

LETTERS TO THE EDITOR

Defense Ribbon Is Authorized

SIR: Recently several men from the west coast have reported to our command wearing new National Defense Service Ribbons. They say the award has been authorized, but can't quote any specific directives.

Is the ribbon regulation? If so, what is the directive which authorizes it?—P. W. O., YN2, USN.

• It certainly is. The National Defense Service Ribbon was authorized by SecNav Notice 1650 of 5 May 1966.

As you probably know, the award was previously authorized for men who served honorably between 26 Jun 1950 and 28 Jul 1954. Last January, Executive Order No. 11265, amending Executive Order No. 10448 further announced eligibility for those who serve honorably after 31 Dec 1960 and a terminal date to be announced.

There are several exceptions. Generally speaking, eligibility may not be earned by very short periods of active service. Guard and Reserve forces on short tours of active duty to fulfill training under an inactive duty training program are not authorized to wear the medal as a result of such duty. The same holds true for people on temporary active duty to serve on boards, courts, commissions and such, or those on active duty for the sole purpose of undergoing a physical examination.

Navymen who are eligible may buy the ribbon and wear it—or may wear a bronze star in lieu of the second award, when appropriate.

The National Defense Service Medal, however, is not yet available for distribution. When an adequate supply is procured, information will be published regarding method of issue.—En.

Advancement as Reservist

SIR: I am due to be released from active duty in March 1967, at which time I intend to enter the Naval Reserve. This August I took the examination for second class.

If I am authorized for advancement, and accept, I understand it is necessary to obligate for one year's service beyond the date of promotion. If I do not choose to do so, could I accept the advancement as a Reservist?—D. R. B., YN3, USN.

• Yes. But you could not assume the higher rate until you were separated if your advancement came before your EAOS.

For men on active duty, advancement is authorized only when there is

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at least one year's obligated service beyond the effective date of advancement. If the date is before your separation, you will remain a PO3 until after being released from active duty, then apply for the higher pay grade, as a Reservist, under the provisions of BuPers Inst. 1430.1E.

If the effective date of advancement is later than your EAOS, you apply for advancement under the terms of the same directive and assume the new pay grade on the date authorized by BuPers. By then, of course, you are a Reservist.—ED.

Origin of Quartermaster Rating

SIR: I'm seeking a definition for the title Quartermaster as it is used in the Navy.

As you know, this title in the Army more or less implies the true meaning of the word—one in charge of quarters, berthing, messing, supply, and so forth. In the Navy, however, it refers to those persons concerned with navigation and shiphandling arts.

Undoubtedly the naval term stems from the days of wooden ships and iron men when, perhaps, the navigation officer wore several hats. What's your definition of quartermaster?—J. R., YNC, USNR.

• In the early days, when ships were

Appointment for Warrant

SIR: I have been selected for warrant officer with an appointment date of 1 Feb 1967. My present enlistment will expire on 20 March. Will I be allowed to reenlist three months early? The reenlistment bonus and cash for unused leave would come in handy.—F. V. P., AOC, USN.

• Your concern is understandable, but no. Since your enlistment expires after your date of promotion to WO-1, you may not be discharged early for the purpose of reenlistment.

Check the "BuPers Manual," Article C-1403.—ED.

considered to be merely platforms from which soldiers fought, seagoing quartermasters actually were soldiers assigned as "masters" of the "quarters" on ships carrying troops. These men performed the same quartermaster duties aboard ship as they did with troops ashore.

Later, it became the custom to have these masters of the quarters remain on board after the troops were disembarked. Since there were no soldiers requiring their services, the quartermasters were assigned other shipboard duties. Eventually, they became part of the ship's crew.

By Farragut's time the quartermaster was well on his way toward becoming what he is today: the secretary, assistant, and general right-hand man of the watch officer and the navigator in everything pertaining to navigation.

These comments on the evolution of the quartermaster are based upon the Navy Training Course for Quartermaster 3 & 2 (NavPers 10149-B, page 1). Perhaps some ALL HANDS readers will inform us of other sources.—ED.

Was Your Ship There? Many Were

SIR: On the morning of 29 Jan 1945 an amphibious landing off the coast of Zambales in the Philippine Islands proved to be one of the more pleasant surprises of the liberation of Luzon.

At that time, Task Group 78.3 was to land 30,000 troops to protect the flank of the Sixth Army on its march from Lingayen Gulf to Manila.

While reconnoitering the beach near the little towns of San Antonio and San Narciso, the advance force was met by local guerrilla forces in banca boats. The guerrillas were shouting "liberty," proclaiming that the enemy forces had been cleaned out and the coast was in friendly hands. The landing was then accomplished rapidly without a shot being fired, hastening the liberation.

My question is, do you know which ships took part in that amphibious operation? The most informed source I have found is Morison's *History of U.S. Naval Operations in World War II*, but even this source provides only an incomplete listing of TG 78.3 and its supporting units.

The occasion which prompts this inquiry is the presentation of a plaque to the towns of San Antonio and San Narciso, to commemorate the long history of Filipino-American cooperation. The U.S. Naval Communication

Station at San Miguel, which lies between these towns, still enjoys the friendliness and cooperation demonstrated that morning in 1945.—F. M. R., CAPT, USN.

• We consulted the Naval History Division on your question, Captain, and they provided us with an extract from the CTG 78.3 "Report of Amphibious Landings in Zambales Province, Luzon, P.I." dated 4 Mar 1945.

The narrative describes the mission of the landings as follows:

To land the assault forces of the XI Corps Headquarters, composed of the 38th Infantry Division and the 34th RCT of the 24th Infantry Division, together with their supplies and equipment, in the Zambales area and support the landing by close gunfire and air support, in order to block hostile retirement into Bataan Peninsula."

An additional mission was to open and occupy Subic Bay.

Other readers might be interested in the names of the participating ships. Recognize any of them? Here goes:

The combat vessels included: USS Charles J. Badger (DD 657), Isherwood (DD 520), Luce (DD 522), Picking (DD 685), Sproston (DD 577), Wickes (DD 578) and Young (DD 580).

The amphibious warfare ships included: USS Mt McKinley (AGC 7); Alcyone (AKA 7), Algol (AKA 54), Alshain (AKA 55), Aquarius (AKA 16), Arneb (AKA 56), Auriga (AKA 98), Capricornus (AKA 57), Chara (AKA 58), Mercury (AK 20); Alpine (APA 92), Appling (APA 58), Baxter (APA 94), Cavalier (APA 37), Custer (APA 40), Du Page (APA 41), Elmore (APA 42), Harris (APA 2), Haskell (APA 117), Lamar (APA 47), Pierce (APA 50), Sarasota (APA 204), Sheridan (APA 51); Cofer (APD 62), Kephart (APD 61), Lloyd (APD 63), Newman (APD 59), Rathburne (APD 25). A number of landing craft were included in the contingent. Among them were: LCIs 225, 226, 337, 338, 340, 341, 688, 985, 986, 987; LCSs 7, 8, 26, 27, 48, 49; LSMs 63, 64, 66, 67, 68, 268, 269; LSTs 453, 463, 552, 553, 555, 558, 565, 569, 573, 583, 592, 606, 609, 612, 623, 631, 636, 658, 662, 669, 679, 680, 693, 703, 707, 714, 734, 735, 736, 737, 740, 745, 746, 775, 908, 910, 922, 924, 990, 999, 1006, 1014, 1024, 1025 and the vehicle cargo ship, then referred to as landing ship, vehicle Monitor (LSV 5).

Among the mine warfare ships were: USS Pursuit (AM 108), Requisite (AM 109), Sage (AM 111), Salute (AM 294), Saunter (AM 295), Scout (AM 296), Scrimmage (AM 297), Scuffle (AM 298), Sentry (AM 299), Triumph (AM 323); the minelayer Monadnock (CM 9); and the motor minesweepers YMS 6, 8, 9, 50, 53, 68, 158, 219, 243, 286, 314, 334, 336, 342, 353, 360, 363, 398, and 408.

The patrol ships included the escort ships USS Day (DE 225), Eugene E.



YARD OILER Casinghead steams out to refuel ships in Yokosuka, Japan.

Elmore (DE 689), George A. Johnson (DE 583), Leslie L. B. Knox (DE 580), McNulty (DE 581), Metivier (DE 582), and Riley (DE 579); the submarine chasers SC 521, 667, 995, 1327; PC 1119, 1122 and 1133, and the frigate Warrego.

Auxiliary ships included the transports USS Golden City (AP 169), La Salle (AP 102), President Polk (AP 103) and Winged Arrow (AP 170); the salvage ship Grasp (ARS 24) and the ocean tugs Hidatsa (ATF 102) and Rail (ATO 139).

In addition, two XAKs (Liberty ships) participated, but their names were not given in the report.

It is interesting to note that many of the ships mentioned are still in active service. Others have gone the way of all metal.—ED.

ON STATION—USS Ranger (CVA 41) is replenished by Sea Knight copters.



Good Conduct Medal for Waves

SIR: Three-year enlistments, under which many women enter the Navy, do not allow sufficient time in service for Waves to qualify for the Good Conduct Medal.

I feel that if one must fulfill the same basic requirements in a three-year enlistment as others do in a four-year enlistment that one should be eligible for the same rewards for good service.

Has any change or reversion to three-year eligibility been considered of late? — S. J. W., YN3 (W), USN.

• There is no plan at present to revert to the three-year service requirement which was changed to four years in 1963.

Policy advisors inform us that the change was made only after considerable study and review. It's their opinion that the four-year requirement for eligibility makes the Good Conduct Medal a more meaningful award which is coveted by sailors and Waves alike. — ED.

Tawasa Counterclaim

SIR: USS Tawasa (ATF 92) makes no claim to a record, but cannot let the claim of the precommissioning unit of Flasher (SSN 613) go unchallenged. (August issue, p. 34.)

The results of Tawasa's February 1966 advancement exams indicate that 82.4 per cent of our men taking the exam passed, and that 100 per cent of those passing were rated. Of those who took the special May examination (for E-4), 100 per cent passed, and 83.8 per cent were authorized for advancement. — J. W. Millard, LT, USN.

• Double congratulations to you. First for your outstanding advancement results, and then for your discretion in not claiming a record. — ED.



DRAGGING DRAGONS—Twenty-five crewmembers of *USS Dixie* dig in with paddles during Dragon Boat races.

Here They Are: All-Navy Dragon Boat Champs

SIR: I recently read that a 25-man crew from *USS Dixie* (AD 14) rowed to victory in the annual Dragon Boat Festival races on the River of Love in Kaohsiung, Taiwan. The article went on to say it was the second time a Navy crew had entered the race. The first was a crew from Headquarters Support Activity Detachment Five.

The time has come to set the record straight. Although I won't claim a first, I will say that *USS Caliente* (AO 53) entered a team and won the race in June 1958.

Here's what happened. The captain

of our ship, while making a courtesy call on local port officials, heard about the annual races. Since *Caliente* was to be in port for three weeks as station ship, he thought it would be a good idea for the U. S. Navy to be represented. The word from local officials was that no Americans had ever competed in the race before.

I was, unfortunately, assigned the collateral duty of ship's athletic officer at the time, so the captain called me up to his cabin and broke the good news about our ship entering a crew in a "Dragon Boat Race."

I thought at first the captain had been in the sun too long. When I tried recruiting a team from the ship's company, the consensus was that I, too, was suffering from sunstroke. All my efforts to collect 25 men failed.

At last, the captain dropped a hint that special liberty might be arranged for volunteers. Also, if restricted men would join the team (and the team won), it was very probable that all restrictions would be canceled. We had a dragon team!

After only two practice sessions, the big day arrived. With the captain's

PAST PERFORMANCE—Navymen of Detachment Five, HQ, Support Activity, Kaohsiung, await awards in 1965.



TROPHY TIME—Member of Detachment Five rowing team accepts winners' trophy from Mayor of Kaohsiung.

promise of liberty ringing in their ears, they were off. Our crew was an unusually husky lot so nobody was much surprised when we came in about four boat lengths ahead of our closest competitor.

The winning crew went on liberty and the ship got a beautiful flag from the race officials which, for all I know, is still hanging in the ship's mess deck.

COMSEVPAC even went so far as to make up a special rating badge for "Dragon Boat Crewmen."

Please don't misunderstand me. I heartily congratulate HSA Detachment Five and *Dixie* on their respective victories. However, I want them and the world to know that old *Caliente* was there ahead of them.—B. A. Buscher, LCDR, SC, USN.

• *Thanks for your very interesting letter, sir. We think you can now consider the record set straight. We might say, at this point, that Dixie sent us an account of this year's events at Kaohsiung which did NOT include the claim that she was the second U. S. Navy victor in the history of Dragon Boat racing.*

For those who are not up on dragons, here's some more information to round out the story.

In September 1965, ALL HANDS carried the news that Detachment Five of the Headquarters Support activity at Kaohsiung had won the Dragon Boat Race. The team really didn't expect it to turn out that way. They had only four short practices during which they learned that a dragon is not easily moved.

Although Detachment Five's practice performances were unimpressive and one of their competitors was a City Hall team (everybody knows you can't beat City Hall), the Navy team played the role of Dragon Boat Racers to the hilt. For the occasion, they donned blue coolie hats decorated with gold spangles and stenciled Seadragon (in Chinese characters) across the back of their shirts.

Detachment Five was apparently as surprised as anybody when they not only finished the race at a race pace for the first time, but also won in their category.

The Dixie team in this year's race also had a mere four days in which to condition and train. Lieutenant (jg) Laws acted as coach, Lieutenant F. P. Dillon as coxswain and H. J. Anderson, MMFN, as cadence counter. The Dixie men who paddled their own canoe were R. Williams, BT2; B. Moore, MM2; C. F. Moseley, MRFN; R. B. Ginsburg, DM3; D. R. Perry, SN; B. L. Seaton, TM2; C. L. Jones, FN; J. J. Milkovich, SFP3; P. H. Friedrich, GMT3; R. N. Carlson, YN1; C. E. Wetzel, BT3; M. M. Leal, SN; C. E. Pollock, SFP3; M. B. McCool, EN3; W. D. McGarity, TMSN; F. N. McKee, IC3; A. C. Franklin, FN; I. J. Decamp, SK2; W. E. Hartman, TMSN; A. J. Ferreira, DC3;



DIXIE DELIGHT—Coach LTJG Law receives Dragon Boat trophy for USS *Dixie*.

J. W. Faunce, GMT3; J. E. Greenburg, MA2; and H. J. Anderson, MMFN.

The Dixie team, taking their cue from last year's winners, also dressed for the occasion. They wore tasseled beanies tied firmly to their heads and red rowing shirts with Dixie Dragons boldly lettered (in English) across the back. The accompanying photos will give you an idea of what a dragon boat race is like. Obviously, a good time was had by all.—ED.

Return to Service

Sgt: Several years ago I was a Navy signalman first class. I was discharged, spent some time as a civilian, then returned to the Navy. Because SM was

not then on the "open rates" list, I took a cut in pay grade and was reenlisted as an SM2.

Since then—six months later, to be precise—SM was added to the "open rates" list and Reserve signalmen were allowed to return to the service after three months had elapsed and still retain their pay grade.

Can I be reinstated as an SM1?—R. H. R., SM2, USN.

• Sorry, BuPers Inst. 1430.7D is the final word in this case. The directive stipulates that broken service reenlistees must hold a rate and rating which is currently—repeat, currently—on the open rates list or must accept a lower grade.—ED.

YEAH TEAM—The Dixie Dragons team poses for photo after rowing to a first.





LINE ON SUBS—Advanced rigid-rotor XH-51A copter demonstrates ability.

Halsey and Nimitz

Sir: I am keenly interested in naval history. So far, I have been unable to locate a publication dealing with the life stories of Fleet Admirals William F. Halsey and Chester W. Nimitz. Do you know of any?—H. H. PN3, USN.

• We know of a couple of books concerning Fleet Admiral Halsey that might interest you. One is an autobiography called "Admiral Halsey's Story." The other is by L. A. Keating, entitled "Fleet Admiral: The Story of W. F. Halsey."

If your ship's library doesn't have either of these, the library officer can probably get them for you.

Unfortunately, we know of no biography of Fleet Admiral Nimitz. However, there are numerous magazine articles about his life which you should have little trouble locating in your nearest public or ship's library. Look through the "Readers' Guide of Periodical Literature."

While we're on the subject of admirals and their biographies, we would like to bring to your attention a new

book published by the Division of Naval History. It's entitled "Admiral Raymond A. Spruance, USN—A Study in Command," and the author is Vice Admiral E. P. Forrestel, USN (Ret.).

As you probably know, ADM Spruance's crushing victory over the Japanese fleet at Midway was one of the most decisive battles in all history, and the turning point of the war in the Pacific.

The book may be purchased from the Superintendent of Documents, Washington, D. C. 20420 for \$2.75—Ed.

Wings for Corpsmen

Sir: I am a hospital corpsman in flight status. The combination has caused a few problems.

During the past two years I have flown 18 search and rescue missions, accumulating 126 hours in the air. I completed the local training syllabus for rescue aircrewman, and was designated such (8285) by my command.

I am, in other words, a qualified aircrewman. Nevertheless, I find I cannot

be assigned the NEC of 8285 as it is not in the 8400 series (hospital corpsman). Is this really so? If yes, why?

