



vietnam veterans return to help

NINE AMERICAN veterans of the Vietnam War have been at work since mid-summer on a two-month project designed to benefit disabled Vietnamese military men.

The nine individuals, who represent no organization, decided to return to the Republic of Vietnam because of their desire to help the Vietnamese people and their concern that the image of veterans as a whole was being misrepresented back home.

They are four former Navymen, three former Marines, one ex-soldier and one former airman.

"I felt an unfair and distorted view of the Vietnam war veteran was being displayed," said Armistead J. Maupin, Jr., a former lieutenant (jg) in the U. S. Navy.

"We were being portrayed in the news as drug addicts, marchers on Washington and extreme radicals. I would weigh every news story I saw with what I knew from my service experiences there and saw that a three-dimensional picture of the war and the veterans was not being presented," he said.

Maupin decided that adding more rhetoric to the problem would solve nothing.

"We had to show by our actions that we are dedicated to the commitments of our country. I'm not in favor of letting the war drag on, but I think we should do all we can for the South Vietnamese before we withdraw completely," he said.

WITH THIS IN MIND, Maupin started writing letters to Washington, and after receiving what he considered to be enough positive reaction, took a leave of absence from his job on the news staff of the Charleston, S. C., *News and Courier*.

On 8 June, he traveled to Washington to begin putting his plan into operation. Two days later, in the office of a mutual friend, he met Charles P. Collins III, another former naval officer.

Collins, a veteran of nearly 21 months in the combat zone, but more recently a professional recruiter for an electronic data concern in Dallas, Tex., thought returning to Vietnam for a people-to-people type project sounded "like a great idea."

Putting their heads together, they decided to keep their group small, and unaffiliated with any larger organization.

Passing the word by telephone and from friend to friend, ensuring that each veteran they considered was recommended by a known source, they were



Above left: The partially completed 20-unit housing project in Vietnam that nine American veteran volunteers are rushing to finish by fall. Above right: the men work to complete a roof for a 10-unit section of the project. Living at the construction site, they use one of the completed units as a dining room (right) and two others as bunkrooms. This project is at Cat Lai.



At left: the American veteran volunteers pass cement blocks from man to man while constructing a wall for the new housing units. Below left: Charlie Collins, a former naval officer with more than 21 months of service in the war zone, prepares cement blocks for laying.

joined by the following members of the volunteer group:

- Thomas M. Nielsen, a former radio operator with the U. S. Navy's Mobile Riverine Force, and now a working artist with a houseboat-studio on the Mississippi River;

- Zeph Lane, a former Navy hospital corpsman who was medevaced from Vietnam in March 1969, with an injury caused by shrapnel from a B-40 rocket, now a premedical student at the University of Maryland. He is the only married member of the group;

- Karel J. (Jess) Leadbeter, a former U. S. Air Force advisor to Vietnamese Air Force radar operators in the Mekong Delta and now a student at Prince George's Community College in Largo, Md.;

- Francis L. (Lou) Abad Jr., a former Marine Corps captain with more than 100 Vietnam air missions under his belt as an F-4 *Phantom* jet navigator. He served there with Marine air units during parts of 1965, '66-'68-'69-'70 and '71.

- Jack R. Myerovitz, a printer for the past two years at the Government Printing Office in Washington, and before that part of the U. S. Marine Corps force that recaptured Hue after it fell in the communists' 1968 Tet offensive;

- Carrolton E. Reese, a former member of the U. S. Army Depot at Qui Nhon, and an independent builder since leaving the service over a year ago;

- John F. Butler, also a carpenter, and a member of a U. S. Marine Corps combined action group in Military Region I during his 14-month Vietnam tour which ended in November 1969.

It wasn't until the group got to Saigon that they learned what they actually would be working on.

They were flown there by the U. S. Air Force, and the U. S. Navy in Vietnam found a suitable project for them.

It turned out to be a 20-unit housing development at Cat Lai, on the outskirts of Saigon, which will provide homes for the families of Vietnamese veterans attending vocational training schools there.

Only two of the American veterans (Reese and Butler) had any previous experience in carpentry, but that hasn't held them back.

MOST OF THE GROUP, like Jack Myerovitz, felt they were doing something important here before and have missed that feeling since leaving.

"I've been wanting to come back for the past two years," he said. "I just wanted another chance to work with the people—help them build something."

Most of them also felt, like Zeph Lane, that this was an opportunity they couldn't turn down.

"It isn't often that you have a chance to align yourself with a worthwhile cause like this. Everyone is saying 'get up off your apathy;' this is one way of doing it," he said.

The Americans receive no pay for their work. In fact many of them have taken time off from well-paying jobs to make the trip. Their food, however, is paid for by the Helping Hand Foundation, an organization formed by American business and professional men to raise funds and sponsor programs to improve the standard of living for Vietnamese Navymen and their families and also for Navy veterans there.

The concrete block structures the American veterans are completing were started by U. S. Navy Seabees and Vietnamese civilian builders who had to leave for higher-priority jobs when the development was only one-third finished. The veterans' plan was to have the job done by 1 September.

"WE WERE VERY FORTUNATE to get these men to work at Cat Lai," said CDR Walter F. Baker, head of the psychological warfare and Vietnamese Navy welfare department of the U. S. naval forces headquartered there. He also coordinates Helping Hand Foundation programs throughout South Vietnam.

"The work these men are doing will allow us to move in 20 more veterans for classes starting in September," Baker said. "It's a great boost."

The veterans, too, are pleased with the task they've been given. Speaking of a trip to the nearby vocational training school, John Butler said: "Those Vietnamese, many of them disabled, want to pitch right in. They're working their tails off. Seeing that, how these people will work if they have a chance, makes the job we're working on here really seem worthwhile."

—Story and Photos by JOCS Jim Falk, USN

Top right: John Butler (left), Charlie Collins (right) and a Vietnamese sailor install window frames in the housing project they are building. Middle right: Zeph Lane, a former Navy corpsman and now a pre-med student, examines the injured shoulder of a youngster at Cat Lai. Right: the veterans relax after a day's work with letter-writing and reading by the light of a kerosene lantern.





This . . .

ADVANCING TECHNOLOGY, and the massive expansion and dissemination of that knowledge in the past decade, have resulted in a terrific information explosion. Worse yet, there now appears to be a physical danger of people being buried under the sheer volume of that paperwork.

In the Navy, various ships, weapons, electronics, air, and other sophisticated systems have generated thousands of administrative and technical documents. The maintenance of this mass of paper, particularly the insertion of pen-and-ink and page changes, has been extremely irksome and burdensome to shipboard personnel. Already cramped shipboard space—always at a premium—is getting tighter, with the papers crowding out the people.

The answer is, however, within reach. The solution involves the application of a rather old medium — microfilm:

Limited One-Year Test Begins

THE NAVY has begun a limited one-year test of microfilm aboard 19 ships: 10 from the Pacific and nine from the Atlantic Fleets. The types of ships participating in the program range from aircraft carriers to nuclear-powered submarines. The program, which was launched in June 1971, is being performed under the watchful eye of a working task group formed by the Assistant Vice Chief of Naval Operations/Director of Naval Administration.

The idea originally developed several years ago from three separate sources. The first proposal for mass use of microfilm aboard ships was advanced by a Retention Study Group which noted the adverse effects of the huge volume of paperwork on reenlistments. Concurrently, COMPHIBLANT and CRUESPAC, acting independently, also proposed use of a micro-filming system.

Goals of the test program are to determine the advantages, disadvantages and user acceptance of the microfilm system. Of equal importance to the task group is the exploration of other potential uses for the medium.

The current testing program features the use of microfiche. These film sheets, four by six inches in size, are so designed that up to 98 pages of printed material may be copied on each one. The Naval Ma-



ALL HANDS

or this?



terial Command is providing ships in the testing program with microfiche copies of COMTAC (communications/tactical) and NAVSHIPS, NAVELEX and NAVORD technical publications. Selected intelligence publications are also being added. Additionally, test ships have been provided with fixed and portable microfiche readers and reader/printers, to produce hard copies, with a compact index and filing system for the fiche.

Advantages of the System

SOME OF THE MORE IMPORTANT advantages of the microfilm system are: volume reduction, which frees much filing equipment and space for other uses; shorter publication-cycle lead times; cost, weight and mail volume reductions; information currency; reduction of shipboard workload through elimination of all pen-and-ink and page changes; greater file integrity; and faster and easier retrieval of information.

The ultimate goal of any shipboard type project is to increase Fleet readiness, and this program has the same goal. In recent years, the cost of progress has grown progressively higher, with the costs of certain more sophisticated and complicated systems reaching astronomical proportions. Here, however, is where the microfilm system is different. It actually costs less to provide microfiche than it does to provide printed copies, although initial installation of the system is expensive, because of the need to procure expensive equipment (readers and reader/printers).

Once the system is operational, it can virtually produce entire publications and directives for only pennies. For example, once a master microfiche has been produced of a 98- (or fewer) page manual (for about \$2.50), other microfiche distribution copies may be produced for about 10 cents each. Compared to the current commercial printing costs for producing the same publication, the cost is nominal.

Microfilm Initially A Novelty

MICROFILM was first developed in 1839 by an Englishman named Dancer. Initially a novelty, it became useful a hundred years ago when the Frenchman Dragon instituted the famous "Pigeon Post," the first "airmail" system on any considerable scale. The system was used to bring letters and official dispatches

on microfilm into Paris during the siege of 1870 in the Franco-Prussian War.

Modern microfilming began in the 1920s with the development by a New York City bank clerk of the rotary camera. This revolutionary device permitted documents and film to move simultaneously at high speed, while microphotographs were being taken of each document. Reading machines were then developed to search roll films for copies of wanted documents. These instruments became forerunners of today's modern roll and cartridge microfilm readers. While the banking field was the first to use microfilm on a volume basis, it was soon adopted by other fields, including insurance, law, manufacturing, libraries and government.

The V-Mail system of World War II—an update of Dragon's original concept — provided for low-cost, rapid transportation of vast quantities of information. Consequently, space became available for the transport of critically needed supplies, ammunition and personnel to support the war effort.

