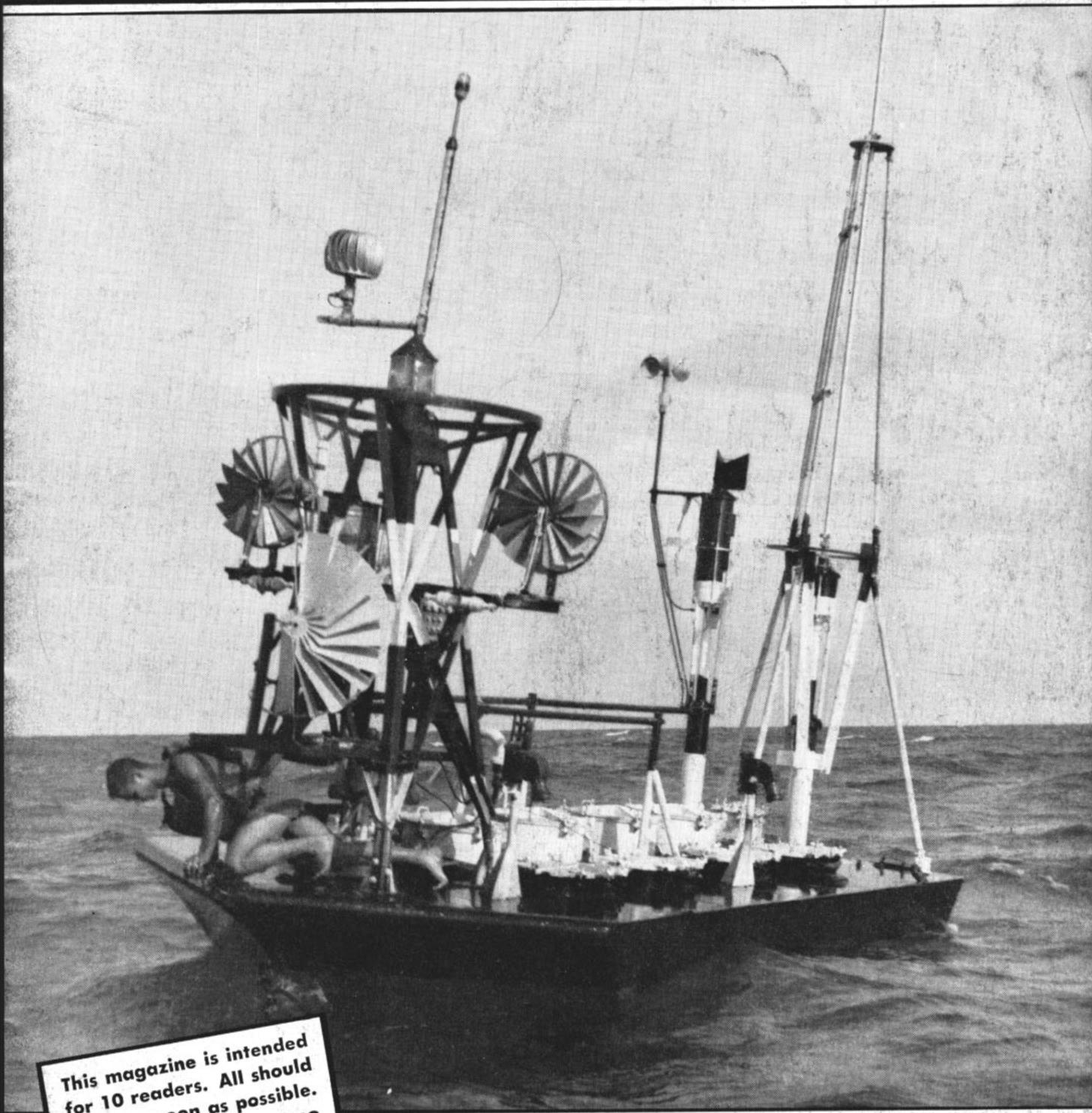


# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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for 10 readers. All should  
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APRIL 1962



# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

APRIL 1962

Nav-Pers-O

NUMBER 543

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The Chief of Naval Personnel

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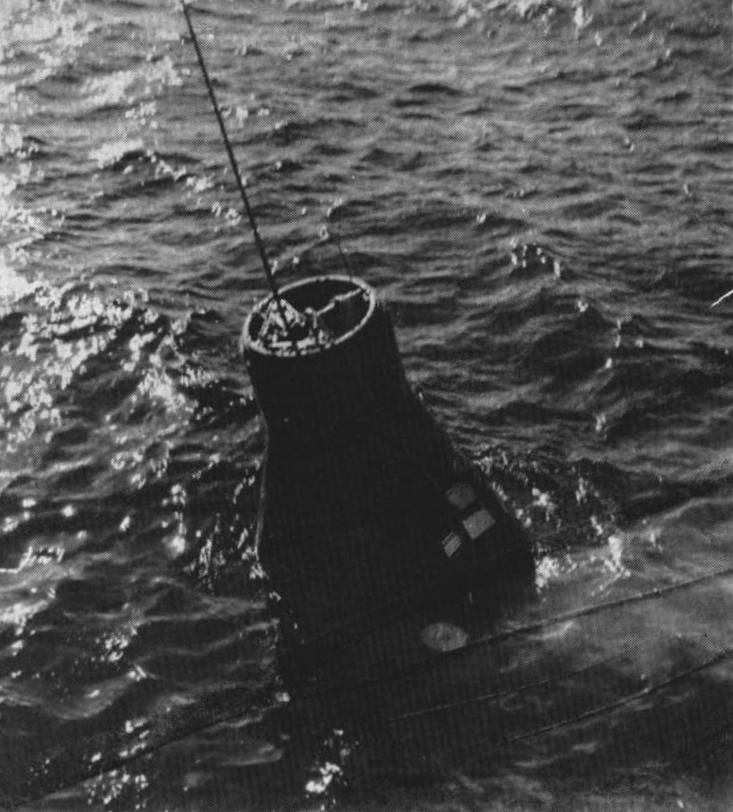
French Crawford Smith, Reserve

● **FRONT COVER: MANNED AT THE MOMENT**—The Navy Oceanographic and Meteorological Automatic Device (NOMAD), an unmanned weather station, is moored in the Gulf of Mexico to keep a watchful eye on approaching turbulent weather.

● **AT LEFT: TOGETHERNESS**—Rear Admiral F. T. Williamson, USN, Commander Cruiser Division Four, speaks to the crew of the guided missile light cruiser USS *Little Rock* (CLG 4) during award ceremonies in Livorno, Italy.

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

# USS NOA



JOURNEY'S END—Space capsule floats in Atlantic as USS Noa moves in and rigs for lifting aboard.

A HUNCH THAT PAID OFF and a space capsule which fell some 40 miles short of its destination after a three-times-around-the-earth, 81,000-mile journey were the prime ingredients which turned the full glare of world-wide publicity upon the Atlantic Fleet destroyer USS *Noa* (DD 841) late last February.

As most of you are aware by now, it was *Noa*, normally attached to DESDIV 142 and homeported at Mayport, Fla., but operating in this instance as a member of a special recovery task force, which plucked the *Friendship Seven* space capsule and astronaut LCOL John Glenn, USMC, out of the Atlantic after their epic three orbits around the earth.

Despite all of the odds against them, *Noa's* crew and her skipper, CDR J. D. Exum, USN, never lost faith in their feeling that they had as good a chance as anyone to recover the Project Mercury spacecraft and astronaut Glenn. They made plenty of advance preparations on the strength of that faith. And then — somebody up there must like *Noa* — she got lucky.

Let's go back a bit and set the scene for you. The story really starts, of course, with the 0947 blast-off 20 February at Cape Canaveral which ended weeks of frustrating delays and postponements, and sent Colonel Glenn rocketing upward on his historic mission. You know all about that though — as does everyone who watched a television set, listened to a radio or read a newspaper that day. This is, rather, the story of the end of the trail, and how lightning suddenly struck

FRIENDSHIP SEVEN was decked without a scratch.



# ADDS A HAPPY ENDING

a hitherto practically anonymous Navy destroyer — and turned her into a queen for a day.

*Noa* was one of three ships assigned to patrol an oval-shaped area some 200 miles long and 50 miles wide. Dead center of this area, some 950 miles southeast of Cape Canaveral, and roughly 225 miles northwest of San Juan, Puerto Rico, was designated as the prime recovery area in the event three orbits were made — and smack dab in the middle of this bull's eye, with the eyes and ears of the world focused upon her as recovery time neared — was the antisubmarine warfare aircraft carrier *Randolph* (CVS 15). *Noa*, meanwhile, maintained a position approximately 50 miles astern of *Randolph*, while the destroyer *Stribling* (DD 867) steamed a similar distance off the carrier's bow.

Other ships waited and watched, too.

If Colonel Glenn had made only two orbits, the recovery job would have fallen to another three-ship force — aircraft carrier *Antietam* (CVS 36) and destroyers *Bailey* (DD 492) and *Turner* (DDR 834), which were positioned in an identically-shaped area about 360 miles southeast of Bermuda.

In a single-orbit situation the capsule would have landed somewhere in a like area 600 miles east of Bermuda, where the attack aircraft carrier *Constellation* (CVA 64), *Norfolk* (DL 1) and *Stormes* (DD 780) were deployed. Beyond and all around these three great recovery areas, the rest of the 24-ship task force, including 60 aircraft, plus many shore-based patrol,

search and rescue planes were also on the alert.

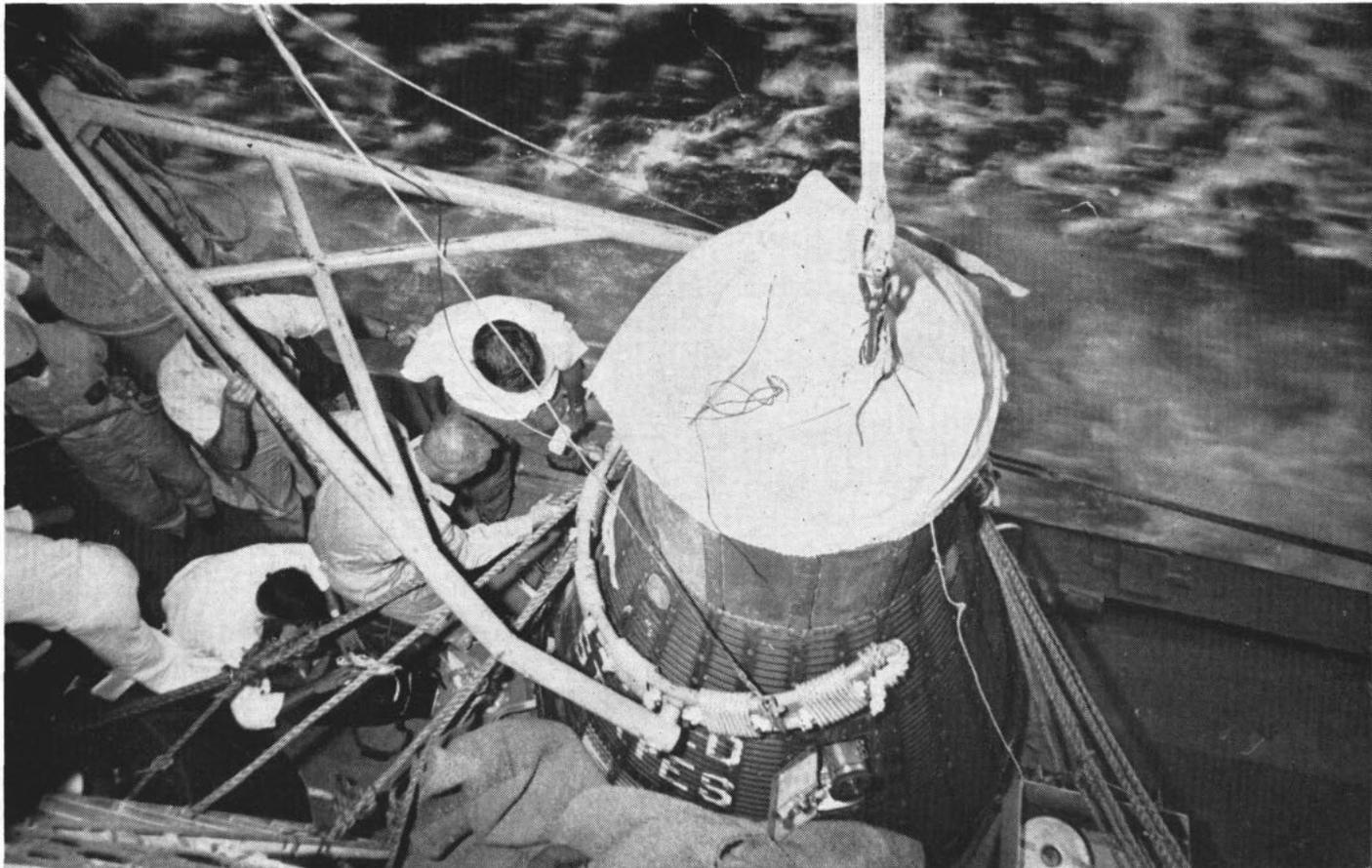
Under the primary recovery plan, with the spacecraft expected to land somewhere near *Randolph*, a Marine Corps helicopter from the carrier would pick up astronaut Glenn from atop the capsule. Then *Noa* or *Stribling*, depending upon which reached the scene first, would hoist the capsule itself aboard.

That's the way it was supposed to have been — but it didn't work out that way. And probably the least surprised group of all was *Noa's* crew. This is a crew with a lot of esprit de corps, and a belief in themselves. Since at least a week before the shoot they had been cockily, and vocally, confident that the big prize would fall to them. LT William Hatcher, *Noa's* exec, put that confidence into words: "We feel that the capsule is far more likely to undershoot than overshoot. We are banking on it falling a little short. If it falls as much as 40 to 50 miles short, we stand a good chance of beating those Marine choppers to the punch. The colonel won't want to stay in that capsule any longer than necessary once it hits the water. He'll want to get off on the first thing that comes by."

Want some more evidence that the *Noamen* just knew in their bones they'd be lucky?

Well, like all of the destroyers in the special task force, *Noa* was well-prepared for a capsule pick-up. One of her whaleboat davits had been specially rigged for that purpose. A super-strength braided nylon line had been fashioned, and a big winch set up. *Noa's*

IN SAFE HANDS — Astronaut Glenn and crew members of USS *Noa* check spacecraft for possible damage.





**ALL ABOARD**—*Friendship Seven* space capsule was placed on deck of *Noa* 21 minutes after landing in sea.

preparations didn't end at this point, however.

First of all, a big blue and white sign, reading "Noa's men welcome Glenn" was painted and mounted on deck. Then skipper Exum had a citation drafted up, making Colonel Glenn an honorary member of the ship's company. In addition, Glenn was proclaimed in advance as *Noa's* sailor of the month, and the \$15 check which goes with the award was filled in and locked in a safe, all ready for presentation. *Noa* was ready for her day in the sun — if it arrived. And if the *Noamen* had written the script themselves, they could not have made it come out any better.

At precisely 1440, five hours and 53 minutes after takeoff, the *Friendship Seven* reentered the earth's atmosphere with a loud sonic boom clearly audible on board *Noa*.

Seconds later the spacecraft, dangling from a huge

orange parachute, was spotted by Seaman V. W. Helms, one of a swarm of lookouts posted about *Noa's* deck and superstructure.

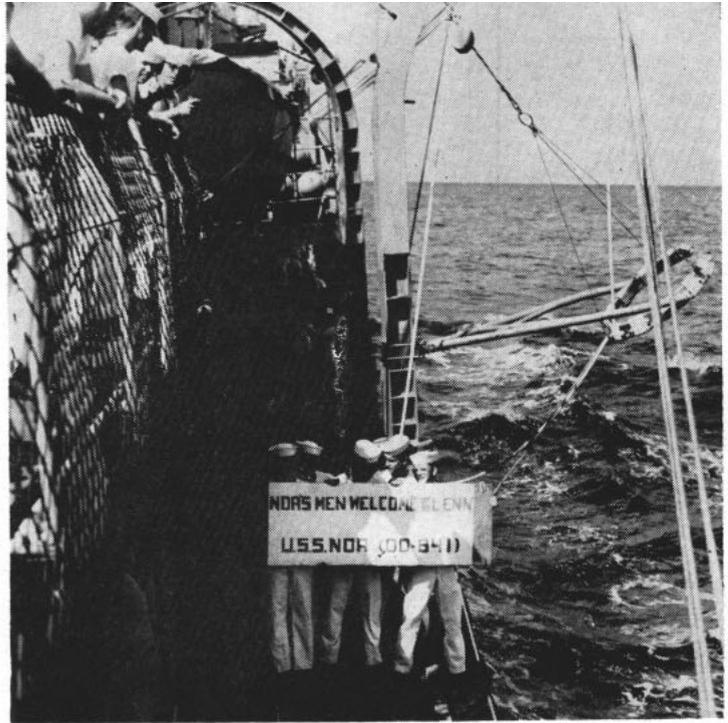
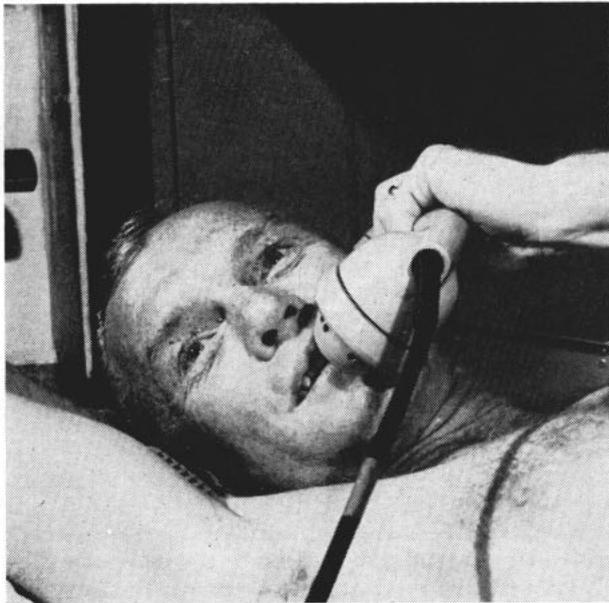
*Noa* was about three miles away from the capsule when the sharp-eyed Helms spotted it. Short seconds later the spacecraft splashed into the ocean, and lay bobbing in gently rolling swells. The three Marine Corps whirlybirds from *Randolph*, already airborne, were racing full-throttle to the scene. The race was on — a race *Noa* won with miles to spare.

Nearing the capsule, skipper Exum guided his ship into an approach from the windward side, which enabled *Noa* to nudge gently up alongside the bobbing spacecraft without damaging it.

The nearest helicopter was still some 15 miles away. On voice radio from *Randolph* came permission for *Noa* to effect the recovery of capsule and astronaut.

**OFF WE GO**—Astronaut Glenn enters spacecraft at Cape Canaveral, and (rt.) NASA capsule begins trip.





A-OK—Astronaut talks over *Noa's* phone while resting. *Rt*: Destroyermen hold up their welcome sign.

A special sea detail under the direction of LTJG James Herr swung into action.

Wielding a shepherd's crook, Boatswain's Mate 3rd Class David Bell and Seaman Ernest Knowles leaned out and snagged the capsule. Then the super-strength nylon line was run through a metal eyelet on the capsule's top and, with the winch hauling away, and with such *Noamen* as ENS Donald Batista, Chief Boatswain's Mate Harold L. Isehower and, Joe Nelson, BM2, playing key roles, the *Friendship Seven* was hoisted easily onto *Noa's* main deck.

During the three-mile run to the scene, and throughout the entire pickup operation, *Noa* was in constant radio contact with astronaut Glenn inside the capsule, and had repeatedly warned him not to attempt to come out. Now however, safely ensconced on board, Colonel

Glenn wasted little time blowing the escape hatch in the capsule's side and clambering out to a tumultuous welcome from *Noa's* crew.

His first words — "It was hot in there" — were hardly historic, but certainly understandable. In short order, America's first astronaut shed his hot and bulky space-suit; showered; changed into a light blue flight suit and sneakers; requested, and got, a glass of iced tea; and was given a quick preliminary medical check. Then the colonel sat down on a chair on *Noa's* main deck, propped his feet up on a handy hedgehog rig, and, speaking into a tape-recorder, coolly conducted his own self-debriefing session while the details and impressions of his flight were still fresh and vivid in his mind.

Next came the ceremonies.

First the reading of the citation naming LCOL Glenn

ONCE AGAIN—LCOL Glenn saw fourth sunset while *Noa* sailed for rendezvous with *USS Randolph* (CVS 15).





LUCKY LADY—After years of quiet service USS *Noa* (shown in recent photo) made world-wide headlines.

an honorary *Noa* crew member. He promptly won the hearts of all *Noamen* by declaring that "there's not another ship in the U. S. Navy I'd rather be a crew member of."

Next came presentation of the 15-dollar check due him from his selection as *Noa's* sailor of the month — an unprecedented honor for a Marine. Astronaut Glenn quickly became an even more popular Marine (as far as *Noamen* are concerned, when he endorsed the check over to the ship's Welfare and Recreation fund. (They intend to frame the check).

All of this time *Randolph*, carrying some of the most frustrated newsreel and television cameramen and reporters in the history of newsgathering, was speeding toward *Noa* at a flank-speed 30-plus knots. For a while there was talk of a highline transfer of the astronaut between *Noa* and *Randolph* when the two ships rendezvoused, but this idea was quickly scuttled in favor of a less risky and less elaborate helicopter pick-up. At about 1730, a *Randolph* chopper hovered over *Noa's*

deck, a sling was lowered, and Colonel Glenn was lifted up and in.

The near-three-hour tour of sea duty aboard *Noa* was over for astronaut Glenn. Ahead, for him, lay a couple of more hours of medical exams and further debriefing sessions aboard *Randolph*, more of the same at Grand Turk Island in the Bahamas, then a return to the U. S. for one of the wildest welcomes ever accorded any American.

Ahead for *Noa* lay a return to Mayport, and a resumption of her more prosaic everyday antisubmarine warfare training duties. For a few short hours, though, she and her crew had basked in the glory of a central role in one of America's first great thrusts into space. February 20, 1962 had become a date no *Noamen* — and precious few other Americans, for that matter — would ever forget.

★ ★ ★

When fate intervened to dump the *Friendship Seven* capsule and astronaut John Glenn practically into its

SPECIAL CAKE of USS *Antietam* was made with high hopes. Rt: Scouts look at spaceman's footprints on *Noa*.



lap last February, *Noa* suddenly found herself cast in the role of a celebrity. It was a new and unaccustomed role for a veteran destroyer which has racked up a 17-year Navy service record of loyal, efficient, but largely unsung, performance of duty.

Commissioned 2 Nov 1945 in Boston, Mass., and named for Midshipman Loveman Noa who was killed by insurgents while scouting for smugglers of war contraband on the island of Samar in the Philippines in 1901, *Noa* has spent most of her time since on a variety of training and antisubmarine warfare assignments.

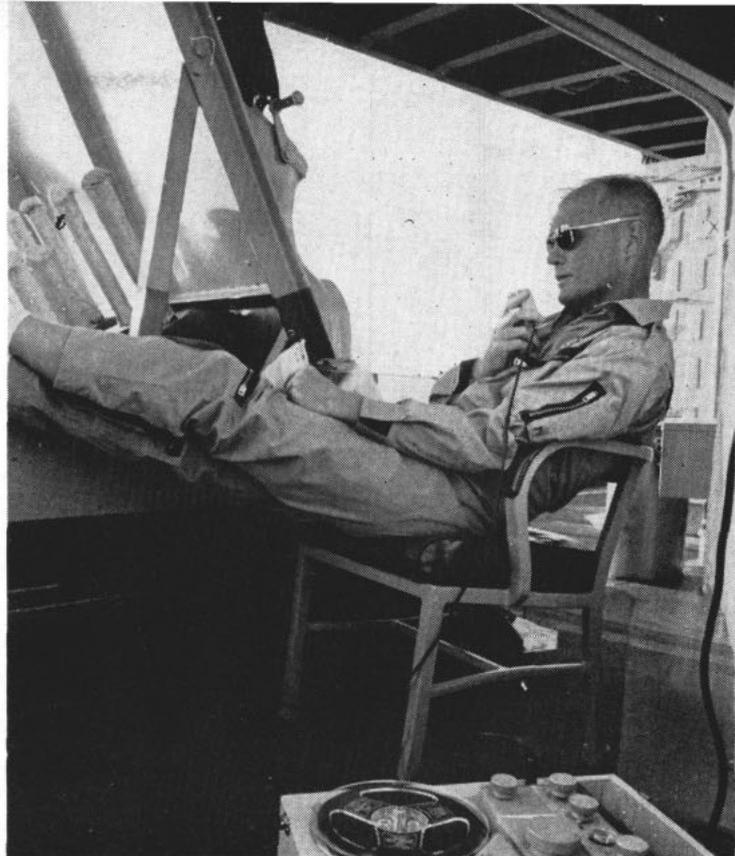
Her history closely parallels that of many another Atlantic Fleet ship commissioned too late to see service in World War II. For those, like *Noa*, which did not participate in the Korean conflict, the years 1945 to 1962 have been a period of routine, unexciting peacetime service—important service for the peace and security of the U. S., to be sure, but mostly unrecognized outside of the Navy itself.