If I can't be assigned the NEC of 8285, may I continue to wear aircrewman wings after I am transferred to another command?—H. M. F., HM2, USN.

• Yes, it really is so. You may not hold NEC 8285. Assignment of the Aircrewman NEC is not made to HMs because it serves no purpose in their distribution.

The NEC limitation, however, does not make you less an aircrewman. You earned your wings; you may wear them both at your present command and after you are transferred. Once earned, the privilege of wearing the wings may be revoked only for cause.—Ed.

More Than Meets the Eye

Sir: I read your article in the July issue of ALL HANDS called "Some Like Them Old." Inasmuch as I am a Model T enthusiast myself, I particularly enjoyed your account of SW1 Fowler's Model A roadster pickup and Chief Irish's Model T.

The Model T was produced between 1908 (not 1906 as your article stated) and 1927. More than 15 million were sold during this period.

It is estimated that 100,000 Model Ts are still in existence and 40,000 are still in operation.

I have driven my completely restored 1913 Model T touring car all over California and I plan to make a cross-country trip in it next year.

As you said, the antique car field is not exactly cost-free. Although my Model T cost only \$750 when it was new, I have spent four times that amount getting it back into shape.

I am not sure whether Petty Officer Fowler will be happy or sad to know his Model A isn't as rare as he thinks it is. I know of five 1930 Model A roadster pickups like his in the Long Beach area alone.—Lawrence E. Smith, ENFN(SS), USN.

• Thanks for your letter and the interesting details it presented.

A few more—In checking an encyclopedia on the subject of early autos, we discovered that Henry Ford produced eight models before he reached the T. These were models A, B, C, F, K, N, R and S.

None of these cars were too popular with the buying public, and we received the impression that this was due to their comparatively high cost (for those days, of course).

Our good friend at the Smithsonian Institution tells us that this is not entirely true. Other factors entered into the picture which affected the popularity of the cars, although he wasn't too specific as to just what those factors were. Most of the earlier models cost less than \$1000, which was a lot of money and still is. The model B cost in

the neighborhood of \$2000, and the K, \$2800. The others ranged from \$600 to \$1000. The model T was in this range.

The Model A which preceded the T may be a surprise even to antique car buffs. The early series of Model A was built in 1903. It did not, of course, become famous, as did the later A. It did come in two styles, however,—a runabout which sold for \$850, and a tonneau which cost \$950.

As might be expected, the predecessors of the Model T are all rare items—not even the Smithsonian has one. There is, however, at least one private collector who has a complete collection up to, and including, the Model T. We shudder to think of the cost.—Ed.

Ribbon Precedence

SIR: I was appalled by the glaring discrepancy on the front cover of the July issue. The first class machinist's mate is depicted wearing a Good Conduct Ribbon between two other ribbons.

Obviously the MM1 is out of uniform. The Good Conduct Ribbon should be worn in the senior position with the campaign bars to the wearer's left.—R. C. P., TN1, USN.

• Who says they were campaign bars?

We asked our artist who drew the cover. He said the ribbon to the right of the Good Conduct Award was the Silver Star. That and more than 20 other military decorations, unit awards and non-military decorations take precedence over the Good Conduct Medal.—Ed.

Engine Room, Boiler Room.

SIR: In your July issue you had a very interesting article entitled "Navy Ratings: Key to a Career". One question,



FIRST TIME OUT—USS Tripoli (LPH 10) steams in Gulf of Mexico during trials.

however, concerning the picture on page 12. Since when do boilermen stand watch at engine room throttle boards where machinist's mates are supposed to be?—R. D. N., EM3, USN.

SIR: I am a BT with over five years in the Navy. I've been on five different ships, and I've yet to see a ship that has the throttle board in the fireroom or boiler room.—R. O. F., BT2, USN.

SIR: An item in your July issue is incorrect. In the ratings section, under the heading Boilerman, you show a man at the throttle station in the engine room. In an extreme emergency, a BT might have to man that station, but not normally.

Actually, the man in the picture is a machinist's mate, J. C. Cunningham, MM3, presently stationed with me. He says the picture was taken in the engine room, and that he doesn't recall having

been a BT at the time.

Why not be accurate, and show somebody cleaning a steam drum, or changing burners, or testing boiler feed water? There are hundreds of pictures you can take in the fireroom to show the real BT in action.—D. A. P., BT1, USN.

• All of you are right, of course, and we're embarrassed at not knowing our boiler rooms from our engine rooms.

We would like to add, however, that we depend on the Fleet for our photographs, as well as our information. Rarely do we receive good photos of the Black Gang at work.

While we are on the subject, your attention is invited to the back page of this issue, where, among other things, we say that the man on the scene is best qualified to tell what's going on in his outfit. The same applies to photographs.—Ed.

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Golf and Gun Dominate Sport Round Up

DEFENDING All-Navy Golf champion Dave Bollman slipped to a 75 in the final round of this year's tournament, but still managed to stay one under par for the 72 holes for a one-stroke victory over Stu Schroeder in the open division.

Bollman fashioned rounds of 69, 71, 72 and 75 for his 287 total over the par 72 NAS Patuxent River course.

Schroeder, who was also last year's runner-up, shared medalist honors with Bollman as five players shot par or better on the first day.

Andy Mosley, a veteran of previous All-Navy tourneys scored a first round 70, but dropped to a 78 on the second day and was never again in contention for the crown despite the fact that his final 71 was the only sub-par round scored that day.

Rudy Boyd, who was six strokes off the pace after 36 holes, shot a three-under 69 in the third round as he made a pitch for a vantage point to the title. His sub-par shooting put him at one-under-par 215, three strokes off the pace.

Schroeder missed par by a stroke on the second day and by two more on the third, as he dropped steadily to third place. At the end of 54 holes of play, he was four strokes off the pace at even par.

On the final day, Bollman gave everyone a chance to catch up, as he went three over par to a 75. Schroeder came charging in Arnold Palmer style, but the charge faltered

at even par and he lost by a stroke.

Boyd, who needed only an even par round to tie for the title and force a playoff, skied to a 77 under the pressure. He finished third, four strokes over par and Schroeder.

In the senior division, defending champion Ed Peck and Hugh Baskette, a former Bollman teammate, shared medalist honors at even par 72. But that was as close as they got to the title, as Captain Ace Johnson poured in rounds of 73, 74, 76 and 76 to beat Peck by two strokes and Baskette by seven.

Johnson led after two rounds with a 147. Ed Bray moved into the second slot at 150.

Peck and Baskette, playing like twins, came in with second-round 79s, which put them in a three-way tie for third with Captain Tex Ireland at 151.

Then Peck made an early surge in the third round for a par 72 as Johnson slipped to a 76, putting the two in a tie for the lead at the end of 54 holes of play. Bray held a steady grip on second place at 227, four strokes away from the leaders.

Defending champion Estelle St. Clair was 24 strokes better than her title pace of a year ago, but her 333 total was only good for third place.

In this year's competition, seven of the 10 women entrants beat last year's winning score of 357.

several tries for the senior title. It was also a moral victory for Johnson, whom Peck had defeated by 18 strokes in the East Coast senior championship.

Peck's second place finish was his third in four years. He also placed second in 1963 and 1964, in addition to his 1965 win.

The women's division improved on last year's winning score by over 30 strokes, as LCDR N. G. Hollenbeck jumped to an early seven stroke lead and was never in trouble on her way to the title.

Miss Hollenbeck toured the course in three-over-par 75 in the first round, the lowest women's score of the tournament. Subsequent rounds of 83, 81 and 85 gave her a 324 total and a two-stroke victory over runner-up M. A. Hall.

Miss Hall, who began the tournament with a respectable 82, picked up four strokes on the leader with a second round of 79 and another stroke in the final round, but couldn't overcome her deficit from the first day's play.

In the final round, Ace Johnson showed that his golf was as appropriate to the number one spot as his name. He turned in another steady 76 to take the title, as Peck shot a 78, good for second place.

Baskette, who had hovered at 79 for two days, moved past Bray and into third place with a 76, for a 306 total.

The win was Johnson's first in

both the open and senior divi-

sions of the Interservice Golf tournament this year, as the Air Force made a clean sweep of the division and team titles.

Lieutenant (jg) Stu Schroeder, runner-up in the All-Navy open division, finished at 288, five strokes behind the defending champion, Captain Warren Simmons, but the final round was nearly over before the championship was decided.

Simmons led the tournament for all but six holes of the final round after opening with a three-under-par 68 on the 6213-yard east course at Maxwell AFB, Ala.

Schroeder, tied for ninth place after the first round, came in with a second round 69 to pull within range of the leader.

In the final round, Schroeder and Simmons battled in a head-to-head match. Schroeder started the round three strokes behind, but evened the match at the 8th hole when Simmons bunkered his second shot and three-putted.

Schroeder went ahead for the first time in the tournament with a birdie at No. 13, but lost the stroke on the 14th with a par. A six on the following hole put Schroeder two strokes behind. He gained a stroke on Simmons again at No. 16 with another par.

The Navyman then finished with two double-bogies to Simmons' pars as he put his tee shot over the green on the par three 17th and knocked his second shot out of bounds on the final hole.

All-Navy Golf Scores

Open Division

Dave Bollman, YN3	69-71-72-75-287	CDR Ed Peck, MSC	72-79-72-78-301
LTJG Stewart Schroeder	69-73-74-72-288	Hugh Baskette, AKC	72-79-79-76-306
LT Rudy Boyd	73-73-69-77-292	CDR Ed Bray	74-76-77-81-308
Andy Mosley, AE1	70-78-76-71-295	CDR C. O. Parrish	75-77-78-80-310
Gary Groh, AA	72-75-74-74-295	CAPT Tex Ireland	75-76-80-82-313
ENS Joe Endry	72-77-74-73-296	E. O. Henry, AEC	82-76-75-81-314
CAPT Jim Deemer, USMC	73-73-77-75-298	LT J. E. Hayes	76-79-85-84-324
LTJG G. G. Creagh	77-73-75-73-298		
J. W. Young, BM2	80-73-77-72-302		
F. Dobos, Jr., CMC	73-76-80-76-305		
LTJG Ron McLeod	75-77-76-78-306		
Fred Crockett, AK1	75-82-75-75-307		
K. W. Greer, DM2	80-75-77-77-309		
Ken Likeness, ETN3	82-76-80-79-317		
John Teckley, SFC	76-87-76-82-321		
J. J. Sudac, MMFN	80-83-80-81-324		
CAPT Ace Johnson	73-74-76-76-299		

Women's Division

LCDR N. G. Hollenbeck	75-83-81-85-324
M. A. Hall, RMSN	82-79-81-84-326
Estelle St. Clair, PN1	84-85-81-83-333
Gwenda Anderson, PN1	86-88-82-84-340
LT Sarah Watlington	84-82-91-85-342
LCDR Mary Bisenius	87-84-85-91-347
LTJG S. Russell	93-86-89-84-352
Sarah Jackson, PNCS	90-92-96-81-359
B. E. Mayhall, PN1	95-101-94-91-381
LT M. A. Wilson	97-101-101-94-393

ship held something of a monopoly on the National Pistol Championship. And he was a very happy man. But not any more.

Now the monopoly belongs to Aviation Machinist's Mate 1st Class Donald R. Hamilton of Naval Air Reserve Training Unit, Washington, D. C., who recently won his second consecutive title at Camp Perry, Ohio.

Hamilton began the meet with a score of 882-37X. He followed up with a second-day score of 866-27X in strong winds to lead the meet by four points.

On the third day, Blankenship and Sergeant First Class R. D. Thompson began a charge which almost overtook Hamilton. Almost. By noon, Hamilton led Blankenship by only seven points and Thompson by eight.

Hamilton held off the Army

HERE AND THERE—Netmen are at it again. Read Cup (center) is sailing trophy. Rt: Professional tennis on carrier.



MATCH was held off California coast. Bowlers roll for BuPers trophy. Rt: Boxing season is now in full swing.



FROM THE SIDELINES

EIGHT HUNDRED and thirteen is a pretty large number for a score. It stands for 130 touchdowns (with a few place-kicks thrown in), a good scoring season of baseball, or eight or 10 rounds of golf, if you're like most of us.

But if you're Hugh Campbell, Airman, it signifies the best night of bowling you've ever had.

Campbell, captain of a Sunday night summer bowling team at NAAS Chase Field, went out for his usual night with the boys and came back a winner—and a record-holder.

He put together games of 237, 277 and 299 for a phenomenal 813 series.

The 299 is the highest game ever rolled on the Chase Field alleys.

And, so far as we know, the 813 series is the highest ever recorded by a Navyman.

Campbell will, of course, qualify for the BuPers bowling trophy, which is given to those rolling a 300 game or 700 series.

Now, after that 299 game, all he has left to work for is that last pin for a perfect game.

★ ★ ★

You'd think that a man would slow down a little after winning a championship or two; that he'd relax. But a true champion is sometimes spurred on to better things by a win.

That's how it was with Jim Massam, of the NTC San Diego varsity swimming team. Massam, as we reported last month, set a new All-Navy record of 2:28.4 in the 200-meter backstroke during the West Coast championships.

Massam kept up his pace in the recent Fiesta Del Pacifico meet in San Diego by taking three and a half seconds off the Pacific Southwest Swimming Association mark, lowering it to 2:18.5.

Now he has the distinction

of holding two records in the same event—and they're 15 seconds apart.

★ ★ ★

Unusual things happen in the world of weekend golfers, too. Some of them are good, and some of them—well, you can judge this one.

Jay Tuttle was out for a round on the Rota Golf Club course when Lady Luck made her play. Tuttle hit his tee shot on No. 12 and watched it head straight for the pin. A few seconds later, plop!

However, the threesome playing behind Tuttle didn't see the shot. And neither did anyone else but Tuttle, as he was playing alone. So now his friends are congratulating him—with sympathy.

Perhaps followers of the sport should develop a "buddy system," similar to that used in swimming.

★ ★ ★

Rota is also the basketball capital of Spain, or so it would seem.

Lieutenant (jg) P. E. Crooker, the naval station athletic officer there, put out a notice in the station gym that if interest warranted, a brief summer basketball league would be formed, for the purpose of getting the men in shape for football, or just for getting the men in shape. The original plan was to limit the play to the month of August.

But, according to our report, the hoopsters practically came out of the walls, and LTJG Crooker found himself with 15 teams—11 from base departments and commands (USS *Holland* entered four teams), and the remaining four teams made up of men without a common unit to play for.

As a result, Rota can claim a basketball season that finished before the football teams took over, instead of vice versa.

—Kelly Gilbert, JO2, USN

charge in the last event, scoring 293 of a possible 300 points to win the aggregate title with a score of 2629-114X. Blankenship and Thompson placed second and third, respectively.

During the shooting, Hamilton won his second straight Secretary of the Navy Award and became the first man to win the President's 100, a newly-instituted event patterned after the event of the same name in rifle competition.

All of which makes Hamilton's trophy case begin to bulge. He now holds trophies as the 1965 and 1966 National Pistol Champion, 1965 All-Navy Champion, and 1966 Interservice Champion.

And he's a very happy man.

—Kelly Gilbert, JO2, USN

Navy Rifle Team Scores

The U. S. Navy Rifle Team left the National Rifle Matches at Camp Perry, Ohio, this year with its fair share of hardware for the trophy cases, and two of the Navy's participants won national titles.

Donald Vaughn, Aviation Machinist's Mate 1st Class, became co-holder of the National Match record in Army Cup competition with a score of 100-19V out of a possible 100-20V. Vaughn hit the bull's-eye, but missed the V-ring on his fifth shot to tie the record set last year by Marine Corporal Daniel Sanchez.

Michael D. Nolta, Aerographer's Mate 2nd Class, outshot 2400 military and civilian riflemen to win the Marine Corps Cup. Firing from the 300-yard line at rapid fire, Nolta scored 100-12V to win the event.

Thomas N. Treinen, Aviation Machinist's Mate 3rd Class, won the Pershing Trophy as high individual scorer in the National Trophy Rifle Team Match. Treinen scored 250-30V out of a possible 250-50V for the title.

Nine Navy entrants also placed in the President's Hundred competition. Lieutenant (jg) Webster Wright shot a score of 147-14V to take top honors among the Navy competitors.

Another Navy shooter, Elaine Lehtinen, Personnelman 2nd Class, became the first Navy woman ever to place in the President's Hundred. It was her first national competition.

The Navy Rifle Team placed fourth in National Rifle Team standings at the Camp Perry matches with an aggregate score of 1180, a mere five points from the top.

TODAY'S NAVY

Overnight Guests

You probably wouldn't be too perturbed if inclement weather forced your afternoon guest to become an overnight guest, assuming, that you have a spare couch.

But what if there were 1500 guests, mostly women and children, and they had to spend the night at sea?

The crew of the carrier *uss Wasp* (CVS 18) found themselves in just such a situation recently.

Wasp had departed Boston at 0900 for a scheduled one-day dependents' cruise in the local operating area. Highlight of the program was to be a series of flight demonstrations between 1200 and 1500.

By noon it was apparent that the heavy fog in the area was not going to lift in time to permit flight operations. *Wasp*'s commanding officer announced that the ship was returning to Boston and would arrive at about 1430. She didn't.