A MAJOR microfilming breakthrough occurred early in World War II. Shortly after Pearl Harbor, the need of the military for photographs, maps, and topographical information of enemy territory was acute. As a result of a public appeal, a deluge of postcards, photographs, and maps of all sizes, shapes, and descriptions poured into Washington in numbers far exceeding expectations or facilities. Development of the aperture card resulted.

By cutting a hole (aperture) in a key-punch card, an individual frame of microfilm could be mounted in this hole; yet, because of the thinness of the film, the cards could still be machine-sorted. Thereafter, electric accounting machines handled the filing and retrieval of such data. During the 1950s, aperture cards became extremely popular for reproducing, disseminating, storing, finding and using engineering drawings.

These drawings have formed the basis for one of
(Continued on Page 51)

For left: The microfiche reader/printer in use. Center: The compact mini-reader. Below: An example of the amount of space saved by the microfiche system. All of the volumes have been condensed into the easy-handling box of cards.



● MORE ON LIBERTY: COs MAY GRANT 96s

Liberty periods of up to 96 hours may now be granted by COs on special occasions or in special circumstances, or to particularly deserving people. Ninety-six-hour liberty, which must include two consecutive nonwork days and which may not -- under any circumstances -- be extended beyond 96 hours, may be granted under the following circumstances.

- As a reward for exceptional performance.
- As compensation for extensive or unusual working hours.
- As compensation for long or arduous deployments.
- As compensation to men on ships undergoing overhaul away from home ports.
- Where normal liberty is inadequate due to isolated location.
- As a traffic safety consideration for long weekends or avoidance of peak traffic periods.

The AlNav which established this policy also defined a 72-hour liberty period as one which starts at the end of a normal working day and ends with the start of normal working hours three and one-half days later -- for example, from Monday afternoon until Friday morning. A 72-hour period, like the 96, may not be combined with holidays or other off-duty time where the combined period of absence would exceed 72 hours.

● GREATER EMPHASIS ON OPEN HOUSING

In AlNav 51 the Secretary of the Navy discussed the problems of discrimination faced by minority group Navymen and Marines and their families in seeking suitable off-base housing. A subsequent in-depth investigation confirmed that discrimination in housing is still widespread despite the equal opportunity gains made in the past few years. This is largely because people have not reported cases of discrimination and, as a result, commanders are unaware of the true situation.

In a more recent AlNav, SecNav cited the need for commanders to give this matter their personal attention in order to bring about the desired changes. This includes helping civilian employees in obtaining the support of the appropriate local, state or national equal opportunity agencies, and "advising local governmental officials, community leaders and private groups that future base closure decisions will take into account local area practices with respect to open housing."

● CHRISTMAS MAILING PERIODS FOR OVERSEAS DELIVERY

The U. S. Postal Service, in conjunction with the military departments, has established specific periods during which you should send your Christmas mail overseas -- if you want it to get there on time. Surface parcels should be mailed between 12 Oct and 8 Nov; Space Available Mail (SAM) parcels, letters, voice recordings, post cards, postal and greeting cards should be mailed between 19 Oct and 22 Nov; Parcel Air Lift (PAL) items should be mailed between 26 Oct and 29 Nov; and parcels, letters and cards with airmail postage should be mailed between 30 Nov

TIDES AND CURRENTS

A Message to the Fleet from the Chief of Naval Personnel



VADM D. H. GUINN

BUPERS NOTICE 1306 of 27 Aug 1971 approved the three-year minimum sea tour for all enlisted personnel. The object of extending sea tours to a minimum of three years is two-fold: (1) to improve stability of men involved—that is, they have a longer period of time in one home-port; (2) to improve the stability of crews in ships. The increase to a minimum of three years at sea is followed by a commensurate increase in shore duty tours so as to balance the sea/shore rotation. Again, this increases the stability for families of men on their shore tour.

Approximately 31,000 men presently serving 24- to 30-month sea tours are affected by this new

policy. Some of the larger communities represented are Yeomen, Personnelmen, Electronics Technicians, Hospital Corpsmen and the Group IX ratings. Additional benefits realized from this increase to a minimum of three years at sea and extended shore duty tours will be improved personal services for all hands through stabilization of the incumbent service agents. Additionally, longer productive periods between rotations for the ratings affected, with increased opportunities for professional growth and promotion to more responsible billets within a command will be gained.

Over-all, while the number of men whose sea tours are increased to a minimum of three years is a minor portion of the Navy, the benefits accrued will far outweigh the additional year or less that is spent in sea duty tours.

and 13 Dec. For information about mail going from one overseas destination to another and a list of mailing dates for items sent from and to locations in the U. S., see OpNavNote 2700 (16 Aug 71).

• "PNA" POINTS FOR ADVANCEMENT MULTIPLE NOW UNDER STUDY

Analysts at the Naval Examining Center, Great Lakes, Ill., are studying the possibility of giving some advancement multiple credit to those men who have passed an examination but not been advanced due to quota limitations (PNA). The study is being carried out in response to a survey in which 82 per cent of the enlisted men polled indicated that they would be in favor of such a program.

• NAVY'S CAREER COUNSELOR PROGRAM EXPANDED

The Navy's Career Counselor Program has been so successful in promoting career motivation that an expansion of the program has been started. Phase I of the expansion is now underway with the selection and use of full-time BuPers-controlled "SPECAT A" Career Counselors. These carefully selected and trained counselors are available to furnish Navymen and their families with the necessary facts for making a valid decision concerning a Navy career.

Career Counselors are chosen from a group of volunteer career petty officers on the bases of motivation, leadership and communicative abilities, military bearing and personal stability. If you're interested in becoming a Career Counselor, you may submit a request to the Chief of Naval Personnel (Pers-B2021) via your commanding officer.

● MOVING MADE EASIER FOR NAVY FAMILIES

New procedures are now being formulated which will make it easier for Navymen moving to new assignments to find suitable housing at their new duty stations. In general, a Navyman who receives orders may forward a housing application to his new duty station, which will then send him housing information. This information will include current data on waiting lists, and should help the incoming family in reaching a decision concerning housing. Further details on this procedure and others related to housing for transferring families are expected in an upcoming revision of OpNavInst 11101.13 series.

● LDO(T) CONTINUATION PROGRAM FOR FY 72

Due to the Navy's budgetary need to continue reducing its active duty manpower strength, the LDO(T) continuation program for fiscal year 1972 is similar to that of last year. Temporary LDOs serving in the grade of lieutenant commander under the 10 U. S. Code 5787 who have twice failed of selection to lieutenant commander under the Officer Personnel Act will be continued on a yearly basis provided they're selected for continuation on active duty that year. These officers may remain on active duty until 30 Jun 1973 or until they've completed 30 years of active duty, whichever comes first.

● SEAVEY DATES FOR EM1 AND EM2

It has been noted that the Seavey cutoff date for Electrician's Mate 1st Class is Feb 66 and the Seavey cutoff date for Electrician's Mate 2nd Class is May 67. The dates were inadvertently switched in the tabular listing which appeared in last month's issue.

● MORE WILL BE ELIGIBLE FOR CAPT AND CDR IN FY 72

The Secretary of the Navy has expanded eligibility for selection to line captain and commander in fiscal year 1972. The expanded eligibility is, in the case of male officers, as follows: Those now eligible for promotion to captain include individuals with date of rank of 1 Jul 1968 or earlier; junior officer eligible is John Watson, lineal number 004718-90. Officers eligible for promotion to commander include those with date of rank of 1 Jul 1969 or earlier; junior officer eligible is J. H. Luallen, Jr., lineal number 018713-90.

● COs GIVEN MORE LATITUDE FOR GRANTING EMERGENCY LEAVE

Commanding officers have been given the widest possible latitude in determining the existence of an emergency and the granting of emergency leave. This move, announced in Z-gram 137, was made to eliminate the confusion stemming from various interpretations regarding the

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"appropriate means" for verifying the existence of an emergency requiring the serviceman's presence.

Dependents of deployed Navy men are still encouraged to contact the American Red Cross, the command's contact point officer, or the nearest U. S. naval or other military activity for assistance in emergency situations. However, "appropriate means" can be a letter, telegram or telephone call from the dependent, minister, attending physician or other interested party to the command or individual concerned. "In recognition of the individual Navyman's maturity, integrity and responsibility, "the Z-gram said, "emergency leave should be granted in accordance with BuPersMan 3020075, whenever the circumstances warrant, based on the judgment of the commanding officer and the desires of the individual."

• NEW POLICY ON SPACE-AVAILABLE TRAVEL

The services have jointly put into effect a new policy for space available travel which is more responsive to the travel-ready passenger. The new procedures, which were begun on a worldwide basis on 1 Sep, eliminated the twice-weekly validation for servicemen and their dependents wishing to travel on military aircraft. Instead, the passenger signs up only one time, but he must be present the first time his name is called for the flight. Other changes have increased the flight information available to the passenger and provided more reliable methods for using the space available seats.

• CTMs AND ETs ELIGIBLE FOR CONVERSION TO EW RATING

If you're a communications technician, M branch (CTM) in paygrade E-5, or an electronics technician (ET) in paygrade E-5 or below with an NEC of 1588 or 1594, you're now eligible to submit a request for conversion to the Electronic Warfare Technician (EW) rating. If you're accepted for conversion to this rating, which was established on 1 Sep 71, you'll be ordered to EW "A" school for training. The amount of training required will be determined by the school officials' review of your previous training and accomplishments. The deadline for submitting requests, in accordance with BuPers Notice 1440 (24 Aug 71), is 1 December of this year.

• PRODUCT INFORMATION FOR NAVY EXCHANGE PATRONS

Date/code handbooks are now available for in-store reference by patrons of Navy commissaries and Navy Exchange-operated convenience stores. These handbooks provide explanations of the most commonly used packaging codes and supply information concerning product shelf life and spoilage, where possible, giving the consumer a better understanding of the products available.

