

LETTERS TO THE EDITOR

White River Updated

SIR: Don't get us wrong—we are delighted with the press coverage we received in the October issue of *ALL HANDS*, but we would like to bring you up to date on *White River*. After all, your account is by now several months old.

In the first place, *uss White River* (LSMR 536) is homeported in the Far East, not San Diego. She joined the Seventh Fleet family in October 1965, a relationship which has resulted in a scrapbook full of statistics, some of which you noted. Just for the record, I offer this more current report:

On 25 Aug 1967, *White River* completed her fourth Vietnam tour, during which her expenditure of ammunition amounted to more than 43,000 rounds of 5-inch rockets, 2500 rounds of 5-inch/38 and 14,000 40-mm rounds, all of which was directed toward numerous enemy targets along the Vietnam coastline. Damage included 7000 structures and emplacements destroyed, and more than 150 secondary explosions ignited and 330 enemy troops killed in action. That about does it for the moment.—W. C. C., LT, USN, CO, *uss White River* (LSMR 536).

• Congratulations on the success of *White River's* fourth Vietnam tour, and

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for any others she may have completed in the meantime.

Our lag in reporting her activities—up to the minute—can probably best be attributed to the fact that she is compiling statistics on a daily basis and we report them on a monthly schedule. Nevertheless, keep up the fine work and by all means try to keep *ALL HANDS* up to date.—Ed.

Correspondence Courses and GI Bill

SIR: I plan to obtain a college degree from the University of Illinois. I will complete the first two years of study by correspondence.

Will the G. I. Bill pay for the correspondence courses?

If so, how much of my educational entitlement will I use? I understand

that 36 months of study is the G. I. Bill maximum, and I wouldn't care to use the entire entitlement, or the majority of it for that matter, on correspondence courses.—G. W. W., YN2, usn.

• Yes, you can use the G. I. Bill to help finance approved correspondence course study.

The answer to your second question is more complex. Providing you have spent three years in the military, you do have 36 months' entitlement to the G. I. Bill educational benefits. This should be enough to obtain your bachelor's degree, since one school year is equal to nine months' full-time study.

If you complete part of your education through correspondence courses, your education during that period will be counted as one-fourth time. If, in other words, you took one year to complete a correspondence course you would use three months of your entitlement.

The same rule holds true whether you take one course at a time or more than one course. Obviously, if you are a fast worker and can complete the course rapidly, study by correspondence can be to your advantage. But if you require long periods of time to complete each course, you may forfeit a disproportionate amount of your G. I. Bill entitlements.

Incidentally, when you study by correspondence your payments are made as you complete the lessons. With each lesson you mail to the college, the VA will send you a check.

For more information see your Educational Services Officer or check the December 1967 issue of *ALL HANDS*, page 20.—Ed.

Bugles and Buglemasters

SIR: Can you furnish any information regarding the old Buglemaster rating? My only sources are memory and scuttlebutt and these don't tell the whole story.—F. B. Z.

• If you don't blow your own horn, quothe the sage, who will blow it for you?

There must be a lesson here for, in 1948, buglers and buglemasters (whose rating was established in 1871) were transferred to the quartermaster rating.

As the date 1871 indicates, the bugler rating was venerable but hardly one with advancement possibilities. It wasn't until 1920, in fact, that first and second class pay grades were established. By 1927, an enterprising bugler could be designated a buglemaster but this represented the loftiest height to



SPRAY DAY—Navy tug sends a watery welcome skyward as salvage ship *USS Escape* (ARS 6) returns to port at San Juan, P.R., after deployment in Med.

which a bugler could advance in his rating.

In 1948, buglers and buglemasters fell upon trying days. The buglemasters, with one exception, lost a stripe and were included in the quartermaster rating. All first and second class buglers were transferred to the quartermaster rating as seamen and seamen apprentices.

From that point on, at most places, bugles blown by buglers or buglemasters became passé and the amplified voice of the phonograph was heard in the land.

Nowadays, buglers who bugle as a collateral duty must acquire their skill on their own initiative which, we are told, is not difficult to do. Professional musicians assure us that only a nominal number of practice hours lie between the first wavering notes and a clarion call.

We haven't dared to try it ourselves.—ED.

Smooth Sailing

SIR: Before I make any firm plans for transfer to the Fleet Reserve, I'd appreciate some information on my retainer/retired pay status. I'm more than a little confused.

I made E-9 in November 1965. In July 1966, I accepted appointment to warrant officer, W-1. I had been drawing more in base pay as an E-9 than I would as W-1, so I took the "saved pay" clause to avoid losing money. In July 1967, I was promoted to chief warrant officer and went on the regular CWO-2 payroll.

At the time I accepted W-1, I intended to serve 30 years' active duty and then retire. However, health problems within my family now force me to transfer to the Fleet Reserve as soon as I reach the end of my obligated service in July 1969.

Will I be able to revert to my enlisted status and draw E-9 retainer pay in the Fleet Reserve?

When I reach the 30-year mark for retirement (including Fleet Reserve), will I be allowed to draw E-9 retired pay, or must I retire in the highest grade held (CWO-2)?

Will my having been on saved pay at one time affect my retainer or retired pay?—B. L. H., CWO-2, USN.

To take last things first, having been on "saved pay" will have no bearing on your retired pay. In reply to your other questions, it appears you are home free.

When you revert to enlisted status, you revert to your permanent grade—E-9. When you transfer to the Fleet Reserve, your retainer pay is based on your enlisted grade.

When you complete 30 years for retirement, including your time in the Fleet Reserve, you can go either way.



BOW SHOT of USS Hancock (CVA 19) shows the carrier high and dry, as she undergoes overhaul in dry dock.

You will be advanced on the list to CWO-2, but may, if you elect to do so, be restored to your permanent enlisted grade.

A glance at the pay chart will show you that it is advantageous for you to revert to enlisted status. An E-9 with over 26 years of service receives nearly \$100 a month more in base pay than a CWO-2. A tidy difference when figuring retainer and retired pay.—En.

About That ADCOP Cutoff Date

SIR: As I see it, I have been denied the benefits of the Associate Degree Completion Program (ADCOP) by 23

words of a change to BuPers Notice 1500.

These all-important words are, "... may only be initiated by qualified personnel who have reenlisted since 1 Mar 1967 or whose EAOS is prior to 31 Aug 1968."

Before this change was made, I qualified for the Fiscal Year 1969 ADCOP Class in every respect. Even now, I am perfectly willing to extend or reenlist to meet eligibility requirements therefor. I can't understand the need for an arbitrary 1 March cutoff date.

What's the reason for this change? Neither my personnel officer nor my Educational Services Officer could give me a clue.—J. W. A., AG1, USN.

• There are three reasons for the ADCOP eligibility time frame: The Bureau of Naval Personnel wants to offer the Associate Degree Completion Program as a reenlistment incentive. It also wants a measuring device with which to evaluate the program and, because of this evaluation, it wants to limit the number of ADCOP applicants during the evaluation period.

To avoid a possible misreading of the change to BuPers Inst 1500, we will rephrase it: Qualified Navymen may apply for the FY 1969 ADCOP class under two conditions: They must have reenlisted after 1 Mar 1967 or their active obligated service must end before next August 31.

This doesn't necessarily mean that you will be penalized simply because BuPers is evaluating the program. Those who are prevented from entering the FY 1969 ADCOP class should become eligible for the FY 1970 or a later class.

The requirements for the FY 1970 ADCOP class will soon be published in



MODERN TECHNIQUES are used for training Navymen in service schools.



ALL IN A DAY'S WORK—Members of a Navy Underwater Demolition Team attach explosive charges to a beach obstacle during amphibious operations.

a BuPers Notice. It is reasonable to assume that the notice will cover the situation in which you now find yourself.—ED.

Big Horn Was Q-Ship

SIR: A shipmate, who once served aboard *uss Big Horn* (IX 207), formerly AO 45 during World War II, claims this ship and other so-called "Q-ships" (disguised merchantmen) were an effective submarine weapon of the U. S. Fleet.

I disagree. It seems to me I read somewhere that this type ship proved to be of little value to the U. S. antisubmarine effort; however, our allies had some success with them. Would you please enlighten us with a brief history on *Big Horn* and perhaps her sister ships?—K. D. H., ENC, USN.

• Perhaps some other word than "effective" might be better. According to one reliable source on the history of U. S. naval operations in World War II, no U. S. Q-ships were credited with sinking any enemy submarine. However, British Q-ships were credited in World War I with a number of submarines destroyed.

Q-ship crews of World War II were noted for patrolling in hazardous waters, but their value as an antisubmarine weapon has apparently been somewhat underrated.

While the presence of Q-ships indubitably served as a deterrent, there is no quantitative measure of their value. Their use has been cited by one noted historian as "... one of the least successful of all methods adopted to fight submarines."

The British Q-ships of World War I, as already mentioned, did score some

early successes, sinking 11 German U-boats. But once the element of surprise was lost, so was their effectiveness. Three Q-ships were lost in one week in August 1917, and their type was then discontinued.

In World War II *uss Big Horn* was one of several merchant ships to be commissioned as a Q-ship by the Navy in the early part of the conflict.

Among the others was *uss Atik* (an AK), sunk by a U-boat three days out of Norfolk while on her shakedown cruise in March 1942. Another was *uss Asterion*, now a member of MSTS with hull number T-AF 63. She served as a Q-ship between March 1942 and October 1943, after which she was assigned weather patrol duty in the Atlantic. Formerly the *ss Evelyn*, *Asterion* was a sister ship of *Atik*. Both were cargo ships operated by a steamship company out of New York City before the war.

Like most Q-ships, *Big Horn* was also formerly a merchant tanker, *ss Gulf Dawn*. And like her sister ships, she was equipped with depth charge launchers as an answer to the Nazi strategy of concentrating their attacks on tankers. She completed her shakedown in late August 1942 and saw her first action in May the following year.

Under the command of Commander J. A. Gainard, *Big Horn* joined forces with a pack of PC boats—submarine chasers—and attacked two undersea contacts with depth charges for four hours. Later that day an oil patch was visible over a wide area of the attack zone and it was presumed, but never confirmed, that one submarine had been destroyed and that another had moved out of the area.

Early in her Navy career, *Big Horn*

operated out of Trinidad, B. W. I., along an aluminum ore route. Later she traveled in convoy between Trinidad and Norfolk before becoming a regular unit of a PC task force. In mid-summer 1943, she became flagship of Chaser Group 21.8, remaining in this capacity until January 1944. Her group covered the area north of the Azores and as far south as the latitude of Dakar, Senegal, then a part of French West Africa.

During one five-day period in November 1943, *Big Horn*'s group was in the midst of a pack of 10 to 15 German submarines. The tanker's commanding officer reported that nine contacts, sightings or attacks on the U-Boats were made just within her immediate vicinity. He believed that the German raiders were wary of attacking an independent tanker and because of the presence of *Big Horn* many other independent merchant ships in the area escaped attack.

When *Big Horn* completed her last chaser cruise she was assigned to the U. S. Coast Guard and placed on weather patrol duty in the North Atlantic. Early in February 1945, her designation was changed from AO 45 to IX 207 (miscellaneous) and she was assigned to the Western Pacific where, after the war's end, she operated in Japanese waters as a tank supply vessel.

On 22 Nov 1946, *Big Horn* was stricken from the Navy's roster and transferred to the Maritime Commission at Beaumont, Tex.—ED.

Origin of Aiguillettes

SIR: As a Flag Lieutenant, I have been told many stories by various senior officers concerning the origin and early function of the aiguillettes worn by an admiral's aide.

To set the record straight, could you tell me how the practice of wearing decorative cords around the shoulder originated? Were there ever pens tied to the ends, as many people claim?—A. E. T., LT, USNR.

• If there were, the occasion was probably a costume party.

The word aiguillette means a small needle, and is the tag which covers the ends of cord, such as those of a shoestring. By extension, the term also refers to any ornamental studs, cords, or pins.

In his book *Uniforms of the Sea Services*, Colonel Robert H. Rankin informs us that the aiguillette was never a cord and pencil (or pen) worn by generals and staff officers for writing dispatches.

Nor was it a rope carried over an aide's shoulder to hobble the general's horse.

Nor was it a hangman's noose.

It was, COL Rankin says, a term originally referring to the lacing used

to fasten plate armor together—particularly the lacing supporting the arm defenses. A knot or loop arrangement was used, which sometimes hung down from the shoulder. It is evident that for such use, pointed tabs would be placed on the ends of the lacing to facilitate threading and to hold the knot. Hence, the term *aiguillette*.

Aiguillettes were added to the uniform of the U. S. Navy in 1907 to be worn by naval aides to the President and the Secretary of the Navy. Their design was undoubtedly copied from those already worn by officers of other countries.—ED.

Michigan Becomes First Wolverine

SIR: I have been looking in vain for additional information on *USS Michigan* which, I understand, was the Navy's first ironclad ship.

As I get the story, she was built at Erie, Pa., in 1843, and could still be seen in Erie's harbor as late as the 1930s.

I have also heard that she was sunk in 1956. If this is true, can you tell me how and where she was sunk? What happened to her?—L. G. H., BTC, USN.

• According to our good friends in the Division of Naval History Michigan was, indeed, the first iron warship built for the U. S. Navy. The other details you cite are, we regret to say, only approximate.

Her construction was approved on 9 Sep 1841 and she was placed in commission on 29 Sep 1844. She wasn't sunk in 1956, unless the city of Erie to which she was loaned in 1927, decided to deep-six her at that time.

A slight technicality is involved in her origin. The actual construction was begun at Pittsburgh, where her plates, frames and many other iron parts were made, then transported to the port of Erie, Pa., for assembly. She was actually launched at Erie.

Michigan cruised the Great Lakes during the ice-free months, wintering over at Detroit, Erie or Buffalo.

During the Civil War, Michigan protected the lake borders from attempted raids and curbed the smuggling of arms by Confederate agents from Canada to the United States.

In 1866, she participated in a brief action which helped preserve the neutrality between the United States and Canada. At that time, she was called upon to check the movement of a self-appointed and unofficial group in the United States, known as Fenians, whose purpose was to invade and capture Canada.

A group of more than a thousand Fenians did succeed in crossing the Niagara River at Buffalo, but Michigan and two tugs operating as picket boats intervened, preventing reinforcements from joining the main force in Canada.

Cut off from their reserves, the

Fenians in Canada retreated under British attack across the Niagara River to the United States where Michigan's captain took them into custody.

On 17 Jun 1905, Michigan's name was changed to Wolverine so the name Michigan could be assigned to the battleship under construction.

Under the name Wolverine, the ship was placed in reserve on 7 Jun 1911 and, on 6 May 1912, was decommissioned and turned over to the Pennsylvania Naval Militia at Erie.

During World War I, Wolverine was again active as a training ship for Navy recruits at Great Lakes. After the war and until 1924, she was sailed by Navy trainees on cruises in the Great Lakes.

On 12 Mar 1927, Wolverine was stricken from the Navy list and loaned to the city of Erie to be kept as a relic. Her bow has been preserved and, for anything we know to the contrary, is still there.

There was also another Wolverine which may have confused your research on the first ironclad. She was the IX 64 and she sailed Lake Michigan. Far from being the type of ship implied by the term "ironclad," she was originally ss *Seeandbee*, a luxury coal-burning steamer built in 1912.

