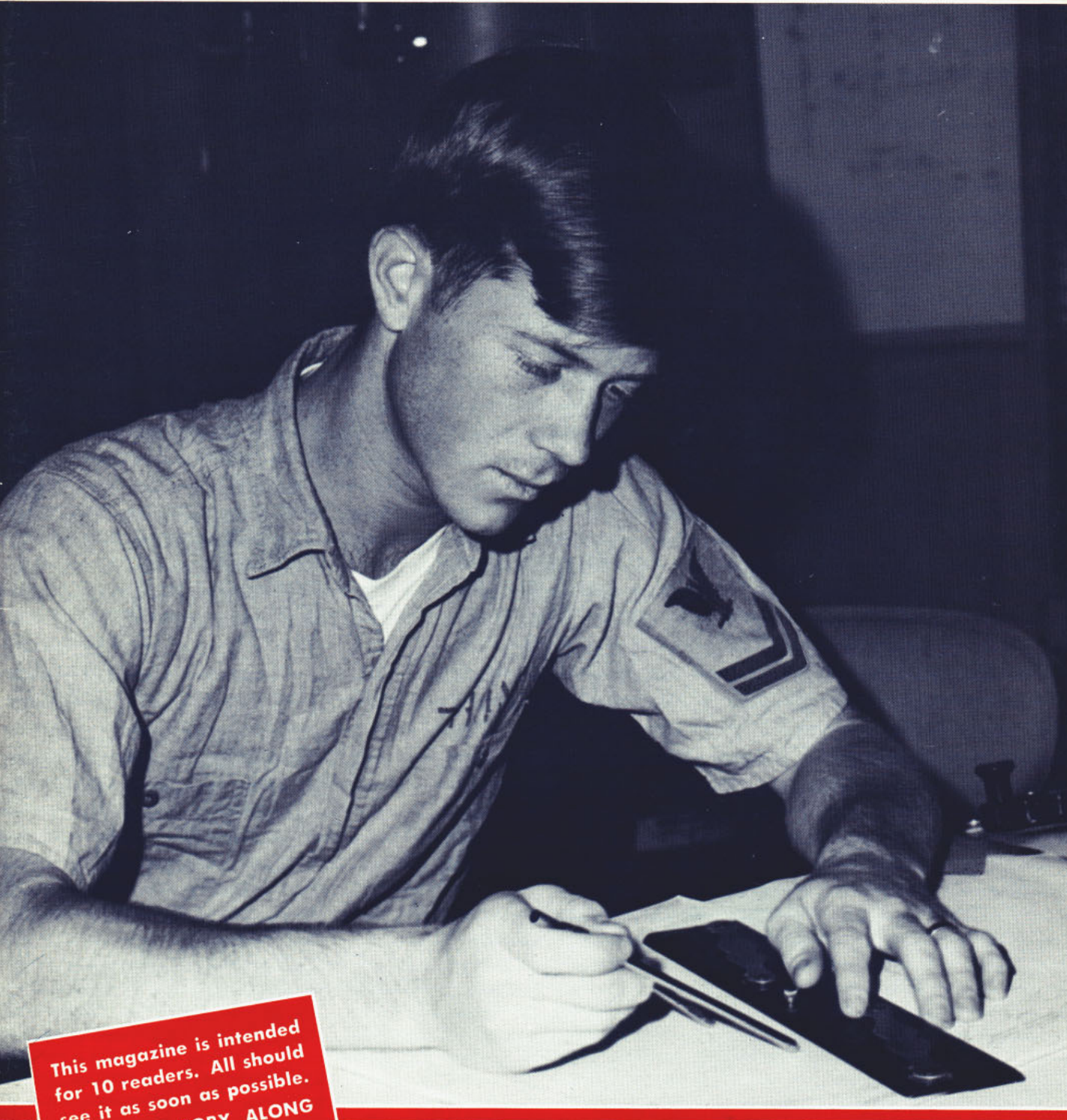


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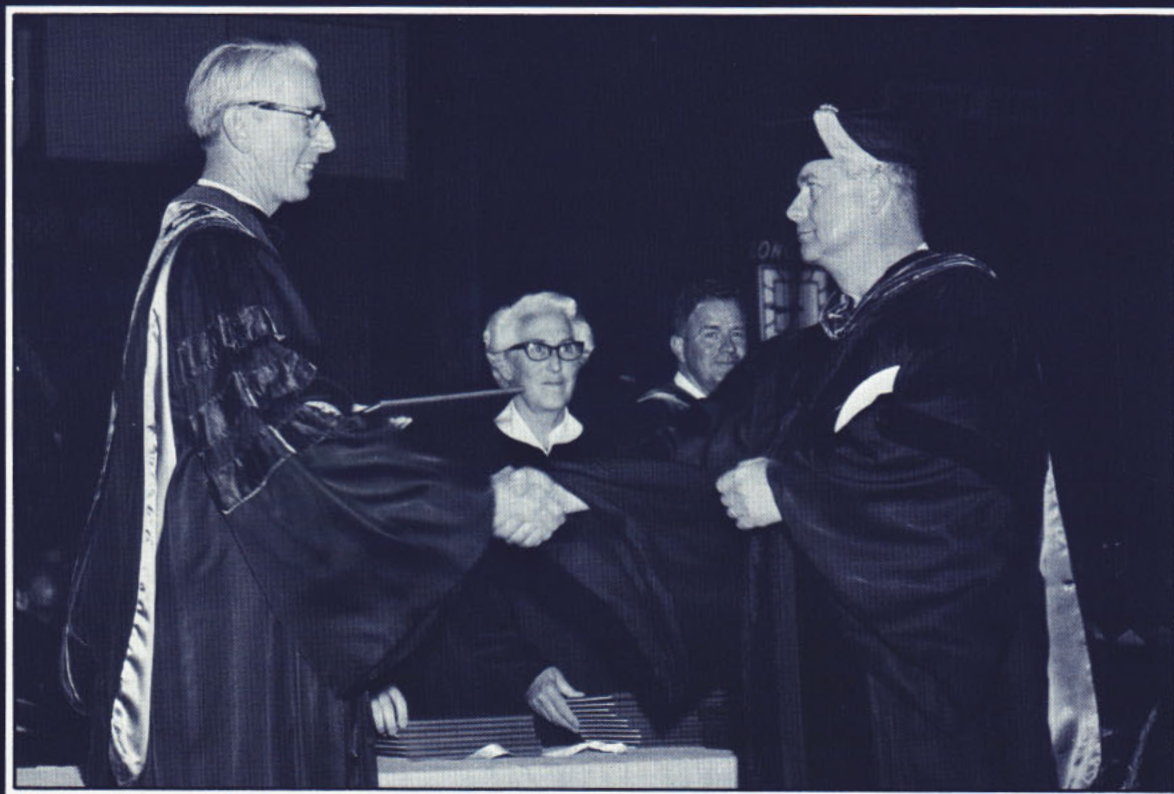
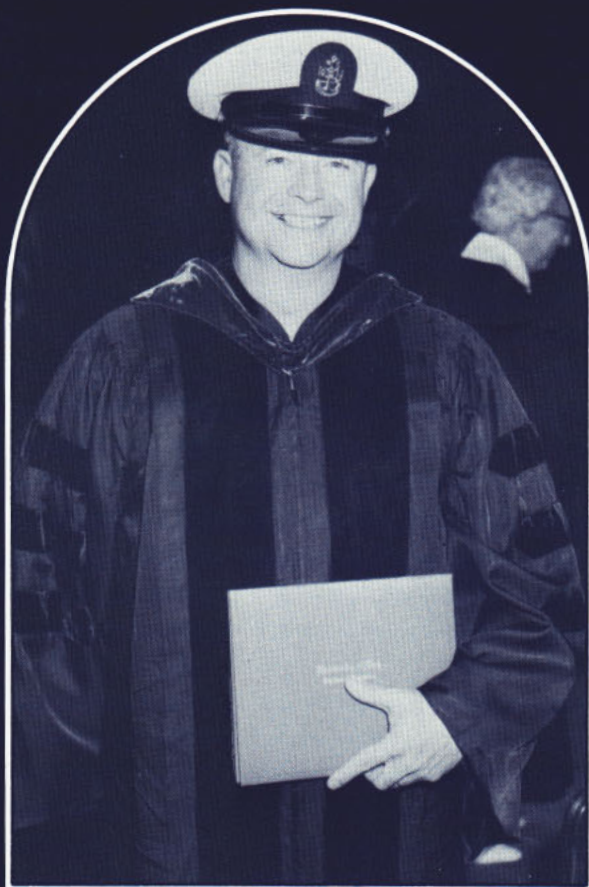
THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



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

NOVEMBER 1968

**Keith M. Tracy,
HMCS (SS), B.S.,
M.S., Ph.D., USN**





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

NOVEMBER 1968

Nav-Pers-O

NUMBER 622

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● **FRONT COVER:** PLOT AT SEA—While seated at the charting table Radarman 2nd Class Leon S. Thomas, USN, plots course. The Navy radarman solves problems of course and speed and finds closest point of approach of radar contacts.

● **AT LEFT:** DOCTOR, CHIEF—Senior Chief Hospital Corpsman Keith M. Tracy, USN, receives his PhD degree during ceremonies at the University of Utah. See story on page 46.

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





MAKING FRIENDS—Navy corpsman bandages arm of injured farmer.

USS Friendship Underway in Vietnam— OPERATION POSITIVE APPROACH

IMPROVE man's environment and more often than not you'll improve his way of life.

This type of philosophical ammunition is being used by U. S. Navy-men striving to improve living conditions of Vietnamese villagers caught in the ravages of combat, and to simply help uplift the general

standard of living in Vietnam.

Working in their spare time with the civic action program, the Navy-men are building and repairing schools, churches, hospitals and homes, although many of the tasks tackled are outside their military specialties. It's not uncommon to see a yeoman wielding a hammer as he

DESTROYERMEN load their ship with relief goods for delivery to cyclone-torn island.



nails siding to a schoolhouse, or to see a ship's printer paint the rustic door of a village church.

Regardless of their handyman talents, these men are all volunteers from in-country naval activities or, when opportunity affords itself, from Seventh Fleet ships. They often work side by side with volunteer Vietnamese together with seasoned Seabees.

For the larger projects, the naval constructionmen, comprising special volunteer teams, serve as trade instructors. Heavy equipment operators teach Vietnamese to drive trucks and bulldozers, electricians teach wiring, builders teach carpentry and masonry, and the hospital corpsman impart medical and first aid fundamentals to enthusiastic pupils.

A report on all the environmental improvements being made, or on all those already in use, would be impossible. However, some of these accounts are recorded in this issue of **ALL HANDS** to illustrate that the U. S. Navyman in Vietnam is fighting a two-front war—one against the oppression of communism; one against the depression of poverty.

Sailors Adopt a Family

WHAT HAD BEEN a small, neat house on the outskirts of the Mekong Delta city of Can Tho was now just two walls and half a tin roof.

It had been hit by a rocket or mortar during an attack by the Viet Cong. The man of this particular house had been killed by the explosion, leaving his widow and four children and aged mother-in-law with no one to help them rebuild.

In this case, however, the young widow's plight came to the attention of five members of River Patrol Force 116 who offered to lend a helping hand.

After cleaning up the debris and rubble, the sailors began by replacing the shrapnel-riddled tin roof with corrugated asbestos. Where thatched walls once stood, the Navymen erected plywood and sheet metal walls.

Only one of the Navy volunteers had had any experience in construction work, but what the others lacked in skills they made up for in enthusiasm.

Pitching in to help also, a Vietnamese neighbor added a much desired item—a bunker dug into the floor of a back room. Hopefully, the family will never have to use it, but it adds considerably to their peace of mind

ALL HANDS

when nearby Can Tho airfield is mortared by VC.

This people-to-people project didn't end with the completion of the rebuilt house. The sailors continue to visit their adopted Vietnamese family to bring them items of clothing and gifts sent by relatives and friends of the Navymen in the States.

Rebuilding With Self-Help

MANY VIETNAMESE Navy and civilian families who lost their homes during the Viet Cong attacks on Saigon and urban areas are rebuilding them at little or no cost, thanks to a Self-Help program initiated by a Navy chief storekeeper.

John E. Rominger, an advisor at the Vietnamese Naval Supply Center in Saigon, started the program when five Vietnamese sailors stationed there lost their homes during the Viet Cong Tet offensive. He decided to check around and see what, if anything, he could do to help.

From a transportation command which unloads MSTs ships, he made arrangements to draw excess dunnage—planking and heavy timber used to keep cargo from shifting on board during ocean crossings. Because it is cut to size for individual cargoes, it has little value as shoring for subsequent shiploads. This, then, he gave to the Vietnamese sailors who gratefully accepted it, odd sizes and all.

Once the word got around about his helping the sailors, other Vietnamese sought his assistance and by mid-July, his organization had given out more than 100,000 board feet of lumber to about 114 families.

Eventually, to make their need known, homeless people simply contacted the commanding officer of the Vietnamese Naval Supply Center who sent a staff member out to the individual's home to evaluate the need for the wood.

Now, as each request is approved, Chief Rominger swings into action, contacts the transportation command and lets them know how much lumber is needed.

"The extent of damage done to the house governs how much wood we give them," he said. "We usually give them 50 planks, 25 long ones and 25 shorter ones. If they need more, they may return."

The chief, together with several Vietnamese sailors, trucks the wood from the Saigon port to the supply



CHECKUP—Navy doctor and hospitalman examine a young Vietnamese girl.



A LONG ONE—Seabees build 2040-foot bridge southwest of Da Nang.

BELOW: Members of Medical Civil Action Program hand out gifts to villagers.





HOMELESS VIETNAMESE explains to Chief Rominger, USN, how he is using lumber given to him. Rt: Wood is loaded for delivery to a home rebuilder.



center for distribution. Occasionally, the sailors deliver the lumber right to the recipients if the load is large, and even help with the rebuilding.

A 13-year veteran, Chief Rominger is no stranger to Vietnam or its people. He first arrived there in March 1964 and was stationed at the Supply Center a year. After a state-side tour, he returned to Vietnam in August 1966 and served on the staff of Task Force 115 in Saigon. When CTF 115 moved to Cam Ranh Bay in July 1967, the chief transferred once again to the Supply Center where he expects to carry on his Self-Help program until October 1969.

—James E. Messner, JO2, USN.

The Men of Ten

NO MATTER where you travel in South Vietnam, you are bound to run into a Seabee busily buzzing in the midst of a civic action project.

At Quang Tri, 25 miles from the northeastern sector of the DMZ, the buzzing becomes busiest on Sundays. That's when the Seabees of Naval Mobile Construction Battalion 10 move from their hive into neighboring villages to work at improving community living conditions or to help Vietnamese patch up homes battered by communist rocket and mortar attacks.

During their latest deployment, the Men of Ten (as they call themselves) had scheduled as their main project the restoration of Quang Tri's orphanage. Home for 30 youngsters, ranging from infants to 16-year olds, the orphanage had been peppered by shrapnel from enemy

mortars. The roof and window screens had numerous holes.

After repairing the war damage, the Seabees went to work improving sanitary conditions. They installed sealed privies and filled nearby mosquito-breeding canals. On the lighter side, a new screen was tacked around the nursery, then swings and seesaws were erected on the playground.

Supplies taken to the children during the Navymen's five-hour Sunday visits include a variety of foods and medical needs such as band-aids, aspirin, antiseptics, germicides and adhesive tape. Scrap lumber also comes in handy as fuel for cooking and for building shelves and small tables.

Besides contributions made by the constructionmen, a women's club in Hoyt Lake, Minn., regularly donates to the orphanage baby food, clothing and medical supplies. The Seabees have bestowed honorary NMCB-10 memberships to the ladies for their thoughtfulness.

Another medical civic action at hand is the newly opened aid station located at the main gate of the battalion's base camp. Here, on Mondays, Wednesdays and Fridays, a doctor is on duty to aid the villagers and their children.

The language barrier is broken by an interpreter from the Military Assistance Command, Vietnam, who assists the doctor each week as he attends to an average of 150 persons, coming from as far as 12 miles for first aid or minor surgery.

—Bill Slaughter, JO3, USN.

To Build a School

LIEUTENANT Joseph A. Raibert had a goal—build a school.

It was a goal he established soon after becoming the U. S. advisor to the Vietnamese Navy's Training Command at Cam Ranh Bay.

The school he wished to build was not to be used by recruits, but by the children of the RTC staff.

Since no funds were available at the outset, LT Raibert began a no-cost recruiting program of his own, both for men and material. His calling card was simply a description of the school facilities then in use—poorly equipped, inadequately lighted, overcrowded and understaffed.

At a nearby Army base, the naval officer employed the services of draftsmen who drew up plans for the new building. Once he knew what materials were needed, he set his three enlisted advisors to the task of procurement. This they did admirably. Soon, construction materials of varied descriptions, marked ATTN: BMC Charles W. Atwood, or BM1 Robert J. Matonte, or YN3 Quinton N. Pierce, began to arrive.

In the meantime, other Navymen assigned to the Market Time base at Cam Ranh Bay heard of the lieutenant's project and volunteered to help work alongside the Vietnamese Navymen from the RTC staff and a few soldiers from the Army base.

Together, within two and a half months, they had constructed a seven-room schoolhouse complete with seesaws, swing sets and a picket fence enclosing the playground.

Inside the school, fluorescent lights brightened study areas furnished with new desks, chairs, blackboards and all the essentials necessary to begin classes.

The lieutenant reached his goal—he built his school.

Sailor - Teachers

THREE NIGHTS a week two kerosene lanterns burn late in a small one-room schoolhouse on the outskirts of Da Nang. Inside, villagers repeat English words in unison while children, still too young for school, peer with interest through the windows and doorway.

This is the scene in many schools throughout the area where Navymen from the Naval Support Activity, Da Nang, have volunteered their off-duty time to teach adult Vietnamese the English language.



SCHOOL DAYS—Navymen from Market Time base at Cam Ranh Bay pose with Vietnamese navy personnel in front of school they helped build. Rt: Swing testing.



Run by a missionary, this school is staffed by two teachers from the naval activity. They are Yeoman 3rd Class Dave Chambers and Constructionman John Bullock, Jr. Chambers, who attended language school for 47 weeks and speaks Vietnamese fluently, instructs one class twice a week while Bullock, equally adept as a teacher, instructs another the third night.

These English classes are only a beginning. Plans are to construct an adjacent building and hold classes in typing and sewing. The typing instructor will be another NSA man. The sewing class, however, will, in all likelihood, be taught by a Vietnamese seamstress.

—Dave Hough, JO3, USN.

Dentcap and Medcap

EACH WEEK three Navymen hop in a jeep and drive to jail in Da Nang. It's part of their job as members of the Dental Care Program which has been treating Vietnamese prisoners for the past year.

Once inside the prison gates, the trio, usually consisting of a dental officer and two dental technicians, is escorted to the main courtyard. There the men enter a small structure at one end, set up their portable equipment and begin attending to prisoners in need of dental aid. Inmates not requiring attention crowd around the small building's two windows to watch the goings-on.

These Dentcap visits generally last for an hour, including time invariably spent by the Navymen treating

other than dental problems by passing out first aid bandages and antiseptics for minor injuries.

The team doesn't limit itself to just Dentcap treatment for Vietnamese prisoners. At least once a day the dentalmen hold clinic sessions in Da Nang proper in an attempt to reach as many local citizens as possible.

Elsewhere, in cities like Hue and neighboring villages, Dentcap teams treat an average of 25 people per session. Dentalmen from Naval Mobile Construction Battalion Eight, for instance, have no trouble finding patients among the Vietnamese, although the doctor's "office" is usually little more than a portable, reclining chair set up out of doors.

DOCTORS COME. Doctors go. But, the civic action medical program of an organization like Mobile Construction Battalion 62 remains pretty much the same, especially when it's soundly based upon individual efforts of men like Lieutenants Thomas A. Schinn, a dentist, and William A. Bohart, a medical officer.

The manner and methods in which these men practiced their profession while in the field is representative of many civic action medical and dental officers in Vietnam.

Both doctors treated civilian patients in the small village of Thuy Chau, located just north of the battalion's base camp, Phu Bai, near the ancient capital of Hue.

Six afternoons a week, LT Bohart

FAST DELIVERY—Navy crewmembers of a PBR deliver a seriously ill Vietnamese to medical facility.





ROADWORK—Trucks move large tanks to local sugar factory. Rt: Seabee grader works on surface of Route One near Dong Ha.

held his medical clinic in the village chief's office at the edge of a rice paddy. He would see between 40 and 60 patients each day.

"Actually, we stayed as long as the villagers wanted us to," he explained, as he told how at first they skeptically came to him with mostly minor illnesses. "Gradually, the people gained confidence in us and before long we were seeing the more serious cases. They grew completely friendly and took seriously the help they received."

During any visit, the doctor and his staff were liable to see just about anything in the way of disease or afflictions, from minor cuts and bruises to elephantiasis, tuberculosis, and harelips.

Children demanded most of the medical attention.

"The kids would sit and stare about with their big, button eyes," said the medical officer, "while corpsmen cleaned, probed or bandaged their ills. Afterward, their mothers would either flip them across their backs or take their hands and hustle them outside."

The older patients loved vitamin pills, aspirin and soap, and they soon learned of antibiotics, asking by name for aureomycin and penicillin.

At times the Popular Force guard stationed in the village—came to the doctor for treatment, mostly for barbed wire cuts and scratches.

Chewing gum became Dr. Schinn's calling card, particularly with the

children. He, too, held his clinic in the village chief's office, but, because his dental services were frequently needed throughout the neighboring area, he could visit Thuy Chau only once a week.

Upon his arrival, however, children of all shapes and sizes poured out of their huts and, with wide grinning faces, would yell "Hey, Bac-si (doctor), where's the chewing gum?"

The gum attraction, according to the dentist, began after he gave a piece to a small boy who had just undergone an extraction. The next thing he knew, every kid in the village wanted gum. A few tried to loosen a good tooth to get some. Needless to say, Dr. Schinn came well supplied for each trip.

Two dental technicians usually accompanied the dentist and assisted him in performing extractions and in giving instruction in oral hygiene. They discovered that, in most cases, the chief problem among the adults was bad gums caused by nutritional deficiencies.

Most of the actual dental work was done on the children who, through their possible interest in dental hygiene and insatiable appetite for chewing gum, became excellent patients.

Haley's Clinic

A TRIP to Liem Lac village begins with a bumpy jeep ride. Then you trek through a crowded market, cross a river in a small, jammed boat,

and finally reach your destination by hiking along a narrow rice paddy path.

Such a jaunt is taken in stride regularly, six days a week, by 2nd Class Hospital Corpsman Bob Haley assigned to a MACV advisory team in Da Nang.

He and two Vietnamese, one an interpreter with medical training, the other a regional forces corpsman, make the Liem Lac trip to aid villagers in the rural area of the Hoa Vang sub-sector located south of Da Nang.

The corpsmen's medical office, which consists of a primitive table and bench borrowed from a school, has become known locally as "Haley's Clinic."

Setting up shop at the crossroads where four narrow paths meet enables the Navy medic to treat villagers returning from the market across the river, in addition to those living in Liem Lac.

While Haley dispenses medicine to his patients, the interpreter notes the individual's name, age and complaint. When necessary, the linguist doubles as team dentist. Meanwhile, the army corpsman attends to minor cuts and rashes.

Altogether, the civic action medics treat more than 230 patients on a typical visit. When a case develops beyond their capability, Haley arranges for the patient to be taken to a large medical facility in the region, or to the Vietnamese hospital in Da Nang.

—Steve Wulff, JO3, USN.



SHORE LINING—MCB Forty builds all-weather cargohandling facility at Chu Lai.

Sick Call at Phan Rang

IN THE VIETNAMESE city of Phan Rang, a concrete bridge destroyed by the Viet Cong is repaired. Some distance away, a well is drilled to provide water for an isolated village. Elsewhere, a group of Montagnards wait their turn for medical care.

At each of these locations are members of Seabee Team 6201, a 13-man component of Naval Mobile Construction Battalion 62 based on the southern coast of Vietnam.

Lieutenant (jg) D. B. Herrmann, CEC, and Chief Utilitiesman I. W. Hornkehl head the team, whose members represent nearly all the Navy construction ratings, together with one hospital corpsman.

While the Navymen do a good share of the work on various projects, their primary interest is training Vietnamese in construction skills. As soon as a civilian crew is trained well enough to handle a project, the Seabees turn over the work to Vietnamese leadmen and provide only necessary supervision.

Team medic Hospital Corpsman 1st Class C. F. Dauphinais follows a similar program in the 10 hamlets in which he holds sick call each week. He works closely with hamlet health officials to teach them modern medical techniques. With the assistance of Vietnamese nurses, Dauphinais is able to treat more than 2000 patients each month.

Since the Seabees arrived in Phan Rang last February, they have built

roads and replaced bridges needed for transportation of goods to and from outlying villages. In addition, they have erected a flood control dike in a Montagnard hamlet and drilled a well for a Vietnamese village. Another well, being drilled by two team members, will aid villagers who now must walk more than a mile to get river water which they transport in large jugs and which



Right: Seabees drill for a village well.

they carry on their heads.

In two small communities outside of Phan Rang, the Seabees have supervised the construction of new schools while assisting in the building of an additional structure to an elementary school in the city.

Although the projects of the team are diverse, they all have a common goal—help the people of Vietnam improve their environment.

SCHOOL DAYS—MCB 128 built this much needed school building at Soa Bien.





SIGNS OF THE TIMES—MCB-71 makes it known that they have moved in. Rt: Seabee and Vietnamese crew repair culvert.

SAILORS IN GREEN

A SMALL FORCE, but tops in efficiency — that describes the organization of officers and men known as the Naval Construction Forces.

There are about 26,000 of these sailors, better known as Seabees, on active duty today. Of this number, nearly half are currently serving in the Republic of Vietnam.

"In-country" units include one Naval Construction Brigade (3rd NCB), two Naval Construction Regiments (30th and 32nd NCRs), 12 Pacific and Atlantic Fleet Naval Mobile Construction Battalions (NMCBs), two Construction Battalion Maintenance Units (CBMUs), details from PhibPac's Amphibious Construction Battalion (ACB 1), and a CBPac detachment with 15 Pacific and Atlantic Fleet Seabee Teams employed in support of U.S. Agency for International Development (USAID) sponsored projects in rural Vietnam.

In addition to the Naval Construction Forces ashore, another two thousand-plus Seabees are assigned to the Naval Support Activities (NSAs) and their detachments throughout the country.

Seabee teams have been operating in the Republic of Vietnam since January 1963, first in support of U.S. Army Special Forces and later in support of USAID. However, the

first battalion-size Seabee unit arrived in May 1965.

Making an amphibious landing at Chu Lai with 3000 U.S. Marines of the Fourth Marine Regimental Landing Team, on 7 May, NMCB 10's Seabees immediately began construction of an 8000-foot, jet-capable airstrip. Through the Seabees' round-the-clock efforts, the first Marine *Skyhawk* jet fighters touched down on the runway just 23 days after the Seabees landed.

DURING THE NEXT 42 months, the Naval Construction Force grew—in numbers, headquarters and units.

When NMCB 10 landed at Chu Lai, the Naval Construction Force had about 4800 personnel in five Pacific and five Atlantic NMCBs.

These Seabees operated from two home ports: Port Hueneme, Calif., and Davisville, R.I. Today's Seabees operate from three home ports, Gulfport, Miss., being the third.

Nine Seabee battalions have been recommissioned, two CBMUs have been formed, and two Naval Reserve NMCBs have been called to active duty since the early 1965 escalation of hostilities in South Vietnam. Headquarters reactivated include the Brigade and two regiments in-country, plus three additional regiments, one at each home port.

During this same period, two

CBPAC detachments were established by the Chief of Naval Operations: CBPAC Detachment Okinawa (battalion priority logistics and equipment overhaul support) and CBPAC Detachment Thailand (Seabee Team support), which was originally a part of CBPAC Detachment RVN.

Construction Battalions rotate to South Vietnam for eight-month deployments and return to home port for six months prior to deploying again. (Seabees attached to battalions make two deployments in-country, and then become eligible for other duty.)

During the home-port period, the battalions engage in intensive training and preparation for the deployment to follow. This includes technical training at the Naval Construction Schools, Marine training at Camp Lejeune or Camp Pendleton, and other military training at the home port military training facility. This training, plus leave, administrative inspections and preparations to deploy make for a very active six months in home port.

In the Vietnam theatre, nearly all Seabee units are employed in the I Corps, the northern quarter of the Republic of Vietnam. The exceptions are CBMU 302 at Cam Ranh Bay, CBPacDetRVN at Saigon's suburban Thon Son Nhut Air Base and the 15 Seabee teams operating in the II,



AIRPORT BUILDING is old hat for Navy constructionmen.



RT: Steelworkers finish off a Butler building frame.

UNIFORMS

III and IV corps areas.

In the general Da Nang area, there are the Third NCB, the 30th NCR and five NMCBs, while 50 miles to the south, two NMCBs operate from Chu Lai.

North of the Hai Van Pass, which splits the I Corps into two sections, the 32nd NCR and two NMCBs have camps in the general Phu Bai area just south of Hue.

Farther north are three NMCBs, one half way between Hue and Quang Tri, one near the coast and one at Dong Ha just south of the Demilitarized Zone, which separates the two Vietnams. Also headquartered at this northernmost major military enclave is CBMU 301.

NAVAL CONSTRUCTION FORCE accomplishments in the field of combat support construction are impressive. They include:

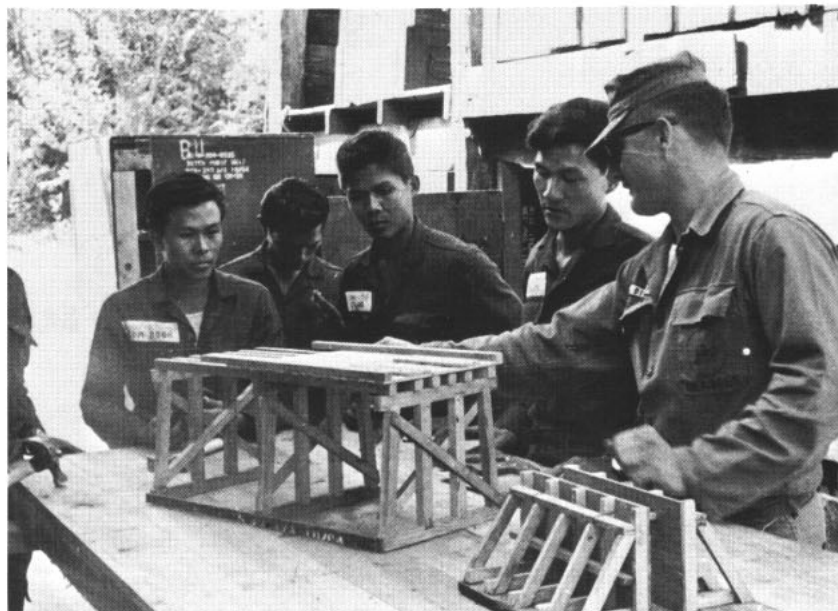
- Building, in record time, three major air facilities. Numerous smaller support airstrips have also been built or upgraded in I Corps area.

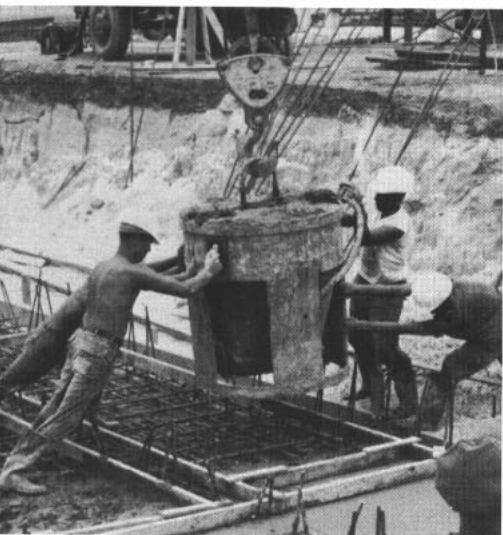
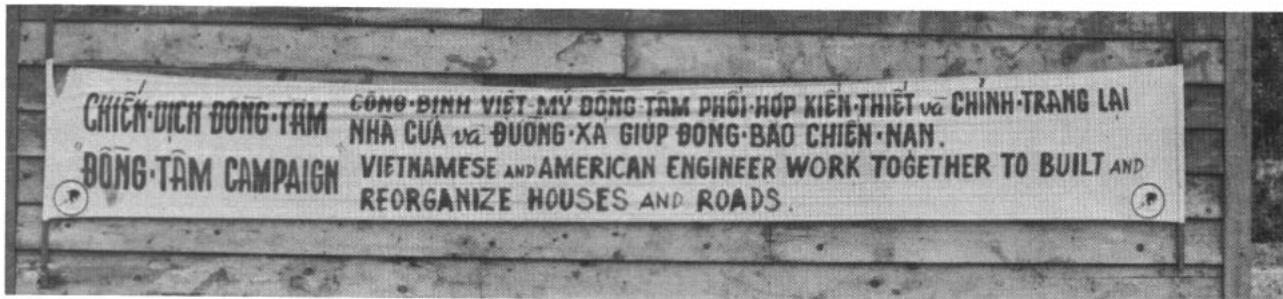
- Seabee-built troop cantonments, along with galleys, showers, water wells, electrical systems and all necessary utilities, now house over 165,000 American and Allied troops, while POL storage farms have increased from the original "zero" to an impressive total capacity of 2,000,000 barrels.



DIG THIS—Heavy equipment operators move earth for runway.

CB TEACHER—Member of CB team teaches Thai trainees.





DRAIN FOR RAIN—Concrete is poured by MCB-1 to form section of culvert.



'BEE CAUSEWAY — Members of PHIB CB-1 ease causeway section into place.

• Logistic support facilities constructed by the NMCBs include 1,800,000 square yards of open storage, 1,880,000 square feet of covered storage, 714,000 cubic feet of refrigerated storage and 1,175,000 square feet of recently completed ammunition storage points.

Lines of communication demonstrate another area of Seabee achievement. This work includes:

• Pioneering or upgrading 325 miles of roads and highways, including those roadways that have been upgraded and resurfaced within the various compounds and enclaves.

• Another group of projects the Seabees like to measure in total miles is some 5.5 miles of bridges that were upgraded, built from the ground up, or rebuilt after being destroyed by the enemy.

Other major projects are LST/ LCU ramps and cargo handling areas, aviation maintenance and support complexes, and fortified camps and cantonments for forward Marine and Army units (including remotely located Special Forces outposts).

Added to this list of jobs performed are numerous helo ports and helo pads. Among these are the Army First Air Cavalry Division helicopter facility at Red Beach, Da Nang, which was built in just 28 days and covers 124 acres of land, making it the largest such facility in Southeast Asia.

The total projects completed since the first NMCB arrived in Vietnam added up to an impressive dollar figure. Projects in the amount of \$18 million are currently under construction and additional millions of dollars are either programmed or anticipated for future military construction support in the I Corps area alone.