In a way then, even though millions of eager television viewers lost the chance to watch the recovery operation first-hand, it was no more than long-delayed poetic justice smiling upon *Noa*. And the performance of destroyer *Noa* under pressure illustrates a point the Navy likes to emphasize.

It's probably considered cornball these days—but it's still literally true—that "they also serve who only stand and wait." Suppose, for example, that the capsule had splashed down just a couple of miles away from *Randolph* as it was supposed to have done.

In that case, one of the *Randolph* 'copters would have plucked Glenn off the capsule and whisked him straight away to the carrier. The actual recovery of the capsule itself later on, by either *Noa* or *Stribling*, would have drawn but scant attention. (And how about *Turner*, *Bailey*, *Norfolk*, *Stormes* and the others? They were out there too, ready, willing and able.) The point we're anxious to make, however, is that—supposedly routine mission or no—when her chance came, *Noa* reacted like the highly trained ship she is.

Every action of ship and crew that day emphasizes



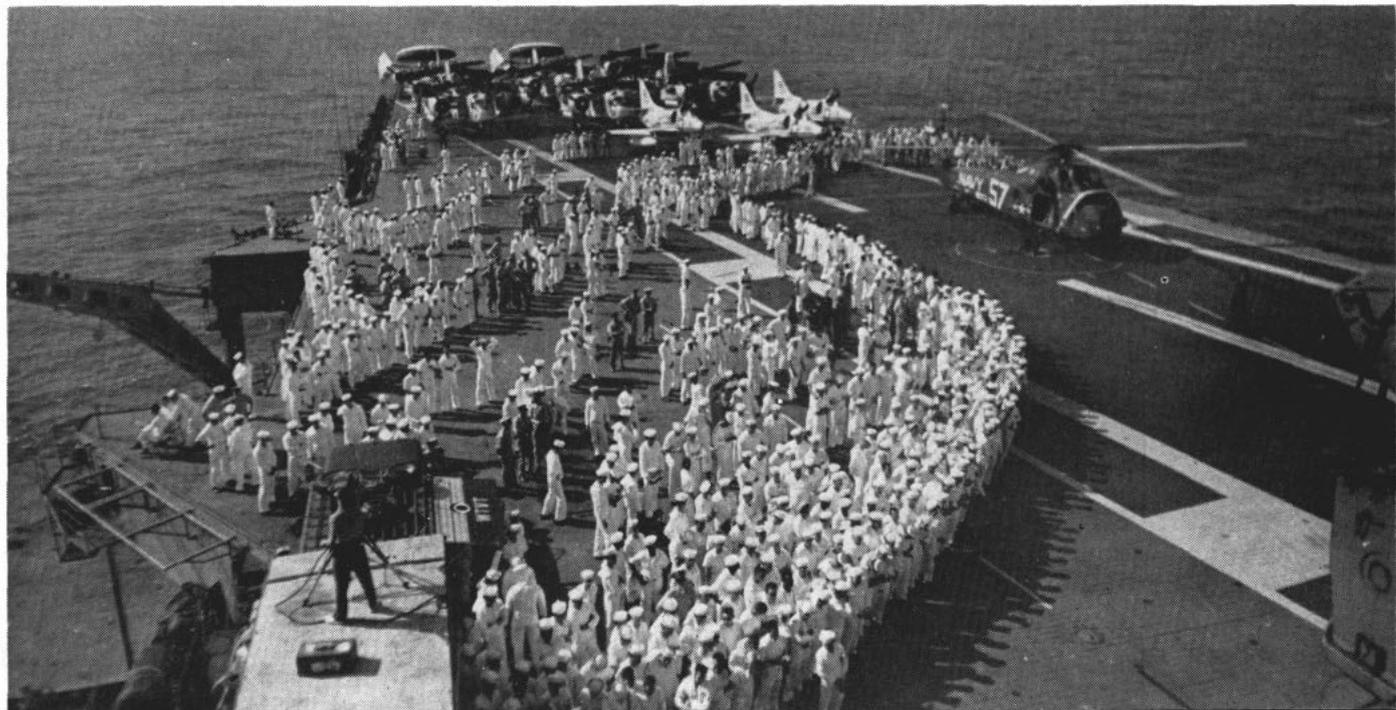
NOW HEAR THIS—LCOL Glenn recounts his space flight on tape recorder while on board ship.

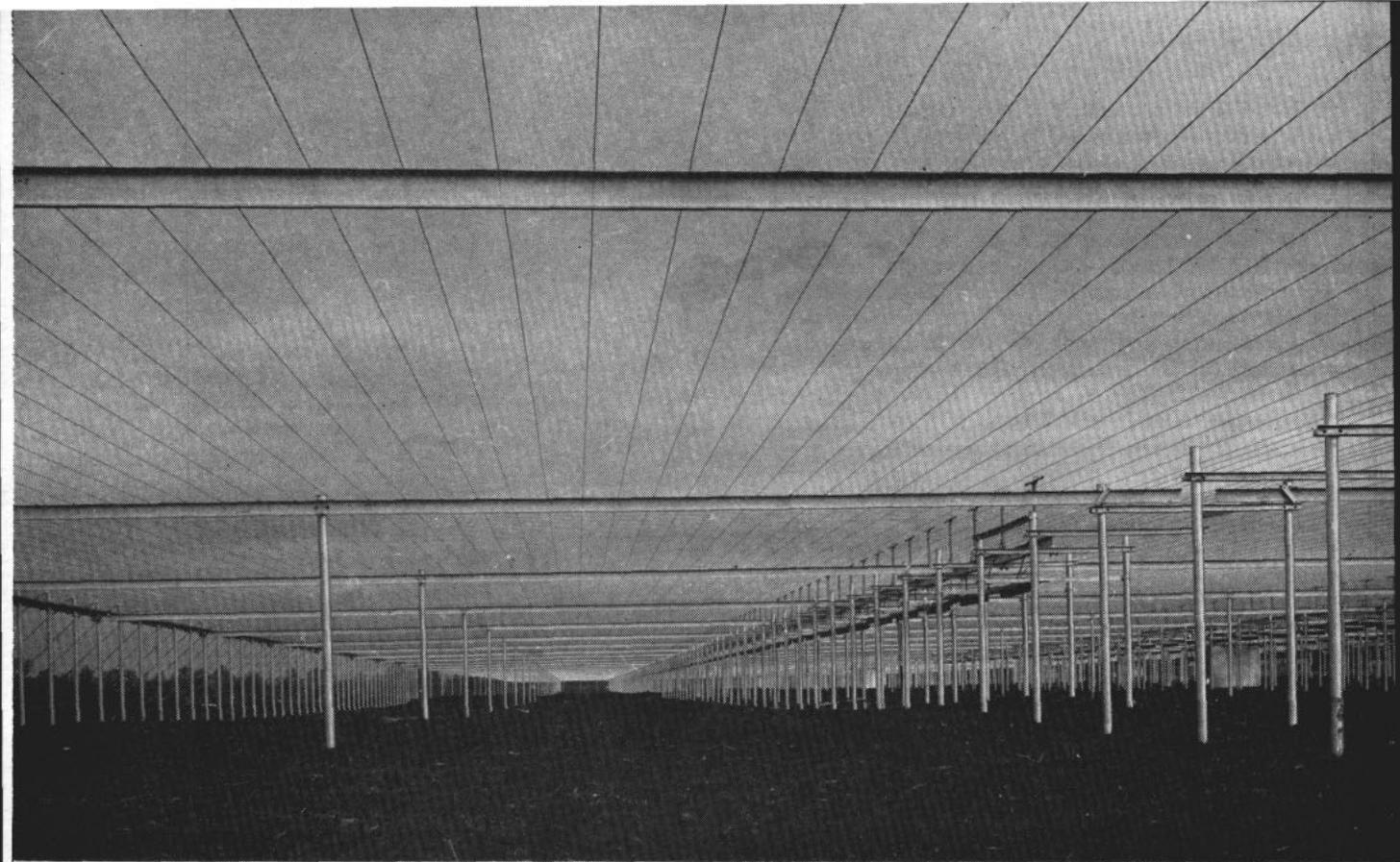
this fact. The seamanship involved, in putting *Noa* alongside and in contact with the floating spacecraft without so much as scratching any paint, was of the highest order. The swift and efficient manner in which the capsule was brought aboard revealed disciplined, well-drilled teamwork in the best Navy tradition.

It was a time when it was important for the Navy to be better than good—and all of us, as Navymen, can take pride in the performance of *Noa* and the sailors who man her.

— Jerry McConnell, JO1, USN.

TRANSFER POINT—Crew members and press on board *Randolph* wait for astronaut's arrival from *Noa*.





SPACE 'EYES' — Ground view shows array of Space Surveillance Receiver antennas at Alabama station.

# SPASUR Keeps Watch on

**B**IG BROTHER may try to cast an occasional, satellite-borne beady eye on us from space these days — but thanks to a U. S. Navy-developed and operated electronic fence called SPASUR, he can't get away with such sneaky capers undetected.

SPASUR — officially the Naval Space Surveillance System — was developed in 1958 by the Naval Research Laboratory to detect and identify invasions of North America's

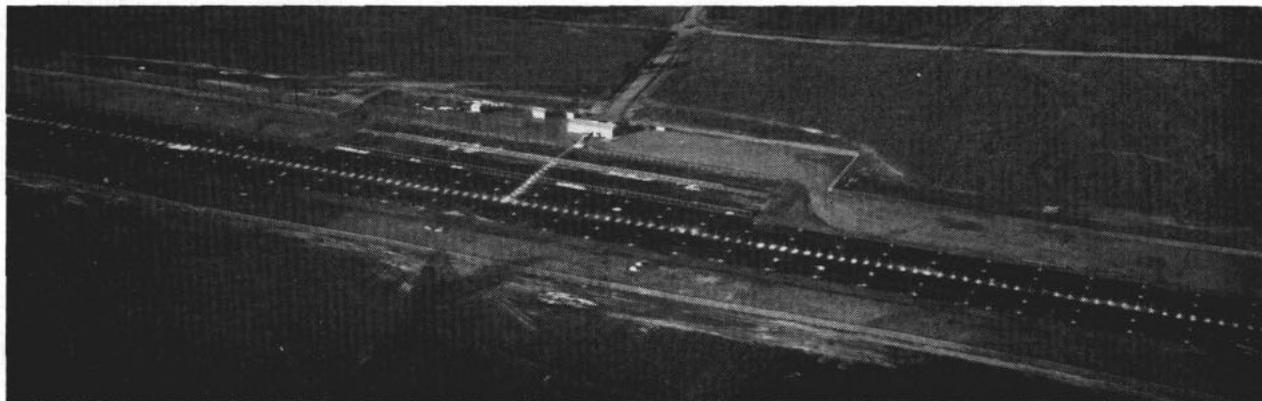
space frontiers by "dark," or radio-silent, space objects.

In essence an electronic screen thrown up across the southern belt of the United States from San Diego, Calif., to Ft. Stewart, Ga., SPASUR is composed of three sub-systems.

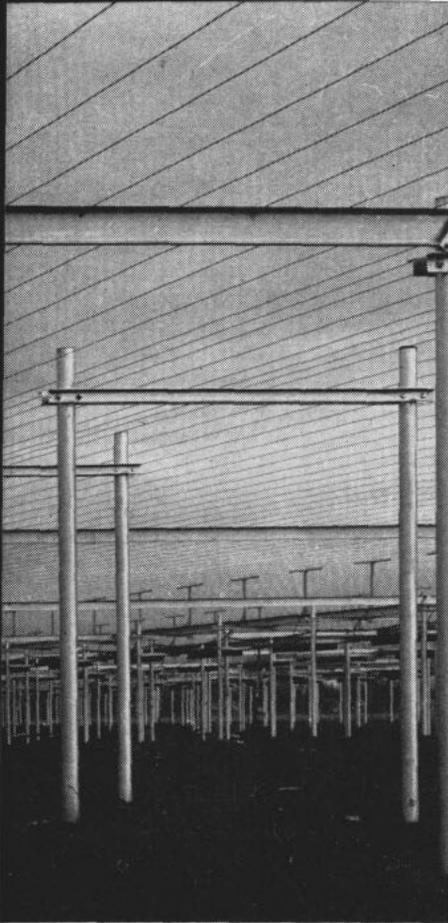
The first is a *radal* (radio detection and location) transmitting and receiving network, and the second is an information sorting center equipped with a high-speed digital

computer. The third, known as SPASCOPE, maps the present, past or future paths of known satellites in orbit. The latter two sub-systems are both located at the Naval Weapons Laboratory, Dahlgren, Va.

In developing the SPASUR system, Naval Research Lab scientists were faced with the problem of overcoming a satellite's great height and velocity, and its small size. They found, for example, that pulse radar,



TEAM MEMBER—Surveillance Station at Jordon Lake, Ala., is one of the links in spacewatching network.



SPASUR keeps watch in the sky.

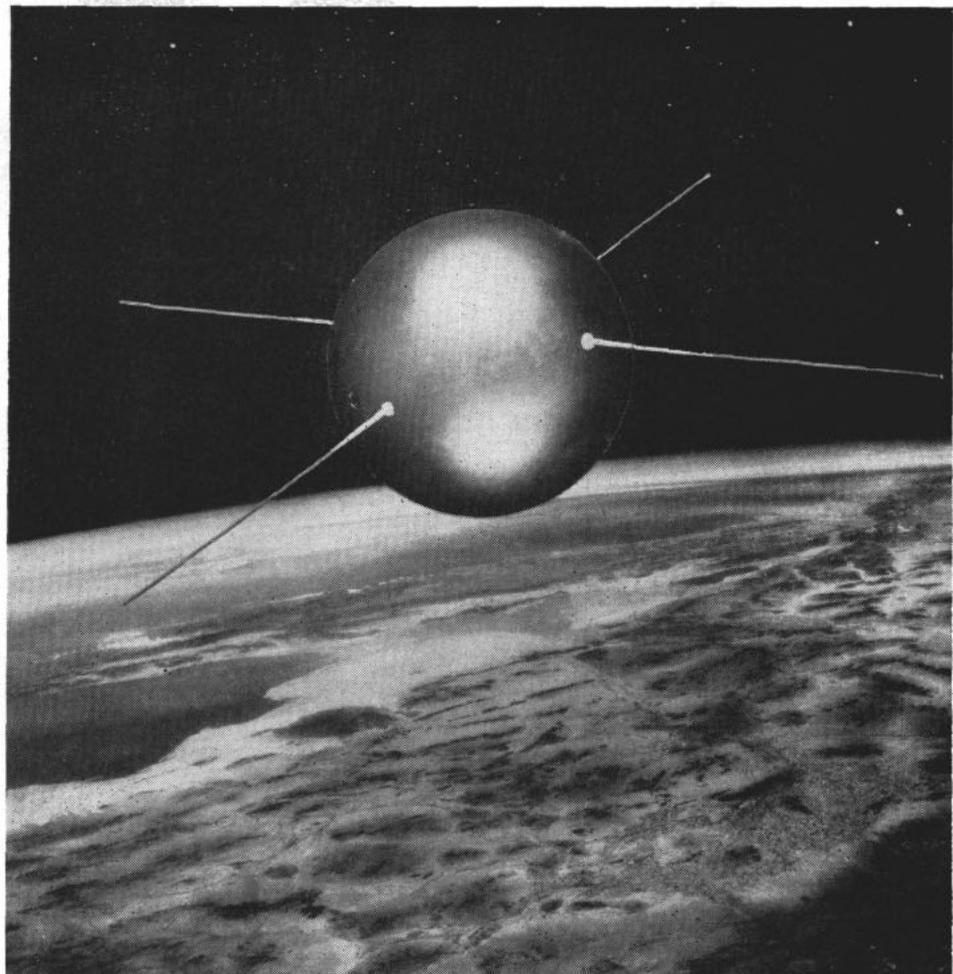
# Space

so efficient at tracking highly maneuverable, but slower, ships and aircraft, didn't fill the bill in satellite detection. They found, moreover, that an orbiting object's great speed gives observers only a few seconds to locate it, but that at the same time, such high velocity provides the object great trajectory stability.

For its answer, NRL turned to the system of receiving stations known as Minitrack, originally initiated for use in Project Vanguard. One of the calibration devices employed in Minitrack was a moon-reflecting system consisting of a 50-kw FM transmitter installed to operate into a 50-foot dish at the Signal Corps Engineering Laboratories, Fort Monmouth, N. J.

In June 1958, when NRL got the go-ahead from the Department of Defense to provide one tracking complex in the eastern portion of the U. S., and another in the western section of the country, it dismantled the Fort Monmouth transmitter, and reinstalled it at Jordan Lake, Ala.

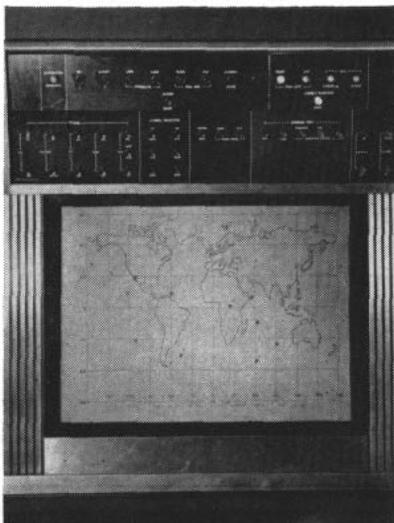
At the same time, a receiving sta-



ONE JOB of SPASUR program was to detect radio-silent space objects.

tion was put into operation at Fort Stewart, Ga., and by late July 1958 — less than six weeks after the DOD directive — SPASUR was underway. By November of that year the Silver Lake, Miss., receiver was operational, and the eastern complex was complete.

A few months later the western SPASCOPE machine indicates the satellite orbits as a succession of dots on a map of the world.



complex — transmitter at Gila River, Ariz., and receivers at San Diego, Calif., and Elephant Butte, N. Mex., commenced operations. Just the past summer, a 560,000-watt transmitter was installed near Archer City, Tex., plugging the gap between the two complexes.

Briefly, here's how the SPASUR system works.

The three transmitters create the detection zone by emitting a continuous, wedge-shaped wave of radio energy into space from coast to coast. When any orbiting object enters the detection zone, part of that energy is reflected to two or more of the four receiving stations. Those receivers transmit measurement signals (reflected to them from the orbiting object) to the operations center at Dahlgren. There, by speed measurement and simple triangulation, the object is precisely located in space.

The SPASUR people at Dahlgren operate on the principle that a detection rate of the highest accuracy



**MOON BEAMS**—Dish antenna was part of moon reflecting system at Fort Monmouth, N. J. Transmitter is with SPASUR at Jordon Lake, Ala.

is a prerequisite to existence, and they're not about to be satisfied with anything less.

To do that kind of job, the Dahlgren space sleuths rely on their ability to maintain current orbit computations and predictions on every object in orbit around the earth. Thus far, for example, they have successfully identified, and predicted the paths of, orbiting objects ranging in size from a strand of 1/16-inch wire approximately 14

feet long to huge Soviet satellites weighing several tons.

Such reliability in identification, they say, makes any newly-launched satellite stand out among predicted observations like a heavy line on a clean sheet of paper. And they're extremely proud of the fact that, to date, no Russian satellite has crossed over the U. S. without being properly identified within a matter of minutes.

Heart of the Dahlgren operation

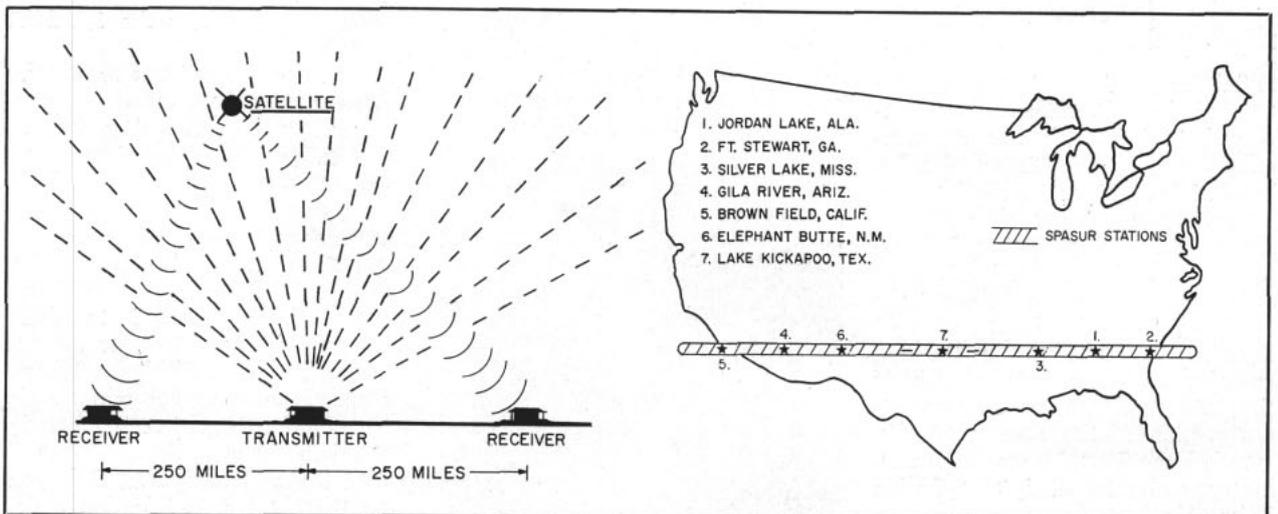
is a high-precision, high-speed NORC (Naval Ordnance Research Computer) which can process all observations with minimum delay. At present, data from the receiving stations is read visually, interpreted and inserted into the computer for orbit determination and predictions. Automation is coming to Dahlgren, however, and it is expected that within a short time data will be transmitted directly into the computer without ever having been handled by a human being.

Pinpointing of orbiting objects is not a one-pass affair with SPASUR. As the satellite repeatedly passes through the fence in successive revolutions, the Dahlgren computer keeps accumulating observations and continually refining the orbital elements stored in its memory unit. Thus, it can not only tell you where that orbiting object has been in the past, and where it is at present, but also where it's going to be.

Who are some of SPASUR's interested customers? The U. S. Navy, for one. Orbital evaluations and predictions are flashed to both Atlantic and Pacific Fleet headquarters around the clock.

NORAD (North American Air Defense Command) is another. SPASUR was placed under the operational control of NORAD in late 1960, although the responsibility for additional research and development remains under the direction of NRL, and the system is manned by naval personnel. Complete information on each new sighting is also transmitted to NORAD's Combat Operations Center at Colorado Springs, Colo.

— Jerry McConnell, JO1, USN.



**HERE'S HOW**—Diagram shows how a Navy SPASUR station operates and (rt.) the location of stations.



ON GUARD—New Coast Guard copter makes demonstration flight and moves in for test rescue operations.

## Turbine Whirly-Boat

SOMETHING NEW is being added to the U. S. Coast Guard search and rescue team. It is a turbine-powered, boat-hulled helicopter that will be known as the HUS2S-1G.

The single rotor aircraft has a cruising speed of 90 to 95 knots and a carrying capacity of 2900 pounds. This copter is able to fly approximately 190 miles, pick up an injured person with rescue hoist or by landing on the water and return to its home base with a ten per cent

safety margin of fuel remaining in its tanks.

The amphibious hull of the new whirlybird, coupled with a new rescue platform, is expected to make changes in present rescue techniques and provide an increase in the flexibility of helicopter operations over water. Automatic stabilization gear will bring an improvement in instrument flight operations. The Coast Guard has been evaluating the HUS2S for the last year.



WATER BIRD—Amphibious whirlbird lands on the water. Platform helps in bringing man aboard from raft.





# Navy's Blue Books

SOMETIME THIS YEAR, you may be one of 600,000 Navymen who will get the urge to curl up with a good book. If you are a Navymen who wants to get ahead, that good book will be bound in blue (or green, if you work around airplanes) and it will come complete with an assignment booklet.

If you're in a ship, you'll probably have to ignore the rock and



roll record in the mess hall and, if you're at home, you'll have to pretend the cowboys galloping around on the TV screen really aren't there. Instead, you will concentrate on the extra stripe on your sleeve and the extra money jingling in your pocket which, you fondly hope, will be yours the next time you take an advancement in rating exam.

If you really want to be orderly about how you get ahead, the first thing you will do when you pick up your training course is turn to the appendix which quotes the *Quals Manual* on your rating. Here is where you are told exactly what you have to know in order to get ahead.

Now that you know what to study, you can get to work. The booklet you are reading is a mirror that reflects the Navy. You don't have to be a mossback to remember the time when blue books were pocket

size editions. As the Navy became more complex, the books got fatter. The newer ones are slim again, but tall.