She did, however, hold the distinction of being the only paddle wheel, steam-driven, coal burning, aircraft carrier in the U. S. Navy and perhaps the world. She might be considered unique.

Commissioned in 1942, she provided operational flight training for student pilots from Glenview, Ill., one of several training stations for naval aviators. The story of this Wolverine is told in the April 1960 issue of *ALL HANDS*.

When IX 64 was decommissioned in 1945, she was sold for scrap.—ED.

Property Pass

SIR: I've observed that use of the property pass (S and A form 155) varies with commands. My ship has no clear reference with regard to how and when to use the form. Specifically, which items of property need passes? Under what circumstances should use of the property pass be enforced?—D. E. G., CDR, USN.

• The use of the property pass is discretionary with the commanding officer of the activity, so we suggest you ask your commanding officer, or, if you happen to be a commanding officer, decide for yourself when and how the property pass is to be used at your command.

Specifically, the Supply Manual states in article 25133 that "use of the property pass (S and A form 155) . . . will be at the discretion of the commanding officer."

If you want some guidance by example, you might note that many Navy Department offices in Washington, D. C., require use of a similar pass whenever government property is removed from a building. The pass must be signed by the security officer of the activity concerned.

Similar procedures are followed by other government activities and at many commands, often depending on the type of material available.

Again, however, it's left to COs to decide on the property pass regulations best suited for their individual commands.—ED.

SOMETHING NEW—Artist's conception shows *Charleston* (AKA 113), the first of a new class of attack cargo ships. The new design will provide maximum combat vehicle and cargo lift capability as well as greater speed.



LETTERS TO THE EDITOR (Cont.)

Rainbow No Ephemera

Sir: My father was in the Navy from 1920 to 1924, during which time he served in *uss Rainbow*, a submarine tender, that operated primarily out of Subic Bay and Cavite, Philippine Islands.

I recall his stating that this ship was a derelict before being placed in commission by the Navy. Is this so?—
G. L. J., SKCM, usn.

- Rainbow was born outside the naval province, it's true, but if she were here today, she would certainly take offense to being referred to as a derelict.

Actually, she was constructed at Sunderland, England, in 1890, as the merchantman *Norse King*. Eight years later, during the Spanish-American War, she was purchased on 29 June by the United States and transferred to the New York Navy Yard to be fitted out.

Rainbow displaced 4360 tons, her length stretched 351 feet, 10 inches, her beam read 41 feet wide, and she drew 17 feet, two inches of water. Her top speed registered 12 knots, her armament consisted of six 6-pounders and six 1-pounders, and her crew numbered 299. From all appearances, she must have reflected a splendid image in her time.

Commissioned on 2 Dec 1901, the sub tender received her first assignment with the Asiatic Fleet which she joined on 3 Apr 1902 after traveling via Gibraltar and the Suez Canal.

She remained for many years in Philippine and Chinese waters, showing the American flag and protecting the United States' interests against the periodic turmoil which characterized the times. Annually she circuited among various ports in the Philippines, making occasional visits to Hong Kong, and calling at Japanese ports.

HEAD ON—Six eight-inch guns are in the ready position as *USS Canberra* cruises off coast of North Vietnam.

Periodically, she served as flagship for Commander, Philippine Squadron, Asiatic Fleet, under whose orders she sailed, and conducted exercises.

A highlight of her career came in the late fall of 1907 when she carried then Secretary of War William Howard Taft (who a year later became the 27th U. S. President) on a goodwill tour to Vladivostok, Siberia (USSR).

After 12 years with the Asiatic Fleet, Rainbow left Lingayen Gulf on 18 July 1914 and set course for Hawaii. Following a brief stay there she proceeded to San Francisco where she arrived on 24 November and subsequently was placed out of commission on 23 December at Mare Island.

Rainbow's career was not quite ended, however, as she was recommissioned on 29 Jan 1916 and assigned in a reserve status as the receiving ship at San Francisco on 4 February.

Her final active commissioned service commenced on 9 Mar 1918 and extended to 11 Jul 1925. During World War I, she operated as a convoy ship, transport and mother ship for submarines in the area of her initial stomping grounds—the Philippines.

By 1928, Rainbow had returned to the U. S. where she was decommissioned for the last time at the Philadelphia Navy Yard and stricken from the Navy register on 26 June. On 13 Sep 1928 the 38-year-old ship was sold for scrap.—ED.

Boat Pennant

SIR: Here's one our boatswain's mates couldn't agree on and still aren't sure about after reading much literature on the subject. Is it correct to fly a commissioning pennant from a Navy boat for an officer of another branch of the military who has a command but is not of flag rank?—C. D. W., LTJG, USN.

- No, it is not correct. Navy Regulations (Article 2162) states that "Flags or pennants of officers not eligible for command at sea shall not be displayed from ships of the United States Navy."

Since officers of the other military services are not considered by Navy standards to be eligible for command at sea, no flag or pennant would be flown from a naval ship or craft to indicate the presence on board of such an officer.

Navy Regs states in Article 2179 that staffs for the National Ensign shall be fitted at the peak with a flagstaff insignia appropriate for the rank of the officer as compared with naval ranks. Therefore, the only distinguishing mark on the boat to indicate an officer of another service would be the ornament atop the flagstaff.—ED.





HELPING OUT—Navy transport delivers bread for Sicilian quake victims. *Rt.*: NAF volunteers unload boxes of clothes.

Helping Hands in Sicily

AS A RESULT of the earthquakes in Sicily this winter, considerable numbers of people were left homeless and hungry. Navy units in the vicinity were quick to respond.

A C-130 *Hercules* from Transport Squadron 24 delivered 20,000 pounds of meat and bread to the earthquake victims, at the request of officials in Naples.

Planes from the Naval Air Facility at Sigonella, Sicily, flew 2000 pounds of clothing and 400 gallons of fresh

milk to the disaster area. Captain John Fox, the base commander, and some 30 other Navymen donated blood.

A Navy HU-16 helicopter and a forklift truck and driver were sent to Trapani to unload emergency supplies.

In a one-day drive, U. S. military schoolchildren in Naples collected several thousand pounds of clothing to be distributed to the disaster victims in Sicilian quake area.



BAD DAY—Aerial photo shows damage to Gibellina area. *Above:* Naples schoolchildren bring in clothes for Sicily.



TODAY'S NAVY



WHITE WHALE—The Navymen of Helicopter Antisubmarine Squadron Five are flying SH-3A Sea King helicopters sporting new white and gray paint job.

Grande Island Visited Again

Low-budget Navy pleasure seekers have found their "Island in the Sun." It's Grande Island, at Subic Bay in the Philippines, where for as little as \$.35 for overnight accommodations resting Navymen can enjoy a tropical climate and a variety of recreational facilities.

Grande Island sits in the entrance to Subic Bay Naval Base, where it once held gun emplacements to protect the harbor. After World War II, it was considered obsolete, and was deserted by a modern U. S. Navy.

Then came the Vietnam buildup, and work began in the early 1960s to convert Grande Island from an obsolete fortification to a modern resort for recuperating Navymen. (See *ALL HANDS*, June 1966, p. 11.)

Woods and brush were cleared to make way for grassy athletic fields, picnic areas and a nine-hole golf course. Old structures were remodeled, and became the Grande Plaza Hotel, Casa Isla Grande Club, Grande Island Theater, and the snack bar/recreation building.

Cottages were erected for overnight guests. Tennis, basketball and volleyball courts were constructed. Barbecue pits were added for amateur chefs.

The fine, white sandy beaches were already there, but to increase the enjoyment of their use a bath house and beach huts were built, and a swim float and buoys for waterskiing set out in the water. A fresh water swimming pool was added to provide a welcome change from the sea.

Visitors to Grande Island began arriving from the Subic Naval Base via regularly scheduled boats in March of 1966. They've been opting for their ration of fun in the sun ever since. —H. P. Buscher, SN, USN.

Depth Tests

The Navy has tested advanced electronic navigational equipment designed for use in deep-diving search and rescue vessels which are being developed.

Two types of equipment were tested. One employs a network of acoustic beacons for relaying data to a computer which can then pinpoint an ocean-bottom position.

The second system uses a doppler sonar, gyro compass and plotter to determine a ship's speed over the bottom.

The tests were by the *Aluminaut*, a commercially owned craft, in waters off the Virgin Islands.

Great White Whale

At first sight of the white and light gray helicopter, it might appear that the Coast Guard had invaded the Quonset area with their white rescue helicopters. Closer observation will reveal that it's the new white and light gray color scheme that Progressive Aircraft Rework (PAR) is painting on all the SH-3As. Helicopter Antisubmarine Squadron Five has the distinction of being first to receive the new light-colored helicopter.

Quickly dubbed the "Great White Whale," by the men of HS-5 the helicopter, along with the new paint job, has undergone other changes. One of these changes is new sound-proofing, which includes a sound-proof door between the crew's compartment and the after compartment. This will decrease the noise level within the aircraft and will also improve crew comfort during the winter months.

The twin jet SH-3A *Sea Kings* were received by Helicopter Antisubmarine Squadron Five in 1963. HS-5 is an integral part of Antisubmarine Air Group 54.

New Construction

The flow of champagne and brand-new commissioning pennants has been considerable recently, during launching and commissioning ceremonies in a number of cities.

Now enjoying the status of full-fledged members of the commissioned Fleet are:

- The nuclear powered attack submarine *USS Lapon* (SSN 661), commissioned at Newport News, Va. *Lapon* is 292 feet long, 31 feet wide, and displaces 4100 tons fully loaded. Like the other SSNs, her armament includes four 21-inch torpedo tubes and *Subroc*.

- The attack submarine *USS Haddock* (SSN 621), at Pascagoula, Miss.

Haddock is the second sub to bear the name. The first *Haddock* (SS 231) made 13 war patrols during World War II.

The new nuclear powered sub

displaces 4300 tons, is 278 feet long and 31 feet wide.

• *uss Pargo* (SSN 650), recently commissioned at Groton, Conn. Also a nuclear powered attack submarine, she is 291 feet long, 31 feet wide. She displaces 4600 tons.

• The amphibious transport dock *uss Dubuque* (LPD 8), commissioned at Norfolk, Va. *Dubuque* is 570 feet long and displaces 16,900 tons fully loaded.

One of the newest type of amphibious ship, *Dubuque* can carry combat troops and their equipment, as well as helicopters and landing craft.

Recent launchings include:

• The nuclear powered attack sub *Narwhal* (SSN 671), launched at Groton, Conn.

Narwhal is 314 feet long, with a beam of 33 feet. Fully loaded she displaces 4700 tons.

• Launched at Pascagoula, Miss., was the nuclear powered attack sub *Aspro* (SSN 648). A *Sturgeon* class submarine, *Aspro* is 291 feet long, has a 31-foot beam, and displaces 4600 tons submerged.

She is the second submarine to be so named. The first *uss Aspro* (SS 309) made eight combat patrols in the Pacific during World War II.

• The submarine tender *L. Y. Spear* (AS 36), at Quincy, Mass. The ship is the first of a new class designed specifically to service nuclear attack submarines.

L. Y. Spear is 644 feet long, 85 feet wide, and displaces 22,640 tons fully loaded. Her crew will consist of approximately 1440 Navymen.

• The tank landing ship *Newport* (LST 1179), launched at Philadelphia Naval Shipyard. *Newport* is the prototype of a new class of LST, characterized by a much higher

speed than any of her predecessors, and also greater combat vehicle capacity.

She has an over-all length of 522 feet, and a beam of 69 feet. Her crew will number approximately 610.

• Launched in a dual ceremony with *Newport* was the amphibious assault ship *New Orleans* (LPH 11).

New Orleans is an *Iwo Jima* class amphibious assault ship. She will be manned by approximately 590 Navymen, and will be able to accommodate nearly 2000 men in her combat troop spaces. She is designed to carry 20 transport helicopters in her 592-foot-long, 104-foot-wide hull.

• The ammunition ship *Santa Barbara* (AE 28) was launched at Sparrows Point, Md.

Santa Barbara is the third of a new class of ammunition ship. She will have the most modern transfer-at-sea facilities, including a helicopter for distant replenishment and four transfer stations equipped with Fast Automatic Shuttle Transfer (FAST) for missile and missile component transfer. She is 564 feet long, has a beam of 81 feet, and a displacement of 20,500 tons when fully loaded.

The veteran repair ship *uss Sphinx* (ARL 24) was recommissioned at New Orleans, La. This is the third time around for *Sphinx*. She was first commissioned 10 May 1945, served in the Pacific repairing landing craft which were to be used to bring men and materials back to the United States. *Sphinx* was placed in reserve out of commission in January 1946, then returned to active duty in November 1950 to support amphibious forces in Korea.

She has been reactivated to provide repair facilities for the small river and coastal patrol craft operating in South Vietnam.



WHERE DOES IT ALL GO—A young visitor aboard *USS Norfolk* (DL 1) takes a close but cautious look at the business end of the ship's anchor during a visit to Calao-Lima. — Photo by C. R. Elliott.

As these ships are welcomed into the Fleet, several others are facing the quiet days of decommissioned status:

• The 23-year-old escort ship *uss Thaddeus Parker* (DE 369), was towed to the naval shipyard in Philadelphia, Pa., for scrapping.

Commissioned 25 Oct 1944, *Thaddeus Parker* steamed 83,000 miles during World War II protecting convoys in the Pacific. She was decommissioned 31 May 1946, but returned to active service in 1951. After a few years with ASW forces of the Atlantic Fleet, she began in



NAVY REPRESENTATIVES from many countries gave United Nations touch to an assembly of students attending Naval Schools Command at Treasure Island. Student navymen were welcomed aboard by CAPT S. J. Robinson, Jr.



INSTANT CAUSEWAY — Support equipment is unloaded from *Jerome County* (LST 848) onto floating roadway.—Photo, R. Benjamin, JO1.

1957 to serve as a training ship for Naval Reservists. During the Berlin Crisis, *Thaddeus Parker* and her crew of Reservists were called to active duty and served from 2 Oct 1961 to 1 Aug 1962. Since that time she has served as a Reserve training ship operating out of Bayonne, N. J.

• The dock landing ship *uss Lindenwald* (LSD 6) has also been decommissioned and sold for scrapping. Her naval career spanned 24 years. Commissioned 9 Dec 1943, *Lindenwald* saw combat duty in the Pacific, participating in amphibious operations at Kwajalein, Emirau, Saipan, Lingayen Gulf, and Okinawa.

Several mementos of *Lindenwald's* career have been earmarked for display at the ship's namesake, "Lindenwald," the New York home of President Martin Van Buren.

• The attack transport *uss Henrico* (APA 45), was decommissioned at Bremerton, Wash. *Henrico* was constructed as ss *Sea Darter* for the Maritime Commission in 1943. She was acquired by the Navy, renamed, and converted to an attack transport.

Henrico has retired after serving in World War II, the Korean conflict and Vietnam operations.

• *uss George Clymer*, the Navy's

oldest attack transport, has been decommissioned at San Diego.

George Clymer was the first attack transport to take part in World War II. She was commissioned 15 Jun 1942. During her World War II career, she steamed over 162,000 miles, transported over 46,000 troops, and cared for more than 2600 casualties.