IN ADDITION TO military construction, the battalions are busily engaged in civic action projects. Schools, hospitals and orphanages have been erected under the civic action programs. Battalion medical

teams attended between six and eight thousand civilians each month. Seabees, as do other service personnel, donate generously of their own time and money to various local charities.

This thumbnail sketch barely wraps up the Naval Construction Force's accomplishments in combat support construction of allied ground forces in Vietnam. How was it all done?

In part, projects completed and currently underway were accomplished by Seabee details, usually numbering less than 50 men, deployed away from the parent battalion.

Over 150 details have worked at such remote and highly contested locations as Lang Vei, Quang Tri, Khe Sanh, Ba To, Minh Long and Con Thien.

Another unit that operates away from the parent NMCB is the Seabee Team. Under the operational control of CBPAC Det RVN, these 13-man teams operate primarily in the III and IV Corps areas, with the majority of the present 15 teams employed at Mekong Delta locations.

The Seabee Teams, each with a Civil Engineer Corps officer in charge, support USAID programs of rural revolutionary development. The Teams do not engage in military construction or combat operations, except in time of a bona fide emergency, such as the Viet Cong's Tet offensive.

Seabee Team accomplishments have ranged from the pioneer construction or upgrading of 280 miles of rural roadways to the design of numerous refugee and "new life" hamlets. They have drilled fresh water wells and built schools, market-places, dispensaries, hospital additions, and other civic buildings.

The team corpsmen have been kept busy providing medical assistance to citizens in rural communities. One corpsman may treat an average of 500 village adults and children monthly.



BRIDGING OVER—Aerial view shows one of the steel bridges being built by MCB-10 in the northern I Corps area.

SINCE THE SEABEE Team program is designed to help the Vietnamese people help themselves, Team members become on-the-job teachers, training a corps of Vietnamese for provincial public works and allied construction trades.

Outside of Vietnam, a similar program is underway in Thailand. CBPAC Det Thai in Bangkok is the headquarters for the three teams in that country. The teams support that government's Border Patrol Police (BPP) program, which is attempting to assist the local populace in remote border areas.

Through the efforts of the combined Seabee/BPP Teams, rural Thai citizens are learning how to improve their standard of living through simple construction, using locally available materials and tools.

Wells are hand-dug, then concrete casings are used to keep the water from being polluted by the long and hard monsoon rains. Public and private sanitation is emphasized, with community facilities being built in these out-of-the-way villages.

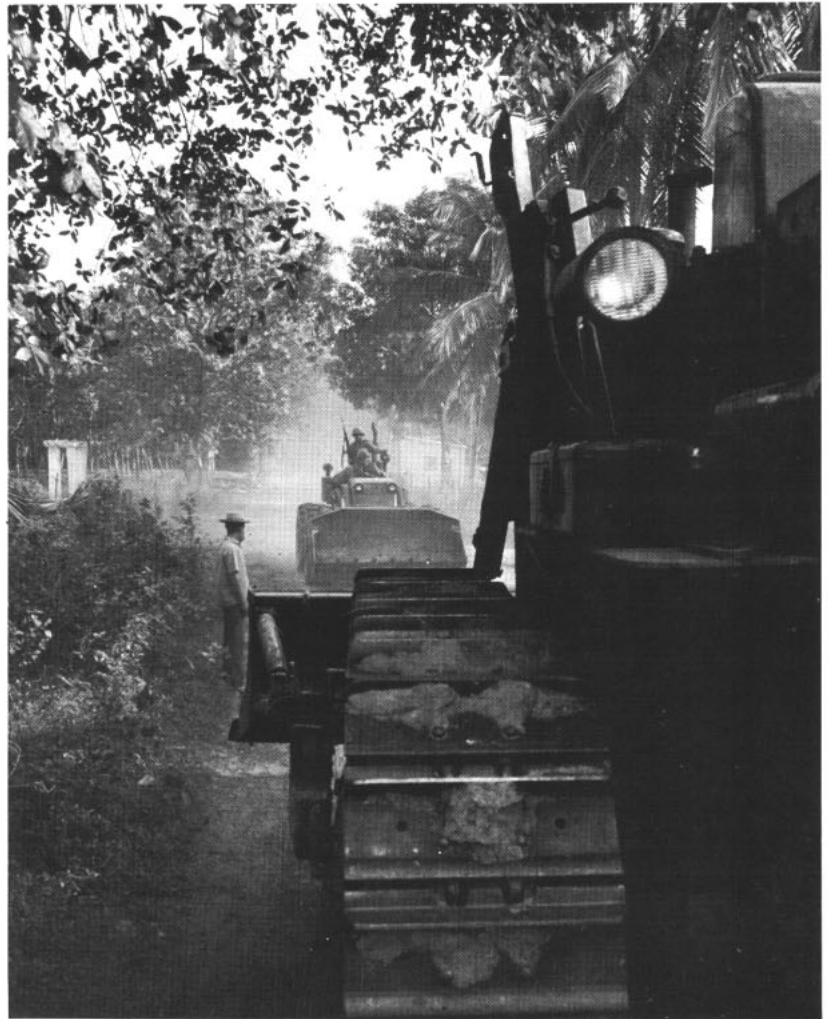
The Navy corpsman teams up with two BPP counterparts to provide medical assistance to these remote villages.

OTHER SEABEE units and details have also worked on various military construction projects in Thailand during the past three years. Before that, in late 1963, NMCB 3 deployed to Nakhon Phanom, Thailand, where it carved a jet-capable airstrip out of the dense jungle flatlands.

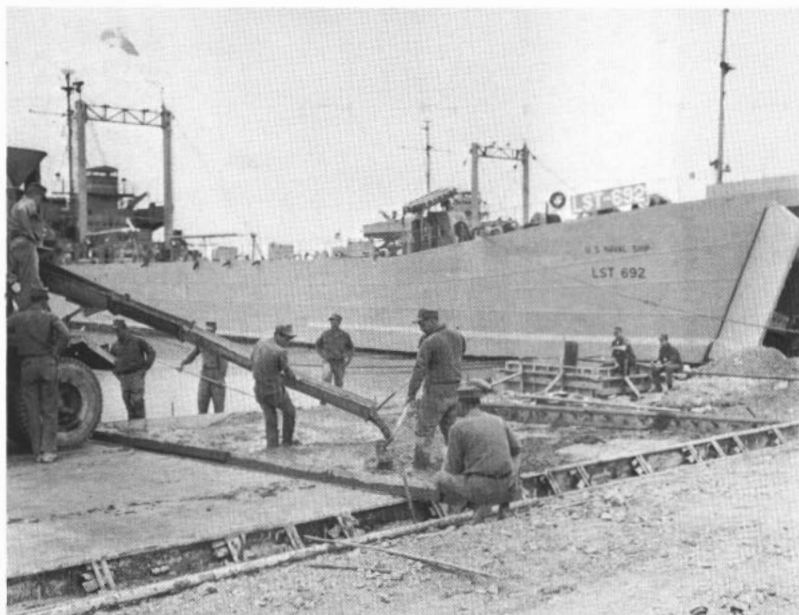
Other efforts presently being

undertaken by the Naval Construction Forces outside the Republic of Vietnam, include readiness training and deployments by the LantFlt and PacFlt Amphibious Seabees; and

the Seabee contributions at the bottom of the globe, at the site of Operation Deep Freeze, by Construction Battalion Unit 201, out of Davisville, and the Navy Nuclear Power Unit



ROAD BUILDERS move through Vietnam village to new job.



PORT SIDE—Seabees pour concrete at Chu Lai 'Sand Ramp.'

with Headquarters at Fort Belvoir, Va.

A highly trained nuclear-Seabee group built and now operate the first nuclear power reactor on the southern icecap.

As part of the program for battalion construction in Vietnam, a system for Seabee equipment overhaul was established by NAVFAC at three Far East locations: Guam, Okinawa and Yokosuka. Under the same program, repair points were also established at Treasure Island and Port Hueneme, both in California.

Another program has been the di-

rect procurement of petty officers (DPPO) for the Group VIII (Seabee) ratings. Started in early 1966, the program is currently making available to the Naval Construction Forces experienced and qualified civilian constructionmen. These men, through local Navy recruiters, volunteer for 30 months of active duty and receive a third class through chief petty officer rating commensurate with their construction and engineering experience and training.

Upon reporting for active duty, the DPPO attends a five-week indoctrination course. Here, he receives basic military training, in-

cluding such subjects as naval history, military courtesy, leadership, and close order drill. As a result of this program, the Seabee establishment has doubled in size without derogating the career petty officers' shore billet structure.

In addition to the construction effort, the Seabees have contributed militarily to the Vietnam struggle. Battalions and detachments, in most instances, maintain their own perimeters, have cleared areas of fire with heavy equipment, and supported other units under attack—especially during the Tet offensive.

HEROISM IS PART of the character of the Seabees, following the tradition set down when the first Seabee units landed on Guadalcanal during World War II.

Fifty-one Seabees have given their lives in combat in Vietnam, while another 492 have been wounded in action. Medals awarded the Seabees during the past 40 months in South Vietnam include the Medal of Honor posthumously awarded to Seabee Team 1104 member Construction Mechanic 3rd Class Marvin G. Shields, USN, for his gallantry at Dong Xoai (see ALL HANDS, February 1967, p. 2), five Silver Stars, seventeen Legion of Merit awards with Combat "V", 61 Bronze Stars with Combat "V" and five Navy and Marine Corps medals.

Unit awards include the Presidential Unit Citation (Seabee details from CBMU 301 and NMCBs 5, 10 and 53, as part of the supporting force with the U. S. Marines during the siege at Khe Sanh), three Navy Unit Commendations (Seabee Team 1104, NMCB 10 and the 30th NCR) and one Navy Meritorious Unit Commendation (Seabee Team 1108).

As can be seen by this brief summary, the Seabees have been a very busy group of Navymen during the past three and one-half years.

Whether building new airstrips and military enclaves in the battlefield, or helping the citizens of the host country to help themselves, the Seabees and their units are providing a definite contribution in helping to stop communist aggression and expansion in Southeast Asia.

These sailors in green uniforms have proved themselves over and over, serving as an element of U. S. Navy seapower ashore.

—Thomas A. Johnston, JOC, USN.



SEABEE CITY—Small part of CB-built facility at Red Beach.

THE TRANSFER of four U. S. Navy *Swift* boats to the Vietnamese Navy marked the assumption by that Navy of a greater role in the conflict to preserve its freedom. The transfer took place in ceremonies at An Thoi, on Phu Quoc Island off the coast of Vietnam.

The turnover marked another increase in Vietnamese Navy offshore patrols. It is part of an over-all plan aimed at an eventual Vietnamese takeover of all Operation Market Time patrol stations now manned by the U. S. Navy.

Market Time operations began three years ago, with the purpose of cutting off the infiltration of enemy men and supplies into South Vietnam by sea. Since 1965, Market Time forces have detected a yearly average of one million ships and smaller vessels along South Vietnam's 1000-mile coast. Last year more than half of this number were inspected or boarded and searched.

With the new *Swift* boats, first of their type to be used by the Viet-



SWIFT TAKEOVER

namese, the Vietnamese Navy will assume full responsibility for two Market Time patrol areas formerly assigned to the U. S. Navy.

Some 71 Vietnamese Navy officers and men received more than six months of intensive training in how to operate and repair the new boats. Of these, 48 actually will man the boats and the remainder will serve as reserve crew members, instructors for future crews, and maintenance personnel.

The ceremonies were presided over by Rear Admiral Kenneth L. Veth, USN, Commander U. S. Naval Forces, Vietnam and Commodore Tran Van Chon, VNN, Chief of Naval Operations, Vietnamese Navy.

Admiral Veth spoke of the growing strength and combat effectiveness of the Vietnamese Navy.

"In the past five months," he said, "the Vietnamese Navy has experienced a tremendous growth—not just in numbers, but more importantly, in efficiency and capability."

IN JUNE eight U. S. Navy river patrol boats (PBRs) and six landing craft configured for minesweeping

were turned over to the Vietnamese Navy. Admiral Veth stated that in minesweeping along the Vietnamese Navy's role in the main shipping channel to Saigon had increased from one-sixth of the total effort a year ago to nearly three-fourths of that effort today.

"The professional competence of Vietnamese navymen," Admiral Veth continued, "has been proven again and again. Just recently, an alert minesweeper crew discovered and disabled a large, command-detonated mine directly ahead of an ammunition convoy on the Dong Nai River. It was the first mine of its type to be found in South Vietnam in 17 months. The Vietnamese crew steered the convoy clear of the mine and remained nearby until an Explosive Ordnance Disposal team defused

it and took it away for analysis."

Admiral Veth also announced that the Vietnamese PBRs already had begun patrols near Saigon. "Just this past Wednesday," he said, "when a merchant ship was fired upon by enemy rockets eight miles southeast of Saigon, a Vietnamese Navy PBR was the first to arrive on the scene and effectively suppressed the enemy fire.

"With the receipt of these four PCFs (*Swift* boats)," the Admiral continued, "the Vietnamese Navy is ready to assume full responsibility for two more Market Time stations. As in the past, the Vietnamese officers and men who will man these boats have undergone intensive training and stand ready to assume this important mission of the defense of the southern Vietnam Coast.



NAVY'S FLYING LAB



FROM THE DESERTS of Africa to the shores of Australia, from the coasts of Alaska to the mountains of South America, airborne Navy scientists gather data for scientific investigations.

Their work for the Naval Research Laboratory has been instrumental in keeping NRL abreast of the latest developments in physical science research.

These men and women who gather data from airplanes agree that their success has been aided immeasurably by the unheralded efforts of two officers and 50 enlisted men who comprise the Naval Research Laboratory Flight Detachment located at Naval Air Test Center, Patuxent River.

This highly skilled, tight-knit group maintains three *Super Constellations* and a C-54 which not only carry scientists to the four corners of the world but also serve as research platforms.

The NRL Flight Detachment maintains the Navy tradition for providing quick response to immediate needs. For scientific data gathering, this often represents the difference between success and failure.

Scientists cannot afford extended maintenance periods for unanticipated malfunctions, especially when they occur in the middle of a data-gathering mission. Ideal conditions which exist today may not reappear for several months. In many experiments, the plane operates in conjunction with other Fleet units on a compressed schedule. Because of the limited number of available aircraft

and the difficulty involved with installing scientific equipment, it is impossible to switch planes in the middle of an experiment.

During the past two years a Naval Research Laboratory scientist, Merle Shumaker, has logged more than 400 flying hours studying the back-scatter properties of the ocean as applied to radar. Mr. Shumaker cites a particular incident in which the crew's quick response in the best Navy tradition insured success of a scientific mission. It occurred when a *Connie* was operating out of Key West, Fla., for experiments over the Caribbean involving several other Fleet units. Trouble with an oil line threatened NRL's airborne participation in the project. Calling upon all of their resourcefulness, the crew made necessary repairs in a matter of hours and the operation continued to its successful conclusion.

John T. Ransone another NRL scientist who has logged several hundred hours of flight time, also points to a specific incident in which the Flight Detachment's quick response enabled him to conduct an experiment satisfactorily. While he was making airborne radar measurements over Alaska, an engine malfunctioned and had to be replaced. After receipt of the new engine, the detachment finished installation in two days.

BOTH SCIENTISTS were particularly impressed with the fact that their crew's quick response occurred away

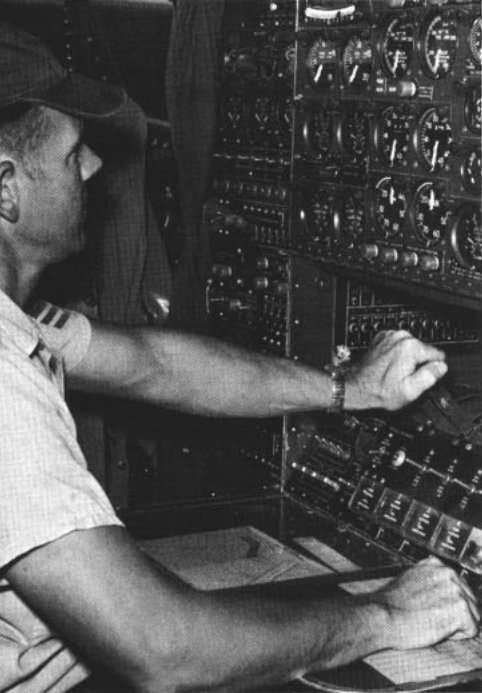
from home where conditions may be less than ideal for any type of repair. Often an NRL crew is called upon to perform complex maintenance jobs thousands of miles from home. Sometimes to be performed without the benefit of a nearby Navy or Air Force base.

Because of the peculiar nature of their role in support of science, the ingenuity of NRL Flight Detachment personnel can be taxed when they perform standard maintenance at home under ideal conditions. Time and again the internal configurations, and sometimes the external configurations of the airplanes, have been modified to meet the requirements of specific scientific experiments. One crewmember noted that so many changes have been made in the original planes it might be a difficult task to return them back to their original configuration.

These modifications may necessitate maintenance efforts not normally found in "the book." This is particularly true in the electronics area since many changes involve rewiring.

Compounding the difficulty is the shortage of men with maintenance experience on *Connies*. Of the 50 men now assigned to the detachment, only 15 of them had *Connie* experience when they came aboard.

"Despite this problem, the high degree of basic professional knowledge possessed by almost all of the men assigned to the unit enables them to quickly assimilate require-



CREWMAN Roger Bowers, ADRI, works at his station before a maze of dials aboard a *Super Constellation* (right) serviced by NRL flight detachment.

ments for this type of aircraft," says Lieutenant Frank Silvey, maintenance officer of the unit.

Proof positive that the men as a unit possess this basic knowledge can be gleaned from a recent promotion record. Fifty percent of the men who took the last Fleet-wide promotion examination were advanced, an unusually high percentage.

THE CREWS never become directly involved in any scientific experiment. Yet their efforts, in addition to maintenance which keeps the planes in the air, contribute to the successful conduct of many experiments. When a scientist found that electrical noise was interfering with his measurements, a crewmember improved the grounding of electrical equipment, thereby eliminating the problem.

Because scientists are in the business of research, not airplane maintenance, they usually are unaware of a plane's capabilities. Here again, the Flight Detachment indirectly contributes to scientific research by advising scientists about what the planes can and cannot do. An aviation structural mechanic may be called upon to determine whether the plane's structure can withstand the mounting of an external antenna. Aviation electrician's mates advise on the most judicious use of electrical power and assist in installation of cables.

"In general, the Flight Detachment bends over backwards to help

a project, accommodating themselves and their airplanes within limits of safety and common sense," says Lieutenant Commander Jack O. Moriarty, officer in charge of the detachment.

Home for the NRL Flight Detachment consists of office space on the top floor of a building near the southeastern edge of Naval Air Test Center, Patuxent River, two trailers, a small strip of taxiway, and a quonset hut which contains the maintenance control office, a lounge, and lockers for the flight crews. The unit is particularly proud of the quonset which crewmembers constructed themselves and maintain completely.

The Detachment is essentially a self-contained unit in that it has full responsibility for maintenance, quality control, and flight support of airplanes assigned to NRL. In addition, it provides its own general support. Unlike many units which have different personnel for ground and flight maintenance, the Flight Detachment personnel perform both functions.

Of the 50 assigned enlisted men, five perform general administrative duties. The remaining 45 are broken down into four crews which include flight engineers, a crew chief, mechanics, metalsmiths, electricians, and electronics technicians. Although each crew is assigned to a specific aircraft, limited manpower means that they must be prepared to work on all of them.

The pilots, crews, and scientists who fly the Naval Research Labora-

tory airplanes constitute a team. Individually, and as a group, they make vital contributions to the advancement of science and to making today's Navy the most modern in the world. —David M. Ginsburgh

GATHERING RESEARCH — Jonathan H. Lawton, AE3, contributes his talent during NRL data-gathering flight.



MOBILE BASE II

A Prefab Home on the

EVERY STRUGGLE in which the United States has participated has seen the development of new techniques and the altering of old ones.

The conflict in Vietnam is no exception as ships and craft (both old and new) and types of equipment are adapted to fight a war unlike most.

One of these innovations is PBR Mobile Base II, anchored at Nha Be, eight miles southeast of Saigon. It serves as a floating base of the Navy's UH-1B helicopters and for the Navy's river patrol boats (PBRs), which have themselves been an adaptation for the Vietnam war.

The PBRs were first added to the Vietnam naval forces in 1966 to keep the Mekong Delta waterways open to civilian traffic, while closing them to the enemy. Then, in 1967 helicopters were added to provide additional coverage.

This worked well, except at times the Navy couldn't build a land base

where the boats and choppers were operating. As a partial remedy, four Navy tank landing ships (LSTs) were converted to mobile stations for the two forces.

The LST served well in most instances but even with this ship's shallow draft, there were a few places it couldn't go.

A mobile base with a very shallow draft, yet large enough to completely supply its forces was badly needed. The first mobile PBR base was designed by the Naval Facilities Engineering Command and, utilizing the lessons learned from the prototype Base I stationed near Hue, modifications were made and the improved mobile base II was constructed.

Seventeen days after Mobile Base II arrived in Vietnam, the PBRs were operating from it to patrol the Dong Nai River east of Saigon. A short time later, the helicopters were also flying from it.

PBR BASE II is actually composed of six units. The four larger units have a one-deck superstructure; the smaller ones do not. The smaller units serve as underwater storage areas and as a pier and work area.

One of the large sections contains the offices, the armory, chiefs' and officers' berthing, communications center and sick bay.

Another unit contains the galley plus berthing for 21 transients, in addition to the underwater hull storage common to all.

Still another unit is the main enlisted berthing area. On the roof of this unit is the helipad, with space for two helos.

In the final main section is the repair unit, equipped with a 10-ton crane to lift the PBRs from the water. The unit can do all the repair jobs, from a complete engine overhaul to hull work, needed on a PBR.

The two smaller units have no superstructure and serve as floating

HOME ON THE RIVER—The six-unit Mobile Base II in Long Tau River is home for river patrol boats and copters.



River

piers. Most of the fuel and water is stored here. Diesel for the PBRs and the JP5 for the choppers is filtered and purified.

The base operates its own desalination unit which provides 5000 gallons of drinking water a day. Within the laundry is a water reclaimer, which is fortunate for everyone, as all hands require clean clothes daily because of the hot and humid climate. Air-conditioning is included among the amenities.

Although Base II is not really a ship, most of its furnishings are similar to the new ships, and men aboard it feel as though they were aboard one.

One of the features of the Mobile Base is that it's really mobile. If there is no more than four feet of water in the river, PBR Mobile Base II can move right in there and go to work. If need be, it can operate for at least 30 days without being resupplied. —T. S. Storck, LT, USN.

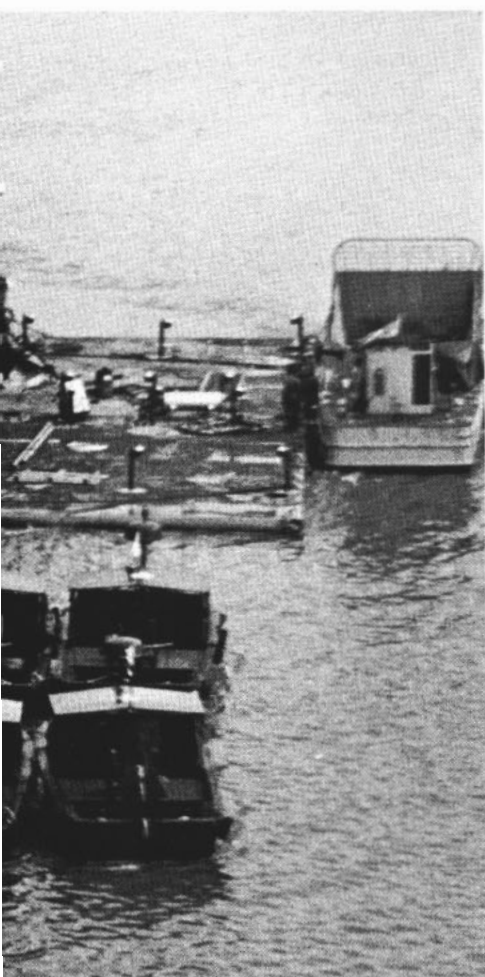
COPTER lands on Base II helo pad.

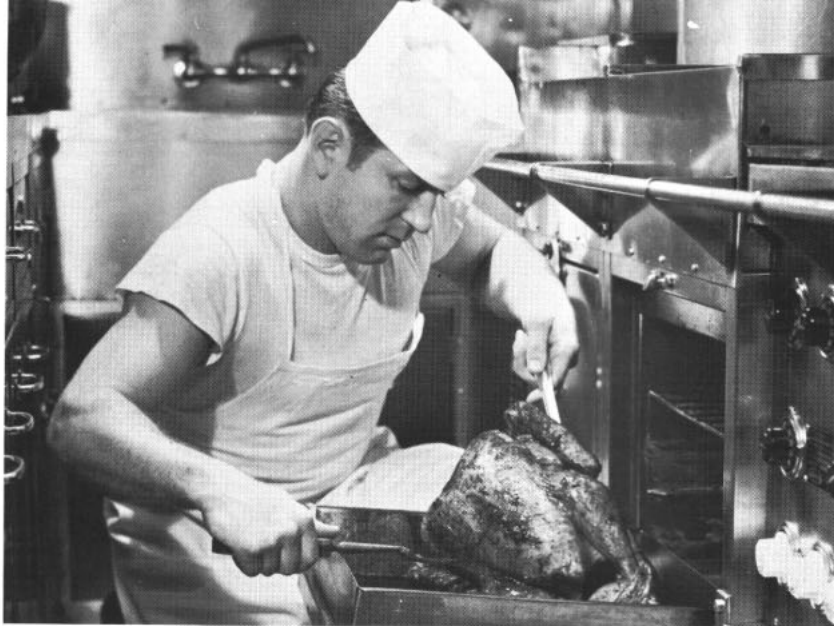


BACK HOME—Crewmember of Mobile Base II directs helicopter to landing spot on roof of crew's quarters. Below: PBRs and Huey search for enemy.



UP AND OUT—River patrol boat is lifted aboard base to undergo repairs.





TURKEY MONTH—Award winning turkeys, as shown in *All Hands* file photo, will be prepared and enjoyed this month by Navy men throughout the world.

the 1967 Ney Award competition, was chosen the best large mess afloat. Named the outstanding small mess afloat was *USS Ashland* (LSD 1). The Naval Communications Station, Honolulu, Hawaii, was selected the best large mess ashore, and the Naval Radio Station, Fort Allen, Puerto Rico, was chosen best small ashore mess.

Second place in the afloat categories went to the large mess entry *USS Sylvania* (AFS 2); the *Polaris* submarine *USS Ulysses S. Grant* (SSBN 631) in the small mess afloat class; NAS Cubi Point, Philippines, and the Naval Administration Unit, Clarksville, Tenn., in the large and small ashore categories.

Third place winners were *USS Topeka* (CLG 8) and *Kingbird* (MSC 194) afloat; and Naval Station, Long

AWARD-WINNING SHIPS AND STATIONS

"You should have seen the salad bar — four different kinds, all enticingly prepared and laid out. The steak was delicious, cooked to order right in front of the crew. And the coffee . . . !"

This was the conversation of a Navy wife who was a guest on a family cruise aboard a ship of the Fleet. It happened to be a Ney Award winner, which might account in part for the enthusiastic praise.

This month of November, with its Thanksgiving festivities, is an appropriate time to report on the Navy's top food servers ashore and afloat.

WHETHER IT'S in the general mess or in the wardroom, Navy food, it can usually be said, is good. Sometimes it is excellent. The Navy's food service people continually strive to improve the meals eaten by Navy men—officer and enlisted.

Certain commands, both afloat and ashore, offer their men better food, and better mealtime conditions, than others. These "best feeders" win Ney awards. Four Navy activities have been named winners of the 1968 Ney Memorial Awards for the most outstanding general messes in the Navy.

USS Wright (CC 2), a finalist in

BEST FOOD for a small mess afloat is found aboard *USS Ashland* (LSD 1).

Champions

Beach, Calif., and Naval Security Group Activity, Skaggs Island, Calif., ashore.

The four first place winners were chosen from approximately 1250 general messes which daily feed some 384,000 Navy men. To begin the competition, 56 messes were nominated to compete for the Ney Awards, each selected by a type commander, district commandant, overseas area or force commander, as the outstanding mess under his jurisdiction.

HAVING ATTAINED the honor of being nominated by their respective commands, each general mess then had to outdo the competition for the top prizes. Each was visited by officers representing the Ney Memorial Awards Committee and evaluated on the quality of its menu planning, food preparation and service, and all-around food service management. Based on these evaluations and other information, the Awards Committee selected three general messes in each category.

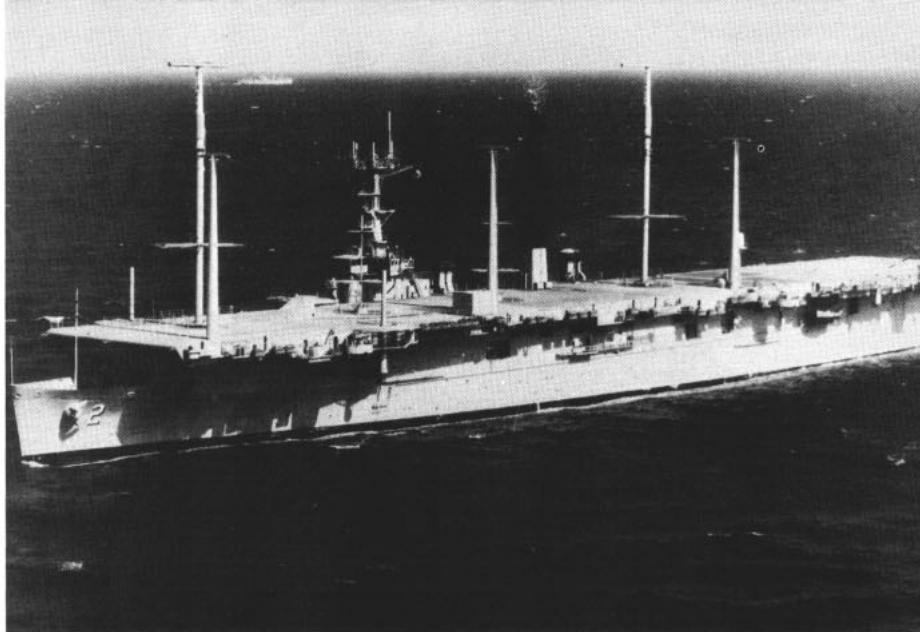
This year the Ney Awards were broadened to provide a separate category for small messes ashore. Small messes — those with 300 or less to feed — no longer compete with larger shore messes for a single prize. This added fourth category of



competition accounted for the record 56 nominees, compared with 41 last year.

After the 12 finalists were chosen, the Ney Memorial Awards Traveling Committee visited the afloat and ashore finalists before selecting the winners. The Awards Committee is composed of members of the Navy Subsistence Office, the Bureau of Medicine and Surgery, and the Food Service Executives Association. This association is an international organization of food management executives which is dedicated to the upgrading of food service standards.

Ney Awards were introduced in 1958 as a way to recognize the extra efforts put forth by general mess facilities ashore and at sea. The program honors Captain Edward F. Ney who, as director of the Navy



WINNERS—1968 Ney Award winner *USS Wright* (CC 2). Below: Commissaryman weighs food at Naval Radio Station, Fort Allen, P. R., best small mess.

With Good Taste

Subsistence Program between 1940 and 1945, helped maintain high standards of Navy food during World War II.

HOW IS A Ney award winner chosen? That's a long story, but in order for a ship or station to become a finalist, it must undergo some exhaustive testing. Here are some of the questions asked about each mess as it is inspected:

How well are menus planned? Are there leftovers? (Food conservation is an important consideration in Ney Award judging.) Is too little food prepared? How well is the food prepared? How is it served (did the ice cream end up on top of the broccoli?) What is the general sanitation standard? How well is the scullery operated? Are the mess cooks noisy, or well trained and courteous? Is the galley equipment used and maintained properly? Is the stock properly rotated?

The Navyman who eats in the mess is, when you come right down to it, the most important item to consider. Is his food well prepared, tasty? Does it appeal to the eye? Is it served piping hot or ice cold, as the case may be? Does he have to wait in line a long time? Has everything possible been done to see that, when he eats, his surroundings are

as pleasant as possible? Is he annoyed by rattling trays, noise and grumbling in the scullery or galley? Is his mess deck spotlessly clean? Are the messmen clean, alert, competent? Does he get enough to eat, even if he comes in at the end of the line?

In short, is the Navyman who uses the mess well fed?

THE NEY AWARD winners, of course, had their own ideas about why they won. Here's what a few of them had to say on the subject:

Ashland's attractive mess deck had to have something to do with it. Wood paneling, booth-type seats, wall murals, false overhead, marble tile deck, all add to the impression of a well appointed restaurant.

Ashland's crew gives much credit,



SENIOR PETTY OFFICERS form menu board to discuss what's cooking. It was well done; *USS Wright* was awarded 1968 Ney Award for large mess afloat.





FINALISTS—USS *Sylvania* (AFS 2) took second for large ships. USS *Ulysses S. Grant* was small mess runner-up.

also to her Food Service Advisory Board, which is made up of one man from each division. The board meets once a month to discuss menus and management.

Crew interest helps account for *Ashland's* 20 menus instead of the Navy average of 12. A popularity evaluation of all 20 menus also has resulted in more helpings for the very popular meals.

In summer, the ship offers a "Businessman's special," which is an 850-calorie cold plate served as an alternate to the main meal.

Ashland's cooks use Navy recipes, but not in a routine way. Excellence in preparation and presentation is the goal. Greens attractively garnish some servings. Vegetables often come with hollandaise and other sauces. As many as four salads are available. Coffee, cold milk, and fruit are available 24 hours a day.

Meaningful information on procurement and consumption helps to control the food service aboard *Ashland*. When early liberty is planned,

for example, the number of meals offered is correspondingly reduced.

Ashland's buying procedures help save money. Buying food in season when prices are lowest helps a lot. Menus are planned according to seasons, with mostly light meals served during summer.

•When *Ashland* saves money in these and other ways, the savings is returned to the crew in the form of better quality food.

ONE OF THE reasons for the Naval Radio Station, Fort Allen's success just had to be the Wednesday noon meal. This is the way the chefs at Fort Allen describe this weekly treat:

"Each Wednesday at the Fort Allen crew's dining hall the noon meal provides a culinary travelogue to delight the taste buds of even the saltiest of sailors. Whether it be the savory French pot roast of beef from Canada, tangy spaghetti representative of Italy, delicious German sauerbraten beef, or tantalizing sweet and

sour pork from China, the crew is sure to enjoy a fine meal by the soft glow of candlelight, to the accompaniment of music reflecting the particular national character of the country."

THE COMMAND SHIP *Wright* has been progressing toward the top of the Ney Award competition for several years. In 1966, the ship was selected as the type commander's nominee in the large mess afloat category. Last year, she went a step further and emerged as first runner-up in the competition. This year, a winner.