New developments in equipment and weapons call for new ratings — for which qualifications are written. New quals call for new blue books. The Chief of Naval Personnel orders them written and the machinery which turns them out begins to grind.

THE MEN WHO WRITE the manuals got their jobs because they know the Navy and Navymen. They are chief petty officers and civilians who have had considerable experience, both ashore and at sea, and have a knack of putting the student in situations which will likely occur in the job for which he is studying.

These writers are, beyond a doubt, pretty smart cookies, but they usually don't know all there is to know about every rating. In order to supplement their knowledge, they have recourse to other texts and technical books. They draw upon information from manufacturers' in-



structions, if they are writing about machinery or other equipment. Most of all, however, they draw upon the knowledge of the technical bureaus in and around Washington where they can find men who know just about everything there is to know

in their particular field, whether it be electronics, communications, damage control, construction or any of the various subjects about which training courses are written.

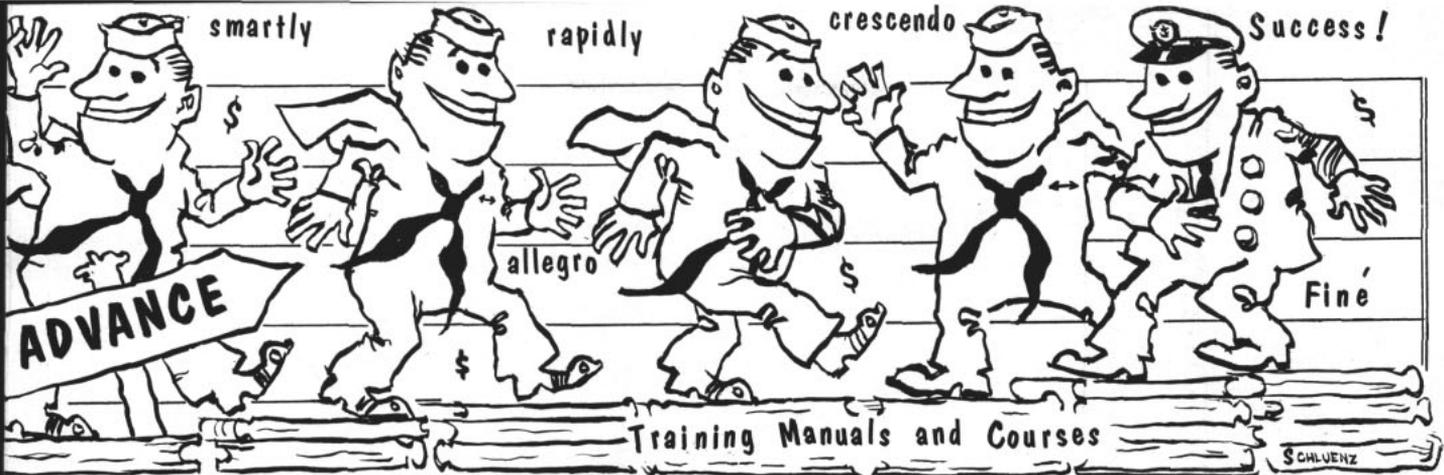
When a technical bureau is asked for information on any given subject, it is expected to come up not only with current information but also with any changes contemplated during the next two or three years.



THIS BRINGS US to another point. What do the writers do in between new quals and new ratings? They manage to keep pretty busy. Training courses are reviewed constantly and, with the exception of basic subjects, are revised about every three years. Aside from actually writing them, keeping them up to date is one of the bigger problems.

A continuing battle is fought to keep the manuals from growing whiskers before they even get to the Fleet. For instance, printing once took from 10 to 11 months. Printing methods have been replaced with new processes which take only three to four months.

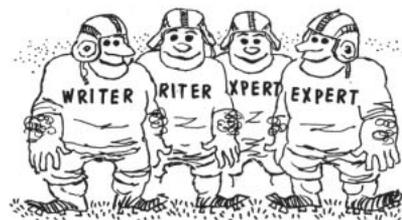
There is a new look in distribution, too. Instead of ordering training courses from central distribution stations ashore, manuals are now distributed to ships and shore stations on a basis of strength. This is done automatically in order to get



the word, at the earliest possible date, to the men who need it.

So now you know how writers, technical bureaus *et al* have combined forces to give you the latest scoop to pass your advancement in rating examination. The training courses are in the hands of the users, but that usually isn't the end of it.

In spite of the best efforts of writers and technical bureaus, the Bureau almost invariably receives comments (some other than favorable) and suggestions for additions from the users of the textbooks.



Such comments are not only welcome, they are encouraged. Nothing, the writers say, with perhaps a hint of a weary smile, compares with the reactions of the users of a text for improving its effectiveness.

**WHEN THE WRITER** of a training course finishes a chapter for the manual, he passes it to his counterpart in the correspondence course shop. Most correspondence courses are written at the Navy Training Publications Center, Washington, D. C., or, if on an aviation subject, at Memphis, Tenn.

The courses came into being at the end of World War II when returning vets joined the Naval Reserve in large numbers. Many of them lived too far from Naval Reserve training centers to attend drills regularly, so the Navy had a problem on its hands — how to keep these men informed concerning de-

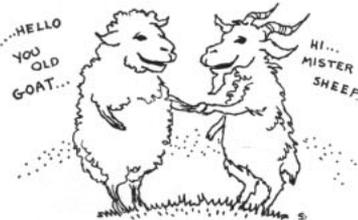
velopments in their ratings and on advances in the Navy. Home study courses seemed to be a natural answer.

Navy training experts, working with educators at the University of Chicago, launched a correspondence course research project. The results of their first two years of work were courses on more than 100 titles.

The courses were so successful that a new problem was created. Not only did Reservists enroll, but men in the Fleet, seeing a good way to prepare for their advancement-in-rating examinations, began to enroll by the thousands.

It wasn't long before the Navy found itself operating the largest correspondence school in the country. Administration of student enrollments, grading and record keeping were shifted to the Naval Station at Scotia, N. Y. (and in the case of most students on active duty to local command). Since then, life at the Correspondence Course Center has been a scramble to get the answer sheets marked. It will soon have to resort to machines.

**CORRESPONDENCE COURSES**, like the training courses, are put together



by men in the know. The purpose of correspondence courses is not to separate the sheep from the goats or to test for the record what a man knows. The course writers leave this kind of testing to the administrators of the advancement examinations.

A correspondence course has one

primary function — to help direct the Navyman's study of the training course. The course writers are so anxious to get this idea across that they carefully avoid the word "test." They don't even use questions. Instead they use items.

Like the writers of the training courses, the men who write correspondence courses are chiefs and civilians who know whereof they speak. Like their counterparts in the training manual shop, they are hand-picked for their jobs because of their wide knowledge of the U. S. Navy and their experience.



A man studying by mail, the course writers feel, is a pretty lonely individual. They want to give him as much help as they can. If he has trouble with the course, he should get help from the officer who administers it on board his ship or station. If, for some reason or other, he can't get help from this source, he should write to the Correspondence Course Center at Scotia, N. Y.

The chances are better than average that, somewhere along the line, the student will need at least a little assistance, because correspondence courses are intended to present a challenge to the student. If they didn't they would be missing their point.

**USUALLY, STUDENTS** take the courses in stride — but not always. The people at Scotia recall a letter from an officer who, after he finished a



course in electronics, thought it much too difficult, in spite of the fact that he had worked in electronics prior to entering the Navy.

A letter from an enlisted man, an electronics technician, who took the same course, acknowledged it was difficult, but justifiably so, in order to prepare the user of the course for the job he wanted to do.

Faulty questions, oops, items, occasionally get into printed courses but, if there are repeated misses, the items are soon revised or deleted.

Also, if a man doesn't know why Scotia's answer is any righter than his, and can't find out locally, Scotia invites him to write and ask.

When the correspondence course writer gets a finished chapter of a training course, he begins to formulate items to guide the student's study.

The correspondence course is put together chapter by chapter until the training course is finished and sent to the printer. This presents a problem for the men writing the correspondence course because it serves notice that their working time on that course is about at an end.

Under the present distribution system, new correspondence courses are distributed to commanders for their active-duty personnel, using the same distribution system under which the manuals reach the men

who are serving in the Fleet.

The correspondence course writers now have to take chapters as they come from the manual writers before the chapter has been reviewed by the experts. Items have to be formulated in time to have the correspondence courses ready when the manuals are distributed.

This sometimes gets the writers into trouble. Material in the training course may be changed after the writers huddle with the experts on the subject in the various bureaus around Washington. When this happens, the only way to remedy the situation is to issue a change to the correspondence course.

**T**HE BOOKS and the correspondence courses get to the Fleet. Who uses them? Not too long ago, the Chief of Naval Personnel decided that officers had enough to do aboard ship without requiring them to finish correspondence courses, although it was pointed out that a record of completed courses in an officer's jacket is certainly no impediment to favorable consideration by a selection board.

An enlisted man who takes a correspondence course bids fair to be a success when he takes an advancement in rating examination — 95 per cent of all Navymen who go up for advancement have prepared for the exam in this way.

Any enlisted man who aspires

to be an LDO or a student at OCS would also do well to get his commanding officer's recommendation and take officer correspondence courses on such subjects as Naval Justice, Navy Regs, Navigation and Electronics.

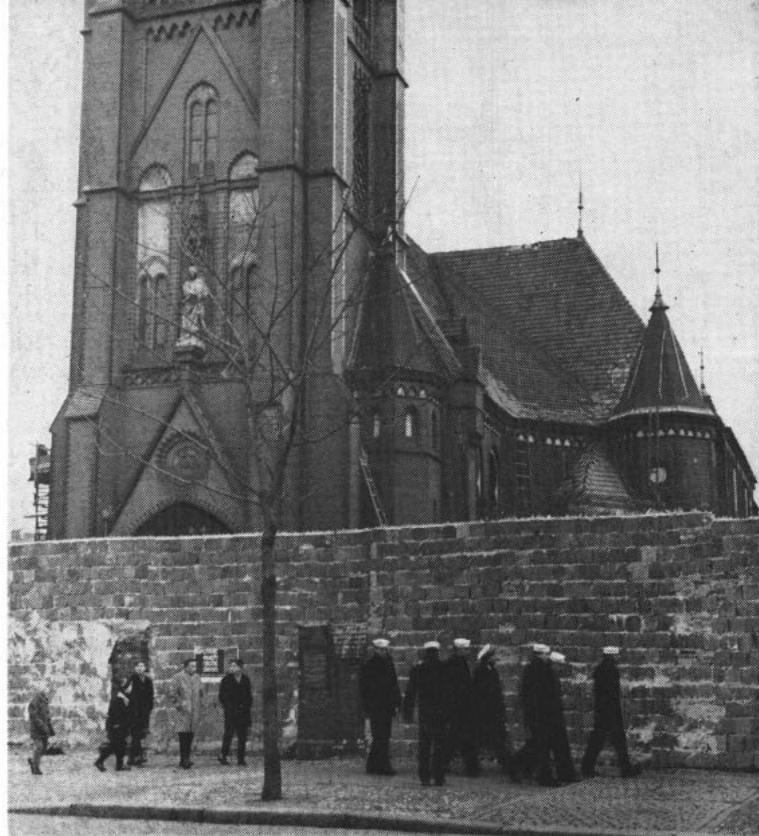
In the commercial world, a completion rate of 18 to 20 per cent of all correspondence courses checked out would be considered phenomenal. The completion rate in the Navy is between 60 and 70 per cent.

Not so many years ago, recruiting posters urged prospective Navymen to join the Navy and see the world or to join the Navy and learn a trade. The trade was presumably a skill which could be used in civilian life after they got out of the Navy.

In today's Navy, the reenlistment rate is substantially more than 40 per cent. It is a career Navy which needs men who can keep abreast of their careers. The Navy has provided the *Quals Manual* to tell the Navymen what he is expected to know as he advances in his rating. This information is quoted for his convenience in the training course booklet which gives him the information to meet the qualifications. The Navy has also provided a correspondence course to guide his study.

They're all there for your convenience and use. Take advantage of them. — Robert Neil.





# Seeing Berlin

**N**OT LONG AGO some 170 Naval Reservists on active duty as a result of the Berlin crisis got a firsthand look at the situation.

During their visit to the city they had breakfast with the District Mayors of Neukoeln, Steglitz and Zehlendorf and were welcomed by Major General Albert Watson, II, U. S. Commander in Berlin. At lunch they were guests of men of the Sixth Infantry of the U. S. Army's Berlin Brigade. The Naval Reservists toured West and East Berlin and visited with Army units before heading back to their ships, which were also activated because of the Berlin situation.

*Clockwise from Upper Left:* (1) Touring Reservists reach the end of the American sector on Berlin visit. (2) Unusual sight of Navymen in Berlin attracts the attention of youngsters as whitehats walk next to the dividing wall. (3) Destroyerman from *uss Remy* (DD 688) talks to a West German policeman near Brandenburg Gate. (4) Navymen visit Army tankers near Checkpoint Charlie. (5) Souvenir photo is snapped of East German resident during firsthand look at life behind the Berlin wall.



# Blue and Gold Crews in

**Y**OU'VE BEEN HEARING about ships with two crews for quite a while. There are the *Polaris*-equipped submarines, for example. There are also Selected Reserve training ships manned by a nucleus crew of full-time Navymen with a Reserve crew of part-time sailors to bring the ship up to full complement. (Forty of these ships—DDs and DEs with their Reserve crews—were ordered to active duty with the Fleet in the recent call-up of Reservists and ships.)

Now we have ships with—count 'em—three crews, in the Mine Warfare Component of the Selected Re-

serve. One is the active-duty nucleus crew, the others are Reserve crews.

Appropriately enough, these Reserve crews—like the *Polaris* crews—are named “Blue” and “Gold,” respectively. In the event of mobilization, members of the Blue crew—with orders already in their pockets—would report to their minesweepers for active duty with the Fleet. The Gold crew would be assigned to another ship—possibly one taken out of mothballs—or used to fill out the complements of other ships. Gold crew members carry orders to an active Fleet augmentation billet, specifying duty in mine warfare. Person-

nel allowances for both crews are the same.

How does this double-crew training technique work? A case in point would be *USS Reedbird* (MSCO 51). *Reedbird* is a 144-foot coastal minesweeper assigned to train Naval Reservists attached to the San Pedro, Calif., Naval Reserve Training Center.

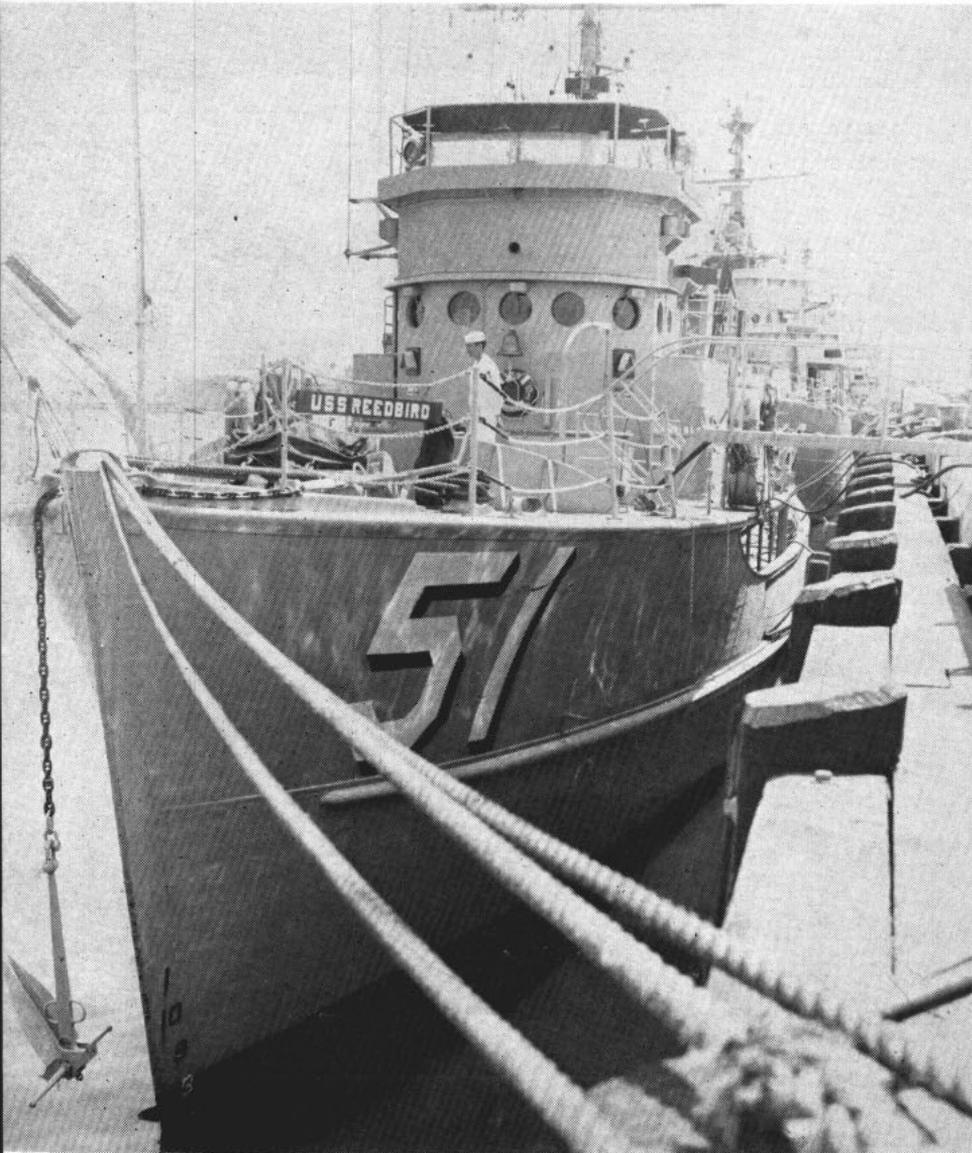
In the past, *Reedbird* went to sea one week end a month, to train her Reserve crew in mine warfare operations. Some Reserve crew members, voluntarily on their own time, spent other week ends in pier-side training. With the establishment of a second—Gold—Reserve crew, operations at sea are stepped up to two week ends a month.

The second Reserve crew provides “seagoing billets” for additional Reservists qualified for mine warfare duty; it is available for assignment to additional Reserve minesweepers as they are activated.

Week-end training on board the minesweeper starts on Friday night or Saturday morning, with the civilian-sailors taking the ship to sea. Their training covers a multitude of minesweeping operations.

Every Friday when the ship is not at sea, her crewmen may voluntarily spend two or more hours on board, taking part in lectures and studying to keep themselves abreast of the latest in mine warfare technique.

**BETWEEN SHIFTS—***USS Reedbird* (MSCO 51) rests between training.



*USS DELONG* aids in sub hunt.



# Reserve

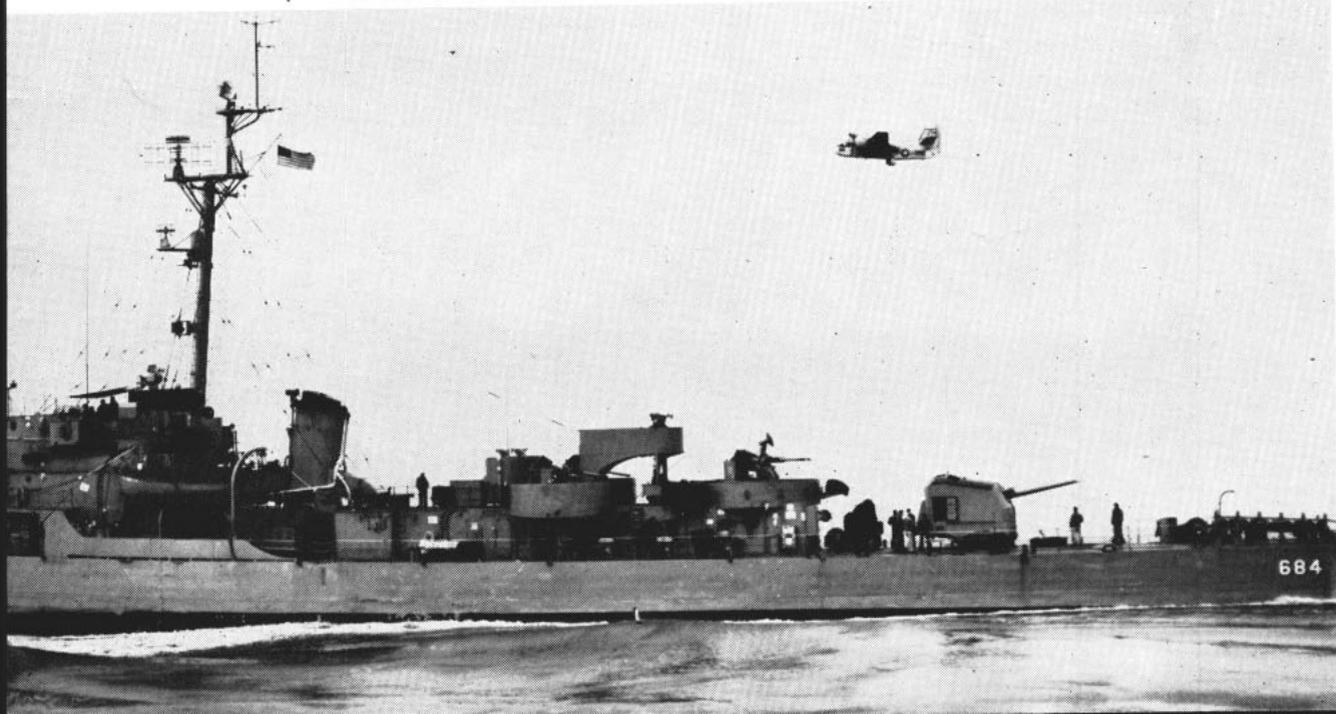
Paul Seay, BMI, petty officer in charge of the eight-man active duty crew on board *Reedbird*, sums up the program rather effectively: "If need be, we can get underway immediately," Seay says. "This means another minesweeper added to the Pacific Mine Force that otherwise we wouldn't have and still another trained crew to take over another minesweeper or support the present units of the Pacific Mine Force where needed."

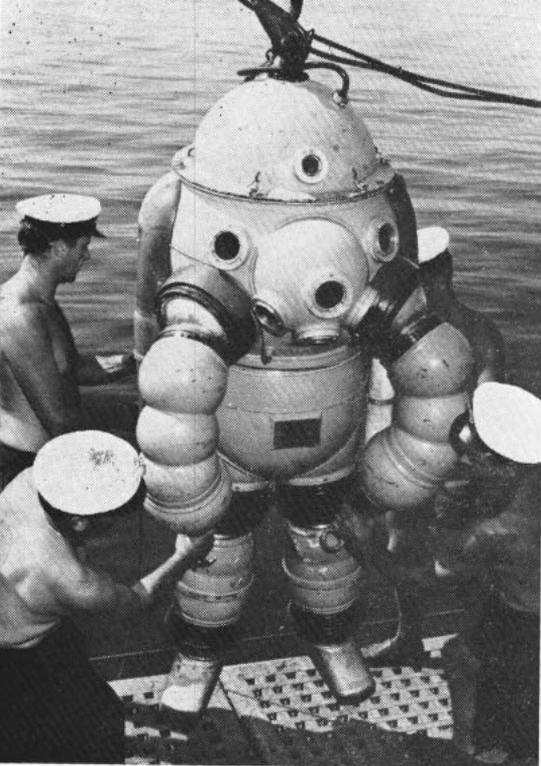
The ASW component of the Selected Reserve has been using a variation on the Blue and Gold crew theme to provide additional training for Reservists in ASW. A "Fourth Section" was organized for many of the ASW Reserve crews. This Fourth Section was not established as a second Reserve crew, however, but as a supporting unit. Fourth Sections have the function of recruiting and training enlisted personnel of the ASW Reserve crew and the supporting Fourth Section. Although members train with the ASW component, they are part of the Reserve's Active Fleet Augmentation Component. In the recent call up of Reservists, Fourth Section members helped out the complements of DDs and DEs.

Both programs are helping the Naval Reserve fulfill its mission — that of providing the Navy with trained and ready personnel in the event of an emergency.



GOLD crewman reports to Gold and Blue COs. Below: Reserve ship *USS Delong* (DE 684) is now with Fleet.