She also saw action in the Korean conflict, landing troops at Pusan, Inchon, Wonsan, and Hungnam. In June 1964, *George Clymer* made the first of her two deployments to WestPac to take part in Vietnam operations. She ended her second cruise in September 1966 when she returned to San Diego to serve as flagship of Amphibious Squadron Three until the decision came to decommission her, strip her of useful equipment, and sell her for scrap.

Four-Legged Seal Trainee

Dogs don't earn Army parachute wings. Usually.

Silver, a German shepherd with Navy's Seal Team II, is the exception.

Parachutist wings were awarded here recently to two-and-one-half-year-old, 62-pound Silver, the first Navy dog to complete his fifth jump, qualifying for the award.

Silver is training with the Navy's Sea-Air-Land Team of the Atlantic Fleet Amphibious Force.

The award culminated 16 weeks of

SEALS SCRAMBLE ashore from an LCM for mission in Vietnam. SEALS are trained for air, land or sea combat.—Photo by L. R. Robinson, PH1, USN.



training at the Army Canine Corps School, Fort Benning, Ga., with Quartermaster Third Class Dewayne G. Schwalenberg. Previous to jump school, Silver was trained in basic obedience, patrol, attack, booby-trap detection, scouting, and helicopter rappelling.

To make a jump, Silver is fitted with a specially made harness. Schwalenberg then attaches Silver's harness to a harness he wears, and Silver hangs at his side during descent. Two hundred feet above the ground, Silver is lowered on a 20-foot line, and at the last moment, Schwalenberg pulls up on the line to cushion the landing shock for the dog.

Silver has already proved himself intelligent in his own right. During one jump, Schwalenberg was stunned by a particularly hard landing. His chute failed to collapse, caught some wind, and began to drag him. Silver quickly jumped on the chute, collapsing it and saving his master from possible injury. This was not included in Silver's training.

Silver may soon have Navy parachutist wings as well. SEAL Team II is planning to take him on five more jumps, qualifying him for Navy wings, which require 10 jumps.

Although the program is still in the experimental stage, two SEAL dogs that have served in Vietnam have proved themselves valuable to the mission of the SEAL team.

Well-Bottled Ships

Model shipbuilding is a hobby enjoyed by many Navymen, but only the most skilled put them together in glass bottles. One Navyman who has mastered the build-a-ship-in-a-bottle technique is Chief Construction Electrician Terry L. Smith of NAS Atlanta, Marietta, Ga.

Chief Smith has built models of sailing ships in glass containers ranging from a flashlight bulb to a five-gallon jug.

Describing the hobby, he says skill is only part of it; that the main requirement is patience. "For example," he said, "the five-gallon jug model was an 18-month project which took me 200 hours at the work-bench."

How is it done?

"Mainly through prefabrication," says Chief Smith. "I first design a model and carve the hull out of a block of mahogany. I use only raw materials and build according to my own specifications."

"I split the hull into sections that will fit through the bottle neck, and then reassemble the whole thing inside the bottle with my special tools."

Chief Smith developed his own tools and instruments, which include a probe for tying knots on the ships' rigging.

"I first became interested in the hobby about 10 years ago when I saw a magazine advertisement that featured such a model. My curiosity led me to experiment with ship models and bottles, and I'm proud to say I developed my own techniques."

Fun and/or profit?

"None of my models are for sale. I have given some to friends and relatives, but mainly it's a matter of having found a hobby I particularly enjoy." —C. A. Bryant, JOC, USN

Welcome Home, Daddy

Welcome home celebrations have been numerous recently in cities which serve as major home ports. Tying up at Pacific coast piers were:

- The amphibious transport dock *uss Duluth* (LPD 6), back in San Diego after an eight-month WestPac deployment.

Before she joined amphibious units off the coast of South Vietnam, *Duluth* called at Perth, Australia, to



GLASS-BOUND NAVY—Master bottled-ship builder Terry L. Smith, CEC, of NAS Atlanta designed own tools for intricate job. Can you find third ship?

participate in the 25th anniversary of the Battle of the Coral Sea.

- *uss Washtenaw County* (LST 1166), home after a three-month deployment in the combat zone. The tank landing ship covered almost 12,000 miles during her deployment with the Seventh Fleet.

Some of her commitments carried her 120 miles deep into the Mekong Delta, and she also operated between Da Nang and the Demilitarized Zone (DMZ), serving in a logistic supply role for units ashore.

Washtenaw County also engaged in three days of difficult typhoon evasion, as typhoon Emma intercepted the Ready Group during their Subic upkeep period.

- The Fleet oiler *uss Mispillion* (AO 105) returned to her Long Beach home port after seven months in WestPac refueling carriers and gunfire support ships of the Seventh Fleet.

It was reportedly a record-breaking deployment for *Mispillion*. She had 511 ships alongside, fueling 471 of them. She transferred 71.7 million gallons of fuel.

- The San Diego-based amphibious helicopter carrier *uss Tripoli* (LPH 10), after eight months in WestPac.

During the deployment, *Tripoli* launched eight assaults against enemy forces near Da Nang, Phu Bai, Hue, Cam Lo, and the DMZ. In her first combat action, *Tripoli* launched Marine-laden helos to

spearhead operation Beacon Torch. After the Marines were put ashore, the assault ship stood by off the coast to provide supplies, ammunition, and a quick means of evacuation for wounded men.

Tripoli provided similar services in operations Beaver Track, Bear Chain, Kangaroo Kick, Belt Drive, Fortress Sentry, Formation Leader, and Badger Hunt.

During her deployment, *Tripoli* steamed 36,000 miles and recorded more than 7800 landings on her flight deck. She also made more than 1100 medical evacuations of wounded Marines.

In each amphibious operation *Tripoli* transported a daily average of 120 tons of combat supplies and equipment to the forces ashore.

- The San Diego-based tank landing ships *uss Outagamie County* (LST 1073) and *Polk County* (LST 1084), ending a seven-month Vietnam deployment.

During their time in Vietnam, *Outagamie County* and *Polk County* transported logistic material from the Naval Support Activity, Da Nang, to Chu Lai, Duc Pho and Cua Viet.

- The attack transports *uss Magoffin* (APA 199) and *Pickaway* (APA 222), the attack cargo ships *Skagit* (AKA 105) and *Winston* (AKA 94), and the dock landing ship *Catamount* (LSD 17), all to San Diego.

During their deployments with the Seventh Fleet, the amphibious

ships made strategic lifts of men and supplies between various ports in the Western Pacific. They also took part in Operation Schoolhouse Lift and Exercise Sea Dog. In Schoolhouse Lift, U. S. Navy ships transported more than 1600 prefabricated units to remote villages in the Philippines. Sea Dog involved ships from SEATO nations and took place in the South China Sea and the Gulf of Siam.

- *uss Okinawa* (LPH 3), the helicopter assault carrier, returned to San Diego after her first deployment to WestPac. She transferred from the Atlantic Amphibious Force early last year and shortly thereafter steamed to South Vietnam, where she took part in nine amphibious assaults.

En route to join the Seventh Fleet, *Okinawa* answered an SOS from the Panamanian freighter *Silver Peak*. The freighter had run aground on a reef near Minami Ko Shima, an island about 100 miles northeast of Taiwan. Using two of her helos, the LPH rescued the freighter's 38 crewmen.

While deployed to WestPac, *Okinawa* served as flagship of Amphibious Ready Group Alfa. She also supported an embarked helicopter squadron and the major elements of a reinforced battalion landing team almost continuously in the combat zone.

Okinawa's medical department personnel were kept busy during the deployment, handling more than 1100 battlefield casualties in the ship's sick bay.

Deployments have also ended for the following Atlantic Fleet ships:

- The Norfolk-based ammunition

ship *uss Diamond Head* (AE 19), home after a nine-month deployment in WestPac.

Diamond Head steamed some 64,000 miles while conducting 200 underway replenishments and delivering 12,000 tons of rockets, bombs, and shells. She also transferred more than 29,900 pounds of U. S. mail to 143 ships in WestPac.

- The destroyers *uss DuPont* (DD 941), *New* (DD 818), and *Eaton* (DD 510), also back in Norfolk, after seven months in WestPac. The three DDs are units of Destroyer Squadron 22. Their missions while deployed included rescuing downed pilots in the Tonkin Gulf; providing naval gunfire support to allied forces along the coast of South Vietnam; providing lifeguard services for carrier operations; shelling North Vietnamese artillery positions north of the 17th parallel, and anti-submarine patrol.

More than 32,500 rounds were fired from the guns of the three destroyers. *DuPont* accounted for 20,775 rounds; *New*, 6750; and *Eaton*, 5005.

- The do-everything carrier *uss Intrepid* (CV 11) is back in Norfolk after an eight-month deployment off the Vietnam coast.

By designation, *Intrepid* is an antisubmarine warfare carrier, but she traded her helos and ASW aircraft in 1966 for A4 *Skyhawk* jet attack planes, F8 *Crusader* jet fighters, and A1 *Skyraider* bombers.

Intrepid began her deployment with a trip to the Mediterranean. After a short stay, she steamed through the Suez Canal into the Red Sea and headed east. *Intrepid* was the last U. S. warship to transit the

canal before it was closed and the Israeli-Arab war began.

When *Intrepid* reached the combat zone, targets of her pilots were bridges, warehouses, railroad lines, and highways. Specifically, the targets included the Ben Thuy and Hon Gai thermal power plants, which were destroyed; the Ban Ven Nham army barracks and Sam missile storage area; the Port Wallut naval base, and Haiphong's Kien An *Mig* base.

Intrepid's Air Wing 10 pilots knocked out four of the five major bridges fanning out from Haiphong and a bypass bridge built to substitute for a major bridge. The Air Wing's four attack squadrons delivered over 5000 tons of ordnance against North Vietnam during the ship's stay on Yankee Station.

- Home from the Mediterranean are the carrier *uss Saratoga* (CVA 60), after seven months, and the destroyers *Jonas Ingram* (DD 938), *Power* (DD 839), *Noa* (DD 841), *Meredith* (DD 890), *Stribling* (DD 867), and *Harwood* (DD 861), after a five-month deployment. The ships are homeported in Mayport, Fla.

Navymen Like Collett

uss Collett (DD 730) was recently cited by Admiral Roy L. Johnson, USN (Ret), for retention of enlisted personnel during fiscal year 1967. At the time ADM Johnson was on active duty, serving as Commander in Chief, U. S. Pacific Fleet.

The commanding officer and all hands of the Seventh Fleet destroyer were commended "for their outstanding achievement in the field of

GOLDEN SHIPS—USS Pine Island (AV 12) and USS Bryce Canyon (AD 36) among ships having earned Golden "E."



enlisted retention . . . and for the leadership and effective shipboard organization which this accomplishment reflects."

During fiscal year 1967 *Collett* had a first-term reenlistment rate of 57 per cent and a career reenlistment rate of 78 percent—a combined rate of 65 per cent. Not only was this the second highest reenlistment rate for any single ship of Cruiser-Destroyer Force, Pacific, but it was also nearly three times the average of all ships within CRUDESPAC. *Collett* also had the highest relative improvement rate of any ship in the command, with an increase of 47 per cent over fiscal year 1966.

The commanding officer of *Collett* is Commander J. R. Kearny, USN. The ship is a unit of Destroyer Squadron Nine, which is commanded by Captain C. F. Helme, Jr., USN, and is homeported in Yokosuka, Japan.

Meet HMAS *Brisbane*

A third guided missile destroyer built in this country for the Australian Navy has been placed into commission. She is HMAS *Brisbane* (D41), named after the capital city of Queensland, Australia.

The ceremonies, held 16 December at the Boston Naval Shipyard, were attended by the Australian Ambassador to the United States and the U. S. Chief of Naval Operations.

Equipped with long range search and fire control radars, coupled with a *Tartar* missile system, *Brisbane* will serve as an antiaircraft ship. In addition, she has an antisubmarine system consisting of long range sonar, torpedoes and the British-developed *Ikara* antisubmarine rocket system. She also has two 5-inch rapid fire gun mounts for shore bombardment.

Brisbane's 435-foot hull and 47-foot beam displaces about 4500 tons when fully loaded. She is powered by two steam turbine engines capable of producing 70,000 shaft horsepower.

D41 is the second Royal Australian Navy ship to bear the name *Brisbane*. The first, a 5400-ton cruiser, was launched in Sydney in September 1915, but she saw no action in either world war. The cruiser did, however, serve in the Mediterranean Sea, the Indian Ocean, the South Pacific and the Far East before she was scrapped in England in 1936.

No Hangup at Fox's Pad

Originally designed to operate small antisubmarine drone helicopters, the new guided missile frigate USS *Fox* (DLG 33) also handles



Instant Airfield

A shore-based catapult and arresting system, and 2200 feet of aluminum matting that can be laid out in hours, have been combined to form an "instant airfield" for pilots in Vietnam.

Designed under a program known as Short Airfield for Tactical Support (SATS), the instant airfield is intended to satisfy Marine Corps requirements for a mobile, economical and reusable runway which can be made operational within 72 to 96 hours.

Field tests of SATS are now underway in Vietnam. Refinement testing is in progress at the Naval Air Test Facility, Lakehurst, N. J. Various fighter and attack aircraft, including the A-6 *Intruder* and A-7 *Corsair II*, have been launched and recovered with SATS.

Here's how it works:

The SATS catapult has two J79-2 turbo-jet engines which exhaust into a free power turbine. The turbine is connected to a gear box which drives a high speed capstan, or take-up spool. A loop of steel cable is wrapped on the capstan, around a tensioning device, and through a series of sheaves to the launch end of the aluminum runway. The cable continues to the terminal end of the

UH-2 *Seasprite* and SH-3 *Sea King* helicopters assigned the Navy's Search and Rescue forces supporting the air effort over North Vietnam.

During the course of *Fox's* five months' service with the Seventh Fleet, 491 helicopter landings were made aboard *Fox* and her flight deck crew pumped 94,018 gallons of fuel into parched helos either on deck or hovering alongside.

Fox, advertising as the North Tonkin Service Station, provided a variety of other services—showers, laundry facilities, food, hot and cold drinks, and bunks—for the chopper crews operating from her deck. The copters rescued nine downed American airmen, braving enemy ground fire to do so.

The unresolved question regarding the flight deck crew of this San Diego-based frigate is whether these *Foxmen* ought really to have been called "airdales," as in the case of their aircraft carrier counterparts.

runway, through another series of sheaves, and back to the capstan.

A nosewheel dolly attached to the launch cable tows the aircraft to the catapult. The aircraft nosewheel is placed on the dolly, and the launching bridle is connected to both the dolly and the aircraft launch hooks. A hold-back, similar to one used in shipboard catapult operations, is also connected to the aircraft.

With the aircraft now ready for launch, power is increased in the turbine. A catapult brake is released, the hold-back unit breaks away, and the aircraft accelerates to take-off.

The system has a rapid-cycle capability of 90 seconds. In the event of wind change, the dolly is simply removed from the launching end of the cable and connected to the return end. Aircraft may then be launched in the opposite direction.

The SATS arresting system uses a wire rope pendant stretched across the runway. The pendant is attached to nylon tapes which are wound on reels, and which pay out after the aircraft landing hook engages the pendant. The reels are coupled to water turbines which absorb the energy of the aircraft impact. The system may land jets coming in at speeds up to 160 knots, and stops them in less than 650 feet.

ATF Bites the Sea

To a large ship rough water means a little rolling and pitching, but to a smaller vessel, such as the Fleet tug *USS Ute* (ATF 76), it often means aerial acrobatics as the bow performs for the camera during operations in the Western Pacific.