Extensive interior decoration projects have improved the atmosphere of the *Wright-guys'* dining areas.

The messing area was divided into several different rooms, each with its own motif, to provide a pleasant change from the usual all-gray mess deck.

The feature decoration of the Trophy Room is a collection of five large trophy cases, in which are displayed



FRESH FROM BAKESHOP—*Ashland* crewmembers get their daily bread.



awards *Wright* crewmen have won in various competitive events. The cases surround a mock fireplace, complete with mantel, logs, and hearth.

The "salty" atmosphere of the Nautical Room is gained by the display of two antique ship's wheels, several ship lanterns, a nautical mural, a knotboard, a fishnet-covered overhead, and many historical naval pictures.

The *Wright Brothers* Room includes pictures of Orville and Wilbur, photos of their first aircraft, and two antique propellers.

Several framed scenes from U.S. Navy history, along with attractive draperies, grace the Old Timers Room.

Wright notes also that there have been other, non-decorative improvements.

A new machine for making french-fried potatoes directly from dehydrated mix was added to her galley facilities. It reduces the time to make french fries by as much as 75 per cent.

Although many ships serve ice cream, *Wrightmen* are offered a variety of sundaes for dessert.

After an extensive examination of the crew's preferences, a special "six-week cycle" menu was adopted. At no time during a six-week period is the same bill of fare repeated.

A variety of salads and desserts are attractively displayed on two new salad bars, flooded by multicolored lights.

THE FINALISTS were permitted to choose from four different menus to serve the Ney Award Committee during its visit. The four were:

- Braised beefsteak with onions, mashed potatoes and gravy, french-fried carrots, tossed salad, lemon meringue pie.

- Chicken soup, braised pork chops, gravy, candied sweet potatoes, green beans, pineapple cheese salad, apple pie.

- Fried chicken (Newport style), cranberry sauce, hot potato salad, buttered peas, carrot-raisin salad on lettuce, brownies a la mode.

- Onion soup, deep fat-fried fish, glazed ham patties, buttered corn, chef's salad, applesauce, coconut cake.

All of the Ney Award champs, ashore and afloat, have plans to exceed their records in the coming holiday festivities—wherever they are.



BEST LARGE MESS ASHORE award was won by Naval Communication Station, Honolulu. Lunch is served, above, over a hibiscus-decorated counter.

Here Are the Best Messes in the Navy

The Ney Award competition began with the nomination by each type commander, district commandant, overseas or force commander, of the outstanding mess under his jurisdiction. Out of over 1200 Navy messes, 56 made the grade of Ney Award nominee. Here they are.

Large Messes Afloat

Wright (CC 2)
Monrovia (APA 31)
Fulton (AS 11)
Sylvania (AFS 2)
Ozark (MCS 2)
Wasp (CVS 18)
Topeka (CLG 8)
Paul Revere (APA 248)
Nereus (AS 17)
Camden (AOE 2)
Enterprise (CVAN 65)

Small Messes Afloat

Bigelow (DD 942)
Ashland (LSD 1)
Sturgeon (SSN 637)
Georgetown (AGTR 2)
Kingbird (MSC 194)
Southerland (DD 743)
Oakhill (LSD 7)
U. S. Grant (SSBN 631)
AFDM 8
Loyalty (MSC 457)

Large Messes Ashore

Naval Air Station, Quonset Point, R. I.
 Naval Submarine Base, New London, Conn.
 Naval Air Station, Lakehurst, N. J.
 Fleet Anti-Air Weapons Training Center, Dam Neck, Va.
 Naval Auxiliary Air Station, Whiting Field, Fla.

Naval Air Station, Corpus Christi, Tex.
 Naval Training Center, Great Lakes, Ill.
 Naval Station, Roosevelt Roads, Puerto Rico
 Naval Station, Long Beach, Calif.
 Naval Air Station, Moffett Field, Calif.
 Naval Supply Center, Bremerton, Wash.
 Naval Communication Station, Honolulu, Hawaii
 Naval Station, Kodiak, Alaska
 Naval Communication Station, Washington, D. C.
 Naval Air Station, Agana, Guam
 Naval Air Station, Cubi Point, Philippines
 Naval Security Group Activity, Kami Seya, Japan
 Naval Station, Argentia, Newfoundland
 Naval Station, Rota, Spain

Small Messes Ashore

Naval Air Station, South Weymouth, Mass.
 Naval Air Station, New York, N. Y.
 Naval Facility, Lewes, Del.
 Naval Communication Station, Norfolk, Va.
 Naval Administration Unit, Clarksville, Tenn.
 Naval Air Station, Glenview, Ill.
 Naval Radio Station, Fort Allen, Ponce, Puerto Rico
 Naval Administration Unit, Lake Mead, Nev.
 Naval Security Group Activity, Skaggs Island, Calif.
 Naval Torpedo Station, Keyport, Wash.
 Naval Ammunition Depot, Oahu, Hawaii
 Naval Communication Station, Balboa, Canal Zone
 Naval Communication Station, Kodiak, Alaska
 Naval Weapons Laboratory, Dahlgren, Va.
 Naval Facility, Chichi Jima, Bonin Island
 Naval Security Group Activity, Edzell, Scotland



BEAT OF A DIFFERENT DRUM—Caribbean Sea Frontier U.S. Navy Steel Band plays for carnival goers at Antigua.



BAND MEMBERS in practice session pound out any mistakes in their music, and then show their true mettle, below, on a televised steel concert.

Drums of Steel

IN THE ISLANDS of the Caribbean, "carnival" is a time of calypso music and steel bands. This year, as in the past, the Caribbean Sea Frontier Navy Steel Band participated in the Antigua Carnival. Once a year this quiet little island in the sun-drenched eastern Caribbean comes alive with the sound of steel bands and calypso songs echoing from the carnival grounds in St. John.

In colorful tropical attire, the Navy Steel Band was on hand to play for the gala opening of the carnival. Throughout the following festive week, the band provided ex-

citing "steel" music for many of the highlighted occasions such as the carnival queen contest and the brilliant calypso competition. Its music provided the needed touch to the vividly colored costumes of the calypso singers and dancers. The afternoon children's carnival also was made more exciting by the musical background which the Navy Steel Band provided for the entire show.

One of the outstanding events of the Antigua carnival was the steel band competition, with bands from around the island competing for top honors. Although the Navy band did not compete, two members of the band were asked to serve as judges for the melodious event.

AT 0400 ORDINARILY most people are still in bed, but during carnival "J'Ouvert," the early morning steel band parade marches through the streets of St. John, and everyone is up and following the bands.

Five of the Navy Steel Band members were up, too, serving as judges for this eye-opening event.

During its stay in Antigua, the Navy Steel Band performed on two live 30-minute television shows, one a full steel band concert and the other a "Top-Six" instrumental com-





ROLL OUT THE BARREL—Loading the barrels is easy because they're filled not with oil, but with calypso music.

and Music by the Barrel

bo. In addition, the band found time to play concerts at the Regional Mental Hospital and the Fiennes Institute, a home for the aged.

Never forgetting its own, the Navy band gave a steel concert and provided dance music for the U. S. Naval Facility Antigua's 12th anniversary and for the local U. S. Air Force base.

Conceived in 1957 by Rear Admiral Daniel V. Gallery, USN, now retired, the band was known as Admiral Dan's Pandemoniacs. Since then the name has been changed to the Caribbean Sea Frontier Steel Band and boasts an impressive history, being "played up" throughout the United States, Europe and South America.

IN THE PAST TEN YEARS, the band has traveled over one-half million miles and played more than 5,000 steel concerts. Some of its more acclaimed appearances have been at the Brussel's World Fair in 1958 and the New York World Fair in 1964.

It has appeared on nationwide television several times on such programs as the Ed Sullivan Show, Dave Garroway's Today Show and the Mike Douglas Show. Other performances include a multi-nation

Latin American Goodwill Tour, New Orleans Mardi Gras and the Chicago Music Festival. The band has recorded several LP record albums and movie sound tracks. Its latest stereo album, with some exciting new arrangements, is called "New Bag for Steel Band."

The band's unique music and success in spreading goodwill throughout the world has resulted in three White House command performances.

Presently the band is under the

direction of Chief Musician G. R. Poole, USN. Home is still San Juan, Puerto Rico, assigned to the staff of the Commander Caribbean Sea Frontier, Rear Admiral Alfred R. Matter, USN.

Everyone who hears it agrees the Navy Steel Band's music is unusual and exciting, so if you have the chance to see a performance, don't miss it. You too will be asking yourself, "Are they really just steel oil drums?"

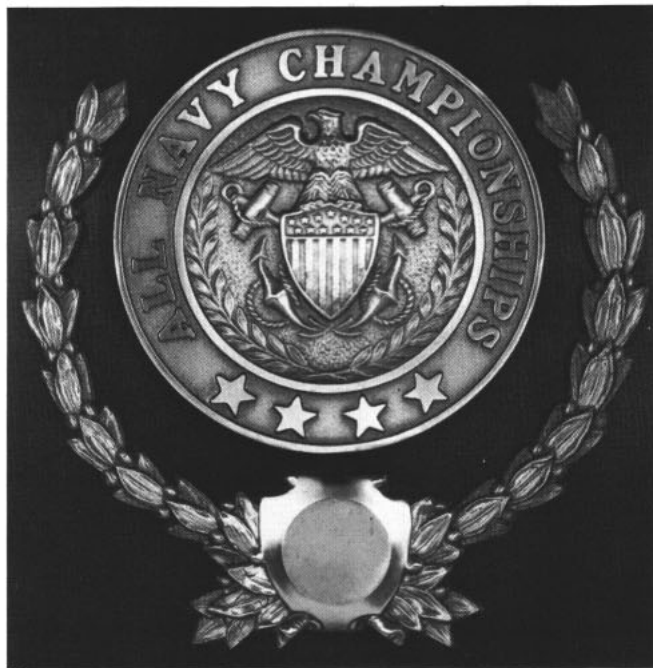
Story and photos by
"CJ" Wiitala, PHC, USN.

CHILDREN'S DAY at the carnival was made even better by the addition of the Navy Steel Band concert which was played before attentive audience.





Interservice



All-Navy



CISM

IT'S BEEN A GOOD YEAR

This has been one of the most successful years in history for Navy's sports champions. Navy teams won the Interservice golf and the Interservice softball tournaments in addition to the senior doubles and singles in Interservice tennis. Earlier in the year, Navy teams took second place wins in Interservice volleyball and Interservice basketball, and also finished with the top individual champion in the Interservice judo competition.

Navy sportsmen participated in the CISM Sea Week competition and scored the most impressive U. S. victories since the tournament began, with the top individual Sea Week Pentathlon winner, the Pentathlon team championship and second place honors in both the sailing and rowing events. Many Navymen were selected for Olympic training camps, and several participated in the Olympic games held in Mexico.

For sea-service sportsmen, it was a very good year.

All-Navy Golf

Lieutenant William Scarbrough fired a final round of 75 to win the All-Navy golfing championship held this year at Long Beach.

It was the second All-Navy golf title for Scarbrough, who won the tournament in 1961. His 296 total over the 72-hole championship was two strokes ahead of runner-up LT James Seeley who finished with a 298 total. LTJG Tom Jones was third with a 299 score, posting a final round of 77. DP3 Allen Parrish and LTJG Lawrence McAtee tied for fourth place honors with a 72-hole total of 300.



Forrestal Cup
Interservice Golf Award

The above top five finishers in the championship were selected to represent the Navy in the Interservice tourney held this year at Quantico.

In the senior division of the All-Navy match, CAPT Bob Wallace captured first place for the second year in a row, firing a 298. The senior division is for golfers 45 years of age or older. Wallace completed rounds of 76, 75, 70, 77. The champion finished six strokes ahead of senior division runner-up CDR James Kinder, who completed the final 18 holes with a 75. Kinder won the senior division title in 1963 and 1964, and captured the All-Navy open title in 1957. LCDR I. Williams placed third in the senior division, shooting a 306 total. These three golfers rounded out the All-Navy senior division team selected to participate in the interservice tournament.

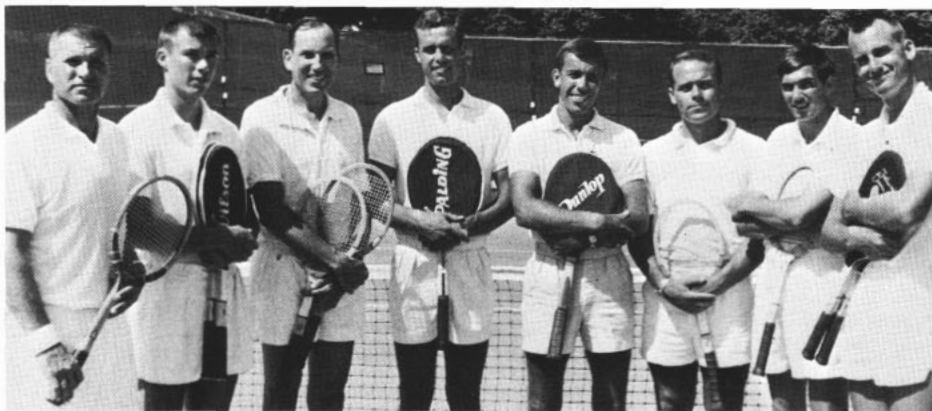
LCDR Nancy Hollenbeck toured the Long Beach course with rounds of 87, 86, 82, 87, to capture the women's division title. Nothing unusual for Hollenbeck, however, who is four times an All-Navy champion, having won the title in 1960, 1963, 1966 and again this year. PN1 Gwen Anderson was second medalist in the women's division, shooting 95, 91, 95, 91.

Golfers Take Forrestal Cup

The All-Navy golf team swept the Interservice open division play capturing the Forrestal Cup and Lieutenant Thomas Jones took the individual open title during the 1968 golf championships at Quantico.

The Forrestal cup, named after Secretary of the Navy, (and later Secretary of Defense) James Forrestal, was first presented in 1948. Since that time, the Navy has won the cup only twice.

The Navy golf team, composed of LT William Scarbrough, LT James Seeley, LTJG Tom Jones, Data Processing Technician 3rd Class Allen Parrish and LTJG Lawrence McAtee, fired a competitive low score 1167. Runner-up Air Force carded 1189 over the 37-year-old Quantico golf course. Navy led all the way in the open team competition.



ALL-NAVY 1968—Members of the Navy team who competed in the interservice tournament are: left to right: Jack Candland, AVCM; Jim McCabe, 2nd LT, USMC; Bill Foulkes, CAPT; Steve Peacock, ENS; Roy Kiessling, 2nd LT, USMC; Peter Rockness, LTJG; Henry Veno, SN; and Ray Bellamy, LT.

to the occasion to fire 72, 70, 72, 73—287, in the Interservice medal play.

LT Lawrence McAtee, tied for fourth in All-Navy competition, won fourth place in the Interservice tour-



DOWN THE MIDDLE—LCDR Nancy Hollenbeck, All-Navy women's champion, gets professional help on proper grip before getting grip on her fourth Navy championship.

IN NAVY SPORTS

LT Thomas Jones of Pensacola, shot a one-over-par 73 on the final 18 holes of play for a total 72-hole score 287, to capture the 1968 Interservice open championship by one stroke. LCpl Ron Smith of Camp Lejeune led Jones by three strokes going into the final round, but faded with a 77—288, one stroke short of Jones. Smith, winner of the All-Marine championship, missed a two-foot birdie putt on the 17th hole and a 12-foot birdie attempt on the finishing hole.

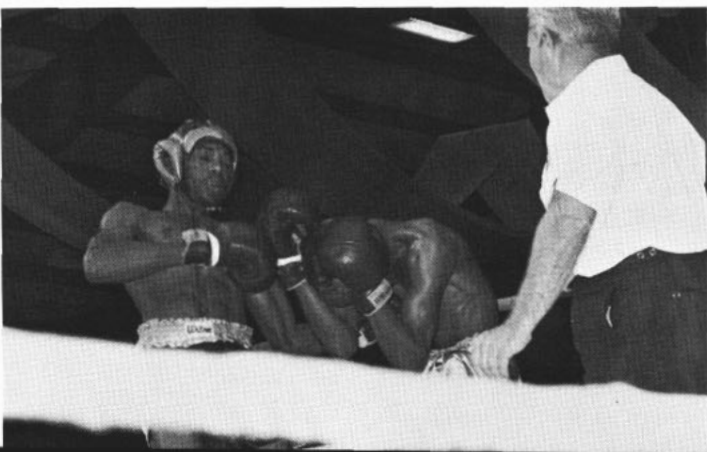
Jones was third in the All-Navy tournament, but the former captain of the Naval Academy golf team rose

ney with a 72-hole total 292. Final scores of other members of the winning Navy team were: LT Seeley, 293; A. Parrish, DT3, 295; and All-Navy champion LT William Scarbrough, 303.

The Navy senior division team entry finished six strokes back of the winning Air Force team, who fired a 608. CDR James Kinder was low for the senior division team, firing 78, 75, 76, 77—306, over the Quantico course. All-Navy senior division champion CAPT Bob Wallace carded 75, 78, 75, 80—308. Third member of the senior division team, LCDR I. Williams, shot 82, 77, 78, 75—312.

OLYMPIC CAMPERS—AN Albert Robinson of Alameda batters Air Force's Ralph Dorsey with combination punches to win the Olympic featherweight trials. *Rt:* SM3 Albert Bolden is seen scoring with right, but lost middleweight finals by decision. Bolden was also selected for the Olympic training camp.

—Photos by Steven Carter, JO2.



Interservice Softball Champs

Submarine Flotilla 1, the Pacific Coast regional champions, gave up only two runs in three games to clinch the All-Navy softball championship, and then went on to capture the interservice softball crown.

Theodore Brown pitched the first and final games of the three game series allowing the only two runs scored against the submariners during All-Navy competition in the first game against SubLant, the South Atlantic representatives. Brown, a radioman 2nd class, gave up four hits to the SubLant team, but the SubFlot 1 sluggers tagged the opposition for nine hits in the first finals game to down SubLant, 5-2.

The All-Navy champions met NAS Barber's Point, Western Pacific regional winners, in the second round of the All-Navy tourney, defeating them, 13-0. Jim Cheeseman hurled a no-hitter for the submariners, and was backed up by his teammates who scored eight runs in the first inning. Cheeseman is a torpedoman's mate 2nd Class in his on-duty assignments.

After winning the third round by

defeating NAS Barber's Point, 8-1, the SubLant squad met SubFlot 1 for the All-Navy championship. Theodore Brown again faced the SubLant batters, but fared better, allowing only three hits and blanking SubLant, 6-0. Bob Custard, center fielder, hit an inside-the-park home run to spark the Pacific Coast swatters who collected 10 hits.

The All-Navy champions were augmented by three members of the second place SubLant team and one Alameda player when they journeyed to Fort Eustis, Va., to participate in the 1968 Interservice Softball Championship.

Navy defeated Army in the first interservice game, 3-1, behind the two hit pitching of Ted Brown. Airman Mike Booth slammed a triple in the top of the ninth inning, driving in two runs to break a 1-1 tie and giving Navy the win.

Navy defeated the Air Force, 4-1, in game number four with Jim Cheeseman and Ted Brown dividing mound duty to hold Air Force to three hits. Centerfielder Bob Custard grabbed three of Navy's eight hits in four trips to the plate for batting

honors. Custard is an engineman 1st class. He and shortstop Mike Booth were both credited with one RBI each. The win over Air Force advanced the Navy squad to the interservice finals.

The Interservice title was decided in the 6th game when Navy handed their second defeat to the Air Force squad, blanking them, 5-0. Ted Brown gave up one hit, going all the way on the mound for Navy. The big blast came in the fourth inning with two men on when ETN2 Charles Porter, right fielder, connected for a home run.

Members of the Navy interservice champion roster are: MM2 Charles Acklin, SubLant (rightfield); MM3 David Baker, SubFlot 1 (outfield-infield); FN Jesus Benavides, SubFlot 1 (outfield-infield); AN Michael Booth, Alameda (shortstop); TM2 Robert Brown, SubLant (catcher); RM2 Theodore Brown, SubFlot 1 (pitcher-first base); TM2 Jim Cheeseman, SubFlot 1 (pitcher-infield); EN1 Robert Custard, SubFlot 1 (outfield); YN2 Daniel DuMont, SubFlot 1 (infield); DP3 George Giles, SubFlot 1 (infield); ETR2 Richard Harkins, SubFlot 1 (outfield); CS2 James Bo, SubLant (first base); ETN2 Charles Porter, SubFlot 1 (outfield-catcher); ENCS Jessie Vail, SubFlot 1 (catcher); and YN1 Jerry Wuest, SubFlot 1 (player-coach).

Following the interservice championships, the Navymen teamed with one Marine, three Army and three Air Force team members to play in the National Softball Championships held at Clearwater, Fla. The interservice squad was knocked out of the competition in the fourth round of play when they dropped their second game of the double-elimination tourney.

All-Navy, Interservice Tennis

Master Chief Jack Candland led the All-Navy tennis team in its most successful showing during the 1968 Interservice Championships at Camp Pendleton by winning the senior singles title and then teaming with Pacific Coast representative CAPT Bill Foulkes to take the senior doubles championship.

Chief Candland, who is an avionics technician, represented the North Atlantic team in the All-Navy championships held at Newport. He took All-Navy senior singles in straight

The Navy's Olympians

The following Navy personnel were selected from regional and national competition for Olympic training camps. After extensive training, they were chosen as members of various U. S. Olympic teams to participate in the 1968 games.

- Aviation Machinist's Mate 1st Class Donald Hamilton, USNR, of the Naval Air Reserve Training Unit stationed at Andrews Air Force Base, was selected to compete in the pistol marksmanship competition of the summer Olympic games.

- Seaman Michael Barrett, USN, member of the All-Navy championship SubLant Sea Raider basketball squad, was selected to represent the U. S. in that sport during the Olympic games. Being named to the squad is an honor. The U. S. basketball team has never lost a single game in the history of the Olympic competition.

- Airman Albert Robinson, USN, stationed at Alameda, was selected to represent the U. S. in the featherweight boxing division of the Olympic games.

The 125-pound fighter won his weight class titles in both the 1968 and National Boxing Championships.

- Lieutenant (jg) Lawrence Hough, USNR, stationed at Naval Command Systems Support Activity, took a busman's holiday during the 1968 Olympic

games. Hough made the U. S. rowing team.

- Seaman Apprentice Bernie Wrightson, USN, of Long Beach Naval Station participated in an Olympic event in which the U. S. team has consistently captured its share of medals. Seaman Wrightson was a member of the U. S. diving team.

- Ensign Stanley Cole, USNR, and Ensign Russell Webb, USNR, both stationed at Long Beach, were selected as members of the U. S. Olympic water polo team.

- Hospital Corpsman 3rd Class William Jewell, USNR, stationed at Los Alamitos, participated in the Olympic games as a member of the U. S. kayak team.



sets, 6-3, 7-5, from CAPT Foulkes. Bill Foulkes came back to revenge his loss in the All-Navy senior doubles round robin meeting, however. He teamed with CAPT Stan Potts to down the North Atlantic team of Candland and CDR Bert Carraway to win the All-Navy doubles title, 3-6, 6-3, 6-4.

In the interservice tourney, Candland defeated Jim Thompson, USAF, 6-2, 6-3 to advance to the final match where he met and defeated Air Force team member R. Turner, 6-1, 6-3. In doubles play, Jack Candland and Bill Foulkes advanced to the finals by defeating the Marine team of Girten and Harris, 6-1, 6-2, in the semi-final match. They then met the Air Force twosome of R. Turner and Jim Thompson and won the interservice title in straight sets, 6-1, 6-2.

All-Navy Open Singles and Doubles

The All-Navy open singles title turned into quite a battle, with the championship being decided in the fifth set between ENS Steve Peacock and All-Navy titlist 2nd LT Jim McCabe, USMC. The final score was, 2-6, 6-2, 2-6, 8-6, and 6-3. Both finalists represented the South Atlantic region. Peacock advanced to the final match by defeating North Atlantic regional champion SN Henry Veno, 6-1, 4-6, 6-4, 6-3. McCabe entered the finals by downing 2nd LT Roy Kiessling, USMC, in the semi-final match, 6-2, 6-2, 6-1.

All-Navy open doubles championship was decided between two South Atlantic teams as Steve Peacock and Jim McCabe defeated the duet of Roy Kiessling and LTJG Pete Rockness in straight sets, 6-3, 6-1, 6-2.

All-Navy Women's Singles and Doubles

Lena Hartshorn took the women's singles All-Navy championship by defeating YN2 Pat Bracale, 3-6, 6-3, 6-2. Both singles finalists represented the western team. Hartshorn and PH1 Janet Newland teamed to defeat the eastern women's team twosome of YN3 Anita Davis and PN2 N'Gaio Burger, 4-6, 8-6, 6-3, to capture the women's doubles championship.

Interservice Open Singles and Doubles

Davis Cup netmen Arthur Ashe and Charles Pasarell made a clean sweep of both singles and doubles in the Interservice open matches,

leading the Army team in capturing both the Leech Cup (singles champion) and the Risley Bowl (doubles champion).

Both Ashe and Pasarell advanced to the finals in singles competition with Ashe taking the championship, 8-6, 6-3, 6-4. Navy's LT Ray Bellamy advanced to the semifinals, but was defeated by Pasarell, 6-3, 6-3, 6-1.

The Navy open doubles entry of ENS Steve Peacock and 2nd LT Jim McCabe, USMC, was defeated by the Air Force team of Jungle and Schade, 6-8, 23-21, 6-3. The Air Force team lost the Risley Bowl when they met Army in final doubles play.

Navy Olympic Boxers

Airman Albert Robinson of Alameda has enjoyed a successful year in boxing, and it isn't even over yet.

Robinson, 1968 All Navy featherweight champion, advanced to the Olympic boxing trials held at Maumee, Ohio, making the U. S. team by winning the 125-lb finals.

The championship fight was a repeat of the interservice bout between Robinson of Navy and Ralph Dorsey of Air Force, but with a different ending. In the interservice bout, Dorsey outpointed the Navy champion to take the decision and the interservice title. Robinson left the decision to the canvas, however, in the Olympic trial meeting, scoring a technical knockout over Dorsey in the first round. It was a one-sided round as Robinson exploded with a



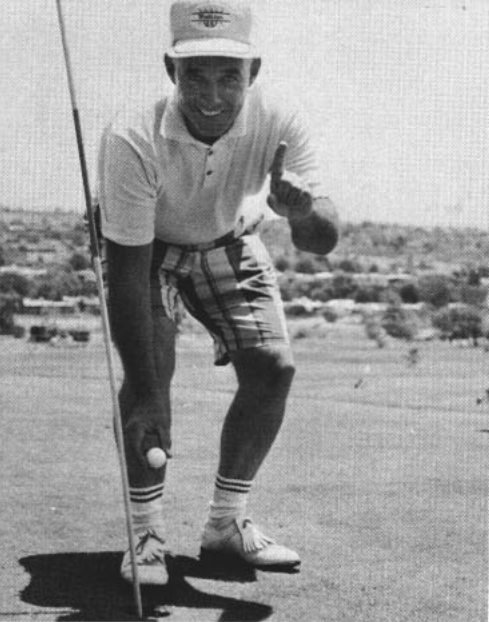
INTERSERVICE TROPHY — CAPT Bill Foulkes receives the interservice senior doubles award from Major General Donn Robertson. Navy team of Foulkes and Candland won the finals against Air Force.

flurry of punches which stunned the interservice champion. After decking Dorsey several times, Robinson was awarded the TKO by the referee about two minutes into the round.

Another Navy boxer selected to train with the Olympic squad is Signalman Third Class Albert Bolden of *uss Shenandoah* (AD 26). Bolden, described by opponents as a stiff-hitting boxer, won the 1968 All-Navy and Interservice middleweight crowns. He lost in the Olympic trial



CUP WINNERS—CDR W. F. Moore receives trophy from CAPT M. E. Stewart for Training Squadron 22, based at Kingsville. The squadron was awarded station's Captain's Cup for outstanding performance in 13 athletic events, winning eight of those competitions and placing well in the other five.



HE DID IT AGAIN—CAPT Courtland Babcock, commanding officer of NAVCOMMSTA, San Diego, indicates his second hole-in-one in 18 days.

finals by decision to AAU champion Alfred Jones. Bolden was selected as an alternate to the training camp.

Two other Navymen advanced to the trial finals, but lost their Olympic team bids. Two-time Navy champion FN Oliver Ewell of *Shenandoah* lost a decision to AAU bantamweight champion Sam Goss. SA Andre Reed, NTC San Diego, lost the light welterweight finals by decision to Army's James Wallington, Jr. Reed was selected for the Olympic trials during the West Coast Olympic trial regional playoffs.

The Olympic boxing trial participants represented the best amateur boxers in the U. S.

Can You Top a Hole In One?

"Beautiful shot . . . it's on the green . . . it's close . . . it's in!"

"Captain, I'll bet you'll never top that one."

One of the three golfers playing the Miramar Naval Air Station golf course on 7 July might have said something like this to the other member of their foursome, CAPT Courtland Babcock. On the par three, 155-yard, 14th hole, Captain Babcock executed the perfect golf shot, from tee to cup in one stroke.

That is, indeed, almost impossible to top.

But it took CAPT Babcock just 18 days to top his first hole in one. This one occurred on 25 July when he stepped up to the 17th tee on the Mission Gorge Golf Course, took a three wood from his bag and hit

the ball. The ball lifted from the tee into a stiff breeze and soared 217 yards to the green where it promptly bounced into the cup.

Captain, we'll bet you'll never top that one.

CISM Sea Week

The International Military Sports Council (IMSC) held its annual Sea Week games in August, and Navymen representing the United States recorded their best showing since the competition began by winning both the pentathlon team competition and the individual pentathlon championship.

Sea Week includes competition in sailing, rowing and a special Navy pentathlon which includes five separate races. The games were held this year at Den Helder, Netherlands, and Navymen from 10 countries competed for top honors for their countries. Navymen participating in the 1968 Sea Week came from Belgium, Brazil, France, Germany, Italy, Netherlands, Norway, Sweden, Turkey and the United States.

Seaman Victor R. Tanaka, USN, won the 1968 CISM pentathlon for the U. S. with a total point score of 5416, just three points ahead of second place Lieutenant Hjermandrud of Norway. The three-point winning margin represented only three seconds in the five events of the pentathlon. Races included in the pentathlon are a 300-meter obstacle race, a 66-meter lifesaving race, a 300-meter seamanship race, a 110-meter utility swimming race and a 2500-meter amphibious cross-country event. Points accrued in each of the races by individuals determine the winner of the individual and team trophies. The number of points is determined by a carefully worked out point system similar to the Olympic decathlon.

U. S. pentathlon entrants compiled a total point score of 15,908 to win the team competition by more than 100 points over the second place Netherlands team. Winning U. S. team members are LTJG Robert W. Inpym, USNR; ENS Jon P. Rowe, USNR; and SN Victor R. Tanaka, USN.

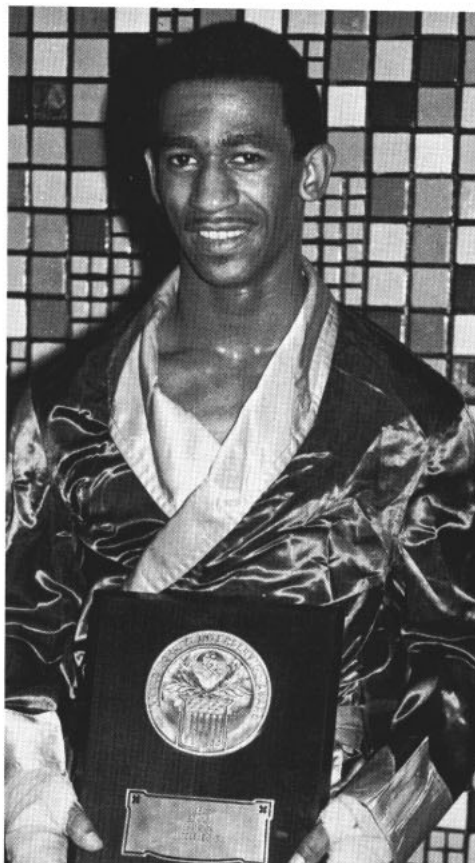
In the Sea Week sailing event, the Navy team of LCDR William Park, USCG, ENS Arthur Paine, USNR, and LT Robert Terhune, USN, took second place to the winning Swedish Navy team.

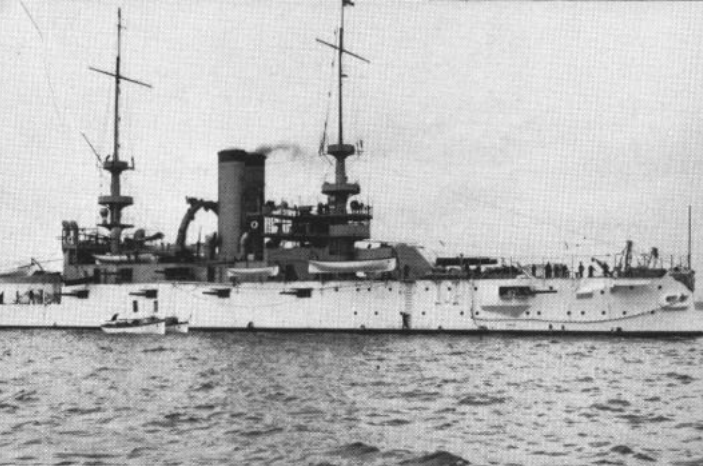
The U. S. team in the rowing competition lost the first place championship by only 9.1 seconds to the Italian team. The U. S. oarsmen including Midshipman Robert Prince, USN; LTJG William Elting, USNR; LTJG Nikolaus von Beillou, USNR; 2nd LT Robert Emmet, USMC, and 2nd LT William Allen, USMC, crossed the finish line in 7 minutes, 08.3 seconds.

CISM was formed in 1946 and the Sea Week competition was established in 1949 in conjunction with a program established by the Italian Navy. In 1954 the first competition between CISM members took place, and since that date 13 Sea Weeks have been held.

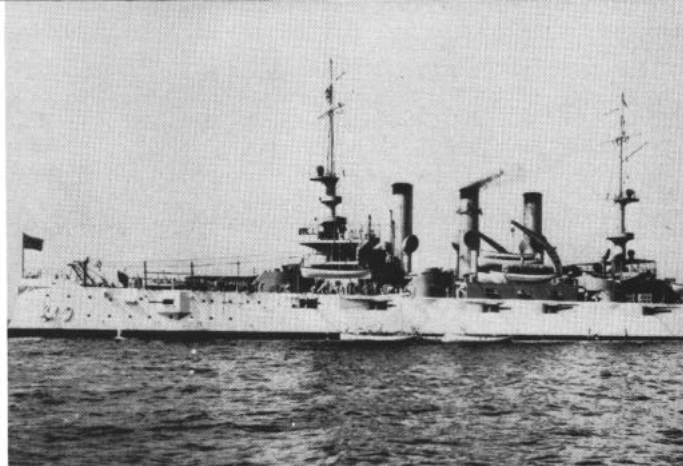
There are many CISM activities held throughout the year including competition between Navy, Army and Air Force personnel of various countries. CISM events are patterned after Olympic style competition but with the use of military physical training aspects. Competition in various pentathlons, soccer, skiing, track and field, basketball and many other military-type sports will be held throughout 1968.