After several unsuccessful attempts to enter the fog-shrouded channel, *Wasp* proceeded to an anchorage and the situation was discussed with naval authorities in Boston via radio.

The dependents would have to stay overnight.

All hands turned to to make their guests as comfortable as possible. The supply department broke out fresh stores to feed additional meals to the guests. Needless to say, berthing was a problem. The crew in the after section of the ship gave up their quarters and the officers moved out of their staterooms for assignment to the dependents.

A phone patch via *Wasp*'s ham radio was rigged so that those having pressing business and personal engagements could contact shore.

Providing entertainment for the guests was no problem. Movies were shown continuously in hangar bay one; hangar bay two was the scene of a folk sing, a band concert, and a dance complete with orchestra.

By that evening the forecasts showed that the fog might continue for several days, so the skipper headed for Quonset Point. By the time *Wasp* arrived at NAS Quonset Point the next afternoon, a fleet of



SECOND MAIDEN VOYAGE—Fleet Oiler *USS Tappahannock* (AO 43) steams toward her new home port, Long Beach, after six years in the Reserve Fleet.

buses was waiting to transport the visitors back to Boston and the debarkation was accomplished without a hitch.

From all appearances, *Wasp*'s guests thoroughly enjoyed their overnight stay. *Wasp*'s crew was delighted at the chance to demonstrate Navy hospitality.

Repeat Performance for HC2

It isn't often that a single helicopter squadron rescues two men from the Mediterranean in a matter of three days. Nevertheless, HC-2 aboard *uss Independence* (CVA 62) did just that.

A squadron helo was in the air when the word came that a man was overboard. It wasn't long before the pilot spotted a smoke float marker and life ring but the man to be rescued was nowhere in sight.

During a second pass over the area, the real-life Oscar was spotted about 60 yards aft of the survival markers and was pulled aboard.

Two days later, another pilot from HC-2 was notified that a plane had splashed down some 16 miles from the aircraft carrier *Independence*.

This rescue turned out to be a cinch. The downed pilot had ejected from his disabled plane and was waiting patiently in his raft for help to arrive.

Minesweepers Return

Five Long Beach-based ships of Mine Division 91 recently ended a 10-and-one-half-month tour off Vietnam where they served a twofold mission.

Besides their primary job—detecting mines—the task of junk inspection was added.

The division, comprised of *uss Persistent* (MSO 491), *Conflict* (MSO 426), *Dynamic* (MSO 432), *Endurance* (MSO 435), and *Implicit* (MSO 455), was assigned to the Market Time Force.

The minesweepers patrolled the 1000-mile Vietnam coastline to halt transfers by junks of Viet Cong supplies and troops from the North.

Besides the MSOs, the anti-infiltration force is made up of destroyer escorts, Coast Guard cutters, and PCF Navy *Swift* boats. These units average about 1000 inspections daily while on Operation Market Time.



ON TARGET—Aerial photo shows damage to bridge and railroad yard after a strike by pilots of Air Wing Fourteen from the carrier *USS Ranger* (CVA 41).

Aviation Supply Office

The Aviation Supply Office has been in the spare parts business for 25 years.

Before the ASO came into being, aircraft spares were bought by the naval bureaus, naval air stations, and the Naval Aircraft Factory, as they were needed. This system, though efficient enough before World War

II when aircraft component parts were few, was too loosely organized to handle the expansion of the Navy's aviation program that followed the fall of France.

In 1939 the Navy was operating little more than 1000 aircraft. In June 1940, Congress authorized the procurement of 15,000 more. A centrally controlled supply system to

West Coast Enterprise Fleet Is Growing

In 1965, *Enterprise Jr.* hit the water in Seattle. Now Naval Reservists from Salem, Ore., are getting into the act with *Enterprise III*, a 16-foot model of the Navy's nuclear carrier.

Early this year, personnel of the Naval Reserve Training Center in Salem decided that a model aircraft carrier would be an unusual and appropriate contribution to the local Armed Forces Day parade.

Funds to buy the materials and model planes were contributed by training center personnel, and the work began. Labor was supplied on a voluntary basis by active duty stationkeepers at the training center and by drilling Reservists, in their spare time.

After three months of hard work, the model was completed.

It was shown for the first time in the parade, with such success that the governor of Oregon requested that the model be displayed in the state capitol rotunda.

Since her first appearance in May, *Enterprise III* has created quite an impression on the Oregonians.

The Naval Reservists who built her are proud of their construction job, as well they should be. It takes a lot of work to build a carrier.



back them up with spare parts was imperative.

The Naval Aircraft Factory in Philadelphia was selected as the site of the ASO.

In October 1941 ASO was staffed by 200 civilian employees and 14 military. Only a few months later it was filling the desperate needs of the Pacific Fleet after the attack on Pearl Harbor.

By the end of World War II, ASO's work force had grown to 766 military, and 2050 civilian personnel. Between Pearl Harbor and VJ day, ASO had supplied American and Allied aircraft with spare parts worth well over a billion dollars.

Today, ASO supports more than eight billion dollars worth of aircraft. The two-billion-dollar inventory of stock items that backs up these aircraft demands the most efficient management methods possible. Automation has been the answer.

The Automated Purchase Order System, for instance, makes 50 per cent of ASO's purchases. It slashes the cost and time of the buying cycle, and permits quicker payment to the contractor. Approximately 45 million dollars in purchases are made annually with this system.

Automation also controls communications through the Automated Digital Network.

Other automated systems handle requisitioning and emergency requests for material needed to get grounded aircraft flying again.

With automated techniques adapted for most of the major programs used to supply naval aircraft, ASO has become the electronic nerve center of the entire Navy Aviation Supply System. Its reflexes are conditioned by signals from various parts of the system it controls.

These signals are motivated by the day-to-day issues, receipts and requirements of supply units all over the world. In the past, daily transactions were reported monthly, bi-monthly, or, under the best conditions, weekly. Supply information was, therefore, only as current as the last report.

Now, supply actions are reported daily over a worldwide electronic network. One of the most important effects of this immediacy is the speed with which needs are filled. If the Naval Air Station at North Island, Calif., for example, requests six gyroscopes on a Tuesday afternoon, by Wednesday morning computer

action has been taken which will start them on their way from NAS Alameda, or the nearest supply unit on the West Coast which has the parts needed.

In the past, the paper mills of ASO ground slowly. Now their shuffling sounds are being replaced by the staccato clicking of computers—and aircraft on the flight lines of the Navy are more quickly and economically ready for action.

In 1962, when besieged purchase personnel shouted for help, ASO's electronic cavalry came to the rescue. Between them they worked out a strategy to conquer the onslaught of paperwork that threatened to disrupt the small-purchase system.

The basis of this strategy was an automated small-purchase order program which was begun in March 1963.

As a result of this program, the 10 to 15 documents which previously cluttered a contract folder for a small purchase, have been reduced to two. The annual printing workload has been reduced by at least two million sheets.

Today ASO supports 8800 aircraft. Its supply system carries a 2.2-billion-dollar inventory of about 400,000 items. Its annual "sales" are about a billion dollars.

The most important of current demands of ASO's multibillion dollar inventory are those that come from the Seventh Fleet and the First Marine Air Wing in Southeast Asia. To keep up with the urgent needs of aircraft operating in and around Vietnam, ASO has worked out an



FAST WORK—USS *Sacramento* helo unloads supplies for carrier.

accelerated system of processing called Project Tiger Tom.

The system processes requisitions from Vietnam in four to six hours. Items available in ASO's supply system—about 99 per cent of those requested—arrive at the Naval Supply Center in Oakland, Calif., within 24 hours.

That kind of service makes for satisfied customers.

Traffic Briefing at Sea

A highway patrolman riding a greyhound, and an eight-hour driver improvement course are two more of the means by which the Navy is attempting to cope with the problem of traffic safety.

The destroyer-riding patrolman was from the San Diego division of the California Highway Patrol. He boarded *USS Orleck* (DD 886) in Pearl Harbor, and began giving presentations on highway safety, California traffic laws, and general items of information to Navy drivers while they were still at sea.

Orleck and two other destroyers of Destroyer Division 31, *USS Higbee* (DD 806) and *Leonard F. Mason* (DD 852), had been homeported at Yokosuka, Japan, for two years operating with the Seventh Fleet. During these two years, of course, many of the ships' crews had not been back to the United States. They found that many things had changed.

Transferring between the three ships by highline, the patrolman found a receptive audience for his presentations, which consisted of traffic safety films, discussions of motor vehicle codes and safety procedures, and even advice on how to buy an automobile. After two years away from home, the Navymen had many problems concerning expired licenses, registrations, and various changes in the vehicle code.

The program is not entirely new. For two years, briefing teams have been flown out to sea to join aircraft carriers based at San Diego and Long Beach returning to port from deployments. The patrolmen land on the carrier the day before they reach homeport, and give presentations until the ship ties up.

Now, with the help of highlines and willing California highway

HOT SHOT—USS *George Washington* (SSBN 598) returns from firing an A-3 Polaris shown here leaving the water.





Faces in the Fleet. . . .

patrolmen, smaller ships of the Pacific Fleet can also take advantage of years of accumulated experience in traffic safety.

Back at Pearl Harbor, Hawaii state safety officials have set up a traffic safety course for personnel aboard ships homeported there.

In four two-hour classes, Navy men are taught the meaning of perfect driving, the practice of defensive driving, how to avoid collisions at intersections, and the art of passing and being passed.

Each session is sparked with still photographs of the result when drivers do not drive defensively, brief but forceful movies of the effect on car and occupants when moving vehicles meet immovable objects, and graphic descriptions from the teachers' personal knowledge of what can happen when drivers forget to drive defensively.

Crewmen from the destroyer *uss Ernest Small* (DDR 838) are the first to take the course, with men from *uss Straus* (DE 408) and *Charles Berry* (DE 1035) already signed up for upcoming courses.

Weather Satellites

Pilots taking off from the carriers *uss Oriskany* (CVA 34) and *Constellation* (CVA 64) can be sure they will not run smack into a typhoon right after they are launched.

Reason for their certainty is the carriers' use of orbiting weather satellites and an Automatic Picture Transmission (APT) system to make use of the available weather data.

The receivers, called readout stations, are made up of four major components: An antenna control panel, used to train the ship's antenna on the passing satellite; a receiver to pick up the satellite's transmission; a tape deck, used to

record the incoming signal and store it on magnetic tape; and a facsimile unit, which reproduces the original picture taken by the satellite's TV camera.

The ship's receiver picks up signals from two weather satellites, *Essa II* and *Nimbus II*, both launched early this year.

A camera inside each satellite takes pictures of the cloud cover below it, and this information, in the form of a radio signal, is relayed to the APT stations aboard the carriers.

Essa II orbits the earth once every hour and 53 minutes, 31 sec-



On and Under the Sea. . . .

onds, at an altitude of 750 nautical miles. Its pictures cover an area 1700 nautical miles wide.

Nimbus II, which is in a slightly lower orbit, incorporates an infrared system so it can take pictures at night as well as in daylight.

The satellite's position is radioed to the ship each day by the National Weather Satellite Center in Suitland, Md. Shipboard aerographers use this information to determine when the satellite will be in receiving range, and then, by means of the directional antenna, track its course. Each of the satellites is within receiving range three times a day; one, on an overhead pass, gives the picture of the ship's immediate operating area, and the other two cover the areas to the east and west.

Once the weather pictures are received and reproduced, they are "gridded" by adding latitude and longitude lines. Then they are given

to the forecaster/analyst who uses the weather maps in his daily forecasts.

When *Oriskany* and *Constellation* pilots take off, they know what kind of weather they are getting into.

Seventh Fleet Communications

An important element in any naval operation is fast, effective communications. The over-all commander of the operation often is far removed from his deployed forces, sometimes by hundreds or even thousands of miles.

Yet, he must keep in constant touch with these forces, be kept up-to-date on their movements, and be able to relay to them any late information or changes in plans that might be required.

This basic need for communications is nowhere more apparent than in *uss Oklahoma City* (CLG 5), flagship for Commander U.S. Seventh Fleet.

To communicate with the forces in the Western Pacific area, this guided missile cruiser-flagship carries one of the most modern communications complexes ever placed on board a naval ship.

Some 180 major pieces of communication equipment handle the thousands of messages sent daily to and from Commander Seventh Fleet.

This equipment ranges from flag-hoist and semaphore, among the oldest forms of naval communications still in use, to the most up-to-

And in the Air Navy. . . .





GET TOGETHER—USS Jason (AR 8) is joined by USS Agerholm (DD 826) and USS Shields (DD 596) for family portrait. For Jason's skipper, Captain George Metze, USN, it was a nostalgic occasion; he's seen service in all three ships.

date cryptographic, teletypewriter and radio equipment available.

More than a dozen radio-teletypewriter machines are in continuous operation, carrying data to and from the 175 ships of the Seventh Fleet, as well as keeping the flagship in touch with Pacific Fleet headquarters in Hawaii, and command activities in the continental U.S.

Seventh Fleet ships and shore stations are only minutes away from the flagship, thanks to these communication circuits. This was amply demonstrated off the coast of Vietnam in August 1964. Less than 20 minutes after the destroyers *USS Maddox* (DD 731) and *Turner Joy* (DD 951) reported being attacked by North Vietnamese torpedo boats in the Gulf of Tonkin, the Fleet commander was reading the message report more than 2000 miles away.

Messages within the Seventh Fleet normally are relayed through the shore communications stations located at Guam, the Philippines, and Japan. However, ships such as the major communications relay ship *USS Annapolis* (AGMR 1) are providing a further extension of command into areas where there are no shore-based facilities.

Other communications improvements have taken place aboard the flagship itself. A constant voice radio-telephone circuit allows the Fleet commander or members of his staff to hold conferences with task force commanders who are miles apart on the high seas.

The communication crew also maintains 10 tactical voice circuits. When the various Fleet units are engaged in operations such as shore bombardment, amphibious landings, or anti-air warfare protection off the Vietnam coast, the number of voice

circuits often increases to 17.

It takes more than 20 officers and 165 enlisted men to handle the communications job aboard *Oklahoma City*. Understandable, since she claims to process more messages than any other warship in history.

Sea Survival Course Is Rugged But Popular

The mission was rough, but successful. Now, you're heading home.

All's quiet and serene on the horizon, a setting in distinct contrast to the bursting flak surrounding the plane above target. It's a relief to know there're only a few miles left to fly before sighting the carrier, so you settle back and absorb the impressive vastness of the ocean below.

Suddenly, the jet's instrument panel glows red—a loss of oil pressure. Your speed rapidly decreases. The engine flames out. The radio doesn't respond. The ultimate decision... eject!

This possibility is faced by all our naval aviators flying sorties over Vietnam. Some of them encounter the experience.

To prepare the pilot for such a circumstance, whether in war or peace, the Naval Aviation Schools Command at Pensacola places special emphasis on its Sea Survival course.

The student practices freeing himself from a parachute harness

in water and boarding various life rafts.

In full flight gear, he slides down a 50-foot slanting cable into the water. The effect is similar to a parachute landing. The trainee then releases himself from the harness while being towed by boat at about seven knots.

He must then swim 300 yards from a whaleboat to an LCM and board it via its Jacob's ladder.

Once he has mastered the escape techniques, his final test is how to remain alive.

Four to five hours are spent in a PK2 one-man life raft where the student uses survival equipment he became familiar with in the classroom. He prepares fresh water from the sea using a de-salting kit and solar still and uses signal mirrors, day and night flares, shark chaser and dye markers.

This training, coupled with man's natural instinct of self-preservation, increases the pilots' confidence in their ability to survive at sea should ever it become necessary to ditch or eject over water.



PIPED HOME—Patron One welcomed via bagpipes at NAS Whidbey Island.

crews maintained radio contact with *Swift* boats and Coast Guard cutters. When a suspicious contact was made the aircraft might vector a surface unit into the area for investigation — or surface forces might guide the aircraft to a questionable contact.

The aircraft were often subjected to VC ground fire from beaches, jungles and junks. Despite the low flight altitudes, however, Patron One aircraft sustained only minor damage and suffered no casualties among the flight crews.

The Saigon detachment came under its heaviest fire while on the ground, and this time there were casualties. Early in the morning of 13 April the Viet Cong attacked the

Welcome for Vietnam Vets

WHILE THE BAGPIPES skirled and the families and reception party waited, the 12 Patron One *Neptunes* taxied into parking position for a formation shutdown. The ceremony which followed was impressive, but not essential.

It doesn't take much fanfare to make home look good after a tour in WestPac.

Aboard the aircraft were 144 men, returning to NAS Whidbey Island, Wash., after six and one-half months in the Western Pacific. The ground crew had returned earlier and was now available to relieve the new arrivals, who were due some CONUS liberty.

During four months of the deployment, seven Patron One aircraft were assigned to the Market Time Patrol and based at the Tan Son Nhut Air Base near Saigon. The re-

maining five aircraft performed ASW and ocean surveillance patrols out of Iwakuni, Japan, Okinawa and the Philippines.

The Saigon detachment flew a total of 351 combat missions during the deployment, accumulating a total of 2400 flight hours. The flights were made over the South Vietnamese coast from the Cambodian border in the vicinity of the Mekong Delta and north to the 17th Parallel.