Going . . .



Going . . .

Gone—and ready to start again.

**Subic Offers Small Challenge to Golfers**

It has been claimed that golfers arriving in Subic Bay have at times been seen dashing straight from their ship to the Spanish Gate Golf Course where, with the satisfied sigh of the inveterate golfer home from the sea, they tee up and—whammo—right down the old fairway.

It's agreed that the course is a beauty, with its garden-like setting, complete with tropical plants shaded by spreading monkeypod and sandalwood trees.

Grassy fairways, lovely lakes and beautiful flowers make even the traps and hazards a pleasure—almost. Truly, the course would do justice to the most luxurious country club.

However, the course has one drawback for big-time golfers. The whole thing could be snugly tucked away, with space to spare, in the lobby of almost any self-respecting hotel.

It's a miniature course, and the Spanish Gate, which sets it apart from other courses and provides the name, is a model of one which graced the 19th century Spanish naval station. The original structure, which still stands, has been duplicated to the last cannon by Subic Bay employees.

To the avid miniature golfer, the course has all the challenge of the larger courses and he sweats over the water hazards and sand traps quite as much as any weekend golfer on a king-sized course.

By the time he reaches the 18th hole, the perspiring duffer doesn't

care what the score is. The important thing in his view is a bamboo hut shaded by tall trees and fanned by the elephantine leaves of the banana palm.

With a sigh of relief the tired golfer drops his club and score card, and relaxes in the shade of the snack bar's reasonably cool veranda.

—Photos by
C. K. Ferguson, JOC, USN



Vietnam Milk Run

THE HUGE, four-engine plane lifts smoothly from Saigon's Tan Son Nhut Airport at 0800 and sets a heading for Cam Rahn Bay and points north. Twelve hours, 1000 miles and a dozen landings and take-offs later she is securely back at Saigon, chocked down for a good night's rest.

That, in a nutshell, just about tells the daily story of aircraft 87754, a Navy C-54 *Skymaster* prop-driven transport of World War II that spends every other week, alternating with another C-54, away from her home station at Sangley Point, R. P., flying cargo missions over South Vietnam.

But this scratches only the surface.

The real story of the C-54, which has carried men and material for nearly 23 years, is her association with the many lives she comes into contact with each day during her flight from Saigon to Cam Rahn Bay, Qui Nhon, Nha Trang, Da Nang, Chu Lai and back to Saigon.

The flights are conducted frequently. The hop from Saigon to Cam Rahn Bay takes about an hour, the longest leg of the circuit. To Nha Trang, the shortest leg, takes only six minutes.

Keeping ground time to a minimum, however, isn't always easy, according to the pilots and crew of the plane. The crew tries for a minimum of ground time, especially when they land at airfields equipped

for handling planes with rear ramp doors, like those of the C-130 and C-141 transports. The C-54 has two cargo doors, but they are located high in the side of the fuselage. Therefore, all loading and unloading on these runways has to be done by forklift or by hand. There are times the offloading equipment is nothing more than a pickup truck and a ladder, such as might be found at the airfields in the Mekong Delta area south of Saigon.

The routine for each stop is pretty much the same—get the passengers off, unload the cargo, take on a new load, sign on any passengers waiting and get airborne again, as quickly as possible.

Along with U. S. military personnel, Vietnamese military forces also fly in the *Skymaster*. And since they are permitted to move their dependents by air, the plane frequently has on board several women clad in Ao Dai, the national costume. For the most part, less exotic dress is more prevalent: flak jackets and jungle boots. Obviously, many of the troops have just come out of the field.

Terminals along the milkrun vary from the well-equipped ones at Saigon and Da Nang to those where passengers can be seen squatting on concrete, or at best, sitting on rude wooden benches. The fighting man waiting to climb on board passes the time by sleeping when he can, or getting the mud off his boots or

more generally, cleaning his rifle, since he may need a clean weapon only minutes after he reaches his destination.

Nowhere, it would seem, can he get away from the conflict around him. Even after the C-54 is airborne, the trooper has a bird's-eye view of the hostilities being waged below as fighters often can be seen making strafing runs on VC targets. Closer to Saigon, he sees roads alive with traffic as they snake out to nearby military bases. And in open areas, in fields or on hilltops, there are visible all sizes of craters caused by mortars and other types of heavy artillery.

When the C-54 arrives back in Saigon, the day hasn't ended for the crew. They must clean her up and make her ready for tomorrow's flight. If there is any maintenance to be done, there is no one else to do it except the crew. This particular aircraft was accepted by the Navy 22 years ago, then as an R5D. In the meantime, she has flown more than 21,000 hours, therefore requiring maintenance more frequently perhaps than some of the newer cargo craft. And since parts for C-54s are not always readily available in Vietnam, more often than not the crew has to have components repaired or reconstructed on the spot.

Despite the scarcity of parts, or the loading and unloading problems faced nearly every hour, or the foul weather conditions, or even hostile fire, the C-54 from Sangley Point keeps the flow of supplies for Navy activities moving. She does so backed up by the fact that she has never yet missed a mission.

—William M. Powers, PHC, USN



VIETNAM MILK RUN—Navy C-54 *Skymaster* makes landing at Cam Rahn Bay. *Rt:* Passengers relax during flight.



SERVICESCOPE

Brief news items about other branches of the armed services.



HO-HO-HO—Air Force "Jolly Green Giant" helo stays on station longer, thanks to drink donated by tanker.

BEGINNING IN APRIL, certain U. S. Army and Air Force units in Europe will be redeployed to the United States, the U. S. Commander in Chief, Europe, has announced.

The report by General Lyman Lemnitzer said planning action is underway and the redeployment has been the subject of consultations in NATO since last spring. At that time the U. S. proposed to redeploy up to 35,000 military personnel from the Federal Republic of Germany.

The redeployment, involving about 31,000 Army personnel and 3400 Air Force, will continue over a number of months.



FOR COMBAT SUPPORT—New Army winged rotorcraft will escort troop-carrying helos and direct fire support.

"Forces and aircraft deployed to the United States," the announcement stated, "will be maintained in a high degree of readiness, and equipment will be maintained in the Federal Republic of Germany in sufficient quantity and readiness to insure that the forces and aircraft can be promptly redeployed to Germany."

Major units involved in the redeployment plans are:

- Two brigades of the 24th Infantry Division and appropriately associated units which will move to Fort Riley, Kan.
- The 3rd Armored Cavalry Regiment, which will be based at Fort Lewis, Wash.
- Three squadrons of the 49th Tactical Fighter Wing, to Holloman AFB, N. Mex.
- The 417th Tactical Fighter Squadron, which will move to Mountain Home AFB, Idaho.

* * *

RIDING BEHIND and alongside fighter and bomber pilots, Air Force cameramen of the Military Airlift Command's Aerospace Audio Visual Service (AAVS) last year focused on the war in Vietnam in depth and detail.

For example, the Six Hundredth Photo Squadron at Tan Son Nhut Air Base, Saigon, had the mission and the mettle to film the war with an array of gun cameras, panoramic strike and radar scope cameras installed on fighters and bombers. They also used blister-held and pod enclosed cameras developed by AAVS for strike and other missions.

If activity can be measured statistically, it could be said that, in 1967, Air Force photographers in Southeast Asia took more than 313,000 feet of motion picture film, nearly 20,000 color photographs and more than 25,000 black and white shots on some 2500 combat missions.

More important, of course, than statistics are the results achieved by the film footage. The cameramen's work provided over-the-target photographs with which to assess bomb damage, as well as wide-ranging documentation of the war and accurate intelligence data. Some of the photography was featured on U. S. television news reports and in documentaries on Vietnam.

Shooting the war from the air frequently took more than average courage as is testified by the 57 Air Medals, seven Bronze Stars, 120 Commendation Medals and a Purple Heart which repaid the photographers' heroism.

Although AAVS photographers were working hard in Vietnam during 1967, they also had responsibilities elsewhere.

The service's cameramen and technical crews handled instrumentation photography of missile launches at Vandenberg AFB, Calif., and Green River, Utah. They also documented, in still and motion picture photography, Air Force actions having historical significance and produced Air Force motion pictures.

Focusing on the world from Vandenberg to Vietnam, is a big and demanding job—especially for backseat cameramen on frontline assignments. As proficient technicians, MAC's Aerospace Audio Visual Service cameramen consider themselves backseat in location only.



THUNDERCHIEFS—Two camouflaged Air Force F-105s streak toward a communist target in North Vietnam.

FROM THE SNOWBOUND Navajo and Hopi Indian Reservations in Arizona to the combat areas of Vietnam, more than 900 people last year would, if they could, gladly have rolled out a red carpet for the pararescuers of the Military Airlift Command's Aerospace Rescue and Recovery Service.

In the combat areas of Vietnam last year alone, the ARRS pararescuers saved more than 400 men from locations which frequently were raked by enemy fire.

Not only did the pararescuers lend their efforts to saving U. S. fighting men in Vietnam, they also saved 239 noncombatants from various misfortunes in Southeast Asia while nearly 300 others around the world were saved from death or injury in fires, floods and other disasters.

Last year, the ARRS pararescuers passed two milestones. In July, they were credited with their 1000th rescue in Southeast Asia since 1964 and, one month later, they recorded their 616th rescue for the year, thereby equaling the total number racked up by the unit the year before.

Among a multitude of other decorations, the pararescuers were also awarded the Presidential Unit Citation. During the presentation, President Johnson expressed the thanks of those whose lives were saved by the pararescuers. Other thanks came directly from the men in Vietnam who are alive today because the ARRS pararescuers had the courage and the equipment to go anywhere and get the job done. More than 3500 individual decorations have been awarded for rescue actions in that country.

* * *

A RECONNAISSANCE CAMERA that clicks away in machine gun fashion is being tested by the Air Force for use in Vietnam.

The new camera, designed for the RF-4C *Phantom* aircraft, takes reconnaissance pictures at a rate of six exposures per second.

It also takes "stereo" pictures by focusing on a given target area from two different points in the sky. Looking at the pictures in a stereo viewer, a photo interpreter can determine the heights of the objects shown. Thus, actual targets such as vehicles or parked aircraft can be distinguished from dummies or silhouettes painted onto roads or runways. By using color film, the camera helps to detect camouflage.

The fully-automated photo system is designed for use during day or night reconnaissance missions.

Tests to explore its full operational capabilities are being conducted by the Air Force Systems Command.

One goal in the testing is to refine techniques used in aerial photography at low altitudes and supersonic speeds.

* * *

A POLYURETHANE FOAM first used in gasoline tanks of racing cars to reduce fire and explosion hazards has been modified for the fuel tanks of combat aircraft in Southeast Asia.

The foam resembles steel wool, but is more porous and is nonabsorbent. Liquid flows freely through the open cells.

Installed in the fuel tank of an aircraft, the foam retards explosion, even after a direct hit on the tank by tracer bullets or other incendiaries. It also suppresses slosh, and, if the tank is ruptured, prevents fuel from spewing out.

The foam originally was used in cars at the Indianapolis "500" raceway. It was modified by the Air Force Systems Command.

Installation of the material is relatively simple. The foam is cut to size and installed in blocks through existing fuel tank ports. It only slightly reduces the usable volume of fuel, even though it almost fills the tank.

* * *

THE ARMY'S NEWEST and most advanced combat helicopter, the AH-56A *Cheyenne*, demonstrated its speed, versatility and maneuverability recently during its first public flight at Van Nuys, Calif.

It is the first Army aircraft designed as a fire control gun ship and is scheduled to see action in Vietnam. The *Cheyenne* has the rotor blades of a conventional helo as well as stub wings and a pusher propeller of a conventional aircraft. While the rotors provide lift, the pusher prop creates level flight speeds of more than 250 miles per hour.

When fully equipped, the *Cheyenne* will be capable of firing machine guns, grenades, rockets and missiles. A swiveling belly turret mounts a 30-mm automatic gun, and both the pilot and gunner are protected by armor.



QUICK LIFT—Swarm of helicopters rushes paratroopers of 173rd Airborne Brigade into action against Viet Cong.

Meeting With MCPON

MASTER CHIEF PETTY OFFICER of the Navy Delbert Black, GMCM, USN, started his second year as the sea service's MCPON with a globe-girdling trip "down under." He visited 1200 Navymen of Operation Deep Freeze in the Antarctic.

On his journey to the giant icy continent at the bottom of the world, he traveled some 32,000 miles, covering all major U. S. stations on the continent, and meeting nearly every American Navyman there.

"I don't think I have ever been to a command where the morale was better or where there was more enthusiasm for getting the job done," Black said. "Considering the arduous conditions under which the men live and work, this was most impressive."

At each Deep Freeze station—Advance Headquarters in Christchurch, New Zealand, and the Antarctic stations at McMurdo, South Pole, and Byrd—the first order of business was a get-together discussion with all enlisted men.

"I never heard a single real gripe. Of course, in Deep Freeze you have a unique situation. Every man, through necessity, looks out for each of his shipmates. I think this is a big factor toward the happy, cooperative atmosphere that prevails in Deep Freeze," he said.

During his recent tours of stations in CONUS and overseas, Master Chief Black received queries on a number of subjects. Among these were processing of enlisted transfers and the administration of enlisted clubs. Here's the word on these subjects, as verified by cognizant sources at BuPers headquarters.

TRANSFER REQUESTS—The Enlisted Transfer and Special Duty Request Form (NavPers 1306/7) which became effective last summer was designed, among other reasons, to speed up (and reduce) paperwork. It is used for requesting transfer outside the regular Seavey/Sharkey rotation channels.

The *Transfer Manual* states, in effect, that by using the new form, requests for transfer or reassignment to a particular type of duty or school, submitted by eligible personnel, shall be processed and forwarded to the cognizant distribution authority,

whether or not such requests are favorably endorsed at the command level.

Requests submitted by those who are not eligible will likewise be processed, says the *Transfer Manual*, but the requester should be informed of his ineligibility, and he may be asked to voluntarily withdraw the request. If he does not withdraw the request, it will be forwarded from the command in the normal manner, even though disapproval should be anticipated.

Inquiries have been received from men who had applied for special transfers to school, concerning the reason why action had not been taken on their applications. After checks by cognizant BuPers desks and EPDO channels, it has been learned that in certain cases the requests in question never left the command. This often involves more paperwork and time-consuming effort in the long run than would have been involved had the request been forwarded in the first place.

The *Transfer Manual*, Article 2.5, has detailed instructions on use of the Enlisted Transfer and Special Duty Request Form. The form is stocked at supply centers in Oakland and Norfolk, and may be requisitioned under normal supply procedures.

PETTY OFFICERS' MESSES OPEN—The operation of First and Second Class Petty Officers' Messes OPEN ("Acy-Deucy" Clubs) has also been the subject of inquiries, specifically why these clubs at some stations are operated as separate clubs, while at other places they are part of an Enlisted Men's Club.

Here is the answer—it is a matter of location. When an Acy-Deucy Club is under the same roof as an EM Club, it is run as an adjunct of the EM Club and under the same management (that is, the station's Navy Exchange, which is under the control of the Navy Ship's Store Office, NSSO). However, when an Acy-Deucy Club is located in a separate building, it is an independent club, like the CPO Club, usually managed by a petty officer trained in mess management (either active duty or retired) who is guided by

BuPers mess operations regulations.