OLYMPIC CAMPER—SM3 Albert Bolden, USS *Shenandoah* (AD 26), 1968 All-Navy and Interservice champion has been selected as an alternate to U. S. Olympic training camp.





USS Illinois (BB 7) in 1906



USS Louisiana (BB 19) in 1907

A Famous Trophy Returns

Walk into the lobby of any major naval station's admin building, and you are likely to find a trophy case. Trophies, cups, plaques, and other symbols of supremacy in various sports and recreational events are a long-standing Navy tradition.

Norfolk Naval Station's McCormick gym has displayed for more than 10 years a cup which is believed once to be the oldest trophy in continuous competition in American naval sports history—the *Battenberg Cup*.

In May 1906, Rear Admiral Prince Louis Battenberg, Royal Navy, donated the massive trophy to the U. S. Navy. The cup was dedicated "To the enlisted men of the North Atlantic Fleet from their British cousins of the 2nd Cruiser Squadron on board *Drake*, *Cornwall*, *Essex*, *Bedford*, and *Cumberland*, in grateful remembrance of the many kindnesses, tokens of the good fellowship and wonderful entertainments that were given to them in cordial friendship by their comrades across the sea."

Although the name appears nowhere on the trophy, it almost immediately became known as the *Battenberg Cup*.

Sometimes also referred to as the "*British Challenge Cup*," this trophy posed a perpetual challenge for racing cutters of the Atlantic Fleet. Under the agreement, whenever a ship holding the cup would fall in with a British man-o'-war, she had to give the Englishman a chance to compete for the prize.

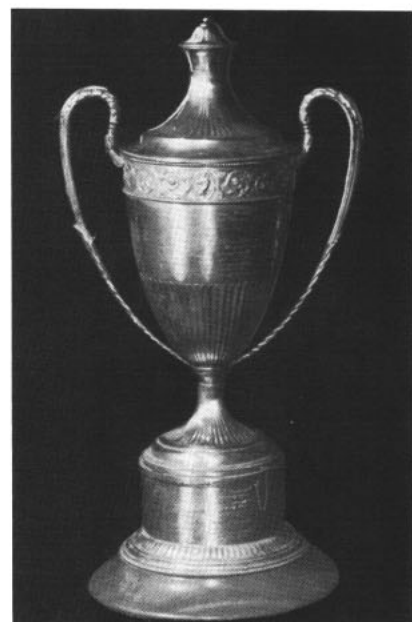
If the British ship won, her name would be engraved on the cup—but the cup was to leave the U. S. Fleet only once. As it turned out, only two British ships ever chal-

lenged a U. S. Navy ship to a Battenberg race and only one won. She was *HMS Argyll*.

The first U. S. ship to win the cup was *uss Illinois* (BB 7), in September 1906. She held it until May 1907 when *Argyll* won her victory. *uss Louisiana* (BB 19) took over in September of that year and the cup was thereafter held by U. S. Navy ships.

Finally, after *uss West Virginia* (BB 48) won the trophy in August 1940, the *Battenberg Cup* was taken out of competition. When that ship was placed out of commission in January 1947, the cup was taken into custody by the Special Services Division of BuPers.

In 1955, the Cup was transferred to the McCormick Center in Norfolk for permanent display and recently it was shipped to Washington for display in the Navy Memorial Museum. It's now on display there.



THE BATTENBERG CUP, donated by the British in 1906 to be presented to fastest Atlantic cutter, will soon find a permanent home at Naval Memorial Museum in Washington, D. C.

USS West Virginia (BB 48) in 1940



LETTERS TO THE EDITOR

Norton Is Snortin'

SIR: I enjoyed your article "What's in a Name" (about ships' names and designations) in the June issue. However, I'm probably one of the few critical readers that noted one omission—my present command.

You came close when you named the AVPs. I believe *uss Norton Sound* (AVM 1) is the only AV-type ship still in commission.

Your writer probably missed your February 1965 issue wherein you had an excellent article on *Norton Sound*. Things have changed somewhat since that time. The five-story tower has been removed and the ship has been engaged in test and evaluation of the Basic Point Defense System.

Other futuristic programs have been tested since the ship's recommissioning in 1964. The Navy's new 5-inch/54-caliber lightweight gun, and the FCS MK 86 are scheduled to undergo tests on board during fiscal 1969. As you can see, the "Snortin' Norton" is still very much alive.—G. H. Lewis, CAPT, USN, CO, *uss Norton Sound* (AVM 1).

• Please excuse us, sir, for leaving *Norton Sound* out of our roundup. Its uniqueness is just about the only excuse we have to offer. Leave it to us to omit the only ship that can legitimately come back snortin'.—ED.

Navy Achievement Medal

SIR: Over a year ago, the Navy Achievement Medal was established, replacing the Secretary of the Navy Commendation for Achievement. The significant differences between the two are that the newer award consists of both a medal and a ribbon, and the combat V may be worn with it if authorized.

Are personnel who were previously awarded the SecNav Commendation for Achievement now eligible to wear the Navy Achievement Medal?

Further, are those who were awarded the SecNav Commendation for Achievement for service in a combat zone eligible to wear the combat V?

Many men received temporary citations for the SecNav Commendation for Achievement without receiving permanent citations. Since a permanent citation has not been received, does this indicate that the citation may be re-issued, or simply that there is a backlog of paperwork?

There were six people on my last ship awarded the SecNav Commendation about two months before the Navy Achievement Medal was established,

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

and none of us are quite sure where we stand.—B. D. S., LCDR, USN.

• Yes, those *Navymen* who were awarded the SecNav Commendation for Achievement may wear the Navy Achievement Medal instead.

The Navy Department Board of Decorations and Medals tells us that awards which were issued before 17 Jul 1967 are not entitled to the combat V, since it was not intended to be issued retroactively.

A certificate will automatically be issued, but a permanent citation will be issued only upon written request. There is a backlog, however, and there will be a delay in issuing both permanent citations and certificates.—Ed.



BUST of the late Fleet Admiral Chester W. Nimitz was unveiled at the keel-laying of the nuclear powered carrier that will bear his name.

Tax on VRB

SIR: One of my men shipped over under the variable reenlistment bonus program. He reenlisted in the States, and was paid his first installment there. Now, he is here in Vietnam. While he is stationed here in a tax-free zone, are his other installments taxable?

If so, then it stands to reason that if a man reenlists while in the combat zone, all of the installments are tax-free, no matter where he is stationed when he receives them. Right?—F. M. D., RM1, USN.

• Right in both instances. If the reenlistment for which a VRB is payable occurs outside a combat zone, the bonus is taxable, and each annual installment is subject to tax in the year in which it is paid. Even if later installments are paid while the man is in a combat zone, such installments are subject to withholding tax and will be reported as income subject to tax.

Conversely, if a man reenlists inside a combat zone, or while hospitalized as a result of wounds, injury or disease while serving in a combat zone, none of the installments are subject to withholding tax, no matter when or where he receives them.—Ed.

Space Available Retired Travel

SIR: Where can I find official information concerning space available travel for retired *Navymen* and their families?—G. F. S., CSI, USN.

• The official word can be found in *BuPers Inst. 4650.16* and its Supplement 1. The Navy Guide for Retired Personnel and their Families (*NavPers 15891B*) also has information on the subject.

You may already know that travel outside the United States, except in the western hemisphere, has been severely curtailed. For example, MSTs ships in both the Atlantic and Pacific Oceans were taken off their passenger runs in 1966 so they could support U. S. forces in Southeast Asia.

Economic factors have also curtailed other space available travel. In the interest of limiting our balance of payment deficit, the Department of Defense now prohibits space available travel for both active duty and retired military personnel and their dependents.

This ban, however, does not apply to travel in North, Central and South America nor does it encompass the Caribbean islands, Bermuda or the Bahamas.

In case there is any doubt, the re-

strictions concerning travel outside the western hemisphere apply only to those going from the United States to a non-U. S. dollar area overseas.

If you want to travel overseas at your own expense and return to the United States on a space available basis, contact the appropriate MAC oversea terminal and ask to be placed on the standby waiting list for return travel to the USA.—Ed.

Engineers Generate Full Steam

SIR: Regarding the letter "There are Many Navy Engineers" in your July 1968 issue, I have this to say: Thanks, Ed.

Perhaps J. D. A., CDR, USN (Ret) has been (Ret) too long to remember who it is that makes it go. Most of those grease monkey engineers don't care what you call them anyway, just so long as you don't call them late for chow.

I can't speak too informatively about those "black shoe engineers" whose no-college talents carry us "airedales" around the world, but I can tell you that they are appreciated.—P. Shepherd, ADJC, USN.

SIR: As the Engineer Officer of one of our largest and finest afloat commands, and holding three Engineering degrees, I can only say that our young men that do the job under the most rigorous of conditions certainly rate more than the negative approach cited by J. D. A., CDR, USN (Ret).

The degree of engineering professionalism shown by the 700 snipes of this command, under the most trying operational conditions yet seen by the modern Navy, makes me proud to recognize these 700 shipmates as engineers in the finest sense of the word.—B. O. Cair, CDR, USN, USS *Constellation* (CVA 64).

SIR: About that letter from J. D. A., CDR, USN, (Ret): Good Grief! About Ed.'s answer: Thanks.—J. D. Jacks, EMC(SS), USN.

• A *Pleasure*.—Ed.

Cushing Led Busy Life

SIR: A relative who served on board USS *Cushing* (DD 797) during World War II has been asking me for news of his old ship. I've been unable to locate her. Perhaps you can tell me where to look.—W. L. B., PN2, USN.

• You might try Brazil. That's where *Cushing* went in the summer of 1961 after her transfer to Brazil under the Military Assistance Program. She was renamed CT Parana (D 29).

Cushing was the fourth ship named in honor of old-time Navyman CDR William B. Cushing, who won special thanks from President Lincoln during the Civil War. CDR *Cushing* fitted a



FOR THE RECORD—Television cameraman aboard USS *Kitty Hawk* (CVA 63) records a wave-off during flight operations. Photo taken with fisheye lens.

launch with a spar torpedo and then attacked and, completely disabled the Confederate ram *Albatross*.

Other ships named *Cushing* were a 139-foot torpedo boat and two destroyers (DDs 55 and 376).

The latest *Cushing* was commissioned

in 1944, too late to see much World War II action, but soon enough to participate in major campaigns off Formosa and the Philippines. She shot down several enemy aircraft, operated with carrier strike forces, directed air patrols into battle, made numerous ocean rescues

Lively Argument About a Dead Horse

SIR: I had an argument with several CPOs (I lost my head, I guess) concerning advance pay, and I would appreciate your bailing me out.

I maintain that in order to draw advance pay (better known as a dead horse), a man must have received permanent change of station (PCS) orders or have reported to a new duty station within the previous 30 days.

Our disbursing officer says there are no provisions to draw advance pay unless one has PCS orders. However, these chiefs insist that they have in fact drawn a month's advance pay, and at any time they so desired, without PCS orders. What say you?—A. N. M., PN1, USN.

• First of all, as you no doubt know, advance pay is defined as money received before it is earned.

According to the "Department of Defense Military Pay and Allowances Entitlement Manual," the only times a Navyman may draw advance pay are:

1) when he is in receipt of permanent change of station orders (provided the PCS is not for separation or trial by court-martial);

2) when his ship is changing home port or home yard (if he has dependents);

3) when he is on duty at a distant duty station where pay and allowances

cannot be disbursed regularly;

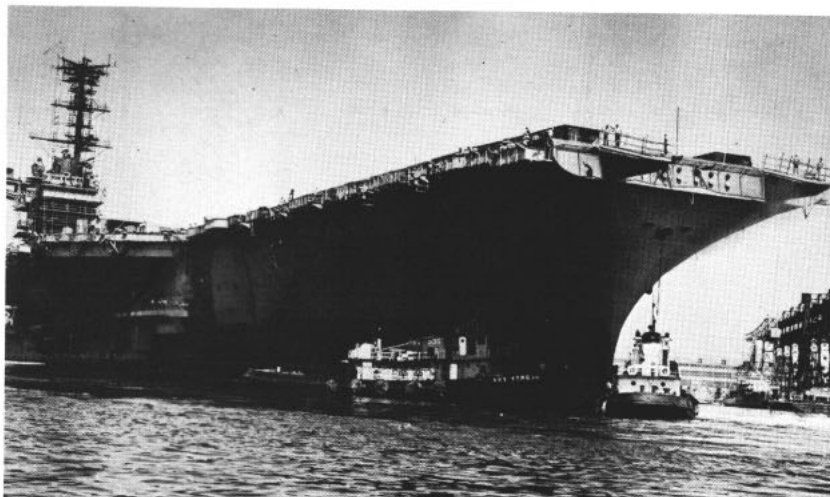
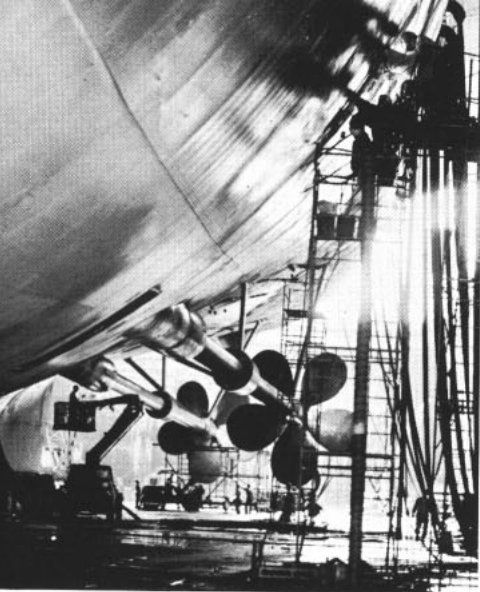
4) when dependents are being evacuated from a hazardous area on orders from the area commander or the State Department (pay goes to his dependents);

5) when the pay period falls on a Saturday, Sunday, or holiday (he is paid the preceding workday).

Of course, advance pay is most commonly authorized incident to PCS orders. When the Navy issues a set of orders to move from one ship or station to another, the government realizes that the Navyman will encounter numerous expenses in making the move that he would not encounter had the orders not been issued. Therefore, the regulations allow payment of public funds to the Navyman which he has not yet earned.

Special money, on the other hand, is money the Navyman has already earned, and has "on the books." Since a Navyman may let his pay ride for up to six months, it is possible the chiefs were talking about drawing special money which they had on the books.

Of course, they may have been talking about that lonely but fabulous tour they spent on Tawi Tawi. In any event, you can enumerate to your friends the foregoing that comes to us from a "cognizant source."—Ed.



GO POWER—Two ways to move a 1052-foot aircraft carrier, such as *USS Independence (CVA 62)*, are pictured above. *Left*: Two giant props are revealed in drydock. *Rt*: Several tiny tugs nudge her bow at Norfolk, Virginia.

and worked off Okinawa as a picket ship.

During closing stages of the war, Cushing bombarded the Japanese mainland. She remained off Japan until November 1945, and then returned to the United States for transfer to the Reserve Fleet.

In 1951, Cushing was taken out of mothballs and assigned to DesDiv 282 in Norfolk. She operated in the Atlantic for a year and a half, and then was transferred to the Pacific for duty off Korea.

Cushing continued around the world on a cruise which ended in Norfolk. She operated in the Atlantic until 1955, then once again returned to the Pacific with Long Beach as her home port. She made several cruises to WestPac and participated in training exercises off the California coast.

The destroyer returned to the east coast late in 1960. She was placed in the Reserve Fleet and remained there until called up for MAP transfer to Brazil.—ED.

Still More on 18-Inch Gun

SIR: Permit me to add just one more footnote to the letter from Amos Cleary, published in the June issue of ALL HANDS, which verified the existence of an 18-inch gun at Dahlgren.

Evidence to substantiate Mr. Cleary's statements can be found in the official records of the former Bureau of Ordnance, some of which are now in the National Archives and open to the public.

These records include various technical computations for the construction of the 18-inch gun and copies of the blueprint of the weapon itself, identified as "18-inch 47-caliber gun Mark I."

The blueprint, prepared at the Naval Gun Factory, is dated 18 Nov 1919,

and was approved by Lieutenant Commander R. K. Turner, presumably the future admiral. The gun is shown to be 73 feet, eight inches in length; it fired a 2900-pound projectile with a muzzle velocity of 2700 feet per second.

Incidentally, there are indications that two Japanese 18-inch guns, of the type mounted in the *Yamato*-class battleships, were shipped to the Naval Proving Ground, Dahlgren, Va., after World War II, for examination and testing.—Robert Krauskopf.

• Thank you, sir, for your further confirmation of Mr. Cleary's statement.

But why leave us hanging in the air as you did? What were the "indications" to which you referred? What happened next?—ED.

Stars on Caps

SIR: I would like to see stars added to the chief petty officer cap device to indicate pay grades E-8 and E-9.

Since a senior or master chief petty officer can't be identified as such while wearing an overcoat or raincoat, the stars would conform to uniform regs which specify that uniform and insignia should show at a glance a Navyman's grade, corps or rating.—J. R. B., HMCM, USN.

• The Uniform Board has already considered the change you favor, but concluded that collar devices worn by master and senior chiefs made them sufficiently recognizable and that there was no real need for further identification.

In the opinion of the board, cap devices should continue to indicate differences in categories of personnel—commissioned officers, warrant officers and chief petty officers.—ED.

To Use, or Not to Use, the The

SIR: People in our admin department have been debating the use of the article "the" as part of a title in official correspondence.

For example, would a letter to CNO be addressed to The Chief of Naval Operations, or just Chief of Naval Operations, omitting the "The"?

Carrying this to the text of a letter, it would make sense to write: "Reports should be forwarded to the Chief of Naval Operations." Fine, but what if after initially spelling out Chief of Naval Operations, you abbreviate it CNO and come up with "Reports should be forwarded to the CNO." This doesn't sound or read too bad, but, following this style, "the COMELEVEN" and "the COMSERVPAC" sound awkward.

The *Correspondence Manual* is not clear on this, and we'd like to be consistent in our usage. What do the experts suggest?—J. E. G., LT, USN.

• The experts in charge of the Navy's correspondence management program say there is no specific rule with regard to the use of the article "the" before command titles. However, a review of acceptable Navy usage has turned up specific guidelines. "The," except in a few cases when the article is a part of the official title:

Is universally used in normal text, when the title is written out.

Is not used in normal text, when the title immediately follows a name (including the inside address and the signature block of a business letter.)

Is not used in the "From" or "To" lines of a naval letter or memorandum.

Is used in the heading of a "Memorandum for", i. e., "Memorandum for the Chief of Naval Operations."

Clarification on the use of "the" in the "Memorandum for" format has been proposed for the next revision of the *Correspondence Manual*.—ED.

Sea Cloud Cited Again

SIR: USS *Sea Cloud* was a "four-masted brigantine clipper"? You're wrong on all three adjectives.

Good grief.

Somebody ought to send you back to sea.—C. H. S., LCDR, USN.

● You refer, of course, to the yacht owned by the late Joseph E. Davies, which the Navy chartered and commissioned as USS *Sea Cloud* for service during World War II. We referred to her as a four-masted brigantine clipper (ALL HANDS, June 1968). You are right; our account was wrong. Read on.—ED.

SIR: I thought you had enough seafaring savvy to know there is no such thing as a "four-masted brigantine clipper."

A brigantine is two-masted. Further, a clipper belongs to a long-past era, about 1850 to 1855, although the definition has been used somewhat loosely over the years.

In 1937, I had the luck to go on board *Sea Cloud* in Villefranche, France, when the Davies' still owned her. She was as fabulous as you described her.

However, she was a four-masted bark, square-rigged on three masts and fore-and-aft-rigged on the aftermast, or jigger mast.—J. M. K., CAPT, USN (Ret.).

● *Sea Cloud* was indeed a four-masted bark. The error in her official history has been corrected, thanks to you.

For any curious latecomers who'd like to know more, here's a review of the so-far-unchallenged portion of the history of *Sea Cloud*.

Built in 1931 at Kiel Gaarden, Germany, *Sea Cloud* was considered one of the most beautifully designed yachts of her time. She cost somewhere between \$1,000,000 and \$3,500,000 (a mystery in itself). She displaced 2323 tons, was 281.8 feet long, and had four diesel engines which gave her a 14-knot cruising speed. Under sail, she cruised at 16 knots.

Sea Cloud carried the most complete modern navigational devices of the era. However, those who saw her were also overwhelmed by her finely-appointed elegance.

For example, *Sea Cloud* didn't have heads—she had bathrooms of marble with gold-plated washbasins. Before her conversion, in her staterooms were four-poster beds.

Stuffed rhinoceros and antelope heads, and two stuffed turtles, added a sportsman's touch to the smoking room.

In January 1942, the U.S. Navy chartered *Sea Cloud* for \$1 per year, and after conversion transferred her to the Coast Guard. She was used as a weather patrol ship out of Boston, and later operated off Argentina, Newfoundland. She was listed by the Navy as an unclassified vessel (IX 99). The Coast Guard knew her as the cutter WPG-284.

There is no record of the size of the crew *Sea Cloud* carried during her military cruise. However, in her more regal state she was manned by at least 77 seamen.

Sea Cloud was decommissioned and returned to the Davies family in November 1944. In August 1955, she was sold to a Jacksonville shipping firm. She is now owned by the Dominican Republic, and is called *Patria*.—Ed.

It's That Time Again

SIR: Your solution to "What Time is It?" after somebody asked whether 12 p.m. meant noon or midnight (ALL HANDS, March 1968) made sense, but was not complete. Logic and a dictionary tell me that if 11:59 a.m. equals one minute ante meridian, and 12:01 p.m. equals one minute post meridian, then 12:00 p.m. is midnight, but never noon.—J. W. Boyd, LT, USN.

SIR: It appears you didn't do your homework before giving an answer to "What Time is It?". Here's how it works:

AM and PM are the official abbreviations for Ante Meridian and Post Meridian, respectively.

AM indicates the period after midnight and before noon, or before the sun has reached the point directly over a given time (standard) meridian.

PM indicates the period before midnight after the sun has crossed the time meridian.

It must be remembered that a meridian is a great circle of the earth which passes through both poles. When a meridian is used as a reference point, one-half is known as the upper branch and the other half (on the opposite side of the earth) is the lower branch.

The upper branch always is designated with a capital M; the lower with a lower case m.

With this in mind, noon, or 1200, is the instant of meridian (upper) transit and is neither AM nor PM. It is either M or 12 M since the reference is the upper branch of the time meridian.

Midnight is 12 hours from noon. When it is 12M on a given meridian it is exactly midnight on the lower branch of the same meridian and the time there is designated 12 m. The lower transit of the sun, 12 m, marks the end of the day.

Therefore, we have the following order: AM is midnight to noon; M is noon or midday; PM is noon to midnight; and m is midnight.—A. E. Clarke, QMC, USN.

● Noon (12M) and midnight (12 m) are technically correct, but are ambiguous. Therefore, we stand by what the Naval Observatory recommends.

To review, the Observatory's Time Service Division concluded after a study some years ago that the abbreviations 12 a.m. and 12 p.m. should not be used



STERN VIEW—Amtrack leaves the flooded well deck of USS *Cleveland* (LPD 7) during amphibious landing.

because nobody can tell exactly what they mean. The suggested alternatives are:

1—Use the complete words noon and midnight, but qualify midnight. "Noon Friday" is clear enough, but "Midnight Friday" is confusing. Therefore, give the two dates or days between which midnight falls. For example, "Midnight of 8/9 November."

2—Use the 2400 system (midnight is 2400; the new day begins with 0001).

3—Pretend there is no problem by avoiding the use of noon and midnight altogether. Use 12:01 or 11:59 (with either a.m. or p.m.) instead. You're only one minute off but much the wiser.—Ed.

Lieutenant to Fleet Reserve

SIR: I am a lieutenant (LDO) with 19½ years' service. My permanent enlisted grade is PRC, to which I was advanced in January 1958 before receiving my commission in October 1961. Now I would like to transfer to the Fleet Reserve on 20 years' service, but as an E-9, not as an E-7.

I interpret BuPers Notice 1418 of 26 Apr 1968 to say that I must fully commit myself to be reverted to my permanent enlisted grade and then request a transfer date. Only then, after I have received an approved transfer date, may I request that I be considered for E-9. Even at that, I'm led to believe that there is no assurance that I will be advanced.

Am I interpreting the regs correctly? —H. S. S., Jr., LT, USN.

● It appears so, Lieutenant. As indi-



DRYDOCKED DUO—USS Hank (DD 702) and USS Laffey (DD 724) are worked on side by side in drydock.—Photo by D. C. Myers, PH2, USN.

cated in paragraph 6.b of the Notice, you must first have an approved date of transfer to the Fleet Reserve before requesting you be considered for administrative advancement to pay grade E-9.

To assure your chances of advancement, however, you may participate in an advancement examination for the top two EM grades before you request a transfer to the Fleet Reserve. This procedure is explained further in paragraph 6.a of BuPers Notice 1418.—Ed.

It's a Spiritual Thing

SIR: I'm disillusioned. I grew up understanding that my hometown, Beverly, Mass., was the birthplace of the United States Navy. Now that I'm in the Navy, I receive word from home that a neighboring town, Marblehead, Mass., is claiming the Navy was born there.

I must confess that I never did understand what "birthplace" meant in this regard. I assumed it had to do with the building of a ship or the opening of an office, rather than with the conception of the Navy as a good idea.

In any event, I understand Beverly and Marblehead are bickering over which of the two should take credit as "Navy birthplace," whatever it means. Care to get into it?—B. K., FA, USN.

• We'll tell it the way it is (was?), as told to us by the Naval History Division, and hope your disillusionment doesn't spread to the folks back home.

The Navy Department does not officially recognize any one city or town as the Navy's birthplace. This decision is based on historical accounts which in essence give the following description:

In the early 1770s, American settle-

ments along the Atlantic coast were intimately associated with, and dependent upon, the sea. It therefore seemed natural that when the rupture with Britain occurred, the American colonists would confront the enemy on the water.

As early as May 1775, Ethan Allen (and Benedict Arnold) mounted an amphibious operation on Lake Champlain to take British posts at Ticonderoga and Crown Point. A schooner was seized and named Liberty. A "King's sloop" was captured and named Enterprise.

In June 1775, a group of woodsmen at Machias, Maine, commandeered a sloop and engaged HMS Margareta. They took the British ship after a spirited action.

In August 1775, Rhode Island passed a resolution which called for the creation of a Navy.

On 13 Oct 1775, the Continental Congress in Philadelphia passed the first naval legislation, and four months later a fleet that had been purchased and outfitted in Philadelphia sailed under Commodore Esek Hopkins.

However, General George Washington also was displaying what historians call "profound appreciation of sea power." Gen. Washington outfitted small schooners in Massachusetts and, beginning in September 1775, sent them out to engage the British.

History concludes that many places and many men had separate but complementary roles in the Navy's founding, and that no one place can rightly be proclaimed "Navy birthplace" to the exclusion of the others.

Anyway, the editor-in-charge-of-over-worked-expressions says that "Navy birthplace" does not fit the bill. Our editorial consensus seems to be that the Navy wasn't "born;" it emerged from a great need sponsored by the wisdom and energy of men of vision.—Ed.

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Alaska Was a CB

SIR: A former Navyman and I were swapping sea stories after a local veterans' meeting, and got into a discussion about battle cruisers. I (unwisely, perhaps) asserted that none of three battle cruisers built for World War II—Guam, Hawaii and Alaska—ever was put into commission.

However, the ex-Navyman insisted that he sailed in company with Alaska in the Pacific toward the end of the war. He put up a convincing argument, so I backed off and conceded that maybe Alaska was in commission for a short time.

Can you tell us anything about the World War II battle cruisers?—K.W.S., MMC, Navy Recruiter.

• *We can't, because there weren't any battle cruisers, officially designated as such. However, we can discuss the large cruiser (CB) which, because of its size and armament, sometimes was unofficially called a battle cruiser. We assume that's what you had in mind.*

Six CBs were authorized for construction during World War II—Alaska (CB 1), Guam, (CB 2), Hawaii (CB 3), Philippines (CB 4), Puerto Rico (CB 5) and Samoa (CB 6).

Only two of them, Alaska and Guam, actually were completed, and these two indeed saw active service toward the end of the war, winning five battle stars in the process.

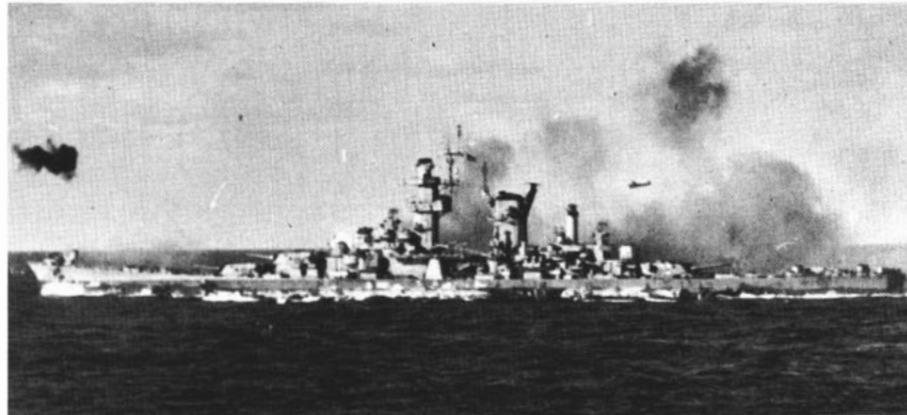
In view of this, perhaps your friend actually did, as he says, see Alaska in the Pacific during World War II. After all, she was in the vicinity for about 18 months. In an attempt to clarify the situation, we offer you a summary of the careers of both:

At the time of which we speak, Alaska, and Guam were second in size only to Iowa-class battleships and Essex- and Midway-class aircraft carriers. The CBs measured 808 feet, six inches over-all, and displaced 27,500 tons (standard displacement). The design speed was 33 knots, and the main battery was comprised of nine 12-inch/50-caliber rifles.

The keel for Alaska was laid 10 days after the attack on Pearl Harbor. She was commissioned in June 1944, and the following February joined Task Group 58.5 off Ulithi.

She operated off the coast of Honshu in support of the carriers Saratoga and Enterprise during the first night air strikes against Tokyo, and also supported the assault on Iwo Jima. She next joined Task Group 58.4 for carrier strikes on Kyushu, and was in the thick of the action on 18 March when enemy suicide planes attacked the group.

Following support operations off Okinawa, Alaska visited the Philippines and then participated in surface sweeps of the East China Sea. She backed up the Army landings at Jinsen, Korea,



KING-SIZE CRUISERS—Of six CBs authorized for construction during WWII only USS Alaska (CB 1), above, and USS Guam (CB 2), below, were finished.



and then got underway for Tsingtao, China, as part of a U. S. show of force.

Alaska returned to the United States with three battle stars in December 1945. She was taken out of commission at Bayonne, N. J., and remained in the Reserve Fleet until June 1960. She was sold for scrap one year later.

Guam was commissioned in September 1944. She joined Alaska and other ships at Ulithi, and was among the

ships of Task Group 58.4 that were attacked by enemy suicide planes off Kyushu on 18 Mar 1945.

Guam bombarded enemy airfields and supported carrier strikes during the Okinawa campaign, and later led Cruiser Task Force 95 which searched for enemy shipping in the East China and Yellow Seas.

She next served as flagship of the North China Force which circled the Yellow Sea to show the flag at major ports such as Tsingtao, Port Arthur and Darien. She supported occupation forces at Jinsen in September 1945, and returned to the United States three months later.

Guam was decommissioned at Bayonne, N. J., on 17 Feb 1947. She remained in the Reserve Fleet until June 1960 and was sold for scrap in July 1961.

On the subject of battle cruisers, plans to build six such ships were made following World War I, but never materialized. At that time, the battle cruiser was to be designated CC.

Four of them, Constellation (CC 2), Ranger (CC 4), Constitution (CC 5) and United States (CC 6), were canceled before completion. Lexington (CC 1) and Saratoga (CC 3) were completed as aircraft carriers (CVs 2 and 3, respectively).—Ed.

They Look Good at Any Age

SIR: From time to time there has been considerable discussion in the columns of ALL HANDS concerning youngest chiefs and the like.

All very nice, but I'm interested to know if anyone has qualified for his dolphins at an older age than I did. After a full career as a destroyer-erman, I switched to the submarine service in 1967 and received my dolphins on my 46th birthday, 19 Jul 1968, aboard uss Flasher (SSN 613).—J. L. Searle, CS1 (SS), USN.

• *At the moment, we wouldn't know. Nevertheless, we do know that any man is to be congratulated on receiving his dolphins at any age. Best of luck as a submariner.—Ed.*



TOUGH FIGHTER—USS Rasher (SS 269), holder of seven battle stars and PUC for WWII action, is shown as she looked then.

Big Reunion for Rasher's Crew

SIR: Thought you'd be interested in hearing about the reunion held in Chicago last summer for former officers and enlisted men who served on board USS Rasher (SS 269) during World War II.

Forty of us attended the reunion with our families, with some of the men having traveled to Chicago from as far as Maine and California. Included in the group was retired Captain Henry G. Munson, who was one of our commanding officers. (CAPT Munson was Rasher's CO during the sub's fifth and highest tonnage patrol.)

We had the reunion on 5 and 6 July at a hotel near O'Hare International Airport. We had settled on 5 July to begin the reunion so the men could use the 4th—a holiday—for travel. The 40 men plus dependents represented half the number I had been able to locate throughout the country. I had corresponded with each man, and was able to determine a firm number for hotel reservations and a schedule of social events.

We timed the reunion to commemorate the 25th anniversary of Rasher's commissioning.

There was plenty of reminiscing about our old war patrols. Among submarines, Rasher was credited with sinking the second highest total of enemy tonnage during the war.

We started the reunion with a party, the fare for which included beer from Australia, which added a nostalgic touch. We had additional social gatherings and dinner the next day, plus a dance for teenagers who had accompanied their dads (and moms) to the reunion. Many of the men brought along old photographs to add to the reminiscences.

In all, the reunion involved some of the greatest moments of my life. I was a LTJG and served on board Rasher from the time she was commissioned in June 1943 until she was decommissioned in June 1946. I knew every man who came on board; I guess I knew

about every nut and bolt in the ship and could walk through a passageway blindfolded.

Ferdinand Galli, who now lives in Manitowoc, Wis., pretty well summed it up when he said we had the best sub crew in the world. Galli, who was chief of the boat, says we could all get together in a sub right now and still have the best crew.

We hope to hold another Rasher reunion in 1973, or 30 years after the sub's commissioning. I'd like to hear from any former shipmates I have not yet been able to locate. My address is 7660 Wilcox St., Forest Park, Ill., 60130.—Peter J. Sasgen.