Commissary stores are also marking store-packaged fresh produce, meat and poultry items with the day of the week that the item was packaged. This information is clearly indicated on the product label.

from the desk of the Master Chief Petty Officer of the Navy

"The Name Of The Game"



MCPON JOHN D. WHITTET

THE SENIOR AND MASTER CHIEF PETTY OFFICER selection process is an important issue for thousands of Navymen. It is not surprising that it is the subject of considerable questions and curiosity. At least in my office, the tide of correspondence concerning this issue seems to rise and fall with the yearly recommendations for advancement by the selection board.

The bulk of this correspondence is undoubtedly motivated by genuine concern. Perhaps, those who are concerned with this topic could benefit from a brief review of the selection procedure for senior and master chief petty officers.

To begin with, the rates of senior and master chief are much sought after. The demand for advancement exceeds the supply of billets. The competition is keen.

While the ceiling established by Congress is slightly higher (.3 per cent), the Navy is authorized by the Office of the Secretary of Defense to have only a maximum of .7 per cent and 1.7 per cent, respectively, of its total enlisted force at the master chief and senior chief levels. Moreover, we should consider that the odds are even more crucial within individual ratings where the aspirants for advancement are competing.

We must also understand the quota system. Quotas in each rating are limited by the needs and means of the Navy as they are determined by planners here in the Bureau. No matter how many qualified men there are for any one rating, the

number of promotions may not exceed the established quota. These quotas are generally allocated by rating . . . by this approach, effective competition is established and maintained within the total community, thereby more nearly assuring selection for advancement of only those best qualified within specific ratings.

MANY INDIVIDUALS wonder about, or question, the condition of their service jackets when they are appraised by the board.

Occasionally, information is missing from a man's service jacket. To solve this problem, the secretary of the selection board is authorized to contact individual commands for recovery of missing data. During the 1970 selection board, 500 telephone calls and 175 messages were initiated to make certain that each service jacket would be the most complete reflection of the total man. As the secretary of the board put it, "Board members are very conscientious about missing data; they ask for more data than they usually need."

It has been my experience that a very responsible effort is made to consider the whole man. The entire record of each candidate is carefully reviewed. In fact, every page of every service jacket is scrutinized by some qualified member of the board. During the last selection alone, some 16,000 service records were screened. However, this is not an automated process. This is a process which gives each candidate an experienced and penetrating review by dedicated and responsible people. It provides for a human look rather than a cursory mechanical evaluation.

The selection process then, is an arduous affair. Many long and concentrated hours are necessary to get the job done. This year, the board was composed of 30 officers and 13 master chief petty officers. Each of the 43 members was under oath or affirmation, "without prejudice or partiality," to "recommend those found to be the best qualified for advancement." Selections for promotion are made by majority vote.

THE SPECIFIC CHARACTERISTICS that are considered desirable may vary from year to year. If for no other reason than this, a man who is serious about promotion should continue to build up his record, even though he may have suffered disappointment in the past.

A man who is contemplating advancement to senior or master chief petty officer must build his record from the ground up. He should be concerned with his record of performance from the very be-

gining. Planning and preparation are important for a successful career.

In general, a man can reason correctly that the board looks well beyond test scores and performance evaluations. Types and places of duty, age, health, awards, educational credits, administrative ability, potential, discipline record, time in rate, time in service, background, letters of commendation and correspondence courses are also matters of consideration. Each selection board has considerable latitude in weighing these elements in order to define the desirable man.

Many candidates adjudged to be alternates or nonselectees would like to know just why they were not chosen for advancement. While I can sympathize with this question, the answer is simply not available. Deliberations and evaluations regarding individuals are not a matter of record and board members are sworn to secrecy.

HOWEVER, THIS SECRECY is not to stifle you. It is for your protection. It promotes an atmosphere of equitability and allows for freedom from the imposition of advantaged and self-interested contacts.

If you have such a question for yourself, be confident about the board's decision. While the deliberations of the board cannot always be "cut and dried," their judgments are as just as humanly possible. The one best answer for you is to consider the nature of the struggle you are in. Chances are that at least one other man's qualifications and characteristics proved to be more desirable than your own. Remember that this process is not one of "non-selection;" it is rather one of *selection* of the *best* qualified from among many with excellent records and qualifications.

It is my feeling that the selection board method for senior and master chief petty officer advancement is of great value to us all. It offers many advantages to the Navy and the individual sailor that are otherwise unavailable to us.

Not everyone can become a senior chief or master chief petty officer. In this competitive environment, the door of promotion cannot open to everyone who knocks upon it. Nor does it always open when first knocked upon.

The name of the game is to be competitive. Long years of faithful service and graying temples are not criteria for promotion. Accept the challenge and spirit of the competition. Prepare yourself. Push yourself. Cultivate your study habits. Be marketable. Get busy and create a demand for yourself. Perform!

CARS Program

A NEW PROGRAM called Country, Area and Regional Specialist (CARS)/Country Area and Regional Staff Officer (CARSO) has been approved by the Chief of Naval Operations and is now being set up. The new program recognizes the Navy's traditional interest in foreign affairs and the increasing need for officers with that expertise. Officers with backgrounds in politico-military affairs, strategic planning, political science, foreign relations and those with experience in other countries have been used for generations by the Navy, but without any special management or direction.

There has never been any way of assuring that the number of officers with the required skills would be available when needed. The CARS/CARSO program will identify small groups of skilled officers to meet specific requirements for countries, areas and regional specialists and staff officers.

UNDER THE PROGRAM, an officer with considerable knowledge of a specific country, area or region because of his language skill, academic background and practical experience can be designated a CARS officer. Officers applying for the CARS designation must have a qualification in the language of the country of level three through five (interpreter or linguist), based on the Defense Language Proficiency Test. Academic requirements include a master level of education leading to a subspecialty. Experience can be either in the country in question or on a major staff providing in-depth politico-military support or strategic planning for a specific country, area or region.

A CARSO is selected on the basis of being qualified to serve on a major staff in a politico-military or strategic planning billet requiring his specific country, area or regional expertise. Most CARSO officers will be selected from among the ranks of CARS officers. CARSOs are selected by the CARSO selection board which also adds or deletes officers on the CARS list. The board meets for the first time this month.

The CARSO board will also select a few high performing junior officers as prospective CARSOs. These officers' careers will be managed as part of the CARS/CARSO community to complete their qualifications as CARS. They will be the primary source of CARSOs to be selected by future boards. These prospective CARSO officers will receive special language and post-graduate training. The CARS designation will essentially be limited to officers who already have the language and academic qualifications.

OFFICERS of all designators will be eligible for consideration by the board. They will retain their officer designators and warfare specialties. Unrestricted line officers selected for the program can expect to rotate between tours of sea duty, foreign duty and staff duty, including command at sea if qualified. Staff corps or restricted line officers will rotate among tours in their career specialties in foreign duty and continen-

WANTED SEAL VOLUNTEERS



DURING WORLD WAR II, there arose a vital need for a highly trained, hard-hitting organization which could accomplish sophisticated missions within the amphibious forces of the Navy. This need was satisfied

by the creation of the Underwater Demolition Team (UDT), which has successfully accomplished missions across thousands of beaches around the world in past and present combat theaters.

However, the increasing complexities of guerrilla and unconventional warfare required still another unique, singularly trained, force to meet the challenge. The Navy answered the call with its now-famed SEAL Teams, an outgrowth of the highly successful UDT. The term SEAL is derived from the environments in which he is trained to operate—Sea-Air-Land.

Comparable to the Army's Special Forces or the Air Force Commandos, the Navy SEAL operates with little support, relying on nature for survival.

UDT AND SEAL TEAMS continually need qualified volunteers. Those officers and enlisted men selected undergo a grueling 24-week course to condition themselves for the professional, mental and physical requirements of the UDT organization.

The training begins with four weeks of toughening runs, calisthenics and other physical events to increase stamina. The following weeks are filled with classroom work, exercise, open-sea swims, study and practice in demolition and reconnaissance techniques. Candidates later learn the use of explosives, make live demolition raids against an offshore island, and complete an ocean swim of about seven miles. They also receive a week's training in survival, escape, evasion and land navigation.

After three weeks of airborne training they go to

tal U. S. CARS/CARSO billets. All officers in the program can expect normal advancement in their warfare or career specialties.

Four major regions of specialization have been determined—Middle East, Africa and South Asia; Pacific and Far East; Western Hemisphere; and Europe and NATO, including the USSR. Within regions are areas and countries on which officers may concentrate. BuPers Notice 1040 of 14 Jul 1971 contains detailed information.

Navy Encourages SDs to Cross-Rate, Rating Overmanned in E-4 Through E-6

FIRST, SECOND AND THIRD CLASS stewards are being encouraged by the Chief of Naval Personnel to cross-rate. This is part of the continuing program to

bring the number of stewards down to within the established manning level.

While the program, begun in February, has proved a quantitative success, most of the men willing to go into new fields are in the E-2 and E-3 pay grades. This means that the steward rating is still overmanned in the E-4 through E-6 rates, resulting in the request that more petty officers elect to change over. However, the response from stewardsmen has been so great that it is anticipated that no more rating changes will be authorized for E-2s and E-3s except through the Selective Conversion and Retention (SCORE) program.

A list of ratings to which petty officers in the steward rating are encouraged to convert has been published in BuPers Notice 1440. Men may request conversion to ratings that are not on the list, but they should also request two other choices found on the



underwater swimmers' school to learn the use of various underwater breathing apparatus, followed by some helicopter jumps and explosive ordnance handling. Thus, they are part frogman, part paratrooper and part commando.

An underwater demolition team consists of about 15 officers and 100 enlisted men, divided into five platoons. Each element is completely self-contained and capable of carrying out team missions.

Only those who have successfully completed UDT training can become SEALs.

A Navy SEAL is paid extra for his work. SEAL officers receive \$220 a month above regular pay—\$110 for parachuting and \$110 for demolition work. Enlisted SEALs are paid \$110 extra a month—\$55 for parachuting and \$55 for demolition work.

UDT and SEAL teams are always looking for qualified volunteers. If you're interested, now's the time to contact your personnel officer.



list as the other ratings are near their manning levels.