The two styles of management came about as a result of a study by a high-level committee in 1960, which included this advice:

"Some First and Second Class Petty Officers' Messes are independently operated and have essentially the same *esprit de corps* as is usually present in a CPO Mess. The Committee considers that it is necessary to encourage such spirit and to enhance the status of senior Petty Officers wherever possible . . ."

The Committee distinguished between First and Second Class Petty Officers' Messes operating separately and Petty Officer Sections of EM Clubs. It stated:

"Petty Officer Sections of EM Clubs should be permitted only where a common facility is used and the Petty Officer Sections are an integral part of the EM Club operation."

In 1961 the Secretary of the Navy approved the above recommendations of the Committee, and directed that all EM Clubs be controlled by the Navy Ship's Store Office.

In making its recommendations, the Committee reported that the most successful EM Club and Petty Officer Mess operations exist "where the membership has an effective voice and avenue of approach to club or mess management and to the commanding officer by means of a club or mess advisory group. Such advisory groups permit the membership to express its desires and preferences with regard to services and entertainment provided and to offer suggestions and recommendations for improvements."

Today, Advisory Groups to EM Clubs and Petty Officers' Mess operations meet on a regularly scheduled basis and submit their comments and recommendations to the commanding officer for consideration.

Correspondence concerning personal matters may be directed to the Master Chief Petty Officer of the Navy, Pers 003, Bureau of Naval Personnel, Washington, D. C. 20370. Such correspondence should generally be concerned with suggestions, ideas, recommendations, and requests for information on various enlisted programs.

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Adak Duty: It Can Be Vigorous, Rigorous, Rewarding

WHEN ADAK RESIDENTS want to commune with Nature they may, if they wish, take a trip to the Adak National Forest. This is a grove of evergreens planted by the Navy in the mid-forties. Some of the mightier giants have now reached a height of four feet.

As Adak is somewhat off our regular beat, we can't swear to the existence of the Big Woods, but that's what our friends at the Adak Naval Station tell us in their latest report on living conditions aboard the Navy's Aleutian outpost. Here's the way they see it:

Adak is an island of the Andreanof Group, located in the southernmost part of the Aleutian Chain. It is about midway between Seattle and Tokyo on the great circle route.

The country is rugged and mountainous and, although the island is covered with grass, it has no trees except those mentioned above. There is neither a native population nor a civilian settlement or village on the island. The island is populated exclusively by about 4500 military and federal employees and their dependents. The naval population consists of the Naval Station and its tenant commands, the naval communication station, the naval facility and the Coast Guard loran station.

Adak originally was established as a naval operating base for the Aleutian campaign during World War II and today supports patrol squadrons and search and rescue vessels and aircraft. It celebrated its 25th birthday in August 1967.

According to those who have been in both places, you'll find many colder spots in CONUS than you will in Adak. Cooled by the Bering Sea and warmed by the Japanese current, Adak's mean temperature is 41° F.

The mean temperature ranges from a low of 34 degrees during the winter season (January, February, March) to a high of 49° during the summer season (July, August, September). Summer maximums rarely reach 65°, while the winter mini-

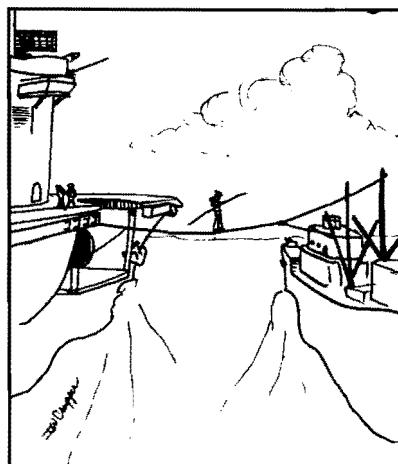
mum seldom goes below 20°. (At the time this is being written in balmy Washington, D. C., the official weather bureau temperature is below freezing and getting colder. Were the *Adak Sun* to publish a living conditions on us, it could warn its readers of the extreme climatic variations to be encountered).

However, Annual precipitation averages 69 inches and you'll run into snow or rain two out of three days a year. Snow and sleet flurries are frequent, but heavy snow does not remain in the base area. Broken clouds or overcast 90 per cent of the time.

The most uncomfortable part of Adak's weather is the wind. Although the annual average wind velocity is 13 knots, gusts of more than 60 knots have been noted at one time or another, during every month of the year during storms.

Roads and Transportation—There are approximately 125 miles of roads on the 25- by 35-mile island. The main complex of the naval station, including all the housing areas, has about 17 miles of paved roads. The roads to the outlying parts of the naval station are unpaved, in fair to

I. W. Crupper, AMH2, USN



"I don't care what he did before he joined the Navy—that's not the way to make a highline transfer!"

poor condition.

Shuttle bus service is available during normal working hours with regular routes through the housing areas and the main points of activity at the base. Bus runs are also made on weekends and holidays to various recreation areas.

All children are bussed to and from school.

Housing—Note: Reports on housing are subject to change and the information printed below may well have been revised by the time you read this or by the time you receive your orders to Adak. With these reservations in mind you may find this report on housing and other information on living conditions helpful. However, check with the Family Services Center nearest you when you receive your orders to your next duty.

Government Housing—The housing is above average for an overseas base, and consists of duplex units with two, three or four bedrooms per unit.

Married personnel in pay grades E-4 (with more than four years' service) and above are eligible for government quarters.

Concurrent travel is authorized for lieutenant commanders and above and for E-8s and E-9s.

Officer and enlisted waiting lists are maintained separately and waiting time is determined by a point system which is calculated on seniority and time aboard.

BAQ is forfeited while you are occupying public quarters.

Furnishings—You'll find these items of furniture in your government quarters:

Living room: Sofa, lamps, end tables, upholstered chairs, occasional chairs, a coffee table, bookcase, desk and rug.

Dining room: Dining table, chairs, one china closet or buffet, and rug. Some of the smaller quarters have a dinette instead of a dining room.

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Bathroom: Complete bath facilities including tub and shower. Shower curtains are not provided. Some of the larger quarters have one and one-half baths.

Bedrooms: One double bed or twin beds, one chair, chest of drawers, one vanity in master bedroom, a night stand, double dresser, large mirror and rug. Pillows and bedroom lamps are not provided.

Laundry: A washer and dryer. In some quarters, washers and dryers are shared by two families.

Kitchen: Electric stove and refrigerator.

Shipment of Personal Property— Because of the lack of storage space, it is not possible to furnish storage for either government-owned or personal furniture, goods or appliances except in the quarters themselves.

All items you bring must be stored in your own quarters and no government furniture allotted to these quarters may be removed. Most families consider that there is not enough room for both a freezer (preferably upright model) and an automatic ironer, although some find room for one or the other (usually in a bedroom). Couples without children can plan on having some extra space in the spare bedroom.

It is generally agreed that room can be found for one or more of the following items: Sewing machine, vacuum cleaner, record player, tape recorder. Bring along sleds and bikes, but not ice skates, for the kids.

Personal furniture and appliances which are similar to government furnished items, and other items for which you will not have room should be placed in storage in the States. This storage is furnished at government expense.

A limited quantity of china, kitchen utensils and bedding is available until your own arrives. Bring along table silver, curtains, linens, ironing board, wastebaskets, table china, vacuum cleaner, radio (short wave is useful), plus pictures and knickknacks. Don't worry about lawn mowers and garden tools. Some optimists bring outdoor barbecue grills.

Dependents' Travel— When you receive orders for Adak, you will have to decide whether the family

J. H. Paoli, ICT, USN



"Ah, here it is . . . blood tests, page 39."

will make their home there with you or will remain in the States during your tour. A tour is now 18 months with dependents, 12 months without.

If you are not going to move your family to Adak, you will probably be eligible for Family Separation Allowance. See the personnel officer when you arrive. See your current personnel officer for details of eligibility to draw Dislocation Allowance and shipment of HHE if you intend to relocate your family.

If you do plan to move your family to Adak, ask your command to request entry approval and concur-

This Trip Can Be Costly

The bizarre and often fatal effects of the drug compound lysergic acid diethylamide—LSD—are discussed in a 97-minute lecture-on-film produced by the Bureau of Medicine and Surgery.

Using a chalk board and other graphic aids, Commander Walter F. Miner, MC, USN, outlines the history, use and effects of LSD, and makes it clear that BuMed believes anyone who has taken the drug could become insane long after the immediate effect, or "trip," has ended.

Appropriately titled "LSD," the film was shot in color at Pearl Harbor, Hawaii. Dr. Miner has since been assigned to residency training in public health at the NROTC unit, Berkeley, Calif.

Prints of the movie have been distributed to naval district libraries and training commands, with additional prints to be made available Navywide.

rent travel for your dependents. Address the letter or message as indicated in BuPers Inst 4650.14 series and provide necessary information in the format indicated in that Instruction. Approval or denial and further information will be forwarded. When entry approval is granted, arrange for shipment of HHE. In general, you will be authorized three shipments:

- An express shipment of approximately 1000 pounds. Include items such as blankets, linen, silverware, shower curtains and the like that you will need immediately upon arrival.

- A freight shipment to Adak. Include the balance of your small appliances, extra clothing and other household goods.

- A freight shipment to non-temporary storage. Include furniture and items not required during your tour in Adak.

The express shipment should be made available to the packers as soon as possible after you receive information that travel to Adak is authorized. You are strongly advised to make use of the Household Goods Shipping Office nearest you to determine which moves and shipments are authorized at government expense and which shipments must be paid by you. By and large, you'll find such offices most eager to help.

If concurrent travel is not granted, you will be placed on a waiting list for government quarters at your request after you arrive in Adak.

You may then submit an Application for Transportation of Dependents (DD Form 884) to the Commandant, 13th Naval District, via the Commandant, 17th Naval District. After you advance high enough on the housing list to become eligible for assignment, Com13 will be notified by message. Com13 will then take necessary action to provide transportation for your dependents. They will travel from Seattle to Adak via commercial air. Bear in mind that only 66 pounds of baggage is allowed per person.

Autos—If you have a family you need an automobile and, under any circumstances, a car is highly desirable. Climate and roads being what they are, choose one that has a minimum of chrome and gingerbread, and be sure that it is in good

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As summer is comparatively cool and the winters only moderately cold, the over-all emphasis should be on water- and wind-repellent fall weight clothing. A warm overcoat or parka is almost a must. So are heavy-soled shoes, raincoats, galoshes and headgear.

Heavy clothing is not really needed for daily living routine, but outdoor activity makes it advisable to bring woolen suits, sweaters, heavy garments, mittens and gloves. At the other end of the scale, your wife may want to bring summer clothes, slacks, swimming suits and hats. There are occasional formal parties.

Mail order service from the Washington-Oregon area is available and widely used. Shipping time approximates four to six weeks.

Employment for Dependents—The naval station employs dependents in a variety of clerical positions under Civil Service. Contact the Industrial Relations office. There are also jobs in the retail sales store, laundry and child care center of the Navy Exchange and Special Services.

Off-Duty Air Travel—Military personnel, civilian employees and dependents are authorized space-available travel on MAC and government aircraft to and from Anchorage once each quarter. You must be in a leave status and your dependents may not travel without you. Occasionally, round trips to Japan are available, but only one trip every 18 months is permitted.

Navy Exchange and Commissary—The customary amenities are maintained. The Navy Exchange operates two retail stores, a tailor shop, cobbler shop, two snack bars, barber shops, beauty shop, laundry and dry-cleaning plant, a garage and service station, EM clubs at the naval station and communications station. Radio, TV and watch repair service is available. There is also a liquor package store.

Canned and frozen produce and dairy items are always available at the commissary. However, some fresh produce and dairy products are available although in limited quantities because of the long shipping time, and biweekly ship arrivals. Prices are about the same as those

Joseph P. Fitzgerald, RM1, USN



"How are your karate lessons coming, Sir?"

A child care center for children from six weeks old to six years old is available five days a week. Evening baby-sitters are also available.

A Teen Club for youngsters between the ages of 13 and 19 is maintained. The club has snack bar facilities, a juke box and, on occasion, live music. It is self-supporting and collects membership dues.

Recreation—Adak maintains a wide range of recreational facilities. Special Services has issue equipment for basketball, softball, badminton, boxing, skiing, skeet shooting, hunting, fishing and horseshoes.

There is an indoor swimming pool, a 23,000-volume library, and a theater which offers two shows nightly and weekend matinees. An indoor rifle and pistol range is available as well as an outdoor rifle and skeet range.

Boating is popular during the summer months at Lake Andrews and a

Charley Wise, HMCS, USN



"What sign?"

picnic area has been established near the boathouse. Two bowling alleys (eight and 10 lanes), a roller skating rink, gymnasium and an indoor golf driving range open further choices. Special Services facilities provide for auto repairs, photography, ceramics, leather work, model building, and rock cutting and polishing. There is a scuba diving club and a square dancing club.

Churches—Religious services are held regularly by a Protestant and a Catholic chaplain. Programs of religious education, adult and children's choirs, youth fellowships and other chapel activities include the whole family. Jewish personnel are served through a program of lay leadership and by visits from an Air Force rabbi from Elmendorf AFB, Anchorage. Church of Christ and Latter Day Saints services are also held.

Hunting and Fishing—Game consists of caribou, ptarmigan, geese, ducks, and seal. Fishing is fair to good, with salmon and trout fishing very popular. Recreational leave may be taken to the mainland where you will find plenty of hunting and fishing.

Medical—Although adequate facilities are available for routine medical care, obstetrics and emergency surgery for your dependents, there are no medical specialties available except for general surgery. Major elective surgery is not performed. Laboratory tests and drugs are also limited.

To obtain specialized care, it is necessary for patients to travel 1200 miles to Anchorage and dependents may be liable for the cost of their own transportation.

Dependents who wear glasses with corrective lenses are advised to have a current eye examination and bring extra pairs of glasses or make arrangements for replacements.

All dependents must have medical clearance from the Naval Station before entry approval can be granted. This can be done by forwarding a medical history and medical and dental examination forms for each dependent. These forms may be obtained by writing to the Medical Officer, U. S. Naval Station, Box 11, FPO Seattle 98791.

Dental—Dependent care is limited to emergencies and necessary dental maintenance. Missing teeth need not have been replaced with prosthetic appliances; however, the dental department will not be able to provide this service.

An orthodontist from Elmendorf AFB periodically visits Adak for consultation and adjustment of orthodontic appliances that are already being worn. However, this arrangement is temporary and cannot be depended upon as a continuing service.

Leave—Leave will be granted whenever possible. Military personnel are permitted to travel via MAC and government aircraft on a space-available basis. However, proof of financial ability to travel by commercial aircraft may be required. Commercial travel, round trip, between Adak and Seattle costs \$270 (military standby).

Schools—Adak is part of the Alaska On-Base school system, which means that the schools are located on military bases and are operated by the state of Alaska. They are not connected with the military overseas school system.

On each base there is a local superintendent who has administrative supervision. Teachers are certified by the state department of education in Juneau, as are all teachers in Alaska.

The Adak school is physically and administratively divided on a 7-6 plan, with a school enrollment of about 600. The upper six grades are housed in a new addition which includes a gym, shop and laboratories.

The elementary grades are housed in an older building next to the new wing. Most students eat lunch in the school cafeteria. Students do well on standardized tests as a rule, testing somewhat above the national average in most areas. Elementary teachers average about 25 pupils per class; junior high about the same; and high school, somewhat less.