The flights were usually at altitudes from 1000 down to 100 feet. The crews identified shipping and made night flare drops. On one occasion Patron One flares exposed a Viet Cong smuggler disguised as a trawler. The ship had been driven ashore to prevent Viet Cong salvage.

WHILE PERFORMING Market Time patrols, Patron One *Neptune*

FAMILY STYLE—Henry A. Martin, AT3, is greeted by his wife and daughter as Patron One returns from Vietnam. **Rt:** LTJG R. M. Clark gets hug from wife.

air base with mortar. Aviation Machinist's Mate Second Class Randolph P. Vedros was killed and several other squadron Navymen were wounded.

The attack occurred shortly after midnight. By dawn the ground crews were hard at work repairing the damage and within eight hours the detachment launched a Market Time mission. Within a few days the most seriously damaged plane was underway on its own power.

MANY OF THE CHIEFS and senior officers found the conditions of combat in Vietnam similar to those they had experienced during WWII and Korea: Heat, insects, rats, smells, mud and marstan matting.

The 12 aircraft averaged 1100 flight hours each month. To date the squadron has flown more than 48,500 hours without an accident. The unit holds the CNO Aviation Safety Award for West Coast patrol squadrons as well as the 1965 Battle Efficiency "E" and the Isbell Trophy.

While deployed, each of the 12 Patron One flight crews became "alpha" qualified. The squadron claims to be the first to qualify all its aircrews while deployed and under combat conditions.

An "alpha" crew is one which has successfully completed a long series of exercises and thus established its combat readiness. The exercises include weapon loading, weapon delivery, aerial mining, reconnaissance and antisubmarine warfare. The final operation consists of a submarine hunt and simulated kill.



Beachmasters

HERE'S MORE to an amphibious assault than a battalion of Marines. The beachmasters can tell you. So can the amphibious constructionmen and the assault craft handlers.

They are all part of the Naval Beach Groups—and in every major landing they are right behind the first two boat waves.

These Navymen handle the multitude of little-known tasks common to any amphibious landing—they drive the boats that carry troops and supplies, build roads and clear the beaches, direct traffic on the crowded beaches and stack material as it is brought ashore.

The outfit assigned this task with the Seventh Fleet amphibious forces is the San Diego-based Naval Beach Group One's Western Pacific Detachment.

While many of the detachment's 800 men are embarked on amphibious force ships and are ready to land with the Seventh Fleet's seaborne Marine battalion landing team, others already are ashore in Vietnam supporting troops who have recently landed.

One of the Naval Beach Group's bigger jobs in Vietnam was moving gear over a large pontoon causeway they maintained at Chu Lai while the airfield was being built last year.

At the Navy's large supply activity in DaNang, the men provided stevedores and lighter crews and operated a floating fuel line until permanent personnel were sent in to relieve them.

Other men of the group's three combat-ready, self-supporting components—a beachmaster unit, an amphibious construction battalion and an assault craft division—remain at their Yokosuka, Japan, headquarters. They train for such tasks as directing complex beach operations, installing pontoon causeways, laying floating lines, improving landing sites and salvaging disabled landing craft.

But they're always ready to ship out in support of Seventh Fleet amphibious landings.

Clockwise, from top left: (1) Beachmasters run telephone line from beach to command ship. (2) Floating fuel line is brought ashore. (3) Tugs push pontoon causeway to beach. (4) Equipment operator clears landing site with bulldozer.

—Story and Photos by James F. Falk, JOC, USN



SERVICESCOPE

Brief news items about other branches of the armed services.



ON THE WING—Air Force Thunderchief from Tactical Air Command is visible over insignia on wing of another.

SURVIVAL FOOD may never rival the cookery of a cordon bleu. However, it may be considerably improved by new preservation methods now being developed by the Army.

The new process involves packaging food, then giving it a small dose of gamma rays from a cobalt-60 source. No radiation remains in the treated food product which is as healthful and wholesome as any heat-processed food.

Consequences of this procedure could be widespread. Refrigeration needs would be reduced with consequent lower food losses through spoilage.

Better control of food-borne disease would also be achieved and more fresh meats and vegetables would be available to field units in combat.

Tasty dinners could be included in survival kits and the traditional C-ration could be relegated to a museum case as a memento of the military past.

★ ★ ★

AIR RECONNAISSANCE men may soon see the image their cameras record even before their plane lands. Such speed seems possible with an experimental film processing system which was developed for the Air Force Avionics Laboratory at Wright-Patterson Air Force Base, Ohio.

The new system produces a high quality negative and a positive transparency—all within 30 seconds.

Because a positive photographic image is produced so quickly, the pictures can be scanned while the plane is still in the air, then jettisoned to the ground or made available to photo interpreters as soon as the plane lands. The process can be used in black and white. Other emulsions could be processed by this technique, including infrared and aerial color photography.

Black and white positive transparencies can be made almost immediately using a portable processor six feet long and one foot square. A film-like material is brought in contact or laminated with an exposed negative material. When peeled apart after a brief interval, both the positive print and negative are available.

The new technique uses a polyester film base which carries a gelatin layer containing a developer. Before film is processed, it must be soaked with one of several processing solutions called imbibants. The imbibants contain chemicals which develop and fix the negative then transfer the positive image to the film. No further processing is required.

★ ★ ★

IF IT TESTS out successfully, an experimental vertical short takeoff and landing (V/STOL) aircraft with a substantial cargo capacity may revolutionize air transport by making a forest clearing as good for landing cargo as a multi-million dollar runway complex.

The plane being tested is the XC-142A, a V/STOL tri-service transport. So far, it has been able to carry dummy cargo loads weighing as much as 4000 pounds and drop them either while hovering only five feet above the ground or while flying forward at 30 knots.

Dumping cargo is the plane's forte. It does this either while flying at low speeds or hovering with the fuselage tilted upward several degrees. The cargo, which is mounted on rollers, slides out the rear end of the aircraft to a comparatively easy landing on the ground a few feet below.

The plane was developed for use in brushfire warfare where wide dispersion of units and rapid delivery of troops and supplies to remote areas required new techniques in logistics.

In addition to its military application, the XC-142A could bring a radical change to civilian air transport by making the smallest town accessible to air cargo deliveries.

The change could even be felt in large cities where



TROOPERS of the Army's 101st Airborne Division use Viet Cong trench for cover during Operation Hawthorne.

air cargoes need not necessarily be delivered hours away from their ultimate destination.

The XC-142A was designed to carry 32 fully equipped combat troops or 8000 pounds of cargo at a combat radius of 200 nautical miles. When it uses special fuel tanks inside the cargo space, the plane has a ferry range of over 2600 nautical miles and requires only a short 680 feet for takeoff. It lands vertically upon arrival at its destination.

In terms of payload, the XC-142A could carry a variety of payloads including: Components of tactical missile systems; a one and one-quarter ton truck; 32 troops; 24 litter patients; large palletized cargoes; or many other weapons or combinations.

Despite its large cargo carrying ability, the XC-142A has a wingspan of 67 and one-half feet, an over-all length of 58 feet, and a height of 26 feet. The troop and cargo compartment is 30 feet long, seven and one-half feet wide and seven feet high.

* * *

THE ARMY'S OV-1 *Mohawk* set five world records for its class, according to claims filed with the Federation Aeronautique Internationale (FAI). The surveillance aircraft is in a new category which the FAI established to include land-based turboprop planes weighing between 13,227 and 17,636 pounds.

In tests made at Long Island, N.Y., the *Mohawk* was made to climb 9842 feet in three minutes and 46 seconds. It completed a climb of 19,685 in nine minutes and nine seconds and sustained an altitude of 32,000 feet in horizontal flight.

The plane also flew a straight-line, nonstop-distance course covering 2422 miles in nine hours and 34 minutes—an average of about 255 miles per hour.

The fifth test was a closed-circuit flight in which the OV-1 covered 100 kilometers at 5000 feet in 12 minutes and 48.8 seconds—an average speed of 292 miles per hour.

The *Mohawk* is equipped with cameras, side-looking airborne radar and infrared devices. The Army has used the plane in Southeast Asia since 1962.

* * *

TAXI TO A SPACE STATION, anyone? It may someday be commonplace. That is the ultimate objective of an Air Force project called START—to develop a revolutionary, manned wingless rocket plane which can operate between orbiting space stations and earth to taxi men and materials. The craft would be capable of normal landings on earth.

With the recent letting of a contract to design and build a one-man version of such a vehicle—technically referred to as a “lifting body”—the project reached the third of three stages. For several years, various types of testing and developing under the Spacecraft Technology and Advanced Reentry Test program were pursued. The rocket ship phase is called PILOT—Piloted Low-speed Test project.

Project PILOT's rocket-powered vehicle, the SV-5P, will be used to explore the flight characteristics and maneuverability of wingless lifting bodies in the earth's atmosphere. It will look like a midget wingless fighter with three tail fins.

The top of the 24-foot-long SV-5P will stand about



WATCHFUL EYES of Air Force sentry and dog watch F-4C Phantom land at Camranh Bay air base in Vietnam.

eight feet above ground. Its long, bulbous-shaped nose will flare back to three vertical fins which will provide the necessary airfoil shape for lift normally derived from wings. It will weigh 5000 pounds.

Initially, the SV-5P will be carried aloft under the wing of a B-52 aircraft and dropped for powerless, gliding flights, landing at Edwards Air Force Base, Calif. In later powered tests, it will be dropped from the B-52, then rocket to Mach 2 speed at about 100,000 feet, from where it will again maneuver back to the landing area.

Before these manned experiments take place, however, an unmanned version of the SV-5P will be boosted to orbital altitude and hypersonic speeds by a booster rocket, then reenter the earth's atmosphere to be guided to a landing.

Research data and technology obtained from these tests and from other closely related projects will provide a sound base of engineering knowledge which will be useful in the design of similar future vehicles.



AIRLIFT—Army UH-1D helicopters prepare to move troops of 25th Infantry Div. from one staging area to another.

THE WORD

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

• **LEADERSHIP EXAMS**—Come next August, you'll be required to have passed a special military/leadership examination before becoming eligible to advance to grade E-4 and E-5.

As outlined in BuPers Notice 1418 of 25 Aug 1966, everyone desiring to participate in the Navy-wide examinations for advancement to pay grades E-4 and E-5 must previously have passed a separate military/leadership exam.

You may take the leadership exam for the next higher pay grade without regard to time in pay grade, and you only have to pass it once for each pay grade.

The leadership exams will be given quarterly, beginning in January 1967 for active duty personnel, and July 1967 for inactive Reservists.

If you are authorized automatic advancement without examination (STAR, SCORE, BuPers Inst 1430-14 series), you still have to pass the military/leadership exam before you may be advanced.

Personnel in pay grade E-2 also may take the military/leadership exam, even though they are not yet eligible to take the professional examination for advancement to E-4.

If for any reason you are not eligible to take the professional advancement exam, you still should make an effort to take the leadership

exam as soon as possible. It will help give you an insight of the military position, and at the same time you'll be hurdling one exam and can concentrate during later study for the professional exam.

The requirement for the leadership exam does not begin until the August advancement exams, but those personnel taking the February advancement exams are urged to take the leadership exam anyway, even though it's not yet required.

Here is the schedule for administration of the military/leadership exams:

• *Active duty personnel* (Exams commence in January 1967)

Personnel in pay grades E-2 and E-3 may take the E-4 exam on the second Tuesday in January, and the first Tuesday in April, July and October.

Those in pay grades E-4 may take the E-5 exam on the second Thursday in January, and the first Thursday in April, July and October.

• *Inactive duty Reservists* (Exams commence in July 1967)

For pay grades E-2, E-3, and E-4, the exam will be given on the first scheduled training period in January, April, July and October.

The regular advancement exams will contain 150 questions, all dealing with the professional aspects of your individual rating.

• **AIR FARES**—The airline industry has made several changes in the regulations governing military standby fares, giving special consideration to servicemen traveling at reduced rates.

The new rules regarding reduced fares, which vary with different air lines, will take many traveling Navy-men out of the "standby" category and put them in the "confirmed reservations" set.

For example, many of the airlines are permitting military personnel in an emergency leave status to have confirmed reservations, even though paying the standby fare. In such cases, a document from the commanding officer or from the American Red Cross will confirm that the authorized leave is an emergency.

Other airlines have a "furlough fare" which provides for the serviceman to pay a slightly higher percentage of the regular fare (ranging from 60 per cent to 66 2/3 per cent) in order to guarantee him confirmed reservations.

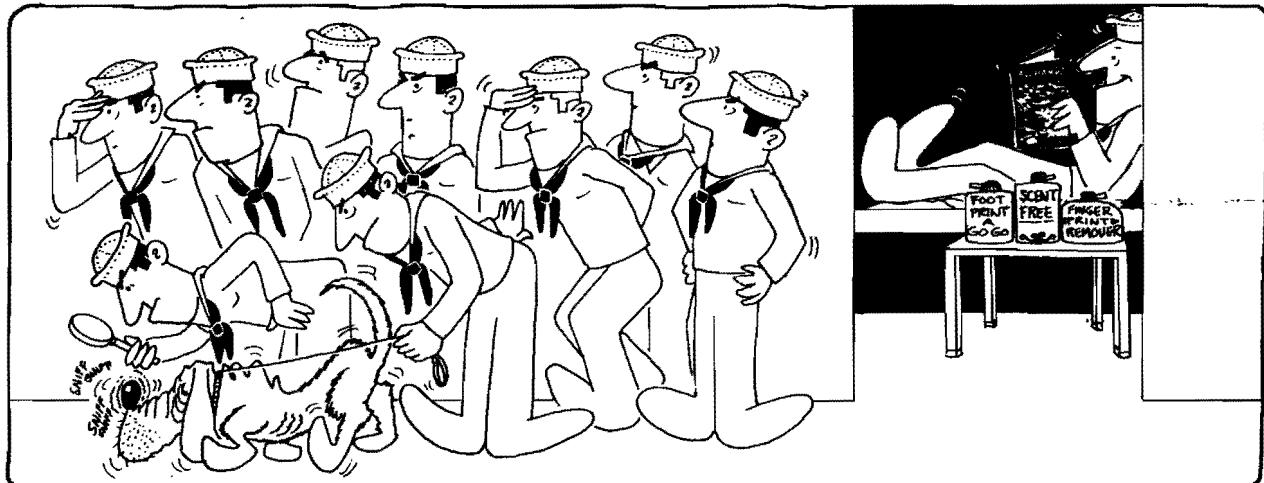
See BuPers Notice 4632 of 22 Aug 1966, or your transportation officer, for more details.

Meatballs Are Flying; 'E' Awards Announced

ONCE AGAIN newly earned meatball pennants flap at the foretrucks of the Fleet's best ships. The fiscal year 1966 Battle Efficiency "E" competition is complete, and the winners have been announced.

As you're certain to notice, several competitive groups are not included. The naval air forces of both Fleets are now on a separate competitive

CAN AGENT 007 locate the latest issue of ALL HANDS? Remember, each copy should be passed on to 009 others.



cycle, and winners will not be announced until early 1967.

In some instances, the tempo of operations prevented participation. MinPac's second, fifth and sixth groups, for instance, did not compete. They had other jobs to do.

Below is a partial listing of this year's battle "E" winners. ALL HANDS will print the names of others when the announcements are received from type commanders or the ships concerned.

Cruiser Destroyer Force, Atlantic:

Wallace L. Lind (DD 703)
Johnston (DD 821)
Semmes (DDG 18)
Goodrich (DDR 831)
Lloyd Thomas (DD 764)
Davis (DD 937)
Noa (DD 841)
Harwood (DD 861)
Sampson (DDG 10)
Newman K. Perry (DD 883)
DuPont (DD 941)
Samuel B. Roberts (DD 823)
Yarnall (DD 541)
Holder (DD 819)
Waller (DD 466)
Van Voorhis (DE 1028)
Glennon (DD 840)
Grand Canyon (AD 28)
Yosemite (AD 19)

Cruiser Destroyer Force, Pacific:

Oklahoma City (CLG 5)
Piedmont (AD 17)
Frontier (AD 25)
John R. Craig (DD 885)
Reeves (DLG 24)
Waddell (DDG 21)
Gridley (DLG 21)
John W. Thoman (DD 760)
Alfred A. Cunningham (DD 752)
McMorris (DE 1036)

Mine Force, Atlantic
Meadowlark (MSC 196)

Latest PGM

The patrol motor gunboat USS *Asheville* (PGM 84), newest member of the Navy's small craft Fleet, was commissioned in early August, at Tacoma, Wash.

Asheville, which was authorized in the fiscal year 1963 shipbuilding and conversion program, is constructed of aluminum. She has an over-all length of approximately 165 feet, a beam of 24 feet, and a full-load displacement of 240 tons.

Asheville's armament will include one 3-inch/50 caliber mount, one 40-mm gun, and two 50-caliber machine guns. She is powered by a combination gas turbine and diesel engine propulsion plant.

The keel of *Asheville* was laid on 15 Apr 1964, and she was launched on 1 May 1965.

