval Air Systems Command. Here, in one of a planned series of articles covering top-drawer organizations within the Department, is a thumbnail summary of the NASC role as seen by LCDR G. W. Grosskopf, USNR, and LT Joe Hart, USNR.

The physical tools and technical knowledge for air superiority come to the Fleet from the Naval Air Systems Command, which has just marked its second anniversary.

NAVAIR has the responsibility to conceive and design whole aircraft, complete with airborne electronics (avionics) and air-launched weapons systems in what is appropriately titled a systems-requirement. This is a total inter-related "package of equipment" ready for pilot and crew to operate in performance of their assigned mission. Should the mission change, NAVAIR can modify the systems involved in order to provide the fleet with exactly what is needed.

Finally, in NAVAIR's "life-cycle" responsibility, systems are reworked (at overhaul and repair facilities) in order to maintain the air systems at peak operating capability. Modernization is also accomplished at Naval Air Rework Facilities (NARFs) to extend the life of an aircraft and its system.



Conferences of experienced, senior naval aviators (line officers), aeronautical engineering duty officers (AEDOs), and civilian technical staff were held to develop an organization which would derive from the former bureau the very best aspects from its seven-year existence and to incorporate new management approaches in order to most effectively contribute to the major component, NavMat, and of course to the prime users, the Operating Forces.



The assignment of functions to NAVAIR is:

- Aircraft, complete (airframe, power plant, etc.)
- Air-launched weapons systems, complete (including airborne aspects of torpedoes and mines)
- Airborne electronics, complete
- Air-launched Underwater Sound Systems
- Airborne pyrotechnics
- Air Systems Special Support Equipment
- Astronautics
- Catapults, Arresting Gear, Visual Land Aids
- Airborne Mine Sweeping Equipment
- Land-Based Target for Air Weapons
- Photographic and Meteorological Equipment
- Aircraft Drone and Target Systems
- Active and Reserve Air Systems Maintenance and Support

A weapons system is not designed alone, anymore, but inter-related in all planning steps with each major component. For instance, an airframe on the drawing board is planned carefully with the specific requirements of the power plant, avionics package, weapons control system etc. Delivery to the fleet of an air weapons systems means that this complete system is ready for duty with an operational squadron. This is the product-response to the initial fleet requirement. NAVAIR is responsible for the life of an air weapons system. This "cradle-to-grave" responsibility broadly includes research of new concepts in response to fleet requirements, development, test, and evaluation of this "concept-become-hardware", and the acquisition of the system through contractual negotiations with civilian industry.

After fleet delivery of production models, technical support and maintenance of operational air systems follows. As the planned life of a system reaches its twilight years, either a life extension is given, such as the "reworked" F-8 series, and/or a new, follow-on air system is conceived and ... the NAVAIR life cycle begins again.