• *Congratulations on your successful reunion. You no doubt had plenty to reminisce about.*

For relative newcomers who aren't familiar with World War II statistics, the record shows that Rasher accumulated a colorful and highly successful history. During eight war patrols, she sank 18 enemy ships which totaled out to more than 99,000 tons. She earned seven battle stars and the Presidential Unit Citation. (In recent years, Rasher won two more battle stars for service off Vietnam.)

Rasher's first patrol, which got underway from Australia in October 1943, set a pattern for her actions throughout the war.

She scored her first kill on 9 October when she divided her torpedoes between two enemy ships and sent the 3132-ton passenger-cargo ship Kogane Maru to the bottom. Five days later, while on patrol off Ambon, she sighted four merchantmen with two escorts and she managed to get off three torpedoes for each of the two lead ships before an explosion, probably from a bomb dropped by a plane that accompanied the enemy ships, drove her down deep. Twenty-four depth charges followed her down, but missed the mark. Rasher was not able to observe the hits, but it was later confirmed that she had

sunk the freighter Kenkoku Maru.

On 31 October, Rasher was eight miles off the coast of Borneo when she sighted the masts of the 589-ton tanker Koryu Maru steaming close to the shoreline. She trailed the target, which was accompanied by a float-type plane, and when the sun went down came to the surface and took up chase. Rasher released a spread of three torpedoes. Approximately two and one-half minutes later, the enemy ship exploded and burned with a glare that illuminated the entire area. The flames and intermittent explosions continued for nearly two hours, and then the tanker slipped beneath the surface.

In the early afternoon of 8 Nov 1943, Rasher sighted the 2046-ton tanker Tango Maru with escort, and moved into position to fire a spread of torpedoes. Just before she released the torpedoes, a Japanese lookout raised his binoculars and looked in the direction of the sub. His warning was too late. Two of the torpedoes hit the target; the enemy tanker swung around 90 degrees, went dead in the water and sank.

The enemy escort ship, meanwhile, cut her bow toward Rasher and began dropping depth charges. Rasher went deep, rigged for silent running, and avoided the booming depth charges.

Later that night, Rasher sighted and followed a group of ships off Mangkalihat. The chase continued into the early morning of 9 November, but because of the bright moonlight, Rasher could not make an approach within 4000 yards without being detected. She therefore attempted to stay ahead of the targets until dawn.

However, another ship appeared ahead of the sub and forced her to dive, reverse course and make a radar and periscope approach.

Next, two of the enemy ships were recognized as large tankers of some 10,000 tons. These were selected as the prime targets, and four torpedoes were

released toward one and two at the other.

At this point, one of the tankers fired a rocket signal to a third ship in the party, a large destroyer.

By this time, Rasher was out of torpedoes, and could do nothing more than attempt to save herself. She rigged for depth charges and began making evasive maneuvers. Her forward and after torpedo rooms reported hearing hits on the second tanker.

Depth charges rumbled down after Rasher, but did no damage. The sub later surfaced in a heavy rain and got underway for Australia.

During the night of 9 November, Rasher was sighted by an enemy sub chaser, but evaded the ship after a flash of gunfire. Before finally clearing the area, she was sighted by a second patrol ship; the enemy fired white rockets and called for recognition signals, but Rasher did a sidestep and opened the distance. A searchlight from the ship illuminated the sub, and a few rounds reached out for her but missed.

Rasher came across additional enemy patrol ships while en route back to Australia. One of them kept her pinned down for nearly 20 hours. On 20 November, a patrol plane dropped bombs on the diving sub, but fell wide of the target.

Rasher arrived undamaged at Fremantle on 24 Nov 1943, her first patrol a resounding success. However, there was much, much more to come.

Rasher was to hit enemy ships so hard the explosions would knock out her own lights and pop the paint off her bulkheads. She would charge enemy convoys while down to her last torpedo, and would be shaken from stem to stern by enemy ships trying to get rid of her.

By the end of the hostilities with Japan, Rasher was officially credited with sinking 99,901 tons of enemy shipping — more than any submarine in history, except her sister ship USS Flasher (SS 249), which had 1230 tons more.

It was confirmed after the war that among the ships sunk by Rasher, one was the 20,000-ton escort carrier *Taiyo*, a former German luxury liner which the Japanese had acquired after World War I and converted for World War II.

Rasher was decommissioned and placed in reserve on 22 Jun 1946. She was reclassified as a radar picket submarine (SSR 269) in December 1951, and placed in reserve commission while undergoing conversion. She was fully commissioned as an SSR in July 1953, and after shakedown training joined Submarine Squadron Five at San Diego.

Rasher spent the next six and one-half years rotating between San Diego and the Far East.



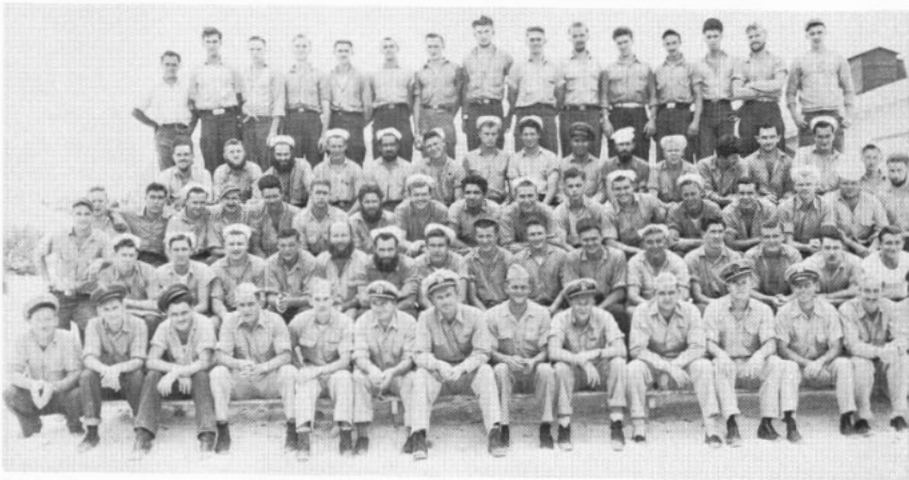
Part of Rasher's crew poses in front of Japanese two-man sub on Guam.

She was reclassified from a radar picket sub to an auxiliary training submarine (AGSS 269) in July 1960. Following conversion, she resumed fleet readiness training along the Western seaboard, returned to the Far East in September 1962, and then moved back to San Diego in February 1963.

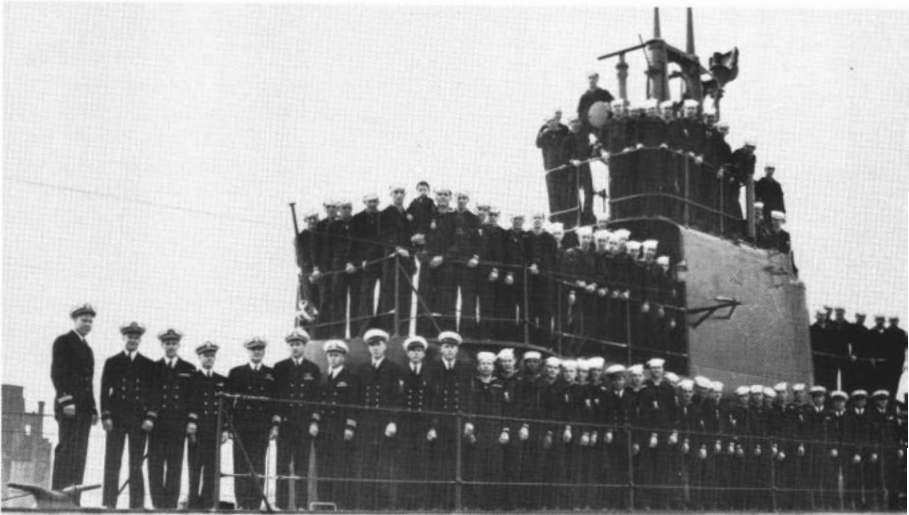
Following overhaul and one year of exercises off the coast of California,

Rasher made two final cruises to the Far East. She supported operations off the coast of Vietnam, winning two battle stars, and participated in ASW training for the navies of South Korea, Thailand and the Republic of China.

Rasher was decommissioned in May 1967 at Mare Island, then moved to Portland where she now is used as a Naval Reserve training ship.—Ed.



Rasher's crew poses on Midway. Below: Original crew at time of commissioning.



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



PATCHING OUT—The Navy's *Plainview*, the world's largest hydrofoil, churns up the water of Puget Sound. The hydrofoil is capable of speeds over 40 knots.

On Sea Power and Carriers

Among the books written in recent years about the sea service and sea power, which Navymen will find of interest, are two by Admiral Joseph J. Clark, USN (Ret).

The first is titled *Carrier Admiral*. The other, *Sea Power and Its Meaning*, which the admiral wrote jointly with Captain Dwight H. Barnes, USNR, explores the concept of that much-used, not always understood term, "sea power."

Admiral "Jocko" Clark was an admiral who knew naval aviation and whose career paralleled its development. He was one of those who recognized early the need for the fast carrier task force to take the fight to the enemy, and he did much to convince the American public of this.

In *Carrier Admiral*, he writes from the experience of taking a carrier into battle. He skippered the brand-new USS *Yorktown* (CV 10) during the capture of the Gilbert and Marshall Islands, and was a task group commander during the Battle of the Philippine Sea.

He commanded Task Force 77 during the Korean conflict, and later the U. S. Seventh Fleet.

The theme of this action-packed sea story concerns the role of the aircraft carrier as a fighting force, but it is replete with valuable lessons in naval leadership. At every opportunity, ADM Clark makes practical observations on how to make it as a leader of men. He is a man of many mottoes, his favorite of which seems to be: "Watch every angle and fight for every inch."

Many times in his story, ADM Clark returns to the importance of diplomacy to one's career as a naval officer. He tells of several captains who never made admiral, simply because they lacked tact in dealing with military and civilian officials.

ADM Clark does not hesitate to step on a toe or two. The writer credits those who in his opinion made the right decisions during battle. But he also talks about errors and their cost—whether the mistake was perpetrated by one wearing lieutenant's bars or four stars.

Sea Power and Its Meaning discusses the influence of sea power on history, and makes the point that a nation that does not have a strong navy and a strong merchant force can never be a world power.

Plainview Goes Navy

The world's largest hydrofoil ship is scheduled for delivery to the Navy this year. She is *Plainview* and her design and construction make her a kind of ship-airplane hybrid.

Plainview is 220 feet in length and displaces 300 tons. Her hull is made of extruded aluminum plating and her bulkheads are similar to the aluminum-sheathed honeycombs which serve as partitions in many aircraft.

When *Plainview* is hull borne in the water, diesel engines drive two outdrives that rotate to steer the ship. But when *Plainview* operates on her foils and goes, her power comes from two LM 1500 gas turbine engines. These are the same as the engines used in the 165-foot PGs and in a predecessor hydrofoil craft, *Dennison*.

Two titanium propellers at the lower ends of the forward foil struts propel the ship when it is on foils.

The ship's wing-like foils have a span of thirteen and one-half feet. Unlike the hull, which is made of aluminum, the foils and struts are constructed of high-strength steel.

Plainview's foils are completely submerged and are automatically controlled.

Plainview requires a crew of 20. After her delivery, the Navy will conduct extensive tests and trials to determine the performance and capabilities of large hydrofoil ships.

Oriskany Locker Club

USS *Oriskany* (CVA 34) thinks she has found a new way to deal with an old problem. In the yards at San Francisco after three consecutive Vietnam tours, *Oriskany* has established her own locker club facility for members of the ship's company who live on board but prefer to make liberty in civilian clothes.

It was a matter of we-like-our-uniforms - just - fine - but - not - to-play-softball-in.

Enlisted men (below pay grade E-8) are not permitted to possess civilian clothing on board ship, but are allowed to wear it on the base

at Hunter's Point, which offers any number of sports and other recreation programs.

The nearest commercial locker clubs—45 minutes by bus in downtown San Francisco,—were too far from Hunter's Point to make a change to civvies a simple matter.

Oriskany's executive officer, Commander Lloyd N. Hoover, USN, arranged to have 371 surplus lockers moved from NAS Moffett to an empty building at the shipyard.

Volunteers from the ship then spent some off-duty time setting up the *Oriskany* Locker Club, complete with washing machine, dryer, ironing board and television set.

Saigon River Patrol

River patrols by U. S. and Vietnamese naval units have been stepped up recently in an effort to stop increased Viet Cong infiltration of troops and supplies into Saigon.

The expanded patrols, covering natural barriers of the Saigon and Dong Nai rivers and their tributaries along the eastern and southern approaches to the city, are being conducted around the clock.

Units are comprised of U. S. river patrol boats (PBRs), Vietnamese Navy River Assault Groups (RAGs), Vietnamese Regional Force boat companies, and the Vietnamese Fleet Command. Expected to join the patrols were Vietnamese PBR crews who spent the summer undergoing training and shakedown cruises.

The waterways patrolled by U. S. PBRs, from River Section 551, have, in recent months, been used by the VC as a funnel for channeling supplies into the capital city from the east. As a result, numerous firefights



TOPS IN TOW—Rising to the test, fleet tug *USS Munsee* (ATF 107) takes *USS New Jersey* (BB 62) in tow during training exercises off coast of California.

have broken out, mostly at night.

"Many of us were in more than one firefight with Charlie before the second week of patrol passed," said Lieutenant Ralph Santi, a PBR section leader. "When he knows we are on the river, he pops up green flares to warn other VC. Then follows the real fireworks."

Much of the daylight PBR patrols are spent checking junk traffic on the Dong Nai. Crews probe suspect cargo with metal-sensitive sounding rods as they search for weapons and ammunition. Meanwhile, manifests, papers and ID cards are inspected.

Under the Vietnamese flag, two RAGs are operating closer to the city, on the Saigon River and the Kinh Te and Kinh Doi canals, along which they have set up mobile checkpoints. In addition, these groups have landed or supported

U. S. and Vietnamese troops in search of enemy forces reported south of Saigon.

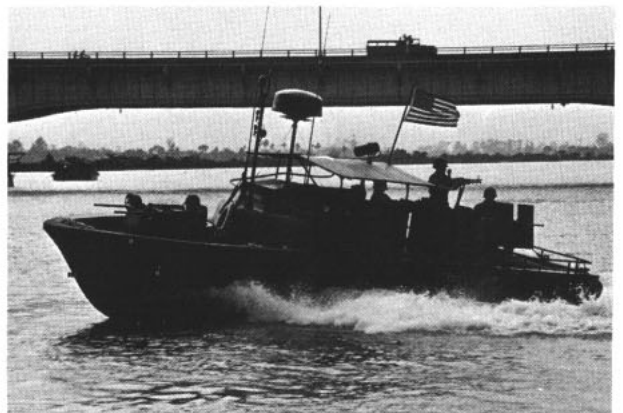
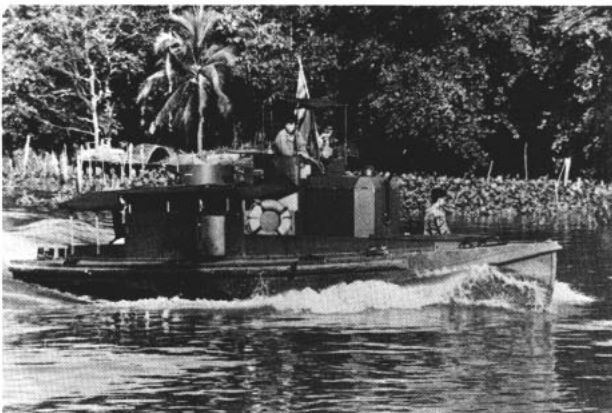
The Regional Force boat companies patrolling in LCVPs—personnel landing craft vehicles—are also operating in the Saigon River. Their patrols are conducted in much the same manner as are U. S. Market Time and Game Warden patrols. River traffic is stopped and searched. IDs of occupants are checked.

In the event added firepower is needed, elements of the Vietnamese Navy's Fleet Command stand ready in the Saigon River shipping channel between the Dong Nai River and the city's docks.

All these units come under the operational control of the Capital Military District Assistance Command, an outgrowth of a general reorganization of forces in Saigon.

—Chan Cochran, RM3, USN.

RAGs AND PBRs—Vietnamese River Assault Group patrols in gunboat. Rt: Navy river patrol boat swings around.



Flatley Award Winners

The 1968 Admiral Flatley Memorial Award winners are *uss Saratoga* (CVA 60), *Bennington* (CVS 20) and *Iwo Jima* (LPH 2). The award is given each fiscal year for superior performance in aviation safety to one CVA, one CVS and one LPH.

Other nominees this year were *uss Constellation* (CVA 64), *Wasp* (CVS 18) and *Boxer* (LPH 4). *Forrestal* (CVA 59), *Hancock* (CVA 19), *Guam* (LPH 9), *Guadalcanal* (LPH 7) and *Princeton* (LPH 5) were ineligible for competition because of the limited number of landings recorded.

All Flatley Award nominees have outstanding safety records, so the final decision often involves other considerations as well. At times, for

example, one ship will have a near perfect record only to be edged out by another ship with an equally good record and more recorded landings.

When the Flatley Award winners were announced, CNO noted that there was a 33 per cent reduction in the carrier landing accident rate for fiscal year 1968 over the previous year.

Each of the Flatley Award winners received a trophy which will be retained on board for one year, then passed on to the 1969 victors. When the trophy is transferred, it is replaced by a replica and a citation from the Chief of Naval Operations.

Subic E&E Shops

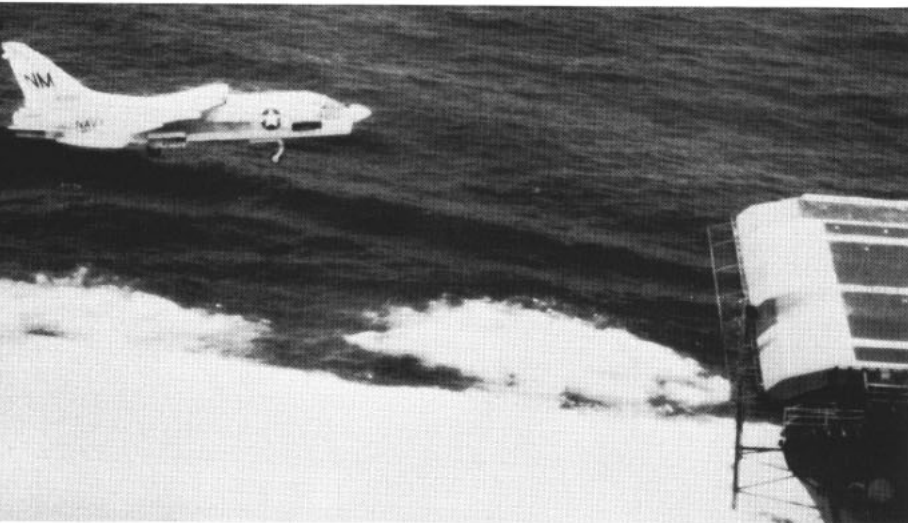
The average home depends upon electricity to keep it running smoothly. But, more demanding of this

power source—even more than the most automatic of homes—are Navy ships.

Electricity aboard ships lights the spaces where work is done. It lights recognition beams on masts. It powers radar, powers sonar, and gives life to the computerized tracking devices that govern both a ship's defense and strike capability. It is the basis of radio communications, perhaps the most necessary factor of a ship's flexibility.

Without electricity, a ship, in every sense of the word, is dead.

Whenever a 7th Fleet ship suffers a major electrical breakdown, therapy is usually administered at the Subic Bay Naval Base by a corps of 550 technicians who make up the Ship Repair Facility Electrical and Electronics (E & E) Group.



HOME SAFE—*Crusader* with stuck landing gear makes barricade arrested landing aboard *Ticonderoga* (CVA 14).



At this primary support center for 7th Fleet units operating in Southeast Asia, about 215 U. S. ships each month require virtually every type of clinical repair and maintenance imaginable. Many of the ills are electrical or electronic in nature and are handled by the respective department within the E & E Group—Shop 51 for electrical problems, and Shop 67 for electronic troubles.

One recent job involved the main service generator aboard a guided missile destroyer.

The two-ton piece of gear, that served as the ship's primary electrical power source, burned out and had to be replaced. Its size and position aboard made it necessary to cut an access hole in the ship's side. Repairmen took out the damaged machinery, installed and tested a new

generator, and resealed the ship's hull.

Although the working spaces were cramped, and the critically stressed hull steel made the work tough and exacting, the E & E Group technicians completed the task in less than a week.

Another big job was the refitting of an LST.

While the ship was operating in the Tonkin Gulf, an engine cooling intake valve ruptured, causing 36 feet of flooding in engineering spaces. All electrical and mechanical equipment, such as electric motors, wiring systems, switches, in the flooded area was fouled. But, with the help of the rest of the Ship Repair Facility, the E & E Group put the ship back on the line in 24 days.

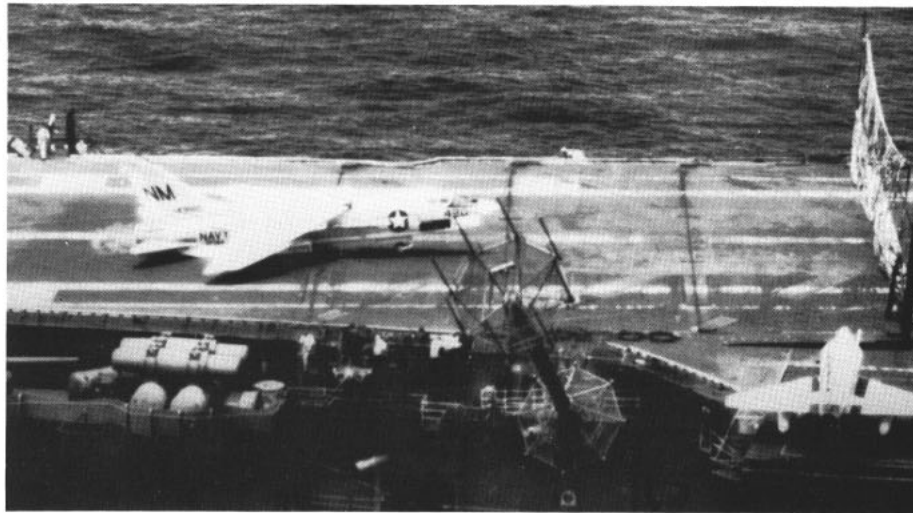
Speed and quality are the working

bywords of the electricians and technicians who put in 13 days' work before taking a day off. Their workday usually lasts 12 hours which they punch on an average of three weeks a month. These long hours are necessary because the Fleet's ships can't afford to be tied up.

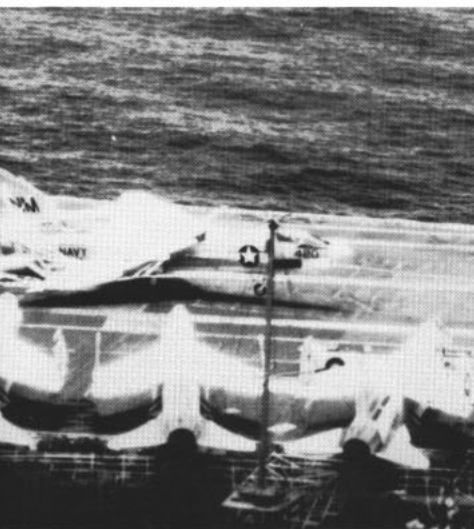
While tall orders like those of the DDG and LST are frequent, they by no means make up the bulk of the E & E jobs.

Shop 51, for instance, wound 4900 electric motors and generators of all sizes, using close to 15 tons of copper wiring in the process. In addition to the rewindings, the shop handles electric battery maintenance and electroplating chores, gyro compass repair and calibration, and mobile radio repair.

Shop 67, on the other hand, is



SEQUENCE photos of LT Richard Nelson's landing taken by LT Wm. Kocar, flying a photo reconnaissance plane.

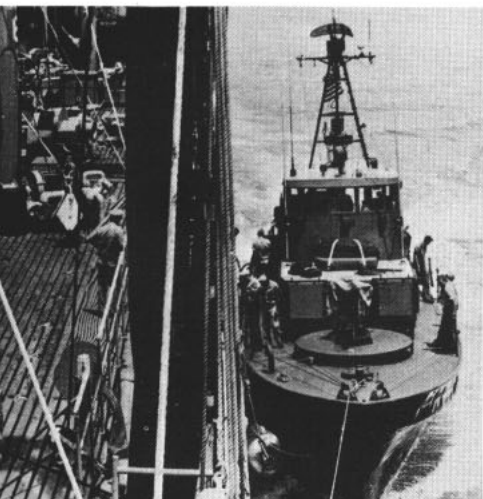




FOR SAVING CHILD—Dona L. Kerr, ENS, is presented the Navy Commendation Medal by CAPT E. F. Higgins, Jr., for saving a small child from choking.

taxed with the care of everything from periscopes and gunsights in the optical shop, to teletypes and adding machines in the main electronics work area. Shipboard timing systems and clocks are also checked and renovated in the shop's watch repair section, while electronic instruments are rebuilt and calibrated, and test meters and gauges are examined in the precision fabrication divisions of the department. The shop, in addition, handles the testing of highly technical navigation and fire control equipment whose accuracies are measured in microseconds.

SMALL CUSTOMER—USS *Chipola* passes fuel and water to Coast Guard cutter *Point Caution* in Tonkin Gulf.



The entire E & E outfit, housed in a specially designed building on Subic's Rivera Point waterfront, is considered by the Group to be the "most modern electrical plant in WestPac — maybe even the finest west of the Mississippi." Few, if any, 7th Fleet ships will argue with this claim.

—Tim Leigh, JO2, USN.

Fuel for the Big and Little

The Fleet oiler USS *Chipola* (AO 63) has a motto which goes "Mobility, Service Support — Anytime, Anywhere." *Chipola's* crew is considering adding another phrase — "For Any Size."

During *Chipola's* recent swing along the South Vietnamese coast and into the Tonkin Gulf, the U. S. Coast Guard cutter *Point Caution* came alongside with requirements for 600 gallons of JP-5 jet fuel for her engines, and 100 gallons of water. *Chipola* obliged, and added some ice cream for the cutter's crew.

While the 82-foot cutter was being refueled and watered, one of *Chipola's* crewmen went aboard and washed her windshield.

Three days later, after traveling 750 miles and refueling 22 ships, the oiler prepared to refuel her next customer, the attack carrier USS *America* (CVA 66). The 1040-foot *America*

required 750,000 gallons of JP-5, and 250,000 gallons of fuel oil. The carrier received her fuel at rates of over 6000 gallons a minute for JP-5 and over 5000 gallons a minute for fuel oil. The replenishment lasted almost three hours. *America* washed her own windshield.

Welcome Home

Navy bands in Pacific and Atlantic home ports have been sharpening up their "Happy Days Are Here Again" in recent months, as ships and crews returned to berth after deployment.

Returning to Pacific coast welcome home ceremonies were the crews of:

- The destroyers USS *Henry B. Wilson* (DDG 7) and *Mullany* (DD 528), to San Diego after duty in WestPac.

During her deployment with the Seventh Fleet, *Henry B. Wilson* fired over 13,500 five-inch shells at enemy targets. She ranged the coastal waters of North and South Vietnam, destroying or damaging numerous enemy artillery sites, waterborne logistics craft, troop concentrations, military storage facilities and truck parks, fortifications and bunkers. The guided missile destroyer was hit by North Vietnamese shore fire, but made temporary repairs at sea and remained in action to complete her mission.

Mullany spent five and one-half months in the Western Pacific, most of it off the coast of Vietnam. Her missions included firing on enemy targets such as ammunition dumps, staging areas, rocket sites and enemy troop concentrations; and serving as aircraft carrier escort.

Both ships participated in Operation Longex, a four-nation maritime exercise involving ships, aircraft and submarines of the U. S., New Zealand, Australian and British navies.

- The attack transport USS *Cavalier* (APA 37), to San Diego after eight months in the Western Pacific.

The ship carried tons of cargo in and out of South Vietnam, and participated in two major amphibious exercises.

Off the coast of South Korea, *Cavalier* served as the attack transport for over 1000 South Korean Marines, and furnished landing craft and personnel for the training of over 200 Korean Navy personnel in

the handling of assault craft during amphibious landings.

She also served as flagship for the Commander of the Amphibious Task Force and the Commander of the Landing Force in Taiwan during an exercise off the coast of Nationalist China.

During the exercise *Cavalier* steamed to Makung in the Pescadores Islands off Taiwan to pick up units of the Chinese First Marine Division who were to be embarked for landings near Kaohsiung. *Cavalier* became the largest U. S. ship to call at Makung since World War II. Her keel cleared the muddy bottom of the small harbor by only six feet in some places.

• The amphibious assault carrier *USS Valley Forge* (LPH 8), to her Long Beach home port after a nine-month deployment to WestPac.

As flagship for the Seventh Fleet's Amphibious Ready Group Bravo, *Valley Forge* spent most of her deployment in the northern coastal waters of Vietnam, while participating in six major operations. *Valley Forge* was engaged in Operation Fortress Ridge, Operation Badger Tooth, Badger Catch I, II, and III, and Operation Swift Saber.

In addition to serving as an operating base for the Marine Special Landing Force, *Valley Forge* played a major role as a medical evacuation ship during combat operations, handling 1163 patients during the deployment.

• Three San Diego-based destroyer-types, *USS Buchanan* (DDG 14), *Uhlmann* (DD 687) and *Floyd B. Parks* (DD 884).

The guided missile destroyer *Buchanan* was primarily engaged in Operation Sea Dragon, the interdiction activity, but her duties also included gunfire support for allied forces. She shelled surface-to-air missile sites, ammunition storage areas, enemy staging areas, and other military targets ashore.

Uhlmann and *Floyd B. Parks* were also kept busy with gunfire support missions. *Uhlmann* gained particular respect during this tour by employing a method of gun control whereby two targets were brought under fire simultaneously.

The two ships also accompanied aircraft carriers, protecting them from possible attack and acting as plane guards.

• The attack carrier *USS Ticonderoga* (CVA 14), to San Diego after



What Is It?

PUSH BOAT from Subic's Ship Repair Facility maneuvers minesweeper *USS Guide* (MSO 447) past the wing gate of a drydock.

seven and one-half months in WestPac.

During her deployment, *Tico* made more than 16,500 catapult shots from her flight deck. She twice launched more than 170 aircraft in one day, and on one occasion launched 20 A-4 *Skyhawks* in seven minutes, 55 seconds, an average of one every 24 seconds.

Destroyed or damaged by *Tico* pilots during her tour were 107 communist trucks, 119 bridges, 424 barges, 28 radar sites, 101 anti-aircraft artillery sites, 14 ferries, 80 bunkers, 26 rocket and mortar positions, and seven surface-to-air missile sites.

Ticonderoga spent 183 days at sea during the deployment, steamed over 77,000 miles, and replenished 147 times, averaging an hour and 30

minutes a day alongside the replenishment ships.

Most of the carrier's tour was spent on Yankee Station off the coast of North Vietnam.

• The nine ships of Destroyer Squadron Nine returned to Long Beach after two years of service in the Western Pacific, where they were homeported at an overseas base.

The destroyers are *USS Reeves* (DLG 24), *Mansfield* (DD 728), *Theodore E. Chandler* (DD 717), *DeHaven* (DD 727), *Collett* (DD 730), *Blue* (DD 744), *Hollister* (DD 788), *Ozbourn* (DD 846), and *Higbee* (DD 806).

Returning to Atlantic coast home ports were:

• The antisubmarine warfare carrier *USS Essex* (CVS 9), to Quonset Point, R. I., after a four-month de-

IGLOO AIRMAIL—Truck with special ramp unloads igloo containers from airliner at Da Nang. Mail for Navy men in area fills two five-ton trucks each run.



ployment to the Mediterranean and Northern Europe.

The training and goodwill cruise took the carrier nearly 23,000 miles and to six countries. She visited Naples, Italy; Golfe Juan, France; Valletta, Malta; Rotterdam, The Netherlands; Portsmouth, England; and Hamburg, Germany.

•The tank landing ship *uss Walworth County* (LST 1164), after a five-month deployment to the Mediterranean. *Walworth County* was engaged in several Sixth Fleet amphibious operations and participated in four amphibious landings. Her liberty ports included Rota, Spain; Toulon, France; and Naples and La Spezia, Italy.

•The Norfolk-based destroyer *uss DuPont* (DD 941), following a six-month tour of duty in the Gulf of Tonkin.

DuPont spent more than 75 days on the Vietnam gunline providing naval gunfire support for various U. S. and allied operations in the Northern I Corps Zone of South Vietnam. She poured over 20,000 rounds from her 5-inch guns on targets in North and South Vietnam.

Primarily in response to calls for fire from the Third Marine Division and 12th Marine Regiment at Gio Linh, *DuPont* compiled a large list of enemy positions damaged or destroyed. Targets hit included North Vietnamese artillery sites and infil-

tration routes, Viet Cong and North Vietnamese troop concentrations and storage areas, and numerous other enemy positions.

Her coverage resulted in 354 buildings damaged or destroyed, 22 known enemy troops killed in action, 43 secondary explosions, and innumerable artillery sites silenced and troops dispersed.

On several firing missions *Du Pont* found herself the target of North Vietnamese guns. Once, enemy gunners zeroed in on an accompanying sister ship, *uss Robison* (DDG 12). *DuPont* immediately commenced fire on the enemy shore batteries. As *Robison* maneuvered to seaward, the North Vietnamese guns shifted heavy fire to *DuPont*, scoring one hit. One man was killed and eight others wounded.

•Six Norfolk-based amphibious ships, after a four-and-one-half-month deployment to the Mediterranean.

The ships are the attack transports *uss Cambria* (APA 36) and *Rockbridge* (APA 228), the attack cargo ship *Uvalde* (AKA 88), the dock landing ships *Casa Grande* (LSD 13) and *Shadwell* (LSD 15), and the tank landing ship *Terrebonne Parish* (LST 1156).

During the deployment, the ships participated in three amphibious exercises, the Sixth Fleet Anniversary Parade, and conducted port visits to Malta, Turkey, France, and Italy.