Skill (MSO 471)
Jacana (MSC 193)
Direct (MSO 430)
Adroit (MSO 509)
Vital (MSO 474)
Fidelity (MSO 443)
Pandemus (ARL 18)

Mine Force, Pacific

Whippoorwill (MSC 207)
Gallant (MSO 489)
Persistent (MSO 491)

Submarine Force, Atlantic

Corporal (SS 346)
Piper (SS 409)
Thornback (SS 418)
Trigger (SS 564)
Sea Leopard (SS 483)
Scorpion (SSN 589)
Sealion (APSS 315)
Blenny (SS 324)
Sea Robin (SS 407)
Halfbeak (SS 352)
Grenadier (SS 525)
Sea Poacher (SS 406)
Marlin (SST 2)
Dace (SSN 607)
Howard W. Gilmore (AS 16)
Tringa (ARS 16)

Submarine Force, Pacific

Seadragon (SSN 584)
Sobalo (SS 302)
Bonefish (SS 582)
Snook (SSN 592)
Sea Fox (SS 402)
Caiman (SS 323)
Spinax (SS 489)
Pomodon (SS 486)
Sculpin (SSN 590)
Plunger (SSN 595)
Greenfish (SS 351)
Chanticleer (ASR 7)

Amphibious Force, Atlantic

Guam (LPH 9)
Telfair (APA 210)
Sandoval (APA 194)
York County (LST 1175)
Rankin (AKA 103)
Guadalcanal (LPH 7)
Talbot County (LST 1153)
LCU 1612
LCU 1492

Amphibious Force, Pacific

Kemper County (LST 854)
Henry County (LST 824)
Westchester County (LST 1167)
Eldorado (AGC 11)
Volley Forge (LPH 8)
Boyfield (APA 33)

Service Force, Atlantic

Alstede (AF 48)
Nantahala (AO 60)
Chewaucon (AOG 50)
Arcturus (AF 52)
Truckee (AO 147)—eighth consecutive award
Kaskaskia (AO 27)
Tutuila (ARG 4)
Escape (ARS 6)
Poiute (ATF 159)
Papago (ATF 160)
San Pablo (AGS 30)
Tonner (AGS 15)
Georgetown (AGTR 2)
Alcor (AK 259)
Mobile Construction Battalion One

QUIZ AWEIGH

How salty are you? Do you have your Shellback card? Can you readily determine the difference between port and starboard? Have you pulled liberty in more ports than most of your peers can name?

If you've answered "yes" to all of those questions, chances are you've swapped enough sea stories to piece together the two lists below. Just match each ship's name with its proper (but unofficial) nickname.

A score of 12 or more qualifies you as an ardent sailor; 10 or more gives you a seat in a salty conversation; if you get less than 10, you need a little more sea time.

1. USS Massachusetts
2. USS Yorktown
3. USS Constitution
4. USS Missouri
5. USS Salt Lake City
6. USS Valcour
7. USS Honolulu
8. USS Wyoming
9. USS North Carolina
10. USS Cowpens
11. USS Rochester
12. USS Princeton
13. USS Philippine Sea
14. USS Coontz



Nicknames

- A. Sweet Pea
- B. Rocky Maru
- C. Show Boat
- D. Mighty Moo
- E. Old Ironsides
- F. Blue Goose
- G. Back Every Friday
- H. White Ghost of the Persian Gulf
- I. Big Mamie
- J. Battle Axe
- K. Onion Skin
- L. Swayback Maru
- M. Fighting Lady
- N. Big Charlie

If you find you need to check your answers, turn to page 64.

THE BULLETIN BOARD

You Play an Important Role in International Finance via BOP

THERE'S A TERM used in our monetary world with which each Navyman and his family should become familiar.

It's called BOP—balance of payment.

As technical as it may sound, BOP is relatively simple, even though it involves billions of dollars.

Essentially, it is the balance of money the U. S. Treasury has at the end of a fixed period after all dollars, such as foreign aid and trade, have entered or left the country.

There are times, however, when situations such as the Vietnam crisis develop. There are military requirements that can only be satisfied by procurement of material and services from foreign sources. This creates a flow of dollars abroad and increases the U. S. Balance of Payments deficit. These expenditures, coupled with commercial trade, foreign aid, bank loans, and so forth, when in excess of receipts from foreign countries, result in a BOP deficit.

In other words, the nation as a whole spends more than it receives in its foreign commerce.

This problem has become critical.

For example, if the foreign countries were, for some reason, to demand an exchange of U. S. dollars for gold, which we use to back up our currency, it might deplete our reserves to where the value of the dollar could be placed in distrust.

We faced this problem during the Korean conflict when the drain of gold left us with an annual deficit which averaged 1.5 billion dollars until 1957 (the only year the U. S. has had a credit in the national balance of payments since 1950).

However, in 1958 and 1959, because of the Berlin crisis, the deficit increased to 3.5 and 3.8 billion dollars, respectively. The following year, the deficit reached a new high of 3.9 billion.

To offset this drain, the government encouraged an export drive. The success of this drive quieted fears that the U. S. had priced itself out of world markets, but failed to

reduce the balance of payments deficit below the 3.5 billion level. The major reasons may be attributed to two trends: an increase in U. S. investments abroad plus an outflow of hot capital (money deposited overseas which draws high interest rates).

Military expenditures and the support of U. S. military establishments overseas also accounted for a portion of the balance of payments deficit. Pay and allowances to servicemen stationed overseas were a major portion of these military expenditures.

Steps were taken, in one form or another, by the government to reduce the balance of payment deficit in many areas of international finance. However, a very large portion of this money was being spent by military personnel and their families stationed overseas.

To help decrease this amount, the President in 1960 directed that the number of dependents overseas be reduced by one-third. This order was later rescinded on the assurance by the Department of Defense that the serviceman could contribute to the balance of payments credit in other ways.

To begin with, members and their dependents overseas have been ask-

ed to trim spending for foreign materials to \$100 per year per person.

In addition, DOD urges families to buy only those foreign goods of necessity which are not available through exchanges or the U. S. Compatible with this request, certain foreign products and U. S. goods previously unavailable are now stocked in overseas exchanges.

Commanders abroad are also hiring servicemen for after-hours employment in nonappropriated fund activities, and dependents for full-time work to the maximum extent possible.

Applying these cost reduction plans is essential if the U. S. is to realize any substantial savings in the immediate future. As it stands now, our military spending overseas increases daily. This drain on our savings is primarily due to increased operations and maintenance costs, increased military manpower overseas, and increased military construction expenditures, particularly in Vietnam.

To offset this overseas spending, DOD has outlined these latest programs, and is asking Navymen to consider their application when assigned overseas.

- Allow payment for unused leave and other allowances to accumulate on the books.

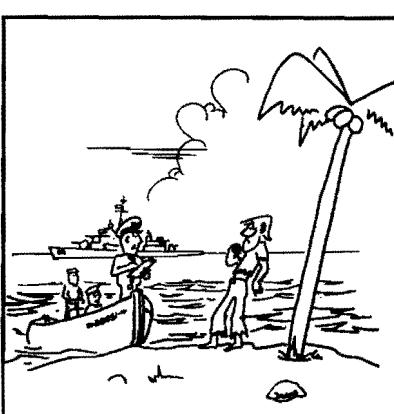
- Have paychecks (or a portion) mailed to financial organizations, for example, savings bank, savings and loan association or similar organization, and federal or state-chartered credit unions (checks drawn on depository banks are excluded).

- Increase, as applicable, the amount of allotments sent to financial establishments or dependents upon qualification for certain classes of special and incentive pay.

- Join U. S.-sponsored credit unions and share in their savings programs.

- Buy U. S. Savings Bonds.
- Buy American products at U. S. exchanges and commissaries.
- Patronize the United States service clubs and messes.

All-Navy Cartoon Contest
Michael L. Shane, FTG1, USN



"...and 1023 counts of missing muster!"

Duty-Free Merchandise

Merchandise manufactured in the United States and purchased in any port or base exchange overseas may be returned to the United States *on a duty-free basis*.

When mailing a duty-free item, the Exchange Service customer must add the words "Returned U. S. Merchandise" on the U. S. customs forms.

The proper customs forms are available in all base and ship post offices.

Another savings program signed into law in August guarantees an all-time high rate of 10 per cent interest to investors in the Savings Deposit Program, formerly known as the Soldiers, Sailors, and Airmen Deposit Fund Accounts. This applies solely to those persons overseas. Officers are now eligible to participate in the new Savings Deposit Program.

Many of these programs mentioned, which have been put into practice, show favorable saving results.

But, according to the Navy's financial managers, it's the impact of voluntary savings by individuals which will reveal whether or not the Department of the Navy meets this year's goal.

In other words, it's up to the Navyman to help fill the gap and bring our credit up in the balance of payments deficit. This effort not only will benefit the Navy but also the individual as well.

For an insight into the savings programs listed above, refer to these four major instructions and notices:

- SecNav Inst 5381.3
- NavCompt Inst 7200.12
- SecNav Notice 7220 of 28 Mar 1966
- NavCompt Notice 7220 of 19 May 1966.

13,000 Dives for *Piper*

The crew of the submarine *uss Piper* (SS 409) claims she is the diving champ of active duty submarines.

Piper recorded her 13,000th dive on 26 July. At last count the total was 13,120. She was commissioned in 1944.

According to *Piper* crewmembers, the highest number of dives recorded in the Submarine Library of

the U. S. Naval Submarine Base, New London, is 13,851. This record is held by *uss Sarda* (SS 488). *Sarda*, however, was decommissioned in 1964.

World Cruise

Home after a seven-month, around-the-world cruise are Destroyer Divisions 121 and 122, homeported in Newport, R. I.

On the last leg of their journey from the Western Pacific, the eight ships transited the Suez Canal and made a midsummer visit to Athens, Greece.

After this shore leave, DesDiv

121, consisting of destroyers *uss Davis* (DD 937), *Basilone* (DD 824), *Fiske* (DD 842), and the radar picket destroyer *Dyess* (DDR 880), proceeded to make port Barcelona, Spain.

At the same time, the destroyers of DesDiv 122, *uss Richard E. Kraus* (DD 849), *Massey* (DD 778), *Fred T. Berry* (DD 585), and the radar picket destroyer *Stickell* (DDR 888), journeyed to Palma, Majorca.

The divisions' last Mediterranean port-of-call was Gibraltar where the destroyers stopped briefly for fuel. They then traveled on to Newport, completing their global cruise.

NOW HERE'S THIS

Existence Doubtful

One would think that a mountain is either there, or it isn't there. You go to the place where it's supposed to be, and you open your eyes. End of argument.

But, if the reported mountain is an undersea mountain, and you are a hydrographer trying to chart that section of the ocean, you may have problems.

These seamounts, as submarine mountains are called, are actually volcanic peaks rising from the floor of the ocean but not quite reaching the surface. (If they did reach the top of the water they would, of course, be islands, or atolls.)

Obviously, seamounts are potential hazards to shipping, in the same way icebergs are. Fortunately, since the seamounts don't move around like icebergs, they can be accurately charted. Or can they?

Periodically, merchant vessels sailing normal seaways have reported the existence of these underwater obstacles where only deep ocean water had previously been recorded.



Then, when oceanographic survey ships are sent out to check on the seamounts, they find nothing.

A good example of a "phantom" seamount is the one reported in July 1948 by the merchant ship *SS American Scout*. The ship's personnel placed their fathometer in operation after noting an unusual green color in the water. This was about 600 miles east of Newfoundland, in an area previously charted as deep water. The instrument indicated shallow water.

Other merchantmen had reported a similar phenomenon in about the same area. The Naval Oceanographic Office sent one of their highly instrumented oceanographic ships to check out this underwater mountain. They found nothing but miles of water over a rolling ocean floor. Not even an underwater molehill.

But they did find schools of fish and other marine life close to the surface. Evidently, this was what had been seen and recorded by the merchantmen. A school of fish will return an echo to the sounding gear, thus presenting itself as the ocean floor.

Even if the hydrographer finds no seamount in the reported area, he still has a problem. If he removes the hazard from the nautical chart, he could be endangering many lives. Suppose, for instance, that the merchantman who reported the seamount was a little off in his navigation, and the hazard really lies a few miles from the reported position? It would be better, in that case, to have at least some indication on the chart that the area could be dangerous.

Therefore, the hydrographer, faced with a potential disaster should he fail to mark in a questionable seamount, inevitably indicates the hazard on the chart, and then puts in "Existence Doubtful."

Rating Control Roundup

THE RATING CONTROL people have a few words of counsel for boilermen this month and a special message for E-8s and E-9s in the SP, BT and MM ratings.

Volunteers for Class "B" Boilerman School—The Class "B" boilerman school at Philadelphia needs volunteers. Its capacity has recently been expanded to accommodate 600 BTs per year in an 18-week course. At present, there are some vacancies.

This school provides an excellent theoretical and practical background in the operation and maintenance of fossil-fueled steam generating plants, with emphasis on the 1200-psi design.

If you show aptitude in the Class "B" school, you may be selected for seven weeks' advanced training in automatic combustion control devices, or six weeks in pressure-fired boilers, or both, depending upon current requirements.

At the present time, students are ordered to the Class "B" school on a temporary-instruction basis, which means that you will be reimbursed for only one move for your dependents and household goods.

If you are rotating from shore to sea, or are completing an enlistment, you are urged to apply for this schooling. If you don't fall into either of these categories, you will have to take your chances on acceptance.

Sea/Shore Rotations of BTCSs, MMCSs and SPCMs—Based upon the current distribution of billets between the sea and shore categories, it was anticipated that BTCSs and SPCMs would serve 48 months in assignments designated as sea duty and 24 months in assignments designated as shore duty.

The establishment of the 48-month sea tour was based on the 24-month shore tour. However, a large proportion of the shore tour billets are for 36 months, which means longer sea tours and a narrower choice of assignments for men now at sea.

However, the future looks brighter due to the possibility of more shore billets and the readjustment of some shore tours that are longer than 24 months.

Assignment of E-8 and E-9 BTs,

MMs, BRs and SPCMs is done by SPCM R. E. Hanson. Phone area code 202, OX 4-4785.

Detailing of senior and master chief petty officers for duty in submarines and nuclear power surface ships requiring a nuclear NEC is controlled by Submarine and Nuclear Distribution Control (Pers B-2115). The phone number is area code 202, OXFORD 42346 or 42622.

From a review of the individual preference cards which have been submitted recently, it is apparent that few men know of the type of duty assignments available for MMs and BTs at the E-8 and E-9 level.

In an effort to rectify this situation, the assignment people have gone to considerable pains to compile the list published below which will provide senior SPs, BTs and MMAs with information concerning the location and nature of opportunities ashore and at sea.

They ask—again—that the duty choices on your preference card be made as wide as possible in order to provide reasonable alternatives to your detailer. Changes in your duty preference should be made on a new duty preference card and submitted as soon as possible. Be sure to include your chronological history of duty assignments for the past 10 years.

Requests for split sea tours will be sympathetically considered. Early notification of your intention to request transfer to the Fleet Reserve

will also be appreciated by BuPers.

Here's the list of current assignments for SPCMs, MMCSs and BTCSs.

Current SPCM Assignments

Type	Shore	
Billet	General	Instructor
1 ND	1	4
3 ND		1
4 ND	3	2
5 ND	11	1
6 ND	5	
8 ND	1	
9 ND		8
11 ND	16	12
12 ND	3	
13 ND	1	
14 ND	1	
Overseas Lant		
Overseas Pac	2	

There is no specific allowance for SPCMs in recruiting duty. Those presently in this type of duty were advanced while in billet.

Current SPCM Assignments

Type	Lant	Pac
Ship		
CVA	9	11
CVS	5	4
CA/CAG	2	2
CG/CLG	5	5
DLG/DDG	15	12
DD/DDR	62	44
SS/SSN	12	3
AD/AS	18	9
AKA/APA	10	7
LPD/LPH	5	8
AE/AF	7	6
AO/AOE	17	39
AR/AFS	3	5
AV/AGMR	2	3
ARG/EAG	2	1
Other	6	9

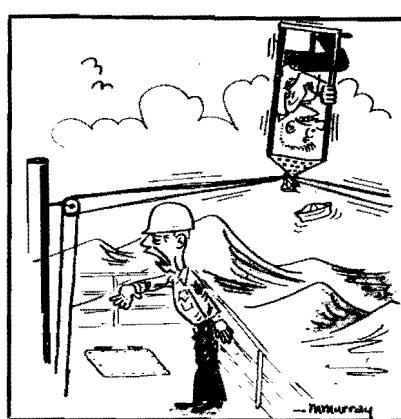
Two billets assigned to CVSs are now located in the continental United States.

Current MMCS Assignments

Type	Shore	
Billet	General	Instructor
1 ND	3	3
3 ND		5
4 ND	2	
5 ND	10	
6 ND	6	
8 ND	2	
9 ND	1	20
11 ND	7	16
12 ND	8	4
13 ND	1	9*
14 ND	30	
Overseas Lant	3	
Overseas Pac	2	

At present there is an allowance for eight recruiters. These billets are not written for any specific naval district. The men filling these allowances are usually E-7s who were selected for E-8 while on toured shore duty as recruiters.

*NEC 3385.

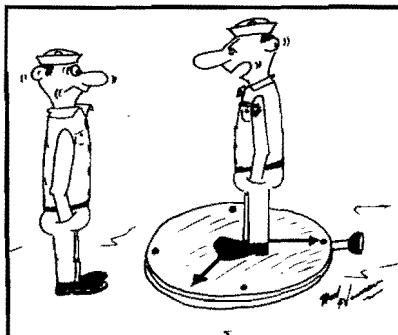


"Slack Off!"