Conversion may be made by taking the rating examination or attending an "A" school. Persons must meet school requirements, though a waiver of up to 20 points on classification test scores may be granted on a case basis. Men should also make sure they can meet the physical and security clearance requirements of the rating they wish to convert to.

Stewards wishing to convert, either by test or through schooling, must submit requests in time to reach the Bureau of Naval Personnel (Pers-B223) not later than 31 October. It is anticipated that very few men will be allowed to convert to unlisted ratings.

Because the February 1972 steward Navywide examination will be administered prior to the regularly scheduled examination dates, stewards wishing to convert by examination may take both the steward exam and the exam for the rating to which they want

to convert. Persons authorized advancement and change of rating will have the option of accepting the steward advancement or a lateral conversion.

Kawishiwi Dishes Out Food for Crews, Fuel for Ships, Haircuts & Spare Parts

TO SHIPS OF THE SEVENTH FLEET, USS *Kawishiwi* (AO 146) is something special, for she provides something more than oil for their boilers. For men in the Fleet's little guys like minesweepers, gunboats and Coast Guard cutters, *Kawishiwi* dispenses something akin to liberty.

When the small ships come alongside, *Kawishiwi's* captain invites as many as can come aboard via high-line to swing on over for a haircut, shopping in the ship's store, a refreshing stop at the soda fountain and, if time permits, some hot pizza from the galley.

To *Kawishiwi's* crew, however, a ship alongside means more than goodies from the store and the galley.

Any day of the week, her men are liable to be busy transferring the thousands of gallons of fuel required to keep the Navy's steam up and the lubricants to keep the wheels turning.

Tons of freight are also transferred during each swing along the gunline as well as spare parts and, probably most welcome of all from a morale standpoint, the mail which swings merrily from the lines between *Kawishiwi* and her visitors.

'Can Do'—They Did it Again, NMCB-62 Captures Peltier Award

THE SEABEES of Naval Mobile Construction Battalion 62 not only "can do" but did again. They won the Peltier Award for Best of Type excellence for the second consecutive year.

The Peltier Award plaque was recently presented to NMCB-62 skipper, Commander Frank M. Newcomb, in a ceremony at Camp Moscrip in Puerto Rico. The award, designating NMCB-62 as the "Outstanding Naval Mobile Construction Battalion for 1970," was presented by Rear Admiral Walter M. Enger, Commander Naval Facilities Engineering Command and Chief of Navy Civil Engineers.

In 1969, NMCB-62 became the first Atlantic Fleet battalion to receive the award since 1966. The battalion is the second, in both fleets, to earn the honor two consecutive years since the award was established by the Society of American Military Engineers in 1960. NMCB-9 accomplished this feat in 1964-65.

San Diego Public Works Center First To Win Manpower Award

THE San Diego Public Works Center became the first Navy command to win the Secretary of the Navy's Manpower Achievement Award. The award was presented for "commendably superior management capability in meeting Navy priorities and requirements" during 1969 and 1970.

Three major pieces of Navy equipment developed and constructed by PWC were on display for the ceremony—the "Mobile Mulcher" used for destruction of classified matter; the "Garbage Cooker" which processes garbage for use as landfill; and a lightweight target sled.

Radiomen Provide Round-the-Clock Service Holding Communications Open in Vietnam

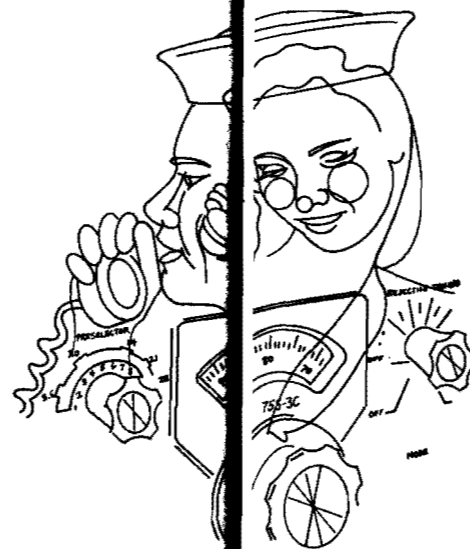
COMMUNICATIONS is a word with different meanings to different people. But for U. S. Navy radiomen serving at the U. S. Naval Forces headquarters in Saigon, RVN, it means a reliable, rapid and secure method of keeping their commander informed.

From around the world, from riverine combat craft to Washington, the daily flow of messages to and from

"I LOVE YOU

WHEN Navy-Marine Corps MARS Radio Station NONRD at Camp Moscrip makes its weekly calls to its affiliates, the messages which crackle through the airwaves are usually intimate, although hardly private. But who cares? What matters is that a lonely sailor in Puerto Rico is talking to the folks back home.

The Camp Moscrip station, which operates seven days a week, is manned by the communications squad of Naval Mobile Construction Battalion 62. The seven-man squad, headed by Radioman 1st Class Douglas L. Bollinger, consists of switchboard operators Electricians 3rd Class Thomas E. Sauers, Thomas M. Lies and Richard W. Stough, and Construction Electrician Constructionmen George R. Eaves and Michael J. Coop. Electronics Technician 3rd Class Dan C. Watson, who handles the MARS maintenance and repair



the communications center of the commander U. S. Naval Forces in Vietnam is voluminous and unending.

This center handles all message correspondence directed to and from 104 Navy commands and activities in the Saigon area. Its volume runs over 50,000 individual messages a month.

Working 24 hours a day, seven days a week, the 106-man force reproduces an average of more than 60,000 copies of messages a day for distribution, and accepts more than 400 messages for transmission.

Chief Petty Officer Lonnie D. Duggins, communications traffic analyst, said "with the aid of modern microfilming, more than one million messages are kept on file. Any individual message can be located and reproduced in less than five minutes."

Messages may contain general information about routine changes in Navy regulations or combat information dealing with fast-moving operations in Southeast Asia.

IN A MATTER OF MINUTES, the center can reach the seat of government in Washington, and echelons of commands ashore and at sea. This is accomplished by means of secure teletype and other modern equipment connected with a worldwide computerized communications network.

In addition to its mission of reliable, secure, and

...OVER"

duties, rounds out the team.

MARS calls leave the station by radio transmission and are received by MARS stations located at the Naval Construction Battalion Centers, Gulfport, Miss., and Davisville, R. I. There they are patched into the commercial telephone system and from that point on they become collect calls to the point of destination.

When atmospheric conditions are favorable, the MARS calls can be as clear as a local phone call. The only difference is that only one person can talk at a time, and must say "over" before the other person can talk. This is necessary so the radio operators assisting with the calls on each end can change their sets from transmitting or receiving as necessary.

The station, which operates on a first-come, first-served basis, also offers written message service.

—Story by CE3 W. R. Adams

rapid communications, the center also provides a morale-boosting telegram service for the men in the Republic of Vietnam. This service makes available to naval personnel serving in the Saigon area a telegraph outlet which is much less expensive than commercial facilities.

—JO1 Bob Williams

Special Issue of New Work Uniform Insures Supply for Recruit Centers

FREE ISSUE of the new Navy enlisted blue working uniform to eligible Navymen is now underway. Because of cost only one of the new uniforms will be issued to each person.

Recruits are currently being issued at least one new uniform with their clothing allotments and a limited number have been made available for sale in clothing and small stores.

To reserve the supply of uniforms needed by recruit training commands and clothing and small stores, the free issue program has been designated as a special program and will receive clothing supplies after RTC and C&SS needs are met. Local commands have been instructed not to begin distribution of free uniforms until they have sufficient stocks to keep up with the level of demand at clothing and small stores.

Navymen on active duty are eligible for the program

if they have at least one year of obligated service as of 1 Jul 1971. Drilling Reservists with one year or more remaining in a Selective Reserve unit, or Navymen on active duty who have executed agreements as of 1 July to enter a Selective Reserve unit, are also eligible to receive the free uniform issue. See BuPers Notice 1020 and NavSup Notice 4400 (both dated 1 Jul 1971) for more information. •

List of New Movies to Fleet Includes 'Andromeda Strain,' 'Raid on Rommel'

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 process by (WS).

The War Devils (WS) (C): War Drama; John Ireland, Anthony Steel.

Soldier Blue (WS) (C): Western; Candice Bergen, Peter Strauss.

The Outsider (C): Drama; Darren McGavin, Shirley Knight.

Raid on Rommel (WS) (C): War Drama; Richard Burton, John Colicos.

That's the Way It Is (WS) (C): Music Documentary; Elvis Presley.

Rabbit Run (WS) (C): Drama; James Cann, Anjanette Comer.

Sudden Terror (C): Suspense Drama; Mark Lester, Lionel Jeffries.

A New Leaf (C): Comedy; Walter Matthau, Elaine May.

Puzzle of a Downfall Child (C): Drama; Faye Dunaway, Viveca Lindfors.

Red Sky at Morning (C): Drama; Richard Thomas, Claire Bloom.

They Might Be Giants (C): Comedy Adventure; Joanne Woodward, George C. Scott.

The Berlin Affair (C): Drama; Darren McGavin, Fritz Weaver.

Waterloo (WS) (C): Historical Drama; Rod Steiger, Christopher Plummer.

The Andromeda Strain (WS) (C): Science Fiction; Arthur Hill, David Wayne.

The Last Valley (WS) (C): Historical Adventure; Michael Caine, Omar Sharif.

The House That Screamed (WS) (C): Horror; Lilli Palmer, Christina Galbo.

VP-22 Crews Gain 'ALPHA' Designation Halfway Through Six-Month Deployment

PATROL SQUADRON TWENTY-TWO (VP-22) has achieved a rare position of readiness in antisubmarine warfare with the designating of all 12 of its crews as "ALPHA crews." The squadron, homeported at Barbers Point, Hawaii, but deployed to Naval Air Facility, Naha, Okinawa, achieved the distinction after only three months of concentrated practice and

VISITING PEARL HARBOR

Navymen and their families visiting Hawaii usually wish to include Pearl Harbor and the USS Arizona Memorial in their tour. While there are commercial tours available, the Navy also pro-



vides free tours of the harbor and the memorial to the general public.