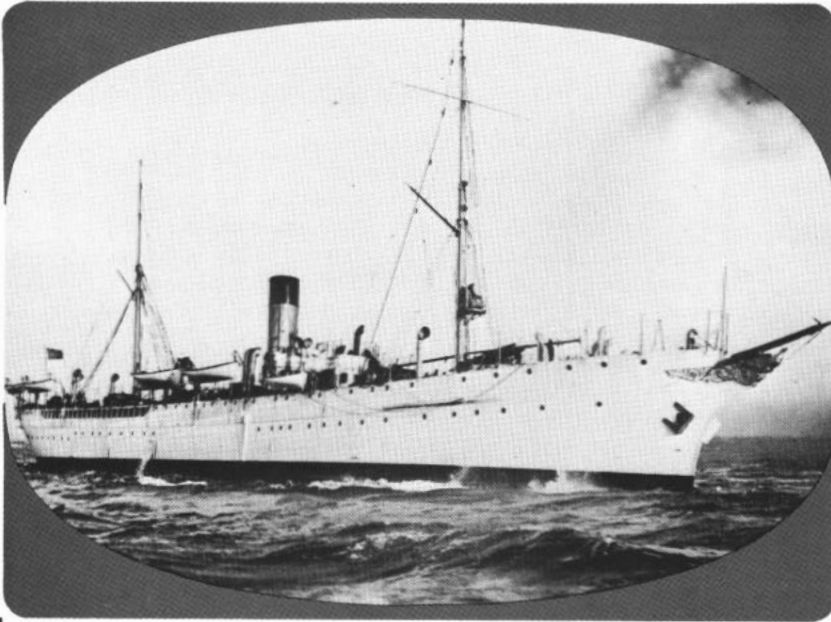
•The Destroyer Division 42 ships *uss Cone* (DD 866), *Dewey* (DLG 14), *James C. Owens* (DD 776), and *Johnston* (DD 821), following a seven-month deployment to West-Pac.

While in Vietnamese waters, DesDiv 42 ships fired 31,000 rounds of ammunition in naval gunfire support missions. Gun damage assessment by spotters totaled 135 bunkers and fortifications destroyed, more than 468 structures destroyed or damaged, five sampans sunk, three bridges damaged and miles of supply and escape routes interdicted.

Dewey is homeported in Norfolk, the remainder of DesDiv 42 in Charleston.

On His Way Up

Chances for advancement in rating or promotion to an officer grade probably are the same at NAS Atsugi, Japan, as almost any place else in the Navy. However, at least one



NAVY'S PHOTO ALBUM

USS RAINBOW, an early submarine tender, was purchased by the United States during the Spanish-American War. Formerly a merchant ship constructed at Sunderland, England, *Rainbow* was 351 feet, 10 inches long and 41 feet wide at the beam. She carried 299 crewmembers and registered a speed of 12 knots. After being fitted out at New York, she was transferred to the Asiatic Fleet following commissioning ceremonies on 2 Dec 1901. She remained in those waters for 12 years making port calls and protecting U. S. interests against periodic turmoil in that part of the world. A highlight of her career came in late fall of 1907 when she carried then Secretary of War (later 27th President) William Howard Taft on a goodwill tour to Vladivostok, Siberia (USSR). *Rainbow* was placed out of commission in 1914, but then recommissioned in reserve as a receiving ship at San Francisco in 1916. Her final commissioned service began in 1918 and extended to 11 Jul 1925 during which time she operated as a convoy ship, transport vessel and mother ship for submarines in the area of the Philippines. The sleek looking *Rainbow* was decommissioned for the last time in 1928 at the Philadelphia Navy Yard.

Navyman finds this hard to believe.

Ensign Henrik V. Petersen first reported to Atsugi as a seaman in June 1961. During the next seven years he advanced to 1st Class, and last August received a commission in the Medical Service Corps.

ENS Petersen served at Atsugi until April 1963, then returned for a second tour in August 1964. He found the atmosphere conducive to study.

After receiving thumbs up from an officer candidate interview board, he took exams which included the Officer Selection Battery plus a professional examination geared to medical administration and naval orientation. He scored high on both, and his record went before a selection board in Washington, D. C.

Before the board adjourned, Petersen was one of 30 primary candidates picked for commissions. There had been 430 under consideration.

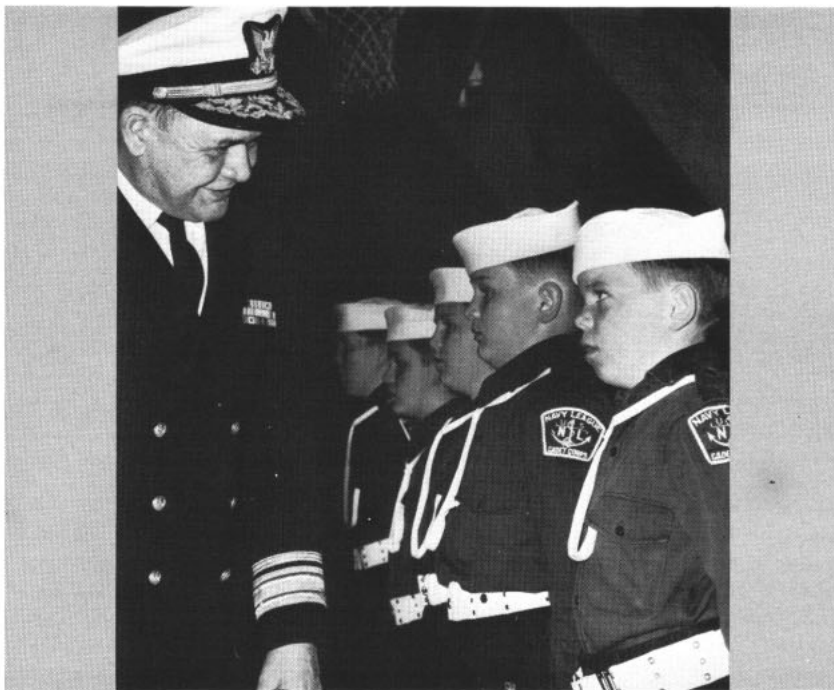
The ensign's promotion history is part of the testimony to his man-on-the-way-up status. He is a recognized good guy.

A native of Denmark, ENS Petersen first set foot on American soil in March 1958. He received a Freedoms Foundation award in 1966, was "Man of the Quarter" in NAS Atsugi's medical department earlier this year, and made the honor roll of the University of Maryland extension program at Camp Zama. In Atsugi last March, he was recognized as "Outstanding Young Man of America."

NX Opening in Lone Star State

The opening of a Navy exchange isn't necessarily unusual but—Texas style, and with cowgirls?

TEXAS STYLE—Henry Daboub, AET2, receives door prize ticket as NAS Dallas Navy exchange holds grand opening.



FIRST INSPECTION

The exchange replaced a facility which had been serving NAS Dallas for the past 27 years.

The new building has 14,000 square feet of floor space—more than four times that of the original exchange—and its decor and merchandise compare favorably with the downtown stores.

Cowgirls and other Texas hijinx notwithstanding, the exchange was opened in true nautical style by none other than David Crockett, Captain, USN.

Good Day for Groundbreaking

It was a brisk 40 degrees Fahrenheit, more or less, typical of early

September in Keflavik, Iceland. Captain Ralph W. Hart, Commanding Officer of the U. S. Naval Station, found it ideal for the groundbreaking which started construction of 140 new base housing units.

CAPT Hart removed his bridge coat, took a shovel from an aide, and with ah-one, ah-two, ah-three-count motion, dug a hole that by next November will be covered by one of seven 2- and 3-story buildings.

The new units will accommodate 44 officer and 96 enlisted families. They will be constructed of reinforced and precast concrete, and will be topped with wood frame roofs.

They will be well-heated.



THE BULLETIN BOARD

30,000 Naval Reservists to Get Early Release from Active Duty

THE EARLY RELEASE of "two-by-six" Naval Reservists from active duty will mean a saving of approximately \$48 million to the Navy.

Normally, Reservists in the two-by-six program serve two years on active duty during a six-year enlistment in the Naval Reserve. However, some 30,000 Reservists are being released to inactive duty from six months to one year early under authorization of AlNav 47. The action is part of the Navy's effort to reduce spending in fiscal year 1969 in accordance with the Revenue and Expenditure Control Act of 1968.

On 1 October the Navy began releasing eligible Reservists who had completed 18 months of active duty. In November, those who had completed 15 months of active duty were scheduled for release. By 31 December, eligible men who have completed 12 months' active duty will be released.

Because of the need for personnel in some areas and skills, and the costs involved in transportation and replacement of individuals who are overseas, the early-out policy will not immediately apply to all Reservists on active duty. The exceptions in-

clude the following individuals:

- Reservists not included in the two-by-six category.
- Those attached to units of the Sixth and Seventh Fleets or deploying with such units before completing the time-on-active-duty requirements for early release.
- Reservists in a medical status, or disciplinary status.
- Those serving in-country in the Republic of Vietnam.
- Individuals with an active duty agreement of more than two years.
- Men who enlist in the Regular Navy.
- Reservists in the hospital corpsman rating.

Those Reservists who would otherwise have been eligible and who completed the time-on-active-duty requirements for early release between 1 October and 31 December—but who were assigned to Sixth or Seventh Fleet units; in a medical or disciplinary status; or in-country in Vietnam at the time—will be released when they complete such service.

Except for these instances, plans for other releases after 31 December had not been announced when this issue went to press.

About two-thirds of the Reservists being released early are in the non-rated category.

The individuals who are released in this action will be subject to recall only under the same circumstances as those two-by-six Reservists who have completed their two years of active duty. They will also be eligible for whatever veterans' rights and benefits they have earned on active duty.

The program will result in a decrease of the Navy's enlisted strength to about 660,000 by the end of December. However, the total is expected to increase gradually to the authorized level of 688,297 by the end of the fiscal year.

Paging Doctor Tracy, Paging Chief Tracy

When his friends write a letter to Senior Chief Hospital Corpsman Keith M. Tracy, they can now use the salutation "Dr. Tracy"—and mean it.

Chief Tracy recently received his Ph.D. in Educational Administration from the University of Utah. (See inside front cover.)

As a result of his scholastic achievement while serving on active duty in the Navy and studying part-time at Utah for his Master of Science degree, the University had offered him a fellowship to study for his doctorate. He earned his doctorate, also in an active duty status, while assigned to the University's Naval Science Department.

Chief Tracy's outstanding scholastic record is all the more remarkable when one considers that he had no high school diploma when he entered the Navy during World War II.

He was born in Peoria, Ill., in 1926, and was graduated from Peoria Central High School while on active duty in June 1944.

A veteran of 16 years' naval service, he first served aboard a carrier with an air group, then was trained in underwater demolition. He subsequently joined UDT Team

24, and later Team 21 during Pacific engagements. At the end of World War II, he was with Team 24, with the Third Fleet in Tokyo Bay. He returned home in June 1946. At this time he was discharged from the Navy, and earned his first degree at the University of Delaware, studying under the G.I. Bill.

Returning to the Navy in January 1954, he again served with UDT teams and in a variety of ships and stations, and attended several naval schools, culminating in assignments as an Independent Duty Medical Department Representative aboard three submarines.

When he was ordered ashore to the 21st Rifle Company, U. S. Marine Corps Reserve, Ft. Douglas, Utah, as Medical Department Representative, he began postgraduate work and majored in Education Administration. He received his M. S. Degree from the University of Utah in August 1966.

His doctoral dissertation covered the Selective Service history and status of men in the state of Utah.

Chief/Dr. Tracy is probably the only CPO on active duty with this dual title. The Navy is planning to utilize his training in the field of educational administration.

Eligibility for VRB as NESEP Student Varies With Circumstances

You are not eligible for a variable reenlistment bonus if you apply for the Navy Enlisted Scientific Education Program and then reenlist solely for the purpose of meeting NESEP obligated service requirements.

However, under certain circumstances, you may extend your enlistment for NESEP and continue to draw VRB installments that were part of your current enlistment contract.

This distinction with regard to VRB entitlement might be misunderstood by NESEP applicants.

Program coordinators in BuPers explain that if you are selected for NESEP, you must have a six-year obligation before you enter college. You either reenlist in the Regular Navy for six years, or, if you have two or more years remaining on your current contract, you may extend your enlistment up to four years.

- If you reenlist at completion of NESEP prep school, you are not entitled to a VRB because you are reenlisting for NESEP, not for service in a rating on which a VRB is based.

- If you extend to meet NESEP obligated service, you may continue to receive any annual VRB installments the Navy owes you under portions of your current contract. It is assumed the VRB was one of the reasons you reenlisted under that contract. Of course, you would not receive a VRB for the period of the extension.

Here are some other relevant points:

- If you reenlist after you apply but before you are selected for NESEP, any VRB will be held in abeyance. If it turns out you are not selected for NESEP, you draw the VRB if otherwise eligible.

- You may extend your enlistment for as many as four years to meet NESEP obligated service requirements.

- A VRB may not be paid for an extension required to meet an initial obligated service requirement for prep school. (You attend prep school before you are finally selected for a NESEP college. You must have sufficient obligated service to complete at least one year of active duty following prep school.)

- A VRB may not be paid for an

About Those Extra Copies of the Educational Issue You Were Asking For . . .

What do you need to know about educational opportunities in the Navy?

If you're an educational services officer, you need to know just about everything there is to know about this subject. If you are a career counselor, you have to sell it. If you are ready to leave the service, you'll want to know about veterans' educational benefits. Or, if you are a Navyman who wants to get ahead, there's much you need to know about education in the Navy.

We've got the educational facts for you.

Because of the demand from the Fleet, the special issue of ALL HANDS concerning educational opportunities in the Navy (December 1967) has been reprinted, and copies are now available.

Educational services officers, career counselors, recruiters, and those involved in Project Transition may order copies for their command or activity by submitting a MilStrip Requisition (DD Form 1348) to Naval Publications and Forms Center, 5801 Tabor Ave., Philadelphia, Pa. 19120.

The correct identification to be used in ordering additional copies of the reprint is: Cog I Stock No. 0506-038-2000.

Individuals who desire personal copies should see their educational services officer. NOTE: Do not submit requests to ALL HANDS. The reprints are NOT available from ALL HANDS magazine's editorial office.

For those of you who did not see the December 1967 issue of ALL HANDS, here is a list of the articles it contains:

- *The A, B, C's of Navy Knowledge: BuPers and Functional Schools*
- *Sea School—A Sampling (activities of the educational services office)*
- *Here's How to Be a STAR in the Navy (Selective Training and Retention Program)*
- *PACE-Setters — Navy's Floating Colleges (Program for Afloat College Education)*
- *NESEP: A Scientific College Education through the Navy*
- *Learn a Language — On-the-job (Schools, Courses and Texts Available)*
- *Instructors for Hire*
- *GED — What Do You Know?*
- *Junior College, Via ADCOP (Associate Degree Completion Program)*
- *Financing Your Education: Tuition Aid and the Cold War G. I. Bill*
- *Enlisted Correspondence Courses — Self-Study Program*
- *USAFI At Your Service*
- *Have You Checked the SCORE Program? (Selective Conversion and Retention Program)*
- *Books: For Pleasure and Knowledge (Navy Libraries Afloat and Ashore)*
- *The Great Opportunity: The Naval Academy*
- *NROTC: College and a Commission*
- *Correspondence Courses for Naval Officers*
- *OCS: School for New Naval Officers*
- *NPGS: Postgraduate School*
- *The Naval War College*
- *Additional Opportunities for Senior Officers — 'Think Tanks'*
- *Naval Officers Study in Foreign Institutions*
- *Where to Look for Information on Education (a list of references)*

extension required after the second year of college. (After your second year in school, you must agree to extend for two additional years, thus retaining a six-year obligation.)

These same general provisions on VRB entitlement are written into most enlisted-to-commission pro-

grams. Therefore, if you serve in a rating to which a VRB is payable, keep them in mind when you apply for any program such as NESEP.

Additional details on NESEP are contained in BuPers Inst. 1510.69 series (and in ALL HANDS issues of August and September 1968).

Revision in Pro Pay Program

FORTY-FIVE critical NEC code skills now are higher on the list of proficiency pay award levels after an amendment to the basic pro pay directive.

As announced in BuPers Notice 1430 (26 Aug 1968), 39 pro pay skills in 10 ratings have been advanced from monthly awards of P-2 \$75 to P-3 \$100, and six skills in four ratings from P-1 \$50 to P-2 \$75. The higher amounts were effective 1 Sep 1968.

In another special pay category, BuPers Notice 1133 (26 Aug 1968) announced that career manning levels have gone over 100 per cent in the missile technician rating and in nine skill categories of the hospital corpsman rating. Therefore, the MT rating and nine HM skills must be removed from the list of those eligible for a variable reenlistment bonus, contained in BuPers Inst. 1133.18 series.

The VRB change takes effect 1 Jan 1969. In the meantime, a variable bonus may not be paid to those in the MT rating and HM skills who seek early discharge with a view toward immediate reenlistment to beat the 1 January cutoff.

The HM skills being removed from the eligible list are: NEC 8404, Medical Field Service Technician; 8405, Advanced General Service Technician; 8409, Aviation Physiology Technician; 8413, Tissue Culture Technician; 8417, Clinical Laboratory Technician; 8483, Operating Room Technician; 8484, Eye, Ear, Nose and Throat Technician; 8488, Orthopedic Appliance Technician; 8489, Orthopedic Cast Room Technician.

Meanwhile, the pro pay amendment was good news for those who now receive an extra \$25 monthly. (A list of pro pay skills begins in the box at right.) With the exception of the 45 higher award levels announced in the BuPers notice, the program is the same as the fiscal 1969 version described in BuPers Inst. 1430.12H.

To review, pro pay is career incentive pay awarded (in addition to basic pay) to those in ratings and skills in which large amounts of Navy training money have been invested, and in which shortages exist.

Most awards are in the Specialty Pay category, based on NEC code skills. Those in designated critical skills who are otherwise eligible and recommended may draw monthly awards of P-1 \$50, P-2 \$75 or P-3 \$100.

A second pro pay category, Superior Performance, permits awards of \$30 monthly under certain conditions to recruit company commanders, recruit canvassers and evasion and escape technicians.

Source ratings for Specialty Pay do not in themselves qualify Navy-men for pro pay. Certain NECs have more than one eligible source rating, and if you are in one of these, you establish pro pay eligibility by serving in a billet identified with the corresponding authorized NEC.

In the listing which follows, some NECs are listed as three digits, followed by "X", such as 031X, or are listed as two digits, followed by "XX", such as 16XX.

If your rating series NEC begins with the first three digits, except as noted, you maintain award eligibility as long as you serve in the NEC billet identified by the same first three digits, regardless of the last digit.

Likewise, if you're assigned an NEC beginning with the first two digits, you maintain award eligibility while serving in the NEC billet identified by the same first two digits.

Here, then, are ratings and NEC codes eligible for pro pay (Specialty) under the fiscal 1969 program, as modified by BuPers Notice 1430 (26 Aug 1968). Note that rating conversion codes ending with "99" are not authorized for Specialty Pay. Applicable NEC codes are marked with one asterisk.

Two asterisks designate NECs ST-0417, 0418 and 0419, which were disestablished on 1 Jul 1968. Until appropriate billets are recoded, men who have NECs ST-0452, 0453 or 0454, may fill the billets and draw pro pay.

Three asterisks show NEC ST-047X, also disestablished on 1 July. Until these billets are recoded, NEC ST-043X personnel may work the billets and draw the pro pay if otherwise eligible.

P-1 \$50

Rating	Skill
AV	Avionics Technician
AQ	Aviation Fire Control Technician
AT	Aviation Electronics Technician
FT	Fire Control Technician
GMT	Gunner's Mate Technician
MT	Missile Technician
ST	Sonar Technician

NEC Code	Eligible Ratings
RD-031X (Less 0312)	RD
TM-0718	TM
RM-234X	RM, CT
*RM-239X	RM
IC-4722	IC, EM
IC-4724	IC

P-2 \$75

Rating	Skill
AX	Aviation Antisubmarine Warfare Technician
AV	Avionics Technician (Former AX personnel only)
AW	Aviation Antisubmarine Warfare Operator
DS	Data Systems Technician
ET	Electronics Technician

NEC Code	Eligible Ratings
RD-0318	RD
RD-0319	RD
RD-0333	RD, AT
RD-0335	RD
ST-0424	ST
ST-0426	ST
***ST-043X/ST-047X	ST
ST-048X	ST
*ST-049X	ST
TM-0721	TM
TM-0745	TM
GM-0873	GM
GM-0891	GM
GM-098X	GM
*GM-099X	GM
FT-111X (Less 1114, 1117)	FT
FT-1126	FT
FT-1128	FT
FT-1135	FT
FT-114X (Less 1146)	FT
FT-116X	FT
FT-117X	FT
FT-118X	FT
*FT-119X	FT
ET-154X	ET, RM, CT, AT
RM-2314	RM, CT
RM-2315	RM, CT
RM-2333	RM
RM-2392	RM
RM-2393	RM
CT-2401	CT
CT-2403	CT
CT-2405	CT
CT-2406	CT
DP-272X	DP
DP-277X	DP

ADCOP Offers Junior College

IN RECENT YEARS, the Navy has put considerable effort into making an enlisted Navy career more attractive. One of the more tangible results of this effort is the Associate Degree Completion Program, or ADCOP.

ADCOP offers the opportunity for highly motivated career petty officers to enroll in junior college, and often an associate of science-arts degree in various vocational and technical fields.

The fiscal year 1969 ADCOP class will consist of 120 students. Plans are to increase this number in future years.

To qualify for ADCOP, you must be a petty officer second class or above, in the Regular Navy, and have completed at least one regular enlistment. You also must have completed at least seven years of continuous active naval service as of 1 November of the fiscal year for which you apply. That is, as of 1 Nov 1969 for ADCOP classes commencing in September 1969 and February 1970.

Also as of 1 November, you must not have any remaining service obligation which was contracted under an enlistment incentive program such as STAR, SCORE, School assignment or Nuclear Power Training.

You must be a graduate of an accredited high school, or have completed three years of high school and possess a GED equivalency certificate or diploma issued by a state department of education or an authorized high school. Your average score for all the GED test areas must be in the upper 50th percentile.

Additional education must include one of the following:

- Navy class A and B schools, or
- At least 12 transferable college credits (preferably earned through in-service programs such as PACE, USAFI, Tuition Aid, In-Service GI Bill), or
- A combination of Navy class A, B or C schools totaling at least 24 weeks of classroom training, or
- Navy class A school, plus at least six transferable college credits, or
- Navy class B school, plus at least six transferable college credits.

Note that a college level general examination cannot be substituted for college credits. However, if you have passed this examination in addition to meeting the above educational requirements, this will be weighed along with other criteria during the selection process.

To be eligible for ADCOP consideration, you must have no court-martial conviction, civil court conviction for any offense other than minor traffic violations, or more than two nonjudicial punishments during the two years before the date of your application. You must maintain this record up through entrance into ADCOP and while at the junior college. Failure to do so will result in disenrollment.

You must be a citizen of the United States.

You may be married or single (both men and women are eligible).

There is no minimum age requirement. However, you must not be more than 39 years old as of 1 November of the fiscal year for which you apply.

Applications for ADCOP must be completed and forwarded via your commanding officer to the Chief of Naval Personnel (Pers-B2212) to arrive by 31 March.

The ADCOP selection board will convene annually in May to consider the applicants for entrance into the program in the coming fiscal year. The list of selectees will be published in a BuPers Notice during June. Selectees will not normally be given a choice of class convening dates, unless urgent conditions exist which would require special attention. The choice of college indicated by each selectee in his ADCOP application will receive every consideration, but assignment to a preferred college cannot be guaranteed.

Selection of ADCOP students is based upon information contained in the application, and the applicant's Bureau-held duplicate service jacket. When the selection process is completed, applications will be filed in the individual's duplicate service jacket.

The Chief of Naval Personnel will notify candidates of their selection by letter. Before transfer to the pros-

334X TM
3391 CE, EO, CM, SW,
UT, HM

EN-4356 EN, MM
IC-4737 IC
AQ-794X AQ
AQ-796X AQ, AT
AQ-7973 AQ, AT
8394 EN, ET, AT, AD

P-3 \$100

NEC Code Eligible Ratings

ST-0423	ST
ST-0427	ST
*ST-0452/ST-0417	ST
**ST-0453/ST-0418	ST
**ST-0454/ST-0419	ST
ST-0471	ST
ST-0474	ST
ST-0475	ST
ST-0476	ST
ST-0478	ST
ST-0479	ST
ST-048X (Less 0487, 0489)	ST
*ST-049X (Less 0494, 0495)	ST
TM-0719	TM, MT
TM-0746	TM
TM-0747	TM
TM-0748	TM
TM-0749	TM
GM-0984	GM
FT-1119	FT
FT-1137	FT
FT-1139	FT
FT-1144	FT
FT-115X	FT
FT-1164	FT
FT-1172	FT
FT-1173	FT
FT-1175	FT
FT-1192	FT
FT-1193	FT
MT-1317	MT, ET, FT, IC
1539	ET, RM, CT
1541	ET, RM, CT, AT
1542	ET, RM, CT, AT
1545	ET, RM, CT, AT
1548	ET, RM, CT, AT
*DS-16XX	DS
DP-2721	DP
DP-2722	DP
DP-2725	DP
DP-2726	DP
DP-2727	DP
330X	FT
331X	MT
332X	ET
333X	ET
335X (Less 3359)	EN, EM, ET, IC
338X (Less 3389)	BT, EM, EN, ET, IC, MM
AQ-7961	AQ, AT
AQ-7962	AQ, AT
AQ-7963	AQ, AT
AQ-7964	AQ, AT
AQ-7971	AQ, AT
AQ-7972	AQ, AT

pective junior college, each ADCOP student must reenlist or extend his enlistment to have at least six years of obligated service from 1 September or 1 February, depending on his class convening date.

Selectees will matriculate in September and February of each fiscal year. The three colleges now participating in the ADCOP program are Mount San Antonio College, Walnut, Calif.; Palomar College, San Marcos, Calif.; and Pensacola Junior College, Pensacola, Fla.

At the discretion of the individual colleges, ADCOP students may be accorded advanced standing when they enroll. Advanced standing would be based on accreditation of Navy A, B or C schooling as college work, or on transferable college credits.

As in other Navy college programs, ADCOP students attend school year-round, including summer months. For this reason, and because of possible advanced standing, ADCOP students usually complete the requirements for the associate degree in less than two years.

A Navy representative at each junior college, along with the college's counseling staff, will help ADCOP students plan courses and arrange for transfer of prior college credits. A student must pursue a field of study which is closely related to his rating, and which will improve his proficiency in that rating. Typical areas of concentration are engineering, applied mechanics, drafting, electronics, data processing, business administration, industrial management, marketing, purchasing, medical and dental.

ADCOP selectees are ordered to school on a permanent change-of-station basis, and report to a local Navy command for military administrative purposes before registering. Provision is made for dependent travel. Students receive full pay and allowances for shore duty, and are permitted to compete for advancement in rating. They are not, however, eligible for proficiency pay.

All educational expenses are paid by the Navy, but subsistence and housing costs are paid by the student from his salary and allowances. College housing may be available, according to each college's policy.

Students are under the military

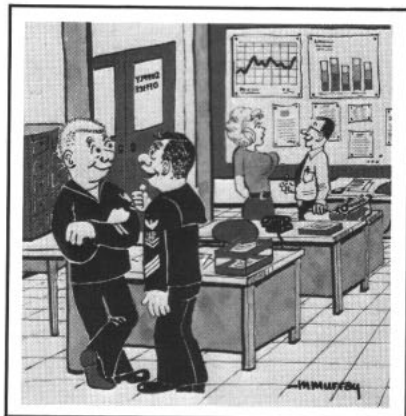
control of the local Navy activity but no military duties will be assigned to them. Petty officers are permitted to wear appropriate civilian attire to class, but must wear their uniform one schoolday a week. Except for emergencies, leave will not be granted during the academic year. There is, however, ample respite from academic demands provided in the form of liberty on normal holiday vacations and semester breaks, and leave may be taken during these periods if desired.

Petty officers selected for ADCOP must obligate for at least six years of active service from 1 September or 1 February of the year for which selected, depending on which month they enter school. This obligated service is incurred in exchange for the opportunity to pursue the associate degree. There is no relationship between the amount of obligated service required, and the number of months of actual attendance at school. The junior college will be attended during the first year to two years of the six-year obligation. In cases where Fleet Reserve transfer eligibility would occur during the six years of obligated service, students must agree to remain on active duty for the full six-year period.

Personnel who have executed extension agreements for ADCOP and are disenrolled from junior college will be required to serve all or part of the extension, in accordance with the provisions of the *BuPers Manual* and the *Transfer Manual*.

Since ADCOP is specifically intended as an enhancement of the enlisted career, petty officers who

Melville C. Murray, LCDR, USNR



"Oh, that's Miss Lisowski, the office secretary. She's a GS-38 . . . I mean 3."

are selected for the warrant officer program, or for any program leading to commissioned status, will become ineligible for ADCOP, and will not be considered by the ADCOP selection board.

It should be noted that successful completion of junior college under this program would increase one's chances of selection in subsequent application for officer programs.

Graduates of ADCOP junior colleges will be assigned to duty which is consistent with past duty assignments and previous training. The time spent in ADCOP junior college is considered neutral time for sea-shore rotation purposes. Personnel Seavey eligible before ADCOP enrollment maintain their Seavey eligibility.

For more information on the ADCOP program, see BuPers Inst. 1510.107.

Dolphin Scholarships

College-bound children of U. S. Navy submariners have, since 1960, benefited from the Dolphin Scholarship Foundation awards and this year was no exception. Ten high school graduates received \$700 Dolphin scholarships which could be applied to student expenses at any accredited college or university the recipient chooses.

To be eligible, candidates must be sons or daughters (natural, adopted or stepchildren) of members or former members of the submarine forces, living or deceased, who have: (1) qualified in submarines; (2) served in the submarine force for at least five years after qualification; or (3) served in submarine support activities for a minimum of six years (submarine bases, submarine tenders, submarine rescue vessels). This scholarship is supported by submariners' contributions as well as those by other individuals, women's organizations and business firms.

This year's winners were chosen by a board of Reserve officers who are active in the education field. The awards, based on scholarship, proficiency, character, all-around ability and financial need, were awarded to the following students:

Leslie Ann Taylor, daughter of Lieutenant Commander, USN (Ret),

and Mrs. E. A. Taylor; Lesley Thomas Deen, son of Chief Petty Officer, USN (Ret). and Mrs. O. L. Deen; Karen Lee Haas, daughter of Chief Petty Officer, USN, and Mrs. R. J. Haas; Estrella Marie Tamayo, daughter of Chief Petty Officer, USN, and Mrs. R. L. S. Tamayo; Kimberly Ann Kimmons, daughter of Lieutenant, USN, and Mrs. C. E. Kimmons; David Joseph Prebich, son of Chief Petty Officer, USN (Ret), and Mrs. Michael Prebich; Susan Lynn Jacobs, daughter of Chief Petty Officer, USN, and Mrs. C. W. Jacobs; Marie Patrice Millis, daughter of Chief Petty Officer, USN (Ret), and Mrs. R. A. Millis; Barbara Jean Resch, daughter of Commander, USN, and Mrs. Earl Resch; and Cynthia Anne Clifford, daughter of Captain, USN, and Mrs. F. F. Clifford, Jr.

The Dolphin Scholarship Foundation has also been named trustee of a memorial scholarship established in memory of the officers and men lost last May in USS *Scorpion* (SSN 589). Proceeds from the fund are earmarked for the sons and daughters of the officers and men of *Scorpion's* crew.

Contributions to either the Dolphin or the Scorpion Memorial Funds may be mailed to the Dolphin Scholarship Foundation, 413 Dillingham Boulevard, U. S. Naval Station, Norfolk, Va. 23511. Checks should be made payable to the Dolphin Scholarship Foundation or to the Scorpion Memorial, c/o Dolphin Scholarship Foundation.

Dollar Limitation to Be Placed on Tuition Aid

A recent review of the Tuition Aid Program showed that there is wide variation between tuition aid being provided to the Navy's off-duty students. Costs range from \$5 to \$20 per credit hour at some colleges, but others charge as high as \$60 a credit hour.

During fiscal year 1968, the Navy paid 75 per cent of tuition costs, regardless of the total cost.

So that the limited tuition aid funds available for fiscal year 1969 may be distributed on the most equitable basis, the rules have been changed to include a dollar cost limitation.

The Navy will now pay 75 per

More Authority for E8s, E9s

To give master and senior chiefs the responsibility their rate deserves, commanding officers have been encouraged to authorize them to perform the following functions:

- Certify documents for various administrative purposes.
- Sign orders for personnel transfer, leave, liberty and service record entries. They may also be authorized to initial facsimile signatures of officers for such purposes.

- Process advancement in rating examinations for Navymen in pay grades E-6 and below.

- Perform collateral duties normally assigned to junior officers. These would include acting as education services advisor, lay leader, library advisor, athletic advisor, safe driving advisor, civil readjustment advisor, career counselor and Project Transition advisor.

These changes in the administrative responsibility of master and senior chief petty officers were made in BuPers Notice 5200 of 20 Aug 1968.

cent of tuition costs, not to exceed:

- \$45 per student in any one term if the school operates on a semester-hour basis.
- \$30 per student in any one

James Richard Branum, CTC, USN



"My goodness, Seaman Apprentice Philbrick, you have accidentally dragged that incredibly soiled swab across my immaculately spit-shined shoes!"

term if the school operates on a quarter-hour basis.

- \$45 per Carnegie Unit for high school courses.

Also, the Navy will subsidize no more than seven semester hours in any semester, seven quarter hours in any quarter, or two Carnegie Units in any academic year.

First priority for tuition aid will be given to career-designated Navy-men who are not eligible for in-service educational allowances under the Cold War GI Bill.

Breast Insignia, Brown Shoes and Hats Affected By Changes in Uniform Regs

You may remove your hat while inside a private automobile off base and not be considered "out of uniform."

Officers and chiefs may wear brown shoes made of the popular synthetic leather substitutes which have been developed in recent years.

V-neck undershirts may be worn with tropical shirts.

These are among the changes to *Uniform Regulations* approved by CNO and described in BuPers Notice 1020 (24 Aug 1968). Here's a summary:

- Brown shoes with upper materials made from synthetic leather substitutes may be worn with appropriate uniforms. The uniform requirement for brown shoes and khaki socks is affirmed. (In other words, there is no plan to do away with brown shoes in favor of an "all-black-shoe-Navy".)

- A new qualification breast insignia has been adopted for Navy men designated as Naval Flight Officers (NFOs). The Naval Aviation Observer insignia now worn by NFOs will become obsolete on 1 Jan 1969. The new insignia may be worn as soon as it becomes available.

- A white helmet liner has been approved for wear by shore patrolmen when directed by the Senior Officer Present Ashore.

- Navymen may remove their caps and hats when traveling inside private automobiles off base. A cover is mandatory when entering or leaving a military reservation.

- Male officers will wear a gold cummerbund with the Dinner Dress Blue Jacket and Dinner Dress White Jacket uniforms.

• Waves who wear identification badges will center them above the left coat pocket flap or in a corresponding position on uniforms which do not have pockets.

• A qualification breast insignia may be awarded to Navy men designated and qualified in Explosive Ordnance Disposal (EOD). The insignia is identical to the one worn by Army, Air Force and Marine Corps EOD personnel. Enlisted men should dispose of their EOD shoulder sleeve distinguishing marks when they adopt the new breast insignia.

• An undershirt with a V-neck instead of an elliptical collar is approved for wear with white and khaki tropical shirts, and is prescribed for officers and chief petty officers. When the V-neck undershirt is worn, it should not show above the V in the tropical shirt.