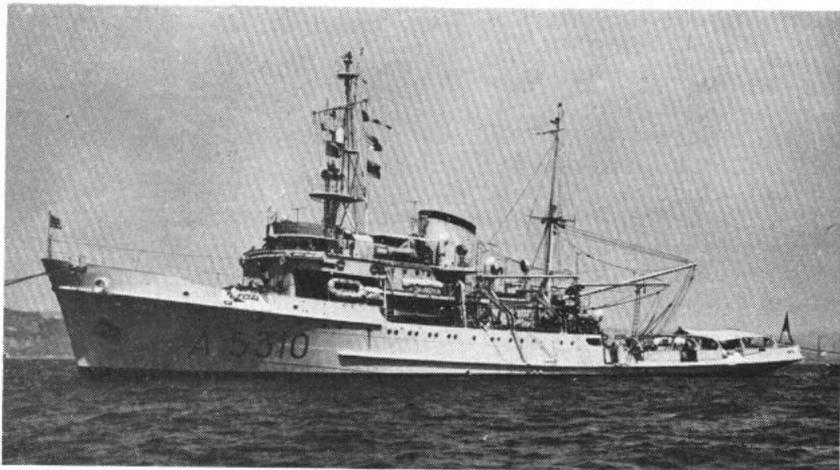
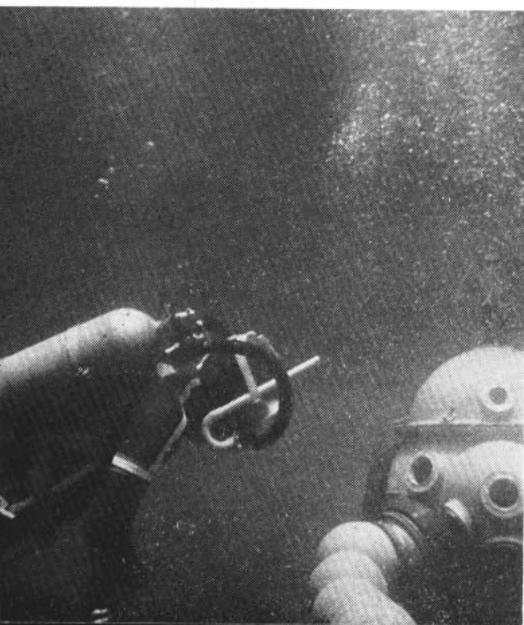




**GOING DOWN**—Deep-sea diver is readied for a dive. Below: Diver leaves suit after surfacing.



**HELLO BELOW**—Skin diver meets deep-sea diver on the way down during training exercise in Med.



**LIFE SAVER**—Italian submarine rescue ship, *Proteo*, patrols the Med.

## NATO Rescue Ship

**I**N THE MEDITERRANEAN, the Italian salvage and rescue ship *Proteo* is one of a kind. The 248-foot, 2147-ton *Proteo* is the Italian navy's only submarine rescue vessel, and is the only NATO ship assigned permanent Mediterranean salvage and rescue duties. Her day to day assignments include repair, salvage and towing. Her "customers" are NATO ships of the British, French, Greek, Italian, Turkish and U. S. navies.

*Proteo's* primary mission is to save the lives of NATO submariners. She has the equipment necessary to raise disabled submarines from the floor of the sea, and the men (130 officers and enlisted) who know how to use it.

She had been originally designed as a tug, but later modifications

made *Proteo* the Italian Navy's only salvage and rescue vessel.

She also has been employed in lending assistance to damaged surface vessels of NATO navies.

*Proteo* deep sea divers stand by for rescue assignments on a 'round the clock basis. They aren't often called upon to use their talents for floating sunken subs in actual emergencies, but regular training dives under simulated emergency conditions qualify them for the real thing. The ship's divers use heavy armored diving suits (one weighs about 800 pounds) which permit them to remain at great depths for hours, independent of surface-supplied air. But, a diver garbed in the heavy, cumbersome diving suit is restricted in his ability to move about. Therefore, when he

**WELCOME ABOARD**—U.S. Army and Navy officers, members of AFSouth, get the word from Italian officers about underwater lamps.



wants to change positions, he must signal his intentions to the ship so that crewmen can raise him and move him to the desired spot.

Working over a sunken sub, *Proteo* divers first supply the men inside with fresh air. Then, air valves are connected to the sub's ballast tanks and the ship is refloated.

The supervision of submarine rescue training aboard *Proteo* is one of the duties of the ship's diving officer, LTJG Giorgio Titoto, himself a veteran diver who knows the problems his men encounter in the depths of the sea. LTJG Titoto remains in telephone contact with his divers from the moment they enter the water until they return to the ship. "Once a diver is down, in practice or in an actual emergency, the ship must obey his every command. The success or failure of our mission rests with our divers," he says.

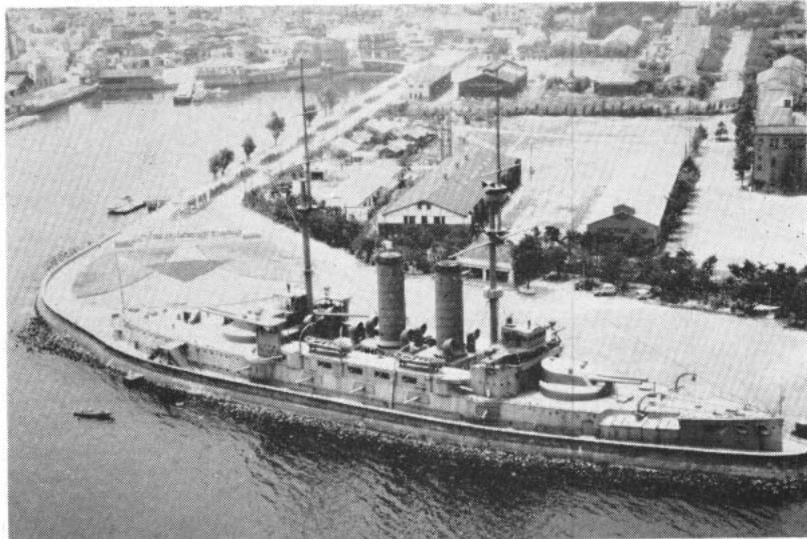
*Proteo* is now being equipped with a diving bell, which will help speed up underwater rescue operations. In repeated dives, submariners can enter the bell through their ship's hatch, which is opened after the bell is made fast. This will eliminate the slower rescue process which involves supplying air to the submariners, then refloating their ship before they can be taken off.

But, even with the cumbersome diving suits, *Proteo* divers do their rescue work in record time. During one training exercise, for example, *Proteo* divers refloated the Italian sub *Giada* from a depth of 150 feet in 52 minutes. This, *Proteo* believes, is a world's record.

*Proteo* recovery missions aren't confined to submarines. Last summer she was called upon to recover an aircraft which had crashed in the Straits of Messina and sunk to a depth of 150 feet. *Proteo* divers located the aircraft, made the necessary connections, and the ship pulled her up.

Largest and most powerful of all Italian tugs (originally constructed as a tug; later modified for S&R), *Proteo* is also a valuable NATO tow ship, which, in day to day practice, is one of her major peacetime jobs. She has towed ships and drydocks of all NATO navies in the Med.

*Proteo's* power has been figured in theory, if not in practice: With her twin diesel engines cranking out 4800 horsepower, she could pull two 51,000-ton *Midway* class aircraft carriers, and still have power to spare.



**BEACHED**—Battleship *Mikasa* is a good spot to visit at Yokosuka where the 60-year-old warship serves as a national monument.

### A Visit to Japan's Battleship Museum

Navy men who visit Yokosuka these days are finding an enjoyable, educational, and inexpensive way to spend a couple of hours of liberty time without even leaving the base: A tour of the old (built in 1902) Japanese battleship *Mikasa*, unveiled as a national monument last summer in Yokosuka.

Externally, *Mikasa* still looks about the same as she did 57 years ago, when she served as flagship for Admiral Heihachiro Togo in the Russo-Japanese War. The damage she received in the Battle of Tsushima (where Japan won a decisive victory over the Russian Baltic fleet) is indicated by "shell holes" painted in black.



**ROYAL VISIT**—Princess Michiko visits warship *Mikasa* escorted by VADM Nobuo Fukuchi, JMSDF.

Inside the ship, a movie theater, display rooms and a museum have replaced galley and mess halls, and Admiral Togo's flag quarters and the wardroom have been restored. The museum contains relics of the ship's wartime service, pictures of the admiral and his staff and diagrams of the Battle of Tsushima.

*Mikasa* has long been a Japanese symbol of emergence as a world power. After the war with Russia, in which Japan was a surprising victor, *Mikasa* became the pride of her navy. She displaced 15,000 tons; her battery consisted of four 12-inch and 14 six-inch guns; and she had a top speed of 18 knots.

In 1921 *Mikasa* was ruled obsolete and permanently "moored" in concrete at the Yokosuka Naval Base.

Twenty years later this symbol of seapower was almost forgotten by a nation that was again at war. She was neglected and left to waste.

After World War II, interest in *Mikasa* was revived. Many U. S. Navy men, led by Fleet Admiral Chester W. Nimitz, USN, joined the people of Japan in donating to *Mikasa's* restoration, which cost more than half a million dollars. Now, once again, the famous old ship is ready for inspection.

— CDR W.B. Hayler, USN.

## SERVICSCOPE

Brief news items about other branches of the armed services.

U. S. TROOPS IN GERMANY have been sent the first units of the Army's new Silent Sentry. This highly portable, front-line, ground surveillance radar reaches through darkness, fog and smoke to pick up and locate enemy soldiers and vehicles. Although a two-man team normally runs the equipment, it can be set up and operated by one man if necessary.

The Silent Sentry, which weighs only 48 pounds including its tripod mount (less power supply and carrying cases), is the lightest tactical radar for ground surveillance to go into production — thanks to the use of transistors. The transistors also reduce power requirements, and thus make it feasible to use batteries. The radar can be powered by an engine-driven generator when tactical conditions permit.

With this equipment, a well trained operator can not only distinguish men from moving vehicles, but can also tell the difference between a man crawling and a man walking. Range and direction are read from simple dials. A man can learn the routine operation of the Silent Sentry with little special training.

★ ★ ★

THE STRATEGIC AIR COMMAND'S *Hustler* is incorporating a new safety technique based on a principle about which women have known for thousands of years but which men have never admitted. Namely, that when a woman speaks a man jumps.

The Air Force finds *Hustler's* control panel lights, which warn the pilot of mechanical malfunctions, are pretty effective, but it takes 12 seconds for an average pilot to react to such warnings.

On the other hand, after a calm female voice recorded on tape cuts into the supersonic cockpit 60,000 feet above the earth with a warning that ice is forming, that the engine oil quantity is low or any of a number of other dangers, it takes the pilot only three seconds to snap into action and remedy the situation.

Nine seconds may not seem like much but, to a pilot traveling at 1300 miles per hour, it could mean the difference between covering a lot of air (more than three miles) and covering a lot of ground.



ARMY'S mobile transistorized radio communication system, AN/VRC 12, covers 920 different channels.



ALL LIT UP — A USAF B-52 *Stratofortress* stands ready during 'alert' training at Travis AFB, Calif.

The voice in the cockpit is that of Mrs. Gina Drazin, a secretary employed by the company manufacturing the *Hustler*. The messages to the pilot are repeated until the malfunctions are corrected or until the pilot switches the voice off.

When two or more emergencies arise simultaneously, the voice feeds them to the pilot on a priority-of-importance basis. ★ ★ ★

COAST GUARD engineers have reported that their new 30-foot MK-III plastic utility boat passed its rough water examinations with flying colors. In tests off Cape May, N. J., the boat's accelerometers recorded six "Gs" during high-speed runs into six-foot seas without any structural damage resulting.

The craft, which is powered by a 300-horsepower turbo-charged diesel engine, has a top speed of more than 27 knots. The new model will go into production to replace the utility boats now used by the Coast Guard.

Engineers expect the use of plastic in the hull will reduce operating and maintenance costs considerably. ★ ★ ★

NATIONAL GUARD Air Defense missile units will receive the more powerful *Nike-Hercules* missile beginning late in 1962. It will replace the *Nike-Ajax*, the first generation of the Army's supersonic *Nike* missile family.

*Ajax*, which can destroy any known type of operational bomber, will continue on station until replaced. Army National Guard units in Hawaii already have the *Nike-Hercules*.

The move to replace *Ajax* in National Guard units is another step in a modernization program for Army air defense which started early in 1950. At that time the active Army units began to convert from anti-aircraft artillery guns to *Nike-Ajax* missiles. The first tactical units armed with *Ajax* moved on site in the air defense system in December 1953. Army National Guard units took over the vacated guns.

In 1957 a second step was taken when the active Army began to convert from *Nike-Ajax* missiles to the

*Nike-Hercules.* As the active units vacated the *Ajax* sites, Guardsmen moved in and assumed around-the-clock responsibility for the sites. They became full partners in the air defense system.

The present move will equip the Army National Guard units with the same potential as active Army units. An extensive retraining program to prepare the Guard units for handling *Hercules* is planned. Their training will be the same as that now required for active Army units.

★ ★ ★

THE LONG-STANDING distance record of the Navy's *Truculent Turtle* has finally been broken. Established in 1946, the P2V's mark of 11,235.6 miles in 55 hours, 17 minutes, was finally claimed by a Strategic Air Command B-52H heavy bomber which flew without refueling from Kadena AB, Okinawa, to Torrejon AB, near Madrid, Spain, a distance of 12,519 miles. The flight required 21 hours, 52 minutes.

In all, 11 new records were claimed by the Air Force for the flight. The two major records included:

- World's distance for all types of aircraft without refueling.
- World's Class C distance for jet aircraft without refueling.

The other records claimed were those relating to check points encountered en route. The course flown was a modified great circle over Tokyo, Seattle, Fort Worth, Washington, D. C., and Lajes in the Azores Islands to Torrejon AB.

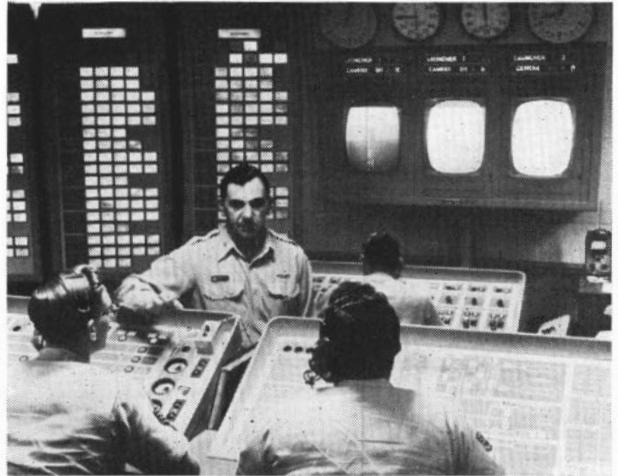
The aircraft weighed 244 tons at take-off. It flew at altitudes ranging from 40,000 to 50,000 feet and had an average ground speed of 575 miles per hour. A top speed of 662 miles was reached. Commander of the plane was Major Clyde P. Evely.

★ ★ ★

FORT POLK, LOUISIANA, has turned into almost an "emergency field" for the U. S. Army. It was first established as an armored division training center in 1941, closed in 1946; reactivated in 1950 for Korea, closed in 1959; and now it's been activated again.



SOME EAR-BANGER — Members of 28th National Guard Division practice with 155mm howitzer.



MISSILEMEN—USAF technicians work in the control point for missile firings at Vandenberg AFB, Calif.

Fort Polk is the second Army Training Center to be established following the decision of the President to increase the size and conventional combat capability of the U. S. Army. Fort Carson, Colo., was the other.

Fort Polk was selected as a training site because of its range facilities for a wide variety of weapons, its excellent tank and armored vehicle training area, its large maneuver area and armored vehicle training area, the large maneuver area adjacent to the port, and excellent barracks facilities.

Maximum training load anticipated at Fort Polk will be 14,000 soldiers. They will be trained and supported by a 5000-man military and civilian force.

★ ★ ★

THE AIR FORCE has unveiled a manned, mobile, 80-ton vehicle called *Beetle* which features closed circuit television and artificial 18-foot arms and is designed for close-in work on radioactive materials.

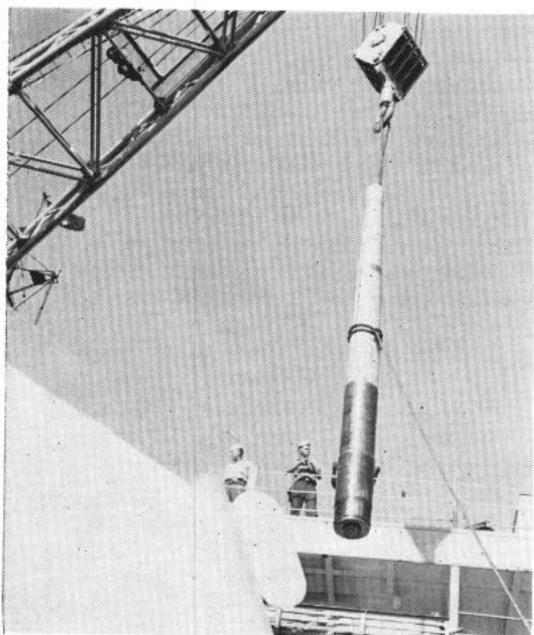
Originally developed for use in the nuclear aircraft program, *Beetle* will be employed in nuclear rocket and reactor work. It will be shipped to a Nevada test site for a six-month testing program to be conducted by the Air Force Special Weapons Center in cooperation with the Atomic Energy Commission.

Mounted on tank-like treads, the air-conditioned cabin of the vehicle, in which the operator sits, weighs 80,000 pounds, and is protected from radiation by one-foot-thick lead shielding. Five windows in the cab are constructed of specially leaded glass panes two feet thick. The cabin can be raised on supports to a height of 25 feet and rotated by the operator. The operator will also be able to manipulate the long artificial arms to perform the delicate operations and/or adjustments which may be necessary in working on a radioactive rocket or reactor.

The television camera, mounted on one of the long arms, can be extended around corners or inside active reactors, transmitting the picture to a screen inside the protected cab. The Air Force hopes to use information gained from the testing program in the possible design of future air-transportable vehicles in its nuclear power program. Anyone for nuclear TV?



REPAIR personnel from USS *Dixie* (AD 14) unlock (right) and reseat barrel on mount of USS *Tingey* (DD 539).



## Destroyer's Best Friend

**O**VER THE YEARS USS *Dixie* (AD 14) has rendered countless services to destroyers of the U. S. Pacific Fleet.

With her many shops, plus an almost endless assortment of equipment and other facilities, there have been few limits to the size and type jobs undertaken by the destroyer tender.

Even so, *Dixie* managed to add another "first" to her growing list of accomplishments when her gunner's mates removed, replaced and resealed the barrels of all 5-inch gun mounts that make up the main battery of the destroyer USS *Tingey* (DD 539).

The rifling in the destroyer's gun

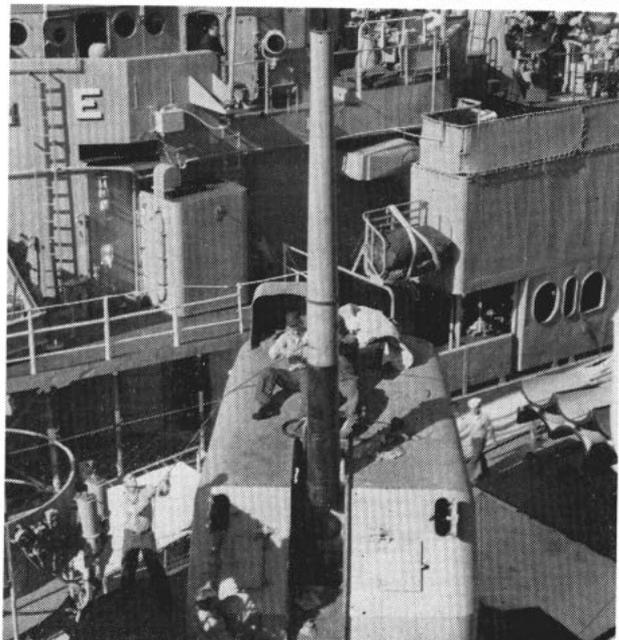
barrels had worn smooth enough to alter substantially the trajectory of projectiles fired from them. This made it necessary to replace them to return the onetime Naval Reserve training ship to top battle readiness.

After one day of preliminary preparations, gunner's mates from *Dixie* and *Tingey* worked in two eight-hour shifts to complete the job in half the number of calendar days normally required.

The destroyer was alongside *Dixie* in San Diego Harbor for a four-weeks' availability when the regunning was accomplished. She's now on the job with the Fleet.

— John Burlage, JO3, USN.

REPLACEMENT barrel is placed in destroyer's mount. (Above) Crane lowers barrel from deck of tender.



# LETTERS TO THE EDITOR

## School and Sea Experience

SIR: I'd like to know why the Navy is assigning "A" school graduates, who have no sea duty experience, to shore duty for the remainder of their first enlistments. It seems to me that experience in the Fleet early in a man's career is desirable and necessary if he is to be a balanced, versatile sailor who knows what all the Navy is like.

Another point: "A" school graduates should be utilized at sea so that men already at sea, who've been there for a long time, may become eligible for shore duty a little sooner.

If a man enlists in the Navy, he should be prepared to serve on board ship. I think the choice duty should be more fairly distributed among all Navy-men. — C.F.E., PN2, USN.

• For the record, the shore tour for an "A" school graduate assigned directly ashore from school is for the balance of his first enlistment unless a six-year enlistment is involved, in which case rotation is effected three years before the enlistment expires ("Enlisted Transfer Manual," Art. 2065).

In practice, however, comparatively few "A" school grads are actually assigned to shore duty for the remainder of their first enlistments. When they are, it is only after the assignment people figure it is necessary to fill an urgent service need.

The whole idea of making such assignments was thoroughly debated by personnel planners before it was decided to go ahead with the plan. There are a number of good points in the system, the main consideration being personnel stability. There are some bad points, however, and these you have pretty well spelled out.

## Broken Service and Seavey

SIR: If a man does not reenlist immediately, but does so within 90 days after discharge, does he lose his place on the Seavey? — R. R. C., EN2, USN.

• If you reenlist within 90 days, you do not lose your previous sea credit. You do lose your place in the current Seavey, however, and must wait until the following year. Incidentally, if you reenlist within a 90-day period and don't go back to sea within a six-month period you must start a new sea tour. This is the word contained in the "Enlisted Transfer Manual," Art. 3.23 and 3.31d. — Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept. Washington 25, D. C.

But, as we've pointed out, comparatively few assignments to shore duty for first-term "A" school grads are actually effected. One of the reasons for this is that many students don't indicate "Prefer Shore Duty" in the remarks section of their assignment data cards.

If a man wants sea duty, he will be sent to sea if that's where he's needed. If he desires shore duty, it's shore duty he'll get, if he is needed ashore.

In other words, the needs of the service dictate who serves where, whether it involves an "A" school grad or any other Navyman. But, personal desires are always considered, and, if it's possible, a man is given the duty of his choice. — Ed.

## Good Conduct Medal

SIR: Navy and Marine Corps Awards Manual, NavPers 15790 (Rev. 1953) lists a note at the bottom of page 29 regarding eligibility for the Navy Good Conduct Medal which has me somewhat confused.

My question is: When computing eligibility for a Navy GCM, can periods of time, as listed on pages 30-32 of the Awards Manual, be broken? For example, if a man's good conduct period begins on 1 Nov 1958, do you go by the requirements in effect for the 1 Jul 1956 to 1 Nov 1960 period to determine his first two years of good conduct, and then go by the new and more stringent requirements which went into effect on 1 Nov 1960 to determine his third year of good conduct? This would necessitate considering only his military behavior and military appearance marks for the first two years, and then considering all five of his trait marks for the third year.

I say that procedure in the above example is correct. Some others, however, maintain that since the medal is being requested after 1 Nov 1960, the man should be considered eligible or ineligible in accordance with the regulations in effect since 1 Nov 1960. Who is right? — J.J.B., YN2, USN.

• You are correct. When the service requisite for the GCM is covered by two regulations, entitlement to the

award is determined in accordance with the regulations in effect during the period being reviewed. Thus, in the example you used, the individual whose good conduct period begins on 1 Nov 1958 must meet the qualifications in effect from 1 Nov 1958 through 31 Oct 1960, and must fulfill the new qualifications in effect from 1 Nov 1960 to 31 Oct 1961, at which time he completes the required three years. As you say, only two conduct traits determined eligibility from 1958 to '60; five conduct traits apply since 1960. — Ed.

## How About That!

SIR: I would like to find out about the change in the qualifications for advancement from E6 to E7.

I have seen a BuPers Notice which, among other things, says that it's no longer necessary for an E6 to take performance tests for advancement to Chief. The Notice came out in September or October of 1960 but I don't recall the number.

Others have seen it too, but nobody remembers the number. I have checked with the training and personnel offices here but they don't hold such an instruction.

Can you locate the Notice number or tell me if my information about advancement is correct?—E.A.B., RM1, USN.

• Our research leads us to believe that your Notice must be like a left-handed monkey wrench. Many have heard of it but nobody has seen one.

Our advice is to stop looking for the Notice and get back to studying. Such a Notice has not been issued and none is contemplated. — Ed.