The one-hour harbor tour operates Tuesday through Saturday, except on national holidays. It departs the USS Arizona Memorial Landing, located just off Kamehameha Highway between Honolulu and Pearl City, at 0930, 1030, 1330 and 1430. The tour is operated on a first-come, first-served basis except for Vietnam R&R servicemen and their families who are given preference. An official R&R card must be presented. A busload of about 50 R&R personnel and their families comes daily from the Fort DeRussy R&R Center to take the 0930 cruise.

The Arizona Memorial cruise operates daily, Tuesday through Sunday, 0900 to 1130 and 1300 to 1530 at about 30-minute intervals.

The boat does not operate on Mondays or holidays except for 7 December, Veterans Day and the afternoon of Memorial Day. Tourists may sign up for the daily tours starting at 0800. No reservations for the following day or another time are accepted. Basic tour information is provided on a recorded message by dialing 433-1294 or 432-6169.



testing during its six-month deployment from January to July.

To achieve the "ALPHA" designation, each crew must complete exercises outlined by Commander Fleet Air Wings, Pacific, which include demonstrating proficiency in antisubmarine warfare, aerial mining, weapons employment and ASW surveillance. Some

exercises require only initial qualifications while others must be repeated to maintain qualification.

VP-22 departed Hawaii with only one ALPHA crew. Since then, not only has every crew achieved the ALPHA designation, but crew 12 has achieved double ALPHA status—each member has also completed all requirements for designation as aircrewmen.

Oklahoma City's Stamp Savers Aid Needy Indians in Arizona

BEFORE ANY SAILOR aboard the Seventh Fleet flagship USS *Oklahoma City* (CLG 5) throws away an old envelope, he stops and tears off the stamps. You may wonder if it's possible for 1300 philatelists to be aboard a single U. S. Navy ship. Possible, perhaps, but in this case the ship's crew have joined together in a common effort for the benefit of charity.

The stamps are gathered and sent to the Franciscan Fathers at San Miguel (Calif.) Mission who, in turn, resell them to companies which distribute packets of canceled stamps to collectors.

The *Oklahoma City* collection program—headed by Yeoman 2nd class Bob Kaliski of the ship's legal department—has collected over 12,000 stamps in the past two years.

The money made by the mission is used to aid needy Arizona Indians and people in the Republic of the Philippines.

Carrier's Self-Help Project Makes 'Hitting the Beach' Still More Fun

LIFE ABOARD AN AIRCRAFT CARRIER is no big picnic. But for the 2450 men of the antisubmarine warfare carrier USS *Ticonderoga* (CVS 14), it does include a series of little ones.

The "Tico cabanas," as the picnics are called, are actually free feasts for the men aboard *Tico*. Every afternoon in port, the *Ticonderoga* men migrate to the nearest naval station recreation field, on foot or by ship-provided buses, to indulge in as much free food and drink as they want. The menu consists of a variety of barbecued fare, but the most popular dishes are choice broiled steaks, hamburgers and french fries—all free to the *Ticonderoga* crew and their guests.

Strictly a self-help operation, the cabanas are supported by the crew and the general mess aboard ship. One of the nicest things about the cabana is that it goes everywhere the ship goes, whether it's San Diego, Long Beach or Sasebo, Japan.

This . . . or This? (Cont.)

the Navy's oldest and most successful uses of micro-filming. Millions of engineering drawings have been reduced to 35mm microfilm and placed on aperture cards for mechanical sorting and retrieval. As an example of the data compaction made possible by using this system, 40,000 individual ship plans — requiring 786 cubic feet of storage space — have been microfilmed onto 60 rolls of film occupying less than four cubic feet of space. This space-saving feature has been particularly useful aboard submarines.

THE MICROFILM industry is substantial and fast-growing. The growth recently has been particularly enhanced by the advent of Computer Output Microfilm (COM), which translates the output of computers directly from magnetic tape onto microfilm without

Self-Help Guidelines

Calling it a "Program for the Improvement of Shore Establishment Habitability," Chief of Naval Operations Admiral E. R. Zumwalt, Jr., USN, instituted the present Self-Help Program in OpNav Instruction 11000.9 of 6 Aug 1970. He stated that his purpose in setting up the program was to help restore "fun and zest of a Navy career," and to reverse declining retention rates.

The instruction named Rear Admiral W. M. Enger, CEC, the Chief of Civil Engineers and also the Chief of the Naval Facilities Engineering Command, as the project manager and charged him with making "improvements to habitability ashore for all Navymen and their dependents."

- Here's how the program works—An activity identifies a sorely needed, people-oriented project and follows the usual procedures for obtaining approval to build the facility and to secure funds for material, design and incidental costs.

- At the same time, the command assures that it will make every effort to obtain Seabees and Self-Helpers for the actual labor. For technical aid, there are 17 recently formed construction battalion units at various locations in the States to which commands may turn in order to make Self-Help a success.

- These units are: 401—Great Lakes, Ill.; 402—Pensacola, Fla.; 403—Annapolis, Md.; 404—Memphis, Tenn.; 405—San Diego, Calif.; 406—Lemoore, Calif.; 407—Corpus Christi, Tex.; 408—Newport, R. I.; 409—Alameda, Calif.; 410—Jacksonville, Fla.; 411—Norfolk, Va.; 412—Charleston, S.C.; 413—Pearl Harbor, Hawaii; 414—New London, Conn.; 415—Oceana, Va.; 416—Long Beach, Calif.; and 417—Whidbey Is., Wash.

- If there's a CBU, a Reserve Unit, or a PHIBCB unit in the area, local liaison is established to determine the unit's availability to do the job. The amount of work to be done will be a deciding factor—a unit is expected to undertake only those jobs it can complete in four to six months' time.

- Once the project is approved and the money is allocated, the local public works officer provides the engineering guidance. A minimum number of Seabees are assigned to give technical guidance and the command assigns, in a duty or off-duty status, the voluntary Self-Helpers.

- Details concerning Self-Help may be obtained by contacting Captain J. E. Washburn, CEC, USN; Director, Seabees Ashore/Self-Help Program; Code PC-3; HQNAVFAC; Wash., D. C. 20390 (AUTO-VON 22/75285 or 75269).

any intervening paper medium. With the development of high quality, cheap, small, portable readers, many homes, too, are expected to make substantial use of microfilm before the end of this century.

—JOC Bill Wedertz, USN

ney award winners 1971



This page (top to bottom): Ney Award five-man selection committee; large mess afloat winner USS L. Y. Spear (AS 36); sneeze guards in the chow line, on impressive fare; chart details Spear's provision support to subs, and hors d'oeuvres aboard Spear.



HORS D'OEUVRES before dinner served by a waiter neatly attired in a bright red coat and bow tie are the mark of any fine restaurant, including the one aboard *uss L. Y. Spear* (AS 36) homeported in Norfolk, Va. *Spear's* restaurant, crew's mess, is one of four enlisted dining facilities within the Navy to receive the Captain Edward Francis Ney Award given annually to the top general messes afloat and ashore.

Spear was rated the best large mess afloat by the Ney committee while *uss Rigel* (AF 58)—also in Norfolk—was named the best small mess afloat. Naval Air Station, Corpus Christi, Tex., received the honor as best large mess ashore and Naval Security Group, Galeta Island, Panama Canal Zone, was the best small mess ashore. The dividing line between large and small messes ashore and afloat was

drawn at facilities serving over or under 300 men.

The four winners were chosen out of 12 finalists. The remaining eight were named to second and third positions in their respective categories. Second and third places in large messes afloat were taken by *uss Austin* (LPD 4), an Atlantic Fleet amphibious transport dock, and *uss Sperry* (AS 12), a Pacific Fleet submarine tender. The submarine rescue ship *uss Florikan* (ASR 9) in the Pacific took second place in the small mess afloat division and in the Atlantic, *uss Brumby* (DE 1044), an ocean escort ship, was third. Naval Station, Guam, placed second in large messes ashore, followed by Naval Communications Training Center, Pensacola, Fla.

Small messes ashore runners-up were the Puget Sound Naval Shipyard in Bremerton, Wash., and the Naval Air Facility, Naples, Italy.

THIS IS THE SECOND TIME *Corpus Christi* has won honors as the best large mess ashore, having done so in 1964. *Rigel* was a second-place winner last year, which lends truth to the slogan, "When you're only number two, you try harder."

The Ney Award was originated in 1958 in honor of Captain Edward Francis Ney (SC) USN, who served as head of the Subsistence Division of the Bureau of Supplies and Accounts (now Naval Supply Systems Command) during World War II. The program has the objective of promoting excellence in Navy food service through recognition of general messes which demonstrate outstanding preparation and service of food and management of food service operations.

There were a total of 15 areas in which each dining facility was graded.

WINNERS AND RUNNERS-UP won because they worked hard at their jobs—providing good food and good service to Navymen. *Spear* is an example. The men of the general mess, headed by Lieutenant (jg) Kevin C. Dolan and Master Chief Commissaryman Hugh McCracken, asked for crew suggestions about service and menus. As the often highly critical suggestions came in, *Spear's* food service division started making changes. The menus became more varied and each Wednesday the men of a specific division were allowed to tell the cooks what they wanted. The commissarymen and mess cooks worked overtime on new projects, receiving help from other divisions to make sure they were completed quickly. The changes were things that could not have been made a few weeks before the Ney inspectors arrived; they reflected long-range planning.

USS Austin is happy, though not satisfied, with her number two spot in the large mess afloat slot. She was inspected twice before being named as one of the final dozen. The first inspection was in November of last year while the ship was in the United States. She was visited again by Ney inspectors in March while in the middle of a Mediterranean deployment, at a time when she had an additional 600 Marines aboard.

The food service officers and the leading commissarymen of the winning commands attended the Food Service Executive Association convention in Milwaukee, Wisc., in August, where they accepted plaques on behalf of their commands. Attending were: LTJG



Dolan and CSCM McCracken of *Spear*; ENS J. C. Bassett and CS2 S. Short of *Rigel*; (CSC R. C. Barringer was unable to attend); Chief Warrant Officer P. Cohan, and CSCS R. W. Dunlap of Corpus Christi; and LT T. J. Malsack and CSC D. E. Bell of Galea Island.