Current MMCS Assignments

Type	Sea	Shore
Ship	Lant	Foc
CVA	2	6
CVS	2	4
CA/CAG		2
CG/CLG	1	4
DLG/DDG	23	24
DD/DDR	67	48
SS/SSN	85	23
AD/AS	2	2
AKA/APA	1	
LPD/LPH	5	2
AE/AF		
AO/AOE	3	2
AR/AFS		
AV/AGMR	1	
AGR/EAG	1	
Other	2	15

All-Navy Cartoon Contest Peter A. Hansen, EN1, USN



"I'm a watchstander . . . Why?"

Current BTCS Assignments

Type	Shore	Instructor
Billet	General	
1 ND	2	4
3 ND		5
4 ND	1	2
5 ND	9	
6 ND	8	1
8 ND	2	
9 ND	1	6
11 ND	7	14
12 ND	9	1
13 ND	1	
14 ND		
Overseas Lant	2	
Overseas Foc	2	

At present there is an allowance for 11 recruiters. These billets are not written for any specific naval district. The men filling these allowances are usually E-7s who were selected for E-8 while on toured shore duty as recruiters.

Current BTCS Assignments

Type	Sea	Lant	Foc
Ship			
CVA	2	6	
CVS	5	3	
CA/CAG	2		
CG/CLG	3	4	
DLG/DDG	19	23	
DD/DDR	68	64	
AD/AS	3	1	
AKA/APA			
LPD/LPH	6	5	
AE/AF			
AO/AOE		2	
AR/AFS	4	2	
AV/AGMR			
AGR/EAG			
Other	7	4	

(Note: Various special billets not shown in the above tables become available from time to time in activities such as work study groups. These billets are temporary in nature and seldom involve more than one assigned tour).

Information on other ratings will be published in ALL HANDS as it becomes available.

All-Navy Cartoon Contest ENS Dale C. Behse, USNR



"Hello, Security Department? There's been a rather large theft out here!"

the Secretary of the Navy commanding to overseas personnel and forces afloat the new savings deposit program.

Instructions

No. 1300.35A—Discusses the policy and procedures for the designation and assignment or discharge of those who qualify as sole surviving sons.

No. 1510.104A—Announces a change in certain areas of the formal training of electronics technicians and provided for the administration of the Selective Electronics Training program.

Notices

No. 1000 (15 August)—Notified commanders that the use of the terms "leader" and "non-leader" should be discontinued.

No. 1430 (18 August)—Announced the selection of personnel for change in rating to aviation support equipment technician (AS) and provided procedures for change in rating.

No. 1920 (19 August)—Provided information concerning the selective retention on active duty of officers in several categories.

No. 4632 (22 August)—Discussed the rules governing the use of reduced air fares applicable to military personnel on leave or furlough.

No. 1418 (25 August)—Announced separate military and leadership examinations for advancement to pay grades E-4 and E-5.

No. 1440 (25 August)—Announced a change in the fire control technician rating.

No. 1418 (30 August)—Announced revised Navy-wide examinations for the FT and ST ratings.

No. 1531 (31 August)—Announced the names of active duty enlisted personnel who were selected for entrance to the Naval Preparatory School as candidates for appointment to the Naval Academy.

No. 1400 (6 September)—Described the initial screening and solicitation of the nomination of candidates for the position of senior enlisted advisor of the Navy.

No. 1300 (15 September)—Established procedures regarding the assignment of naval personnel who have been twice or three times wounded while on duty in Vietnam or adjacent waters.

You May Have a Refund Coming on Those Auto Taxes You Paid

YOU MAY HAVE a refund coming. In a recent decision, the United States Supreme Court has clarified the Soldiers' and Sailors' Civil Relief Act, as it pertains to the collection of taxes from servicemen who register automobiles in other than their home state.

Briefly, the court held that, while a serviceman can be required to register his car in the host state if he has not registered it in his home state, he cannot be made to pay certain state taxes other than the customary licensing fee.

As a result of this decision, several states have provided for the refund of taxes improperly collected from servicemen over the past several years.

Before shooting off a letter to the motor vehicle department of your host state, however, you'd better check JAG Inst 5840.5, which describes the correct procedures for doing so.

Here are the states which have made provisions for refund, and a brief description of the procedures in each case:

California—Refund applications can only be made on form Reg. 399, which can be obtained by writing to the California Department of Motor Vehicles, P. O. Box 1319, Sacramento, Calif. 95806.

The California Motor Vehicle Department first announced that, because of the statute of limitations, refunds could be claimed only for fees paid for 1964, 1965 or 1966.

Since then, the Attorney General of California has expressed the opinion that the statute of limita-

tions does not include the period of time during which the claimant is in the armed forces, and the three-year period is thereby extended. When submitting claims for the years before 1964, an affidavit as to the period of active duty should be included with the claim.

If the application is for 1966 fees, the California registration card must accompany the application, with the ownership certificate, if available.

No refund may be claimed for fees paid on a trailer, if it was being rented from you at the time the fees were paid.

Maryland—Form TD-128 (4/66) is used, and it can be obtained by writing to the Maryland Department of Motor Vehicles, 6601 Ritchie Highway, N. E., Glen Burnie, Md. 21061.

A copy of the form is attached to the JAG Instruction mentioned above and your legal officer may have copies available.

Even if you resided in Maryland, but were assigned to duty elsewhere in the area (that is, D. C. or Virginia), you are entitled to a refund. However, only those claims which are filed within three years of the date of payment of the tax may be refunded.

Mississippi—Here, the refund applies only to a tax levied on servicemen owning house trailers.

Two applications are required. One to the State Auditor for the portion of the tax which was the state tax, and another to the county for the portion which was county tax.

The tax receipt must accompany the application. If you lost it (or threw it away) you may obtain another from the county officials to whom the tax was paid.

An affidavit must be sent to support the claim, and it must be notarized. You also must include a certificate, signed by your commanding officer, stating that on the date the tax was paid, you were in Mississippi solely by virtue of military orders.

The form which accompanies the JAG Instruction may be reproduced locally.

Virginia—Since the license fees in Virginia are imposed and collected at the local government level, rules for

the entire commonwealth have not been promulgated.

However, the following action is recommended:

- In the future, if you are a non-resident military man living in Virginia and requested by a local official to obtain a license, the JAG directive recommends that you request that it be issued without charge. If payment is still required, you should make payment under written protest. (A notation on your check will be sufficient.)

- For past payment, you should make written claim for refund to the treasurer of the jurisdiction to whom you paid the fee. Thus far all jurisdictions have denied such claims. You should keep a copy of the claim, together with any reply you receive.

The JAG Instruction includes a suggested form for the claim.

Men in New AS Rating Will Specialize in Maintaining Aviation Support Gear

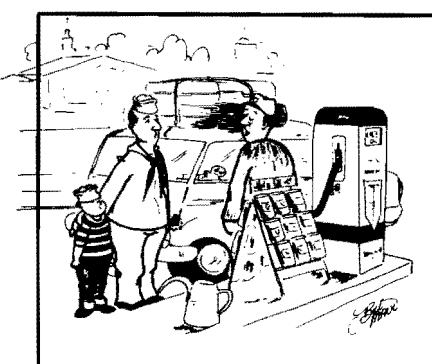
Welcome to the club.

We are speaking to the 1113 Aviation Support Equipment Technicians selected 1 September for the newly designated AS rating.

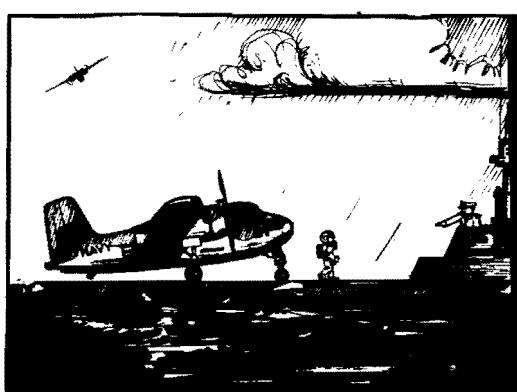
The initial breakdown shows we have one master chief, 12 senior chiefs, 88 chiefs, 223 first class, 446 second class, and 343 third class petty officers in the new job.

These men will specialize in the maintenance and repair of equipment used in the support of naval

All-Navy Cartoon Contest
Earles L. McCaul, ATW3, USN



"Where's the head what?"



"You landed it! You get it off."

aircraft, such as jet engine starters, tractors, cranes and mobile power units.

Many of them are already familiar with their new designation since most were selected for the AS rating from jobs which formerly serviced support equipment. Those include, but are not restricted to, AD, AE, AM, EM, EN and MM ratings.

The conversion was made pay grade for pay grade. However, those persons scheduled for advancement in their previous rating will be advanced in their new AS occupation.

The first Navy-wide examinations for advancement within the AS rating are scheduled during the next year. Examinations for promotion to E-4 will be given in February; in May to pay grades E-8 and E-9; and in August to E-5, E-6, and E-7.

If otherwise qualified to take the examination for their previous rating, those E-4 through E-6 members, who have recently been selected for the AS rating, are authorized to participate in the February exams for their former rating. If advanced, they will be promoted to the appropriate AS rate.

To aid in training prospective AS technicians, a Class A school is being established at NATTC Memphis.

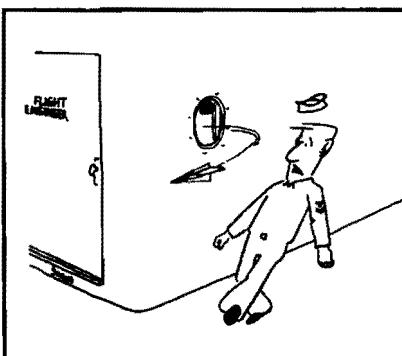
From there the path of advancement spans from E-4 to the warrant officer rank of Aviation Maintenance Technician, or to LDO (Aviation Maintenance).

Although a rating badge design has been approved, the AS badges will not be available for Fleet distribution until after the first of the year. In the meantime, personnel will wear the badges of their previously held rate. The new badge displays the traditional aviation wings separated by a crossed lightning bolt and hammer.

There are three service ratings below E-6 offered within the new profession's structure - Electrical (ASE), Hydraulic and Structure (ASH), and Mechanical (ASM). Members in pay grades E-6 through E-9 hold the general classification.

The ASE technician will be concerned with automotive electrical systems including generators, starters, lights, and ignitions. He will also be involved in the maintenance and operation of auxiliary electrical power units used in gas turbine compressors and air-conditioning

All-Navy Cartoon Contest
Michael L. Shane, FTG1, USN



systems, as well as other electrical and electronic circuits and components of aviation support equipment.

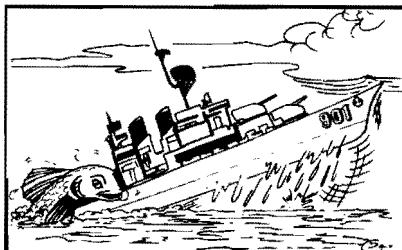
The ASH technician will perform mechanical tasks, such as body and fender work and painting of support equipment. In doing so, he will weld, braze, solder, cut, shape and patch metal. He must be able to repair brake systems, inspect and replace tires and tubes, and be familiar with various hydraulic units.

Knowledge of fuel systems, transmissions and differentials is required of the ASM technician. He repairs and operates gasoline and diesel engines of the support equipment. In addition, he maintains gas turbine compressors and air-conditioning systems used in servicing aircraft.

Now that selections have been made for personnel, their transition into proper billets has become the major concern. Word on these placements and information on sea/shore rotation will be published as soon as available.

Guidelines to follow for future conversions to the AS rating may be found in BuPers Notice 1430 of 18 Aug 1966 and BuPers Inst 1440.5D.

All-Navy Cartoon Contest
David E. Cockrum, YN3, USN



"This is the Captain speaking . . . There will be no more fishing from the fantail until further notice!"

A Few Precautions on Your Part Will Ensure Arrival Of Your Christmas Mail

Many Christmas packages mailed this year probably won't be delivered until after the Yule season.

This is primarily because senders of these parcels will address them improperly and generally fail to use correct ZIP codes.

These misguiding errors also slow down our daily official mail service in CONUS and overseas. If you're uncertain as to the correctness of an official address, check either the *Standard Navy Distribution List*, Part I (OpNav P09B23-107) or the *Catalog of Naval Shore Activities* (OpNav P09B23-105). The SNDL also contains location numbers of commands serviced by APO and FPO.

As for proper ZIP code numbers for both official and personal mail, they are listed in the *National ZIP Code Directory* (POD Publication 65). Your postal clerk should have one available. If not, your supply office may order one from the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20420. Price: \$7.

There are still other means by which you can insure that your mail is delivered quickly. One is to become familiar with surface and air pickup schedules.

Change-of-address notices are also important. Whenever you arrive at a new command or are about to be transferred to another, notify your correspondents of your new address as soon as possible. You should use only the official address as authorized by the commanding officer.

In addition, commands can help reduce mail delays in numerous ways. Among them are:

- Post addresses and ZIP codes on bulletin boards and in ship and station newspapers.

- Overprint, stamp or type ZIP codes on stationery that is currently in stock.

- Insure that ZIP codes are included on addresses printed by addressograph or automatic electronic data processing machines. This becomes mandatory 1 Jan 1967.

Improving the speed of our Navy Postal Service is an all hands effort. Remember the above guidelines and encourage your shipmates to use ZIP in their mail home.

Here Are the Regs on Proper Address of Enlisted Personnel

IT'S OFFICIAL now. On the basis of recommendations by the SecNav Retention Task Force, enlisted personnel will not, in formal usage, be addressed by their last names only. However, for everyday on-the-job situations, no change is intended in the customary usage of last names only for enlisted personnel in pay grades E-6 and below. Chief petty officers (E-7 through E-9) will still be addressed as "Chief" or "Chief Jones".

The formal oral presentation of enlisted personnel will now be, for instance, "May I present Petty Officer Williams". In the case of E-8 and E-9 members, the "Senior" or "Master" will be prefixed where appropriate. Those persons E-3 and below will be addressed according to their rate, such as Seaman, Fireman, Airman, Hospitalman, etc.

There are three major changes in addressing personnel in writing.

For correspondence such as official letters, permanent change of station and TAD orders and directives, the man's rate and pay grade will precede his name. For example, addressing correspondence is as follows: BM2 Robert Francis Williams, USN, 999 99 99. In the text of the correspondence, he will be referred to as "Petty Officer Williams," or, if an FN, as "Fireman Williams".

In official correspondence where the NEC code is required or considered meaningful, it may be added after the serial number.

Salutations for informal letters and non-official correspondence will be the same as the formal oral address or, "Dear Petty Officer (or Seaman) Williams". When addressing the correspondence, however, the man's name will appear in the same manner used for official correspondence.

On certificates and awards, the man's name, his rating and branch of service should be fully written out in this order:

Robert Francis Williams

Boatswain's Mate Second Class, U.S. Navy

However, if this format does not lend itself to the arrangement of the pre-typed wording on certificates, the format may be adjusted to fit the certificate.

This is true also in the case of certain forms, reports, alphabetical listings and other similar material. The

Formal oral address

E-9—May I present Master Chief Petty Officer Williams.

E-8—May I present Senior Chief Petty Officer Williams.

E-7—May I present Chief Petty Officer Williams.

E-6, E-5, E-4—May I present Petty Officer Williams.

E-3, E-2, E-1—May I present Seaman/Fireman / Airman / Constructionman / Hospitalman/Dentalman/Stewardsmen Williams.

Informal oral address

E-9, E-8, E-7—Good morning, Chief, or Good morning, Chief Williams.

E-1 through E-6—Good morning, Williams.

Salutations for informal letters and unofficial correspondence

E-9—Dear Master Chief Petty Officer Williams.

E-8—Dear Senior Chief Petty Officer Williams.

E-7—Dear Chief Petty Officer Williams

E-6, E-5, E-4—Dear Petty Officer Williams

E-3, E-2, E-1—Dear Seaman/Fireman/Airman / Constructionman / Hospitalman / Dentalman/Stewardsmen Williams

Addresses for official and unofficial correspondence

E-9—BMCM Robert F. Williams USN, 999 99 99

E-8—BMCS Robert F. Williams, USN 999 99 99

E-7—BMC Robert F. Williams, USN, 999 99 99

E-6—BME Robert F. Williams, USN, 999 99 99

E-5—BM2 Robert F. Williams, USN, 999 99 99

E-4—BM3 Robert F. Williams, USN, 999 99 99

E-3, E-2, E-1—Seaman / Airman / Constructionman / Hospitalman / Dentalman / Stewardsmen Williams, USN, 999 99 99.

NOTE: In certain unofficial correspondence, when the service number is not readily available, it may be omitted.

Within text of official correspondence

E-9—Master Chief Petty Officer Williams

E-8—Senior Chief Petty Officer Williams

E-7—Chief Petty Officer Williams

E-6, E-5, E-4—Petty Officer Williams

E-3, E-2, E-1—Seaman/Airman/Constructionman / Hospitalman / Dentalman / Stewardsmen Williams

However, an exception to the above may be made if it is necessary to indicate a man's rating in the body of a letter. In this instance, his rating may then be spelled out after his name, such as Petty Officer Williams, Boatswain's Mate Second Class, USN.

last name may be written first followed by other matter as desired in order to assist in rapid identification, tabulation and filing.