Standard courses are offered in the upper grades, although the small enrollment limits the elective offerings. Graduation requirements meet the Alaska minimum.

Parents of high school students are encouraged to write to the Adak

Joseph P. Fitzgerald, RM1, USN



"As I was typing your seventh rough draft, I noticed there was a word on page two and another on page six that you didn't change."

School, Box 34, FPO Seattle 98791 for further information.

Dependent Teachers—There is no policy in effect restricting the hiring of dependents as teachers. However, applicants must qualify for an Alaskan teaching certificate before being offered a contract.

For more information and application forms write to the Adak school superintendent or to the Director,

Alaska On-Base Schools, Pouch 7019, Anchorage, Alaska 99501.
Welcome to Adak.

Replenishing the Pac

SERV PAC mobile support ships completed a busy year of replenishments in Western Pacific during 1967.

Their nearly 9200 transfers constitute a marked increase over 1966's total of 7514 underway replenishments and is more than the command has achieved previously in any of its 26 years.

Three other records were also set during 1967—transfers of ammunition, provisions and ship fuel. On the other hand, 1966 was the big year for general consumables, spare parts and jet and aviation fuel.

Ammunition unloads reached 117,893 short tons; 26,250 short tons of provisions were highlined and 442,008,000 gallons of fuel oil went through the hoses in 1967.

Stores figures finished at 9278 tons, 22 tons less than 1966. Not quite 147 million gallons of jet fuel went to carriers in the South China Sea, 10 million less than in 1966.

The Service Force is the primary naval logistics command of the Pacific Fleet. It is composed of 60,000 men attached to 124 ships of 24 different types, 26 major shore facilities and 11 MCBs.

WHAT'S IN A NAME

NROTC, Jr.

The interest of young people in the sea, seamanship and the Navy has been demonstrated over the years by growing participation in "junior Navy" programs such as the Sea Explorers, Sea Cadets, Shipmates and Mariner Girl Scouts. One of the newer programs for Navy-minded youngsters is a high school version of the Reserve Officer Training Corps.

Established under the ROTC Vitalization Act of 1964, Junior NROTC training is now included in the curriculum of many public and private secondary schools throughout the United States.

Young men who participate in the program and complete three academic years (96 hours each) of instruction may be granted a one-year waiver of NROTC instruction when they enter college. Those who do not go on to college may be eligible for special advancement considerations if they decide to enlist in the Navy.

Junior NROTC training emphasizes academic achievement, fitness, appearance and conduct, and includes classroom subjects in naval orientation and seamanship, oceanography, astronomy, meteorology, navigation and piloting. The units are staffed by retired Navymen approved by the Chief of Naval Personnel for employment as instructors. The Navy and the schools share in instructor salary expenses.

Students are showing considerable interest in the Junior NROTC. For example, more than 200 young men at St. Joseph's Regional High School in Montvale, N. J., were eager to join the unit established at their school this year.

Since 1966, when the first four Navy units were established at schools in Texas and Louisiana, the program has expanded to 39 units already organized, with 32 others planned for the next school year. Long range plans call for 275 Junior NROTC units by July 1971.

Navy Prep School Can Be Start of Your New Career

EACH YEAR, the Secretary of the Navy may appoint 85 men from the Regular Navy and the Marine Corps to attend the U. S. Naval Academy. An additional 85 members of the Naval and Marine Corps Reserves (including those on inactive duty) may also be appointed.

These men are nominated by their commands after a thorough screening process. Those who are ultimately selected must first meet the Academy's entrance requirements and earn an acceptable score in a competitive examination.

To prepare its men for the examination and to refresh them academically for the Academy's requirements, nominees from the Regular Navy are normally sent to the U. S. Naval Preparatory School at Bainbridge, Md.

Attendance at the preparatory school is not compulsory for members of the Naval and Marine Corps Reserves. Nevertheless, Reservists who attend the prep school have a better chance of success in the Naval Academy competition.

This year, the preparatory school will convene on 28 August and courses will continue through May 1969 for students who seek admission to the Naval Academy the following June.

Applications for the Naval Academy (and the preparatory school) are being solicited throughout the Navy—including service school and recruit training commands. In fact, recruits and other relatively new Navymen are especially encouraged to step forward.

Applications for a SecNav appointment to the Naval Academy and the U. S. Naval Preparatory School must be submitted to the Officer in Charge, U. S. Naval Preparatory School, Bainbridge, Md. 21905. Most of the applications must be submitted by 1 May.

Enlisted men who receive Presidential or Congressional nominations to the Naval Academy or who were nominated because they are sons of a deceased or disabled veteran or a Medal of Honor recipient can apply for admission to the prep school as late as 1 August.

Commanding officers of applicants for SecNav appointments will inter-

view these men on most points concerning their eligibility. Later, they will be interviewed by a board which evaluates motivation, educational eligibility and other factors before recommending enrollment in the prep school.

Qualifications for enrollment in the prep school and later admission to the Naval Academy require that men competing for SecNav appointments be U. S. citizens who enlisted before 1 Jul 1968, and are between 17 and 19 years of age on that date. The combined CCT/ARI score of prospective students cannot be less than 120.

Appointees must be of strong moral character, strongly motivated toward a career as a naval officer and must never have been married.

From a physical standpoint, candidates are required to have, among other qualifications, 20/20 vision, although those who are outstanding may be accepted with 20/40 vision, provided it is correctible to 20/20. Visual deficiency, however, must be formally waived before a man will be admitted to the Naval Academy—regardless of his abilities.

Academically, prep school students who are appointed to the Naval Academy must have at least 15 acceptable college preparatory units, four and one-half of which may be earned at the prep school. Students must have earned at least a C in a course if the credit is to be acceptable.

Other academic requirements call

Charley Wise, HMCS, USN



"I hope you won't be disappointed with duty in Shore Party."

for three or more units of English and a minimum of two units of college preparatory math.

Navymen selected for the 1968 prep school class must have at least two years of obligated service on 1 Jul 1968. Prep school graduates who enter the Academy also must have at least two years of active obligated service on 1 Jul 1969.

Enlistments or active duty extension agreements, of course, are acceptable when needed to comply with this requirement, and such agreements may be executed for periods of less than one year.

BuPers Notice 1531 of 19 Jan 1968, which contains information on the SecNav nomination for the U. S. Naval Preparatory School and the Naval Academy, has a word of advice addressed to the Navymen selected to attend the prep school: Apply also for Congressional nomination after selection to the prep school. Such a nomination will improve admission opportunity.

When a man enters the prep school, \$37.50 is withheld from his monthly pay to ensure that he will have the \$300 required for entry to the Academy. Advances in pay before transfer to the prep school, therefore, are not recommended.

Another suggestion for the prospective prep school students—have a positive leave balance upon enrollment, so that normal or emergency leave requests may be approved. Candidates are not allowed to have a minus leave balance upon admission to the Academy.

As mentioned before, BuPers Notice 1531 of 19 Jan 1968 has complete information concerning nomination of candidates for the Naval Academy program and the U. S. Naval Preparatory School.

Enclosures to this Notice include:

- A sample format for a letter of application.
- A sample format for C. O. endorsement.
- A guide for use by the interview board.

This enclosure is of particular interest to applicants who want an advance notice concerning factors for which the board is looking.

- Sample letter requesting a transcript is also included.

Service Lapel Button and Service Flag Authorized For Family Members

A service lapel button and service flag were recently authorized by the Department of Defense for display during hostilities by members of the immediate family of active duty service men and women. A service flag was also authorized for organizations having members on active military duty.

The design for the service lapel button is basically the same as was authorized during World War II—a blue star on a white field surrounded by a red border.

The lapel button is rectangular, measuring three-sixteenths by three-eighths of an inch. Only one blue star will appear on the lapel button regardless of how many members of the wearer's family are on active duty.

The gold star lapel button historically worn by immediate family members of servicemen who died while on active duty during hostilities is still authorized. Persons eligible to wear both the blue and gold star lapel buttons may wear them simultaneously for two different family members. A gold star is not authorized as part of the service lapel button.

The service flag is similar to the lapel button in design, shape and color. It may be displayed horizontally or vertically in such places as a window or from a staff by the immediate family members of active duty servicemen or by organizations having employees or members on active duty.

One blue star for each military family member is authorized on the family flag. A gold star of smaller size is superimposed on the blue star to indicate family members who died on active duty during hostilities.

Blue stars on a family flag will be arranged with one point up; one above the other when the flag is in a vertical position. Smaller gold stars, if used, should be superimposed beginning above the blue star or stars if the flag is displayed vertically or next to the flagstaff end if displayed horizontally.

Organizations displaying the service flag to honor employees or members on active duty will have only

one blue star designating members in the service and one gold star with a blue border for deceased members. The appropriate arabic numeral will be placed under each star. The gold star, if used, should be closest to the flagstaff.

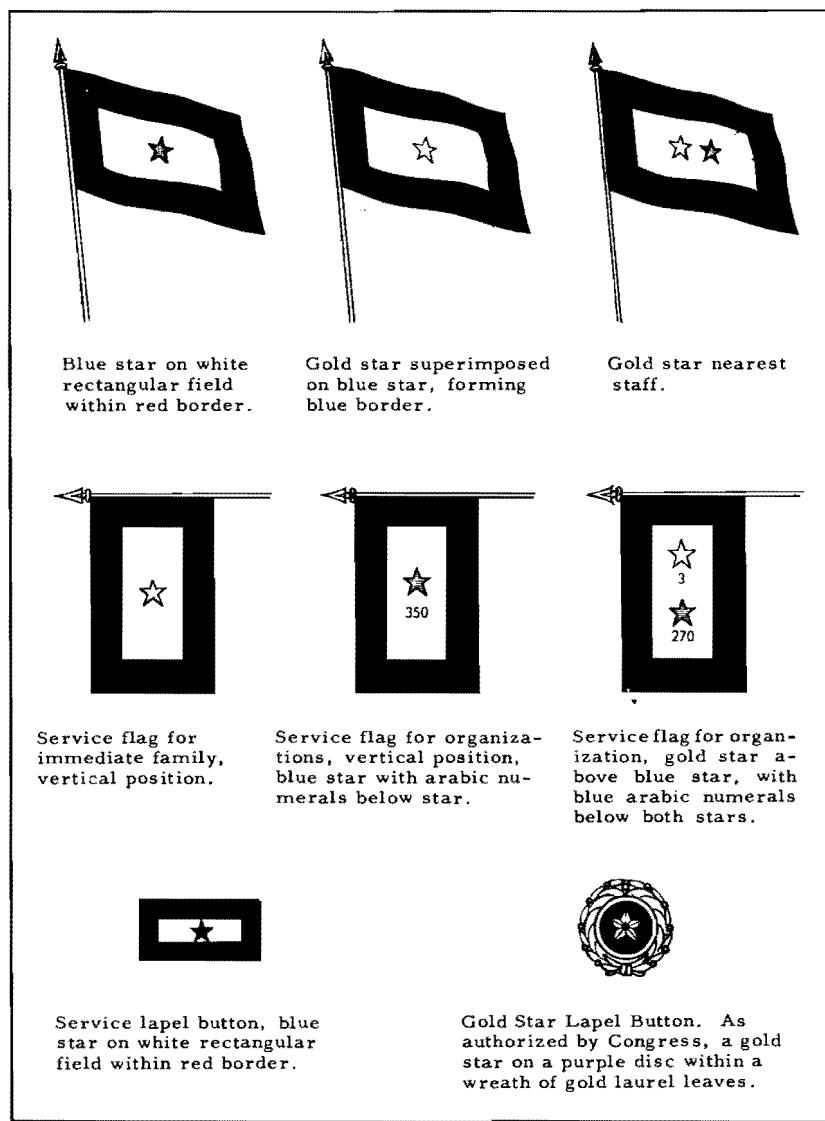
The service flag should be shown respect similar to that shown the flag of the United States. It should not be employed in advertising or as an article of clothing and the flag's design should not be used on such disposable items as boxes and paper napkins.

When the service flag is flown from the same staff as the United States flag, it may be equal in size to but not larger than the U. S. flag

which, of course, should occupy the position of honor.

The Department of Defense defines members of the immediate family entitled to wear the service lapel button and to display the service flag as including the wife, husband, mother, father, stepmother, step-father, parents through adoption, foster parents who stand in loco parentis, children, stepchildren, children through adoption, brothers, sisters, half brothers and half sisters of men and women on active duty during a period in which the United States is engaged in hostilities.

Organizations which may display the service flag include churches, schools, colleges, fraternities, sorori-



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ties, societies and places of business with which the member of the armed forces was or is associated.

Both flags and lapel buttons will be produced by manufacturers licensed by the Department of Defense and the design and color of the products will be in accordance with DOD specifications. Both the lapel button and the flag will soon be available through commercial sources.

The flag and the lapel button are authorized for use only during a period of hostilities in which the United States is engaged. The service men and women represented by the stars on the service lapel button and service flag must be serving on active duty during the period of hostilities in which the flag is displayed and the lapel button is worn.

Flying Cook

Utterly fascinated, Commissaryman First Class William H. Johnson listened to the table talk of the UH-1B *Huey* gunship crewmembers. Man, that was really living!

It took only two months after he arrived in Vietnam for Johnson to decide he wanted a piece of the action, too. Mess hall duty at Vung Tau headquarters appeared pretty tame after hearing the stories told by members of Light Helicopter Squadron Three (HAL 3).

The first step was a request for duty with the HAL 3 maintenance crew. The answer was a firm "No." Not qualified. No experience.

He didn't like it at the time, but today Johnson is the first to admit that the powers-that-be were right. So he started hanging around with the *Huey* line crews during his off-duty hours.

"When they saw I was really in earnest, I had about 15 guys in various aviation fields helping me, and for a solid month I learned everything I could about the HU-1B."

He then took the plane captain test, passed it, and again requested transfer from the mess hall. This time it was granted.

Working with *Hueys* at the headquarters base, Johnson occasionally flew out of Vung Tau. However, what he really wanted, he said "was to fly combat patrols with one of the seven detachments out in the field."

Johnson's ambition here was tem-

porarily frustrated. Although he had not been through gunnery training or aerial observation school, as had the other air crewmen, he said he "kept working and did a lot of talking." Finally, he was given a chance to fly with Detachment Four, which is comprised of two *Huey* gunships and four flight crews operating from a modified LST.

Johnson proved to be one of the squadron's best gunners and target spotters, and was soon accepted as a full-fledged *Huey* crew chief.

Before a flight, he checks the aircraft from one end to the other. He goes over the hydraulic, fuel, weapons and electrical systems, and examines the skin for structural damage.

During a mission, Johnson is stationed at the *Huey*'s open left door. He flies between 60 and 80 hours a month.

Working outside his commissaryman rate is not new to Johnson. During a tour with the Seabees, he spent his off-duty hours learning to drive heavy construction equipment.

Before arriving in Vietnam last May, Johnson served with the Atlantic Fleet Lorac Support Team and helped set up navigation aids for shipping.

However, Johnson insists that he'll never change his rate. "I've always liked to keep busy and try different things, but I like being a cook. At least I know where my next meal is coming from."

—Tom Walton, J01, USN.



COPTER COOK — Commissaryman First Class William H. Johnson, makes morning check to be sure UH-1B *Huey* helicopter is ready for mission.

