

# How to Check Up on Your Next



Seaman Mary Stillson reviews pamphlet at Family Services Center.

**W**HEN IT COMES TIME for reassignment, the Navy wife wants to know right away: What will her new home look like? Will one be available on or off station? Are schools nearby? Do the kids need shots? Is the family pet welcome?

Answers for most of these questions can be found in the living conditions pamphlet prepared by the command to which you have been ordered. If time allows, write to your new CO and request one.

Some command pamphlets are elaborate publications. Others are simply mimeographed information sheets or, best of all, personal letters from sponsors. Whatever, the well thought-out pamphlet or letter generally provides plenty of need-to-know and nice-to-know notes on everything from housing availability to baby-sitting service.

**F**OR A PANORAMIC PICTURE of what living conditions brochures contain, ALL HANDS leafed through many of the welcome aboard folders and booklets on file in the Bureau's Personal Affairs Division. Some describe shore stations; some, sea commands; others, overseas bases.

We learned from the San Diego Naval Station pamphlet, for instance, that all Navy housing in that area reportedly consists of "adequate" public quarters, that occupants are assigned on a first-come, first-served basis, and that they forfeit their basic allowance for quarters as payment for rent.

Many pamphlets have housing application forms attached. But the Postgraduate School in Monterey, Calif., does it differently. Instead of inserting a public quarters application in its welcome-aboard kit, the school has a full-page reproduction of the application printed in its living conditions brochure. Little chance of the form getting lost.

Hundreds of Navy families today are mobile homeowners. Therefore, several brochures include the names of mobile home parks, park addresses and telephone numbers.

Your family may choose to live off base and rent either an apartment or house. If so, you should be familiar with certain tenant rules which apply to most civilian housing. To make this familiarization easier for the newcomer at NAS Oceana, Va., the station provides a DOD brochure titled *The Military Tenant*. It covers such topics as security deposits, signing the lease, the military clause (a legal means through which you may be released from your lease because of an early transfer or discharge from service), responsibilities of the occupant of rented property, and giving notice to the landlord before vacating the premises.

# Duty Station

**T**HE MORE YOUR FAMILY knows about your new home and the town or city surrounding it, the easier it will be to adjust to the new location. For this reason, many welcome-aboard packages, such as the one prepared by Naval Station, Long Beach, Calif., contain Chamber of Commerce handouts, visitors' guides and city maps. NAS Point Mugu provides a list of civic, social and fraternal organizations with addresses in the Oxnard vicinity.

To help you during those first hectic days after arrival, several brochures include information about the station nursery or child-care center, motels and other temporary accommodations in the area, and hospitality kits. NAS Memphis, Tenn., for example, advises that hospitality kits consisting of dishes, cooking utensils, irons, ironing boards, cribs and bed linens are loaned for up to 15 days. This time may be extended if your own things have not yet arrived.

Another primary get-acquainted tool used by many commands is the station or ship newspaper. Many feature classified sections which list housing rentals and other notices of particular interest to newcomers.

Maps and visitor information pamphlets are items that Whidbey Island Naval Air Station inserts in its welcome to Washington kit. Among this collection is material on our neighbor to the north, providing road maps of British Columbia, Canadian campgrounds, information concerning hunting and fishing, and border crossing data.

States vary with regard to automobile licensing and registration and rules of the road, so NAS Albany, Ga., includes in its greeting folder a State of Georgia driver's manual to help familiarize you with the Peach State's laws on the highway. Down in the Lone Star State, meanwhile, NAS Corpus Christi includes the station's auto regulations which inform you of certain requirements that must be met by individuals before they can obtain either a temporary or permanent decal, such as the fact that your automobile must carry a Texas inspection sticker if the car is registered in another state that requires safety inspections.

**M**OST FAMILIES TRAVEL by POV—privately owned vehicle—to their next duty station. But, if you'd rather fly, arrangements can usually be made through the services of a Joint Airlines Ticket Office, similar to the one operated at the Newport, R. I., Naval Base.

No doubt you use a credit card to buy gas and oil for your family car. However, the oil company serving the Navy exchange where you are now stationed may not be the same as that serving the facility where you're going. With this possibility in mind,

NavSta San Diego clips to its living conditions pamphlet a credit card application from the company serving the station. Early receipt of such a card could help considerably if you arrive at your destination a little short of cash.

Another wallet-size convenience card for the newcomer is the call-card prepared by NAAS Chase Field, Beeville, Tex. It lists phone numbers frequently called, such as barracks, BOQ and clubs, Navy exchange, taxis, station theater, Family Services Center, weather forecaster, dispensary and other emergency numbers—ambulance, fire department and station security.

While on the subject of telephone cards, Naval Station Mayport, Fla., prepares one that fits into the front of a telephone book. It lists facilities by numbers corresponding to a numbered map printed on the reverse side. Shown also are building numbers, telephone numbers and hours of operation.

**H**EADING FOR KEY WEST, Fla.? Then, you'll probably find interest in the guideline prepared by the naval station there on how to ride out a hurricane. Or, if you are in receipt of orders to the Naval Radio Station near East Machias, Maine, information contained in the station's informal letter to newcomers will help you find it (we hope). Which brings to mind: many of the welcome-aboard kits, such as that of NAS North Island at San Diego, contain distance gauges that tell the miles from the station to the outlying communities.

Naval Facility, Cape Hatteras, N. C., has a pamphlet which does more than describe living conditions. It discusses local history, and even comments on the habits of the local gulls. It seems the gulls pick up shellfish from the seashore and crack the shells open to get at the contents by dropping them on the pavement. Then it adds a note of warning. The sharp fragments can be disastrous to tires when driving at higher speeds. So mind the shells if you are driving your car to Cape Hatteras during the "shell season."

Nearly all living conditions pamphlets give information on entertainment, on station and off. The Newport, R. I., Naval Base get-acquainted brochure has a message directed exclusively toward the younger set and titles it *Juvenile Jaunts*. It lists exhibits and attractions in and around Newport of particular interest to young men and women.

And up in Bremerton, Wash., the Puget Sound Naval Shipyard prints a Special Services booklet that gives general information on athletic and recreation facilities available in the area to help guide you

## Living Conditions Pamphlets

through your hours of leisure—fishing, hunting, boating, sailing, flying or picnicking.

**L**IVING CONDITIONS pamphlets prepared by ships relate largely to the ship's home port facilities. There are exceptions, such as in the cases of those ships homeported overseas where no facilities exist for dependents. Under these conditions, dependents are informed as to where they may occupy public quarters and where other facilities are located that may be patronized. Details on application for quarters should be available from the ship concerned.

In addition to a living conditions pamphlet, the aircraft carrier *uss Coral Sea* (CVA 43) publishes a booklet to be used by dependents while the ship is deployed. It basically covers problems that usually occur or have been known to occur during the breadwinner's absence. Included are notes of advice on what to do in the event of an emergency at home, how to reach the ship by personal telegram, whom to see for legal aid and assistance, where to go for medical care, how to contact the Navy Relief Society, what to do in the event of a casualty aboard ship, and who in the various Navy Wives Clubs should be contacted for assistance. The preparation of such booklets has become standard practice by almost all ships deploying.

Orders to an overseas assignment offer far more than opportunities to travel to out-of-the-way spots. They also generate many questions which generally require special answers. However, most of these questions have been asked by your predecessors, and are answered in the living conditions pamphlets issued by the local commands. Such problems as entry authorization for your dependents, immunization requirements, shipment of automobiles and personal effects, and availability of housing are answered.

An overseas brochure prepared by the submarine tender *uss Proteus* (AS 19), homeported in Guam, includes floor plans of housing, showing footage and layout so that you can figure almost to the foot where and if your furniture will fit. This enables you to determine before your arrival what household items you either should or should not bring with you. A note on watt capacity for electric appliances is usually contained in overseas pamphlets, informing you whether or not a U. S. appliance can be used safely.

Orders are usually written four months before the transfer becomes effective, giving you plenty of time to get in touch with the Family Services Center of your new command to request a living conditions pamphlet.

Doing so could possibly ease your family's anxiety and perhaps save time and money. Whichever, the effort is surely worth the price of a postage stamp. Or you can drop in at your Family Services Center or personnel office for a postage and fees paid Request for Activity Information Card (NavPers 1740/2), specially prepared by the Personal Affairs Division for your use.

## CHINHAE, KOREA:

# Navy Wives Lend a Hand Overseas

**W**IVES of Navy and Marine Corps personnel in the Republic of Korea are taking an active part in Korean communities, thus promoting better understanding between the Americans and the Koreans.

The largest contingent of wives is in Chinhae. Chinhae is a seaport in the southern province of the Republic of Korea. The naval base is surrounded by mountains and the harbor is dotted with islands. Chinhae is the headquarters for the Republic of Korea Navy. The ROK Naval and Marine Corps training centers are also located in this city.

The wives teach English to those who want to learn and visit orphanages and homes to see what can be done to improve conditions. They work with the station's medical staff, going into the rural areas to give medical attention to those who seek it and are on welfare

committees to help the needy.

Navy wife Anna Miller teaches a language class at the ROK Naval Training Center. Other wives teach English at the ROK Naval Academy. Any ROK Navyman who wishes to attend an American Navy training school must first attend such a course.

Navy wife Betty Raynes instructs a small group of ROK naval officers' wives in English. She is also learning simple Korean words at the same time, attending a Korean-speaking class.

Mrs. Raynes finds her experience in teaching the women is very rewarding. "It makes me feel good knowing they enjoy it," she said. "Many of them have invited me to their homes. Good friendships have resulted from it. When I first started teaching, the women would just sit there. Now we carry on conversations. It has promoted

good relations between them and us and they really enjoy it."

The California school system provides reader workbooks through Operation Hand Clasp.

**O**THER U. S. wives are helping orphanages. A group of wives will visit an orphanage needing help to see what can be done to improve it. They check the facility thoroughly, eventually learning of many items the orphanage needs, such as new dining-room tables and benches.

The welfare committee distributes clothing donated by Americans through Operation Hand Clasp. One of the projects that the committee took under its wing was a home for the elderly. The home was not self-supporting and the Navy wives were determined to get it back on its feet. Now the aged women residents of the home

are raising pigs and chickens for sale, making the project more nearly self-supporting.

As one Navy wife put it, "We do not support an orphanage or home, but rather give it a start in the right direction."

Still other wives help the doctors hold sick call in rural areas. Mrs. Joyce Graham, wife of the Senior Naval Advisor to the ROK fleet in Chinhae and officer in charge of the advisory group, goes into the field to assist the Navy medical team whenever possible. Mrs. Graham is a registered nurse. "I really enjoy the trips," she said. "We are giving the residents of rural areas the only medical attention they receive."

All in all, the wives are busy promoting goodwill and understanding between the people of Chinhae and the Americans who are stationed there.

Wives of Navy and Marine Corps personnel visit orphanage to study the conditions.



Mrs. Anna Miller teaches the English language to a class of ROK sailors at the Republic of Korea Naval Training Center.



Mrs. Betty Raynes (left) teaches the English language to ROK naval officers' wives.





**B**Y REGULATION, the log of a ship must receive regular entries on the orders under which operating, the character of the duty, state of the sea and weather, courses, positions, speed, bearings, distances of objects, and so on.

If it's New Year's Eve, the OOD with the midwatch, according to a growing naval tradition, may attempt to make the required entries in rhyming verse. This is not easy. As one OOD put it:

*This New Year's midwatch poetry  
Comes hard to men who go to sea.*

But the challenge continues to be accepted, and as in past years, ships that took pride in their New Year's Deck Log Verse submitted it to ALL HANDS for informal judging.

Most of the verse, in addition to the required log information, reflects the mood and spirit of the author and his ship: Patriotic, reverent, good will toward everyone everywhere.

Of the logs submitted for publication during the past year, five were judged "best."

Lieutenant G. R. Telfer placed first with his account of *uss Weiss* (LPR 135) underway in the South China Sea, heading for the Philippines.

Second place went to Ensign A. J. Lauinger of *uss Asheville* (PG 84), whose verse reflected the fighting spirit of patrol duty.

*uss Cone* (DD 866) was high and dry in the yards at Charleston, but Ensign J. D. Metzger looked around and ahead and put it on paper and won third place.

*uss Camp* (DER 251) was moored in the harbor at Kaohsiung; Lieutenant (jg) T. F. Marfiak greeted the New Year with appropriate entries and wishes of cheer. And won fourth place.

Lieutenant M. J. Breslin of *uss Mars* (AFS 1), who placed fifth, observed that the sea was calm off Vietnam. Unfortunately, there were no stars in sight about which to write, but the clouds were bright and this made it all right.

*And now we're doing it too*

*So this is adieu*

until next time.

The other three logs published here deserve honorable mention. There were many other fine contributions, but lack of space prohibits their publication.

If your OOD put the latest New Year's deck log in verse, send us a copy. You'll find ALL HANDS address on page 64.

# NAVY NEW YEAR'S LOG



## USS WEISS (LPR 135)

*Through restless seas we steam with ease  
As phosphorescence glows  
In eerie swirls midst foamy curls,  
And ever sternward flows.*

*A white-gold moon shows fullness soon  
Through a veil of clouds  
That mask the night from starry light  
With rolling, coursing shrouds.*

*In the South China Sea alone are we  
En route to Subic Bay,  
An upkeep trip to fix the ship  
On our forthcoming stay.*

*By OpNav decree this APD  
Is today an LPR  
(Our task the same will still remain,  
No matter what we are.)*

Eastward now we point the bow,  
The Philippines ahead,  
By orders of ComSeventhFleet  
In his quarterly sked.

The screws are turning and fires are burning  
Neath Boiler Number One,  
And cross-connected we stay protected  
From low fuel ere we're done.

Away from war at Condition Four  
Of readiness we be,  
And Yoke throughout is our redoubt  
Against an angry sea.

Our course through night is shown in light  
From sides and stern and mast,  
So ships may know which way we go  
And thus are safely passed.

The silent guns with tompions  
Fixed tight against salt spray  
Belle the roar they lashed ashore  
In many a recent day.

Steaming alone is nice, for the CO of Weiss  
Is SOPA and OTC,  
His duties, too, include CTU  
Seven-Six-Point-Zero-Pt-Three.

The waves cut through, the course is true—  
Zero Seven One—  
Twin motors drive Sixteen Point Five,  
Our speed towards rising sun.

As the hours go the soot doth grow,  
So at the stroke of two,  
We quickly slow, boiler tubes to blow,  
And speed again renew.

While shipmates sleep the watch we keep  
And ask with silent prayer,  
That fighting cease, and bring us peace  
And freedom everywhere.

—LT G. R. TELFER, USN.



#### USS ASHEVILLE (PG 84)

'Tis the start of a new year. We're out on patrol—  
Watching the sampans instead of a bowl.

But we can all hack it—the reason you see,  
Is that we are the men of a fighting PG.

Tonight we're patrolling in Area 2  
As One-One-Five's OP schedule tells us to do.

If Charlie should make it and head for the beach  
Our speedy new turbine will keep him in reach.

The turbine's our "tiger," the pride of the ship,  
We light off the start pump and then let 'er rip!

She reacts with a whine that grows into a roar,  
And we're off like a shot from a 16-inch bore.

If a call comes for fire, we light out for shore,  
Manning all batteries, and ready for more.

The Captain is SOPA, Independent we steam,  
Alone—but a part of the Market Time Team.

The ship's running darkened except running lights;  
(And those go out, too, when we have firefights).

Condition of readiness Four on the "Tet"  
And modified Zebra is what we have set.

Our radar is down, so we couldn't "see" far  
'Til we cumshawed the "gadget" from a kind PBR.