Winning and second-place activities are also entitled to send a commissaryman to a two-week course in professional cookery at the School of Hotel and Restaurant Administration at Cornell University, Ithaca, N. Y.

There are approximately 950 Navy enlisted dining facilities at the present time, over 80 per cent of them on ships. Naming 12 facilities out of 950 means the winners are definitely delivering the chow—on time and hot—and it means those who wish to win the Ney Award next year will have to deliver it even better.



Top to bottom: Corpus Christi's chow line and records are inspected prior to its selection as best large mess ashore; USS *Rigel* (AF 58) won best small mess afloat; food steamer at Corpus Christi gets safety check, and a baker aboard USS *Austin* (LPD 4) puts icing on a work of art.



**top
general
messes
afloat
& ashore**





and ANSWERS

Q *QUESTIONS ABOUT RIGHTS, benefits, programs and policies of interest to Navymen and dependents continue to be asked hundreds of times each month in letters and telephone calls to the Bureau of Naval Personnel. A cognizant BuPers office provides a prompt, personal reply to each query, and those of general interest are published in ALL HANDS.*

Here's the fifth in a series. For Parts I, II, III and IV, see ALL HANDS, August, October and December 1970 and June 1971.

Education & Training

Q: *I have been told that "study guides" containing questions and answers that will help me pass advancement exams are available commercially. Is this true and, if so, how useful are they?*

A: Such guidelines are available but their use is

not encouraged by the Chief of Naval Personnel. In spite of their claims, complaints have been received concerning both their currency and their usefulness. Diligent study of reference reading prescribed in *Training Publications for Advancement* (NavPers 10052 series) is a more useful and sure way of preparing for advancement exams.

Q: *Are all graduates of NESEP appointed to commissioned grade in the unrestricted line?*

A: The great majority are. Appointments in Restricted Line or Staff Corps categories are authorized for NESEP graduates not physically qualified for appointment in the unrestricted line and for a very few others with exceptional qualifications for duty in such categories as Supply Corps, Civil Engineering Corps, engineering, ordnance engineering, aeronautical engineering, aviation maintenance and geophysics.

Q: As an FTM2 what are the requirements to get into the Tartar "D" Program?

A: The training program is divided into two sections, AN/SPG-51D Radar and MK 152 Computer. You can ask for either course. You must be a graduate of FT "A" School, meet standard requirements for schools and have a specified obligated service to be eligible. Check with your educational services officer to be sure.

Q: What is PREP (Predischarge Education Program) and who is eligible?

A: All military personnel who have completed 180 consecutive days of active service are eligible for education assistance from the VA when enrolled in VA-approved courses which are required to: (1) obtain a high school diploma; and (2) gain admission to a training establishment or an institution of higher learning (remedial, refresher and deficiency courses). Enrollment in PREP is not charged against any VA educational entitlements earned on active duty.

Q: When are Record of Practical Factors forms revised?

A: Whenever extensive changes are made to the quals for the ratings involved. Minor changes are to be added locally.

Q: I am a TN with 18 months' service. I wish to strike for SK, but my GCT/ARI combination is 20 points below the required 105 points. I requested a waiver from BuPers to take a Basic Battery retest before my unit deploys overseas, but it was disapproved. Can you tell me why?

A: As you know, only one Basic Battery retest is allowed and the new scores become official—even if lower than your original scores. For this reason, it is important that you're ready to take the test when granted permission. This is one reason for the 24-month period required between the initial test and the retest. Your record must show positive educational improvement. The latter requirement can be fulfilled by private courses or by Navy/USAFI courses, the most beneficial of which are USAFI "English Grammar and Composition," "A Review of Arithmetic," and NTC "Basic Hand Tools." There are also several classification units overseas which provide retesting services, so you may not have to wait until you return to the states. See your personnel officer for more information.

Q: What guaranteed schools does the STAR (Selective Training and Retention) Program give in the AW rating?

A: At present, no advanced training is available for members in the AW rating; however, if an AW "B" school is established, you will be assigned, provided obligated service requirements are met.

Q: I would like to go to college next semester, but



am not due to get out of the service until four months after classes start. This means I would have to be released four months early, while the Navy generally only lets people out three months early for college. What would my chances be of getting out in time to enroll?

A: BuPersMan 3850220.4 stipulates: "The requested date of separation shall be within three months of the member's expiration of active obligated service . . ." This three-month maximum is strictly adhered to, and no waivers are granted.

Q: Are there any waivers granted under ADCOP (Associate Degree Completion Program)?

A: No, due to the high number of fully qualified personnel requesting the program. Additionally, the educational background set forth in the ADCOP notice is the minimum entrance requirements for the participating junior colleges.

Dependents' Schools

Q: I am stationed in an area of CONUS where the public schools are generally considered to be very poor. Can I get some financial help from the Navy to assist in paying tuition for my children to attend a local tuition-fee school?

A: No. There is no legal authority for the Navy to

expend appropriated funds for primary and secondary schooling of dependents in CONUS.

Q: My children are attending a local public school in CONUS. All pupils in the school are required to purchase their own textbooks and related school supplies. Since such materials are provided at government expense in schools operated by the Navy, can I be reimbursed by the Navy for the supplies which I am required to purchase?

A: No. Public law also precludes the use of appropriated funds within CONUS for this purpose.

Q: I am serving in an overseas area. My child will be five years old 10 Jan 1972. Can he start to school overseas at government expense at the beginning of the 1971-72 school term?

A: No. The regulations state that the child must have reached his fifth birthday by 31 Dec of the current school year.

Q: My wife has completed her college education in teacher's training but has had no teaching experience. Could she teach in a service-operated overseas dependents' school?

A: If she is at the location of a service-operated dependents' school and a vacancy in the field of her

teacher preparation occurs during the school year, she may be considered for the position for the remainder of that school year. Also, she may be placed on the substitute list if she contacts the school authorities.

Q: I have a mentally retarded child, who is educable. If I am assigned to an overseas location where there is a service-operated dependents' school, would there be schooling available for him?

A: Yes, at the present time all military-sponsored overseas dependents' schools provide schooling for mentally retarded, educable children.

Navy Enlisted Classification Codes

Q: I have held the NEC of SF-4915 since June 1963 when I was a SFP2. I have since advanced to DCCM and have been in submarines and destroyer tender duty since July 1964, some of which has been neutral time for sea/shore rotation purposes. I figure my sea duty commencement date as February 1966, after deducting neutral time. The ship's PN says it is July 1964. I hope the PN is right, but I'd like to be sure. Does my neutral time really count as sea duty?

A: Certain rates and NEC's are exempt from neutral time. NEC SF-4915 is one of them. Your ship's PN is correct on this point and also on the fact that your sea duty commencement date is July 1964.

Q: I have just graduated from boot camp and have reported aboard my ship for duty. I was told that I am identified by a rating NEC. What is it?

A: With the exception of a few specified personnel, all Navymen in paygrades E-2/E-3, not identified as strikers, must be assigned a rating entry NEC of an appropriate rating. These NECs identify personnel who have received special training, are in training, or have an aptitude for a specified type of training. The NEC Manual contains more detailed information on the subject.

Q: I am a MM2 who recently converted from the Storekeeper rating to the Machinist's Mate rating. As an SK, I held NEC SK-2861. Why can't I hold this NEC as a Machinist's Mate?

A: The NEC Manual indicates specific ratings which can hold individual rating series NECs. These ratings are known as source ratings. Rating series NECs may be assigned only to personnel in the ratings listed as source ratings for the NECs. In your case, NEC SK-2861 could only be assigned to you as a Storekeeper. Therefore, when your rate was changed to MM, your SK NEC became an invalid code for your new rate.

Q: I have heard a lot about Special Series NECs. What are they?

A: Special Series NECs are those which are not related to any particular general or service rating. They are used to identify billet requirements which



are not sufficiently identified by rates, and to identify the personnel who are qualified to be distributed and detailed to fill these requirements. The requirements for qualifications and assignment of these NECs are listed in the Manual of Navy Enlisted Classifications (NavPers 15105).

New Uniforms

Q: How do enlisted personnel pay for the new uniform?

A: Enlisted men will pay for the new uniforms out of their clothing maintenance allowance. Every Navyman will receive enough money over a two-year

white shirts, cap, cap cover and insignia will cost \$108 per man.

Q: Will there be a change to the enlisted uniform allowance?

A: The enlisted uniform allowance is expected to increase, but the amount cannot be determined at this time. It is dependent upon the average of the initial clothing issue cost for all services on 1 Jul 1973.

Q: Are Service Dress Khakis required for CPOs and officers after 1 Jul 1973?

A: They will be optional from 1 Jul 1973 to 1 Jul 1975, at which time they will be deleted as items of uniform.

Q: What is the difference in cost between the new uniform and the one currently in use?

A: The cost of the complete seabag was \$206.38 on 1 Jul 1971. The anticipated cost of the seabag on 1 Jul 1973 will be \$236. This figure is in line with the cost of the recruit issue for the other services.

Q: Will retired personnel be issued the new uniform?

A: No, but they may purchase them, at their own expense, if they desire.

Q: When the new uniform is adopted, how will one be able to tell one rank from another when the blouse is removed?

A: There will be no way, as there is no way to distinguish between ranks of officers and CPOs now. However, this has been no problem in the past and is not expected to be one in the future. In the first place, there is no provision in Uniform Regulations to remove the service dress blue blouse, but in those instances when it is—say in an office—all one has to do is ask a man his rate or rank.

Pay and Allowances

Q: Why can't I get pro pay and VRB for my rating? The Army and Air Force both award pro pay and VRB for the same skill and training as mine.

A: The need for pro pay or VRB in any skill is determined by the manning in that skill in each service. If your skill is quite short of career petty officers, the VRB may be applied to induce more first-term men to reenlist into the career community or pro pay may be applied to induce more career petty officers to stay in the rating. Two factors are used to determine the need to apply pro pay or VRB to any rating or NEC: How critical is the shortage of career petty officers and how much time is required to train men in this field.