List of New Motion Pictures Available to Ships and Overseas Bases

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

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

Rosie (WS) (C): Comedy Drama; Rosalind Russell, Sandra Dee.

In the Heat of the Night (C): Drama; Sidney Poitier, Rod Steiger.

You Only Live Twice (WS) (C): Melodrama; Sean Connery, Akiko Wakabayashi.

The Spy in the Green Hat (C): Mystery Drama; Robert Vaughn, David McCallum.

Cool Hand Luke (WS) (C): Drama; Paul Newman, George Kennedy.

Robbery (C): Melodrama; Stanley Baker, Joanne Pettet.

The Hostage (C): Drama; Don O'Kelly, Dean Stanton.

The Hills Run Red (WS) (C): Western; Thomas Hunter, Henry Silva.

Hour of the Gun (WS) (C): Western; James Garner, Jason Robards.

Last of the Renegades (WS) (C): Western; Lex Barker, Anthony Steele.

A Man For All Seasons (C): Drama; Wendy Hiller, Paul Schofield.

The Mummy's Shroud (C): Melodrama; Andre Morell, John Phillips.

The Ballad of Josie (WS) (C): Comedy Western; Doris Day, Peter Graves.

Games (WS) (C): Drama; Simone Signoret, James Cauan.

Bonnie and Clyde (C): Melodrama; Warren Beatty, Faye Dunaway.

The Destroyers (C): Adventure Drama; Richard Egan, John Ericson.

Maroc 7 (WS) (C): Melodrama; Gene Barry, Elsa Martinelli.

Gentle Giant (C): Drama; Dennis Weaver, Vera Miles.

The St Valentine's Day Massacre (WS) (C): Melodrama; Jason Robards, George Segal.

Matchless (C): Melodrama; Patrick O'Neal, Ira Furstenburg.

Project Transfer: Guideline from Military to Civilian Life

GUIDING honorably discharged servicemen into civilian employment is a concern shared by the President, the armed services and agencies of federal, state and local governments.

The most concerned of all, of course, is the serviceman himself. He wants to know what civilian jobs are available and whether he is qualified for the job he seeks. He also wants to know where the jobs are and how he can get one.

When it comes to locating a civilian job, Navymen are fortunate because most Navy-acquired skills have a direct application to civilian occupations. What's more, Navy ratings can easily be equated to civilian jobs simply by consulting the Labor Department's *Dictionary of Occupational Titles*.

Despite this primary advantage, Navymen entering civilian life frequently are uncertain concerning the kind of work they should do, what jobs are available, the training and education they need and how to acquire this education and training.

To provide guidance for men facing these problems after separation, the Navy has established a program appropriately called Project Transition.

Under the program, short-timers from Fleet units and overseas bases can be transferred to one of 14 transition sites (see box) from 10 to 90 days before their active obligated service expires.

Navymen returning from Vietnam with six months or less of obligated

service remaining may receive training at a transition site for as much time as they have left.

The process of becoming a Transition Trainee begins six months before the end of a man's obligated service when he is interviewed concerning his intention to reenlist.

Those who select separation rather than continued Navy service will then be interviewed concerning their need, as civilians, for further education and training. Consideration will also be given to selecting a domicile where employment is available.

During their interviews, transition counselors can ascertain the departing Navymen's need for education and training to suit him for a civilian job.

The Navymen also learns things from these interviews. He learns, for example, what training is available at transition sites and about training offered by industry, business and labor organizations at or near the place he selects as his post-service home.

Before being discharged, each Navymen will also learn, through counseling, what benefits are available to him through GI legislation and how he can obtain these benefits.

His counselors will also show him what employment opportunities exist throughout the United States and inform him of placement services available through the U. S. Employment Service as well as other public and private employment organizations.

Although all about-to-be-separated Navymen will receive counseling and job referral services, selection for training at a transition site will depend first upon whether a man wants the training. If he does, he will be given a priority (see box) and measured for aptitude and interest, after which his place of civilian residence will be considered in relationship to the availability of employment. The kind of training and/or education he needs to acquire the job he wants will also be considered.

Men ordered to a transition site will be scheduled for training at existing Navy facilities or under the auspices of public and private agencies.

On-the-job training will be em-

ployed ashore when a direct relationship exists between a Navy skill and its civilian counterpart occupation. Formal Navy school courses will also be used to instruct men in civilian skills provided there are quotas available.

In subjects where there is insufficient demand to start a class, self-paced learning will enable trainees to study on their own time.

In many occupations, there is such a great demand for workers that federal, state and local governments provide free training. The Department of Health, Education and Welfare, for example, trains men for occupations which Department of Labor surveys indicate are in great demand.

When the Department of Health, Education and Welfare or state agencies find that military training programs are not geared to meet civilian job requirements, it furnishes instructors and courses to build upon Navy training, thereby satisfying the standards demanded by specific jobs in the civilian economy. This, however, depends upon funds being made available for such purposes and coordination with the Department of Labor.

Getting a job is, of course, the most important consideration for the recently discharged Navymen and Project Transition has a number of contacts which offer employment.

For example, the Post Office Department, the Civil Service Commission and the civilian personnel

Billups E. Lodge, CDR, USN



"It's just my luck that it was my billet that had to be civilianized."

Melville C. Murray, LT, SC, USNR



"Now this is what I call civilian substitution!"

THE BULLETIN BOARD

agencies of the military department all maintain surveys to determine vacancies which former servicemen can fill.

The Navy is emphasizing education for its departing men and Project Transition will provide a man's last chance at Navy education before separation.

For those having the qualifications to enter college, last-minute Navy education is less important than to those without a high school diploma or a high school equivalency certificate (GED).

The reason is simple. The man who has GED qualification or a high school diploma before his discharge can better exploit the educational opportunities offered through the GI bill.

Completion of Navy correspondence courses will help strengthen skills acquired by departing Navymen regardless of their formal education background.

The entire training program of Project Transition will be tied directly to placement. Skills are in demand and nobody will be trained for a job that does not exist.

Navymen making the transition from military life today have the advantage of doing so in an era of prosperity when there are plenty of jobs available for trained men—with emphasis on the word trained.

Project Transition furnishes a final opportunity to Navymen who feel they are insufficiently prepared for the civilian employment market to achieve the civilian skills they need before being discharged. Responsibility for entering the Transition Program, however, lies strictly with the Navymen who is about to be separated from the service.

The first transition sites have been distributed throughout the country to accommodate the most Navymen possible. The present sites are located at:

NavSta Washington, D. C.
NavSta Newport, R. I.
NavSta Philadelphia, Pa.
NavSta Norfolk, Va.
NavSta Charleston, S. C.
NAS Jacksonville, Fla.
NavSta Key West, Fla.
NTC Great Lakes, Ill.
NavSta San Diego, Calif.
NavSta Long Beach, Calif.
NavSta Treasure Island, Calif.
NSC Puget Sound, Wash.
NAS Pensacola, Fla.
NAS Corpus Christi, Tex.

As mentioned before, Project Transition is voluntary. No Fleet or overseas personnel will be ordered to a site for training unless he applies for the program and is eligible to be separated under honorable conditions.

Navymen seeking official guidelines concerning transfer to Project Transition can find them in BuPers Inst 1510.106, paragraphs 1d and 2. This reference applies to men who are based at shore installations within the United States.

Article C 10317 of the *BuPers Manual* contains guidelines for transferring a man more than 10 days before his separation.

Several factors will affect the amount or type of formal training received by transition trainees. A priority system has been established to screen those most in need of formal training. Preference will be given to men who:

- Were disabled in combat operations.
- Are not eligible to reenlist.

- Entered the service with no civilian skill and did not acquire a military skill which may be related to a civilian occupation.

- Have a civilian related skill and desire to upgrade this skill.
- Wish to change existing civilian related skill.

All transition trainees will be interviewed and counseled and transition counselors will provide training job referral information before separation. Each person also will be assisted in preparing a resume for job referral usage.

New Home for Finance Center

The Navy Finance Center has moved from its old headquarters in downtown Cleveland, Ohio, and is now located in Cleveland's New Federal Office Building. If you wish to contact NFC, you should use the new address or appropriate telephone number as follows:

Correspondence—

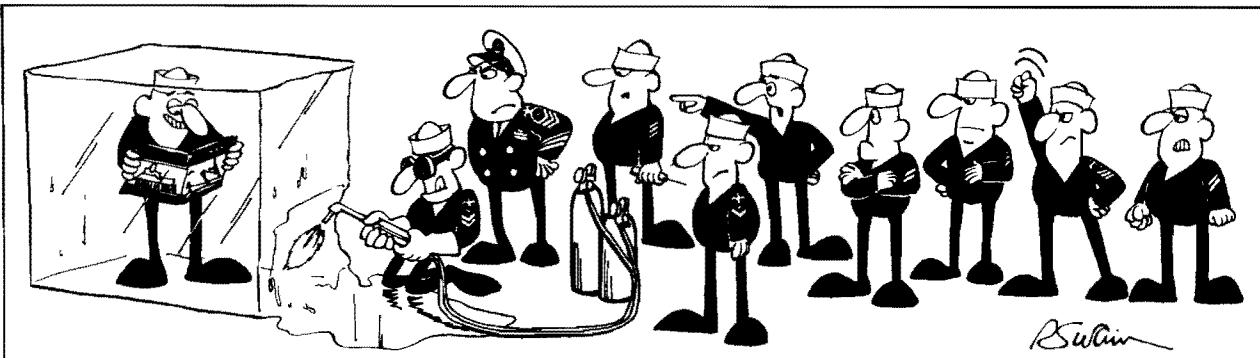
Commanding Officer
Navy Finance Center
New Federal Office Building
Cleveland, Ohio 44199

Telephone (Area Code 216)—

Allotment or Bond Information—
522-5705 (Autovon Code 232-5705)
Naval Reserve Drill Pay Information—
522-5519 (Autovon Code 232-5519)

Retired/Retainer Pay Information
—522-5530 (Autovon Code 232-5530)

The Finance Center provides many financial services for Navymen and dependents. On request, NFC processes allotment checks for family support, savings bond purchases, insurance premiums and savings accounts. During a recent one-year



DON'T ICEolate that copy of ALL HANDS Magazine. Remember it is intended for 10 Navy readers—so pass it on.

period, NFC had more than one million accounts and processed checks in amounts totaling over \$1.5 billion.

The Center also audits financial reports from ship and overseas activities, pays annuities, settles claims for arrears in pay, collects for overpayments and pays retired Navymen and Fleet Reservists. In addition, NFC regularly examines the records of ship and station disbursing offices. The Center has a staff of approximately 900 officers, enlisted men and civilians.

Twin Palms Has New Look

The Twin Palms, a Senior Petty Officers' Mess (Open) at the Naval Station Annex, San Juan, Puerto Rico, has been recently reopened after a complete rehabilitation. Many patrons have called it one of the finest such club facilities in the Caribbean.

This club, which serves personnel of all services in pay grades E-5 through E-9, is operated under the regulations of the Bureau of Naval Personnel.

The traditional ribbon-cutting ceremony to open the club was a joint effort. The ribbon was cut by the commanding officers of San Juan Naval Station, the Marine barracks, and the U. S. Army Forces Southern Command, Puerto Rico.

The Twin Palms accommodates 600 persons and has a staff of 28. In addition to two club pubs, there is a Windjammer dining room, and a Hidden Harbor party room.

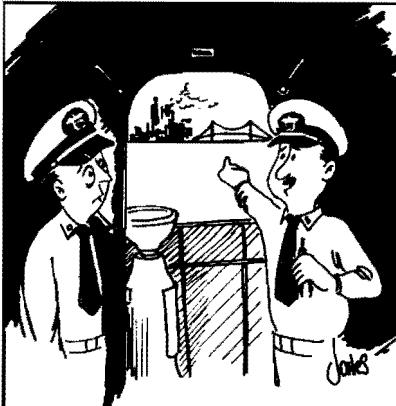
Standing Room Only

Many bachelor Navymen and not a few of their shipmates who are family men crowded into USS *Wright's* (CC 2) crew's lounge recently to hear about the goals, responsibilities, and problems of married life. The big communications command ship's extensive education program was recently expanded to include this form of counseling.

Following opening remarks by the ship's commanding officer, a Reserve chaplain on two weeks' active duty opened the series of five presentations with the topic, "Problems Encountered in Teenage Marriages."

The great interest he sparked was evident in the second day's attend-

Leroy E. Jones, LTJG, USN



"... and then he said, this is port side, see, you can see the port!"

ance for the topic, "Goals of Marriage." The second talk also was delivered by a Reserve chaplain.

The ship's chaplain discussed marriage problems applicable to personnel on duty in the Navy. Next in the series was a talk by the ship's medical officer on physical aspects of marriage. This was followed by *Wright's* supply officer, with a report on financial affairs in marriage.

A goal of the series is to make young Navymen more aware of the privileges and responsibilities of marriage, and to assist older married petty officers in the counseling of the younger men.

A similar series of premarriage counseling lectures was held aboard *Wright* last February. It was so successful that the CO decided to offer another clinic of the same nature. And if "standing room only" is any indication of the success of anything, this series may have to be offered again in the near future.

NUC for VP 22

Patrol Squadron Twenty-Two (VP 22) has been awarded the Navy Unit Commendation for antisubmarine warfare operations conducted in the North Pacific last year.

A citation which accompanied the NUC stated that VP 22 advanced the art of ASW during the operations held from 22 January to 22 Mar 1967.

All VP 22 personnel who participated in the operations are authorized to wear the NUC ribbon.

It's New: Meritorious Unit Commendation

• MUC—A growing number of ships and other units active in Southeast Asia have received the Meritorious Unit Commendation, an award established last year to recognize valor and meritorious performance under either combat or non-combat conditions.

The MUC joins the Presidential Unit Citation (PUC) and Navy Unit Commendation (NUC) as authorized unit awards and, for precedence, ranks immediately below the NUC.

Generally, those persons permanently assigned or attached to the unit and who were actually present and participated in the action for which the unit was commended are entitled to wear the MUC ribbon bar of green, yellow, blue and red stripes. In keeping with the other unit awards no medal is authorized for the MUC.

Recent changes to the *Awards Manual* give details on MUC eligibility, award authority, and related administrative procedures.

It is awarded as follows: "In the name of the Secretary of the Navy

to any ship regardless of size or type, a Marine Regiment, Naval Construction Battalion, a Navy Air Wing, or Marine Air Group, or other unit of the naval service, or any component which has distinguished itself, under combat or noncombat conditions, by either valorous or meritorious achievement which renders the unit outstanding compared to other units performing similar service." It rates just after the Navy Unit Commendation.

This award may also be conferred upon units of other armed forces of the United States and of friendly foreign nations serving with the armed forces of the United States.

The directive authorizing the MUC says, in justifying this award, "the service performed as a unit must be of a character comparable to that which would merit the award of a Bronze Star Medal (or achievement of like caliber in a noncombat situation) to an individual."

A bronze letter "V" is authorized as a Combat Distinguishing Device earned for combat performance.

TURN THE PAGE—IF This Report

THE CONSEQUENCES of a discharge under conditions other than honorable have been underlined in a directive that may help some misguided individuals think twice before looking for a quick way out.

A forthcoming BuPers Notice reminds the Fleet of the Benefits that may be lost because of dishonorable, bad conduct and undesirable discharges, and emphasizes with case histories the family, social and employment problems that invariably result from these types of discharge.