Now that problem is solved, but we still have one  
more;  
That's our number one ship's service generator.

Except for these troubles, well, everything's fine  
Number Two has the load, with both mains on the  
line.

One-four-five is our course, and eight knots is our  
speed.  
As we check out a junk and then swiftly proceed.

After course to check contact, increase speed at same  
time  
Make another log entry: "Left to one-zero-nine."

Later on, through the darkness, our light comes alive  
As we flash Hickman County, LST Eight-two-five.

'Course the Captain is topside, and most of the crew  
To ring out the old year and bring in the new.

As the ship's clock strikes midnight, we shoot up a  
flare,  
And the South China Sea looks like noon in the glare.

There is no need for starlight scopes—no, not tonight;  
For the sea and the beaches are already bright.

The whole coast of I Corps, both land and the sky  
Is lit up like midday from Da Nang to Chu Lai.

We're a long way from home, now, in a conflict that's  
grim.  
We're far from our loved ones but we're fighting for  
them.

We hope for a good year—the end of the war,  
A victory for freedom, and many things more.

And so do we wish you, those home and those here,  
A wonderful, peaceful and Happy New Year.

—ENS A. J. LAUINGER, USNR



#### USS CONE (DD 866)

"Is this the way to start the new year?"  
Queried the CDO of the Chief Engineer.

"We're resting on keel blocks, high and quite dry,  
Our boiler torn down, and a gun mount we're shy.

*"There are holes in the deck, the radars are down,  
The shipyard's sandblasting the hull all around.  
It's quite impossible to get underway  
From this naval shipyard for many a day.*

*"All of our services we get from the dock,  
Unable to move, we just sit like a rock.  
Charleston, in South Carolina, I fear,  
Will be our 'op-area' for much of this year."*

*Now the Chief Engineer looked thoughtful a while,  
Then suddenly his face broke into a smile.  
"Now we both know that there's a reason for this—  
And that's to insure the Cone's readiness.*

*"All the work going on above and below—  
The chipping, painting, and welding—will show  
When we get underway and then leave this place,  
That the Cone will be able to keep up the pace.*

*"Whether guarding, or steaming in 'unreps' galore,  
Our ship and our crew will come back for more.  
Overhaul, you see, is really quite fine—  
For when it's over, our performance will shine."*

*The CDO looked relieved and nodded his head,  
"There seems to be truth in what you have said."  
The Engineer's words have calmed all our fear,  
So indeed this can be a Happy New Year!  
—ENS J. D. METZGER, USN*

#### USS CAMP (DER 251)

*What cheer to the New Year? What hopes spring  
anew?*

*As USS Camp to buoys two-one and two-two  
Finds the new day is dawning, Kaohsiung, Taiwan,  
Moored safely by wire and chain straightly strung.*

*The winds may be chilly, the winds may be cold,  
As CTG Seven-Two Point One, we bold  
Sailors stand tall to bid this year in—  
For the Chinese Navy as well as our men.*

*About us are vessels of all sizes and kinds,  
From portly old merchants to rakish designs,  
But proudest of all are the blue and gold names:  
Worden, Bausell and DuPont, of destroyer force  
fame.*

*Looming large over all is AD Fifteen  
A tender renowned as the "can do" queen.  
She provides a fine berth for ships of the fleet.  
ComDesRon Two-Two, in DuPont, we greet.*

*We've been out in the Strait, we've been down to  
Hong Kong,  
But we're now in Kaohsiung (where the fishing is  
strong).  
The condition of readiness, Number Four, has been  
set  
And the setting of closures to Yoke has been met.*

*Our shipmates have left us behind for the night  
They trust us to keep their ship safely tight.  
Yet this day a New Year will find us together.  
Again ready to steam into cruel, stormy weather.*

*For the task we must do is never "all done,"  
The essence of freedom is not easily won.  
We give thanks for the old year and welcome the  
new  
With its hopes for the future, for peace, and for you,*

*And for all of the families, everywhere in the world,  
Whose lives have been safer this past tumbled period,  
We pledge, as always, to keep to the sea,  
Carry on for freedom and fight tyranny.*

—LTJG T. F. MARFIK, USN

#### USS MARS (AFS 1)

*We're in USS Mars as we greet this New Year,  
Far from people and places we all hold so dear.  
The first watch of the year, and 'tis rhyming I am,  
As we steam all alone through the Gulf of Siam.*

*Passing our stores to the ships that we meet  
Under the ops of ComSeventhFleet  
For the third quarter, fiscal year '69,  
Governing movements of ships on the line.*

*Our salty "old man" is the OTC.  
As we sight Cape (Mui) Bai Bung on our lee.  
We're bound from An Thoi to Vung Tau port,  
We have business to do in that seaside resort.*

*We steer 165, our base course true,  
Making 16 knots through the ocean blue.  
Two and Three boilers steam on through the night,  
No. 3 generator gives power and light.*

*Darken ship (modified) and Yoke are set,  
We've properly tracked all the ships that we've met.  
The crew's in Condition of Readiness Four,  
We're plain "squared away" in our floating store.*

*IFF and degaussing aren't working tonight,  
We're awaiting the parts to fix them up right.  
Midnight, the beginning of this new day  
Finds us still in the zone for Combat Pay.*

*The sky's overcast, the clouds are bright,  
The full moon is hidden, no stars are in sight.  
As we steam through the darkness, southeastward  
bound,  
We can see for 20 miles around*

*For the night is clear, the sea is calm,  
Here off the coast of Vietnam.  
So let word be passed for all to hear,  
Best wishes from Mars for this New Year.  
—LT M. J. BRESLIN, USN*

#### USS MAZAMA (AE 9)

*On top of Mazama  
There burns a red light,  
To warn all the aircraft  
We're moored here tonight.*

Back aft there's a white light,  
And one on the bow.  
All the crew is ashore  
That the CO can allow.

The skipper's there too, and  
We wish him good cheer.  
We told him "Good-bye, Sir,  
"We'll see you next year!"

Two-two is our berth and  
Our pier is Two, too.  
Six mooring lines, doubled,  
Hold us steady and true.

Rhode Island's a cold place,  
And the Davisville wind  
Makes those who are outside  
Wish hard they were in;

Where heat is aplenty  
Most any old time,  
'Cause Number One boiler  
Is there on the line.

We've got light and power  
For movies and more,  
With thanks to our faithful  
"Old Gen'rator Four."

So, SOPA, rest easy;  
It's a happy old joint.  
"Happy New Year to you, Sir,"  
ComFair Quonset Point.

—QM2 J. S. BENARY, USN

### USS SIMON LAKE (AS 33)

At Holy Loch, Scotland, in berth Alfa One,  
Lies USS Simon Lake, her work never done.

Refitting subs is our primary vocation,  
Though we'd sooner have chosen a warmer location.

From ashore comes the skirl of bagpipes which say,  
"Come first footing with us this wee Hogmanay."

But on our dear tender, sobriety reigns,  
From the depths of our hold to the tops of our  
cranes.

We're shackled to buoys both after and fore,  
Receiving fine services direct from the shore.

Lashed to our sides are two Presidents great,  
To port is George Washington, the Five-ninety-eight.

To starboard James Madison, Six-two-seven,  
Her bow is southeast, periscopes toward the heaven.

Ships of U. S. and Britain are here in the fog,  
(The Royal Navy is lucky—at least they have grog).

Simon Lake is our castle, Holy Loch our moat,  
Our king, SubRon Fourteen, is Senior Officer Afloat.

Happy New Year in Gaelic would make my tongue  
stick—  
So I'll say "It's a braw brecht moon lecht necht  
tonecht."

—CWO G. D. COOPER, USN

### MSTS SERVICE OFFICE, VIETNAM

2200—Assumed the watch. Security check. All secure.

2300—Security check. All secure. Heard sounds re-  
sembling someone being chased through the  
quarters. Unable to locate origin. Will continue  
to check.

2330—Heard voice in passageway. Sounded like a  
very old man. Was saying "I don't want to go"  
or something to that effect. Unable to locate  
source. Will continue to check. Conducted se-  
curity check. Other than strange incidents  
listed above, all secure.

2400—Located source of above incidents. Saw what  
appeared to be an old man with a scythe be-  
ing chased into antiquity by some young squirt  
in diapers. Kid in diapers appeared to have  
situation in control, so will leave outcome in  
his hands. Fresh breeze now blowing through  
the area! Incident closed subject to reopening  
next 31 December.

It feels the same out here, mate  
Though it is another date.  
The watch is set  
A must since Tet,  
And the clock just ticks away!

No Guy Lombardo here, mate,  
But it's not that we don't rate.  
We'll hide our cheer,  
We're over here—  
And the clock just ticks away!

We're down along the river, mate  
And we've got an iron gate,  
With Trinh Minh The behind us,  
And the river flowing by us,  
And the clock just ticks away!

They call us MSTS, mate  
And we sail to meet your needs.  
We never fail, we're rarely late  
And we're quiet about our deeds.  
But the time just creeps away!

Saigon never changes, mate,  
The nights are all the same.  
But yet it is a brand-new date,  
And maybe an end to the game.  
And time just ticks away!

Let's say a prayer this morning, mate,  
Since we cannot drink our toasts  
And bless the guys who guard the gate  
So far from their native coasts,  
And we'll hope for peace someday.

—Rhyme by LTJG B. P. DUFFY, USNR

—Security Log by YN1 D. R. ROBERTS, USN

# today's navy

## Big Day For Nelson

To begin with, his reenlistment ceremony was telecast by the ship's television station, KEAR-TV.

Then, in full view of the crew, the commanding officer and disbursing officer of *USS Kearsarge* (CVS 33) presented to Aviation Electronics Technician 1st Class Richard N. Nelson \$10,000 in one-dollar bills, the total amount of his regular reenlistment bonus and variable reenlistment bonus.

Normally, 20 per cent of such bonuses is withheld to pay federal income tax, but not in Nelson's case. He received the entire sum since all bonuses are tax-exempt if the reenlistment takes place in a combat zone. Petty Officer Nelson is serving in the South China Sea with his squadron, Air Antisubmarine Squadron 29, embarked in the ASW carrier.

## Hurricane Laser

Using a laser beam to measure the height of ocean waves has been done before. But not within a hurricane.

That's the job facing Weather Reconnaissance Squadron (VW) 4 in Project Hurricane Waves.

A laser unit is being installed in one of the Hurricane Hunters' WC-121N *Super Constellation* aircraft. The light beam, which an expert calls "fantastically accurate," will give Navy oceanographers a picture of the exact shape and size of waves in hurricanes.

The Naval Oceanographic Office project is expected to provide information which will help better design offshore platforms and forecast more accurately the size of hurricane waves.

According to an Oceanographic Office technician, the great advantage of a laser over high-intensity radar is its accuracy. The tight one-inch beam from a laser spreads to a width of only two inches at 1000 feet; a radar beam would be about 50 feet wide at that distance.

The laser is bounced off the surface of the water 10 million times a second. When the reflected beam returns to the aircraft, it is received in the laser optics and the wave form is recorded on tape.

A similar airborne laser was used by Navy Air Development Squadron 8 in the Arctic to determine the thickness of ice for the supertanker *Manhattan* as the ship made the northwest passage.

The first laser generators were built in 1965. Since then, they have found applications in many areas, from medicine to communications. In the most widely noticed recent instance, a laser reflector was set up on the moon by the *Apollo 11* astronauts, to allow scientists to measure earth-moon distances much more accurately than before.

VW 4, based at NAS Jacksonville, conducts tropical storm reconnaissance in the Gulf of Mexico, Caribbean and Atlantic. Recently the squadron played an important role in tracking Hurricane Camille before the storm hit the Gulf Coast.

## Leap Frog, Anyone?

A team of skydivers should have a name with zing to it, right?

So thought the frogmen who double as members of the U.S. Navy UDT/SEAL Exhibition Parachute Team. They felt their team name lacked—well, something.

They decided to change it.

Frogmen. Skydivers.

Skyfrogs?

Sky. Dive.

Fall. Leap. Frogs.

Leap Frogs.

That's how it went in the parachute loft at Coronado, Calif., recently, and the Navy exhibition team will henceforth be known as the Leap Frogs.

Established in 1964, the parachute team has participated in skydiving demonstrations for military



and civilian audiences, and has appeared with the Blue Angels flight demonstration team.

The free-fall parachutists practice and perform mainly during off-duty hours. All are assigned regular duties with UDT and SEAL teams based at the Coronado amphibious base.

The skydives begin at 12,500 feet or higher. The free-fallers have colored smoke canisters attached to their feet so that spectators can follow their progress. Individual movements can be seen through binoculars.

Here are three of the routines performed by the Leap Frogs during a typical demonstration.

**Hare and Hound**—Two jumpers leave the aircraft together. One assumes a spread-eagle position and keeps his body more or less horizontal to the ground. The other literally dives head down and reaches a speed of some 200 mph, or 90 mph faster than his partner.

**Baton Pass**—Two or three jumpers pass a baton back and forth while falling.

**Star Track**—Three jumpers join hands and fall together. The two outside men track in opposite directions by cutting away at a 45-degree angle for about 10 seconds, and pull three-quarters of a mile away from the center man. The outside men then turn and track back, and, if there's still time, again join hands with the center man.

If wind conditions are ideal, chances are the skydivers will step down on their ground targets with pinpoint accuracy.

Leapfrog anyone?

## New Quarters for ET School

ET school students were known as the gypsies of the Service School Command. Training for electronics technicians began at NTC Great Lakes in 1947, but the Electronics Technician "A" and "B" school students never really had a home.

As the rating expanded, classes moved from one building to another in a search for adequate facilities.

Eventually, ET became the largest of all the service schools, and the migratory approach to classroom training was clearly unsatisfactory.

Now there's something better.

Completion of building 621 at Great Lakes finally gives ETs their own school, and it appears to have been worth the wait.

The modern, three-story building has 80 roomy classrooms plus a library and laboratories equipped with all those sophisticated aids for teaching electronics technology.

The school's 130 instructors can relax between classes in a spacious lounge, and students who find their studies overwhelming can tell it to the chaplain who has an office in the building.

The first deck is for ET "B" school classes; the upper decks accommodate "A" school students.

Furnishings include brightly colored desks (blue and yellow), ceramic-on-steel chalkboards, oak-laminated doors, and dumbwaiters which carry training aids between floors. Bells are built into the wall clocks, room dividers are sound-



**MAIL CALL**—Happy crewmembers of a ship operating off coast of Vietnam unload sacks of mail being delivered by copter from USS Camden (AOE 2).

proof, and fire doors are controlled magnetically. Bulletin boards are located outside each classroom.

The building is wired for closed-circuit TV, but despite the modern touches, there is no loss in comfort, practicality and convenience.

Enjoy.

## Names, Not Numbers

Early American Navy ship captains assigned names rather than numbers to their guns.

"Load True Blue" or "Fire Defiance" were commands issued to the gundeck, a custom somewhat

New ET school building at NTC Great Lakes has ramps for swift movement in and out of class. Rt: A school classroom.







**THE WHEEL THING**—AQFAN Richard Matthies is ready to fire warning flare while on wheels watch duty at NAS, Point Mugu.—Photo by PH1 J. J. Hollis, USN.

more dramatic than that of today: "Mount 51, Commence Fire."

One ship in today's destroyer force, *uss Lawrence* (DDG 4), has revived the gun-naming tradition, however, by bedecking each of its weapons with names as well as numbers.

Since *Lawrence* was named after Captain James "Don't Give Up The Ship" *Lawrence* (1781-1813), the DDG 4 guncrews decided their 20th century weapons should be named after the guns of the famed captain's last command, *uss Chesapeake*.