## Length of Shore Tour

SIR: I am presently stationed ashore, but am approaching the time for return to sea as a QM1. I was recently advanced to QMCA, however, and now there are several differences of opinion here at my command as to whether I will now serve a QMC shore duty tour of three years, or whether I still come under my original QM1 two-year tour. What's the answer? — S. L., QMCA, USN.

• One answer coming up now, and a sea duty tour shortly.

Art. 7.26a of the "Enlisted Transfer Manual" points out that the length of an individual's shore tour depends on his rate at the time of reporting for shore duty. — Ed.

Voyage to the Pribilofs

SIR: The article in the December issue of ALL HANDS entitled "Union Brings Home the Fur" brought back memories of the time I served aboard USS Spica (AK 16) on a voyage to the Pribilof Islands for a shipment of fur.

I was sorry to learn that Union was the last Navy ship to make the voyage because I considered it one of the highlights of my career to see both St. George and St. Paul Islands 75 per cent covered with seals, and watch the natives in their skin boats transferring cargo to and from Spica.

We also saw white fox on the islands which were so tame they would stand still until we were only two or three feet from them, then they would disappear among the rocks.

The Pribilofs are shrouded in fog during most of the year and, for that reason, make an ideal breeding ground for fur-bearing seals. — W.J.S., CMM, USN (Ret).

• The fact that each year ships sail away from the Pribilofs with thousands



PORT WING is almost invisible in this view of USAF B-58 being fitted with a fuel armament pod.

of pelts in their holds seems to indicate a fur-bearing seal never learns.

If the seal were smart like a fox, he, too, would disappear among the rocks anytime he saw anyone equipped with zippers instead of flippers.

Thanks for your interesting note on Spica. It just proves once again that Navy men get around. — ED.

Half a Wing?

SIR: I'm a little late in getting this letter off to you, but I am still intrigued by a picture of the Air Force B-58 Hustler bomber which appeared in your September 1961 issue on page 42.

Neither I nor anyone else in the office could locate the port wing. Surely it has one, but where is it?—N.P.M., PN1, USN.

• There is a port wing. It is almost invisible because the wing is swept back 60 degrees, thus is hidden by the fuselage. The wing angle plus the angle at which the photograph was taken add up to a phantom wing.

If you look carefully, you will see the shadow of the port inboard nacelle appearing on the ramp under the nose and just behind the nose gear.

You can also get a glimpse of the forward rim of the nacelle just past the windshield of the pilot's compartment. — ED.

Reserve Medals

SIR: According to the 15th edition of the Bluejackets Manual, the Naval Reserve Medal is still being awarded. My shipmate says the medal was discontinued. Can you tell me which of us is right?

I would also like to know if a Reservist may receive a Good Conduct Medal. — A. S., SA, USN.

• Both you and your shipmate have a point. The Naval Reserve Medal was discontinued as of 12 Sep 1958. However, the medal is still being issued to those who completed 10 years of qualifying service before that date.

The Armed Forces Reserve Medal is awarded for 10 years of qualifying service completed after the 12 Sep 1958 cutoff date.

If you are eligible for either medal, you should apply, by letter, to the Chief of Naval Personnel. Officers receive theirs via the Reserve Officers Recording Activity, Omaha, Neb.

Any Reservist who has been on continuous active duty for three years and meets the other requirements outlined in the "Navy and Marine Corps Awards Manual" (NavPers 15790) is eligible for the Good Conduct Medal. — ED.

A Good Idea, We Say

SIR: Several years ago, when I had been particularly impressed with an issue of ALL HANDS, I submitted the subscription blank which is always included in the magazine and had a one-year subscription mailed to the library of my home town high school.

I have repeated this action every year since, feeling that it might possibly prove an aid in recruiting high school students into the Navy upon their graduation. I cannot positively state that my actions have been instrumental in enlisting anyone in the

Getting Ready to Write a Letter?

SIR: I have noticed that ALL HANDS answers letters on a great variety of questions, even technical career questions. Some of my shipmates seem to think that they can get a better answer by writing their Congressman. My question is: Who gives out the answers? — J.F.D., YN1, USN.

• When a Congressman gets a letter from a Navyman, he refers the matter to an expert within the Navy Department, usually right here in the Bureau. When ALL HANDS gets a letter, it is referred to the same place. When an individual writes an official letter to the Chief of Naval Personnel, via the CO, it goes again to the same place. The result, of course, is that in each case the same answer is given — the correct answer.

When you write to ALL HANDS, if your question is one that other Navy men would be interested in, it gets into print. We like to think it cuts down on paperwork. Congressional referrals are, as you'd guess, acknowledged. Then the question is routed to the Navy Department. The cognizant desk acknowledges. Then the question is answered and given to the Member of Congress. The Member of Congress then writes to you, giving the answer. Answers and referrals are typed up in each case and logged. That takes time — and money.

When you write to us, your letter is put on a routing slip and sent to the desk that handles it — or, a member of the staff picks up a phone and gets the answer. Our routing slip has space at the bottom for a reply, and usually the memo is written directly

on it and sent back to us. We then answer you. Our answers, of course, are unofficial. Nevertheless, they come from the cognizant desk and they are as complete and clear as we can make them.

When you'd like an entry placed in your official record, or if you have a personal career question, the most expeditious procedure is to write via your CO. For example, if you wanted an entry as to a medal or award, this procedure would mean that your CO would receive the necessary document for your record and a copy would go into your jacket.

Duty assignment, humanitarian shore duty, hardship discharge, early separation and leave questions, with an individual slant, are most quickly handled by a letter from you to the Chief of Naval Personnel, via your commanding officer. Let's take humanitarian shore duty. If you write your Congressman, or ALL HANDS, you'll get an answer, but you will still have to submit an official request via your CO. In each case decisions are based on "the individual needs of the case."

These are the avenues that are open to you. But when you're getting ready to sit down and write a letter, remember there's one more way to get the word and get it fast. You'll probably find that you can get it right at your ship or station — from the personnel office, from the education officer, from the legal assistance office, from the chaplain, or from your division chief or officer, your exec or your CO. Give them an opportunity to help. — ED.

Navy. I do feel, however, that if my contribution were to be multiplied many hundreds of times throughout the country, numerous "bonus" recruits might be attracted to the Navy by the informative and interesting material provided by ALL HANDS in its present format.

What do you and your readers think?—R.M.S., Jr., LCDR, USN.

• We are, naturally, extremely gratified by your kind remarks about the magazine, and feel that your idea contains much merit as a community relations gesture in which every Navyman could do his part—on a purely voluntary basis, of course. We'll be interested to hear the response of other readers.—Ed.

### Not So Plane to See

SIR: I did a double-take at the caption for the inside back cover picture in your January 1962 issue. It spoke of aircraft in flight. I was able to spot two helicopters right away, but it took a good deal longer to locate ten fixed-wing aircraft.

How many planes were there (in flight) in this picture?—B. C., LT, USNR.

• Another view of the same group of ships and planes shows (we think) 13 fixed-wing planes in flight, but some of them appear to have flown off the page in the reproduction on the inside back cover of the January 1962 issue. At any rate, a majority of the experts (?) here at ALL HANDS claim to be able to spot 12 planes in flight in the reproduction you saw, plus the two helicopters.

You have our congratulations. Since you found two of the helicopters right off, and, eventually 10 of the planes, you will be pleased to know that you have just passed the new and much stiffer eye exam devised by our layout editor.—Ed.

### Request for Flying Duty

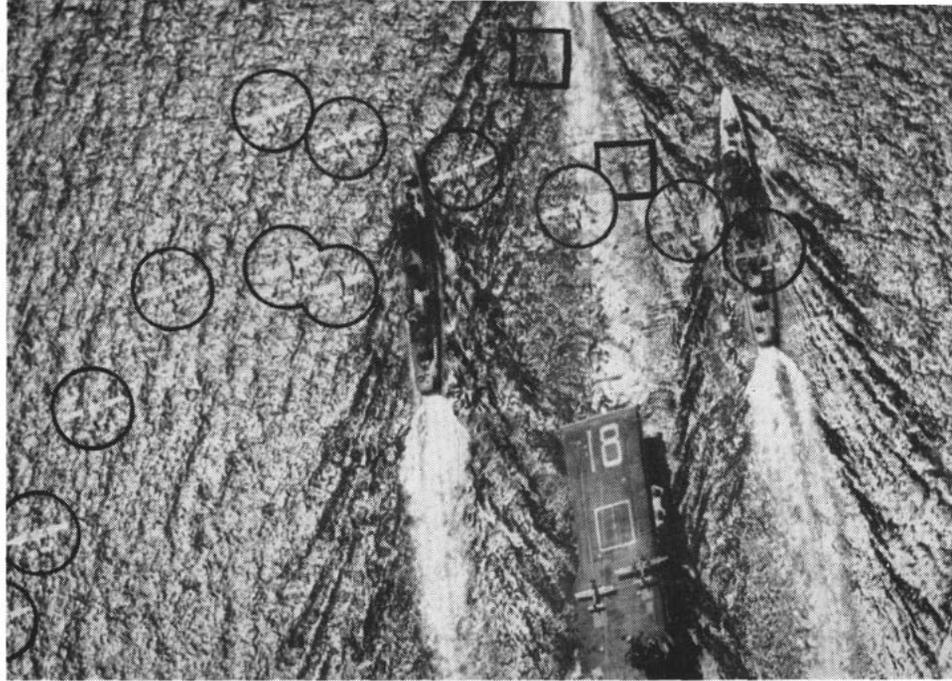
SIR: I recently checked aboard my present station and the question of my eligibility for flight pay has come up.

About 14 months ago, I completed a training program in a Regular Navy squadron and was designated an ASW plane captain aircrewman (8263).

I am now assigned to technical training at this command as an instructor and have been informed that, in this position, I am not eligible to draw flight pay.

I still maintain my proficiency in a local aircrew training school in my spare time. However, the following excerpts from BuPers Manual, Part C, seem to indicate that this is for naught.

Article C-7403, Paragraph (4), states that commanding officers shall disqualify a man for aircrewman duty and cancel his enlisted code whenever he has been detached from duty involving flying for longer than four years.



PLANE TO SEE?—The question: 'How many planes and copters on inside back cover of Jan 62?' Those located so far have been marked.

Paragraph (5) states that a man disqualified under the above circumstances is not eligible to requalify during the enlistment under which he was disqualified.

My questions are these:

Are there any regulations that establish assignment to flight pay?

How can a man who is assigned to a ground job have any control over the time that he is away from flight duty?

In my case, I was assigned to a VA squadron for eight months and then assigned to shore duty. Ashore I am in an instructor billet and will probably stay there during my three-year tour.

I will have three years remaining on this enlistment when I complete this tour, but, according to the regulations I quoted, I can't requalify until I enlist.

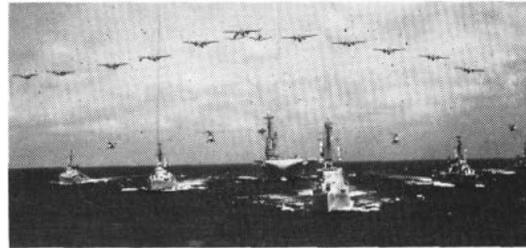
I am not serving in my present assignment through my own choice. Unless there is some regulation I have overlooked, it seems that I wasted a lot of time qualifying for flight pay.—G.I.K., ADR2, USN.

• There is a regulation governing assignment to duty involving flying and its attendant flight pay. It is BuPers Inst. 1326.1B.

Orders issued under this instruction are called temporary flight orders and are for a specific period when a member is ordered to duty involving flying.

To aid in the administration of flight orders, enlisted members of a squadron who are regular members of an aircraft crew can be issued flight orders for an indefinite period, thus orders remain in effect until cancelled. They are cancelled when the member is detached from duty which requires his participation in frequent and regular flights.

Navy assignments are made primarily



THIS HELPED — This photo from our files helped to find hard to see aircraft in the cover photo.

to take care of the needs of the service and not necessarily for the convenience of the individual member concerned.

It is unfortunate, from an individual standpoint, that occasionally an otherwise eligible member must be deprived of flight pay because he is needed for ground duty.

In your case, you are grounded until the Navy again needs you for a job which involves flying. This does not mean that you have wasted your time qualifying for flight pay or that you are wasting it in maintaining your proficiency.

In making assignments, the Navy tries to bring together both personal preference and the good of the service. If you want to fly, and it seems obvious that you do, your choice of duty and qualifications for such duty should be included in your Seavey/Shorvey preference cards. These will be consulted when you are due for reassignment. If you are needed in a flying billet then, you stand a good chance of getting it.

A word to the wise—be sure that your duty preferences and your qualifications are listed on the cards.—Ed.



**ATHLETES' FEAT** — Representatives of UDU-1, Coronado, Calif., get third straight ComPhibTraPac Admiral's Cup for athletic excellence.

**Wants to SCORE**

SIR: This is in reference to the ALL HANDS article about converting to another rating under the SCORE program (ALL HANDS, December 1961). I read your article, and also BuPers Inst. 1440.27, which outlines the complete program, but I am still confused about one point.

I am now in the Ready Reserves, having completed a USN four-year hitch last June. I decided to leave the Navy because I was in a field that was closed for advancement (YN) — one in which I had no real desire to spend 20 years.

When I enlisted in June 1958, I requested CT training, but I was "needed" in the YN rating. During my four years as a YN I tried to convert to CT, but was unsuccessful.

Now that I am no longer on active duty, I see that YNs may now convert to CT, under SCORE, with the Navy's blessing. Would I have to go back on active duty before I could apply for SCORE? May I apply for it through my Reserve Center? — L.D.S., YN2, USNR.

• *Whether you're Regular or Reserve, you must be on active duty to be eligible for SCORE. (SCORE is the Selective Conversion and Retention program, under which POs 3 and 2 and designated strikers of non-critical ratings are guaranteed certain school and advancement benefits as incentives to convert to the critical ratings.)*

Once you're on active duty, your commanding officer may recommend you for SCORE conversion to CT provided, of course, you are eligible as outlined in BuPers Inst. 1440.27. The program's selection board and CT planners then

go over your qualifications and interests and may accept you for CT school and conversion.

*Too bad you weren't able to convert to CT while you were still on active duty. At the time you were discharged, SCORE was in planning stage. The program became effective 2 Oct 1961.* — Ed.

**First to SCORE**

SIR: The first man to take advantage of the Navy's new SCORE program on board USS Grand Canyon (AD 28) was James A. Earp, SK2. On 23 Oct 1961 — three weeks after SCORE was made official — Earp applied for permission to train for MR. On 14 November his request was approved by the Bureau, and he is now at the MR "A" School. — K.L.H., LTJG, USN.

• *Many others have welcomed SCORE (Selective Conversion and Retention), especially men who have been locked in crowded, slow-moving rates with slim chances for advancement. For the information of readers not familiar with SCORE, the program offers to eligible, designated strikers and E-4 and E-5 petty officers in crowded ratings the opportunity to convert to one of the open ratings, with, in many cases, guaranteed A and B School, advancement without examination, reenlistment bonus and eligibility for automatic pro pay. SCORE is explained further in BuPers Inst. 1440.27, and in the December 1961 ALL HANDS.* — Ed.

**Form and Figures**

SIR: There is a difference of opinion in my command regarding the revised Recommendation for Advancement or Change in Rating form (NavPers 624W, Rev. 3-61), which has been incorporated into BuPers Inst. 1430.7D (the official guide to the advancement of enlisted personnel). Perhaps you can clarify.

Before this new 624 form was adopted, individual commands were instructed (by the old 624) to compute "service in pay grade" factors and multiply by two. The revised 624 has a place for the service-in-pay-grade factor (block 10), but it does not indicate that this factor should be multiplied by two. BuPers Inst. 1430.7D, meanwhile, indicates that service in pay grade is, in fact, still multiplied by two. — D.L., YN1, USN.

• *Service-in-pay-grade factors are still multiplied by two — but not by the commands filing 624s. With the revised recommendation for Advancement or Change in Rating form (624W), all the command has to do is list the years and months in pay grade of the man (or woman) concerned, and submit the form to the Naval Examining Center. Machines take it from there — automatically.* — Ed.

**STARs and Strikers**

SIR: In ALL HANDS a few months ago I read a letter from a seaman who reenlisted under the STAR program, but, before he was admitted to YN "A" school, he was advanced to YN3. He was then ordered to YN "B" school, after which, it was pointed out, he could be advanced to YN2 upon the recommendation of the school's commanding officer.

This seems to indicate that the YN involved was a non-designated striker when he reenlisted under STAR. Is this permissible?

I put in a request for YN "A" school and STAR reenlistment, but was turned down and told I first had to become a designated striker. — M.J.M., SN, USN.

• *You have reason to be confused, especially if you read the Bulletin Board section of that same issue of ALL HANDS (November 1961). In it we outlined the STAR program (Selective Training and Retention), which guarantees enlisted men serving on their first hitch a service school, and, in some cases, automatic advancement without examination, in exchange for a four- or six-year reenlistment.*

You do not have to be a designated striker before you apply for STAR. We suspect that whoever turned down your request may have STAR confused with SCORE (Selective Conversion and Retention), under which POs 3 and 2 and designated strikers of non-critical ratings are guaranteed certain school and advancement benefits if they con-

vert to a critical rating. Pay grade E-3 personnel must be designated strikers to qualify for SCORE.

However, before you strap on your shootin' iron and head for your personnel office, we suggest you check BuPers Inst. 1133.13A, which is the official guide for the STAR program. You may find that for some reason other than rating requirements you wouldn't be eligible anyway. For example, you would need the approval of the Chief of Naval Personnel before you could be ordered to YN "A" school. YN is not one of the Navy's critical ratings, and STAR, in addition to being an attractive incentive to ship over, is also one of the ways the Navy tries to get good men into the critical ratings.

Additional information on SCORE, which is a more concentrated program of filling the critical rating gap, is contained in BuPers Inst. 1440.27. — Ed.

### Inland Rules

SIR: During a classroom study of Rules of the Road, a question was raised as to whether whistle signals are required in inland waters when a crossing situation exists. An examination of various Inland Rules publications revealed no such requirements.

The *Pilot Rules for Inland Waters* states that in a crossing situation a one-blast signal by the privileged vessel signifies his intention to hold course and speed.

In Knight's *Modern Seamanship*, I find "The failure of a privileged vessel to answer a crossing signal in inland waters, which violates the rule, is not an assent but is the same as a dissent."

As I interpret this, the idea that signals are required in an inland waters crossing situation is merely implied.

CAPT R. F. Farwell's *The Rules of the Nautical Road*, in discussing this, notes "The privileged shall announce her intention of holding course and speed by sounding one short blast in a timely manner and the burdened is required to answer with one blast, at least if the approach will be within one-half mile."

Certain Courts of Appeal do not agree on this matter. One has held the signal by the privileged is mandatory; another that the signal is permissive but not mandatory.

What does make sense to me is another statement by CAPT Farwell: "Until the Courts agree on this point, or the Supreme Court decides it, the navigator in inland waters should act on the theory that he cannot go wrong in using the signal, and may be held at fault if he does not use it."

Has this question been resolved? Should navigators use the signal as CAPT Farwell suggests? — L. W. I., LTJG, USN.

• The Admiralty Division, Office of the Judge Advocate General, tells us



REFRESHMENT TIME — Thai orphan receives scoop of ice cream from T. R. Leiber, SA, USN, during a party on board USS Maury (AGS 16).

the Courts have not yet clarified the provision for a one-blast whistle signal by a privileged vessel in a crossing situation.

But, it is noted, the statement by CAPT Farwell, with which you agree, is as competent an observation as any that might be made.

The cases cited in the books you mentioned have not been reversed or otherwise modified. A thorough interpretation, however, should not be based on these cases alone. A close look at the question, with a study of pertinent examples, can be found in Griffin's *The American Law of Collision*. Other cases on this subject should be read for comparisons. — Ed.

### Fitness Reports

SIR: Could you clarify for me the type of fitness report which should be made out for Naval Reserve officers who report to a ship for their annual two weeks' active duty for training?

I believe that it should be a "concurrent" report, and that upon completion of the two weeks' training duty it should be mailed to the officer's Reserve unit.

Others (namely the captain and executive officer of my ship) believe that it is a regular report, and that it should be mailed direct to the Bureau.

While awaiting your answer, I am mailing the reports to the Bureau — naturally. — D. C., YN1, USN.

• You'd best continue doing what comes naturally. In other words, those others (namely your CO and XO) are right.

Art. B-2203(6)(f) of the "BuPers Manual" is specific in classifying active-duty-for-training reports as "regular." To understand this, you must go back into the background of concurrent reports and their customary application.

Concurrent reports normally are made when an officer is assigned some sort of additional duty with another command, with the knowledge of his regular senior and frequently on his order. Under these circumstances, these concurrent reports serve to keep his regular reporting senior advised of his performance.

Active duty for training, on the other hand, is usually obtained individually by the officer concerned, directly from his district commandant, and may have no relationship to his Reserve unit duties, if he happens to belong to such a unit. Consequently, his fitness report is of no specific interest to his Naval Reserve unit commander. — Ed.

### Precedence of Ratings

SIR: In your October 1961 issue you published a report on the Navy enlisted rating structure. We would like to know if the order in which the ratings were listed reflects the precedence each rating holds. Our personnel office has a precedence list for enlisted personnel (Art. C-2103, BuPers Manual), but this does not break any rating down — i.e., ADR, ADJ, etc. We are particularly anxious to obtain a correct list of rating precedence in the aviation branch. — A.A., AT2, USN.

• The precedence list for Group IX (Aviation) ratings is: AD, AO, AQ, AT, AE, AM, TD, AB, PR, AG, AC, AK, PH and PT. Service ratings have the same precedence as the related general rating and are equal with one another at the level of the general rating. For example, ADJs, and ADRs would be equal with one another, but an ADJ would take precedence over an AO. — Ed.

**Ship Reunions**

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four months in advance.

• *uss Warren* (APA 53) — The 10th annual reunion will be held at the President Motel, Atlantic City, N. J., on 1, 2 and 3 June. Further details are available from Allie Frank, P. O. Box 247, South Orange, N. J.

• *93rd Seabees* — The 13th annual reunion will be held at the Detroit Leland Hotel, Detroit, Mich., on 30, 31 August and 1 September. For more information, write to Darle Christy,

4204 East 69th St., Kansas City 32, Mo.

• *uss Elmore* (APA 42) and *uss Electra* (AKA 4) — A joint reunion is planned for July near Baltimore, Md. For details write to Henry H. Baldwin, Jr., 219 Burning Tree Road, Timonium, Md.

• *uss Liddle* (APD 60) — All those who served on board in New Orleans, La., who are interested in holding a reunion, are invited to write to Frank Biddinger, Purdom Rd., Monrovia, Md.

• *uss Perry* (DMS 17) — A reunion is planned for men who served on board at the time of *Perry's* sinking, 13 Sep 1944. Those interested may write to Russell Dempster, 403 Seventh Ave., S. E., Oelwien, Iowa.

heat for 30 minutes, stirring frequently. Serve hot. You're welcome. — Ed.

**Chief Master-at-Arms**

SIR: According to the training manual, *Boatswain's Mate 1 & C*, the Chief Master-at-Arms is, by virtue of his office, the senior enlisted man on board ship.

This seems to conflict with Article C-2103 of the *BuPers Manual*. I have looked through *Navy Regs* and couldn't find any clarification.

It is hard for me to believe that a chief machinist's mate, for instance, would be in a position to issue military orders to a chief quartermaster or a chief boatswain's mate.

Also, it states in *Navy Regs* that the senior CPO will be mess president. Wouldn't this conflict with the mess deck chief-master-at-arms mentioned in the training manual? — D.C.G., SMC, USN.

• *You're just hitting the high points, Chief. In the first place, the training manual you cited specifically outlines the duties of the chief master-at-arms and the mess deck chief master-at-arms. It also states masters-at-arms do not interfere with the internal administration of any division.*

Secondly, your reference in the "*BuPers Manual*," Article C-2103 gives military precedence unless otherwise directed by competent authority.

Thirdly, the "*Navy Reg*" you missed was Article 0806. Here it states (as does the training manual you read) that the CMAA is assigned, as an assistant to the executive officer, to maintain good order and discipline.

In other words, the authority of the CMAA to perform the duties and functions outlined in the "*BM 1 & C training manual*" comes from the executive officer. The XO's authority overrides normal military precedence. — Ed.

**More Bean Soup, a la McGinty**

SIR: Re your article "*Bean Soup a la McGinty*," on page 43 of the January 1962 issue. I too licked my chops in anticipation of preparing Navyman Joseph Ventura's exotic combination — only to discover to my bitter disappointment that you didn't print the recipe. How come? — E. M. Dailey, CAPT, USN.