Q: My son recently completed his four-year enlistment in the Navy. During that period he had a sufficient amount of money deducted from his pay to pur-



period when uniforms are optional to purchase them. Uniforms will be issued to recruits at boot camp.

Q: What is the cost of the dress blues now in use?

A: The dress blue jumper and trousers now issued to sailors cost \$21.40.

Q: What will be the cost of the new uniform for E-1 through E-6?

A: The new Service Dress Blues will cost \$44 per uniform. It is anticipated that two uniforms, four

chase a U.S. Treasury bond each month. He was discharged approximately three months ago but has yet to receive his bonds. Would you please advise what procedure is necessary for him to obtain them?

A: When your son authorized the Savings Bond allotment, he also authorized the holding of the bonds in "safekeeping." We have contacted the CO of the Navy Finance Center at Cleveland, who advises us that your son has 41 \$25 bonds deposited in safekeeping. He may obtain these by writing to the Commanding Officer, Navy Finance Center, Cleveland, Ohio 44199, giving name, service number and address where he wishes the bonds to be mailed.

E-8/E-9 Promotion

Q: If an individual passes the E-8/E-9 exam, does this mean that his service record is pulled for review or is it a question of final score?

A: A member becomes a candidate for consideration by the Senior and Master Chief Petty Officer Selection Board by successfully participating in the annual Navywide exam. All test passers are listed on computer runs prepared at the Naval Examining Center. These runs provide a listing for drawing service records and reviewing candidates. Each test passer's record is reviewed by the selection board.

Q: Is there anything in print concerning the breakdown of the E-8/E-9 selection boards decision, i.e., does the final score count 50 per cent, marks 25 per cent, etc?

A: The criteria for selection of candidates are developed in closed session of the selection board. As such, the specific criteria and the weight given to individual aspects of these criteria are not made available.

Q: Can an individual write BuPers to find out why he has not been selected for E-8/E-9, and in this way perhaps improve his worth to the Navy?

A: Since the selection criteria are not divulged outside the board, it is not possible to state with certainty the specific reasons why a member was not selected. Therefore, letters to BuPers are discouraged since reasons for non-selection cannot be furnished.

Retirement/Fleet Reserve

Q: If an enlisted man is to go on the retired list on 1 January after 30 years' service and is released on the last working day of the year, will he get a pay raise if it is effective 1 January?

A: The question posed cannot be answered with certainty since it would depend on the language used in the legislation which authorized the increase in military pay rates. In the 1968, 1969 and 1971 pay legislation, no specific language was used concerning members who were retired on the same date that the new pay rates became effective. The Comptroller



General has held, with certain qualifications however, that if the Navyman was retired upon his own application (voluntary retirement), as opposed to involuntary retirement for physical reasons, the member concerned would be entitled to retired pay based on the new rates of basic pay which became effective on the same date as the effective date of his retirement.

Q: If a man is transferred to overseas shore duty on an accompanied tour of duty, can he submit his request for transfer to the Fleet Reserve to be effective after one year on board?

A: The provisions of BuPersMan 3855180.11d state that personnel serving overseas with dependents will be authorized to transfer to the Fleet Reserve upon completion of the prescribed tour for the assigned overseas area. BuPersInst 1300.26 series details the prescribed accompanied and unaccompanied tour lengths for all areas. In line with sound financial management practice, waivers of this requirement are not normally granted for other than cases of thoroughly documented hardship.

Q: Upon retirement or transfer to the Fleet Reserve will the government ship my household goods to a foreign country if it is the home of selection?

A: Guidelines set by the Joint Travel Regulations for Navy members provide for shipment of household goods and one POV, at government expense, anywhere in the world upon retirement or transfer to the Fleet Reserve when a member is entitled to a home of selection. Except in cases of hospitalization or education, for which the time limitation may be extended, household goods must be turned over to a transportation officer within one year following termination of active duty. Eligibility of personal property of retired members for entry into foreign countries free of duties and taxes is dependent upon the laws of the foreign country concerned. Import duties assessed by the foreign countries are not included in the charges for air or

ocean transportation provided at the expense of the U. S. government. Information on customs requirements, restricted items and documentation required by the customs authorities of foreign governments should be received from the consulate or embassy of the country involved.

Rotation/Assignment

Q: *My shore duty is up in March 1972, the same month my enlistment expires. I plan on shipping over in January 1972; when can I expect orders?*

A: The day you extend or ship over, your command will interview you for your duty preferences and make you available to BuPers for transfer in March 1972. The longer you wait to obligate for orders, the shorter the lead time you will have for planning purposes.

Q: *I understand that if I get out when my time is up next month, I can stay out for three months, come back in, and still retain credit for all the sea duty I've had since 1964. By that time the next SEAVEY notice should be out and I should make it because of my sea duty commencement date. If I do make the next SEAVEY, will I be ordered ashore when I show up for reenlistment at my hometown recruiting station?*

A: If you are primarily interested in moving ashore under SEAVEY procedures at the earliest possible time, you should reenlist on board your present ship. While it is true that you can get out and reenlist within three months and retain your sea duty credit, your first set of orders on your new enlistment will definitely be to sea, and for at least one year. So by taking the three-month break, you could get set back on SEAVEY for another year.

Q: *Is it true that some overseas shore duty counts as sea duty for rotation, while other overseas duty counts as shore duty? I've talked to some people who have been in such places as Iceland, Newfoundland and Gitmo who had their families with them and got*

sea duty credit for the tour. How can I get some of that choice duty?

A: There are thousands of enlisted men serving in foreign countries. In those overseas locations where living conditions compare favorably with living conditions experienced throughout the United States (less Hawaii and Alaska), the tour of duty is considered shore duty for rotation purposes. In those countries where the living conditions may be somewhat arduous compared to U. S. experiences, the tours of duty are considered sea duty for rotation. There is a further division—there are areas where dependents are allowed and those areas where dependents are not allowed. See your personnelman or career counselor for more detailed information and how to qualify for assignment to one of the areas in which you are interested.

Q: *I am eligible for SEAVEY and have submitted my duty preference card. But, I now want to volunteer for duty in Hawaii. How would I indicate this new desire to my detailer?*

A: You should submit a SEAVEY DUPREF Change in accordance with Article 3.27 of the Transfer Manual.

Q: *The three times a year SEAVEY notices seem to move the sea duty commencement cut-off dates for many rates by four months each time. But, others seem to leap ahead and reduce sea tours for some rates from several years down to about two. What causes this?*

A: If all enlisted billet requirements did not change, and if the enlisted population of the Navy did not change, then sea duty commencement dates would move forward by four months for everyone in SEAVEY—and we would not really need the SEAVEY/SHOREVEY system. But, fortunately for some and unfortunately for others, our Navy is in a constant state of changing requirements and as in any human community, so is our enlisted population. The changes that seem to be most responsible for substantial reductions in sea tours occur in both our requirements and our population. Some of the more visible changes include: reduced sea billets caused by inactivation of fleet units; an increase in shore billets for the ratings which have historically had excessively long sea tours; and a marked trend of increasing reenlistment rates.

Training Publications

Q: *I really studied the "blue book"—rate training manual—for the next higher rate and I'm sure I know the subject areas covered in the book as well as any man. Yet, I failed to pass the advancement exam. Where did I go wrong?*

A: Advancement exams are based primarily on the "blue books," and on the publications used as references to prepare them. In addition, questions to cover some quals are based on other publications listed





under your rating in Training Manuals for Advancement (NavPers 10052 series).

Q: How can I get textbooks and special publications that are not available at the Naval Correspondence Course Center?

A: Special publications can be requisitioned in accordance with NavSup 2002 through regular supply channels. Requests for purchasing rate training manuals should be directed to the Superintendent of Documents, Government Printing Office, Washington, D. C. 20402, or the Naval Training Support Command (NTSC 20), Washington, D. C. 20370. Commercial texts being used with correspondence courses may be purchased from the publisher.

Q: What happens to comments and corrections to training publications that are sent to the Chief of Naval Personnel?

A: They are sent to the project manager of the particular publication. He discusses the comments with the concerned personnel at the writing activity and, if found acceptable, the comment or correction is placed in the update folder maintained by the writer for a specific publication for use at the time of the next revision.

Veterans' Benefits

Q: I am undecided as to my program of education, and wonder, will the VA provide counseling?

A: Yes. A veteran may apply for counseling by the VA to assist him in selecting a program and educational goal. He may apply for it before beginning training on VA application form 21E-1990, or at a later date by letter. There is no charge for counseling,

but the veteran must pay any travel expense to and from the counseling location.

Q: If I sell my mobile home, can the GI loan be assumed by the purchaser?

A: Yes. However, you will remain liable for the loan unless you apply to VA for a release from liability, and the VA grants the release in writing. Further, you may not use your GI loan entitlement for any other purpose until the mobile home loan has been paid in full, regardless of whether VA releases you from liability on the loan or not. If the buyer obtains new financing in connection with the sale and the GI mobile home loan is paid in full, you will have no further liability on the loan and may then use your entitlement for other purposes.

Q: I am being discharged from the Navy in three months. Is there any short-term health insurance that will provide coverage until I get a job?

A: Yes. Mutual of Omaha offers a plan, approved by DOD, called MAJORCARE 90. Under this plan, coverage may be obtained for you and your dependents. Two notes of caution: First, you must sign up and pay for the program prior to your release from active duty. Secondly, this plan does not provide maternity coverage. See your separations officer for complete details.

Q: I am a Vietnam veteran recently discharged due to a service-connected disability. Now, due to an accident, I am totally disabled. Can I apply for a VA pension?

A: Yes. Veterans of the Vietnam Era with 90 or more days of service, or those separated from such service for a service-connected disability, who become permanently and totally disabled from reasons not traceable to service, may be eligible for VA's nonservice-connected disability pension. If you are totally disabled and unable to obtain gainful employment, you may also be eligible for additional compensation from the Social Security Administration.

Q: I'm attending school under the GI Bill, and would like to change my program of studies. Is this allowed?