So, with paint brush and paint can in hand, they labeled the A and B (starboard and port) arms of the *Tartar* missile launcher "Liberty Forever" and "Yankee Protection."

The gun mounts bear the names "Raging Eagle" and "Liberty or Death," while *Lawrence's* torpedo tubes were named after *Chesapeake's* spar deck guns — Rattler, Bull Dog, Spitfire, Revenge, Bunker Hill and Nancy Dawson (*Nancy Dawson???*). The *Asroc* cells are named True Blue, Putnam, Mad Anthony, General Warren, America, Washington, Defiance and Viper.

With these added touches of identity, the weapons systems on *Lawrence* have become more than just cold pieces of steel, so claim the ship's gunner's mates.

However, when official orders are given, nomenclature remains standard. It's still "Mount 51."

### Wheels Watch

At NAS Point Mugu, they give a young Navyman a pistol, assign him to a lonely, windswept post, and tell him: "Shoot first and ask questions later."

It's a highly responsible duty — but it has nothing to do with guarding the base against intruders. The man is called a "wheels watch." His job is to save airplanes — and pilots' lives.

From 0800 to sunset every weekday, he is alone far beyond the end of the duty runway, watching every plane that comes in to land.

If an approaching aircraft does not have its wheels down and locked, the wheels watch fires a red flare from his Very pistol. When the pilot sees the flare, he pulls up and goes around again — and you can bet your flight pay his wheels will be down on the second pass.

There can be any number of reasons why a pilot will neglect to lower his landing gear: a last-minute communication from the tower, distractions from other planes in the landing pattern. It's not a common oversight — but just one crash would be too many.

So far, the wheels watch at Point Mugu has been credited with saving five aircraft since it was begun in 1962. Speaking strictly in financial terms, that means about five to ten million dollars saved. And the lives of the pilots and crewmen are priceless.

Men selected for the duty must

hold aviation rates, be alert and be able to make quick decisions. They are instructed in recognition of all aircraft based at Point Mugu or expected to use the field, with special attention to the correct gear position for landing.

They must become familiar with the flare cart — the glass-enclosed booth on wheels where they will keep their day-long vigil. The cart contains all the equipment they will need: the Very pistol and flares, a radio for communication with the tower, orange LSO paddles to signal the pilot after firing the flares, a chair and a pair of binoculars.

The wheels watch is not allowed to take books or letter-writing materials in the cart. His full attention must be on the approaching aircraft.

Three men, two on alert and one standby, are assigned to the duty for a month. They are given a decisive test: A plane is flown past them with the wheels purposely left up.

They must see the error, shoot — and ask questions later.

—Story by Bob Boyles

—Photo by PH1 J. J. Hollis

### New EM Club Opens

Just 200 yards from where, in the 1700s, pirate ships used to anchor, a new EM Club, *El Brigantine*, is open for business at the San Juan Naval Station, Puerto Rico.

As might be expected, *El Brigantine* has been decorated to carry out the theme of a pirate sailing ship. Furniture includes chairs made from barrels; menu prices are given in pesetas, bits, pieces of eight and gold doubloons (with regular prices in parentheses). The Spanish pirate theme is maintained throughout the club from wall decorations to the furniture, menus, bar ornaments and costumes for the bartenders, waiters and waitresses.

Total seating capacity is 466 persons. And it is usually filled close to its seating capacity.

## Lex Claims World Record

USS *Lexington* (CVS 16) claims a world's record for carrier landings.

She passed the quarter-million mark last summer.

Her commanding officer, Captain Wayne E. Hammett, made the 250,000th trip in a T-2B jet trainer while the Air Training Command carrier was in the Gulf of Mexico.

The 26-year-old *Lexington*, assigned to qualify flight students and to provide refresher training for Fleet pilots, had been averaging 4100 landings a month. A carrier in normal antisubmarine operations completes between 600 and 800 recoveries a month.

The quarter-millionth landing is well past that of runner-up USS *Coral Sea*.

## Key West Recreation

It's no problem to find a way to spend off-duty hours at Naval Station Key West. An average 76-degree temperature and an active Special Services program combine to make this a pleasant recreational area for Navy men and families.

Surrounded by waters of the Gulf of Mexico and Florida Straits, Key West is ideal for fishing, boating and swimming. Special Services provides 15-foot fiber glass boats equipped with awnings, tilt-type trailers and 25-horsepower motors.

Those who prefer deep-sea fishing can rent Navy charter boats at a local marina. Sailboats of the Enterprise 404 class are available from the Navy Sailing Association.

Special Services also provides fishing tackle and swimming gear at no cost to the Navyman.

Families often wish to stay ashore and dig for bottles or shells or simply explore the islands. Special Services makes this more enjoyable by providing camper-trailers which rent for \$2 a day. The campers sleep as many as six and are complete with stove, ice chest and lantern.

For the bargain fee of \$1 per month, Special Services will supply a tent as roomy as 9 by 16 feet.

Cycling is popular at Key West, and for 75 cents a day or \$4 a

week, Special Services has the bike.

The 18-hole, par-72 Key West Country Club is open daily to Navy golfers who receive admittance cards from Special Services for \$1.50. Monthly greens fee tickets also may be purchased at Special Services prices. Golf clubs can be checked out free of charge, and golf carts are available for 25 cents a day.

Key West Navy families also enjoy tennis and volleyball courts, football and baseball fields, horse-shoe grounds, miniature golf course, eight-lane bowling alley, movie theater, picnic areas and swimming pools in various locations.

A wood hobby shop recently completed in the Special Services building rounds out the economical Key West Navy recreation program.

—I. W. Barron



Display of camping trailer and gear available through Special Services at Key West Naval Station.



Servicemen and families enjoy an outing at one of the Naval Station's recreation areas.



Miniature golf course by the surf is popular at Key West Naval Station.



Volleyball is one of the many sports available through Special Services.



## ***Fightertown, USA, Has New Avionics Facility***

**A**VIONICS (that's aviation electronics, for the benefit of black-blackshoes) is ready for the 1970s at NAS Miramar with the opening of the station's new avionics facility.

The concrete-block building is expected to give "Fightertown U.S.A." enough room and facilities for the work demands which will come with the F-14—the jet which

is due to replace the F-4 *Phantom* in the next decade.

The structure is completely air-conditioned, with filtered air and humidity control to protect the delicate equipment being worked on inside.

It has special kinds of power for repairing and testing equipment. Besides the normal 110-volt, 60-cycle "house current," there's 110-volt, three-phase, 400-hertz power and a 28-volt converter for test benches.

One copper-sheathed room in the facility is isolated from all radiation to prevent confusing and possibly dangerous emanations from

transmitters being tested in it.

Another room resembles a hospital nursery with viewing windows; but it has an additional feature which maternity nurses might envy—complete soundproofing. The aircraft generators and power systems which are checked out in this room emit a wail louder and more piercing than any infant's. Technicians can monitor their performance from outside the room, avoiding discomfort and possible ear damage.

The new building brings together avionics facilities which were previously housed in four separate places.

Miramar will be ready when the F-14 roars in.

Airmen Kenneth Nelms and Milton Toy check the status of electronic equipment under repair. Below: ATNAN Dennis Balle selects equipment from stock maintained at NAS Miramar's Avionics facility.



### **Burke Trophy Winners**

The nuclear submarine *uss Plunger* (SSN 595) and the ammunition ship *uss Wrangell* (AE 12) were last year's winners of Admiral Arleigh A. Burke Fleet trophies for battle efficiency.

The trophy, which takes the form of a plaque, is awarded annually to the ship or aircraft squadron in each fleet which demonstrates the greatest improvement in battle efficiency during a competitive fiscal year.

*Plunger*, based at Pearl Harbor, was the Pacific Fleet winner of fiscal



1969. *Wrangell*, operating from Charleston, took the honors in the Atlantic.

The Burke trophy was established in 1961 in the name of the retired Chief of Naval Operations who took many positive steps to improve battle efficiency and naval weapons and weapons systems, and set a dynamic example in the leadership program.

The Burke trophy is a permanent award to the two annual winners.

### Flatley Winners

Landing an aircraft on the deck of a carrier is tricky business. So is taking one off.

But once again, the hazards notwithstanding, pilots and crews have shown that the great majority of carrier flight operations are accident-free and worthy of recognition.

At the end of each fiscal year, the carriers with the best records in aviation safety are singled out for honors under the Admiral James H. Flatley Memorial Trophy program. (Admiral Flatley, who died in 1959, dedicated his career to aviation safety.)

The Flatley awards were first presented in 1959 to the attack carrier (CVA) and ASW carrier (CVS) with the best accident prevention records. In 1964, the competition was extended to the amphibious assault ship (LPH).

For the awards presented this year, the CVA category was divided into two competitive types—CVA large (*Forrestal* class) and CVA small (*Essex* and *Midway* classes).

The Flatley winners for the fiscal year ending last July were:

CVA (large) — *America* (CVA 66).

CVA (small) — *Coral Sea* (CVA 43).

CVS — *Bennington* (CVS 20).

LPH — *Guadalcanal* (LPH 7).

The records of last year's winners suggest competence as well as safety-mindedness on the part of the carrier pilots and crews.

Last year, 15,000 landings were made on the flight deck of *Coral*

*Sea*—11,000 of them under combat conditions off Vietnam.

*America* spent four months of the competitive year in the Tonkin Gulf, during which she launched and recovered 12,000 aircraft without a major accident.

Each of the winning ships received a trophy which will be retained on board for one year. The trophies then will be passed to next year's winners and replaced with replicas and citations from the Chief of Naval Operations.

### 'A' School Training for AZs

Instructors and students at the Aviation Maintenance Administrationman School, NAS Memphis, have built the look and feel of a typical air squadron maintenance

than 70 squadron maintenance situations during the week-long phase of training.

One instructor acts as a pilot, maintenance officer or work center officer, and originates maintenance problems from a control center.

Students respond in the four working areas as though they were doing parallel work in the Fleet. Instructors monitor their progress.

In a register room, students receive the maintenance problems, convert them into codes, and then log the problems and move them on to a work center.

When an aircraft discrepancy is received in the work center (plenty are, for training purposes), students in the records room pull the plane's log and enter the proper maintenance data. The aircraft's



USS Platte (AO 24) visits Sydney, Australia, during her recent deployment in the Western Pacific.

office into one of their classrooms.

This gives the Aviation Maintenance Administrationman "A" school a new phase of training, which, for the students, means a realistic preview of the AZ's work and working conditions.

Construction of the squadron office-classroom was a joint effort of the school's instructors and students under the supervision of Kenneth E. McDaniel, AZC. It took seven weeks for the men, many of them working in their spare time, to remodel the 24- by 27-foot classroom into a five-man squadron maintenance office.

The students work with registers, logs and records, correspondence and flight data, and handle more

history of inspections and flight time also is reviewed at this point.

In the correspondence room, meanwhile, students transfer and receive aircraft, prepare speed-letters, type reports on missions, air time and types of landings.

The training work is plentiful, but moves quickly. The paperwork turnover during one day in the "A" school office can be compared with 17 flight days in the average air squadron.

In all, the simulated office handles more air squadron maintenance situations in live days of training than an actual squadron normally would face in two months of operations.

—JOSN Gen Romano, Jr.,

—John Waller.

# bulletin board

## BuPers Revises Rules on Separation Procedures

**I**F YOU ARE AMONG those Navy men overseas anticipating release from active duty, no doubt you are concerned about where your separation from service will be processed.

As a rule, the separating activity written into your orders is the one nearest the port where you return to the continental United States, such as the Naval Station, Treasure Island, when arriving in San Francisco, for instance.

But, in an effort to help reunite the Navyman with his family as soon as possible, the Bureau revised this ruling not long ago. Now your basic orders may be modified, allowing you to be sent to a major separating activity of your choice listed in BPN 1900 of 3 Oct 69. However, any additional time required for travel to the place of your choice must be charged as leave. This applies only when returning to the U. S. from an overseas assignment.

If the modification is authorized, the mileage allowance payable to you will be based on whichever of the following yields the lowest total mileage: (1) mileage from port of entry to place of separation to

and returning to CONUS from a tour of in-country duty in Vietnam (including UDT SEAL teams deployed on contiguous waters of Vietnam).

• Detached from a ship or unit homeported outside CONUS with family located at the home port, and wish to arrange for a few days' leave to help pack and move their dependents from the home port.

All requests from enlisted members for leave while en route to a separation center should be submitted to the Chief of Naval Personnel, Pers-B21c.

If you expect your leave or travel to involve visits to foreign countries, refer to *BuPers Manual* for guidance in procedures to follow before you are detached or transferred for separation.

Here are the major naval activities in the United States at which Navy men arriving from overseas for separation can expect to report:

Naval District, Washington, D. C. — NavSta Washington, D. C., NAS Patuxent River, Md.

First Naval District — NavSta or NavBase Newport, R. I., NAS Quonset Point, R. I., NAS Brunswick, Maine, NavSta Boston, Mass.

Third Naval District—Officers: 3ND Hqtrs., New York, N. Y.; enlisted: NavSta Brooklyn, N. Y.

Fourth Naval District—NavSta Philadelphia, Pa.

Fifth Naval District—NavSta Norfolk, Va.

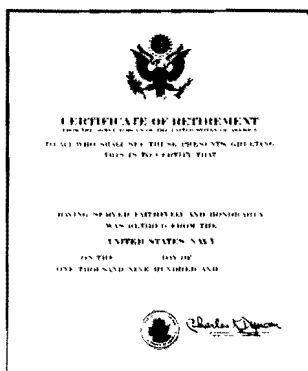
Sixth Naval District—NavSta or NavBase Charleston, S. C., NTC Orlando, Fla., NavSta Key West, Fla.

Ninth Naval District—NTC Great Lakes, Ill.

Eleventh Naval District—NavSta San Diego, Calif., NavSta Long Beach, Calif.

Twelfth Naval District—Captains and above: 12ND Hqtrs., San Francisco, Calif.; all others: NavSta Treasure Island, San Francisco, Calif.

Thirteenth Naval District—Aviation officers: NAS Seattle, Wash.; other officers: 13ND Hqtrs., Seattle; enlisted: NSC Puget Sound, Seattle Division, Pier 91, Seattle, Wash.



home of record, place from which ordered to active duty, or home of selection (whichever is applicable in your case); or (2) mileage from port of entry to appropriate place of separation to home of record, place from which ordered to active duty or home of selection (whichever is applicable). See *Joint Travel Regulations*, paragraph M4157-1.c. and paragraph M4158-1.a.

In connection with separation procedures, certain guidelines should be followed by officers and enlisted members who wish to take leave, as described in BuPers Notice 1900 of 3 Oct 1969. To begin with, officers must have their leave approved by BuPers and, in addition, be in one of the following categories:

- Returning to CONUS for retirement.
- Have less than six months' active duty remaining

### Unit Patches Are for Operating Forces

Now it will be easier to figure out what those right-shoulder unit name patches mean.

The Unit Identification Mark was designed to provide recognition to men of the operating forces of the Navy. Other objectives were to build unit pride and permit ready recognition of a man's command.

However, over the years some ineligible units have started wearing the patch and others have adopted abbreviations that are hard to recognize.

BuPers Notice 1020 of 8 Nov 1969 has tightened up the eligibility requirements and changed many abbreviations to make them more intelligible.

Specifically, the notice reemphasizes that the shoulder patches are to be worn **ONLY** by members of the operating forces; orders the use of administrative names (COMSERVRON 4, for instance) instead of operational or task group designations (such as COMSERVFOR SIXTHFLT); and requires the use of the name of a parent command rather than those of detachments or other subsidiary groups.