• *Well, er, ah — it's this way, Captain. We didn't print the recipe because we could just picture a world-wide correspondence building up as fellow bean soup lovers from hither and yon beamed messages across great oceans and huge continents to uss McGinty (DE 365) asking — ah, to heck with it, let's quit all this shilly-shallying. It all boils down to this — we just plain neglected to print it.*

Our apologies to you and all other devotees of the bean. And, herewith,

*Chef Ventura's prize-winning recipe for six servings of Bean Soup a la McGinty:*

*Take one and one half cups of Michigan Navy beans, five and one half cups of water, four ounces of diced pork sausage, three tablespoons fresh carrots, three tablespoons green onion, one bouillon cube, one half cup canned tomato soup, one and one half teaspoons salt, one half tablespoon black pepper, one tablespoon dehydrated potato granules and one tablespoon monosodium glutamate.*

*Place beans, water, sausage, carrots, onions and bouillon cube in a saucepan. Blend. Bring contents to a boil. Cover. Simmer for two hours on low heat. Let cool one hour. Drain, and save stock. Grind remainder, then recombine with saved stock. Blend in tomato soup, salt, pepper, potato granules diluted with one cup of water, and monosodium glutamate. Cook on low*

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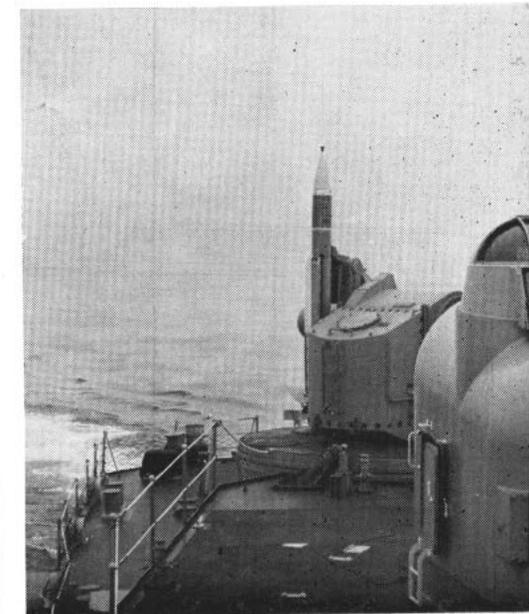
## Firing the Tartar

**S**OMETHING NEW has been added to Pacific waters, in the shape of a snappy-looking destroyer with a guided missile punch. She is *uss Henry B. Wilson* (DDG 7), the first guided missile destroyer to be assigned to the Pacific Fleet.

*uss Wilson* is also the first ship assigned to the Pacific to be armed with the *Tartar* ship-to-air guided missile. *Tartar* is a supersonic homing missile designed to knock down fast-flying enemy aircraft. For the enemy below the new destroyer is equipped with *Asroc* (for Anti-Submarine Rocket), the latest in ASW weapons.

The greyhound with these missile muscles was named in honor of the late Admiral Wilson, who commanded the U.S. naval activities in France during World War I. The ship is homeported at San Diego, Calif.

*Clockwise from Upper Left:* (1) Guided missile destroyer *uss Henry B. Wilson* (DDG 7) cruises through Pacific waters. (2) *Tartar* is fired from its launcher on the DDG's stern. (3) Guided missilemen check out a *Tartar* on board *uss Wilson*. (4) Missiles stand guard against air attack. (5) *uss Wilson* fires *Asroc* while taking part in Fleet exercises.



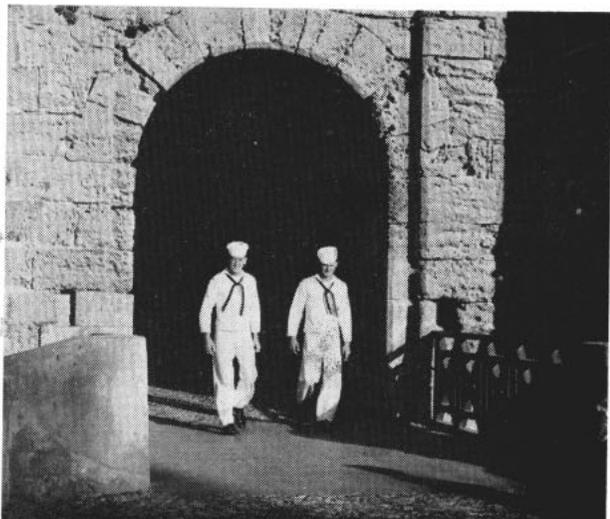


## Riding on Rhodes

**I**F YOU FIND YOURSELF in a ship bound for duty with the U. S. Sixth Fleet in the Mediterranean, chances are you'll have an opportunity to visit many interesting places before you return to the States. One such place might well be the Greek island of Rhodes.

Assuming you're fortunate enough to pull liberty on this 545-square-mile island, here's a preview of what you can expect to find there. These photos show but a few of the many sights taken in by Navymen from the U. S. Sixth Fleet flagship *uss Springfield* (CLG 7).

Reading from top down: (1) Bicycling Navyman pauses to watch Greek fishermen try their luck near the spot where the Colossus of Rhodes, one of the Seven Wonders of the Ancient World, supposedly stood athwart the entrance of the harbor. The fort across the channel once helped knights of Crusade times defend the island from attack. (2) Gene Fedoration, YNC, USN, and David Engle, MU3, USN, along with two other Navymen, take a close-up look at an ancient castle on the Greek island. (3) Windmills and a bicycle, trademarks of the island of Rhodes, are combined into part of a sightseeing afternoon for Don Grant, PH1, USN. (4) Two Sixth Fleet sailors emerge from the arch of a castle that protected islanders against fierce attacks hundreds of years ago.



# Best Foot Forward

**N**O DOUBT YOU RECEIVED a briefing concerning the care of your uniform while you were at boot camp, but just in case that period is some time behind you, you'll find here a few tips you may have forgotten.

One of the best guides is *Navy Uniform Regulations*. Here's an informal abstract of what that publication has to say concerning your uniform and appearance:

- Uniforms must be kept scrupulously clean, with devices and insignia bright and free from tarnish and corrosion.

- Hats and caps are worn squarely on the head, bottom edge horizontal.

- Keep your face clean-shaven — and if you wear a mustache and/or beard (subject to command regulations), keep them short and neatly trimmed. No eccentricity in the manner of wearing mustaches and beards is permitted.

- Make sure your hair is close-trimmed. It may be clipped at the edges of the sides and back, but it should be so trimmed as to present an evenly graduated appearance. Your hair should not be longer than three inches.

- No articles — such as pencils, pens, watch chains, fobs, pins, jewelry, handkerchiefs, combs, cigars, cigarettes, pipes, or similar items — are permitted to be worn or carried exposed upon the uniform. This restriction does not apply to cuff links, tie clasps and shirt studs. You may wear a wrist watch, identification bracelet and an inconspicuous ring.

- *Uniform Regs* also has a few remarks concerning the appearance of women. Hair must be neatly arranged. The back of the hair may touch, but may not fall below the collar. Side hair must be trimmed or arranged to show a fairly close contour. The hair should not show under the front brim of the hat. Cosmetics, if used, must be conservative and in good taste. No pencils, pens, pins, handkerchiefs, or jewelry may be worn or carried exposed upon the uniform. Earrings, hair ribbons and other hair ornaments are not permitted. A woman may wear a wrist watch, an identification bracelet and inconspicuous rings.

- Naval personnel are expected



to provide themselves with an adequate supply of the correct uniforms, and are forbidden to possess or wear any other than the regulation uniform or insignia of their respective rank, corps or rating, or to wear decorations, medals, badges or ribbons not prescribed by regulations.

- All wearing apparel and insignia you obtain through the Navy clothing supply system are considered regulation. Clothing and insignia from other than official sources must conform in pattern, appearance and quality to those you obtain from naval sources.

- You may not transfer or exchange your uniforms without the authority of your commanding officer.

- Regulations provide that, unless directed otherwise, when on leave or liberty you may wear civilian clothing within the Western Hemisphere



(including Greenland), and in United States possessions outside the Western Hemisphere.

- When on leave and traveling in a foreign country you should normally wear civilian clothes. Dress and personal appearance should be appropriate to the occasion so as not to bring discredit upon the Navy.

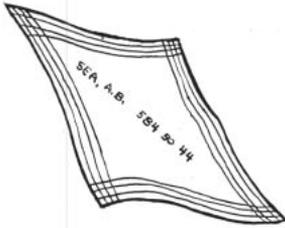
- You are not authorized to wear any part of your uniform at the same time you wear civilian clothes, except articles such as raincoats, shoes, socks, gloves, linen and underwear, which do not present a distinct naval appearance.

- Enlisted personnel are not authorized to have civilian clothing in their possession aboard ship, but they may have such clothing on hand at naval activities ashore when authorized by their commanding officer and if stowage space is available. They may wear civilian clothes to and from shore activities when authorized by their COs.

The best uniform in the world will give good service only if you give it proper care and maintenance. No matter how well-fitting a uniform is when new, especially the coat, it will not continue to look its best or keep its shape unless it is carefully put on and kept buttoned. If you carry large or heavy objects in the pockets, you will soon destroy the shape of the pockets. If space is available, uniforms should be kept on hangers; or otherwise kept neatly folded and carefully stowed.

It's no accident that the present day uniform will meet space requirements provided, since it was designed after the clothing preferred by seagoing men of the U. S. Navy long before there was any required uniform. In those early days, when there was even less space than now allotted for the enlisted men's uniform, the basic outfit as we now know it, was evolved. To this day it still serves the two basic purposes for which it was designed — (1) to provide a distinctive, durable outfit for the man wearing it as a member of the U. S. Navy, and (2) to fit the stowage space aboard ship.

When the whole uniform, from socks to dress jumpers, is folded or rolled properly, it will fit into a very small personal gear locker.



**NECKERCHIEF**  
Stencil or stamp name and service number diagonally across the center.



**UNDERSHIRT**  
Stencil or stamp name and service number on the outside of the front, one inch from the bottom of the shirt and at right of the center.



**BLUE OR WHITE JUMPERS**  
Stencil or stamp name and service number on the inside of the hem at the right of the center line of the back.



**PEACOAT**  
Stencil or stamp name and service number on the lining, on the right side of slit of tail three inches from and parallel to the bottom.

**BLUE CHAM**  
Requires two name and service number and last name above the pocket.



# HOW TO MARK YOUR UNIFORM

Your uniform tells your story. What you do it are all explained (at left).

Take pride in it. Proper care of your uniform "ends up in the Lucky Bag or in the trash. Navy Uniform Regulations state that all uniforms must be legibly marked with the owner's name and service number, unless otherwise specified. ALL HANDS Magazine shows how.

All markings, other than those required by regulation, must be made with a stencil or stamp, if available; otherwise, the word "right" or "left" appears in the term means the man's right or left.

Use black marking fluid for all white clothing; use blue marking fluid for blue clothes and dungaree for the purpose.

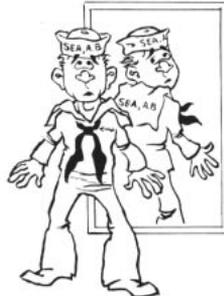
Optional items of clothing shall be marked as required clothing.

No transfer or exchange of uniforms without the authority of the commanding officer. When clothing belonging to a sailor is transferred, the owner shall be obliterated with a stamp. The stamp shall be placed above, below or next to it. Changes.

**WHITE HAT**  
Stencil or stamp name and service number on the brim, when the brim is turned down, close enough to the crown so that the markings will not show when the brim is turned up.



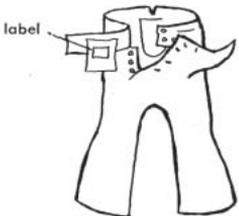
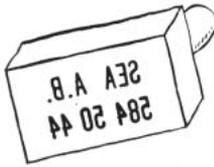
**SERVICE BLUE CAP**  
Stencil or stamp initials only on the inside of the sweatband.



**WATCH CAP**  
Print name and service number on label on the inside one-half inch from the bottom.



**BLUE WORKING CAP**  
Stencil or stamp initials only on the inside of the sweatband.



**BLUE TROUSERS**  
(Button-front type) Print name and service number on label on the wearer's right-hand pocket, inside the waistband.



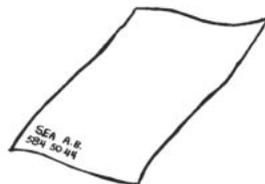
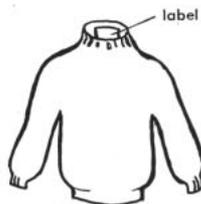
**BLUE TROUSERS**  
(Zipper-front type) Print name and service number on label of the back pocket piece.



**DUNGAREE TROUSERS**  
Require two markings. Stencil or stamp name and service number on the waistband, on the inside, in front, at the right of the center line; last name only goes above the right hip pocket.

## SHIRT

Stencil or stamp name and service number on the shirttail in left front, one inch



## RAINCOAT

Stencil or stamp name and service number inside on the lining, three inches below the collar seam.

## BLUE WORKING JACKET

Stencil or stamp name and service number on the inside of the hem at the right of the center line of the back.

## SWEATER

Print your name and service number on label on the inside, below the back of the collarette.

## TOWEL

Stencil or stamp your name and service number in the left corner (as you face the towel) on the hem, parallel to the end.

# OUR NAVY UNIFORM

Who you are, what you are, what you do and how you do it (in part) by your uniform.

Your uniform will be a waste of time if your "gear" is in the laundry for lack of ownership markings. All articles of clothing and accessories must be marked (usually meaning last name and initials) in a particular way and in a particular way it is done.

Labels, shall be made with a one-half-inch stencil not larger than one-inch. Where regulations (except in the case of towels), when he is wearing the garment.

Shirts and chambray shirts and white mark-ers. Use indelible ink when labels are

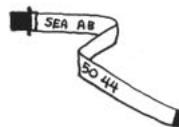
Marked similarly to comparable items of re-

nothing of enlisted personnel shall be made officer. When such transfers or exchanges to deserters is sold, the name of the former marked "DC," and the purchaser's name shall master-at-arms shall keep a record of such



## GLOVES

Stencil or stamp initials only on the inside near the top.



## BELTS

Stencil or stamp name and service number inside of belt.



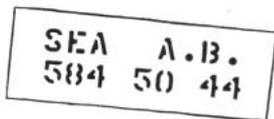
## SOCKS

Stencil or stamp your initials only, on the foot.



## SHOES

Stencil or stamp your initials only, inside near the top.



## SWIM TRUNKS

Stencil or stamp name and service number inside, on hem, on right center of back.



## SEA BAG

Requires two markings. Stencil or stamp name and service number along the carrying strap on the outer side, and on the opposite side from the carrying strap, around the bag, about one foot from the top.



## WHITE TROUSERS

Stencil or stamp name and service number on the waistband, on the inside, in front, to the right of the center line.



## DRAWERS

Stencil or stamp name and service number on the outside of the right half of the waistband.



# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



STEAMING ON — USS King (DLG 10) carries Terrier missiles, anti-submarine rockets, acoustic homing torpedoes and conventional guns.

## New Gray Eagle

The Navy has a new "Gray Eagle," or active duty Navyman who has been a naval aviator longer than anybody. He is RADM Frank Akers, 61, who has been wearing Navy wings since September 1925. RADM Akers received the title last January when ADM Charles R. Brown, the previous "Gray Eagle," retired.

ADM Akers has been presented with the Gray Eagle Trophy, and will retain possession of the award until he retires. It will then be passed on to the active duty aviator with the earliest Naval Aviation designator.

In addition to being "Gray Eagle," ADM Akers is the Commander, Fleet

Air Alameda. His headquarters are at the Naval Air Station in Alameda, Calif.

## Twenty-Nine Polaris Subs

The Fleet ballistic missile submarine *Thomas Jefferson* (SSBN 618) was launched in February at Newport News, Va.

Named in honor of the third President of the United States, *Thomas Jefferson* will be equipped with A-2 *Polaris* missiles having a range of 1500 miles, when she joins the fleet.

With this launching, the Navy will have six Fleet ballistic missile submarines in commission, four launched but not commissioned, and 19 building or authorized.

## New Barb Is Launched

The nuclear-powered submarine *Barb* (SSN 596) has been launched at Pascagoula, Miss.

Bearing the name of the World War II submarine which won fame for her many successful campaigns, the new *Barb* was sponsored by the wife of Rear Admiral Eugene B. Fluckey, USN. Admiral Fluckey is a Medal of Honor winner who commanded the World War II *Barb*.

*Barb* is the first in a series of four *Thresher* class submarines scheduled to be built for the Navy. She is the third nuclear-powered submarine to be launched at Pascagoula. The previous two are the *Skipjack* class submarines *USS Sculpin* (SSN 590) and *USS Snook* (SSN 592).

With the launching of *Barb*, the Navy will have 15 nuclear submarines in commission, four launched but not commissioned, and 12 building or authorized, in addition to the six nuclear-powered ballistic missile submarines in commission, three launched, and 20 building or authorized.

## Sailing with Current

After 36 days and 5792 miles, *uss Current* (ARS 22) chugged into the harbor at Pusan, Korea, looking somewhat like a tired mother with a string of recalcitrant kids in tow.

Instead of children, however, *Current* was towing five Army barges, each of which weighed 530 tons. The barges formed a line behind her 4638 feet long.

*Current's* Pacific odyssey began at Pearl Harbor, where her barges had been dropped by another salvage ship. Here the barges and their towing bridles were inspected, running light batteries recharged and the nuts and pins of the bridle plate shackles were welded to keep them from working loose during the long trip ahead.

When *Current* left Pearl Harbor, she headed southwest toward Guam on a route which, although 1000 miles longer than the northern route, was expected to be comparatively calm.

About 700 miles east of Guam, *Current* was refueled by *uss Cim-*

## YESTERDAY'S NAVY



On 6 Apr 1917, the United States declared war on Germany. On 12 Apr 1861, *uss Pawnee* took part in the attempted relief of Fort Sumter, Charleston Harbor, S. C. On 20 Apr 1796, Congress authorized the President to continue the construction and equipment of two frigates of 44 guns and one of 36 guns. On 20 Apr 1861, the Norfolk Navy Yard was partially destroyed and abandoned by U. S. Naval Forces. On 22 Apr 1861, the New York Seventh and the Massachusetts Eighth Regiments were landed at Annapolis, Md. On 29 Apr 1862, New Orleans surrendered.

arron (AO 22). After that she churned her way toward Pagan Island where she was inspected by a boarding party while the crew photographed the active volcano on the northern end of the island.

After Pagan, there was a short detour in order to avoid a typhoon which was scheduled to cross *Current's* path with 110-knot gales. *Current* was again replenished, this time by *uss Chipola* (AO 63) and *Vega* (AF 59). Bridles and running lights were inspected for the last time.

After she delivered her charges at Pusan, tired mother *Current* picked up steam and headed for Sasebo, Japan, for two weeks at the beauty shop.

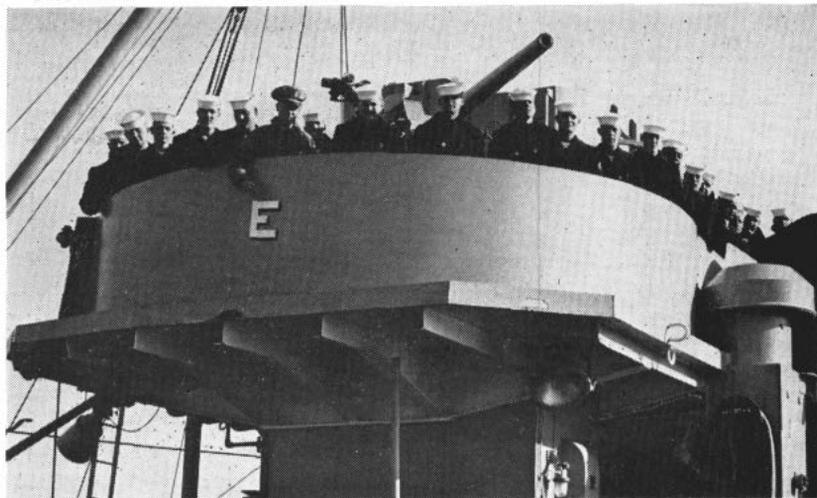
### Yard Tour for Gilmore

The sub tender *uss Howard W. Gilmore* (AS 16) is undergoing a five-month overhaul intended to give the 18-year old ship several more years of active service life.

*Gilmore's* yard tour — at the Charleston, S. C., Navy Yard — is part of the Navy's Fleet Rehabilitation and Modernization (FRAM) program. Most of the yard work will be devoted to modernizing her shops and introducing new weapon facilities and nuclear support capabilities.

Commissioned (at Mare Island, Calif.) in May 1944, *Gilmore* has been "home" to many submarines which have relied on her for service, repairs and supplies. (*Gilmore* has facilities for making any submarine repairs other than major conversion or overhaul.)

*Gilmore* was named in honor of



SHARP SHOOTERS—LTJG Arthur D. Wombold, USN, gunnery officer of *USS Castor* (AKS 1), points to one of three 'Es' won by his gun crews.

the wartime commander of the submarine *uss Growler* (SS 215). (LCDR Gilmore died a hero at sea in February, 1943. During a surface engagement, his sub was strafed with machinegun fire; LCDR Gilmore lay critically wounded on the bridge. "Clear the bridge," he commanded the four others who were topside. The OOD, quartermaster and two wounded men slid down the hatch. "Take her down," LCDR Gilmore called after them, unable to make it through the hatch himself. He was awarded the Medal of Honor posthumously.)

In later stages of WW II, *Gilmore* the tender served as an advance submarine base in the Marshall and Philippine island areas. For 13 years after the war she was based at Key West, Fla., then moved to Charleston (in 1959) where she has been

the flagship of COMSUBFLOT Two and COMSUBRON Four. *Gilmore* normally carries a 900-man crew.

### Perch Is Back With Fleet

The only sub awarded the Submarine Combat Patrol Insigne for action in the Korean campaign has rejoined the Navy's operating forces after two years in an inactive status.

*uss Perch* (APSS 313), which in 1950 supported a group of British commandos who destroyed a rail tunnel during a raid on the north-east coast of Korea, has been called up for service with San Diego's Submarine Flotilla One. The sub had been in a decommissioned status since January 1960.

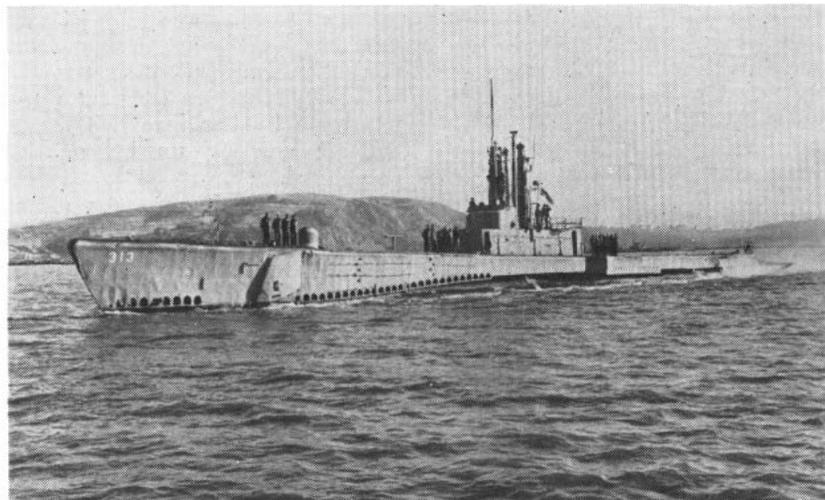
*Perch* was first commissioned in 1944 as a Fleet type sub. She was constructed at Groton, Conn., and named for the *Perch* which was lost in action early in World War II.

The new *Perch* completed six WW II patrols, during which she sank a Japanese trawler and a coastal freighter, damaged a medium tanker, rescued two U. S. airmen who had been downed in enemy waters and landed Australian commandos in Indonesia.

In 1948 *Perch* was converted to a troop carrier status, which made it possible for her to accommodate 160 assault troops and equipment.

The ship's role in the September 1950 commando raid in Korea won her crew the Submarine Combat Patrol Insigne and her commanding officer (LCDR R. D. Quinn) the Bronze Star Medal.

The sub carries a crew of approximately 80 officers and enlisted men.



UNDERSEA TROOPER—The transport submarine *USS Perch* (APSS 313) has rejoined the active Fleet as a unit of Submarine Flotilla One.

## Radioman Served in One Army, Two Navies

Peter R. Turchi, Radioman First Class, usn, of Livorno, Italy, has seen lots of changes in the two navies in which he has served during his career.

Turchi, now 62 years old, started out in the Italian Navy in World War I. He served during that war on board the Italian ship *Victor*. His ship was torpedoed twice in 1916.

In 1918 Turchi came to the United States, joined the Army Air Corps and became a radio mechanic. After a hitch in the Air Corps, he returned to the sea — this time as a member of the U.S. Navy.

From Washington, D. C., where he enlisted, Turchi was sent to Philadelphia for classification. He hoped to go to radioman school, but when his orders arrived, they were for duty in uss *Texas* (BB 35), out of San Pedro, Calif. His CO told him: "When the Navy wants you to go to radioman school they'll send you."