**RADM John P. Sager**

VICE COMMANDER



**RADM R.L. Townsend**

COMMANDER  
NAVAL AIR SYSTEMS  
COMMAND



**RADM Thomas J. Walker III**

DEPUTY COMMANDER  
PLANS & PROGRAMS,  
AND COMPTROLLER

**MILITARY ACTIVITIES UNDER THE COMMAND OF THE COMMANDER, NAVAL AIR SYSTEMS COMMAND:**

Commander, Pacific Missile Range, Point Mugu, California  
 Commander, Naval Air Test Center, Patuxent River, Maryland  
 Naval Air Systems Command Representative, Atlantic  
 All East Coast Naval Air Rework Facilities (NARFs) report to NAVAIRSYSCOMREPLANT  
 All Eastern Naval Plant Representatives report to NAVAIRSYSCOMREPLANT  
 Naval Air Systems Command Representative, Pacific  
 All West Coast NARFs report to NAVAIRSYSCOMREPAC  
 All Western Naval Plant Representatives report to NAVAIRSYSCOMREPPAC:  
 Naval Air Systems Command Representative, Pensacola, Florida  
 NARF Pensacola and Naval Air Mine Defense Development Unit, Panama City, Florida report  
 to NAVAIRSYSCOMREPPNCLA  
 Naval Air Systems Command Representative (Central), Wright-Patterson AFB  
 Naval Avionics Facility, Indianapolis, Indiana  
 Navy Photographic Center, Washington, D.C.  
 Naval Air Engineering Center, Philadelphia, Pa.  
 Naval Air Propulsion Test Center, West Trenton, New Jersey  
 Naval Weather Research Facility, Norfolk, Virginia  
 Naval Air Technical Services Facility, NSD Philadelphia, Pa.  
 Naval Air Test Facility (Ship's Installations) Lakehurst, New Jersey  
 Weapons Systems Analysis Office, Quantico, Virginia  
 Quality Assurance Office, Washington, D.C.  
 Navy Space Systems Activity, HQ AF, Space Systems Division, Los Angeles, Calif.

**ACTIVITIES RECEIVING SUPPORT FROM THE COMMANDER, NAVAL AIR SYSTEMS COMMAND:**

All previously listed activities  
 All Naval Air Stations and Naval Air Facilities  
 All Marine Corps Air Stations and Marine Corps Air Facilities  
 Naval Air Development Center, Johnsville, Pa.  
 All Naval Air Training Commands  
 Naval Weapons Center, China Lake, Calif.  
 All Naval Stations with associated aviation capabilities.

# FULL "LIFE-CYCLE" MANAGEMENT

# AND HOW IT WORKS

## • DEPUTY COMMANDER FOR PLANS & PROGRAMS, AND COMPTROLLER

**U**nder the Commander and Vice Commander of the Naval Air Systems Command, a flag officer serves as Deputy Commander for Plans and Programs. This office is the focal point for all programs. The Deputy Commander provides direction and coordination for the NAVAIR project managers as well as related international military sales and project support. He further coordinates management information, and initiates and directs continuing appraisal of Command programs/projects to check the progress of approved plans. Also as Comptroller, he develops and implements policies and procedures for effective management of money and other resources.

## • ASSISTANT COMMANDER FOR RESEARCH AND TECHNOLOGY

**T**his is the beginning - or the cradle - for new ideas and capabilities. Exploratory research and development efforts in NAVAIR constantly match urgent and future Fleet needs with technological opportunities through the initiative of experienced and specialized staff. From its position in the Navy organization, NAVAIR can "see" the need for changes and continuously plans for new and advanced capabilities. Not alone are concepts conceived and studied in the Research and Technology group, but firm plans, programs and budget to demonstrate the "working hardware" are developed and executed in the cradle.

## • ASSISTANT COMMANDER FOR MATERIAL ACQUISITION

**H**ere the "concept" matures and is given stature. The idea (the "what") is nurtured and developed into an image of a very specific and formidable air weapon system. A development contract within the scope of budgetary resources is awarded (this initiates the "who"). Each component is engineered, takes shape, is perfected and is assembled into an operating prototype. This original model is tested and evaluated (the "how"). Adjustments are made as necessary in order to perfect and maximize performance. A production contract is awarded (a further confirmation of the "who"), again within the



scope of budgetary resources, and delivery (the "when") schedules are fixed.

In the latter years of the air weapon system, when research and technology promote a superior concept, the old is permitted to expire and a new, fresh concept is given life.

• ASSISTANT COMMANDER FOR CONTRACTS

**W**orking closely with all Groups in NAVAIR, the Contracts Group provides the business expertise to translate complex procurement program requirements into contractual documents that accurately reflect agreements reached between the Government and Industry. The contract is the link between Government and Industry and states the rights and obligations of the parties to the contract.

WELL SIR, THIS RESOLVES THE LAST PROBLEM AREA IN THIS AIRFRAME BUY. THE CHANGES WILL BE INCORPORATED INTO THE CONTRACT IMMEDIATELY. THANK YOU FOR YOUR HELP AND COOPERATION.