Abbreviations have been changed to make them more readily understandable. An assault craft division's name patch used to read ACDIV 12; now it will be ASSAULT CRAFT DIV 12. Guided missile group members formerly wore patches reading GMGRU 1, but now they will appear as MISSILE GRU 1.

Only the following units are allowed to issue patches:

- Afloat staffs.
- Operational staffs.
- Commissioned ships and squadrons.
- Units whose mission requires shipboard or advanced base operations.
- Group II Naval Reserve training ships.
- Naval Reserve squadrons.

A list of the types of units now considered eligible for patches, with examples of authorized abbreviations, is included in the notice. Its provisions are to be incorporated into *Navy Uniform Regulations*.

### **New Type of Working Uniform Scheduled for Use by Mid-70s**

A new look is coming to the working uniform. By the mid-70s, the familiar dungaree trousers and chambray shirt will have gone the way of the dress white jumper and the flat hat.

The new Working Dress uniform is expected to be in the supply system by January 1971. In the next few years, it will replace dungarees as the old uniforms wear out.

Made of a 50-50 blend of cotton and nylon, the new outfit is designed to be worn for more than dirty work. It is a considerable improvement over dungarees in both quality and design.

The fabric will wear longer; keep its "cotton feel" and comfort longer, and dry faster after washing, which will reduce the burden on ships' dryers. In addition, it is slow burning and flash resistant, which gives it desirable qualities as protective clothing.

The styling combines functional and fashionable features.

The light blue pullover shirt has a roll-type convertible collar, flap pockets, black anchor-embossed plastic buttons, and a straight-cut bottom hem. A top collar button (not visible in the illustration) may be fastened for battle dress. Besides the long-sleeve version shown, a short-sleeve version has also been authorized by the Chief of Naval Operations.

The rating badge is similar to the one presently authorized for the work jacket: white eagle and red chevrons on a dark blue background, with no specialty

mark. As at present, nonrated men will have a clean sleeve.

The dark blue trousers are of the same nylon-cotton blend, of heavier weight. They are cut in similar style to officers' trousers, with straight legs, cuffs and fore-and-aft creases. However, although they are no longer "bell-bottoms," the trousers will still be large enough to put on quickly when GQ sounds, with or without shoes.

Other features of the trousers are a zipper fly, two button-through back pockets and angle-cut front pockets. They will be worn with the present black cotton web belt.

The new uniform is designed to be sharp looking enough to be worn to Navy Exchanges, commissaries, and other places where undress blues or whites are now required. However, contrary to some rumors, the new uniform will *not* replace undress blues or whites. Undress jumpers will still be a required item in the seabag, according to the Naval Uniform Board.

The Working Dress Uniform is now being tested by several *Polaris* submarine crews at Charleston Naval Base to find out if it will be an acceptable substitute for the coveralls now worn on SSBN cruises.





## Technical and Professional Skills To Be Emphasized in E-8, E-9 Exams

The new Master Chief Petty Officer and Senior Chief Petty Officer advancement exams, which have been written for 24 ratings so far, will have more emphasis placed on the technical and professional section. In light of this, there could be less mathematics and mechanical problem-solving type questions to face during the February testing.

Those ratings for which the new examination has been prepared include QM, SM, MN, SH, SK, LI, MU, BR, BT, DC, MR, MM, ML, PM, SF, AB, AK, AS, TD, SD, PR, AZ, AG, and TM.

There will still be 150 questions on the test. However, the subject areas will be divided as follows:

Subject	SCPO	MCPO
Technical and Professional Competence	90 questions	75 questions
Supervision	20	...
Administration	...	35
Communication	20	20
Problem Solving	20	20

The technical and professional competence area will test rating specialty, military and collateral duty knowledge based on the established bibliography for each rating in the *Quals Manual*. The communications section will attempt to determine reading comprehension, while the problem solving section will examine an individual's ability to evaluate and select the correct alternative.

The supervisory items in the SCPO exam include realistic problems in leadership, while the administrative section on the MCPO exam will determine how well the candidate can grasp the principles and techniques of administration.

The revised examination format should assist the selection board in three primary areas: It should help to identify the individual who can analyze and solve sophisticated technical and human relations problems; determine which candidates demonstrate the ability to communicate effectively with superiors and subordinates as well as equals; and single out those individuals who demonstrate the high degree of leadership expected of the senior enlisted petty officers.

Examinations for the other E-8 and E-9 ratings will continue in the same format until revised some time this year.

## Evaluation Forms Revised for Three Upper Enlisted Grades

Use of the new evaluation form for chief, senior chief and master chief petty officers has been revised. If you're in the top three enlisted grades, here are the major changes that affect you:

- Senior and master chief evaluations will now cover the same period as that for men in pay grade E-7—the period ending 16 January. Previously, the evaluations for SCPO and MCPO were made out on 16 February.

- If you hold an NEC and are working in the skill which it identifies, your evaluating officer will make

specific comments on your proficiency in that skill.

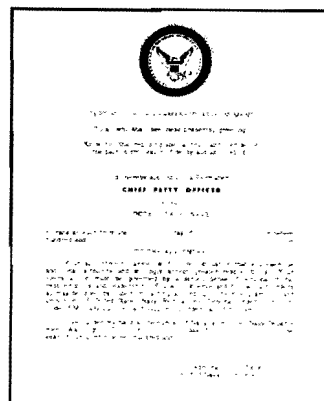
- A signed copy of your evaluation form will be filed in your local service record.

- Unless your performance has been particularly above (or below) standard, or you are a candidate for SCPO or MCPO and haven't had a meaningful evaluation during the reporting period, you will not be assigned marks while attending service school. When you complete the course, your evaluation will contain only a brief description of the course, your final grade, and your relative standing in the class.

- If you are a member of the Inactive Reserve attached to a drilling unit, you will receive an annual regular evaluation in the same way as your USN contemporaries.

Designations of the forms have been changed. The Evaluation Report is now NavPers 1616/8, and the Worksheet is NavPers 1616/9. However, there have been no basic changes to the forms themselves.

Aside from these changes, the evaluation procedure



for men in the top three enlisted grades remains as reported in the March 1969 issue of *ALL HANDS*.

Detailed instructions for filling out the evaluation forms, procedures for entering marks in the Enlisted Performance Record, and information on minimum standards for such distinctions as the Good Conduct Medal, reenlistment or honorable discharge are included in BuPers Instruction 1616.7A.

## Leave Program Opens Way to Law Degree

Among the higher educational opportunities offered the young naval officer (lieutenant and below) is the Excess Leave Program through which he may earn a law degree while in a leave of absence status.

In essence, the officer leaves the Navy (including its payroll) for up to three years to pursue an education in law for which he bears all expenses.

In view of this, financial planning is advised. Many officers who take advantage of such programs supplement the cost of their higher education by accepting scholarships approved by the Chief of Naval Personnel (Pers-C312).

Applicants are required to have a baccalaureate

degree from an accredited school and at least two years' commissioned service, but not more than six years' total service. Furthermore, law school graduates must agree to obligate themselves for not less than three years' active naval service and apply for an appointment to the Judge Advocate General's Corps.

In June 1970, a selection board will convene to consider applications submitted by 31 May, in accordance with BuPers Inst 1520.99A.

### Naval Prep School and Naval Academy Provide a Four-Pronged Opportunity

**T**HE NAVAL ACADEMY at Annapolis, Maryland, offers one of our country's most sought after educational opportunities. It provides not only a four-year college education, but also a commission, career and challenge. In effect, it's a four-pronged offer—and more.

As our nation enters the 70s, the program at the Naval Academy has become extremely flexible to keep up with the changing times, and it is conducted in one of the finest physical plants in the United States.

At present, more than 20 majors are offered in a wide variety of interesting and challenging fields. But to quote Rear Admiral James Calvert, the present Superintendent at the Naval Academy, "... Annapolis offers much more than an education. It provides training in leadership which will stand you in good stead throughout your life and it is dedicated to the inculcation of those characteristics of manliness, duty and honor which have always been associated with service to our nation on the highest level."

The Naval Academy Preparatory School at Bainbridge, Md., is properly known as the "Gateway to Annapolis" and is the cornerstone of the Navy's "Seaman to Admiral" program. Each year more than 200 enlisted men from the Regular Navy and Marine Corps or their Reserve components enter the Prep School with but one purpose in mind—to become midshipmen at Annapolis—and subsequently commissioned officers in the Naval Service.

A new application year, launched by BuPers Note 1531 of 30 Oct 1969 is currently underway. If you are able to meet the eligibility requirements for entry to this program and have seriously considered becoming an officer, take stock of your assets and apply for selection.

Each year, the Secretary of the Navy may appoint 85 enlisted men from the Regular Navy and Marine Corps and 85 enlisted men from the Navy and Marine Corps Reserve to the Naval Academy.

In recent years, all nominees from these sources who met the minimum requirements for admission to Annapolis have been offered appointments to the Academy, so the opportunity has never been better. Selectees from the Regular components are required to attend the Prep School and, while it is not mandatory for Reserve nominees, attendance may greatly enhance their chance for selection.

Can you qualify for the Prep School? You must:

- Be at least 17 but not older than 19 as of 1 Jul

1970 (waiver may be granted to outstanding applicants through age 20).

- Have enlisted prior to 1 Jul 1970.
- Never have been married.
- Have a combined GCT/ARI score of 120 or higher.
- Have a clear record, good moral character and strong motivation to become an officer.
- Be in excellent physical condition and have 20/20 vision (waiver of this requirement may be granted to a very few exceptional candidates whose vision does not exceed 20/100 in each eye and is correctable to 20/20).

Although you may not have done exceptionally well in high school, if you earned 11 or more acceptable units of credit ("C" or better) in college preparatory subjects, you may still qualify for entrance to the Prep School. At least three of these units must have been in English and two in college prep math. Credits in chemistry and physics are desirable but not mandatory.

When screening a record for admission to Prep School, the Admissions Officer at Annapolis is searching for a positive indication of an applicant's ability to do college level work. A young man who left college because of academic failure or with low grades has a relatively poor chance of being accepted unless he

**SUMMER AMPHIBS** — Three midshipmen arrive at USS Plymouth Rock (LSD 29) for their summer training cruise.

—Photo by PH1 Dave Wilson.



later earned acceptable grades or has a good explanation for his performance.

The NAPS program is specifically designed to prepare young men academically, militarily and physically for entrance to Annapolis. The selectivity for the program is such that most of the students selected for admission are able to qualify for Annapolis after completion of nine months at NAPS. In fact, each year approximately one-tenth of the class entering the Academy receive training at NAPS.

Be sure and submit your application before the 30 May deadline unless you are at recruit training, which allows you an extension until 15 July. If you currently possess a nomination to Annapolis or are able to obtain one you may apply as late as 1 August. The application format is outlined in detail in the BuPers Notice.

If you feel you have the ability, you may be just the man the Navy's looking for. See your Educational Services Officer or Career Counselor and get all the details.

### **Traveling Space-Available Can Often Be a Sometime Thing—With Problems**

If you or your family are planning to try to save money by flying space-available on military aircraft between the U. S. and overseas, the best advice is: don't.

If you do, be ready for a long, long wait at the terminal.

For that matter, if you're traveling on leave, save enough money to get back to your duty station by commercial transportation. If you count on space-available flights, you may wait so long that you end up on UA.

The backlog of eligible people waiting for flights has caused delays of days or weeks, according to the Air Force, which administers the Military Airlift Command (MAC).

Passengers who use space-available transportation "must understand that such travel is undertaken at their own risk," says an Air Force spokesman, "and that neither the government nor MAC is responsible for continuing them to destination or providing a means for their return to point of origin."

Major problems — such as unauthorized absence — arise when servicemen fly overseas to MAC stations and then are unable to get on a return flight within a reasonable time. That's one reason servicemen on leave are required to have enough money for commercial transportation before they leave their duty station.

Dependents who travel to the continental U. S. in emergencies often find it necessary to spend several days — sometimes weeks — waiting for space to return overseas. The costs of food and lodging for such a wait can mount up to a considerable sum, perhaps more than the price of a commercial ticket.

If you're traveling on ordinary leave, you're at the bottom of a long precedence list for available seats.

Ahead of you are servicemen and others on leave in connection with family emergencies, and student dependents of overseas-based servicemen.

You'd be well advised to buy a commercial ticket. You may get home weeks earlier.

### **Bronze Stars on Vietnam Service Medal Determined by Campaigns**

A printer's error in the list of campaigns for eligibility for bronze stars on the Vietnam Service Medal (ALL HANDS, October 1969, p. 50) may have caused some bewilderment.

As the list was published, the dates for the Vietnamese Counteroffensive Phase II were the same as those for Phase III: 1 Jun 1967 - 29 Jan. 1968.

Phase II should have been dated 1 Jul 1966 - 31 May 1967.

As noted in the October article, you are entitled to one bronze star on the Vietnam Service Medal for each of the designated campaigns during which you served in the combat zone. Here (if our esteemed printer is cooperative) is the correct list of campaigns:

Vietnam Advisory Campaign	15 Mar 1962 - 7 Mar 1965
Vietnam Defense Campaign	8 Mar 1965 - 24 Dec 1965
Vietnamese Counteroffensive Campaign	25 Dec 1965 - 30 Jun 1966
Vietnamese Counteroffensive Phase II	1 Jul 1966 - 31 May 1967
Vietnamese Counteroffensive Phase III	1 Jun 1967 - 29 Jan 1968
Tet Counteroffensive	30 Jan 1968 - 1 Apr 1968
Vietnamese Counteroffensive Phase IV	2 Apr 1968 - 30 Jun 1968
Vietnamese Counteroffensive Phase V	1 Jul 1968 - 1 Nov 1968
(no name established)	2 Nov 1968 to a date to be announced

### **Obligated Service for Naval Aviators And Flight Officers Increased by Year**

Planning to try for wings of gold? You might take note of these new rules affecting prospective Naval Aviators and Naval Flight Officers:

- The obligated service requirement after graduation from the flight training program has been changed from three and one-half to four and one-half years, effective 1 Jan 1970. Obligated service for Naval Flight Officers, however, remain at three and one-half years.

- Students who are dropped from either training course (except for physical or, in some cases, psychological reasons) must complete the same amount of active duty—four and one-half or three and one-half years—after disenrollment as successful candidates serve after graduation. Previously, dropped students were required to serve only 18 months after the date of disenrollment.

These are the only major changes to the flight and NFO training programs in the most recent directive on the subject, BuPers Inst. 1520.20D.

Other requirements for entering the programs remain the same. An applicant must hold a line commission (or be in an officer candidate program leading to a line commission) as ensign or above; be less than



26 years old; have a bachelor's degree; and pass the physical and other required tests.

Officers dropped from either program for physical reasons will be required only to complete their previously incurred active service, unless released early by the Navy. Those disenrolled for psychological reasons may be required only to complete their previously incurred service, if medical authorities so recommend and the Chief of Naval Air Training approves.

Anyone who is disenrolled for other reasons must serve the full four and one-half or three and one-half years after being dropped, or his previously incurred service, whichever is greater.

Further details on both programs, including a sample letter of application, are found in BuPers Inst. 1520 20D.

### **Recent Notice Updates Instructions Concerning Special Vietnam Leave**

You've agreed to extend your Vietnam tour, and your request for a special 30-day leave has been approved.

Before you take the leave, and before your extension goes into effect, your unit is ordered withdrawn. Do you depart with your unit?

Are you still entitled to the special leave?

The answers to these and related questions are contained in BuPers Notice 1050 (13 Oct 1969), which updates basic instructions on special leave for Navy-men who extend their tours in a hostile fire zone.