A: Yes. Each veteran may make one change of program. One additional change may be allowed if it is found through VA counseling that the program proposed by the veteran is more suitable to his aptitudes, interests, and abilities.

Q: I am a veteran who wishes to go in business with a nonveteran to get a GI loan. Will VA guarantee such a loan?

A: Yes, but the amount of the loan on which the guaranty or insurance is based will be in proportion to the veteran's interest in the loan. It may be difficult to find a willing lender.

Q: I have been attending school at night and working during the day. I receive one-half time educational assistance allowance from the VA. I now wish to attend the same school full-time, and study the same subjects. What notice must I give the VA?

A: Visit the registrar's office and have them notify the VA that you have become a full-time student. With no further action on your part, your educational assistance allowance will be increased to a full-time rate.

Q: I have read that some national cemeteries are filling up, and will soon close. Will VA pay an additional allowance toward purchasing a plot in a private cemetery?

A: There is no provision for VA to pay anything upon the death of a veteran except a statutory \$250 burial allowance, unless he carries insurance administered by the VA. Also, the Army, not VA, is in charge of the national cemetery system. The Social Security Administration may also pay an allowance of up to \$255 for burial expenses of veterans and retirees.

Q: My husband has been reported missing in action. I understand that I may now be eligible for educational benefits through the VA. Is this true?

A: Yes. Recent legislation (PL 91-584) authorizes



educational benefits for wives of prisoners of war or veterans missing in action for a total of more than 90 days.

Miscellany

Q: I am a PN1 with an orphaned 10-year-old brother to whom I have been appointed legal guardian. Now I am told that he is not an eligible dependent for medical care, travel or anything. Can this be true?

A: Yes, it is true. However, a bill, which would provide dependency allowances and privileges for a child to whom a member of the Armed Forces stands in relationship of guardian, has been introduced in the House. DOD has recommended a further liberalization of the bill to include a dependent foster child under certain circumstances.

Q: I am a Navy Hospital Corpsman attached to the Marines. Why should I be required to abide by Marine grooming standards and not Navy grooming standards?

A: Uniform and grooming regulations have recently been reviewed among the chiefs of all of the services. They agreed they should mutually accept the others' standards in their facilities. When a man of one service is attached to a unit of another then he must adhere to that service's regulations. The Commandant of the Marine Corps recently issued an ALMAR message restating this. Our hospital corpsmen provide a particularly vital service to the Marine Corps. The Marines have learned that our corpsmen—in Marine uniforms and adhering to Marine Corps uniform regulations—more strongly identify themselves with their Marine comrades in arms, and that this helps in carrying out the Marine Corps' mission. Interestingly, we find as many corpsmen accept and support this as against those who do not.



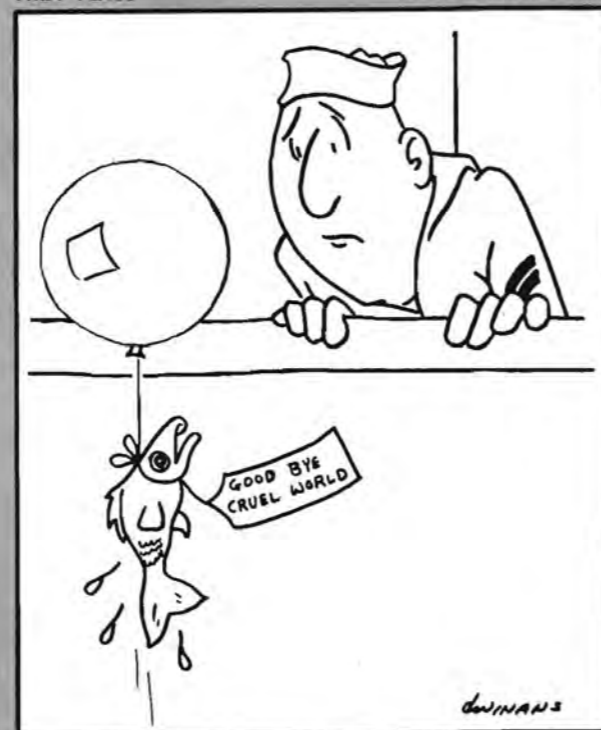
SECOND PLACE

IC1 Jeremiah H. Paoli



FIRST PLACE

CTA1 Donald L. Winans



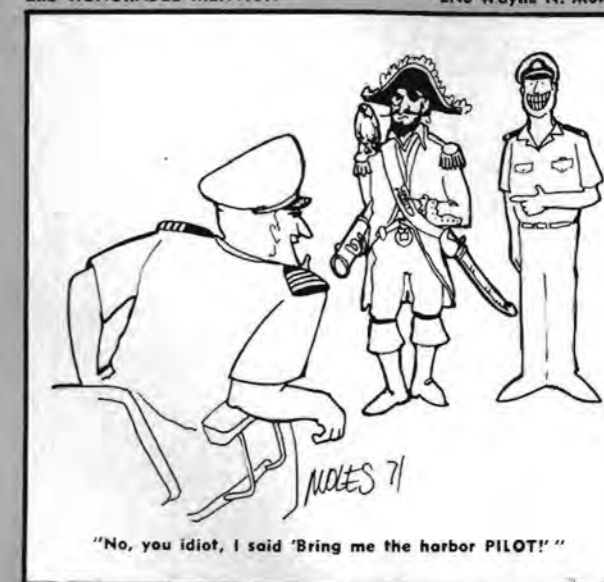
1st HONORABLE MENTION

LCDR Thomas N. Giles



2nd HONORABLE MENTION

ENS Wayne N. Moles



THIRD PLACE

ENS Wayne N. Moles



ALL-NAVY CONTEST

CARTOON WINNERS

BY A DECISION of the All-Navy judges, first place in the 16th annual All-Navy Cartoon Contest went to CTA 1st Class Donald L. Winans of the Naval Security Group Activity, located at Winter Harbor, Maine. It was a popular win, and an original treatment of humor in a contest that was rich in originality.

Judges for the contest included an officer, a chief petty officer and a WAVE, plus one enlisted man serving on shore duty and another enlisted man serving on sea duty.

As if second place wasn't good enough, IC1 Jeremiah H. Paoli of the Atlantic Fleet's destroyer tender USS *Sierra* also took fourth honorable mention in this year's contest.

Another double winner this year was Ensign Wayne N. Moles of the carrier *Kitty Hawk*, who took third place and followed up by also taking second honorable mention. For other winners, see the cartoons shown here.

3rd HONORABLE MENTION TD1 Charles D. Perron



FOURTH PLACE

AZ3 Joseph P. Pizzuti



FIFTH PLACE

TDAN Ralph C. Cole



ALL HANDS

5th HONORABLE MENTION

MT1 John E. Violette



OCTOBER 1971

4th HONORABLE MENTION

IC1 Jeremiah H. Paoli



TAFFRAIL TALK

WHEN THE CREWS of USS *Wood County* (LST 1178) and *Tucumcari* (PGH 2) sampled Danish pastry in Copenhagen, they discovered there was a difference between the Danish variety served with their morning coffee aboard ship and that eaten by Danes. They remedied the situation by sending two commissarymen ashore for a week to learn the art. After kneading, rolling, sweetening and glazing experimental models in a Copenhagen bakery, the two returned to their ships where they put their new skills to the test. For the information of others who may be interested, here's what they learned.

According to the commissarymen, the secret of a good Danish pastry lies in rolling the dough again and again, while still maintaining layers of dough.

"There should be," one of them said, "27 layers of dough when the rolling process is completed."

The mark of success was evident when the crews of *Wood County* and *Tucumcari* neither knew nor cared how many layers of dough there were when the rolling process was completed. They only knew that having a coffee and a Danish was more fun than it used to be.

* * *

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THIS IS A PIGEON POST MESSAGE—ATTN EDITOR ALL HANDS

It's been some time since ALL HANDS has received a pigeon post message. Therefore, we feel it merits publication. So—here—with the following dispatch with the foregoing date-time group and code numbers:

INTREPID, a word which means resolute fearlessness, fortitude and endurance, is an appropriate name for the vessel which celebrated its 25th birthday August 16th. Not only is *Intrepid* the oldest Fleet carrier in operation today, but also she has the fame of being the most damaged World War II carrier.

To celebrate her 25th, the men of *Intrepid* held a birthday party in the hangar bay. The evening events included: an award presentation and reenlistment ceremony on WINT—the ship's closed-circuit television station; a film on the CNO, Admiral Zumwalt, addressing the sailors in Hawaii; volleyball games; boxing matches; a musical performance by the ship's hard-rock band; and a special skit.

The commanding officer of *Intrepid*, Captain Charles S. Williams, Jr., presented birthday presents to seven crewmembers who also celebrated birthdays that day, and to the oldest member of the ship, Radioman Chief Livingston, 63, and the youngest member, Seaman Apprentice Shive, 17. Captain Williams then cut the 300-pound birthday cake while assisted by Rear Admiral George P. Steele, III, Commander Antisubmarine Warfare Group Four, and Chief Livingston.

Intrepid's biggest birthday gift was an unexpected visit to Rosyth, Scotland, the next morning. *Intrepid's* scheduled 28-day at-sea period after departing Greenock, Scotland, on August 11 was modified for operational reasons and resulted in *Intrepid's* Rosyth port visit on August 17th to 19th.

The All Hands Staff

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The Bureau should be kept informed of changes in the number of copies required.

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Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant.

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• **AT RIGHT: THE BIGGER THEY ARE . . .** A worker standing by the Attack aircraft carrier USS *Midway* (CVA 41) illustrates the relationship between man and his machine. The carrier was photographed in drydock at Hunter's Point Naval Shipyard, San Francisco, Calif.



NAVY ROCK



An exciting new sound, the hard-driving sound of rock, is what the Navy's new group, "Port Authority", is serving up to the "now-generation". Formed from thirteen members of the Navy Band, "Port Authority" was begun in 1971 as the inspiration of Senior Chief Musician Paul Simerman so that Navy musicians could offer exactly the music today's youth is looking for. And they're right on.



PORT AUTHORITY