• A specialty mark has been approved for the new Aviation Anti-submarine Warfare Operator (AW) rating. Until rating badges are available through regular supply channels (approximately 1 Jan 1969), AW personnel may wear the specialty marks of their previous ratings, or acquire AW badges through commercial outlets.

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).

Dark of the Sun (WS) (C): Melodrama; Rod Taylor, Yvette Mimieux.

The Shakiest Gun in the West (WS) (C): Comedy Western; Don Knotts, Barbara Rhoades.

Berserk (C): Mystery Drama; Joan Crawford, Ty Hardin.

Panic: Drama; Janine Gray, Glyn Houston.

What's So Bad About Feeling Good? (WS) (C): Comedy; George Peppard, Mary Tyler Moore.

Half a Sixpence (WS) (C): Musical; Tommy Steele, Julia Foster.

Kona Coast (C): Melodrama; Richard Boone, Vera Miles.

The Wild Racers (C): Drama; Fabian, Mimsy Farmer.

Blue (WS) (C): Drama; Terence Stamp, Joanna Pettet.

Project X (C): Science Fiction; Christopher George, Greta Baldwin.

The Shuttered Room (C): Drama; Gig Young, Carol Lynley.

The Sweet Ride (WS) (C): Drama; Tony Franciosa, Michael Sarrazin.

Don't Just Stand There (WS) (C): Comedy; Robert Wagner, Mary Tyler Moore.

The Pink Jungle (WS) (C): Adventure Drama; James Garner, Eva Renzi.

Blackbeard's Ghost (C): Comedy; Peter Ustinov, Dean Jones.

The Counterfeit Killer (C): Drama; Jack Lord, Shirley Knight.

New Insignia for EODmen

Navymen involved in the ticklish job of explosive ordnance disposal (EOD) may now wear a breast insignia to identify them as members of this select group.

The Chief of Naval Operations has approved, for both officer and enlisted EODmen, the wearing of the insignia now worn by the bomb disposal men of the other services.

Officers will wear the basic insignia (shown below) with a 3/16-inch silver star attached, while enlisted men will wear the basic insignia only. The new insignia replaces the enlisted EOD sleeve patch.

Officer EOD breast insignia



Enlisted EOD breast insignia



Rise in Uniform Prices

Prices of officer and chief petty officer uniforms and accessories were expected to increase by 10 per cent, effective as of 15 October, according to the Naval Uniform Shop in Brooklyn.

The raise in prices, which also affects personnel of the U. S. Coast Guard and Public Health Service, is attributed to an increase in manufacturing costs.

Orders received by the Brooklyn ship postmarked after 15 October will have their invoices based on the new price list.

Copies of the revised price list may be obtained from either local naval uniform shop representatives or by writing to: Manager, Naval Uniform Shop, 29th Street and 3rd Avenue, Brooklyn, N.Y. 11232.

Two More Barracks Ships

The Navy Mobile Riverine Force in the Mekong Delta has increased its mobility by adding two barracks ships to its roster.

They are *uss Nueces* (APB 39) and *Mercer* (APB 40) which arrived at Vung Tau in August after a month-long crossing.

Designed to berth and mess 600 troops and 400 Navymen, including gunboat crewmen, *Nueces* and *Mercer* join two sister ships, *Benewah* (APB 35) and *Colleton* (APB 36), which have been operating with the MRF in the Delta since April 1967.

Both newcomers are fully air-conditioned and provide comforts infantrymen rarely expect to find in the steaming Vietnam jungles. Besides eating and living spaces, each ship has a large laundry, a soda fountain, a well-stocked ship's store and movie projectors for nightly flicks. They are also equipped with helicopter decks and 35-bed surgical hospitals.

The troops and boat crewmen who live aboard the ships spend most of their time ashore tracking down Viet Cong guerrillas. In a typical operation, the infantrymen are carried into a battle zone on board Navy armored troop carriers (ATCs), 56-foot amphibious landing craft.

Arrival of *Nueces* and *Mercer* increased to 10 the number of ships in River Assault Flotilla One, the naval component of the force.

Time to Say Sayonara Again—Yokosuka Beckons

AH, so you're going to Yokosuka, Japan? Well, here are a few things you should know about your new home and what you should do before leaving.

You might also read the official word on travel to Japan. It can be found in BuPers Inst 1300.26 (series) and will tell you where dependents are permitted, the transportation they must use and your prospects for finding a place for them to live, just to mention a few items.

When you and your family go to Japan, you will not need a passport but your dependents will. You should waste no time in obtaining the necessary application forms from the District Command that is arranging your travel. When you receive the forms, don't let them lie around the house. Processing takes time, and delay might mean the difference between concurrent and delayed travel of dependents.

Travel and Shipping

Your dependents will be expected to be in reasonably good health before being permitted to travel.

Your nearest medical facility can advise you on the immunizations you and your family will need and administer them as well. You and your dependents must have all the required immunizations before your travel date arrives.

If you're worried about sanitation in Japan, don't. Sanitation standards in the country are high and you shouldn't fall prey to any diseases that wouldn't bug you in the United States.

There is one drawback however. The Yokohama-Yokosuka area is damp and humid which, for many, means aggravated asthmatic and sinus conditions.

When your entry approval is received, a sponsor is assigned to you. He will, if you wish, help arrange housing for you when you arrive and shepherd you through the check-in procedure.

Your sponsor, of course, must know when and how you are arriving in Japan so advise him concerning arrangements before you leave.

If you and your family arrive by ship, it probably will dock at the

North Pier in Yokohama. From there, you are about one and a half hours by bus from U. S. Fleet Activities at Yokosuka.

Air travelers land at Tachikawa (about two and a half hours by bus from Yokosuka). If you arrive in the evening, stay overnight near your point of arrival and travel to Yokosuka the next day. A bus ride will be more pleasant after a night's sleep.

When you receive your orders, contact your nearest Household Goods Shipping Office for shipping information. You must have an ample supply of orders, for many copies will be needed by the time you finish arranging for storage and/or shipment.

You are permitted the weight allowance on household goods shipments assigned to your rank or rate. The Navy will pay only for the authorized weight allowance. Anything over that amount is your headache.

Before you move, go over your household goods and winnow out broken furniture, unneeded items and such useless articles as old magazines.

If you have some jewelry or other articles considered to be of extraordinary value, keep them out of your household goods shipment. There is such a thing as an extraordinary value shipment to give added security to the things precious to you.

If you have professional books, equipment and papers, they are allowable items in your household

goods but they should be separated from the rest of your shipment and weighed separately. Such items can be shipped as soon as you receive your orders so as to be available upon arrival. Remember shipments take time; you should get your things on their way as soon as possible.

When you arrive in the Yokosuka-Yokohama area, contact the Incoming Household Goods and Personal Effects Representative in the Family Services Center. If you don't, this office won't know where to contact you when your goods arrive until they track you down. This, of course, takes time.

Family pets can be taken to Yokosuka but they must meet all health regulations. For example, dogs and cats must have been vaccinated against rabies not more than six months nor less than 30 days before they are shipped.

Each dog must also be examined by the terminal veterinarian not more than 14 days before it is shipped and each pet must be accompanied by a certificate attesting to its rabies shots and distemper shots (for dogs less than two years old).

When your pet arrives in Japan, it will be kept in quarantine for 30 days. Fourteen days of this quarantine period, however, can be a *working quarantine* in custody of the owner as imposed by the Army veterinarian at Yokohama.

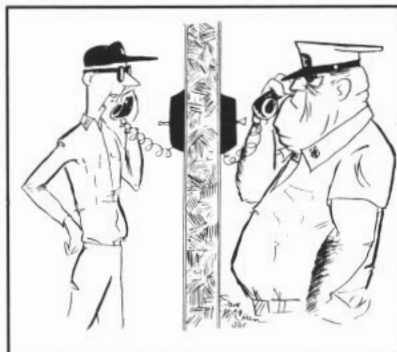
Cats, dogs and monkeys must be registered at the U. S. Fleet Activities Registration Office and their vaccination certificates must accompany them.

If you live on base, the Japanese government doesn't require registration of your pet. Those who live off base, however, are expected to register their pets with the authorities in the city, town or village in which they reside.

If you arrive on a week-day, your dependents are required to check in at Family Services Center to receive a check-in slip, a ration card and have their passports checked and stamped when they check into the activity.

Those arriving on weekends or

All-Navy Cartoon Contest Sam E. McCrum, JOC, USN



"Stillwell, this is the old man."

holidays will only have their orders stamped and go through the check-in procedure on the next working day.

Finances

While you and your family are at Yokosuka, you will learn to conduct your financial affairs through three mediums of currency—military payment certificates (MPCs), regular dollar accounts and Japanese yen. The latter can be exchanged at the rate of about 360 yen to one U. S. dollar.

Military payment certificates come in denominations of \$1, \$5 and \$10 with regular U. S. coins filling up the gaps in between. The MPCs are used to make purchases at the exchange, commissary and other on-base sales outlets. Although a number of Japanese are authorized to handle MPCs, it is illegal for them to spend them so you should not use MPCs to pay taxi drivers, domestic help or other Japanese nationals.

Regular dollar checking accounts in the United States are useful for paying bills at home which require dollars. Military payment certificates and yen, of course, cannot be used for meeting your stateside obligations.

Japanese yen are used for the same goods and services in the Japanese economy as dollars are in the United States. Just because there are 360 yen to the dollar, don't get carried away with a feeling that it's only play money. Think of 100 yen as being 28 cents from your hard earned pay check.

As a Navyman in Japan, you and your dependents are authorized to use Navy Post Office 96662 which is open from 0800 to 1600 on weekdays and on weekends and holidays from 0800 to 1130.

You will find that this is a decided privilege for, as you know, a letter or package mailed from this post office requires no more postage than if mailed in the United States. Visiting Americans and those employed in Japan with private enterprises do not have this privilege and you (or your family) are prohibited from acting for them as intermediaries in the use of this post office.

You would be wise, both for your own sake and those of current Navy-

men and those who will arrive in Yokosuka in the future, not to abuse this privilege.

Medical and Dental Care

Your family won't lack for adequate medical care. There is a U.S. Naval Hospital which has a dependents' clinic which operates on weekdays from 0830 to 1030 and 1300 to 1500.

Patients are seen at the clinic by appointment except for first prenatal visits. Injuries which occur when the clinic is closed can be treated at the hospital's sick call section.

Children up to 14 years of age are seen in the pediatrics clinic by appointment. This includes a well-baby clinic.

A pharmacy is also located in the hospital and will issue all medication prescribed by military doctors free of charge.

If anyone in your family is being treated for an allergy, bring the name and address of the company which supplies the medication.

There are no testing facilities at Yokosuka for such allergies as dust, mold, grass and the hospital does not keep a supply of allergens.

Everyone eligible for treatment under the Dependents Medical Care Act can receive complete dental service (except orthodontics) at the U. S. Naval Dental Clinic, Yokosuka.

Appointments are necessary (except for first visits) and the clinic is open weekdays from 0800 to 1600. First visits are made at specified hours during the day. After a preliminary examination, appointments will be arranged for whatever work is needed.

Fluoride treatments are available

for children at the dental clinic.

Autos and Driving

If you plan to drive in Japan, you will find conditions considerably different from those in the United States. Vehicles, for example, travel on the left and at much slower speeds than in the United States. Roads, too, are frequently narrow and in poor repair.

Because of punishing road conditions, salt air and lack of sheltered parking there are many who favor leaving an expensive and reasonably new car behind and buying a car in Japan—usually a used one.

It is possible to live in Japan without a car. There are frequent on-station buses for Navymen, their dependents and guests as well as several Japanese taxi companies which are operating on the base and are inexpensive to use.

About the only derogatory thing that can be said concerning Japanese train service is that trains are often crowded; otherwise, they are first rate and inexpensive.

There are two classes. First class allows much more leg room but seats are guaranteed only on long-distance trains and at extra cost.

If you do decide to bring a car to Japan, those in the know recommend the compact variety because of traffic, road and parking difficulties experienced by large cars. Those who bring motorcycles must limit their compression to 125 cc. Pickup trucks and campers are being shipped but they are expensive to insure and drive in Japan.

If you are not yet discouraged, you are authorized free importation into Japan of one vehicle every 12 months. This privilege is limited to members of U. S. forces in Japan and GS rated civilians. Dependents registering a vehicle in Japan must possess a power of attorney executed by their sponsor.

When your car is landed in Japan, you will need a proof of ownership or state-issued title document as well as a bill of lading or checkoff sheet (Form DD 788).

The bill of lading shows Japanese authorities your vehicle is allowed duty-free entry into Japan and establishes right to claim your vehicle.

You must have stateside liability

Sam E. McCrum, JOC, USN



"Shape up or ship out!"

insurance on your car to cover \$5000 for each person for bodily injury; \$10,000 for each accident for bodily injury; and \$5000 each accident for property damage.

Japanese compulsory insurance for personal injury liability requires maximum coverage of one and one-half million yen (\$4167). Both types may be purchased from any of several local insurance agencies.

Operators of private vehicles in Japan will receive a temporary driver's license after passing a written test covering Japanese traffic laws. This license will enable you to pick up your car before completing the road skills section for your permanent license. You will not be permitted to drive off base with this permit unless a regularly licensed driver accompanies you.

It is very important that you have a regular U. S. Forces civilian driver's license which is issued only after passing a road skills test. In addition to the obvious reasons, some insurance companies stipulate their policies are invalid if the driver of the car is not a properly licensed operator.

Housing

Note: Reports on housing are subject to change and the information printed below may well have been revised by the time you read this or by the time you receive your orders to the Yokosuka area.

With these reservations in mind, you may find this report on housing helpful. However, check with the Family Services Center nearest you when you receive your orders to your next duty.

Bachelor accommodations are available for officers, chief petty officers and other enlisted men.

There are eight BOQs and WOQs at Yokosuka. Officers from lieutenant commander up are billeted according to rank. Those below that rank are billeted according to time aboard station.

Transients below commander are billeted in the transient quarters. Those above that rank go directly to the main officers' club for billeting.

Community galleys are located in all BOQs. Meals are available in Building E-58 (in which the billeting officer is also located) as well

as the officers' club and the J-Area Beach Club.

The majority of rooms at the CPO quarters are kept for permanent residents but a small number are set aside for transient chiefs. There is a mess (closed) in the CPO quarters. Those wishing a fuller evening can try the CPO club where chiefs can eat and drink and where floor shows are presented twice weekly.

Enlisted men below chiefs are housed in the enlisted men's barracks which are set up to house about 1500 enlisted men.

Each barracks has a comfortable day room in the center of each deck and there is a mess hall on the first deck of barracks M.

Barracks A, M and B are centrally located on the base and are near the exchange, theater and recreation hall.

Public quarters for Navy families are available but the average waiting period for Yokosuka is 15 months and six months in Yokohama. Those built in Yokosuka and Nagai Heights were built between 1946 and 1952 and, although they are structurally sound, you may find kitchens and bathrooms smaller than those to which you and your family are accustomed and you will find no basement at all.

Frequent mild tremors through the years have caused many door frames and window casings and walls to be slightly out of line. These disadvantages notwithstanding, they are usually considered to be acceptable. To be brief, they are not lux-

urious but they are comfortable.

Public quarters are assigned on the point system which is based on the principal's rank/rate and current time overseas. The size of the quarters your family occupies will be governed by bedroom requirements.

If government quarters are offered to you and you reject them, your name is removed from the housing list for 120 days and priority credits are not accrued during the waiting period.

Public quarters are furnished with the basics, but personal items such as radios, washing machines, dryers, freezers, drapes, dishware, kitchen utensils and other similar items are not provided.

If you want to bring your own furniture, by all means do so but don't bring an excess inasmuch as storage facilities in the quarters are limited.

Private rentals in the Yokosuka-Yokohama area are available but they are difficult to find, especially during the summer, because of the area's proximity to one of Japan's most popular resort areas.

Those who do find and rent a house on the Japanese economy usually pay between \$90 and \$180 a month exclusive of utilities.

Most Japanese houses are built of wood and/or stucco. They lack insulation, ceilings are made of plywood and won't hold heat, while floors are usually cold and damp.

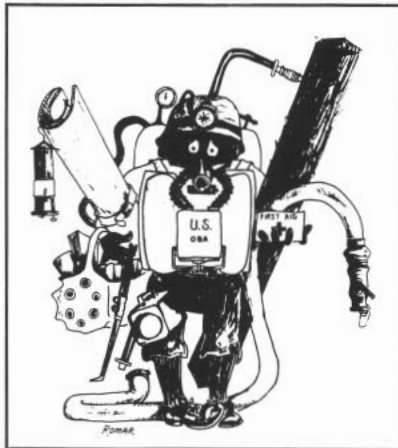
Inasmuch as Japanese houses don't have central heating, winters are not particularly comfortable unless you have a good kerosene space heater in which case you may spend more for fuel than for rent.

Japanese houses are also closely grouped together and frequently have no space for car parking or playing children. Floor plans are usually spread out and the rooms rather small.

Kitchens are small and counters and sinks are built to suit small Japanese people rather than tall Americans—a possible source of backaches.

You must provide your own stove and, since electricity is expensive in Japan, you should avoid the large American electrical kind. Next to a gas hot plate, a small apartment sized stove is your best bet. Inci-

All-Navy Cartoon Contest Ronald P. Overmyer, MMFN, USN



"What do you mean the fire is out?"

dentally, the Navy has no stoves and few refrigerators for private rental so, in that field, you are on your own.

The Public Works Center Housing Office has limited information concerning private rentals available but it is not a rental agency. They will, however, be happy to provide you with a map showing the location of approved house agents and any known vacant quarters.

Once you have found a house, the PWC Housing Office will arrange for a sanitary and structural inspection of the building and help you with furniture problems, insofar as they are able.

There are hotels in the Yokosuka area and others as well where you may want to find temporary housing. Rates range from \$5 to \$10 with each additional bed being about \$1.50. Most hotels are air-conditioned, heated, have television, radio and bath facilities. Some have provisions for light housekeeping.

Navy men arriving at an overseas station with dependents are eligible for a temporary lodging allowance upon arrival for a maximum of 30 days. The amount of TLA depends on the number of dependents with you and is payable only while you are living in approved off-base housing.

The Industrial Relations Office Building can help you find babysitters and domestic help. Such help is hired through the labor office. They are Japanese nationals all of whom are medically checked before going to work for military families.

English is not a prerequisite for employment and ability varies. Most, however, know enough of the language to care for children. The rate averages about 28 cents an hour.

Japan is not a country of cheap labor. Industrial operations have siphoned off most labor so you will probably find you must pay domestic help more than you had anticipated.

The Amenities of Living

Navy schools provide education for dependent children from grade one through 12 and are comparable to the better schools in the United States.

When you register your children, you must present proof of their ages, be able to give the address of the

last school attended, and produce the child's last report card.

There are kindergarten and nursery schools available, but all are self-supporting and charge a monthly tuition.

Private schools, primarily those operated by the Catholic Church, are also available to children living in Japan. In addition to primary and secondary schools, several of the Tokyo universities have English speaking divisions.

There is a full religious program available in the Yokosuka-Yokohama area for Catholics, Protestants and Jews. The Christian Hospitality Center in front of the main gate of U. S. Fleet Activities, Yokosuka, provides literature on Japan and will help you arrange local tours and visits in Japanese Christian homes.

Generally speaking, the community activities in the Yokosuka area are as varied as in the United States or perhaps more so. Special Services offers courses for girls which range from cake decorating through sports to ballet to sewing and pattern drafting.

There are exchanges, commissaries, beauty and laundry shops, laundromats, gas stations, garages, tailor shops, archery ranges, bowling alleys, driving ranges and golf clubs, libraries, swimming pools, fishing, hobby shops, tours—you name it, Yokosuka probably will have it.

A few miscellaneous items which may be of interest to you include:

- Electrical current which is supplied by the Japanese power companies. It is alternating current and about 100/200 volts. It is, however,

only 50 cycles per second rather than 60 cycles as it is in the States.

Electrical items such as shavers, mixers, washing machines, lamps, vacuum cleaners, refrigerators, radios, television sets, dryers, freezers and ranges will, however, operate successfully.

Clocks, phonographs and tape recorders will either run slow or will have to be modified or replaced before being used in Japan.

- You don't have to guess how much to tip in Japan. It isn't allowed at military facilities and the custom is not generally followed at civilian restaurants and hotels. Usually a service charge of 10 to 15 per cent is added to your bill so, if you tip, you pay double.

- If you have firearms of any kind, you must register them. It is against the law to take a hand gun off the base. Those living off-base must surrender hand weapons to the military agencies for safekeeping.

- Jackets and sweaters and light-weight clothing are needed in both spring and autumn in Japan. Cool cottons and silks are appropriate for summer, and woolens, top coats and furs are worn in winter. Be sure to bring a raincoat, some comfortable walking shoes and, ladies, you can't dine a la Japanese very well while wearing a tight skirt.

- Japan is one of these countries where every Navy family can go broke saving money. You will be dazzled by the price tags on such items as binoculars, transistor radios, stereo equipment, tape recorders, cultured pearls, silks, brocades, cloisonne, antiques and a host of other items.

Shops in Japan remain open seven days a week with Sunday being the busiest day of the week. Large department stores usually close one day of the week, usually Monday, Wednesday or Thursday.

Prices are fairly standard in most city stores, so bargaining is out of place as it is in the United States. Shopping, however, for those who like it, can be an absolute pleasure inasmuch as aggressive salesmanship is considered discourteous. Keeping this in mind, don't feel neglected if you are ignored by the shopkeeper. He's just being polite and patiently waiting until you are ready to buy.

Robert L. Rose, SN, USN



Round-trip Travel Expenses Paid While on Sick Leave

The government will pay your round-trip travel expenses when you are granted sick leave from certain hospitals under certain circumstances. In order to qualify, you must:

- Be hospitalized because of illness or injury suffered in the line of duty.

- Have been eligible to receive hostile fire pay when the illness or injury occurred.

- Be hospitalized in the United States (includes Alaska and Hawaii).

As described in SecNavY Inst. 7220.64 series, here generally, is how the procedure works:

When you become sick or are injured in the line of duty while serving in a hostile fire zone, the overseas medical facility notes in your health record the date, place and circumstances.

If you are evacuated to a hospital in the United States, and once you are well enough to take sick leave, you may be authorized travel or transportation allowances for one round-trip visit home.

The travel usually may be authorized from your place of hospitalization to the location of your immediate family within the 50 states, District of Columbia, Puerto Rico or U. S. Virgin Islands. If you wish to travel to some other point, your request must be submitted to the Bureau of Medicine and Surgery.

Government-paid travel takes the form of transportation "in kind" or monetary reimbursement. You do not receive a per diem. When practical, government transportation will be used for transoceanic travel.

The laws which govern payment for sick leave travel provide for retroactive reimbursement for travel performed on or after 1 Oct 1967. Retroactive claims should be submitted through channels on Travel Voucher or Subvoucher (DD Form 1351-2), and processed in accordance with Navy Travel Instructions.

Additional administrative details are found in SecNav Inst. 7220.64.

Training for German Navy

A recent visit to Norfolk-based Fleet Airborne Electronics Training Unit, Atlantic, by a German Navy air wing commander provided a

Shirley L. Makowski, SN, USN



"Now remember, I'm giving you your last chance to sign up for six."

chance for each of the NATO allies to study the other's antisubmarine warfare methods and equipment.

Under the Military Assistance Program, selected German naval flight officers and crewmen are train-

ed at FAETULANT in ASW tactics and the operation of the electronic equipment used in ASW aircraft.

Captain Paul Kriebel's visit afforded the FAETULANT instructors an opportunity to observe, first-hand, differences between German and U. S. ASW aircraft. Captain Kriebel and 15 German airmen brought the NATO *Breguet Atlantic* aircraft to Norfolk.

The German aircraft was placed on display and later taken on two short flights, so that FAETULANT instructors could observe the plane's ASW electronic equipment in operation. A group of FAETULANT instructors also made a short flight off the Virginia coast where the German crew demonstrated how they use the instruction gained at FAETULANT to detect and localize a submarine.

Storm Signals		WHITE	BLACK	RED
Daytime Signals				
Night Signals				
	SMALL CRAFT Winds up to 38 mph	GALE Winds up to 54 mph	WHOLE GALE Winds up to 72 mph	HURRICANE Winds 72 mph and up

Storm Signal Chart is Clarified

In last month's Recreational Boating roundup (pp 56-63, October 1968), the chart which appears on page 60 showing storm signals was not reproduced as well as expected.

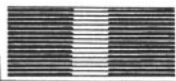
During the printing process, the dotted tone intended to distinguish between the colors of the lights was washed out almost completely in most copies of the magazine. If you examine the circles closely, you can see a difference in the ones representing red and white lights. The tonal variation is small, however.

Since safety is such an important aspect of boating, we are reprinting the storm signal chart to provide a better representation of the signals.

HEROES and LEADERS



FUELING A FRIEND—USS *Bennington* (CVS 20) refuels New Zealand frigate, HMNZS *Otago*, during Operational Readiness Exercise in waters near Hawaii.



NAVY CROSS

"For extraordinary heroism . . ."

★ **ARMSTRONG, Philip M., Jr.**, Lieutenant Commander, USN, posthumously, for extraordinary heroism on 8 Jun 1967 in connection with an armed attack on USS *Liberty* (AGTR 5). The ship was attacked during early afternoon hours in the Eastern Mediterranean by jet aircraft and torpedo boats. A large fire erupted near two gasoline drums creating danger of an explosion and fire. LCDR Armstrong exposed himself to rocket and machine-gun fire while jettisoning the drums and organizing a firefighting party to extinguish blazing lifeboats nearby. At this time, he received multiple injuries which were fatal.



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action . . ."

★ **BYRNE, Conal J., Jr.**, Hospital Corpsman 3rd Class, USN, posthumously, for conspicuous gallantry and intrepidity in action on 21 Sep 1967 while serving as a corpsman with a Marine unit in connection with operations in Vietnam. During a mission, his unit was taken under fire by a North Vietnamese Army force. Although seriously wounded in the

shoulder, Petty Officer Byrne began giving medical aid to wounded Marines amidst an intense barrage of hostile fire. While going to the aid of a wounded Marine, he was mortally wounded.

★ **KIRKHAM, Donald A.**, Hospital Corpsman 3rd Class, USN, posthumously, for action on 31 Jan 1968 while serving with a Marine unit in the Republic of Vietnam. During Operation Hue City, a platoon was advancing along a street when it came under intense enemy fire, wounding six Marines. Petty Officer Kirkham left his cover to assist the fallen men. Despite enemy rounds impacting around him, he placed himself between his injured comrades and the enemy fire. Although wounded, he refused treatment and proceeded to dress the wounds of the casualties. After crossing the fire-swept street to aid the last of the casualties, he was hit by a burst of enemy fire and mortally wounded.

★ **LOY, James R.**, Hospitalman, USN, posthumously, for action on 10 Jan 1968 while serving with a Marine unit in the Republic of Vietnam. While moving along the safety lane within a minefield, the point man inadvertently led his squad into a mined area. Within minutes two mines were detonated, wounding three Marines. Hospitalman Loy entered the minefield and maneuvered to the side of the wounded men to administer first aid treatment. Realizing that the life of one man depended on immediate evacuation, and that clearing a path would take considerable time, Hospitalman Loy proceeded to carry his comrade through the mined area. He advanced about 30 meters when he was fatally wounded by an exploding mine.

★ **MORAS, Robert J.**, Fireman, USN, posthumously, for action on 4 Dec 1967 during a riverine assault operation in the Republic of Vietnam. As port 50-caliber machine gunner aboard a monitor, he participated in a mission to escort troop carriers transporting Vietnamese Marines to an operations area. While underway, the monitor came under rocket and small-arms fire from both banks of the canal on which they were traveling. Fireman Moras began firing and continued to fire into enemy positions although seriously wounded when his boat sustained rocket hits. He was fatally wounded by another rocket which hit directly on his gun mount.

★ **SCHINDELER, Theodor K.**, Hospitalman, USN, for action on 2 Feb 1968 while serving with a Marine unit in the Republic of Vietnam. During the early morning hours, Cam Lo District Headquarters came under heavy artillery, mortar and recoilless rifle fire followed by a ground attack by an enemy force. Hearing cries for assistance from several Marines wounded during the initial barrage, Hospitalman Schindeler left his covered position to give first aid to wounded Marines. While treating one Marine, he removed his flak jacket and helmet to cover the wounded man and protect him against exploding shells. After the engagement, he advanced beyond the defensive perimeter to treat 25 enemy wounded, saving lives that later proved to be of inestimable value as intelligence sources.

★ **THOMPSON, Alexander N., Jr.**, Gunner's Mate, 3rd Class, USN, posthumously, for action on 8 Jun 1967 in connection with an armed attack on USS *Liberty* (AGTR 5) in the Eastern Mediterranean. Petty Officer Thompson was conducting an inspection at machine gun 51 when the first strafing attack occurred, killing or wounding all the other men at the station. He fearlessly exposed himself to rocket and machine-gun fire and opened fire on the attacking aircraft. He continued to fire on the aircraft in defense of his ship until fatally wounded by a rocket blast.

★ **TISSOT, Ernest E., Jr.**, Commander, USN, for action on 8 Jul 1967 as commander of a carrier air wing and as strike leader of a major, coordinated air-wing mission. CDR Tissot exercised "brilliant planning and ingenious tactical employment of strike group assets during the mission." He successfully neutralized the threat of missile sites and antiaircraft sites by feints at previously struck targets and near-simultaneous attack waves by bomber elements. All aircraft completed the dangerous mission without a single plane being hit by enemy fire.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ **ADAMS, Henry P.**, Captain, SC, USN, for service from September 1966 to July 1968

as Chief of the Supply Management Division, Supply Operations Directorate, Defense Supply Agency.

★ ALEXANDER, Raymond, W., Captain, USN, for service from 12 Aug 1964 to 1 Sep 1967 as the Chief of Staff, Special State-Defense Study Group, Office of the Secretary of Defense.

★ ALLEN, Joseph W., Jr., Commander, USN, for service from July 1964 to February 1968 as a faculty adviser and instructor at the Armed Forces Staff College, Norfolk, Va.

★ APPLEBY, Jack J., Rear Admiral, USN, for service from July 1966 through June 1968 as Deputy Commandant of the Industrial College of the Armed Forces.

★ BAGLEY, Worth H., Captain, USN, for service as executive assistant and naval aide to the Secretary of the Navy from October 1966 to September 1968.

Gold star in lieu of second award

★ BLICK, Charles A., Rear Admiral, USN, for service from April 1965 to August 1968 as commanding officer, U. S. Navy Ship's Store Office, Brooklyn, N. Y.

Gold star in lieu of second award

★ BOWEN, Harold G., Jr., Rear Admiral, USN, for service as Deputy Chief of Naval Operations (Development) from June 1965 to May 1967.

Gold star in lieu of second award

★ BRINGLE, William F., Rear Admiral, USN, for service from July 1965 to October 1967 as Deputy Chief of Staff for Operations and Plans for the Commander in Chief, U. S. Pacific Fleet.

★ CAGLE, Malcolm W., Rear Admiral, USN, for service from December 1965 to May 1968 as Director, Aviation Programs Division, Office of the Deputy Chief of Naval Operations (Air).

★ CALHOUN, Charles R., Captain, USN, for service as Director of Research for the National War College from 2 Aug 1965 to 30 Sep 1967.

★ CANADA, Robert O., Jr., Rear Admiral, MC, USN, for service as Deputy Chief, Bureau of Medicine and Surgery from February 1965 to March 1968.

★ CARTER, Robert W., Captain, SC, USN, for service as Assistant Chief of Naval Personnel for Finance (Comptroller) from 18 Apr 1966 to 30 Mar 1968.

Gold star in lieu of second award

★ CHARBONNET, Pierre N., Jr., Rear Admiral, USN, for service as Commandant, Eighth Naval District from November 1965 to May 1968.

★ CHRISTOPHER, Thomas A., Rear Admiral, USN, for service as Commander, Manned Spacecraft Recovery Force, U. S. Atlantic Fleet from May 1967 through July 1968.

★ COCKRILL, James T., Captain, USN, for service as Project Manager of Project Muscle Shoals at the Naval Air Systems Command from 11 Jan 1967 to 29 Feb 1968.

Gold star in lieu of second award

★ COMBS, Walter V., Jr., Rear Admiral, USN,

for service as Commander, Cruiser-Destroyer Flotilla Three and Commander, Cruiser-Destroyer Group Seventh Fleet from June to November 1967.

★ COULTER, William G., Captain, USN, for service as Special Projects Officer and as Head of the Pacific Area Plans Section, Strategic Plans and Policy Division, Office of the Chief of Naval Operations from 28 Oct 1966 to 25 Jan 1968.

Gold star in lieu of second award

★ COYE, John S., Jr., Rear Admiral, USN, for service as Commander, Training Command, U. S. Atlantic Fleet from August 1966 to July 1968.

★ CRAMER, Shannon D., Jr., Rear Admiral, USN, for service as Commander Submarine Squadron Fifteen from 1 Jul 1966 to 12 Jul 1967.

Gold star in lieu of second award

★ DARE, James A., Rear Admiral, USN, for service from 1 Sep 1966 to 30 Apr 1968 as Deputy Director (Operations and Administration), Headquarters, Defense Atomic Support Agency and Chief, Joint Atomic Information Exchange Group.

★ DAVIS, John B., Jr., Rear Admiral, USN, for service from 15 Aug 1967 to 12 Jul 1968 as Commander Cruiser-Destroyer Flotilla Nine.

★ DE LARGY, John M., Captain, USN, for service as Head, Manpower Requirements and Authorizations Branch, Office of Chief of Naval Operations (Manpower and Naval Reserve) from October 1965 to January 1968.

Gold star in lieu of third award

★ DORSEY, JACK S., Rear Admiral, USN, for service from July 1965 to July 1968 as Commandant, Sixth Naval District/Commander Naval Base, Charleston.

★ DOWNEY, Dennis J. J., Captain, USN, for service from July 1967 to July 1968 as Executive Assistant to the Chief of Naval Personnel.

★ DUNBAR, Robert F., Commander, SC, USN, for service from February 1965 to June 1968 as Military Assistance Programs Manager in the United States Southern Command.

★ ELEFTER, Theodore, Captain, USN, for service from August 1966 to August 1968 as Assistant Chief of Staff, Intelligence, Headquarters, Alaskan Command.

★ FITZPATRICK, Francis J., Rear Admiral, USN, for service from July 1966 to July 1968 as Deputy Director for Communications-Electronics, the Joint Staff and as Chairman of the Joint Standardization Group for Tactical Command and Control and Communications Systems.

★ FREEMAN, Rowland G., III, Captain, USN, for service from February 1966 to June 1968 as a principal assistant to the Program Director of a major multi-service aircraft development program.

★ GADDIS, Walter D., Rear Admiral, USN, for service from 28 Nov 1966 to 14 Jun 1968 as the Director, Programming and Finance Division, Headquarters, U. S. Naval Material Command.