First, here's a summary of the basic directive on this subject, BuPers Inst. 1050.9 series:

- If you voluntarily extend your tour in a hostile fire area for six months or more, you may receive a special 30-day leave, plus round-trip transportation at government expense, to and from the leave point you select.

- To be eligible for the special leave, you must be permanently stationed in the hostile fire area for 12 consecutive months, or be permanently assigned to an unaccompanied 12-month Southeast Asia tour and regularly engaged in operations in a hostile fire area. (This includes service on board ships toured for 12 months, not counting special leave and travel time, contiguous waters, even though the home port is outside Vietnam.)

- After serving in the hostile fire area for six months, you may agree in writing to serve an additional six months, not counting special leave and travel time, with the extension to become effective at the end of your regular 12-month tour.

- If you do not have sufficient obligated service to complete an extended tour, you may reenlist or agree to extend your enlistment. Either way, you must have at least eight months of obligated service following your normal tour completion date. This allows for the six-month extension plus special leave and travel time.

- Your request for tour extension and special leave is submitted to the Bureau of Naval Personnel (Pers-B1211 for officers; Pers-B211RVN for enlisted), fol-

lowing the format prescribed in BuPers Inst. 1050.9 series. Your request should be submitted to arrive in BuPers no later than four months before your normal tour completion date.

- Your request for an extension will not be approved if you're serving in the hostile fire area on a temporary basis, when there is no reasonable assurance that the extension would actually be served in the hostile fire area, or if a previous extension by you had been canceled.

- If BuPers approves your request, you may be granted the special leave, plus transportation, to virtually any single place you choose. (Of course, you must rule out leave in overseas areas restricted to military travelers.)

- You must take the special leave in one increment sometime during the period 90 days before, to 30 days after, your normal tour completion date. However, if operational requirements dictate otherwise, the special leave may commence anytime up to 60 days after your normal tour completion date.

- The special leave and travel time amount to time off not charged to your leave account.

And now, here are the amplifying instructions contained in BuPers Notice 1050 (13 Oct 1969).

If your extension is approved but you are transferred from Vietnam as part of a unit before serving the full extension, you'll be entitled to the special leave in either of two situations:

- You already completed the leave or are taking it at the time of your unit's transfer.

- You have completed your 12-month tour and are



actually serving your extension at the time your unit is transferred.

However, if your extension is approved and you are transferred with your unit before completing your 12-month tour, your extension will be canceled and you will no longer be eligible for the special leave (assuming you hadn't already taken it).

Administrative and other details on this subject are contained in BuPers Inst. 1050.9 series and BuPers Notice 1050 (13 Oct 1969).

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

Here's a list of recently released 16-mm feature motion pictures available to ships and overseas bases from the Navy Motion Picture Service.

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

*The Big Bounce* (WS) (C): Drama; Ryan O'Neal, Leigh Taylor-Young.

*Guns of the Magnificent Seven* (WS) (C): Western; George Kennedy, James Whitmore.

*The Prime of Miss Jean Brodie* (C): Comedy Drama; Maggie Smith, Robert Stephens.

*The Extraordinary Seaman* (C): Comedy; David Niven, Faye Dunaway.

*Heaven With a Gun* (WS) (C): Western; Glenn Ford, Carolyn Jones.

*Hell in the Pacific* (WS) (C): Drama; Lee Marvin, Toshio Mifune.

*Death of a Gunfighter* (C): Western; Richard Widmark, Lena Horne.

*Eye of the Cat* (C): Suspense Drama; Michael Sarrazin, Gayle Hunnicut.

*The Valley of Gwangi* (C): Adventure Drama; James Franciscus, Gila Golan.

*The 1000-Plane Raid* (C): Adventure Drama; Christopher George, Laraine Stephens.

*Dead Run* (C): Drama; Peter Lawford, George Geret.

*Ghosts—Italian Style* (C): Comedy; Sophia Loren, Vittorio Gassman.

*100 Rifles* (C): Western; Jim Brown; Raquel Welch.  
*Where It's At* (C): Comedy Drama; David Janssen, Robert Drivas.

*Popi* (C): Comedy Drama; Alan Arkin, Rita Moreno.

*Goodbye, Columbus* (C): Drama; Richard Benjamin, Ali MacGraw.

*The Illustrated Man* (WS) (C): Science Fiction; Rod Steiger, Claire Bloom.

*Romeo and Juliet* (C): Romantic Tragedy; Olivia Hussey, Leonard Whiting.

*True Grit* (C): Western; John Wayne, Glen Campbell.

*Hook, Line and Sinker* (C): Comedy; Jerry Lewis, Peter Lawford.

*Ice Station Zebra* (WS) (C): Adventure; Rock Hudson, Ernest Borgnine.

*Hard Contract* (WS) (C): Drama; James Coburn, Lee Remick.

*Decline and Fall of a Birdwatcher* (C): Comedy; Robin Phillips, Genevieve Page.

*Rascal* (C): Comedy; Steve Forrest, Bill Mumy.

*Where Eagles Dare* (WS) (C): Action Adventure; Richard Burton, Clint Eastwood.

*Those Daring Young Men in their Jaunty Jalopies* (WS) (C): Comedy; Tony Curtis, Susan Hampshire.

*On My Way to the Crusades, I Met a Girl Who* (C): Comedy; Tony Curtis, Monica Vitti.

*Hell's Belles* (C): Action Drama; Jeremy Slate, Jocelyn Lane.

*The Man From Nowhere* (WS) (C): Western; Giuliano Gemma, Corinne Marchand.

*The Shoes of the Fisherman* (WS) (C): Drama; Anthony Quinn, Oskar Werner.

*Dracula Has Risen From the Grave* (C): Drama; Christopher Lee, Rupert Davies.

*The Love Bug* (C): Comedy; Dean Jones, Michele Lee.

*2001: A Space Odyssey* (WS) (C): Science Fiction; Keir Dullea, Gary Lockwood.

*The Mad Room* (C): Drama; Stella Stevens, Shelley Winters.

*Before Winter Comes* (C): Drama; David Niven, Topol.

*The Learning Tree* (WS) (C): Drama; Kyle Johnson, Alexander Clarke.

### A Home Away From Home

Navy men who visit Washington, D. C., can find all the comforts of home at the Soldiers, Sailors, Marines and Airmens Club, a white, three-storied building only minutes from the Washington Monument, Lincoln Memorial, Smithsonian Institution and other historic landmarks in the Nation's capital.

Founded in 1872 by a group of military officers' wives in Albany, N. Y., the nonprofit organization first was known as the Ladies Union School Mission Association, devoted to the "spiritual and temporal welfare of American men in arms."

Now located in Washington at 1015 L St., N. W., the club is always open and has accommodations for 205 active duty enlisted men. The comfortable lodging—for only \$2.50 a day—includes free showers, television room, recreation room, library, lounge and patio. Home-cooked meals are available at cost.

Time and money to support the SSMA Club are donated by service families. Mrs. Richard M. Nixon and Mrs. Melvin R. Laird are Honorary President and Vice President, respectively.

### Keep BuPers Advised of Your Advances In Language Proficiency, Educational Level

Earning an academic degree or increasing your proficiency in a foreign language may give you considerable satisfaction, but it will help you more professionally if you let the Chief of Naval Personnel know about it.

That's the essence of the message conveyed in BuPers Inst 1520.83C.

Using the format contained in the Instruction, each officer on active duty will submit a letter report to the Chief of Naval Personnel (Pers-N3125b) when:

- An additional degree is earned, or enough credits are earned to change his educational level.

- Proficiency in a new language is acquired, or a higher level of proficiency is reached, or the officer becomes aware of a loss of proficiency.

Inactive duty officers will continue to report education and language qualifications on the annual NavPers 1210/2 and submit transcripts to the Chief of Naval Personnel (Pers-N3125b).

The officer's file number, in each instance, should be included on the transcript.

### Extension Courses Offered

Two new correspondence courses are available to naval officers from the Air Force Extension Course Institute:

- *Management of Value Engineering, Volume 2* (ECI 6603). Recommended for Supply Corps officers who specialize in procurement.

- *Introduction to System or Project Management* (ECI 2900). Recommended for officers (LT and above) and civilians (GS-11 and higher) who are assigned to or have a potential assignment to a System/Project Management position.

To apply for either course, submit ECI Form 23 or the Navy Correspondence Course Application (NavPers 1550/4) to: Extension Course Institute, Air University, Gunter Air Force Base, Ala.

### Correspondence Courses

Eight new or revised courses are available from the Correspondence Course Center. One, Digital Computer Basics (NavPers 10441-A), is available to both officers and enlisted men and women. Here are the others:

#### Enlisted Courses

*Aviation Ordnanceman 1 & C* (NavPers 91662-2)

*Aviation Support Equipment Technician 1 & C* (NavPers 91411)

*Communications Technician (M) 1 & C* (NavPers 91561-B)

*Electronics Test Methods and Practices* (NavPers 91229)

*Tradesman 1 & C* (NavPers 91699-C)

#### Officer Courses

*Marine Navigation, Course 1* (NavPers 10921-A)

*Principles of Naval Engineering, Part II* (NavPers 10508)

### New Library for Albany

In a ceremony befitting the occasion, Captain Allan P. Slaff, USN, commanding officer of the guided missile cruiser USS *Albany* (CG 10), officially "commissioned" the ship's new library.

The library consists of an upper and lower level, and contains 3000 volumes of both fiction and non-fiction. Subscriptions are held for over 40 different magazines and newspapers.

The new library adds to the many services available to the crew, such as the barber shop, modern laundry and dry-cleaning plant, a walk-in ship's store, a soda fountain, a clothing store and photo shop, all of which make *Albany* a veritable floating city.

The 19,400-ton *Albany*, with a crew of 1000-plus officers and men, is homeported in Mayport, Fla.





# Check Rate, Date on Seavey Segment A-70

**S**EAVEY MOTION continues to roll, and it's time to check your eligibility for a shore assignment based on the sea duty commencement cutoff dates (SDCD) listed in Seavey Segment A-70.

Several factors determine your eligibility. For instance, you must be serving on board "for duty" on the date in which a seavey segment goes into effect. In the case of Seavey A-70, the on board "for duty" date is established as 1 Nov 1969.

This means in order to qualify for the cutoff date for your rate and rating, you must have been serving on board your current permanent station, ship or unit in a for duty status (not temporary) as of 1 November.

There is an exception.

Those individuals caught up in a transfer brought about by Project 703—the decommissioning and inactivating of certain ships and activities—must be on board "for duty" in their new assignment before 20 Dec 1969.

If you have been advanced in rate or are scheduled to be advanced, your SDCCD is still computed by the rate you held on 1 Nov 1969. However, if you have since been reduced in rate, your SDCCD will be computed by the rate to which you were reduced. Individuals converting to another rating or NEC will have their SDCCD based on their new rating.

Obligated service is another deciding factor for getting ashore. With the exception of certain rates, you must have an active duty obligation to at least May 1972. However, if your rate is preceded by an asterisk in the list below, then you need only obligate to July 1971. The difference is a result of insufficient numbers of petty officers and strikers in these ratings agreeing to extend their obligation for an assignment ashore.

Therefore, for Seavey A-70, their obligated service requirement for rotation ashore has been reduced to 14 months. Normally it's 24 months. Should you extend your enlistment to provide 14 months' obligated service for Seavey orders and then wish to cancel the extension, you may do so providing orders for shore

duty are not received by the end of October 1970 and, providing the extension has not gone into effect.

If you will notice, chief petty officers are not included in Seavey A-70. Effective 1 Oct 1969, their distribution and rotation was undertaken by the Bureau of Naval Personnel. The policies and guidelines governing their distribution (including projected sea tour lengths) is contained in Chapter 28 of the *Enlisted Transfer Manual*.

In addition, the Bureau plans to take over the detailing of seven ratings according to the following schedule: DK - 1 Dec 1969; AZ, AQ, FTB, MT - 1 Jan 1970; DT, PN - between 1 January and 30 Jun 1970. Individuals in these ratings will be informed of their distribution status by individual letter and through changes to Chapters 9 and 13 of the *TransMan*.

However, AQs, DTs and PNs will receive Rotation Data Cards (NavPers 767) which will be processed according to Seavey A-70 procedures as a backup during the transition period. For complete details on this segment of Seavey, refer to BuPers Notice 1306 of 30 Oct 1969.

Meanwhile, there are many requirements for volunteers for Recruiting Duty, Classroom Instructor Duty, and Recruit Company Commander Duty. If you are a career petty officer (E-5 or E-6) eligible for Seavey A-70 who can qualify for these types of duties, you are encouraged to apply for such an assignment when preparing your rotation data card. Eligibility requirements are contained in Chapters 4 and 5 of the *TransMan*.

Billets for Recruiting and Classroom Instructor Duty are available throughout the United States; Recruit Company Commander billets are available in San Diego and Great Lakes, and in Orlando, Fla. If you are accepted for any one of these assignments, you can expect to transfer in June 1970.

A last reminder: be sure that your Rotation Data Card (NavPers 767) is properly filled out and submitted to the appropriate distribution office (PAMI) no later than 20 Dec 1969 in order to be rotated by Seavey A-70 segment. Here are the cutoff dates:

Rate	Date	Rate	Date	Rate	Date	Rate	Date	Rate	Date
BM1	Feb 63	RD3	Dec 64	GMM2	May 66	FTGSN	Feb 65	ETR3	Nov 66
*BM2	Feb 63	RDSN	Dec 64	GMM3	Jan 66			ETRSN	Nov 66
*BM3	Jun 64			GMMSN	Jan 66	FTM1	Dec 65	DS1	Jun 68
*BMSN	Jun 64	ST1	Jun 65			FTM2	May 65	DS2	Jun 67
		STG2	Aug 65	GMT1	Apr 68	FTM3	May 65	DS3	Jan 67
QM1	Jun 62	STG3	Feb 65	GMT2	Apr 68	FTMSN	May 65	DSSN	Jan 67
QM2	Jan 65	STGSN	Feb 65	GMT3	Apr 68				
QM3	May 65	STS2	Aug 65	GMTSN	Apr 68	MN1	Sep 67		
QMSN	May 65	STS3	Feb 65			MN2	Sep 67	RM1	Feb 67
		STSSN	Feb 65	GMG1	Mar 64	MN3	Sep 67	*RM2	Feb 67
SM1	Feb 62			GMG2	Jan 64	MN5N	Sep 67	*RM3	Feb 67
SM2	Feb 62	TM1	Jun 65	GMG3	Jan 64			*RMSN	Feb 67
SM3	Feb 62	TM2	Jun 65	GMGSN	Jan 64	ET1	Sep 67		
SMSN	Feb 62	TM3	Feb 66			ETN2	Jun 67	YN1	Dec 67
		TMSN	Feb 66	FTG1	Feb 65	ETN3	Jan 67	*YN2	Jun 68
RD1	Sep 65			FTG2	Feb 65	ETNSN	Jan 67	*YN3	Jun 68
RD2	Sep 65	GMM1	May 66	FTG3	Feb 65	ETR2	Jan 67	*YNSN	Jun 68