YES SIR, THE AIRCRAFT WILL BE DELIVERED IN TEN DAYS. CARRIER SUITABILITY TESTS HAVE INDICATED POSITIVE...



• ASSISTANT COMMANDER FOR LOGISTICS AND FLEET SUPPORT

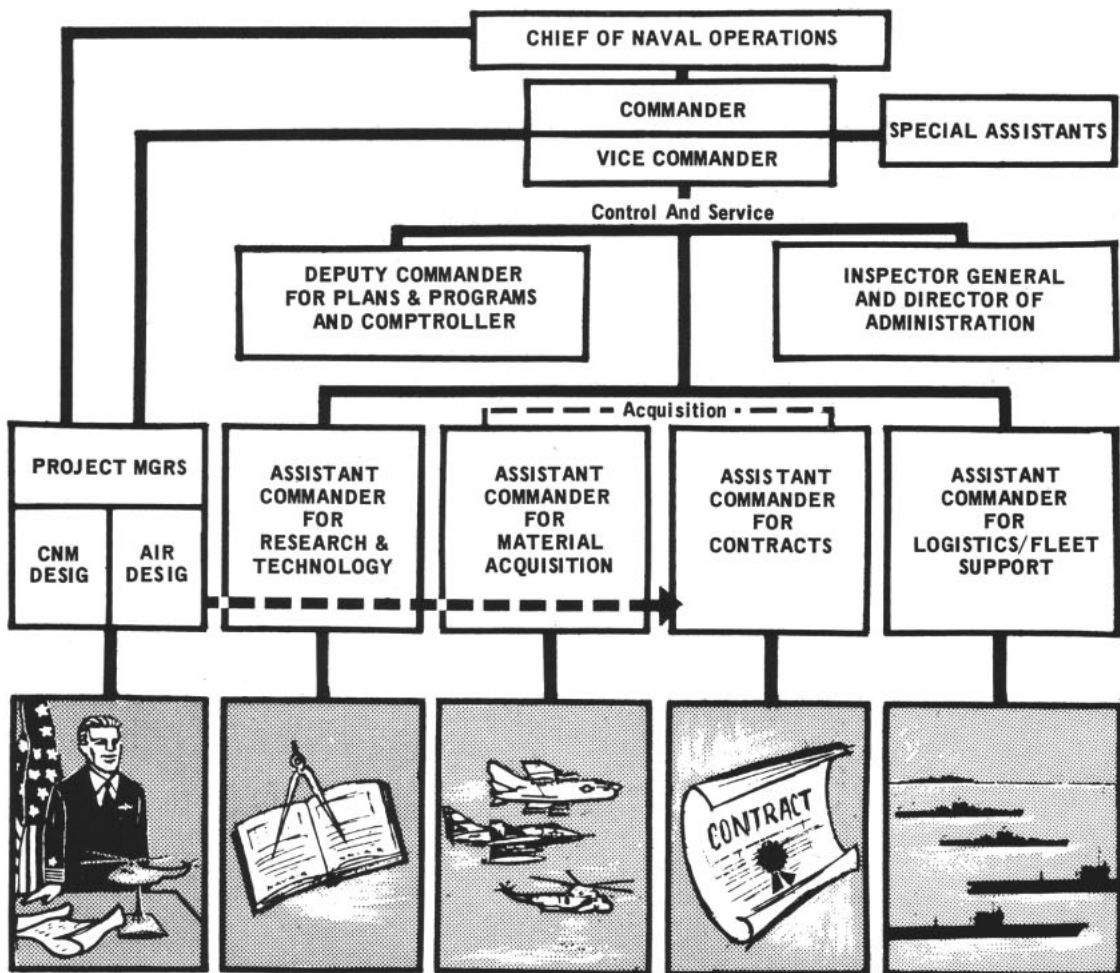
**F**ace to face in daily liaison with operating forces personnel is the logistics support group charged with timely delivery of effective air weapons systems and their continued maintenance, rework, overhaul and modernization. The group supports fleet technical and operator training for air weapons systems and safety and material surveillance programs. It also provides support to fleet commanded shore stations as well as those assigned to NAVAIR.