At left is quick-reference breakdown for addressing all enlisted men within their respective paygrades.

Exam Center Plans Revision Of Service Exams to Define PO Skills More Accurately

The technological advances of our fast moving Navy have had a significant effect on the individual Navyman's advancement in rate.

Sometimes he finds himself preparing to answer examination questions concerning skills which he is not required to perform and equipment and systems to which he does not have access.

These circumstances may be short-lived, however.

The Naval Examination Center is presently revising, for evaluation, four service rating exams which will focus more directly on specific skills within each rating.

They are:

• **Fire Control Technician B** (Ballistic Missile Fire Control).

• **Fire Control Technician G** (Gun Fire Control).

• **Fire Control Technician M** (Missile Fire Control).

• **Sonar Technician O** (Oceanographic Specialist).

Within the three FT ratings are seven examinations which cover specific skills of pay grades E-4 through E-7. Candidates may select one of the following: for FTB—MK 80 or MK 84 fire control systems; for FTG—gun or underwater fire control systems; and for FTM—Talos, Tartar or Terrier weapons systems.

Only the E-5 exam is offered in the revised format and only for Oceanographic Specialist during this initial program.

Study guides for the revised ratings are expected to be available by February. This should allow sufficient time for active duty candidates to prepare for the first testing of the revised examinations in August 1967. Inactive duty personnel will take their exams in January 1968.

Pay grades E-4 and E-5 examina-

tions will contain 150 questions. These will be separated into sections which will relate to common skills and those areas of knowledge intimately connected with the rating.

Pay grade E-6 and E-7 exams for FT will consist of approximately 120 professional and 30 military and leadership questions.

Originators of the plan in the Bureau of Naval Personnel hope, as a result of this pilot program, to be able to expand similar revisions to other ratings which have special areas of identification. They believe if and when such a revision is further developed, it will enable the Navymen to concentrate more fully in his chosen field.

For a detailed description of the examination revisions, refer to BuPers Notice 1418 of 30 Aug 1966.

List of New Motion Pictures Available to Ships and Overseas Bases

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

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

Stagecoach (WS) (C): Western; Ann-Margret, Michael Connors.

And Now Miguel (WS) (C): Drama; Pat Cardi, Michael Ansara.

Waco (WS) (C): Western; Jane Russell, Howard Keel.

Don't Worry, We'll Think of a Title: Comedy; Morey Amsterdam, Rose Marie.

A Place Called Glory (WS) (C): Western; Lex Barker, Pierre Brice.

Mister Buddwing: Drama; James Garner, Jean Simmons.

Last Plane to Baalbek: Action Drama; Rossana Podesta, Jacques Sernas.

Spy With My Face (C): Melodrama; David McCallum, Senta Berger.

The Glass Bottom Boat (WS) (C): Comedy; Doris Day, Rod Taylor.

The Ugly Dachshund (C): Comedy; Dean Jones, Suzanne Pleshette.

The Oscar (C): Drama; Stephen Boyd, Elke Sommer.

One Spy Too Many (C): Mystery Drama; Robert Vaughn, David McCallum.

All-Navy Cartoon Contest Peter A. Hansen, EN1, USN



"Sorry . . . had quite a run on clothing today . . . all we got left is hats, socks and shorts!"

Maya (WS) (C): Drama; Clint Walker, Jay North.

Fireball 500 (WS) (C): Melodrama; Annette Funicello, Frankie Avalon.

The Last of the Secret Agents? (C): Comedy; Marty Allen, Steve Rossi.

Boy, Did I Get a Wrong Number! (C): Comedy; Bob Hope, Elke Sommer.

The Group (C): Drama; Candice Bergen, Joan Hackett.

A Fine Madness (C): Comedy

Drama; Sean Connery, Joanne Woodward.

Johny Tiger (C): Drama; Robert Taylor, Geraldine Brooks.

The Cat (C): Melodrama; Roger Perry, Peggy Ann Garner.

Pargo Launched

Soon to be introduced to our Silent Service's nuclear force is the nuclear attack submarine *Pargo* which was launched early this fall in Connecticut.

Designed to attack enemy surface ships and undersea craft, the new boat is 292 feet long and displaces 4060 tons.

Yorktown Daddies

During a recent visit to Hong Kong, the aircraft handling division aboard *USS Yorktown* (CVS 10) adopted an eight-year-old orphan.

The boy, Chow Hon Sang, was orphaned in 1964. He will be cared for by St Christopher's orphanage in Hong Kong and supported by contributions from *Yorktown*'s V-3 division. The Navymen made an initial contribution of \$250 and have agreed to contribute that amount annually. Each Navymen in the division will donate about 50 cents each month.

It's Elementary

Navymen and Friends Build Subic School

Navymen throughout the world are inclined to take saw and hammer, and build something for someone, simply because it is needed. Those stationed at Subic Bay Naval Base, Philippines, are no exception.

In this case the object of all the hammering was a new schoolhouse which was badly needed by the children of nearby Dinalupihan.

The project was planned and sponsored by the Base Commander's staff, who got together one day and decided that Dinalupihan's old elementary school, a small one-room building, had to go.

Work on the quonset-style two-room schoolhouse began soon after, with Subic Navymen and the people of Dinalupihan sharing the workload.

A traditional groundbreaking ceremony was held, with Rear Admiral Donald G. Baer, the Base commander, officiating. The school

was built five feet off the ground, atop concrete piers—necessary, of course, to prevent flooding during the rains.

Specially prefabricated ribs, shaped like an arch with a base, were mounted on the foundation. The ribs, made of laminated wood, proved their strength when the still incomplete schoolhouse withstood the winds of typhoon *Irma*.

A group of visiting Seabees put the metal roof on, then workers moved in and paneled the walls and ceilings.

The volunteers built 50 desks, added three seesaws to the playground fixtures, and installed a flagpole and a bell in the schoolyard.

After some three months' work, the new school was turned over to Dinalupihan officials in ceremonies topped by a gala Philippine fiesta.

—Jack Ong, JO3, USNR

(g) Accepting things that are available impersonally to the general public or classes of the general public;

(h) Accepting trophies, entertainment, rewards or prizes given to competitors in contests which are open to the public generally or which are officially approved for participation in by DOD personnel;

(i) Transactions between and among relatives which are personal and consistent with the relationship;

(j) Accepting loans from banks or other financial institutions on customary terms to finance proper and usual activities of employees such as home mortgage loans;

(k) Attending social activities engaged in by officials of the department and officers in command or their representatives with local civilian leaders as part of community relations programs;

(l) Utilizing contractor-provided local transportation while on official business and when alternative arrangements are clearly impracticable;

(m) Participating in civic and community activities when the relationship with the defense contractor can be reasonably characterized as remote; for example, participating in a little league or Combined Federal Campaign luncheon which is subsidized by a concern doing business with a defense agency;

(n) Receiving bona fide reimbursement, not prohibited by law, from other than defense contractors for actual expenses for travel and other necessary subsistence for which no government reimbursement is made. However, a member may not be reimbursed, and payment may not be made on his behalf, for excessive personal living expenses, gifts, entertainment or other personal benefits.

Except as provided above, personnel on official business may not accept contractor-provided transportation, meals or overnight accommodations in connection with such official business so long as government or commercial transportation or quarters are reasonably available. Where, however, the over-all government interest would be served in specific cases, the order-issuing authority may authorize contractor-provided transportation or overnight accommodations.

Several other regulations pertain-

ing to standards of conduct include:

- No officer or employee of the United States shall solicit contributions from other officers or employees to buy a gift for a superior; nor shall any such superior accept any gift from people who receive less salary than he.

- DOD personnel may not use government property of any kind for other than officially approved activities. Government facilities, property and manpower, such as stenographic and typing assistance, mimeograph and chauffeur service, may be used only for official government business.

- Civilian personnel and military personnel on active duty may not use their titles or positions in connection with any commercial enterprise, except as authors of material that has been properly cleared with the Department of Defense for publication.

- Retired military personnel and members of Reserve components not on active duty are permitted to use their military titles in connection with commercial enterprises. However, titles should not be used in

any way that casts discredit on the military services, and no implication should be made that sponsorship, sanction, endorsement or approval of the commercial enterprise has been made by any of the services or the Department of Defense.

Outside Employment

DOD personnel may not engage in any outside employment or other outside activity, with or without compensation, which:

- (a) Interferes with, or is not compatible with, the performance of their government duties;

- (b) Might bring discredit to the government or the DOD agency concerned; or

- (c) Is inconsistent with other regulations, such as acceptance of a fee, compensation, gift, payment of expense or any other thing of monetary value in circumstances in which that acceptance may result in, or create the appearance of, a conflict of interest.

No enlisted member of the armed forces on active duty may be ordered, or officially permitted to leave his post during prescribed duty hours, to engage in civilian pursuits

WHAT'S IN A NAME

More to Red Hill Than Meets the Eye

There's a man-made honeycomb set into the mountains of Hawaii which feeds a swarm of busy bees—the ships of the U. S. Pacific Fleet.

Known as Red Hill, this serene, brush-covered knoll is actually a giant underground fuel and oil storage facility, overlooking Pearl Harbor, that is capable of holding nearly six million barrels. This capacity is held in 20 vaults, or tanks, erected vertically. They measure 250 feet high (as tall as a 25-story building) and 100 feet in diameter, thus the honeycomb effect.

The Pacific Fleet has been fed from Red Hill since World War II. Through three major pipelines, the facility can pump 40,000 barrels of oil and jet fuel per hour to almost any point in the Pearl Harbor Navy complex.

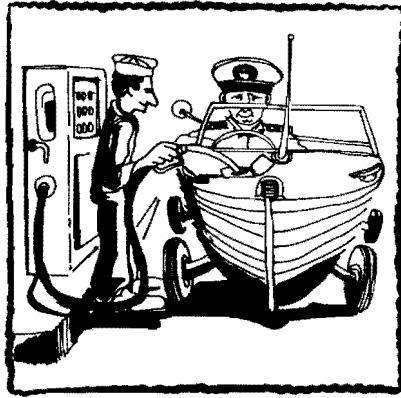
Construction required skillful engineering.

First, a 4350-foot tunnel was drilled from the foot of Red Hill through the center of the mountain's hogback. Shafts were then drilled from the top of the hill on either side of this main tunnel, through the imaginary center of the tanks, and then toward the center to connect with the passage.

A second tunnel was drilled into the hogback above and in line with the bottom one. It was a few feet below the tops of the proposed tanks, thereby allowing access into the hill for digging out the vaults.

Over a million and a half cubic yards of volcanic dirt and rock were dug from the hill. In turn, the vaults and tunnels were lined with 46 million pounds of steel, over a million square feet of wire mesh and over 400,000 cubic yards of concrete.

As a matter of further interest, some of the dirt taken from the mountain was used for highway and building construction. In fact, the six-story concrete Naval Supply Center building at Pearl Harbor was built with Red Hill rock.



THE BULLETIN BOARD

or business, for emolument, hire or otherwise, if this action interferes with the customary or regular employment of local civilians in their art, trade or profession.

This does not prevent members of the armed forces from engaging in outside employment during their off-duty hours if it is not otherwise prohibited.

An active duty officer of the Regular Navy or Marine Corps may not be employed by any person furnishing naval supplies or war materials to the United States and continue to receive his service pay.

DOD personnel are encouraged to engage in teaching, lecturing and writing. However, they may not, either for or without compensation, engage in such activities when they are dependent on information obtained as a result of their government positions, except when that information has been published or is available to the general public or will be made available upon request. An exception may be made when the agency head gives written authorization for the use of non-public information on the basis that the use is in the public interest.

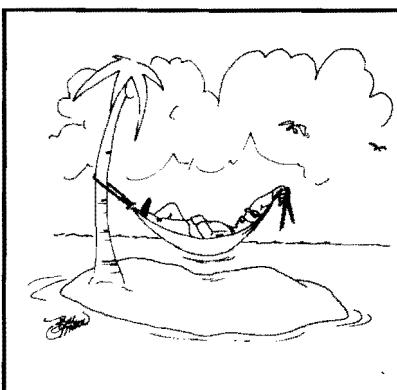
These regulations do not preclude DOD personnel from participating in the activities of national or state political parties as approved by current directives, nor participating in the affairs or accepting an award for a meritorious public contribution or achievement given by a charitable, religious, professional, social, fraternal, nonprofit educational, nonprofit recreational, public service or civic organization.

DOD personnel may not participate, while on government-owned or leased property, or while on duty for the government, in any gambling activity including the operation of a gambling device, in conducting a lottery or pool, in a game for money or property or in selling or purchasing a numbers slip. However, certain exceptions are made for games such as Bingo, when properly approved.

All government employees are expected to pay each just financial obligation in a proper and timely manner, especially one imposed by law such as federal state or local taxes.

In addition, besides conforming to the ethical standards of conduct required of government employees,

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



it is each individual's responsibility to report incidents in which they believe there has been a violation of a statute or policy. Such reports should be made to the immediate superior, and if the superior believes there has been a violation, he should report the matter for further action in accordance with existing procedures.

Another section of the policy dealing with standards of conduct requires certain individuals to file a statement of employment and financial interests.

These statements must be filed by:

- Personnel paid at a level of the Federal Executive Salary Schedule;
- Civil service employees in grade GS-16 or above;
- Civilian employees not covered by GS schedules who are in a position comparable to or higher than GS-16;
- Officers in grade O-7 or above;
- Board members of Armed Services Boards of Contract Appeals; and

• Civilians in Grades GS-13, -14 or -15, and officers O-5 and O-6 whose basic duties and responsibilities require them to exercise judgment in making or recommending government action in regard to contracting or procurement; auditing; or other activities in which the decision or action has an economic impact on the interests of any non-federal enterprise. (See section XV.A of SecNav Inst 5370.2D, enclosure one, for amplification of this section.)

Every activity must review its positions in the categories of GS-13 through -15 and officers O-5 and O-6 and include in each billet or position description a statement as to whether the incumbent of the

position must file a statement of employment and financial interest. This determination should be reviewed at least annually, either at the time performance, efficiency or effectiveness ratings are given, or incident to other currently prescribed annual reviews.

Full information on these regulations is contained in SecNav Inst 5370.2D, which should be referred to if there is any question on current policy.

Correspondence Courses Range from Intelligence To Antisubmarine Warfare

One revised and three new correspondence courses have been issued for use by enlisted men. Four new courses for officers have been issued, and one formerly in use has been discontinued.

The courses for enlisted personnel are:

- Aviation Fire Control Technician 1 & C, NavPers 91635-2 (Confidential).
- Aviation Antisubmarine Warfare Technician 1 & C, NavPers 91697 (Confidential).
- Standard First Aid Training Course, NavPers 91217-H; supersedes NavPers 91217-G.
- Communications Yeoman 3, NavPers 91407.

The new officer correspondence courses are:

- Security of Classified Information, NavPers 10975-B.
- Navy Petroleum Supply, NavPers 10904-A.
- Disbursing, Part II, NavPers 10424.

ASW Operations, NavPers 10406-A has been discontinued.

The Defense Intelligence School is offering a correspondence course to all active and Reserve officers, and civilian employees of the Department of Defense in grades GS-7 and above who are working in intelligence and enlisted Navmen who have intelligence-related NECs.

The course covers: Principles of intelligence, international relations, communist world affairs, and unconventional warfare.

You may obtain further information and application forms from the Defense Intelligence School, Non-resident Course Division, U.S. Naval Station, Anacostia Annex, Washington, D.C. 20390.

Port Hueneme Alumni Are Changing the Face of the World

AS THE LAST week of boot camp draws to a close, anxious sailors wait for the most exciting news since their arrival at Recruit Training Command — orders telling them their next duty assignments.

The orders will assign these blue-jackets to a ship, shore station, or to a Navy service school.

For most future Seabees, their orders clearly read U.S. Naval Schools, Construction, Port Hueneme, Calif., known to students and other personnel as NAVSCON.

When a new Seabee reports aboard, he checks in at the "White House," school headquarters. Sometimes his school will not convene for a few weeks. When this happens he is assigned to General Detail. He is indoctrinated in the type of watches he will be standing, when inspections are held, and generally what is expected of him while he is assigned to NAVSCON.

A typical future Seabee is John A. Wolfe, constructionman apprentice, who spent his first few weeks at NAVSCON doing odd jobs at the Shop Stores Procedures office, while awaiting school.

Wolfe was taking a heavy equipment operator's course at a trade school in Pennsylvania before he enlisted. He felt that the Seabees offered him the best opportunity to apply what he had learned at the trade school and to develop more fully as a man. He is attending the 12-week basic Equipment Operators school.

The first few weeks of instruction concentrate mainly on theory, the reasoning behind the practical aspects of the trade. After the student fully understands the "why" of his trade, he puts his knowledge into practical application.

Of all the subjects they study, mathematics seems to give the students the most trouble.

"The greater ability the student has in math, the better chance he has in the schools at NAVSCON," an instructor commented.

This spring, all schools at NAVSCON, with the exception of the Engineering Aid and Draftsman schools, went on double shifts. Because of the double sessions, "night school," for students who were not keeping up academically, was dis-

continued. Supervised study, therefore, has been included in the day's schedule and is mandatory. The hour and a half study hall gives the student a chance to catch up on last night's homework or to prepare for an upcoming test.