Rate	Date	Rate	Date	Rate	Date	Rate	Date	Rate	Date
*CYN3	Feb 67	ENFN	Aug 67	CECN	Jan 67	AX1	Sep 67	*AMH3	Sep 67
*CYN5N	Feb 67					*AX2	Sep 67	*AMHAN	Sep 67
		MR1	Jun 65	EO1	May 66	*AX3	Sep 67		
PN1	Mar 68	*MR2	Sep 65	EO2	May 66	*AXAN	Sep 67	AME1	Sep 67
*PN2	Mar 68	*MR3	Jan 66	EO3	May 66			*AME2	Sep 67
*PN3	Mar 68	*MRFN	Jan 66	EOCN	May 66	AO1	Sep 67	*AME3	Sep 67
*PNSN	Mar 68					*AO2	Sep 67	*AMEAN	Sep 67
		BT1	Jul 62	CM1	May 66	*AO3	Sep 67		
SK1	Jan 65	BT2	Feb 65	CM2	May 66	*AOAN	Sep 67	PR1	Jan 68
SK2	Aug 67	BT3	Mar 62	CM3	May 66			*PR2	Jan 68
SK3	Aug 67	BTFN	Mar 62	CMCN	May 66	*AQ1	Mar 67	*PR3	Jan 68
SKSN	Aug 67					*AQB2	Jul 67	*PRAN	Jan 68
		BR1	Jun 64	BU1	Sep 66	*AQB3	Jul 67		
CS1	Feb 65			EU2	Sep 66	*AQBAN	Jul 67	AK1	Feb 68
CS2	Sep 66	EM1	May 62	BU3	Sep 66	*AQF2	Jul 67	*AK2	Mar 68
*CS3	Jun 68	*EM2	Nov 65	BUCN	Sep 66	*AQF3	Jul 67	*AK3	Mar 68
*CS5N	Jun 68	*EM3	Jul 65			*AQFAN	Jul 67	*AKAN	Mar 68
SH1	Jan 63	*EMFN	Jul 65	SW1	Sep 65				
SH2	Dec 63			SW2	Sep 65	ABE1	Sep 67	AS1	Dec 67
SH3	Nov 62	IC1	May 62	SW3	Sep 65	*ABE2	Sep 67	*ASE2	Dec 67
SHSN	Nov 62	*IC2	Dec 64	SWCN	Sep 65	*ABE3	Sep 67	*ASE3	Dec 67
		*IC3	Dec 64			ABEAN	Sep 67	*ASEAN	Dec 67
		*ICFN	Dec 64	UT1	Mar 66			*ASH2	Dec 67
JO1	Jun 68			UT2	Mar 66	ABF1	Jun 67	*ASH3	Dec 67
JO2	Jun 68	SF1	Jun 63	UT3	Mar 66	*ABF2	Dec 66	*ASHAN	Dec 67
JO3	Jun 68	SFM2	Feb 66	UTCN	Mar 66	*ABF3	Jun 67	*ASM2	Dec 67
JOSN	Jun 68	SFM3	Feb 66			*ABFAN	Jun 67	*ASM3	Dec 67
		SFMFN	Feb 66	ADR1	Jan 68			*ASMAN	Dec 67
PC1	Apr 66	SFP2	Feb 66	*ADR2	Jan 68	ABH1	Sep 67		
PC2	Apr 66	SFP3	Feb 66	*ADR3	Jan 68	*ABH2	Sep 67	HM1	Oct 67
PC3	Jun 66	SFPFN	Feb 66	*ADRAN	Jan 68	*ABH3	Sep 67	HM2	Oct 67
PCSN	Jun 66					*ABHAN	Sep 67	HM3	Feb 68
								HN	Feb 68
LI1	Dec 67	DC1	Mar 64	ADJ1	Sep 67	AE1	Sep 67		
LI2	Dec 67	*DC2	Jul 66	*ADJ2	Sep 67	*AE2	Sep 67	DT1	Jun 68
LI3	Dec 67	*DC3	Jun 66	*ADJ3	Sep 67	*AE3	Sep 67	DT2	Jun 68
LISN	Dec 67	*DCFN	Jun 66	*ADJAN	Sep 67	*AEAN	Sep 67	DT3	Jun 68
								DN	Jun 68
MM1	Oct 62	EA1	Sep 67	*AT1	Sep 67	AMS1	Sep 67		
MM2	Sep 65	EA2	Sep 67	*ATR2	Sep 67	*AMS2	Sep 67	SD1	Oct 64
MM3	Apr 62	EA3	Sep 67	*ATR3	Sep 67	*AMS3	Sep 67	SD2	Oct 64
MMFN	Apr 62	EACN	Sep 67	*ATRN	Sep 67	*AMSAN	Sep 67	SD3	Aug 65
				*ATN2	Sep 67			TN	Aug 66
EN1	Jan 64	CE1	Jan 67	*ATN3	Sep 67	AMH1	Sep 67		
EN2	Sep 66	CE2	Jan 67	*ATNAN	Sep 67	*AMH2	Sep 67	NEC 5332	Jun 66
EN3	Aug 67	CE3	Jan 67						

\* If your rate is preceded by an asterisk (\*), you need only obligate to July 1971.

### Distribution of all DKs and Strikers Now BuPers Function

All rated disbursing clerks and DK strikers are now being detailed by the Chief of Naval Personnel in Washington, D. C. The shift in assignment writing, from the Commanders in Chief and Enlisted Personnel Distribution Offices, commenced on 1 December.

The move called for all DKs to submit a NavPers 1306/34 Duty History and Preference Card to the Bureau by 30 September if they wished to have their next duty assignment preferences considered. Individuals without preference cards on file in BuPers will be assigned on a needs-of-the-service basis.

NavPers 1306/34, actually a preference card for pay grades E-7 through E-9, should be used until a duty history and preference card for all enlisted personnel can be issued.

For detailed information on the centralization of the DK rating, refer to BuPers Notice 1306.



# Revised Designator Codes for Officers

**T**HE FOUR-DIGIT designator codes that tell everything about an officer's specialty and status have been revised.

BuPers Notice 1210 of 21 Oct 1969, which canceled BuPers Instruction 1210.14, made these major changes to the designator system:

- A new fourth digit—4—to designate a Naval Reserve officer whose permanent status is as an enlisted man.
- Deletion of the 138x (balloon pilot) category.
- Consolidation of the 153x (aeronautical engineering, meteorology) and 167x (special duty, hydrography) designators into a new classification: 18xx, special duty (geophysics). Former 153x officers will be designated 181x—special duty (meteorology); and former 167x specialists will be given the number 182x—special duty (oceanography/hydrography).
- Addition of the following new designators (some

of which have been in use for some time, but hadn't yet appeared in the official list):

193x—unrestricted line officer under instruction for the Medical Service Corps.

168x—special duty officer (general administration). This designator is open only to inactive duty Naval Reserve officers.

616x—LDO (explosive ordnance disposal).

657x—LDO (communications).

716x—warrant Explosive Ordnance Disposal Technician.

757x—warrant Naval Communicator.

For easy reference, here are the current officer designators. The "x" in each designator is replaced by one of the fourth digits listed at the end of the article, depending on the officer's status. For example, a Regular limited duty officer (operations) whose permanent status is warrant holds the designator 6011.

## Unrestricted Line

- |      |   |
|------|---|
| 110x | Unrestricted line officer   |
| 131x | Unrestricted line officer qualified as a pilot of heavier-than-air or heavier- and lighter-than-air aircraft. |
| 132x | Unrestricted line officer, a member of the aeronautical organization, who is a flight officer                 |
| 135x | Unrestricted line officer, a member of the aeronautical organization, who is not a pilot or flight officer    |
| 137x | Unrestricted line officer in training for duty as flight officer  |
| 139x | Unrestricted line officer in training for duty as pilot   |

## Unrestricted Line—Prospective Staff Corps

- |      |   |
|------|---|
| 190x | Unrestricted line officer under instruction for Nurse Corps           |
| 191x | Unrestricted line officer under instruction for Medical Corps         |
| 192x | Unrestricted line officer under instruction for Dental Corps          |
| 193x | Unrestricted line officer under instruction for Medical Service Corps |
| 194x | Unrestricted line officer under instruction for Chaplain Corps        |
| 195x | Unrestricted line officer under instruction for JAG Corps             |

## Restricted Line

- |      |  |
|------|--|
| 140x | Engineering duty officer (ship engineering)                      |
| 170x | Engineering duty officer (ordnance engineering)                  |
| 151x | Aeronautical engineering duty officer (aeronautical engineering) |
| 152x | Aeronautical engineering duty officer (aviation maintenance)     |
| 161x | Special duty officer (cryptology)                                |

- |      |  |
|------|--|
| 163x | Special duty officer (intelligence)            |
| 164x | Special duty officer (photography)             |
| 165x | Special duty officer (public affairs)          |
| 168x | Special duty officer (general administration)* |

- |      |   |
|------|---|
| 18xx | Special duty officer (geophysics)       |
| 181x | Special duty (meteorology)              |
| 182x | Special duty (oceanography/hydrography) |

\*Approved for inactive duty Naval Reserve officers only.

## Line—Limited Duty Officers

- |      |                                   |
|------|-----------------------------------|
| 600x | LDO (deck)                        |
| 601x | LDO (operations)                  |
| 615x | LDO (ordnance)                    |
| 616x | LDO (explosive ordnance disposal) |
| 620x | LDO (administration)              |
| 623x | LDO (data processing)             |
| 626x | LDO (bandmaster)                  |
| 630x | LDO (engineering)                 |
| 635x | LDO (hull)                        |
| 637x | LDO (electrician)                 |
| 640x | LDO (electronics)                 |
| 646x | LDO (cryptology)                  |
| 657x | LDO (communications)              |
| 660x | LDO (aviation operations)         |
| 661x | LDO (aviation control)            |
| 662x | LDO (air intelligence)            |
| 663x | LDO (photography)                 |
| 665x | LDO (meteorology)                 |
| 670x | LDO (aviation ordnance)           |
| 680x | LDO (avionics)                    |
| 685x | LDO (aviation maintenance)        |

## Staff Corps

- |      |  |
|------|--|
| 210x | Medical Corps officer                  |
| 220x | Dental Corps officer                   |
| 230x | Medical Service Corps officer          |
| 250x | Judge Advocate General's Corps officer |

290x Nurse Corps officer  
 310x Supply Corps officer  
 370x LDO, Supply Corps  
 410x Chaplain Corps officer  
 510x Civil Engineer Corps officer  
 570x LDO, Civil Engineer Corps

#### Warrant

711x Aviation Operations Technician  
 713x Boatswain  
 714x Operations Technician  
 716x Explosive Ordnance Disposal Technician  
 721x Aviation Ordnance Technician  
 723x Surface Ordnance Technician  
 724x Ordnance Control Technician  
 733x Underwater Ordnance Technician  
 734x Mine Warfare Technician  
 741x Aviation Maintenance Technician  
 743x Machinist  
 745x Aviation Control Technician  
 754x Electrician  
 757x Naval Communicator  
 760x Aviation Boatswain  
 761x Aviation Electronics Technician  
 762x Air Intelligence Technician  
 764x Communications Technician

766x Electronics Technician  
 774x Ship Repair Technician  
 782x Ship's Clerk  
 783x Data Processing Technician  
 785x Bandmaster  
 798x Supply Clerk  
 817x Medical Service Warrant  
 818x Dental Service Warrant  
 821x Aerographer  
 831x Photographer  
 849x Warrant Officer Civil Engineer Corps

#### Fourth Digits

0—Regular Navy, permanent grade ensign or above.  
 1—Regular Navy, permanent status warrant.  
 2—Regular Navy, temporary officer, permanent status enlisted.  
 3—Regular Navy, on the retired list.  
 4—Naval Reserve, permanent status enlisted.  
 5—Naval Reserve, except as noted under 4. 6 and 7.  
 6—Naval Reserve, appointed in the Naval Reserve Integration Program from enlisted status.  
 7—Naval Reserve, on active duty in TAR Program (even if rotated to other than TAR billets).  
 8—(not used).  
 9—Naval Reserve, on the retired list.

### New Officer Designator Established For Specialists in Geophysics

A requirement for officers with backgrounds in the environmental sciences has resulted in establishment of the new Geophysics (18XX) category.

It consists of two subcategories — Meteorology (181X) and Oceanography/Hydrography (182X).

BuPers Notice 1120 (18 Sep 1969) gave background on the subject and application procedures.

In general, any officer on active duty (except a Temporary Active Reservist) is eligible.

Here's a summary of the Notice:

#### Meteorology

Since the Navy already has meteorology specialists in the Aeronautical Engineering Duty Officer (153X) category, these officers simply receive a change in designator to Geophysics (181X). Likewise, all billets formerly designated 153X are switched to 181X.

Other qualified officers who wish to transfer to the 181X designator should refer to BuPers Inst. 1120.33 series and BuPers Inst. 1210.12 series, and to article 1020120 of the *BuPers Manual* (article C-1105A of the old *Manual* if your station does not have a copy of the new one).

The educational and experience qualifications for a meteorology designator are the same for 181X as they were for 153X.

#### Oceanography and Hydrography

Staffing this category is more complicated. Previously, unrestricted line officers who were qualified as oceanographers and hydrographers served as subspecialists in these fields to meet some of the requirements.

However, the number of these subspecialists did not meet the demand, and anyway, the officers concerned had to keep up with their primary specialties.

This meant that service in the subspecialties could be accomplished only between operational tours of sea duty. The new 182X category is intended to resolve the problem.

(But a need remains for subspecialists to serve in billets closely associated with the 182X specialties. Therefore, billets which do not require the degree of total specialty experience possessed by special duty officers will continue to be staffed with subspecialist officers in the Oceanography (8703P) and Hydrography (8704P) categories.

Although an officer with any designator can apply and be considered, those with the following qualifications are primarily considered for 182X:

- Graduate of an accredited college or university with a degree in oceanography, geophysics, photogrammetry, geodesy, or engineering (with emphasis on survey engineering for hydrography or ocean engineering for oceanography), or graduate study.

- Operational experience at sea or in an oceanography or hydrography billet for at least two years.

It is expected that these types of billets will be identified for 182X:

- Research and development.
- Oceanographic forecasting.
- Commanding officer of oceanographic detachments (usns ships).
- Mapping, charting and geodesy.
- Instructor.
- Administration of Navy Oceanographic Program.



# Letters to the Editor



## Duty Station Information

SIR: I am assigned as a general orientation officer at a recruit training command. Recruits often ask me for information on their future duty stations, particularly on housing.

I'd like to establish a reference library of pamphlets on CONUS stations in the recruit library. Could you help me gather materials, short of writing to hundreds of individual stations?—CWO2 H. M. S., USN.

• *It's a good idea. In fact, it's already been done.*

The Family Services Center on your base, like all the other centers in the Navy, does its best to keep a complete library of up-to-date information brochures and related materials on housing, schools, recreational facilities, services and general living conditions at naval activities in the U. S. and abroad. All materials are available for reference or loan.

In addition, people at the Center can help Navymen to phone or write their new duty stations to obtain personal copies of information materials.

A man on shipboard, or at a station without a Family Services Center, may get information on his prospective duty station by writing either to the Center at his new station or to the Chief of Naval Personnel (Pers-G2d), Navy Department, Washington, D. C. 20370.—Ed.

## Still No Star on First PUC

SIR: While reading a back issue of ALL HANDS, I came across an item that didn't ring true. I refer to the May 1969 issue, and the letter which asked whether a bronze star accompanies a first award of the Presidential Unit Citation ribbon.

You replied that "... no directive exists authorizing a bronze star to be worn on the ribbon for a first award of the Presidential Unit Citation."

I'm not so sure about that. Check the old (1861-1948) Awards Manual,

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

which stated: "When a unit has received the Presidential Unit Citation, all personnel of the unit cited . . . shall wear the ribbon with star permanently."—LT R. J. G., USNR.

• *It's true that a star once accompanied the first award of the PUC. However, in the letter to which you refer, we were asked a now question. And we gave a now answer.*

And now, here it is again. No directive exists (now exists, if you wish) which authorizes a bronze star to be worn on the ribbon for a first award of the PUC. The ribbon alone is worn for the first award. One bronze star may be added to the ribbon for each additional PUC awarded, and a silver star may be added in lieu of five bronze stars.