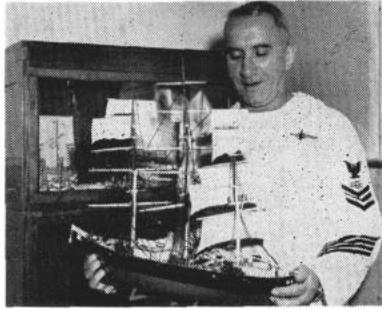
On board *Texas*, Turchi worked with the deck force. He didn't keep his job long, though. One day, he was called to the office of the executive officer, who asked him if he wanted to remain on board or go to radioman school. Turchi took his school.

After completion of Radioman Class "A" School, Turchi was transferred to the submarine uss *R-7*, out of Pearl Harbor. "In those days," Turchi recalls, "there was no submarine school. To qualify for sub duty, you served in a submarine for three months, then were blindfolded and taken around the ship to perform different operations. If you did the job right, you were qualified."

Turchi also recalls the dollar-a-dive extra pay he received after completing 15 dives. This was called dungaree money.

From *R-7*, Turchi was sent to Diamond Head, Oahu, for duty at the communications center. Following this shore duty, he was assigned to the battleships uss *California* (BB 44), *Maryland* (BB 46), *West Virginia* (BB 48), *Tennessee* (BB 43) and *Colorado* (BB 45).

Turchi made PO1 in September



CAREER of Peter R. Turchi, RM1, USN, included tour of duty with Italian Navy during World War I.

1925, then left the Navy in 1928 because his wife was ill. As a civilian, Turchi worked as a machinist, but also maintained his own ham radio station. It was during his days as a ham that Turchi picked up the names "Pierre on the Air" and "Papa Pierre." These nicknames identified him to other ham operators around the world.

Turchi tried to reenlist in 1942, but was not accepted. In 1949, however, he joined the Naval Reserve Electronics Group in Natrona, Pa. Since there was neither meeting place nor equipment for the group, they used Turchi's electronic and radio equipment for training.

Sometime later the Navy sent a trailer full of radio and electronic equipment for the Reserve group. With plenty of help from Turchi, an electronics and radio center was established.

At the age of 51, Turchi was called to active duty for the Korean conflict. His first assignment was at Mustin Field, Pa. After this, he served on board various ships and duty stations. He was also an instructor at Class "A" Radioman School and a student at Class "B" Radioman School.

The Turchis now have eight children — all boys. Two of them, Francis L. Turchi, ATC, and Leonard Turchi, AD3, are also in the Navy.

Turchi gives the Navy a lot of credit. "It has given me everything I have. Before I joined the U.S. Navy I had never gone to school — not even grammar school — because I had to work. The Navy has given me an education."

## Can You Beat This?

One of the top topics of conversation in the Navy today is the new Physical Fitness Program, with most comment on the subject thus far ranging (in direct ratio to the degree of physical fitness presently enjoyed) from "groan" to "great idea."

Since there is a certain amount of competition inherent in a program of this type, we expect to start receiving a flood of claims to new and/or outstanding records from the far corners of the earth most any day now.

With this thought in mind, you might be interested in the recent achievement of Naval Aviation Cadet Fred S. Kay.

Cadet Kay, a strapping, 22-year-old Texan, scored an eye-popping 87 out of a possible 88 points to smash the all-time record for the Incoming Physical Fitness Appraisal Test at the Naval School of Pre-Flight, NAS Pensacola, Fla.

Incoming cadets are tested in five separate categories — jump reach; sit-ups; speed agility; chin-ups (or pull-ups); and endurance run. Under the scoring system, a perfect 88 is achieved by:

- A jump and reach of 32 inches or more — 20 points.
- Sixty-four or more sit-ups — 20 points.
- Navigation of the speed agility course in 27.5 seconds or less — 20 points.
- Twenty or more chins — 20 points.
- Completion of a 12-minute endurance run — 8 points.

NavCad Kay, a six-foot, 165-pounder who hopes to fly jets, attained perfect ranking in four of the categories, and scored a 19 in the speed agility section (missing a perfect score by less than half a second) in racking up his massive point total.

In breaking the previous record (an 84 recorded a year ago) he toppled a standard which had withstood the assaults of more than 5600 candidates in the intervening months. Only about one-third of the incoming students manage to score more than 35 on the test.

Was former Arlington (Texas) State College student Kay satisfied with his performance? Not completely. He intends to keep right on practicing, and hopes to score a perfect 88 on the outgoing test — a

mark attained by only one man in the history of the Navy Pre-Flight School.

### The Whole Family Went

Because the men of *USS Swordfish* (SSN 579) had little time to spend with their families while their ship was logging 100,000 miles at sea, the Navy gave them a break by sending the crew's dependents with them to San Francisco.

The nuclear sub was due for a period of overhaul and refueling at the Mare Island shipyard. Last September, Commander, Submarine Forces Pacific, decided *Swordfish* families hadn't seen enough of each other and arranged for them to be sent from Hawaii to the West Coast on board the sub tender *USS Nereus* (AS 17).

When *Swordfish* returns to her home port in Hawaii, *USS Sperry* (AS 12) will give the dependents a return lift.

All this is, of course, very nice for the men of *Swordfish*. However, it can't compare with the break given to LT (jg) Jack Vivian on *Nereus*.

His wife, Marcia, a nurse, equal (well, almost equal) in rank to her husband, joined *Nereus'* 850-man crew to assist *Nereus'* doctors in the event any of the *Swordfish* dependents picked up a case of mal de mer or what-have-you.

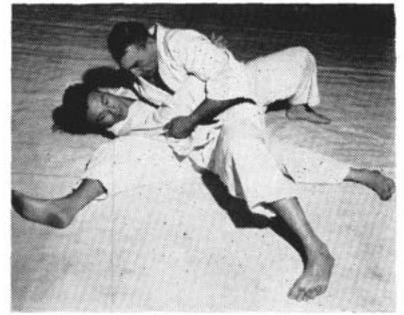
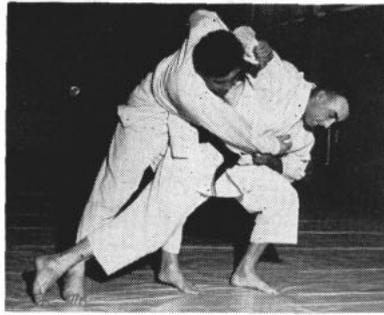
### Waves in Water Colors

If an artist sitting at the seaside in front of his easel is asked what he is painting, he would probably say he is painting a seascape. Mrs. Cecile Ryden Johnson of Scarsdale, N. Y., however, would answer that she is painting the Waves.

Mrs. Johnson is the first woman to be assigned by the Navy Air Cooperation and Liaison Committee of New York's Salmagundi Club to portray Wave activities around the world. The first four of these paintings were presented to the Navy earlier this year at a club reception in New York.

The assignment will cover a two-year period. It began last December at the Officer Candidate School and the Naval War College at Newport, R. I. Appropriately enough, Mrs. Johnson's medium is water colors.

The Salmagundi Club has assisted the Navy in building its historical record for nearly two years, and has already given the Navy paintings valued at more than \$150,000.



OFF WE GO—Martin L. Cress, BM1, USN, 1960 Grand Champion in the annual Far East Judo Matches, throws and pins his partner.

### Navy Tugman Is Also a Judo Champ

"The public is changing its attitude toward judo as more and more people are beginning to think of it as a universal sport and not just a means of inflicting bodily harm."

This statement was made by a Navyman in a position to know what he is talking about. He is Boatswain's Mate First Class Martin L. Cress, USN, who was the 1960 Grand Champion in the annual Far East Judo Matches held at Sasebo. He is also an assistant instructor at a judo school.

Cress, who is craftmaster of YTB (large harbor tug) 518, Fleet Activities, Yokosuka, added that when he took up judo as a sport 11 years ago, "the average American parent was far from receptive to the idea of his children participating in this sport, but now things have changed considerably.

"A point that has helped to increase judo's popularity is the fact that it's almost an unlimited sport — there doesn't seem to be an age ceiling. It depends largely on the individual."

Asked what he thought were the most important benefits a person could derive from judo, Cress replied, "Judo not only helps condition the body, it also makes you think because you use split-second coordination so often."

The veteran of 19 years of naval service has other notable achievements to his credit in addition to the Far East Grand Championship. A participant in the United States-Japan Judo Tournament in 1955, Cress also captained the international team that competed against the Japanese at Yokosuka in 1956. He also trained over 100 Marine

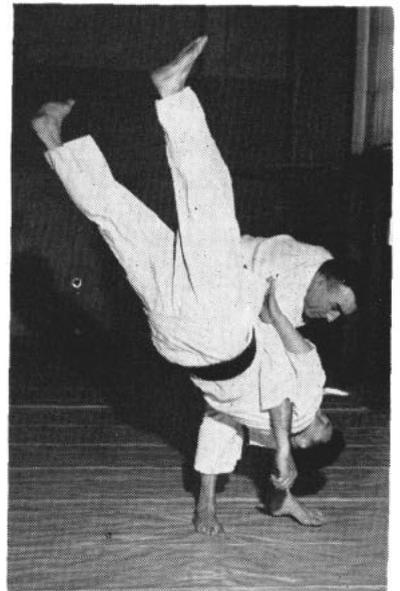
Corps military policemen in judo that same year. The veteran tug skipper is a third-degree black belt holder, which is a respectable level in world judo ranks.

Cress has also had considerable success in his present position as an assistant judo instructor at Oppama. Last year he and two of his trainees won five of 11 trophies in the Far East Judo Matches at Sasebo.

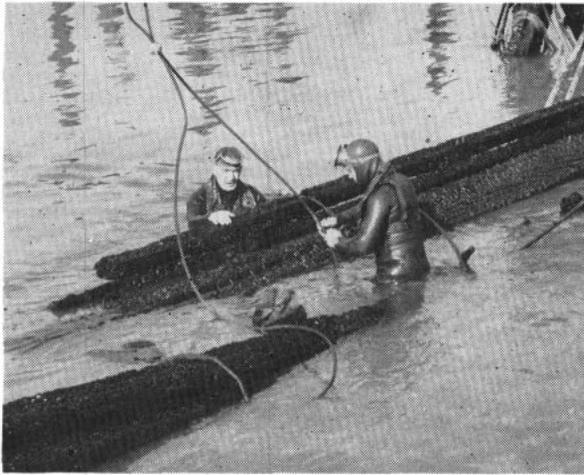
When asked about his future in judo the Navy tugman said he looked forward to many more years in the sport, and that he expected to see a lot more Navy-men take it up as a result of the Navy's increased emphasis on physical fitness.

— William Polk, JO1, USN.

Photos by Ken Irelan, PH2, USN.



TWISTING — M. L. Cress flips opponent during judo practice.



SKIN DIVERS of Explosive Ordnance Disposal Unit 2 clear debris after pier fire at Charleston, S. C.

## There's Nothing Dull in Daily Routine of Navy's EOD Units

Working slowly across the Gulf of Mexico, just off the coast of Florida, the crew of a small fishing boat was hauling in the final catch of the day. As the nets were pulled aboard, one of the crew spotted a badly corroded metal object nestled among the fish. On closer examination, identification of the object wasn't difficult. It was a large demolition bomb. The boat had been sailing in waters that had once served as a World War II bombing range. The ocean floor was liberally sprinkled with bombs which had failed to explode during wartime training.

Upon returning to port, the captain of the fishing boat notified police. Soon a team of divers from Explosive Ordnance Disposal Unit 2 of the Atlantic Fleet Mine Force was ordered to the area from its headquarters in Charleston, S. C., and a typical EOD team composed of graduates of the Navy's EOD School at Indian Head, Md., went to work.

Eight EODU-2 divers pitched tents and established a well-supplied camp on a remote spot of coastline, some 50 miles north of Tampa, near the danger zone. Then, for five long months they worked in 18 to 25 feet of water locating and destroying the potentially lethal bombs.

Marking off the ocean floor in small squares, they made a systematic foot by foot search. When a bomb was found it was marked with a float, and at the end of

each day the bombs were exploded. This painstaking, dangerous task continued until the team was satisfied that the area was completely clear of explosives.

Mobility and experience are prime factors in the successful operation of the EOD unit. When these bomb specialists are needed, it is usually on an immediate basis. One diver recalls the day he came to work carrying his lunch and didn't get home again for 12 days. "On top of that," he added, "somebody ate my lunch while I was on the job."

Diving, while a secondary mission of the unit (the primary one is rendering safe all types of explosive ordnance), takes up a major portion of the EOD team's time. Sometimes EODU-2 teams dive to recover bodies or search for downed aircraft. They also conduct inspections of ship hulls, and have even recovered a large safe and burglar tools from a Georgia river bottom.

Made up entirely of volunteers, EODU-2 has grown from a complement of 25 men in 1961 to its present size of 67 — both officers and enlisted.

In the field, the unit's work is also varied. For example, buried in the area around Charleston are countless numbers of unexploded projectiles from the Civil War. Excavation, erosion and souvenir hunters are continually exposing these explosives. Last year a small boy found a large cannon ball on a beach. The missile was turned

over to Charleston police, who in turn notified EODU-2. A team of Navy demolition experts discovered that it was live and extremely dangerous. It was filled with black powder which was dry and unstable. This is the case with most shells found in the area.

Another projectile — a large 80-pounder — was found during the excavation of a school yard in downtown Charleston. This shell had remained "buried alive" for 100 years and was more dangerous the day it was found than the day it had been dropped.

Despite the hazards of EOD, the safety record of EODU-2 is a remarkable indication of the technician's thorough training. Since the unit was activated in 1951 well over 27,000 dives have been made without a serious accident.

Diving safety is of paramount importance. "We have to plan carefully," says Chief Gunner's Mate Steve Krecelic, a member of the EODU-2 team. "We all agree on a plan of attack to a problem and then we carry it out. We don't go underwater alone. That's for the jokers on TV. One of the easiest ways to get in big trouble is to go underwater alone."

Daily training classes are held for men not working on a specific job. The training keeps them abreast of all the latest information in ordnance work. They are the experts on whom the Navy depends for all types of EOD.

— R. D. Schroth, JO3, USN.

## Answer to Requisitions

The most unusual supermarkets in the Navy have opened at supply activities in Norfolk, Va.; Newport, R. I.; Great Lakes, Ill.; and Long Beach, Calif.

They accept no cash and their clientele is limited to ships and shore activities in their areas. Shoppers "buy" medical and dental supplies, hardware, repair parts or housekeeping items, using a self-service system and shopping carts to carry the items to checkstands. The items may then be delivered to the ship or activity.

Before the advent of the supermarket technique, "customers" ordered their supplies through routine requisitions, then had to await delivery. They had no immediate access to the supplies they needed, as they do under the new system.

The supermarkets have proven popular. For example, the Newport supermarket, called "Piermart," supplies 35 per cent of the total demand on the supply depot by the Fleet.

The supermarket concept is expected to be adopted by other Navy supply activities in the near future.

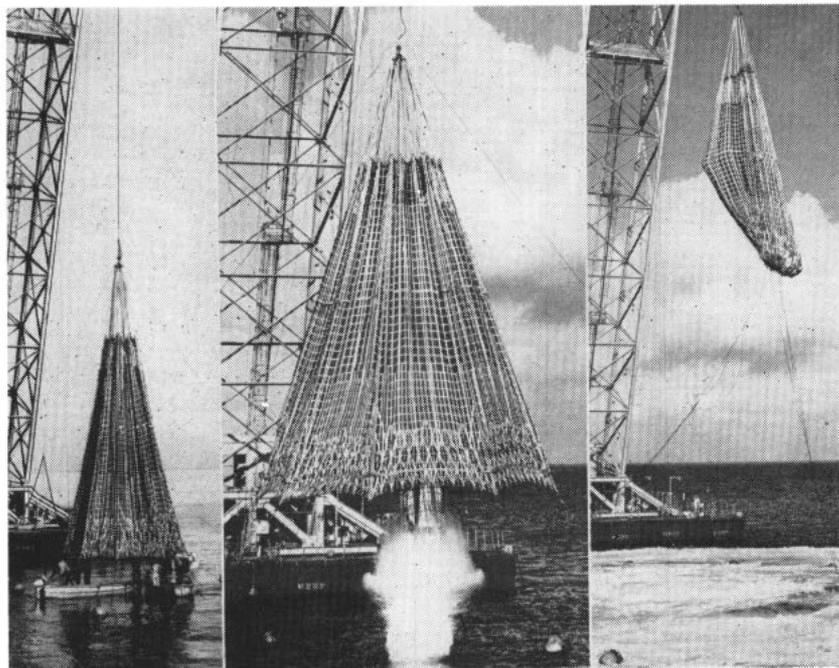
## Northern Lights Travel Too

The Navy and Air Force have combined to sponsor research which may lead to the discovery of what produces the colorful aurora borealis in Arctic skies.

Scientists know the veils of red, green and blue light often reach a height of 250 miles and are from 200 yards to two miles thick. They also know the entire display sometimes moves as fast as 3600 miles per hour.

There are several theories to account for all this. One suggests that the northern light is produced from ionization of oxygen, nitrogen and other gases. Another, that the earth operates like a generator which, under certain conditions, accelerates charged particles into its magnetic field. Still another advances the idea that the aurora marks the places where the Van Allen radiation belt releases its particles to lower altitudes.

The Navy and Air Force expect to launch instruments in a polar-orbiting satellite which will observe the northern lights. The satellite will pass over aircraft and ground stations of the University of Alaska near Fairbanks where observations



**NETTED** — A 15-ton *Polaris* missile that was launched from the ocean's floor is retrieved in net during test off California's coast.

will be made and recorded.

After data have been collected, scientists hope they will know more about the arrival of electron particles from space and how energy, other than light, gets from the sun to the earth. They also may have information concerning the solar wind and the streams of high-energy particles ejected by sun explosions.

The space-borne instruments may also explain various communications phenomena such as communications blackouts during solar storms and big auroras.

## Lafayette Will Soon Be Here

The Navy's 11th nuclear powered *Polaris* missile submarine is scheduled to be launched next month in Groton, Conn. The new sub will be designated *Lafayette* (SSBN 616).

*Lafayette* will be longer and heavier than the five *George Washington* and five *Ethan Allen* class SSBNs. *Lafayette* will be 425 feet in length (*George Washington* is 382 feet; *Ethan Allen*, 410 feet) and will displace 7000 tons (vs. 5600 tons for *George Washington*; 6900 tons for *Ethan Allen*). Two compartments not built into the previous *Polaris* subs account for the increase in size: A gym for the crew, and a combination lounge, lecture room and study hall. However, like the other SSBNs, *Lafayette* will be armed with 16 *Polaris* missiles, which can be

fired while the submarine is beneath the surface of the water.

The new sub is named after the Marquis de Lafayette, the French leader who served as a general in Washington's army during the American Revolution.

*Lafayette's* commissioning is scheduled for April 1963. A home port for the new sub has not yet been determined.

**LOCK UP**—Attack cargo ship *USS Arneb* (AKA 56) is lifted 18 feet while using the Panama Canal.





CONVERTED F8U-1 — Air-brushed photo shows how Navy's F8U-1T training plane will appear when it becomes operational early this year.

### Chuting Star

With the casualness of a commuter stepping from the door of a bus or train that has transported him safely to work, CWO Lewis T. Vinson, USN (Ret.), stepped into space from the specially built door in the side of a Navy R4D8 aircraft that had carried him to his job, at an altitude of 12,500 feet above the desert sands of El Centro, Calif. For Vinson's job — he has been voluntarily recalled to active duty — is that of jumpmaster for the U. S. Navy Parachute Exhibition Team, the "Chuting Stars," based at the U. S. Naval Air Station, Pensacola, Fla.

For 60 seconds after he stepped from the door, Vinson was free-falling through space at a speed in excess of 120 miles an hour. Using the knowledge and experience of a veteran jumper, he maneuvered himself into position over a specified point on the ground, so that he could land safely in the drop zone at the U. S. Naval Air Facility, El Centro.

Constantly checking the altimeter and stop watch attached to the reserve parachute on his chest, CWO Vinson calmly waited for the second hand to reach the 60-second mark before pulling the ripcord.

As the chute rippled out of his pack, Vinson readied himself for the sharp tug that, in split seconds, would slow his rate of descent from that of 120 miles an hour to a little less than 13 miles an hour. Feeling the opening shock, Vinson looked up

to check his canopy for proper inflation and torn panels. When he saw that everything was in perfect condition, he settled down to the task of maneuvering his chute by use of control lines attached to either side of the opening in the rear of the canopy, in order to land on the small metal plate inserted in the desert floor in the center of the drop zone.

In the three and a half minutes it took him to descend 12,500 feet — one minute to fall the first 10,000 feet and two and a half minutes to fall the remaining 2500 feet — CWO Vinson added still another first to his already notable record. This was his 1000th recorded parachute jump, making him the only person in Navy history to attain this mark. In those 1000 jumps, Vinson has traveled some 5,364,200 feet through space — a distance nearly equal to that between Chicago and New Orleans; Los Angeles and Denver; or Washington, D. C., and Memphis.

Upon landing in the drop zone, he was congratulated by his teammates and LCDR Bruce Cobb, officer in charge of the Chuting Stars.

Vinson accomplished this feat during a training period with the Chuting Stars at the U.S. Naval Air Facility, El Centro. The team is in training in preparation for the exhibition they will give throughout the United States, starting 8 April, at the U.S. Naval Air Station, Miramar, Calif.

Vinson made his first parachute jump with the Marines at Camp Gil-

lespie, San Diego, Calif., in 1944. Since then he has served as an instructor at the Navy's Parachute Rigger School, Lakehurst, N. J., and as Parachute Officer and Jumpmaster of the Parachute Experimental Unit, El Centro, Calif. He retired in September 1957 and in January 1961 voluntarily returned to active duty to help organize the Chuting Stars.

During his naval career, CWO Vinson made a total of 755 experimental parachute jumps for the purposes of research, development, testing and evaluation of pilot safety and survival equipment. For this he was awarded the Navy Commendation Ribbon. He was later awarded the Air Medal for a parachute jump into isolated, rugged terrain under extremely hazardous conditions of high winds to give medical aid to a downed pilot. In 1957 he was again commended, this time for his heroic action in saving the life of a crewman of a crashed helicopter in which he was a passenger.

His many achievements include testing, for the Navy, the first fully automatic ejection seat.

As a civilian, he served as a test engineer on the recovery system for the *Mercury* capsule used so successfully by CDR Alan B. Shepard, Jr., USN, CAPT Virgil Grissom, USAF, and LCOL John Glenn, USMC, in their historic flights into space. CWO Vinson was a test engineer for the rocket ejection seat for the F-106 *Delta Dart*.

CWO Vinson will remain with the Chuting Stars until the latter part of this month, then retire from the Navy for the second time.

### Second Guided Missile DD

USS *Buchanan* (DDG 14), second of the Navy's growing fleet of guided missile destroyers to be built at the Puget Sound Naval Shipyard, was commissioned early in February at Bremerton, Wash.

*Buchanan* is named in honor of RADM Franklin Buchanan, first superintendent of the U. S. Naval Academy, who later served through the Civil War as an admiral in the Confederacy.

Weighing 4500 tons and 437 feet long, *Buchanan* carries a main battery of *Tartar* surface-to-air guided missiles, *Asroc*, six torpedo tubes and two five-inch/54 guns. She has been assigned to Cruiser-Destroyer Force, Pacific Fleet.

## Destroyer Lawrence

The guided missile destroyer *USS Lawrence* (DDG 4) was commissioned at the Philadelphia Naval Base in January.

The 3370-ton *Lawrence* was launched in February 1960 at Camden, N. J. She is armed with *Tartar* surface-to-air guided missiles, *Asroc* and a 5-inch/54 gun battery.

The new DDG was named for CAPT James Lawrence whose dying words, "Don't give up the ship," have been remembered by Navymen since 1813.

*Lawrence* entered the Navy as a midshipman in September 1799 and saw his first service in the frigates *Ganges* and *Adams*.

During the war with Tripoli (1801-05), he served as First Lieutenant and later as commander of *Enterprise*, First Lieutenant of *John Adams* and Commander of Gunboat No. 6.

*Lawrence* established a reputation for gallantry during the attack on Tripoli in June 1803 and in the burning of the captured United States frigate *Philadelphia* in February 1804.

*Lawrence* was second in command of 84 volunteers who sailed into the harbor of Tripoli on board a captured ketch renamed *Intrepid*. There was some moonlight as the ketch entered the harbor with most of her volunteers concealed. A few men, dressed as Maltese seamen, were on deck.

*Intrepid* was within 100 yards of *Philadelphia* before being warned away. A man on *Intrepid's* deck called out that the ketch was from Malta; that she had lost her anchors — and requested permission to moor alongside *Philadelphia*. The Tripolitans aboard *Philadelphia* not only granted permission but assisted in the operation.

It wasn't until the little ketch was alongside *Philadelphia* that the alarm was given in the captured frigate.