Although the great majority of Navy men and women need no reminder of the importance of honorable service, a few still believe the unfavorable discharge is a quick, easy way out of the service and into an opportunity-filled civilian life.

However, those who pursue and receive the less-than-honorable discharge usually find an unfriendly and unsympathetic atmosphere, particularly when looking for work. It seems that nobody wants to hire a man who left the service under a cloud. It's like having a felony record.

The new directive on adverse discharges was written in an effort to clear up certain misconceptions. The most common misconceptions (repeat) MISCONCEPTIONS:

The DD, BCD or UD can easily be changed to honorable (or under honorable conditions) at a later date.

WRONG. Once a discharge has been executed, it may be changed

only if a study shows it was unjustly or erroneously directed.

Persons discharged under other-than-honorable conditions are later permitted to reenlist.

WRONG. Exceptions are sometimes made under special meritorious circumstances, but only after a lengthy time lapse coupled with an exemplary civilian record supporting the request for another chance.

Confinement activities can be depended upon to recommend that a punitive discharge be remitted and the man be placed on probation.

WRONG. Punitive discharges are remitted on a probationary basis only when there is a marked change in the prisoner's attitude and service potential as observed in confinement.

A discharge under less-than-honorable conditions is not a severe reflection upon the individual and will not seriously affect a civilian career.

WRONG. This misconception is considered the most serious. An adverse discharge may disqualify a man from receiving most of the veterans' benefits designed to assist him in re-establishing a civilian career. Education rights, apprentice training, federal vocational rehabilitation, hospital care, and service-connected disability compensation are among the many benefits that may be forfeited.

I got along pretty well until my ship returned to the States after a tour overseas. I got into some big trouble while drinking, and received a general court-martial.

Civilian employers will more often than not turn down the job ap-

plication of a man who received a less-than-honorable discharge. Other prejudices in civilian life have been cited in numerous requests to the Navy for changes in the character of unfavorable discharges. Typical statements are: "Unable to get a job;" "Would like to get married but don't feel that I can with this type of discharge;" "Every time I get a job and my employer finds out about my discharge, I get fired;" "I can't get bonded."

It's true that many who have received less-than-honorable discharges have found employment. However, the prospects for advancement to positions of responsibility and trust

There's Nothing

THE NAVY DISCHARGE REVIEW BOARD, and the Board for Correction of Naval Records, often receive requests from former Navymen who want their unfavorable discharges changed. Here are some excerpts from letters:

• I enlisted when I was 18. I hadn't got along with my parents, and didn't like my hometown. I wasn't happy and had no goals, but figured the Navy had plenty of appeal for a fast operator like myself.

I got along pretty well until my ship returned to the States after a tour overseas. I got into some big trouble while drinking, and received a general court-martial.

After my release from the brig, I

A LESS THAN HONORABLE DISCHARGE CAN RESULT FROM :



• ALCOHOLISM



• USE OF DRUGS



• CIVIL OR MILITARY POLICE INCIDENTS

ALL HANDS

Does Not Concern You

are severely jeopardized.

In other words, many jobs the average citizen takes for granted are not available to the person who has used his time in the service to burden himself with an inferior discharge. This can be expected to summarize the thinking of an employment officer: For a good job where there's competition, why take a chance with a man who has shown himself to be unreliable in the service when there are many with a fine record to select from?

Commanding officers have been told to make sure all hands are aware of the consequences of a less-than-honorable discharge. The new direc-

tive on the subject recognizes that a few immature men—the so-called UD and BCD "strikers"—usually have no real conception of the lasting stigma that accompanies an unfavorable discharge.

A reprint of the ALL HANDS chart, "Federal Benefits Based Upon Type of Discharge," NavPers 1740/3 (10-67), is available. The charts may be requisitioned from Cog 1 Stock (S/N 0105-902-9030) through the Naval Supply System, using MIL-STRIP Form DD 1348.

If you want a closer look at the consequences of a punitive discharge, ask your personnel office to see BuPers Notice 1626 series.

Discharges To Avoid

These are the three types of discharge which may be ordered under conditions other than honorable:

- Dishonorable—May be ordered only by approved sentence of a general court-martial.
- Bad Conduct—May be ordered by approved sentence of a general or special court-martial.
- Undesirable—May be directed by administrative action of the Chief of Naval Personnel for reasons of unfitness or misconduct. (The BuPers Manual, articles C-10311 and C-10312, cites the authority to issue an undesirable discharge.)

Like a Case History — to Prove Your Point

was put on another ship. I went AOL and got the BCD I wanted.

I didn't sweat it. I was 19, free from military obligation, and figured that I really had it made.

When I got home I started learning the facts of life. At first, I had an awful time finding a decent job, and when I finally did, my employer found out about my BCD and fired me.

That was just the beginning of my troubles—10 years ago—and that BCD has been dogging me ever since.

The next letter is from a man who went out with an undesirable discharge.

• Now I fully realize the serious-

ness of receiving an "UNDESIRABLE DISCHARGE"—I hope the Board will be merciful in reviewing my request to have it changed.

Being immature, I did not know the horrible effect it would have on my life and on my parents. I am sincerely sorry for the trouble that I have caused the Navy.

When I arrived home, I thought the world was wonderful, and that I could get a decent job with a decent wage in order to help my parents. I received the shock of my life—a reputable company would not hire me due to the nature of my discharge.

So far, I have worked at a ham-

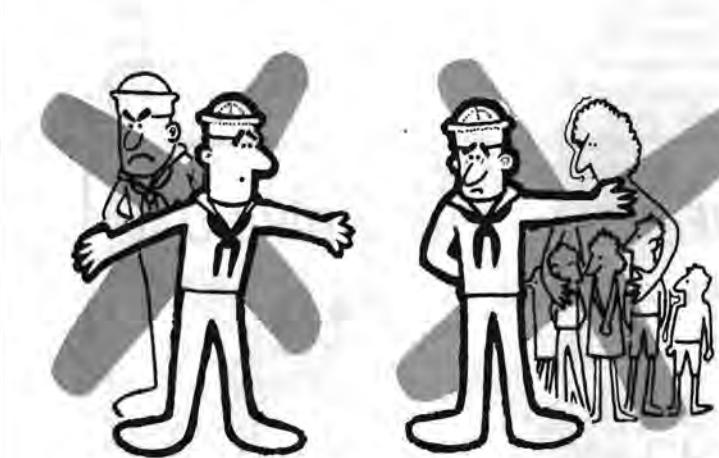
burger stand, in a motel kitchen, and now I am working at a gas station—I work from 8:30 a.m. to 10:30 p.m. I would very much like to further myself, but my discharge will make this impossible.

I have registered with the Draft Board here but, due to the Undesirable Discharge, I was given a 4F classification. In order to have the 4F changed, I was told by the Draft Board I would have to have my discharge changed. Under my circumstances, it is shameful to have a 4F classification.

I am remorseful—very much so—please, please help me.



• POOR ATTITUDE



• FAILURE TO SUPPORT DEPENDENTS



• FAILURE TO PAY DEBTS



• PERVERSION

HERE ARE EXCERPTS from several other letters:

• I've been married now for five years and have two little girls. I don't know what I'll tell them when they're old enough to ask questions about my past—and my UD.

• I have been living as clean a life as I know how, but it's not a happy life when you have something like a BCD hanging over you.

• My mother refuses to see me.

• My father suggested I write to the Navy in the hope that maybe you could do something for me. I am not asking to be let off easy. I would gladly serve in the Navy again if it would wipe out my UD, and if the Navy would have me back.

UNFORTUNATELY, the reviewing authorities are guided by the facts causing the discharge, not by the shame, embarrassment and problems that follow. In the above cases, and many others, the unfavorable discharges were not changed.

However, not all "problem personnel" cases have unhappy endings. For example, approximately five years ago the brig at the naval station in Boston, Mass., documented the cases of two prisoners. One was a "discharge striker" who wanted out. The other accepted guidance before it was too late. Here are their stories, as told to ALL HANDS by the naval station CO:

"We have a number of men confined for court-martial sentences. Some of these men are repeaters. Some are determined to secure a discharge and are more than willing to accept a BCD or a UD.

"However, thanks to our prisoner counseling and education program, we are often pleased to see some of the men redirect themselves toward more purposeful lives.

"The results of two different attitudes were shown here recently.

The first was in the following letter:

Dear Sir: I am a former prisoner of your brig who would like to tell you what has happened to me since I was kicked out of the service. Perhaps you will be able to help someone who is headed in the same direction I took.

First, I went back home and tried unsuccessfully to pick up where I had left off. Most of my buddies were themselves in the military. When one would come home on leave and I would see him on the street, he would ask me how I managed to get out of the service so soon. It wasn't long before I had no friends.

'My parents were grieved at what I had done and seemed to lose all respect for me.

I've tried to find a job, but never know how to handle the job application questions dealing with service completed and type of discharge.

I realize now that I have no one to blame but myself. I messed up my whole life because of a period of immature behavior and poor attitudes. I failed my service, my family and friends, and, most important, I failed myself.

When a prisoner tells you he doesn't care how he gets out of the service, as long as he can get out, tell him about this former sailor who thought he knew all the answers, but found out too late he didn't know anything at all.'

THE SECOND former prisoner, whom we'll call David Doe, EM3, demonstrated that the stigma of a court-martial can be overcome.

"Doe had been stationed on a destroyer. His immediate superior was a first class petty officer with whom he had a personality clash. For one year, Doe worked under conditions which, to his way of thinking, were unfair. His efforts to re-

solve the difficulty only met with what was, in his opinion, further harassment.

"Finally, Doe decided to solve the problem in his own way. He ran.

"While AOL he took a job chopping wood. He earned little more than enough to feed himself. Disillusioned, Doe remained absent until, in his own words, 'I felt my life was over, and I knew I had to face the music. I decided to get it over with.'

"Doe turned himself in, was tried by special court-martial, and was sentenced to two months, confinement and forfeiture of \$100 a month for two months.

"During the first stages of his confinement, Doe resisted the efforts of our guidance counselors. He had no hope for the future and indicated that he did not care about anything.

"However, he soon began to respond to the counselors' efforts to reach him. He then began to see that even though he might not have gotten along with his immediate superior, his continued aloofness, hostile attitude and failure to cooperate could only result in other problems throughout life.

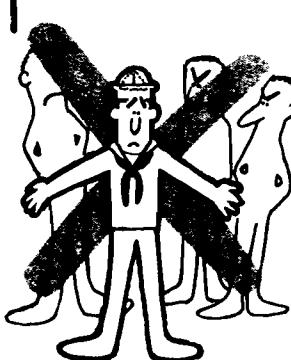
"Doe's response to rehabilitation was so rapid that his sentence was suspended and he was sent back to the Fleet. Less than a year later, he returned to the naval station as a visitor. He had made second class and was married, and said he couldn't be happier.

"This man went on by virtue of his own efforts, once he accepted the guidance that he should have sought initially. In less than one year he went from a brig cell to the responsibilities of a successful and respected petty officer."

If you've read this far, you know this report is not intended for you—you're too smart. But maybe there's someone in your outfit who doesn't have the word. Pass it on.

HERE'S WHAT A LESS THAN HONORABLE DISCHARGE MEANS TO THE INDIVIDUAL:

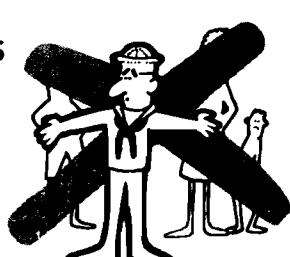
DISGRACE



LOSS OF GI BENEFITS

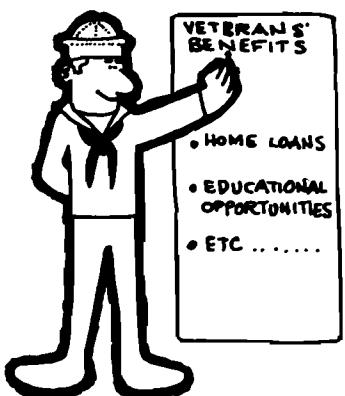


SHAME TO YOUR FAMILY



THIS PAGE IS FOR YOU

AN HONORABLE DISCHARGE MEANS ...



● VETERANS BENEFITS



● THANKS FROM YOUR COUNTRY,
COMMUNITY AND YOUR FRIENDS



● A GOOD FUTURE



● TOP REFERENCE FOR
THE REST OF YOUR LIFE



● GOOD EMPLOYMENT PROSPECTS



● PRIDE IN SELF

TAFFRAIL TALK

"THE ELEVATOR OPERATOR said he had never seen such a dive. I flipped over a couple of times, bounced off a lifeline and went in head first. I thought it was all over."

Airman Apprentice Michael H. Laursen was describing his 60-foot plunge off the flight deck of the carrier *USS Randolph* (CVS 15) into the Atlantic.

"I was going aft to elevator number three when it happened. I stepped behind a jet sitting in the 'pea patch' (area where planes are parked clear of the landing area). I thought its engine was shut off."

It wasn't. It blasted him over the side.

Laursen, a 19-year-old "blue shirt" on *Randolph's* flight deck, is a plane handler. His job is to secure or unfasten aircraft from their moorings as they are moved.

Randolph normally operates an antisubmarine air group, but on this cruise she was substituting for the training aircraft carrier *USS Lexington* (CVS 16) off the Florida coast. Student pilots were making qualification landings.

"As soon as I hit the water I started swimming away from the ship as fast as I could so the screws wouldn't suck me under," Laursen continued. "I've been swimming as long as I can remember in the lakes around Minneapolis, so I can swim pretty well."

"The sea was choppy, and the waves were about three feet above my head. It didn't take me long to lose sight of the ship. My jacket started getting heavy, and I was swallowing a lot of sea water."

Then Laursen saw the plane guard rescue helicopter from the carrier hovering over him.

"I felt much better. It seemed like I just swam far enough away to let the ship pass, then the helo was there. Just like it was all planned."

Minutes after he walked into the jet's exhaust, Airman Laursen was back on the flight deck. Resting below decks, he found himself glancing at a watch that still ran and lighting a cigarette with a lighter that still worked.

The next morning he was up on the flight deck handling aircraft as usual.

Just like it was all planned.

* * *

Extensive research in underwater voice communication is underway at the Naval Submarine Medical Center, at New London.

Aimed toward improving methods of oral communication in an undersea environment, the research will cover the areas of diver-swimmer communications; speech-enclosed environments (submarine, diving bells); and the effects of water immersion on verbal communications.

Topics to be studied include the "Donald Duck" effect (a distorted speech phenomenon produced in high-pressure atmospheres of gases other than normal oxygen-nitrogen air mixtures), and research into the restrictive effects of facemasks and other equipment on normal voice movements.

The All Hands Staff

The United States Navy

Guardian of our Country

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

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

We Serve with Honor

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

The Future of the Navy

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

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

Never have our opportunities and our responsibilities been greater.

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

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

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

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

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

Address material to Editor, ALL HANDS, Pers G15, Navy Department, Washington, D.C. 20370.

• AT RIGHT: IN LINE—With one customer loaded and another moving into position, Fleet oiler *USS Ponchatoula* (AO 148) prepares for another underway replenishment in the South China Sea.



CHARTING THEIR COURSE



**Quartermasters:
Navymen of Responsibility**