The current directive on this is the current "Awards Manual."—Ed.

## Former Enlisted Insignia

SIR: Is there a uniform device or insignia worn by an officer to indicate he previously served as an enlisted man?

If not, is such a device under consideration?—ENS R. J. R., USNR.

• *The BuPers expert on this subject answered no to both questions. However, if you earned a Good Conduct Medal (awarded only to enlisted men and women), you would continue to wear the ribbon or medal, as appropriate, on your officer uniform.—Ed.*

## New PO1 Uniform

SIR: I am due to be advanced to PO1 soon, and have a question about the uniform changes coming about for Navymen.

Will 1st class POs be wearing the two-tone blue replacement uniform for undress blues, undress whites and dungarees, or will they be wearing a working uniform similar to the new E-6 uniform shown in the May 1969 ALL HANDS?—TD2 R. J. M., USN.

• *You'll be wearing the "two-tone blue" uniform AND undress blues AND undress whites. Then, perhaps sometime in the next few years, you might be authorized to wear a uniform similar to the one we showed in the May issue.*

The two-tone uniform, officially called the Navy Working Dress uniform, will replace ONLY dungarees, not undress blues or whites. The undress uniforms will remain proper for wear in all circumstances in which they're authorized now. However, the new uniform is designed to be acceptable in many of the same situations — such as commissaries and Navy Exchanges — in which you must now wear undress outfits, besides being adapted for the dirty work for which you now use dungarees. All PO1s and below will be issued the Working Dress uniform after the supply system has stocked enough of them — which is expected to be around January 1971.

However, the proposed new uniform for PO1s is a situation of a different color. The Navy Uniform Board can't say when — or even if — such a uniform may be approved. The prototype shown in the May ALL HANDS is an experimental model, still in the design and testing stage. It has not received anything like final approval; in fact, several minor changes have been suggested by various people since the story was published, such as a patent-leather bill for the cap, a plain band

without the words "U. S. Navy," modifications to the jacket, and so on. The uniform, like any experimental ship or aircraft, is still in a state of constant change. What features will finally be approved — if the uniform is approved at all — is anyone's guess.

The last paragraph of the May article on the proposed PO1 uniform is still true:

"This is by no means the final uniform. Changes may be made to all or part of the uniform as the reaction tests continue. This uniform is a long way from being ready for issue to the Fleet, and it will get further thorough testing and official approval and then take over a year to manufacture and stock."—ED.

### Aviation Greens May Be Worried

SIR: Uniform Regulations makes it clear that chief petty officers designated as aviation pilots must possess the aviation green working uniform, that is, cap cover, coat and trousers.

The Regs also says—and this is not so clear—that the aviation green uniform is "optional for other chief petty officers assigned to duty in aviation commands."

Interpretation of this has resulted in some disagreement among the chiefs at my aviation command. Specifically, what is meant by "other chief petty officers"?

I say all chiefs assigned to an aviation command—such as an aircraft carrier or air station—have the option of wearing the aviation green working uniform. Others say that only chiefs in aviation ratings should wear aviation greens.

What does Regs really mean?—YNC R. G., USN.

• The article you cite (0611) makes no distinction between chiefs in general and those in aviation ratings. Therefore, any chief who works at an aviation activity may wear the aviation green working uniform when it is prescribed for aviators and chiefs in aviation ratings.

Article 0144 of the "Regs" has more on this: Aviation greens should be worn "when engaged in work at aviation activities, flying or on board vessels servicing aircraft, or at ad-



Band of Commander Sixth Fleet plays during replenishment.

vanced bases, when authorized by the senior officer present."

In other words, the "Regs" means exactly what it says, and your interpretation is essentially correct.—ED.

### More on Pennsylvania Bonus

SIR: You made an error in your articles on state bonuses for Vietnam veterans in the April and November 1969 issues.

In both articles, you said that to be eligible for the Pennsylvania bonus, a veteran must have been honorably separated from active duty.

In fact, veterans who are still on active duty are eligible, too.

I know because I'm a Pennsylvania resident on active duty, and I've received the bonus.—LCDR W. E. H., SC, USN.

• You're right. Members of the armed forces on active duty are eligible.

Here's the official word from the Pennsylvania Vietnam Conflict Veterans' Compensation Bureau:

"In general all Pennsylvanians who served honorably in the Armed Forces of the United States in Vietnam, and have received the Vietnam Service Medal are entitled to the bonus payment. In the event of the veteran's death his compensation will be paid

to his wife, his children or his parents."

Men or women still on active duty, as well as those honorably separated, are eligible to receive the bonus. It is paid at a rate of \$25 for each month of Vietnam service. The maximum payment is \$750 for living veterans or \$1000 for eligible beneficiaries of deceased veterans.

Compensation is paid for Vietnam service starting 1 Jul 1958 and ending at the cessation of hostilities.

Anyone who earned the Vietnam Service Medal during that time is eligible for the bonus if he was registered with Selective Service in Pennsylvania and entered service from that state, or if he gave a Pennsylvania address as his home of record when entering the service—providing he didn't receive a less-than-honorable discharge or separation.

Veterans who have left the service must submit a certified copy of their Report of Separation, Form DD-214. Those still on active duty must provide a certificate signed by their CO or personnel officer, attesting to their Vietnam service.

Detailed information and application forms are available from the Vietnam Conflict Veterans' Compensation Bureau, Commonwealth of Pennsylvania, Harrisburg, Pa. 17120.

Thank you for correcting our omission.—ED.



**DOUBLE DUTY**—Fast combat support ship USS Sacramento (AOE 1) passes fuel to USS Kitty Hawk (CVA 63) and destroyer USS Everett F. Larson (DD 830) while underway in Pacific waters.

### Reserve Retirement Points

SIR: I've always been under the impression that it's to the Naval Reservist's advantage to build up as many retirement points as possible either through active duty training, by attending meetings regularly, or through completion of correspondence courses.

Now, I'm not so sure. Someone has told me that I may not receive credit for some of the courses I've been taking. Is this possible?—GMGC H. R., USNR.

• It just might be, depending upon how many courses you've taken that are creditable and on the number of points you may have accumulated through other means.

In determining the maximum number of creditable retirement points that may be earned in an anniversary year, it is first necessary to make a distinction between how the retirement points are earned. There are two basic methods, (1) through active duty or active duty for training, and (2) through other means of earning retirement points in accordance with "BuPers Manual," Article 3860520.

These "other means" include:

- Authorized drills.
- Periods of equivalent instruction or appropriate duty.
- Completion of authorized correspondence courses, and
- Gratuitous points (15) for each

anniversary year of membership in a Reserve component.

For retired pay purposes, points credited for service must not exceed 60 points per anniversary year when they are earned outside of time spent on active duty or active duty for training. If you wish to add this "outside" accumulation to any points earned on active duty or active duty for training, the total may not exceed 365 points in a normal year or 366 points in a leap year.

For example, if you performed 30 drills and completed a correspondence course worth 12 retirement points in an anniversary year, your creditable retirement points would be broken down like this:

- 30 drill points
- 15 gratuitous points
- 12 correspondence course points
- 57 total creditable retirement points

On the other hand, if you performed 45 drills and completed the same correspondence course in an anniversary year, you would be credited with 45 drill points and 15 gratuitous points for a total of 60 retirement points. The 12 retirement points normally creditable for completing the correspondence course would not be creditable in this case since 60 retirement points is the maximum that can be credited in an anniversary year, excluding those points earned for active duty and active duty for training.

Let's assume that in both of the

above examples, you performed 14 days of active duty for training during the anniversary year. Then, the total number of creditable retirement points in the first case would be: 30 drill + 15 gratuitous + 12 correspondence course + 14 active duty for training = 71 total creditable retirement points. In the second case, your total creditable retirement points would be 74, derived by adding the drill, gratuitous and active duty for training points.

Judging from these examples, it can be seen that there is a 60 point maximum limit for retirement points earned in any manner other than for active duty or active duty for training, and a 365 (or 366) point maximum for any combination toward retirement.—Ed.

### Another Square-Rigged Sub

SIR: Among the letters to the editor in the August 1969 issue of ALL HANDS was an item concerning a square-rigged submarine. You might be interested in a Soviet version of the story that occurred during World War II:

Early in April 1942, a Soviet Shchuka class small submarine under the command of a Lieutenant Fedor A. Vidyayev had conducted a successful attack against a German transport deep in a fjord of northern Norway. After enduring six hours of depth-charging by the escorts, the submarine gave them the slip. As it surfaced for

a high speed run to its home port after night had fallen, it was shaken by a heavy explosion.

Mined in the stern, the submarine was unmaneuverable and unable to dive. Hatches were warped. Both screws had been blown off. Only snow squalls prevented the nearby German shore batteries from discovering the Red sub and finishing it off. After jury-rigging a transmitter, a message requesting assistance was sent.

Not knowing how long it would take help to arrive, some way to get out of range of the still unsuspecting shore guns was sought. Someone remembered an icebreaker once had saved itself by rigging auxiliary sails. All hands turned to through the night with a will—every piece of sailcloth and tarpaulin that could be found was sewn together.

Rigged to the periscope, the sail began to move the submarine under cover of the snow. The range to shore

### Employment Preference

Sir: One of the CPOs in our Reserve unit wants to apply for federal employment. He has been in the Reserves for 20 years, but has never served on active duty. Is he eligible for Federal Employment Preference?—T. L. K.

• *No. Federal employment preference requires completion of active duty, and this does not include active duty for training.*—Ed.

increased from four to nine miles before the snow stopped and the sea became rough.

At noon the following day, another submarine was sighted on the horizon. It proved to be a larger Russian boat, dashing to the rescue. The heavy seas bumped the boats together and parted cables as the Russians tried to tow Vidyayev's command to safety. After

three hours of hard work, further efforts were made impossible by the Germans, who finally discovered the subs.

Personnel quickly were transferred to the would-be rescuer, using an extended bow plane as a bridge. With all hands clear, the *Shchuka* was torpedoed and sunk by her sister sub.

Despite four separate efforts by the Germans, the remaining Russian submarine, carrying LT Vidyayev and his hard-working crew as well, made home port safely. LCDR Vidyayev subsequently was lost while commanding another submarine, and a tender in today's Soviet Navy bears his name.—CDR T. G. M., USN.

• *Many thanks for your comments concerning the Soviet square-rigged submarine, Commander.*

*Normally, we restrict our subject material to the U. S. Navy, but we're certain your account of Shchuka will be read with interest.*—Ed.

### Passing the Buck

SIR: In my humble opinion, a situation exists today in this Navy that is growing to almost irreparable proportions. I would like to direct my comments to all persons in the Navy, both officers and petty officers.

It has been my longtime observation that we—as petty officers and officers—are guilty of buck-passing.

In an article entitled "Too Much Human Relations," Professor Malcolm McNair of the Harvard Business School states, "To a very large extent, we in management have become pure, simple, unadulterated hypochondriacs about morale." The article goes on to explain that, frequently, business failures can be attributed to excessive concern with human relations that causes an executive, in a position requiring the exercise of hardheadedness, to wallow in sentimentality and tender-mindedness in his attempts to be "fair" to his employees.

This military organization has to some extent become similarly afflicted. We are beginning to worry so much about people's feelings that judicious use of tough-mindedness has practically vanished from the scene. In re-

cent years we seem to have become obsessed with the "let's keep this one, big, happy family" idea in our approach to discipline. It has reached a point where many of our personnel seem to be willing to overlook faults in their juniors or bypass anything that may cause people to think that they are not "nice guys". It seems to me that no one wants to be considered a "bad guy" and the tendency to pass the buck of disapproval to someone higher up is steadily increasing. When you stop to think about it, just how high can the buck be passed? When Harry Truman was President, he had a sign posted in his office which read—THE BUCK STOPS HERE. Must it get that far?

The ultimate results of buck-passing are the inability to make any decisions at all and the eventual breakdown of both discipline and morale. We must stop this trend toward buck-passing by insuring that our people get the undiluted word.

When we are in a position where we should correct someone for a minor breach of military courtesy, we should correct him—it's our duty!

When we have a minor disciplinary problem that can be handled, legally, at our level of authority, we must handle it—it's our duty!

We may not be considered the personification of nice guys when we do these things, but we will be performing our duty and fulfilling our responsibilities. We are all in a military organization, not a popularity contest! We must be able leaders, not nice guys, to operate effectively and maintain discipline.

Of even more importance, we will be generating respect for ourselves and for military discipline and authority, thereby strengthening the organization of which we are members, the United States Navy.—PNC R. F. Faust, USN.

• *There are a number of people who will agree with you. We will throw the subject open for discussion in the Fleet. For a related report on the subject of leadership, see the article in the November 1969 ALL HANDS by Master Chief Petty Officer of the Navy GCMC Delbert D. Black, on page 20.*—Ed.





USS Defiance (PG 95), a newly commissioned gunboat, makes a trial run.

### Aviation Insignia

SIR: Assuming an officer has earned both insignia, is it permissible for him to wear the breast insignia for Naval Aviator at the same time he wears the insignia for Naval Flight Officer?

*Uniform Regulations* deals with this in article 0157, but its reference to categories of insignia seems confusing.

Which of the aviation insignia are considered to be in the same category?—LCDR R. P. S., USN.

• *Insignia in the aviation category are: Astronaut, Aviator, Aviation Observer and Flight Meteorologist, Aviation Experimental Psychologist and Aviation Physiologist, Balloon Pilot, Combat Aircrew (with battle stars), Flight Officer and Flight Surgeon.*

The "Uniform Regs" article you reference says only one of these may

be worn at a time, or, to apply this to your question, you may wear one or the other but not both if you have earned the insignia for both Aviator and Flight Officer.

An exception to the one-of-a-category rule applies to the insignia for Combat Aircrew (with battle stars), which may be worn in addition to one other aviation insignia.—Ed.

### Gold Hashmark Club Privileges

SIR: I would like to come up with some ideas on establishing a Gold Hashmark organization that would offer additional recognition to its members. Any suggestions?—ENS A. A. K., CEC, USN.

• Perhaps we can best advise you by reprinting an answer to a similar question asked ALL HANDS not long

ago. To the question—"Any suggestions?"—we recommended:

Go to the head of the mess line. Attach a special identification on your automobile, signifying special privileges on entering the naval compound. Avail yourselves of certain barbershop privileges.

These are some of the benefits enjoyed by Gold Hashmark club members at other commands. Depending on the situation at your command, they may or may not be appropriate.

There is no specific list of benefits that anyone who belongs to such a club might enjoy. In other words, it's up to each individual membership and the commanding officer to decide how the program is best tailored to meet local circumstances.

Your list of club privileges should be reasonable and appropriate. For example, a two-hour work week for Gold Hashmark club members would probably sound unreasonable to your CO. Head-of-the-line chow privileges he might go along with.

Make your club official, like the one organized at the Naval Training Center at Bainbridge, Md. Its members are guided by a neat, self-explanatory, one-page instruction, signed by the NTC Commander, which states, in part:

Purpose. To promulgate special privileges established as recognition for petty officers of this command entitled to wear gold lace service stripes and rating badges.

Background. The career Navyman who maintains good conduct for a period of 12 consecutive years is permitted to wear gold lace service stripes and rating badge as an easily recognizable symbol that he has steadily and diligently pursued his career without receiving disciplinary action. It is felt that further recognition of the value of this type of career man is warranted, and that certain special privileges should be extended within this command.

Privileges. The following privileges are hereby established. . .

• Head of the line in Mess Hall: Currently extended to all POs, this privilege is extended to all holders of Gold 'H' cards.