★ GALLEMORE, Roy H., Captain, USN, for service from August 1965 to June 1968 as a member and division chief of the General Operations Division, Operations Directorate, Joint Staff, Organization of the Joint Chiefs of Staff.

Gold star in lieu of second award

★ GANTAR, Mark M., Captain, USN, for service from February to September 1967 while serving in the Office of the Chief of Naval Operations as CNO Project Officer.

★ GARRETT, Wallace H., Jr., Captain, USN, for service from February 1967 through July 1968 while serving as the DX/DXG Project Manager within the Naval Ship Systems Command.

★ GRAHAM, Woodrow W., Captain, USN, for service from October 1965 to February 1968 as a logistic staff officer and as Assistant Chief of Staff for Logistics for the Commander in Chief U. S. Pacific Fleet.

★ HALVORSON, George G., Captain, USN, for service from August 1965 to October 1967 as a member of the Objectives Plans and Programs Division, Plans and Policy Directorate, (J-5) Organization of the Joint Chiefs of Staff.

★ HART, Harry S., Commander, USN, for service from 12 Aug 1965 to 15 Jun 1967 as Undersea, Antisubmarine Warfare and Special Operations Warfare Officer, Operations Division, on the staff of the Commander in Chief United States Atlantic Fleet.

★ HILSON, Ralph A., Captain, USN, for service from 14 Jul 1966 to 29 Jan 1968 as Current Operations Officer on the Staff of Commander in Chief U. S. Pacific Fleet.

★ HOLT, Pliny, G., Captain, USN, for service from May 1964 to May 1968 as Executive Director for Fleet Readiness and Training,

Bureau of Naval Weapons, and as Executive Director for Material Acquisition and Technical Assistant to the Commander, Naval Air Systems Command.

★ HUGHES, Augustus P., Jr., Captain, SC, USN, for service from June 1964 to February 1968 as Director of the Directorate of Manufacturing, Defense Personnel Support Center.

Gold star in lieu of second award

★ IRVINE, Donald G., Rear Admiral, USN, for service from October 1966 through June 1968 as Commander, Naval Forces, Korea, and Chief, United States Naval Advisory Group, Republic of Korea Navy.

★ JENKINS, Herbert L., Jr., Commander, USNR, for service from September 1962 to July 1968 as Director, Personal Affairs Division, Bureau of Naval Personnel.

Gold star in lieu of third award

★ JONES, Carlton B., Rear Admiral, USN, for service from May 1967 to July 1968 as Commander Naval Forces, Marianas.

★ KINCADE, Richard W., Commander, USN, for service from July 1966 to February 1968 while attached to the Headquarters of Commander Naval Air Systems Command, as the F-4 Phantom Aircraft Project Configuration Control Manager and Electronics Integration Program Manager.

★ KING, Jerome H., Jr., Rear Admiral, USN, for service from 16 Jun 1966 to 24 May 1968 as Executive Assistant and Senior Aide to the Chief of Naval Operations.

★ KNOTTS, Sanford L., Captain, USN, for service from 2 Aug 1965 to 30 Apr 1968 as a member of the Chairman, Joint Chiefs of Staff, Special Studies Group.

Gold star in lieu of second award

★ KREAMER, Walter H., Captain, USN, for service while serving in the National Security Agency during the period August 1966 to August 1968.

★ LEGETT, Thomas R., Jr., Lieutenant Commander, USN, for service from March 1965 through September 1967 as Electronics Warfare Officer, Special Activities Office, Defense Intelligence Agency.

Gold star in lieu of second award

★ LEMMON, Robert H., Captain, USN, for

service as Commanding Officer, U. S. Naval Officer Candidate School, with additional duty as Commanding Officer, Naval Schools Command, Newport, R. I., from 17 Dec 1963 to 17 Nov 1967.

★ LEWIS, Wilma E., Commander, SC, USN, for service from 5 Jul 1966 to 15 Apr 1968 while assigned as the Chief of the Organizational Clothing and Equipment Branch, Division of Supply Operations, Directorate of Clothing and Textiles, Defense Personnel Support Center.

★ LIPSCOMB, John W., Jr., Captain, SC, USN, for service from 15 Feb 1965 to 22 Jul 1967 as Director, Commercial Contracting Office, Commander, Military Sea Transportation Service.

Gold star in lieu of third award

★ LYNCH, Richard B., Rear Admiral, USN, (posthumously) for service from 20 Jul 1967 to 19 Jan 1968 as Commander Hawaiian Sea Frontier.

★ MACKROTH, John R., Captain, USN, for service from August 1966 to September 1968 as Deputy Assistant Chief for Education and Training, Bureau of Naval Personnel.

Gold star in lieu of second award

★ MAURER, John H., Rear Admiral, USN, for service from June 1966 through June 1968 as Commander Submarine Force, U. S. Pacific Fleet.

Gold star in lieu of third award

★ McCORMICK, William M., Rear Admiral, USN, for service from 30 Jun 1967 to 31 Jul 1968 as Commander Fleet Air Wings, U. S. Atlantic Fleet.

★ McDEVITT, Joseph B., Captain, USN, for service from 2 Jul 1965 to 16 Mar 1968 as a legal affairs officer on the staff of the Commander in Chief Pacific.

Gold star in lieu of third award

★ McKINNEY, William R., Rear Admiral, USN, for service from 1 Jun 1966 to 22 Jul 1968 as Deputy Chief of Staff for Logistics, Personnel and Administration on the Staff of Commander in Chief, U. S. Pacific Fleet.

★ MERRICK, John L., Captain, USN, for service from May 1965 to June 1968 as a Navy Member of the Chairman's Staff

Group, Office of the Chairman of the Joint Chiefs of Staff.

Gold star in lieu of second award

★ MINTER, Charles S., Jr., Rear Admiral, USN, for service from 7 Jul 1965 to 14 Sep 1967 as Deputy Assistant Chief of Staff, Plans and Policy Division, Supreme Headquarters Allied Powers Europe (SHAPE).

Gold star in lieu of second award

★ MOORE, Frederick T., Jr., Captain, USN, for service from September 1965 to March 1968 while serving as Chief of Staff for the Chief of Naval Air Training.

★ MORROW, William B., Captain, USN, for service from July 1965 to November 1967, while serving as a member and division chief of the European/Middle East Division, Operations Directorate, Joint Staff, Organization of the Joint Chiefs of Staff.

★ NORTON, Mohl C., Jr., Captain, USN, for service from September 1966 through June 1968 as Deputy Chief of Staff, Headquarters, U. S. Southern Command.

★ PAYNE, Charles N., Jr., Captain, USN, for service from September 1963 to August 1967 as Comptroller, Naval Ship Systems Command, and its predecessor organization, the Bureau of Ships.

★ PETTYJOHN, William R., Lieutenant Commander, USN, for service from 9 through 14 Jun 1967, while temporarily serving as Executive Officer of USS Liberty (AGTR 5).

★ POLLICH, Gardiner T., Captain, SC, USN, for service from August 1964 to August 1968 while serving successively as Chief, Facilities Management Division, Supply Operations Directorate, Staff Director, Installations and Services and Staff Director, Military Personnel, Headquarters Defense Supply Agency.

★ POTOLICCHIO, Rodney A., Captain, USN, for service from 1 May 1967 to 9 Apr 1968 as the Department of Defense Special Representative, Military Advisory Command, Vietnam.

Gold star in lieu of second award

★ PRATT, Richard R., Rear Admiral, USN, for service from July 1965 to July 1968 as the Director, Communications-Electronics (J-6) and concurrently as Chief, Defense Communications Agency, Europe (DCA-Europe),



U. S. European Command (HQ-USEUCOM), from January to July 1968.

★ **QUANSTROM, Carl R., Jr., Captain, USN**, for service from 15 Mar 1966 to 9 Sep 1967 as Commander Mine Flotilla One/Commander Task Group Seventy Point Five.

Gold star in lieu of second award
★ **QUINN, Robert D., Captain, USN**, for service from 14 Jul 1966 to 25 Aug 1967 as Assistant Chief of Staff for Plans to the Commander in Chief U. S. Pacific Fleet.

Gold star in lieu of second award
★ **RIERA, Robert E., Rear Admiral, USN**, for service from March 1966 to April 1968 as Commander, Fleet Air Mediterranean, and from December 1966 to April 1968 as Commander, Antisubmarine Warfare Force, U. S. Sixth Fleet.

★ **ROBERTSON, Bruce W., Commander, USN**, for service from 5 Aug 1965 to 15 May 1968 as a member of the Logistics Directorate, Joint Staff, Organization of the Joint Chiefs of Staff.

★ **ROBERTSON, Horace B., Jr., Captain, USN**, for service as Special Counsel to the Secretary of the Navy from 1 Sep 1964 to 1 Aug 1967.

★ **RUDDEN, Thomas J., Jr., Rear Admiral, USN**, for service from May 1966 through November 1967 as Deputy Chief of Naval Material for Programs and Financial Management.

★ **RUFFIN, Chester E., Captain, USN**, for service from 2 Dec 1964 to 10 Jan 1968 as Assistant Chief of Staff for Personnel on the staff of Commander in Chief U. S. Pacific Fleet.

★ **RUSSILLO, Alfred G., Captain, USN**, for service from 19 Jul 1965 to 15 Jan 1968 as Head of the Strategy and Concepts Station, Strategic Plans and Policy Division, Office of the Chief of Naval Operations.

★ **SCHNEIDER, Raymond J., Captain, USN**, for service from 1 Mar 1966 to 15 Feb 1967 in connection with the organization of the Naval Air Systems Command, and as the first Assistant Commander for Research and Technology under the new command.

★ **SCHUMACHER, Vincent E., Captain, USN**,

for service from 31 Jul 1966 to 1 Nov 1967 as Chief of Staff for Commander U. S. Naval Forces, Vietnam, and concurrently for Chief, Naval Advisory Group, Military Assistance Command, Vietnam.

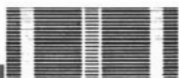
★ **SEIBERLICH, Carl J., Captain, USN**, for service from 4 Jan 1965 to 1 Sep 1967 as Assistant Chief of Staff for Readiness while serving with the Chief of Naval Air Reserve Training.

★ **SELLERS, Harry S., Captain, USN**, for service from February 1966 through January 1968 as the Navy member of the Short Range Branch, Strategic Plans and Policy Division, Plans and Policy Directorate, Organization of the Joint Chiefs of Staff.

★ **SHUPPER, Burton H., Rear Admiral, USN**, for service from October 1967 to March 1968 as Commander Anti-Submarine Warfare Group Five, and Commander Task Group Seventy Point Four (CTG 70.4) operating with the Seventh Fleet.

★ **SIGLEY, Claredon H., Captain, USN**, for service from August 1964 to May 1968 as Deputy Chief and Chief, Requirements and Collection Division, Intelligence Directorate, Headquarters, U. S. European Command.

★ **SMITH, John W., Captain, USN**, for service from August 1965 through December 1967 as Deputy Chief, European Division, Plans and Policy Directorate, Organization of the Joint Chiefs of Staff, and as the principal staff officer in the South European Branch of that Division.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ **DAVIS, Donald V., Lieutenant Commander, USN**, posthumously, for heroism on 18 Jul 1967 as a pilot in Attack Squadron 163 embarked in USS Oriskany (CVA 34).

★ **DION, Laurent N., Commander, USN**, posthumously, for heroism on 20 Jun 1967 as a pilot in Reconnaissance Attack Squadron 12, embarked in USS Constellation (CVA 64).

★ **DIXON, John C. Jr., Commander, USN**, for heroism while serving as commanding officer, Fighter Squadron 191, embarked in USS Bon Homme Richard (CVA 31) from 29 July to 16 Dec 1965.

Gold star in lieu of second award
★ **DIXON, John C. Jr., Commander, USN**, for heroism on 17 Nov 1965 while serving as commanding officer, Fighter Squadron 191 embarked in USS Bon Homme Richard (CVA 31).

★ **GOODLOE, Robert V. Jr., Lieutenant, USN**, for heroism on 20 Aug 1966 while serving with Helicopter Antisubmarine Squadron Six, embarked in USS Kearsarge (CVS 33).

Gold star in lieu of second award
★ **GOODLOE, Robert V. Jr., Lieutenant, USN**, for heroism on 14 Oct 1966 as pilot of a

helicopter in Helicopter Antisubmarine Squadron Six, temporarily embarked in USS Intrepid (CVS 11).

Gold star in lieu of second award
★ **HODGES, David L., Lieutenant, USN**, posthumously, for heroism on 5 Nov 1965 as a pilot in Attack Squadron 164, embarked in USS Oriskany (CVA 34).

Gold star in lieu of second award
★ **HODGES, David L., Lieutenant, USN**, posthumously, for heroism on 16 Jul 1967 as a pilot in Attack Squadron 164, embarked in USS Oriskany (CVA 34).

★ **KASCH, Frederick M., Lieutenant, USNR**, posthumously, for heroism on 2 Jul 1967 as a pilot in Anti-Submarine Fighter Squadron Three, embarked in USS Intrepid (CVS 11).

★ **McBRIDE, Earl P., Lieutenant, USN**, posthumously, for heroism on 22 Oct 1966 as a pilot in Fighter Squadron 161, embarked in USS Constellation (CVA 64).

★ **PERRY, Richard C., Lieutenant Commander, USN**, posthumously, for heroism on 28 Sep 1966 as a pilot in Attack Squadron 164, embarked in USS Oriskany (CVA 34).

Gold star in lieu of second award
★ **PERRY, Richard C., Lieutenant Commander, USN**, posthumously, for heroism on 29 Aug 1967 as a pilot in Attack Squadron 164 embarked in USS Oriskany (CVA 34).

★ **RICHARDS, Richard L., Lieutenant Commander, USN**, for heroism on 20 Sep 1965 while serving with Fighter Squadron 84 embarked in USS Independence (CVA 62).

★ **ROHRSEN, Gerald C., Lieutenant (jg), USN**, for heroism on 20 Oct 1965 as radar intercept officer of an F-4B in Fighter Squadron 84 embarked in USS Independence (CVA 62).

★ **ROONEY, Thomas F., Lieutenant, USN**, for heroism on 28 Nov 1965 while serving with Attack Squadron 196 embarked in USS Bon Homme Richard (CVA 31).

★ **THOMPSON, William S., Commander, USN**, for heroism on 3 Jul 1966 as a pilot in Reconnaissance Attack Squadron Six, embarked in USS Constellation (CVA 64).

Gold star in lieu of second award
★ **THOMPSON, William S., Commander, USN**, for heroism on 6 Nov 1966 as a pilot in Reconnaissance Attack Squadron Six, embarked in USS Constellation (CVA 64).

Gold star in lieu of third award
★ **THOMPSON, William S., Commander, USN**, for heroism on 14 Dec 1967 as commanding officer of Reconnaissance Attack Squadron Six embarked in USS Ranger (CVA 61).

★ **VAN ORDEN, Edwin W., Jr., Lieutenant, USN**, posthumously, for heroism on 27 Oct 1967 as a pilot in Fighter Squadron 111 embarked in USS Oriskany (CVA 34).

★ **WINFREE, Howard T., Lieutenant, USN**, for heroism on 22 Oct 1965 as a pilot in Attack Squadron 195 embarked in USS Bon Homme Richard (CVA 31).

★ **WOODBURY, Laurence O., Lieutenant, USN**, for heroism on 20 Sep 1965 as a pilot in Attack Squadron 25 embarked in USS Midway (CVA 41).





NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ EDWARDS, John T., Aviation Electronics Technician 2nd Class, USN, posthumously, for heroism on 29 Jul 1967 while serving with a fighter squadron aboard USS Forrester (CVA 59). When a devastating fire broke out aboard Forrester, accompanied by bomb detonations from aircraft on the flight deck directly above his compartment, he remained in the bomb-ravaged compartment to alert his shipmates of the danger. He led one group of men from the compartment to safety, but when he returned a second time he was overcome and lost his life.

★ HEINS, Walter R., Lieutenant, USNR, posthumously, for heroism on 4 Oct 1967 as pilot of a jet aircraft during a training flight. When his aircraft engine developed a malfunction shortly after takeoff he radioed that he would attempt to return to the field. He skillfully avoided a densely populated area and refrained from dropping his external fuel tanks, remaining with his aircraft until it was directed toward an uninhabited woodland area. Only then did he attempt to save his own life by ejecting from the plane below the altitude required for parachute deployment, thus sacrificing his own life for others.

★ HOCK, Stephen L., Data Systems Technician 2nd Class, USN, posthumously, for heroism on 29 Jul 1967 while serving aboard USS Forrester (CVA 59) in the Gulf of Tonkin. When a fire broke out on the flight deck and swept through parked aircraft causing bomb detonations, Petty Officer Hock dashed to the scene and fought the fire and assisted survivors until driven back by heat and smoke. He then donned an oxygen breathing apparatus and returned to the blazing area to continue fighting fires and rescuing injured shipmates. He maintained this pace for hours until overcome by smoke and fumes while searching for survivors in a flooded, gas-filled compartment.

★ SMOOT, John H., Lieutenant Commander, USN, for heroism on 21 Dec 1967 while serving with a training squadron at Meridian, Miss. Upon witnessing an automobile crash into a creek near the Naval Auxiliary Air Station, he unhesitatingly plunged into the cold waters and effected the rescue of two incapacitated victims in the sinking auto. His prompt action undoubtedly saved the lives of the two people involved in the accident.

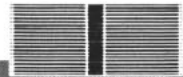
★ STANLEY, Daniel J., Machinist's Mate 1st Class, USN, for heroism on 29 Jul 1966 while on liberty from USS John Willis (DE 1027) at Newport, R. I. Upon hearing cries of a young girl who had fallen from a pier and had been swept between the pier and a Coast Guard cutter, Petty Officer Stanley plunged into the turbulent waters and effected the rescue of the child. His inspiring efforts were in keeping with the highest traditions of the United States Naval Service.

★ STEELE, Walter E., Airman, USN, posthumously, for heroism on 29 Jul 1967 while serving aboard USS Forrester (CVA 59). When a fire broke out on the flight deck and swept through aircraft on the flight deck, Airman Steele, assigned to the crash and salvage crew, rushed aft to effect the rescue of pilots trapped in the burning aircraft. He courageously struggled to rescue personnel from the area engulfed in flames until a bomb detonated, taking his life.

★ SZCZECH, Eugene B., Jr., Seaman, USN, posthumously, for heroism on 19 Nov 1967 while serving aboard USS Prairie (AD 15) at Pearl Harbor. While walking along the water's edge at Waimea Bay, Seaman Szczech and three shipmates were engulfed by a large wave which carried one man into the surf. Seaman Szczech, aware of the personal dangers involved, dove into the high surf and strong undertow in an effort to rescue his friend. He began to struggle in the water when the surf and undertow proved too strong for him. Several rescue attempts were made by his shipmates, but were unsuccessful due to the dangerous surf and undertow.

★ WELLS, Roy V., Damage Controlman 1st Class, USN, posthumously, for heroism on 18 Jan 1967 while serving with a harbor clearance unit engaged in salvage operations of

USS Mahnom County (LST 912) at Chu Lai, Republic of Vietnam. After observing a shipmate lose consciousness due to toxic fumes when his air supply failed, Petty Officer Wells donned another air mask and went to his assistance. He attempted to employ the "buddy breathing" technique, but was himself overcome by the fumes. Petty Officer Wells' sacrifice of his own life in an attempt to save that of another was in keeping with the highest traditions of the United States Naval Service.



BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

Gold star in lieu of second award

★ CONDON, ROBERT F., Lieutenant Commander, USN, posthumously, for meritorious service from 19 Aug 1966 to 18 Jan 1968 as commanding officer of an underwater demolition team. From 29 August 1966 to 3 March 1967, he led his command through an arduous Western Pacific deployment, carrying out many tasks from surveying rivers and beaches to inspecting ships. After completing an Eastern Pacific deployment, he returned to the Western Pacific area and became engaged in evaluation of a system which holds great promise for utilization in riverine warfare. The combat distinguishing device is authorized.

★ HOOVER, William C., Steelworker 2nd Class, USN, posthumously, for heroic achievement on 10 Jun 1965 while serving with a Seabee team at Dong Xoai, Republic of Vietnam.

Although severely wounded when a Viet Cong regiment launched an attack against Camp Dong Xoai, he immediately went to his post and remained there firing at the enemy until the camp was overrun by the enemy. Mortally wounded shortly thereafter, Hoover, by his courage and determined efforts throughout the battle, served to inspire all who observed him. The combat distinguishing device is authorized.

★ HOWARD, Bruce L., Hospital Corpsman 3rd Class, USN, posthumously, for meritorious achievement on 6 Sep 1967 while serving with a Marine unit in the Republic of Vietnam.

While in a convoy moving to a forward artillery position, Petty Officer Howard was a passenger in a jeep which struck a mine. Although wounded, suffering from concussion and entangled in the damaged vehicle, he rendered first aid to two other occupants also pinned by the wreckage. The combat distinguishing device is authorized.

★ KINNEY, Richard L., Hospitalman, USN, posthumously, for heroic achievement in connection with operations against communist forces on 30 Apr 1967, while serving as a corpsman with a Marine unit.

While conducting an operation in the hills of Khe Sanh, his unit was pinned down by heavy enemy fire, and sustained several casualties. Hospitalman Kinney rushed forward through intense crossfire and moved from one wounded Marine to another administering medical aid. Although seriously wounded himself, he continued to aid other

casualties while under heavy fire until again wounded, this time fatally. The combat distinguishing device is authorized.

★ MILLER, Tommy R., Hospitalman, USN, posthumously, for heroism on 5 Mar 1966 while serving as corpsman with a Marine unit in Vietnam.

Hospitalman Miller volunteered to assist corpsmen of another unit which was sustaining heavy casualties. He immediately rushed forward to aid a wounded Marine lying in a position exposed to heavy enemy fire. He then observed a wounded corpsman, also exposed to enemy fire at a distance of about 25 meters. He succeeded in reaching the wounded corpsman and began administering first aid when he was struck and mortally wounded by enemy fire. The combat distinguishing device is authorized.

★ NEIGER, Ralph E., Commander, USN, for meritorious service from 10 Dec 1965 to 10 Nov 1966, as commanding officer of a heavy attack squadron.

CDR Neiger retrained his squadron for a second extended deployment to the Western Pacific after a short turnaround period. Although a reduction in personnel and aircraft complicated the training problem, he inspired his officers and men to meet the challenge and produce a unit capable of meeting all its commitments. As a result, his unit was able to launch 98 percent of its scheduled missions and save 20 fleet aircraft from being lost due to lack of fuel.

★ NELSON, Richard A., Hospitalman, USN, posthumously, for heroic achievement on 14 Nov 1967 while serving as a Military Provincial Health Assistance Program Advisor in the Republic of Vietnam.

Hospitalman Nelson volunteered to accompany the District Advisory Team in an attempt to locate and assist a lost U.S. truck convoy. After being assured that the convoy had reached safety, the advisory team attempted to return to district headquarters when it was ambushed. Hospitalman Nelson was seriously wounded. After receiving two more critical wounds, he was taken to a Popular Forces outpost where he directed a team member in the use of items in his aid kit to treat his wounds. He succumbed to his injuries after being evacuated by helicopter. The combat distinguishing device is authorized.

★ POTTER, William V., Boatswain's Mate 1st Class, USN, posthumously, for meritorious service from 25 Feb to 18 Jul 1967 in the Republic of Vietnam.

During this period, Petty Officer Potter was patrol officer aboard a river patrol boat. His skill, aggressiveness and devotion to duty resulted in the interdiction of several Viet Cong river operations. By his inspiring leadership and courage under fire, he upheld the highest traditions of the U. S. Naval Service. The combat distinguishing device is authorized.

★ QUINN, Michael C., Seaman, USN, posthumously, for heroism while serving as a machine gunner aboard a river patrol boat in support of an Army platoon in the Republic of Vietnam on 28 Mar 1967.

When the platoon required medical evacuation for two wounded personnel, Seaman Quinn, without regard for his personal safety, leaped off the bow of his craft and ran up the riverbank to help take the infantryman to the boat. During this entire period

he was subjected to heavy Viet Cong fire. The combat distinguishing device is authorized.

★ ROBINETTE, Hillary M., Lieutenant Commander, USN, for meritorious service from May to October 1966 while serving with friendly foreign forces in the Republic of Vietnam.

As psychological warfare officer on the staff of Commander Delta River Patrol Group, LCDR Robinette was responsible for psychological-warfare operations incident to the planning and early patrol stages of the river patrol force in the Mekong Delta. He participated in many patrols which came under intense enemy fire. The combat distinguishing device is authorized.

★ SAPORITO, Ronald, Electrician's Mate 3rd Class, USN, posthumously, for heroic achievement on 5 May 1968 while serving with friendly foreign forces in the Republic of Vietnam. While serving as an M-60 machine gunner on a PBR, he exposed himself to enemy fire to pull a wounded crewmember out of his gun mount. Petty Officer Saporito and two other crewmembers then went over the side, holding the injured man afloat. Once the PBR was beached, he exposed himself to enemy fire once again to carry the injured man ashore. He then climbed onto the exposed bow of the boat in an attempt to defend the position when he was mortally wounded. The combat distinguishing device is authorized.

★ SHAPPEE, James M., Hospital Corpsman 3rd Class, USN, posthumously, for heroic achievement on 17 Dec 1966 while serving with a Marine unit in the Republic of Vietnam. When a patrol to which he was assigned came under close range fire from a large Viet Cong force, Petty Officer Shappee ran through the intense fire to aid several wounded Marines. He continued to assist the wounded while they were being evacuated in a hastily secured landing zone. The combat distinguishing device is authorized.



BRONZE STAR—Michael H. Champagne, HM2, is congratulated by LT-COL J. D. Counselman, USMC, after receiving the Bronze Star Medal in ceremonies at Camp Pendleton.

★ SPISAK, Thomas J., Lieutenant Commander, USN, for meritorious service from 3 Jul 1966 to 29 Jun 1967 as shallow draft shipping division officer, Military Sea Transportation Service Office, Vietnam. He was directly responsible for operations of about 25 USNS and USS LSTs and an MSTs contractor's fleet of 19 tugs and 33 barges. He contributed materially to the success of Operation Oregon, the largest troop and equipment relocation since the beginning of the Vietnam conflict.

★ TURNER, Robert A., Hospital Corpsman 2nd Class, USN, posthumously, for heroic achievement on 16 and 17 May 1967 while serving with a Marine unit in the Republic of Vietnam. When his unit came under intense fire, he immediately rushed forward where, exposed to the fire, he calmly carried out his duties. As the operation continued the next day, his unit again came under fire. He again moved through the fire, administering life-saving first aid to the wounded. He continued to aid the wounded in the open terrain until he was fatally wounded by an enemy mortar. The combat distinguishing device is authorized.

★ TWEHOUS, Gene L., Hospitalman, USN, posthumously, for heroic achievement on 16 Sep 1967 while serving as a corpsman with a Marine unit in the Republic of Vietnam. While riding aboard a lead amphibian tractor of a convoy, Hospitalman Twehous displayed great courage when the tractor detonated a mine, causing the fuel cells to rupture and explode in flames. He escaped the vehicle, but reentered upon hearing cries from a wounded Marine trapped inside. He succeeded in rescuing the man and extinguishing his burning clothing. He then began to administer to other casualties. The following day, while accompanying his unit across a stream, he was fatally wounded after assuring that all his comrades had made the crossing safely. The combat distinguishing device is authorized.

★ VERMILYA, Jay "J", Commander, USN, for meritorious achievement as commanding officer of USS Edson (DD 946) while that ship was assigned to operation Sea Dragon in the Gulf of Tonkin. On 27 February to 1 Mar 1967, he directed his ship on daylight raids within 6000 yards of untested coastal defense positions to reach assigned targets. Despite encountering heavy crossfire from coastal batteries during raids of 27 and 28 February, he maneuvered to complete all assigned missions and withdrew without damage to his ship. The intelligence gained from these missions enabled following operations to be conducted with minimum risk. The combat distinguishing device is authorized.

★ VAN VLECK, John J., Hospital Corpsman 2nd Class, USN, posthumously, for heroic achievement on 14 May 1967 while serving with a Marine unit in the Republic of Vietnam. When his unit was attacked by a North Vietnamese Army force, Petty Officer Van Vleck dashed through enemy fire to aid the numerous casualties. When evacuation helicopters arrived, he exposed himself to the fire once again to supervise placement of the wounded aboard the aircraft. He continued to treat the wounded despite a mortar round which exploded near him knocking him to the ground. His determination and efforts were instrumental in saving the lives of numerous Marines. The combat distinguishing device is authorized.

TAFFRAIL TALK

NAVY HOBBY SHOPS are not generally known for their shipbuilding activities, but the one at NAS Glynco, Ga., has at least one launching to its credit.

A 32-foot concrete (yes, concrete) cutter splashed off on her maiden voyage recently after eight months of construction in the yard outside Glynco's hobby shop.

Radarmen 3rd Class Zan Ricketson and Dennis Hebert built the concrete boat at a cost of about \$2000.

"Serendipity," as the boat was christened at the launching ceremony, has a draft of six feet and a mast 52 feet tall. Her sail area is 660 square feet. Of all steel tubular construction, her hull was covered with steel mesh wire and then plastered over with concrete. The roomy interior is finished in plywood and when completed will house six bunks, a large galley, head and storage space. Her auxiliary motor will supply 12-volt electrical service, and in the bilges are 8000 pounds of steel ballast.

Included in her construction are gratings from the quarterdeck of the carrier *USS Leyte* (CVS 32), and hull paint from Navy surplus stock.

The owners plan to live on board part-time and sail the boat around Georgia's Golden Isles and other points along the south-east coastline.

Many of the bystanders at the launching ceremony held their breath while the red and white concrete craft settled into the choppy water, but Petty Officers Ricketson and Hebert appeared calm. "We knew she'd float all along," they claimed.

★ ★ ★

Psst. Wanna buy an old car radiator for \$2000? We know where you can get one, but you might have to wait in line.

The demand for junk radiators was generated by Yeoman Seaman Albert Guibara, of NAS Alameda. This enterprising young Navyman cuts up an old radiator, mounts different-sized pieces on velvet-covered walnut, and produces a city skyline to hang on a collector's wall.

Guibara markets a full line of these radiator-based objets d'art, which he retails for between \$35 and \$2000. He's cagey about his earnings to date, but admits he has sold nearly 300 skylines and several by-products, such as miniature skyline book-ends.

His work is marketed in Los Angeles, Chicago, New York and San Francisco, and may soon be placed in foreign markets.

Guibara's first skylines were not of any particular city, but products of his imagination. Often, however, collectors want a faithful reproduction of a certain city's skyline, and Guibara can oblige. He will do lengthy research on the city, sometimes even contracting a photographer to take aerial photos. For this kind of effort, a collector will pay \$2000 and get his radiator-sculpture the way he wants it.

Seaman Guibara rates credit for innovating an interesting new art form.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

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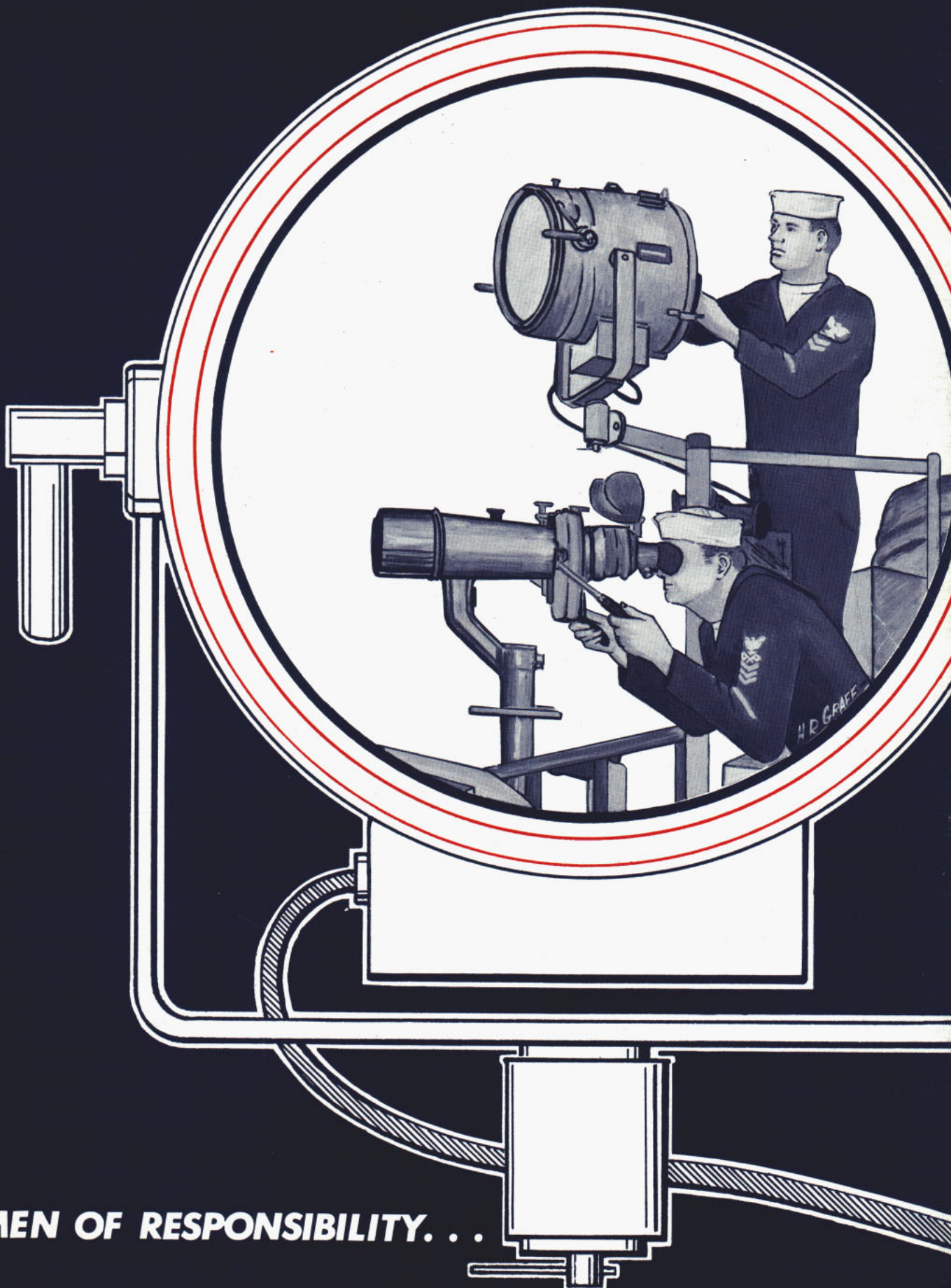
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● **AT RIGHT:** HIGH POINT—Fuel lines begin to snake across cable to an attack aircraft carrier alongside USS SACRAMENTO (AOE 1) during underway replenishment at sea.

—Photo by Robert D. Moeser, JOC, USN

ALL HANDS





MEN OF RESPONSIBILITY. . .

THEY GET THE MESSAGE