The foregoing is an explanation of the NEW MANAGEMENT of the traditional technical command in the air navy which has a long and successful record.

It is true that declarations of change and new names do not cause any problems to vanish, but reorganization, such as the new NAVAIR, helps define problems more precisely and, with more efficient management techniques contributes the ability to solve problems sooner and to deliver complete air systems to the operating forces more expeditiously.

## NAVAL AIR SYSTEMS COMMAND (NAVAIR)



Rear Admiral R. L. Townsend, Commander of the multi-billion dollar developmental command, has noted that "... the Naval Air Systems Command is ready for the future because NAVAIR is meeting the present, head-on, with a versatile, effective working organization which is geared to meet current naval air material requirements and alert to the possibilities of tomorrow's aviation mission."

# TAFFRAIL TALK

**H**AZARDS ARE THE STUFF that a golfer's dreams are made of. Or maybe they're nightmares. When a golfer plops himself down on his rack after a tough 18 holes, he dreams about:

- That fairway trap on the fourth hole where his ball was buried in a footprint and the green was 150 yards away; and
- Those woods he sliced into which everybody says are 90 per cent air, a statistic of which his ball was unaware; and
- The pond over which he had to carry to the green and he'd still like to know how he hit a grounder with a pitching wedge.

And he wakes up screaming.

When 121 hardy golfers from the carrier *uss Enterprise* (CVAN 65) returned to the ship recently after an 18-hole tournament, they had even more to remember.

The Benictican Valley Golf Course, in the Philippines, had offered the usual sand traps, ponds, and such, of course. But these were child's play. These were only hazards.

In addition, there was the tropical heat. Originally, 151 *Enterprise* golfers had signed up for the tourney. When they arrived at the course and noticed the soaring mercury, 30 of the less hardy entrants decided to practice their overlapping grip on a long cool one from the sideline shade. Still others began the round, but couldn't quite drag themselves to the last hole.

And there was the jungle - lush, green and beautiful - but it's no place to use a five-iron, the carriermen assert. Besides the difficulty of swinging with a vine clinging to the club, there was the distinct possibility of having to explain to a 10-foot cobra why that little white ball had disturbed his slumber.

Often, the *Enterprise* golfers found it wasn't necessary to enter the jungle to have a tete-a-tete with the local fauna. One carrierman told of dropping a 20-foot birdie putt, only to have a small green snake come charging out of the hole, dragging the ball out as he came. The tournament officials are still trying to decide how to rule that one.

Despite the difficulties, several of the carrier's golfers carded respectable scores. Marine Corporal L. R. Bryant won the tourney with a 78, Airman Apprentice G. E. Williams shot an 80 for second, and Lieutenant (jg) R. Johnson finished third with 83.

Back on the carrier after the tournament, everyone agreed it was a great way to relax and forget for awhile all of Yankee Station's hazards.

★ ★ ★

John Paul Jones, we heard belatedly, has advanced to Machinist's Mate 1st Class. That was back in the spring, on board *uss Epperson* (DD 719).

Unlike his namesake, the current Jones boy did not start his naval career on sailing ships. His first tour of duty was on the repair ship *uss Everglades* (AD 24).

He became a fireman and later advanced in the Machinist's Mate rating.

Petty Officer Jones does not claim to be any relation to the famous John Paul Jones of the Revolutionary War years, but like his namesake, Petty Officer Jones is a career Navyman.