• Open Gangways: Automobiles bearing the Gold 'H' decal shall be

### Ship Reunions

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

• *uss Lexington (CV 2)* — The 17th reunion will be held 15 to 18 July at the Netherland Hilton hotel, Cincinnati, Ohio. Contact Walter D. Reed, 5410 Broadway, Oakland, Calif. 94618 for details.

• *uss Kidd Association*—The 21st reunion of Destroyer Squadron 48 will be held at Saginaw, Mich., 5 to 9 August. Harrold F. Monning,

310 East 8th St., Kewanee, Ill. 61443, has the details.

• *uss St Paul (CA 73)*—Will hold her Silver Anniversary reunion on board ship at the U. S. Naval Station, San Diego, on 17 February. Anyone who has ever served aboard is invited. Contact CDR Ralph G. Spencer, USN, *uss St Paul (CA 73)*, FPO San Francisco 96601, for details.

• *uss Audrain (AKA 59)*—Ship's crew who served aboard from 1944 to 46 are invited to a reunion to be held 3 through 5 July at Houston, Tex. Contact A. P. Wooten, 2219 LaMonte, Houston, Tex. 77018 for details.

permitted to pass through Center gates without the occupant showing identification. However if security circumstances dictate that identification is necessary, it will be produced immediately as requested.

- Barber Shop: One chair shall be set aside at the enlisted barber shop for Gold 'H' cardholders, in uniform, Monday through Friday.

- No privilege authorized by this Instruction shall be construed by any Gold 'H' card holder to mean that he will be allowed to supplant the privileges accorded senior petty officers.

- Action. Addressees will ensure that all qualified petty officers attached . . . are presented with the Gold 'H' card holder to mean that he

That's how it's done at NTC Bainbridge and aboard a few ships that sponsor Gold Hashmark Clubs. They are becoming increasingly popular throughout the Navy and have proven to be more effective and offer more prestige handled at the command level instead of service-wide sponsored.—Ed.

### Comm Center Claims Most

SIR: Over the years, I've seen many letters to ALL HANDS which claim the fastest refueling, longest steaming, most landings, etc. Such claims invariably draw replies from units which long before had equaled or excelled the records claims.

I claim no records, but I would like to introduce the seldom-discussed category of communications, and, hoping to stimulate interest in this subject, present some work statistics for other comm centers to ponder.

The Communications Division at the Naval Support Activity, Saigon, averages 23,000 messages a month. Other than the undersigned, it does not have a petty officer above grade E-5, nor one with more than four years' experience, and consistently operates at manning levels below 75 per cent.

The watchstanders observe a 12-hour-on, 12-hour-off routine for their year-long tour, and, of course, the duty is in a combat zone.

In spite of these challenges, the comm center has not had a message nondelivery in more than six months and maintains an average circuit re-



**ON THE WAY** — Model shows how the F-14A will look when it joins the Fleet. The variable swing-wing aircraft will be equipped to fire Sidewinder, Sparrow, and Phoenix missiles. In addition, it will also have air-to-ground capability.

liability factor of 96 per cent.

We're proud of our comm center team.—RMC J. E. W., Jr., USN.

- The statistics you cite are here-with presented for review by the Fleet. Congratulations.—Ed.

### Maximum Constructive Time

SIR: I thought that after some years of personnel work I knew all there was about constructive time. Now I'm told by someone who should know more than I, that no more than one year of constructive time may be used when computing service for transfer to the Fleet Reserve.

This limit on constructive time — if there really is one — is news to me. Can you steer me toward the reference?—PNC R. L. W., USN.

- Article 2630100 of the "BuPers Manual" is relevant, but you'll find nothing there about a limit on the constructive time one may use for transfer to the Fleet Reserve. There is no limit, as such, provided the constructive time is "legal."

By this we mean that the laws on retirement after 30 years of active service are not the same as those which govern transfer to the Fleet Reserve (so-called "20-year retirement"). Certain types of constructive time may be counted toward one, but do not apply to the other.

For 30-year retirement, you may include as constructive time only the periods of enlistments and term extensions you do not serve when you ship over early (up to three months

for each). These unserved periods also may be counted toward total service for transfer to the Fleet Reserve, but this is where the constructive time similarities end.

A minority enlistment may be counted as a full four years in total service for transfer to the Fleet Reserve, but not for retirement. And, six months or more may be counted as one full year toward total service for the Fleet Reserve, but not for retirement (thus the familiar "19 and six").

Perhaps your knowledgeable friend had this mixed up to mean something else.—Ed.

### Breast Insignia

SIR: Are officers and chief petty officers authorized to wear dolphins and the recently approved SSBN Deterrent Patrol Insignia on the tropical khaki uniform at the same time?

My interpretation of the Uniform Regulations is that only one insignia is authorized to be worn on the naval uniform at a time, except when ribbons or medals are worn.—YNC(SS) J. H. W., USN.

- Your interpretation, Chief, is correct. According to Article 0157.1.1.b.(1), "Uniform Regulations" allows only one breast insignia to be worn except on uniforms prescribing the wearing of ribbons or medals.

When wearing medals or ribbons, more than one breast insignia may be worn in the manner described in that article. However, since medals and ribbons are not worn on the tropical khaki uniform, only one breast insignia may be worn.—Ed.



Newly commissioned amphibious assault ship, USS New Orleans (LPH 11), sets sail for her first deployment.

## How to Accept An Award

SIR: I'll be receiving an award in a ceremony in the near future.

The last time I was in an awards ceremony, it proved to be awkward because I didn't know exactly when to salute, shake hands, or about-face.

Could you tell me the correct procedure for receiving an award at an inspection, when I'm called from ranks to go before the inspecting officer in front of all the company formations? When do I salute, advance, shake hands, put out my hand to receive the certificate, and so forth?—DKI R. G. S., USN.

• We can't give you a hard-and-fast pattern to follow, because the specific procedures for an awards ceremony are largely left up to the judgment of the officer in charge. His duty is to arrange a smart, orderly, dignified presentation—but how he does it is up to him.

So if your last ceremony was confused, the blame probably rests on the officer or PO in charge of arrangements. He should have briefed you and the other honorees on how he wanted you to march and salute.

In general practice, such ceremonies usually go something like this:

If, as you describe, each individual is called from the ranks, he marches up to the officer presenting the award (stepping off in straight lines, turning square corners) and halts directly in front of the officer at an easy handshaking distance. He salutes, the officer returns the salute, and the man

stands at attention while the officer reads the citation. The officer then hands him the citation (or pins on the medal) and they shake hands. The man takes one step backward and salutes; the officer returns it; and the man makes an about-face and marches back to his place in ranks.

If a large number of men are receiving awards, they may be formed up as a separate unit in front of the presenting officer. He can call each man individually; each man then steps forward, salutes, hears the citation read, receives the award, shakes hands, salutes and returns to ranks.

Or if several are receiving the same award, the officer may read the citation and then step forward himself to present the award and shake hands. Probably in this case there would be no individual salutes, since all the honorees would remain in ranks. Instead, the officer would salute the whole group after all awards were presented.

Some of us have seen such mass ceremonies streamlined even further. One way is for the honorees to be formed in a separate unit, then to file past the officer rather than coming forward individually. Each man's name is called as he arrives before the officer. (Few, if any, citations are read in full.) The man salutes, receives his citation and a handshake, salutes again, and moves on. Each rank moves in a rectangle—to the right, forward, to the left past the officer, and back.

In any of these ceremonies, careful planning by the man in charge is a

necessity—and particularly in the last one, in which calling names in the wrong order could cause chaos.

If circumstances permit, it's good practice to have a rehearsal, during which everyone involved is given specific instructions on what to do when. It takes time and effort—but it's well worth while if it leads to a smooth ceremony without embarrassment, mistakes and confusion.

As for you, if you don't receive any specific instructions, just march tall, salute before and after, and accept any handshakes you're offered. Congratulations.—ED.

## Recruiting Officer

SIR: In reading your article, *The History of Naval Recruiting*, in the September (1969) issue of *ALL HANDS*, I noted with interest a poster at the bottom right of page 23. The poster as shown would indicate that it was displayed in New Berne, N. C., on 2 Nov 1863. The curious part is, of course, that New Berne was in the Confederate States of America between 1861 and 1865.

This then poses the questions: Is this a Confederate poster? Are the dates in error? Or, did the U. S. Navy recruit in the CSA? If so, openly?

If you could clear up these nagging questions, I would be grateful.—Col. D. G. S., USMC.

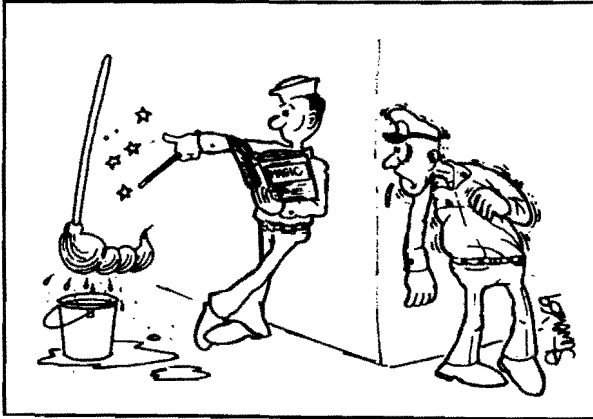
• While the U. S. Navy may have been involved in some rather unusual intrigues behind the lines, recruiting isn't considered one of them, Colonel.

Fact is, records of the office of Naval History indicate that New Berne, N. C., was captured by Union naval amphibious forces on 14 Mar 1862 and remained in Union custody throughout the remainder of the Civil War.

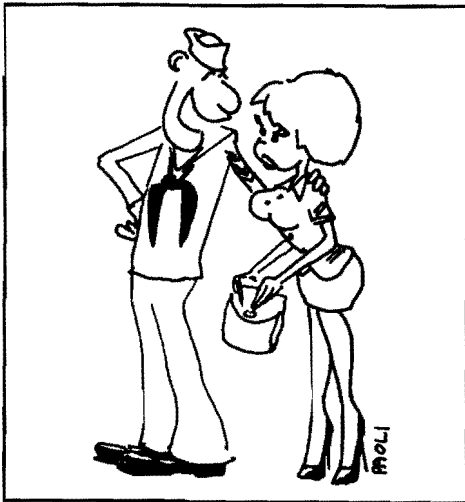
The importance of recruiting in New Berne may stem from the strategic importance of the locality itself. It served as a base in support of the naval blockade of the Confederate States.

Now, one further question remains to haunt us—how successful were the Union Navy efforts to recruit personnel in the Confederate South?—ED.

CYN3 Gregory L. Stevens, USN

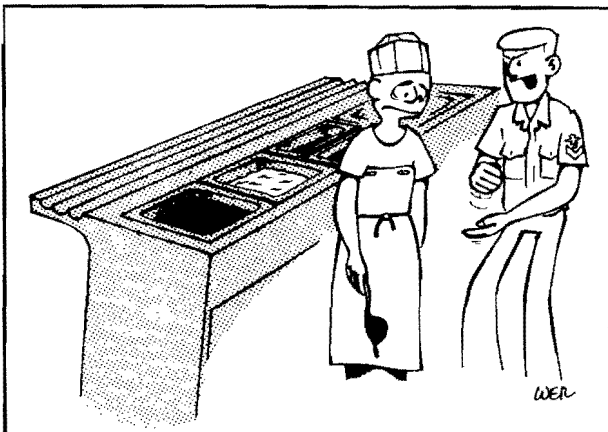


IC1 Jeremiah H. Pooli, USN



"Silly girl! Of course they allow E2s in the Acey-Doucey Club."

LTJG Frederick W. Weil, USNR



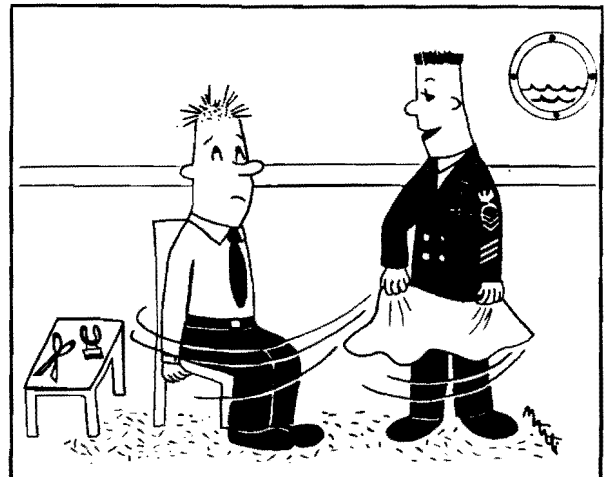
"How many times do I gotta tell ya? The gravy doesn't go on the salad; it goes on the ice cream!"

CTC Ernest M. Mawn, Jr., USN



"When you finish that one—check these over, then sign that paper right under the statement, 'I fully understand all instructions-notices contained herein.'"

Martha P. Gnika



"Presto! And you've saved \$1.50."



# TAFFRAIL TALK

**M**OST OF US live our lives in a routine. We tend to do things a certain way because that's the way we've always done it.

(Shaving, for instance. If you're like us, you probably start shaving at the same point on your face every day, simply because you never particularly thought of starting somewhere else.)

Chief Aviation Support Equipment Technician Donald C. Roberts seems to be an exception to the we-do-it-that-way-because-it's-always-been-done-that-way rule. We haven't asked him how he shaves, but his original thinking in another area saved the Navy a great deal of money.

It started with a GTC compressor inverter which furnished 115-volt single-phase alternating current for the A-4 *Skyhawk* starting system. We don't know what that means either; but we're told that it's very difficult to start a *Skyhawk* without one of them.

Anyway, the thing was marked "C" for consumable — meaning that you throw it away when it quits working, rather than repair it. Like a light bulb. Just screw in (or plug in, or whatever) a new unit to replace it.

Chief Roberts' compressor inverter had quit giving out with its 115-volt, single-phase juice. Trouble was, he didn't have a replacement to screw (or plug) in.

Most of us would have chucked the thing (since that's what we'd always done with "C" items) and waited for a new one to come through the supply system.

Chief Roberts thought about it. Then he decided to try a different tack. He carried the unit to a local radio repair shop.

In short order, the shop had the thing compressing and inverting like new again.

The chief suggested to his command, NAS Oceana, Va., that compressor inverters should be reclassified "R" (repairable), which was logical, considering that one had indeed been repaired. His suggestion, equally logically, was accepted by the Navy.

At Oceana alone, reclassifying the thing will save about \$12,000 in three years. Navywide, it's expected to save something like \$144,000 through fiscal year 1972.

The Navy appreciated Chief Roberts' suggestion. He received a cash award and was congratulated by the Oceana CO, Commander Fleet Air Norfolk, and the Commander Naval Air Force, Atlantic Fleet.

Not to mention the Vice President of the United States. He gave a citation to the chief and nine other government employees in Washington. Looking on were the Secretary of Defense, the chairman and other members of the Joint Chiefs of Staff, and the secretaries of the Army, Navy and Air Force. Plus members of the recipients' families.

Which proves that a man with original ideas is likely to get into good company.

*The All Hands Staff*

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Interesting story material and photographs from individuals, ships, stations, squadrons and other sources are solicited. All material received is carefully considered for publication.

There's a good story in every job that's being performed either afloat or ashore. The man on the scene is best qualified to tell what's going on in his outfit.

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, black-and-white, and also color transparencies. 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. The photographer's name should also be given.

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

• **AT RIGHT: WALKING ON WATER?**—Two crewmen of the Navy's tank landing ship USS Newport (LST 1179) appear to be walking on water as they prepare to couple an approaching utility landing craft with the LST. The connection enables vehicles to roll off the landing craft into the tank landing ship.



***It doesn't matter  
who you are —  
It's what you can be***



***...and the Navy offers both  
training and education***