Constructionman R. D. Ginn attended the 14-week basic Builders school. Unlike Wolfe, who was wondering what the school was like, Ginn was well on the road to discovering what it was like to be a Seabee. When he started school, his first main project was to build a sawhorse. "We thought it would be simple until the instructor told us we would be graded on the angle of the cuts and how well the joints fit together," he said.

While the student spends most of his time studying and working in his

particular field, he spends part of it in keeping fit. Each student averages about four hours of physical training a week, including military drill, swimming, softball, gymnasium workouts, and calisthenics.

Perry A. Knepper, a recent graduate from the 14-week basic Construction Electrician school, looked back on his school days and commented that ". . . the instructors did a very good job and were very helpful during the rougher phases of the course. I do feel that the course helped prepare me."

School goes by fast for the students at NAVSCON, and, once again orders are the topic of conversation around the barracks. And this time each man knows his next assignment will be as a Seabee.

—Perry A. Basch, JOSN

WHAT'S IN A NAME

Officer Candidate School

You probably have a shipmate who thinks he knows everything about the Navy, including all the ratings there are. Try this one on him—OCUI2.

No doubt you already have figured out that it stands for Officer Candidate Under Instruction, Second Class, and that it designates those college graduates going through the Officer Candidate School at Newport, R. I., on their way to a commission in the Navy.

OCS has been in operation for more than 15 years. When the conflict in Korea began, and progressed into a lengthy land and sea campaign which involved the extensive use of naval forces, there was an increased need for trained junior officers.

This critical shortage, as well as the need for a large pool of young, trained Reserve officers, led to the establishment on 10 Apr 1951 of the Officer Candidate School.

The first class entered the Officer Candidate School 287 strong in late May, and formally began its training on 4 Jun 1951. Sixteen weeks later it was to graduate and provide the Navy with its first postwar group of young officers commissioned from a source outside those already established.

More than 53,000 officers have graduated from OCS since 1951. The school has attracted officer candidates from the 50 states and from 600 colleges and universities.

There are actually three distinct groups of students going through OCS in a given year. By far the largest is the group made up of officer candidates from the regular OCS pro-

gram, and those Navymen who have taken advantage of the NESEP program to get their degree.

Also part of the OCS campus is the Indoctrination School, to which warrant officer selectees and law specialists go for six weeks of training.

Each summer the school bulges with the addition of candidates in the Reserve Officer Candidate (ROC) program. These are college students who attend OCS for eight weeks during two summers, then enter the Navy as commissioned officers when they graduate from college.

From the beginning, the school's headquarters at the Newport Naval Base has been a group of 40 wooden buildings which were built as temporary structures during World War II. Now, however, the school is building a new campus with accommodations for 2000 students.

When the new campus is completed it will consist of eight buildings, two drill fields, a small craft facility, a swimming pool, and a recreation hall. The latest in teaching equipment will be installed, including a three-million-dollar computerized tactical trainer which will simulate the actual movements of a destroyer and will be used for instruction in the handling and deployment of ships.

The last day of the eighteen weeks is the big one for a student at OCS. This is the day he makes the transition from paygrade E-5 (OCUI2) and begins his career as Ensign, U.S. Naval Reserve.

DECORATIONS & CITATIONS



What does it take for a Navyman to earn the Medal of Honor?

The regulations say he must conspicuously distinguish himself in combat by gallantry and intrepidity at the risk of his life above and beyond the call of duty.

Since the Civil War, 730 Navy-men have been singled from among the brave to receive the nation's highest award. Marvin G. Shields, CM3, USN, is the first Navyman to be so honored for service in Vietnam.

Most heroes seem very much like the boy next door—nice guys, not particularly unusual until, in time of crisis, they do the most extraordinary things.

Marvin Shields was like that. The statistics on his life are similar to those of thousands of other Navy-men. He was born in Port Townsend Wash., on 30 Dec 1939 and went to school there. He joined the Navy in January 1962.

Shields was a Seabee attached to MCB 11 at Dong Xoai on 9 Jun 1965. It was near midnight when all hell broke loose. A mortar shell, or perhaps it was a rocket, soared over the camp and exploded in one of the



MEDAL OF HONOR

"For conspicuous gallantry and intrepidity in combat with the enemy at the risk of life above and beyond the call of duty . . ."

buildings—and that was only a polite opener. Everyone grabbed his weapons and manned the defenses.

It was a heavy attack and every mother's son at Dong Xoai had to fight for his life. Shields was one of the many who were wounded early in the game, but that didn't slow down his fighting.

When ammunition ran low, it was Shields who made several trips to the ammo trailer to resupply himself and his buddies. The path to the trailer covered 150 feet of ground exposed to mortar fire. The trailer itself was ablaze from earlier hits.

When the Viet Cong came pouring into the camp, Shields and the other defenders fell back. An American officer with both legs broken was seen lying in an exposed position and Shields, with the help of a buddy, carried him through a hail of VC bullets to the relative safety of the district headquarters building.



The attack continued for hours with mortar and machine gun fire, grenades and flame throwers. Although Shields had already been severely wounded in the face, back and neck, he kept on firing and exposed himself to enemy bullets while lobbing grenades at the Viet Cong.

About the middle of the morning, a VC machine gun began spraying the headquarters building with lethal effect. When the lieutenant asked for a volunteer to go with him and knock out the machine gun, Shields, despite his wounds, volunteered.

The two men succeeded in their mission, probably saving many lives, but their work was not without penalty. Both were hit. Shields was hit badly.

Early in the afternoon, helicopters evacuated the wounded. Shields was among them but he died of his wounds later in the day.

In September, at the White House, President Johnson presented the nation's highest decoration to the young widow of Marvin Shields who, before he reached Dong Xoai, was much like the boy next door.



DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ COUSINS, RALPH W., Rear Admiral, USN, as Commander Carrier Division Nine during combat operations in Southeast Asia from 9 Jul 1965 through 14 Jan 1966. In his role as Commander of Attack Carrier Task Group 77.3 and 77.5, RADM Cousins conducted a sustained series of air strikes against major military and logistic targets in North Vietnam. During a major portion of this period, he was charged with the responsibility for planning, coordination and execution of the combined strike efforts of three attack carrier groups assigned to Task Force 77's Yankee Team. Under his direction, carrier strike groups destroyed over

140 highway and railroad bridges, 300 trucks, 55 watercraft, and numerous barracks, supply dumps and logistic installations in North Vietnam. During the height of the SA-2 surface-to-air missile threat, RADM Cousins developed anti-SAM tactics and directed one of the first successful strikes against an enemy missile installation.

★ PENDLETON, JONATHAN R., Captain, USNR, as Commander of a Task Group engaged in special projects during the summer of 1965, for his contributions to the success of the operation.

★ MONROE, JACK P., Rear Admiral, USN, as Commander U.S. Naval Forces, Philippines/Commander in Chief, Pacific Representative, Philippines, from March 1963 to June 1966. RADM Monroe effectively promoted inter-country relations and established and nurtured effective channels for liaison, thereby furthering U.S. prestige and goodwill with foreign nations. In addition, he successfully coordinated logistic support to forces engaged in combat

in Southeast Asia and increased communications capabilities by formulating and expediting communications improvements in shore stations under his command. As a result, these installations were advanced well ahead of original plans, which enabled timely direction of forces in sensitive politico-military operations.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ CHAMBERS, LESTER S., Rear Admiral, USN, as Bureau of Naval Weapons Fleet Readiness Representative Atlantic, Naval Air Station, Norfolk, Va., from September 1962 to July 1966, for his substantial contributions to naval weapons superiority and for facilitating the

introduction and operational effectiveness of new naval weapons systems for the Atlantic Fleet.

★ COMBS, WALTER V., JR., Rear Admiral, USN, as Assistant Chief of Naval Operations (Manpower), from June 1964 to July 1966, for his role in the planning and implementation of the civilian substitution program with its complex civilian/military interrelationships.

★ NEW, WILLIAM N., Rear Admiral, MC, USN, as Director of the Staff, Office of the Deputy Assistant Secretary of Defense (Health and Medical), for his work with the medical services of the three military departments in the procurement of medical personnel, the programming and construction of medical facilities, medical supply, medical planning and preventive medicine.

Gold Star in Lieu of Second Award
★ ROEDER, BERNARD F., Vice Admiral, USN, as Commander Amphibious Force, U. S. Pacific Fleet, from May 1965 to July 1966, for his work in achieving and maintaining the highest possible state of material and operational readiness, which has brought new strength and flexibility to the amphibious forces engaged in the Vietnamese theater of operations.

Gold Star in Lieu of Second Award
★ ZUMWALT, ELMO R., JR., Rear Admiral, USN, as Commander Cruiser-Destroyer Flotilla Seven, from July 1965 to July 1966, for his efforts as Chief Observer for Fleet Exercise Base Line and his part in Fleet Exercise Gray Ghost, which resulted in progressive improvement in many areas of Fleet capabilities and readiness.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ EDSON, DARRELL W., Lieutenant, USN, as a pilot in Attack Squadron 152, embarked in *uss Oriskany* (CVA 34), during an air search and rescue attempt in North Vietnam on 13 Nov 1965. When alerted that a U. S. Navy aircraft had been shot down, LT Edson proceeded immediately to the scene and descended into the search pattern to identify the downed pilot visually amidst the myriad of North Vietnamese people who were surrounding the area. Although visibility was restricted by low ceilings and rain, and despite a continuous barrage of enemy small arms fire, he made several exceptionally low passes at bush-top level in an attempt to divert the captors and possibly allow the pilot to evade. LT Edson

courageously remained in the search area until his wingman suffered a hit and was forced to retire from the area. Later inspection revealed that LT Edson's aircraft had sustained 12 hits of various sizes.

★ HALVERSON, RICHARD KENNETH, Lieutenant Commander, USN, while attached to Attack Squadron 195, embarked in *uss Bon Homme Richard* (CVA 31), on 23 Sep 1965. LCDR Halverson, flying on a road reconnaissance, displayed extraordinary skill by destroying a bridge in North Vietnam. His attack resulted in the complete collapse of the bridge span and supporting structure into the river bed. LCDR Halverson's marksmanship in an area of known enemy ground fire was in keeping with the highest naval traditions.

★ HOPPS, GARY D., Lieutenant, USNR, posthumously, as a pilot in Attack Squadron 145, embarked in *uss Ranger* (CVA 41), during a reprisal attack against a vital North Vietnamese communications link consisting of a highway bridge and an overpass over a road junction, on 10 Feb 1966. As a member of a three-plane flight, LT Hopps carried out bold and aggressive attacks in the face of intense enemy antiaircraft fire, scoring direct hits on the bridge with his two 500-lb bombs and direct hits on the overpass and road junction with the remainder of his bombs. LT Hopps' aircraft was last seen enveloped in enemy antiaircraft fire, after which it crashed and disintegrated on impact in the immediate vicinity of the target area. Through his determined and heroic efforts, he contributed materially to the effort of the U. S. in the Vietnam conflict at the cost of his life.

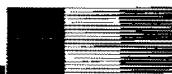
★ McWHORTER, HENRY S., Lieutenant, USNR, posthumously, as pilot of an unarmed jet photographic aircraft in Light Photographic Squadron 63, Detachment Golf, during a coordinated strike mission against a military target in North Vietnam on 23 Aug 1965. Assisting the jet attack element in locating the target area, LT McWhorter, in the face of intense enemy antiaircraft fire, orbited over the target in his unarmed aircraft while simultaneously transmitting a radio signal to the attacking aircraft, thereby allowing them to home on the target.

★ SHAW, EDWARD B., Lieutenant (jg), USNR, posthumously, as a pilot serving with Attack Squadron 165, embarked in *uss Coral Sea* (CVA 43), while conducting a rescue mission in North Vietnam on 17 May 1965. After locating a downed Air Force pilot deep in enemy territory, LTJG Shaw proceeded to a rendezvous with rescue helicopters and provided protective cover while guiding them to the scene. He carried out re-

peated strafing and rocket attacks on enemy forces in the immediate area while the helicopters were completing the rescue. LTJG Shaw, by his skill and courage in the face of enemy fire, contributed materially to the success of the rescue operation.

Gold Star in Lieu of Second Award

★ THOMAS, HARRY E., Commander, USN, posthumously, as Commanding Officer of Attack Squadron 153, serving aboard *uss Coral Sea* (CVA 43) as a member of the U. S. Seventh Fleet, during the period 7 February to 13 Aug 1965. Planning and coordinating many major strikes conducted by *Coral Sea* aircraft against targets in North Vietnam, CDR Thomas, as airborne strike leader, was the first to arrive on target, positively identify it, deliver his ordnance and remain in the immediate target area to control and coordinate the remainder of the strike. During this period, he led successful massive air strikes against such heavily defended targets as Vinh, Than Hoa, the Dong Phoung Thong Bridge and the Puc Loi Naval Depot. On two occasions he guaranteed success of the missions by personally dropping bridge spans. On another occasion he led two successive strikes to account for the destruction of two PT boats and damage to a third. Particularly effective on night reconnaissance missions, CDR Thomas, using self-developed tactics, was consistently able to locate and destroy enemy vehicular traffic. On 13 Aug, he lost his life when his aircraft was hit by enemy fire and crashed while he was leading a small strike group on a low-level mission against an enemy surface-to-air missile site.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ MCKNIGHT, LEE T., Fire Control Technician 1st Class, USN, while serving aboard *uss Albany* (CG 10) at sea approximately 200 miles east of Cape Hatteras, N. C., on the morning of 5 Mar 1966. A fellow sailor was washed overboard from *uss Aucilla* (AO 56). He was sighted by *Albany* lookouts, and the cruiser was immediately maneuvered into position to attempt a rescue. McKnight, responding to the cries for help from the injured and nearly exhausted victim, leaped from *Albany* into the 12-foot seas churned by gale force winds and swam approximately 20 yards to the victim. Towing the man toward the ship, he succeeded in attaching a recovery line to him and helped him aboard. By his prompt and courageous actions, McKnight saved the life of another man at the risk of his own.

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

To keep the Navy steady on its course, rules and regulations have been evolved over the years as a guide to enable it to meet almost any contingency.

All very reasonable. But life being what it is, a situation sometimes arises when, one would think, NO rules could possibly fit. Here are a few for-instances, based upon months of desultory research:

Take fireflies, for instance. What possible use could the Navy make of 25,000 fireflies?

Simple. At the peak of the firefly season this spring, the Naval Weapons Lab at Dahlgren, Va., issued a call for 25,000 fireflies as a part of a study of light-producing materials.

Where did they get 25,000 fireflies? One doesn't just requisition them.

Simple again. They promised every kid in the neighborhood a penny apiece, in lots of 25, for every firefly they caught.

We never did hear how the Lab made out.

★ ★ ★

And then there's the destroyer—*USS O'Brien* (DD 725), to be precise—which not too long ago crossed two mountain ranges, sailed 180 miles up the Columbia River and went through the locks at Bonneville Dam. Then it took part in a rodeo. All in one day, too.

There were reasons. The principle motivation was a demonstration that seagoing vessels really could reach the "inland port" of Dallas, Wash., from the Pacific Ocean. As *O'Brien* is 376 feet long and draws 19 feet, it was a convincing demonstration.

As a further statistical sidelight, of the 300 men of the crew, 19 participated in the rodeo. They were unanimous in their opinion that the bridge of a destroyer in rough weather is preferable to the bridge—if that's the word—of a bucking bronco.

★ ★ ★

And now they're using helicopters to haul concrete. Not as a regular thing, of course.

As a rule, cement work is pretty routine. It's mixed in the cylinder of a cement truck which is driven to the construction site, it's poured into the forms, and that's that.

Not this time. The site happened to be at the top of the 700-foot Ulupau Crater at the Kaneohe Marine Corps Air Station. The station needed a foundation for the new radar equipment that was being installed. The only way up was a steep, unpaved road, impassable to anything but four-wheel drive vehicles.

Several methods of getting the concrete to the top were considered. Navy engineers first considered mixing it at the top. But this idea was discarded as too expensive because equipment small enough to maneuver the road could not mix large enough quantities of concrete. Hauling pre-mixed concrete by four-wheel vehicles was scrapped for the same reason.

Then a Hawaii helicopter firm was found which had done similar work in the past. The Navy immediately contracted the firm to haul the concrete in modified 55-gallon drums.

Concrete trucks were driven to an open field at the base of the crater and the "chopper" began a shuttle run carrying full drums up and empty drums down, making round trips in less than three minutes.

The cement work was done in three days, the entire project in one week.

The All Hands Staff

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

Answers to Quiz Aweigh
Quiz Aweigh may be found on page 49
1-I; 2-M; 3-E; 4-J; 5-L; 6-H; 7-F;
8-G; 9-C; 10-D; 11-B; 12-A; 13-K; 14 N.

• **AT RIGHT:** TWO TIMER—Attack aircraft carrier *USS Ranger* (CVA 41) simultaneously receives fuel and supplies while underway in the South China Sea. Guided missile destroyer *USS Strauss* (DDG 16) maneuvers at the carrier's starboard.—Photo by Jean Cote, PH1, USN.





// MIDGET FLEET...

WITH A GIANT PUNCH!