*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 the 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, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. The issuance of this publication was approved by the Secretary of the Navy on 27 June 1961. 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 of general interest may be forwarded to the Editor DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

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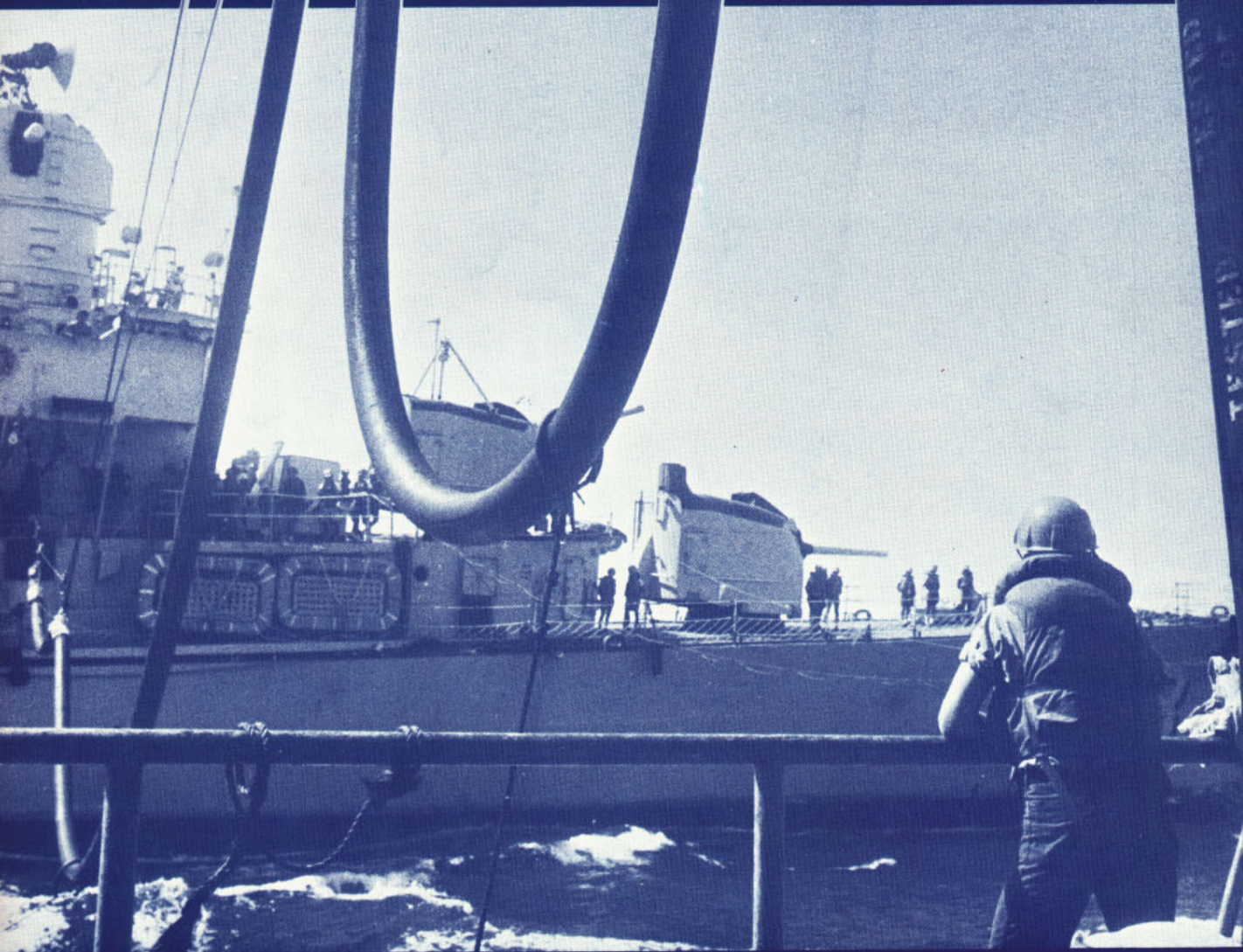
• AT RIGHT: DAILY AFFAIR—Navy-men aboard the U. S. Naval Station San Juan, Puerto Rico, raise the Stars and Stripes as the Second Marine Division Drum and Bugle Corps play at morning colors.—Photo by C. J. Wiitala, PH1, USN.







# **REPLENISHMENT AT SEA**



**NAVY TEAMWORK  
FOR MOBILE SEAPOWER**