The Tripolitans were surprised and confused when the attack came and about 20, who offered resistance, were killed. The remainder, except for one prisoner, jumped over the side and swam ashore.

After the lower decks were cleared, combustibles were passed from *Intrepid*, placed at prearranged points aboard *Philadelphia* and set on fire.

*Intrepid* escaped from alongside



OFF TO SEA—*USS Lawrence* (DDG 4) heads to sea. She was named for the captain who said, 'Don't give up the ship,' in War of 1812.

the burning *Philadelphia* only to find herself under the guns of Tripoli's alerted harbor defenses. Despite her almost impossible situation, she escaped practically unharmed.

After the war with Tripoli, *Lawrence* served in *Constitution* and commanded *Vixen*, *Wasp*, *Argus*, and *Hornet*. He was promoted to the rank of Master Commandant in December 1811. *Hornet*, under his command, was the last ship to bring dispatches from England before the declaration of war in June 1812.

Three days after *Hornet* returned to the United States, she joined Commodore John Rogers and captured three of seven prizes taken by his squadron.

Two of *Lawrence's* more notable successes during the War of 1812 were his capture of the British brig *Resolution* off Brazil and his defeat of the brig *Peacock* which *Hornet*

engaged off British Guiana and forced to surrender about 15 minutes after the first shot was fired.

When *Lawrence* returned to the United States, in late March 1813, he found he had been promoted to Captain earlier in the month. Two months later, he took command of the frigate *Chesapeake* in Boston Harbor. Soon after, despite having an inexperienced crew, *Chesapeake* engaged the British frigate *Shannon* and, in a furious engagement during which broadsides were fired at pistol shot range, *Chesapeake* fouled her mizzen rigging with *Shannon's* forechains and was helpless before *Shannon's* raking fire.

*Lawrence*, although mortally wounded, kept urging his men to "Fight her 'til she sinks" and not to give up the ship, thereby lessening somewhat the demoralization which seized the inexperienced crew under adverse conditions.

*Lawrence* died at sea on 5 June 1813 and was buried with respectful honors by his erstwhile enemies at Halifax, Nova Scotia. Later his body was brought to the U.S.



SEA DUTY — CAPT James Lawrence's name has been carried to sea again by a sleek new DLG.

## Constellation Heads for Pacific

The new attack carrier *USS Constellation* (CVA 64) will be homeported at San Diego sometime during July of this year. Her home port while undergoing shakedown training with the Atlantic Fleet was New York City.

*USS Lexington* (CVA 16), now a part of the Pacific Fleet, will be transferred to the Atlantic Fleet later in the summer. She will be redesignated a CVS and will relieve *USS Antietam* (CVS 36) which is currently scheduled for inactivation.

# THE WORD

## Frank, Authentic Advance Information On Policy — Straight From Headquarters

• **SURFACE SHIP NUCLEAR TRAINING** — Applications are needed for Surface Nuclear Propulsion Training from men in pay grades E-3 through E-6 of the MM, BT, EM, IC and ET ratings. Particularly desired are career-minded young machinists mates, as nearly half of the billets are for men in this rating.

Currently there are just enough qualified surface nuclear power plant operators to fill existing billets. Until recently, there were enough requests for nuclear training arriving regularly in BuPers to insure all billets could be kept filled. In the past few months the number of applications received has not been sufficient. Thirty per cent of the billets for surface nuclear power plant operators are shore billets as instructors. Seventy per cent of the billets are at sea in *uss Enterprise* (CVAN 65), *uss Long Beach* (CGN 9) and *uss Bainbridge* (DLGN 25). A second DLGN was approved in the ship-building program for fiscal year 1962.

The training program consists of six months in the Basic Nuclear Power Course, followed by six months of operational training at a shore-based prototype. The basic course convenes quarterly at the Submarine Base, New London, Groton, Conn., and at Mare Island Naval Shipyard, Vallejo, Calif. Surface ship prototype plants are located at Idaho Falls, Idaho, and Schenectady, N. Y.

Applicants must meet the eligibility requirements given in Chapter 11, *Enlisted Transfer Manual* (Nav-

Pers 15909A), Memorandum Correction No. 4. No waivers may be granted. Requests should be submitted on the Enlisted Evaluation Report (NavPers 1339), via your commanding officer, direct to the Chief of Naval Personnel (Attn Pers-B2131).

• **MORE CHOICE OF TOUR LENGTH** — An experimental recruiting program now in effect throughout the Navy cuts the minimum enlistment period for new recruits from four to three years, and permits men who have been released for more than three months to reenlist for either two, three, four or six years. In the past, enlistments and reenlistments had to be for either four or six years.

The three-year enlistment procedure does not do away with four- and six-year contracts. New recruits can take their pick. But, recruits who chose a three-year hitch will not be offered "A" school training, as is the case with many qualified four- or six-year enlistees.

The new program is being tried on an experimental basis until 30 Jun 1962.

Word of the experimental recruiting standards has been distributed to the Fleet in the form of Recruiting Services Notice 5-62, which is dated 8 Jan 1962.

• **INCENTIVE FOR RESERVISTS** — Reservists called to active duty under provisions of Public Law 87-117 are being encouraged to reenlist in the Regular Navy. As an

incentive, the Navy has compiled a special list of "open" rates which assures excellent advancement opportunities for Reservists of the same rates who ship Regular. These open rates are:

SR, SA, SN	GS3, 2, 1, C
FR, FA, FN	GMT3, 2, 1, C
AR, AA, AN	ET3, 2, 1, C
ADJ3, 2, 1, C	IM3
ADR3, 2	RM3, 2, 1
AT3, 2, 1, C	CT3, 2
AO3, 2, 1	YN3
AG3	PN3
AQ3, 2, 1	SK3
AC3, 2	DK3
AB3, 2	PC3
AE3, 2	CS3
AM3, 2	SH3
PR3, 2, 1	MM3, 2, 1, C
AK3, 2	MR3, 2, 1
PH3, 2	EN3, 2
PT3	BT3, 2
BM3	BR1, C
QM3, 2, 1	EM3, 2, 1, C
SM3, 2	IC3, 2, 1
RD3, 2, 1	SF3
SO3, 2, 1, C	DC3, 2
TM3, 2	CE3, 2, 1
GM3	BU3, 2, 1
	SW3, 2, 1

The expanded list was first announced in BuPers Notice 1130 (18 Jan 1962). It modifies the list of open rates contained in BuPers Inst. 1130.4F, which is the official guide for the enlistment in the Regular Navy of active-duty Reservists. The new listing applies to all Reservists recalled between 1 Aug 1961 and 30 Jun 1962.

• **ALL-NAVY CARTOON CONTEST** — Here's an up-to-date reminder to those who would bid for fame and trophies in the 1962 All-Navy Cartoon Contest — the time grows shorter. Your entry or entries must be in the hands of the Chief of Naval Personnel (Attn: Pers G-11) no later than 1 Jun 1962.

Complete details on this seventh annual carnival of yuks can be



DON'T BE ALL WET — Nine others are waiting to get in the swim. Pass this copy of ALL HANDS along.

found in the February 1962 issue of **ALL HANDS**. Briefly, all naval personnel and their dependents are eligible to enter; cartoons must be original and contain a Navy theme or background, and must be suitable for general use. The five top choices will receive trophies from BuPers, and all winning entries will be published in **ALL HANDS**.

• **ONE DAY MORE** — An extra day has been granted Navymen (and other taxpayers) filing their federal income tax returns.

Since the usual date for filing, 15 April, falls on a Sunday this year, the Internal Revenue Service has readjusted the deadline to fit the circumstances. Returns must be postmarked (this year only) by midnight 16 April.

• **SHORT-TERM EXTENSIONS** — It is now possible for enlisted personnel serving on active duty to extend their enlistments for periods of one or more months. There are, however, certain restrictions involved.

You may, if qualified for reenlistment, extend for one month (or any number of whole months up to one year), provided the total of all extensions of a single enlistment does not exceed four years.

Because of the many new programs being introduced, it has been found that in various instances it would be to the advantage of both the Navy and the Navyman to authorize extensions of less than a year.

Normally, only one extension for less than a year will be permitted during any single enlistment, except in those cases where you wish to obligate yourself to complete a cruise. In other cases, your request to complete a second extension of less than a year will be forwarded to the Chief of Naval Personnel for further consideration.

You will not be permitted to extend for less than a year if you have less than six months remaining on your present enlistment contract, except to complete a cruise. At present it is not planned to grant any waivers on this provision.

You will not be permitted to extend for less than a year when the obvious purpose of the extension is evasion of the provisions of Chapter 7, *Enlisted Transfer Manual*, which governs rotation to sea duty.

Normally, the extension of enlist-

ment for less than a year will be accomplished by executing the Agreement to Extend Enlistment (service record page 1A), in accordance with the procedure described in Art. C-1407, *BuPers Manual*. If further obligated service in addition to one year and less than two years is required, and you do not wish to extend your enlistment for two full years, you may execute an extension of enlistment for one year and an additional extension of enlistment for a specific number of months — such as one, two, three, nine or 11 months.

Authority for the action is contained in BuPers Inst. 1133.15.

• **SHORE TOUR LENGTHS UP-PED** — Navymen in a total of 19 separate rates will be spending longer tours ashore in the future as a result of a recent change in their normal shore tour lengths.

The lengthened tours, outlined in BuPers Notice 1306, of 2 Feb 1962, are the result of an analysis of sea/shore billet ratios, predicted requirements, personnel strength and other factors bearing on sea/shore rotation. Tours for six of the 19 rates — PNC, JOC, DTC, DMC, DM1 and DM2 — are being extended to 54 months, a departure from previous policy which has limited maximum shore tour lengths to four years.

The new tour lengths will be effective for most Navymen in the 19 rates concerned whose normal shore tours expire on and after 1 Oct 1962. Some exceptions will be required to maintain the necessary personnel flow to Class B schools.

If you have already been reported on Shorvey, and your tour is extended by this directive, a speedletter report will be forwarded to the Bureau and the appropriate EPDO giving your new shore tour completion date and referencing BuPers Notice 1306.

The changes:

	Old	New		Old	New
Rate	Tour	Tour	Rate	Tour	Tour
PNC	48	54	AG3	24	30
DKC	36	42	HMC, 1	42	48
JOC	48	54	HM2	36	42
DMC, 1, 2	48	54	HM3	24	36
BRC	24	30	DTC	48	54
EAC	24	30	DT2	30	36
ADJC, 1	36	42	DTR	30	36
AE3	24	30			

Changes which reflect the new tours are being written for various official publications.

Scientists working on Navy contracts of BuWeps and the Office of Naval Research apparently got tired of hearing people talk about the weather without doing anything about it.

Perhaps even they have little intention of immediately trying to alter it, but at least they have made an attempt to find out what makes it tick.

Borrowing an idea from Ben Franklin, scientists strung six miles of fine wire between Mt. Withington—about 50 miles southwest of Socorro, N. Mex.—and a number of other peaks in the vicinity. The site was chosen because a stationary thunderstorm forms in the area nearly every day during the thunderstorm season.

One of the ideas behind this effort was to find out what makes rain fall. Scientists who conducted the Mt. Withington experiments sought to lay the groundwork for a better understanding of why precipitation precipitates.

Theories on how electrical charges are accumulated were also tested.

One theory holds that electrification of the atmosphere precedes precipitation. Several others, that the rain separates the charge that causes lightning.

Scientists probed these mysteries by sending aloft into clouds measuring equipment suspended from captive balloons.



Possibly with a subconscious desire to impress the local Indian rain-makers, the scientists also went to work on bringing lightning bolts down to a predetermined spot.

In order to accomplish this neat little trick they fired missiles propelled by compressed carbon dioxide and acetone or, in some cases, by black powder charges from old brass cannons formerly used by the Coast Guard in rescue operations.

By firing the rockets, trailing wire, to a height of approximately 1500 feet, the scientists will be able to analyze the resulting strokes of lightning carried back to instruments on the ground. This was hitherto impossible because, as everyone knows, lightning never strikes twice in the same place.

Scientists also hope their added knowledge will aid them in forecasting storms and weather conditions.

# THE BULLETIN BOARD

## Roundup on Social Security Benefits for You and Your Family

**W**HEN YOU REACH the age of 62, your retirement pay may jump \$100 or more a month. However, the extra money is not "free," and it will not be the result of a pay raise. You'll get it because you have contributed a portion of your pay each month to Social Security.

Navymen have been contributing to this plan since January 1957, and they will continue to do so as long as they're in the Navy (and later, if they work in post-retirement occupations covered by Social Security).

In return, Social Security provides many benefits to those covered. These include:

- Monthly payments to you and your dependents when you reach the Social Security retirement age of 65 (or if you choose to take a lesser amount, at age 62) and payments to your wife when she reaches retirement age.
- Monthly payments to you and your dependents, regardless of your age, if you become so severely disabled that you cannot do any substantial work.
- Monthly payments to your dependent survivors when you die.
- Lump-sum death payments to your widow (or widower) or toward your burial expenses.

Members of the armed forces have been covered by Social Security, the same as individuals in civilian employment, since 1 Jan 1957, under the Servicemen's and Veterans' Survivor Benefits Act of 1956. As a result, you receive Social Security wage credits for your active duty base pay, and your share of the Social Security tax is deducted from your base pay. The government, as your employer, pays a matching amount as its share of the Social Security tax.

You now pay three and one-eighth per cent of the first \$4800 of your active duty base pay to Social Security. The amount of tax is scheduled to increase gradually until 1968, when it will be four and five-eighths per cent of your base pay.

Before we continue to discuss

Social Security and how it affects you, let's look at a few of the terms used in the program. The explanations should help you to understand it better.

• **Covered employment** — This is work (including self-employment) that is covered under the Social Security Act. Service in the armed forces has been covered employment since 1957.

• **Eligible member** — This is an individual who works in covered employment for a *sufficient period* of time to qualify himself or his family for benefits under the program. (Sufficient periods are explained later.)

• **Quarter of coverage** — This is a three-month period beginning 1 January, 1 April, 1 July or 1 October of each calendar year in which you are paid \$50 or more in wages, or are credited with \$100 in self-employment net earnings.

• **Fully insured status** — When you have the required quarters of coverage (generally 40) to qualify yourself or your survivors for benefits, you are fully covered.

• **Wage credits**—These are wages credited to your earnings record for Social Security-covered employment. (This includes the free wage credits granted to certain military person-

nel. These gratuitous wage credits are not actually listed on your wage record until an application is made for benefits.)

Wage credits received for your Navy service, credits earned in civilian employment (if covered by Social Security) or a combination of both may be used to establish your total Social Security credits. If you are making a career of the Navy, you will be eligible for Social Security benefits in addition to your retirement or retainer pay.

Although you did not earn Social Security wage credits for your active duty base pay before 1 Jan 1957, the Social Security Administration has granted free credits of \$160 a month for any active duty between 16 Sep 1940 and 31 Dec 1956, provided certain conditions are met.

To qualify for monthly retirement benefits at age 65, or in a lesser amount at age 62, you must have a certain number of quarters of coverage. If you become 65 (62 for women) or die or become disabled before you reach age 65 (62 for women), during the year listed below, you will need the quarters of coverage listed to be fully insured under Social Security:

Year	Quarters Needed	Year	Quarters Needed
1961	10	1976	25
1962	11	1977	26
1963	12	1978	27
1964	13	1979	28
1965	14	1980	29
1966	15	1981	30
1967	16	1982	31
1968	17	1983	32
1969	18	1984	33
1970	19	1985	34
1971	20	1986	35
1972	21	1987	36
1973	22	1988	37
1974	23	1989	38
1975	24	1990	39
		1991	40

or after

As a general rule, you will be fully insured when you have 40 quarters of coverage. You or your survivors cannot qualify for Social Security benefits of any kind, how-



"I don't care how much it impresses the girls—that rating badge has to come off."

ever, if you have less than six quarters of coverage.

You are considered currently insured when you have six (or more) quarters of coverage during the 13-quarter period ending with the quarter in which you die or become disabled, or in which you become entitled to disability or old-age insurance benefit. If, however, you die while on active duty and are not fully or currently insured (for example, if you have paid into Social Security less than six quarters), your survivors who are otherwise eligible to receive Social Security benefits will receive a special benefit from the Veterans Administration equal to the amount of the Social Security benefit that could have been paid, had you been insured by Social Security.

Both you and your family can benefit from the money you pay each month into Social Security.

Before you can collect from your own investment, you must be at least 62 years old, or disabled. If you are unable to work because of a disability, and this disability has existed for six months or more, you may draw disability benefits, providing you are both fully insured and have 20 quarters of coverage out of the 40-quarter period ending with the quarter in which you became disabled.

Retirement benefits from Social Security generally begin at age 65. You may, however, provided you have earned the required number of quarters of coverage, begin to receive reduced Social Security benefits at age 62. The amount of reduction depends on your age the first of the month for which you elect to receive benefits. Once you choose to receive reduced benefits, these will continue in a reduced amount, even after you reach age 65. By accepting the benefits at the earlier age (between 62 and 65), however, you will be ahead financially for about 15 years.

Even though you choose to receive benefits at an earlier age and in a lesser amount, your dependents (children, wife, or in the case of death, your children, widow, widower or parents) will receive their regular benefits. These will not be affected by your choice.

In addition to your Social Secur-

ity retirement or disability benefits, your wife may also receive full benefits (one-half your unreduced benefit) at age 65. If she has in her care a dependent child entitled to child's benefits, or if she is between the ages of 62 and 65 and has no such entitled child in her care, she can receive benefits in a reduced amount at age 62. (The maximum reduction is 25 percent at age 62, with a graduated scale for each month under 65.)

Here again, if she chooses to receive benefits before she is 65, the benefits will not be increased to the full amount when she does reach that age. As with your benefits, if your wife takes the reduced benefits at any age before 65, she would be ahead financially for about the first 12 years. If you die while your wife

is receiving a reduced payment, she would, at that time, be entitled to the full widow's benefit.

When you turn 62, if your wife is a currently insured member receiving Social Security retirement or disability benefits, and she has been furnishing at least one-half of your support (and you can prove it), you can receive husband's benefits. These are the same as a widow's benefits.

If you are receiving Social Security retirement or disability benefits when you die, your dependent and unmarried child (or children) under the age of 18 (or older if he or she was disabled before turning 18) is eligible for a child's benefit of one-half of the amount of your unreduced benefit. If you are insured, but not drawing benefits from Social

## HOW DID IT START

### Radar

Everyone, from the youngster who flies his model airplane through the living room to his father who comes home in a bad humor because he was caught in a speed trap, knows about radar.

However, both the child and his father—and plenty of other people—probably think radar was born amid the scientific development necessitated by World War II.

Actually, the basic principle behind radar was proven as far back as 1886 by Heinrich Hertz, the discoverer of radio waves.

In 1904, a German engineer was granted patents in several countries on a proposed way to use the radar principle aboard ships as a navigational aid and obstacle detector.

The Navy has played a large part in the development of radar as we know it today. Three Navy scientists, Dr. Albert

Hoyt Taylor and Mr. Leo C. Young of the Naval Aircraft Radio Laboratory and Dr. R. M. Page of the Naval Research Laboratory were among its foremost pioneers.

Taylor and Young were testing plane-to-ground communications in the short-wave bands at Washington, D. C., when they noticed that ships moving in the Potomac River distorted the pattern of radio waves, causing a phase shift or fluctuating signal. Up to that time, scientists had not known radio waves could be reflected from small moving objects.

Dr. Page was one of the leaders in the research which followed this discovery, and many of the early radar patent applications were filed in his name.

By 1932, Navy scientists were able to detect planes 50 miles from their transmitter, and by March of the following year NRL had made enough progress to outline in detail the theoretical military applications of radar.

Congress picked up the ball in 1935 by appropriating \$100,000 specifically for radio detection work.

In June 1936, plans were made for the installation of a complete set of radar equipment aboard ship. As a result, the old four-stacker, *uss Leary* (DD 158), had the distinction of carrying the first seagoing radar, which was tested successfully in 1937.

When the United States entered the war in 1941 additional shipboard sets had been produced and installed, and were operating in the Fleet as a result of these accomplishments.



Security when you die, your children under 18 can get 75 per cent of your unreduced benefits.

Your unremarried widow, provided you are an insured member, is eligible for widow's benefits at age 62, or for mother's benefits if she has one of your children in her care. The widow's benefit is 82 and one-half per cent of your unreduced benefit, and the mother's benefit is 75 per cent of your unreduced benefit. You must be fully insured at the time of your death for your wife to get widow's benefits, but mother's benefits are payable if you are either fully or currently insured.

If you are fully insured and survived by one parent, who has been receiving at least one-half of his or her support from you, he or she is eligible for parent's benefits at age 62. He will, however, be required to file proof of the receipt of such support within a certain time limit (generally two years after your death). If only one parent is entitled to benefits, he or she may receive 82 and one-half per cent of your unreduced benefit. If both parents are living, and dependent on you for support, each may receive 75 per cent of your unreduced benefit. (All family benefits described above are subject to a family maximum, as shown in the accompanying table.)

Should you become totally disabled, you may apply to the Social Security Administration for disability

**All-Navy Cartoon Contest**  
Charley Wise, HMCA, USN



"For Pete's sake! We've had chicken twice this week already!"

benefits. To qualify, however, you must be fully insured and, in addition, have Social Security credit for five years' work (20 quarters of coverage) out of the 10-year period ending immediately before you become disabled. Your wife and children may also receive benefits in this case.

The amount of Social Security benefit payments for which you or your dependents and survivors are eligible is determined by your average monthly earnings. The exact amounts of these payments can be

determined only after an application has been made to the Social Security Administration. You can determine approximate amounts by using the accompanying table. Before you can use the table, however, you must first determine your average wage.

Under current law, the period of time over which average earnings are figured may start with 1 Jan 1937 (beginning of the Social Security program), or with 1 Jan 1951. Most Navy men use average monthly earnings from 1 Jan 1951. However, before you can qualify for this computation, you must have earned at least six quarters of coverage after 31 Dec 1950. Although your earnings before January 1951 may not be used in the computation of average earnings (when figured from 1 Jan 1951), the quarters of coverage earned before 1951 may still be used to qualify you for benefits. The Social Security Administration will determine the amount of benefits, using a method most advantageous to you. The following shows the usual method of computation, with 1951 as a starting point:

- *First* — List your earnings covered by Social Security for each year beginning with 1951, up to the present. If you are not now 65, include your expected earnings from now until you reach that age. Include any free wage credits of \$160 per month for the period 1 Jan 1951 to 31 Dec 1956. Do not use earnings (including the free wage credits) of more than \$3600 a year from 1951-54, \$4200 a year from 1955-58, or \$4800 a year for 1959 and thereafter.

- *Second* — Count the number of years after 1955, and up to, but not including, the year you reach 65 (62 if you are a woman).

- *Third* — From the list you made of all earnings, select those years in which your earnings are highest. The number of years of highest earnings to be counted here should be equal to the number you obtained in step two (must be at least five years). The years selected may occur either before or after you reach 65 (62 for women).

- *Fourth* — Total the earnings you have in your selected years. Divide this by the number of years obtained in step two. You now have your average yearly earnings. The

**SOME EXAMPLES OF MONTHLY PAYMENTS UNDER SOCIAL SECURITY**

SITUATION	AVERAGE YEARLY EARNINGS AFTER 1950				
	\$800 or less	\$1800	\$3000	\$4200	\$4800
Retirement at 62	\$32.00	\$58.40	\$76.00	\$92.80	\$101.60
Retirement at 63	34.70	63.30	82.40	100.60	110.10
Retirement at 64	37.40	68.20	88.70	108.30	118.60
Retirement at 65	40.00	73.00	95.00	116.00	127.00
Wife's benefit at 62	15.00	27.40	35.70	43.50	47.70
Wife's benefit at 63	16.70	30.50	39.80	48.40	53.00
Wife's benefit at 64	18.40	33.50	43.60	53.20	58.30
Wife's benefit at 65 or with child in her care, or child of living worker	20.00	36.50	47.50	58.00	63.50
Widow 62 or over	40.00	60.30	78.40	95.70	104.80
Widow under 62 and one child	60.00	109.60	142.60	174.00	190.60
Widow under 62 and two children	60.00	120.00	202.40	254.00	254.00
One surviving child	40.00	54.80	71.30	87.00	95.30
Two surviving children	60.00	109.60	142.60	174.00	190.60
Maximum for one family	60.00	120.00	202.40	254.00	254.00
Lump-sum death payment	120.00	219.00	255.00	255.00	255.00

accompanying table shows about what your approximate benefits will be.

If you die, or qualify for a period of disability under Social Security, before you reach age 65 (62 for women), your average earnings will be figured as if you become 65 (62 for women) in the year in which you die or in which your period of disability starts.

To show how this works, let's look at a couple of typical cases. Let's say, for example, that you were born on 1 Jan 1933, you have been on active duty since 1 Jan 1953, your basic pay is \$150 a month and you have a wife and one child.

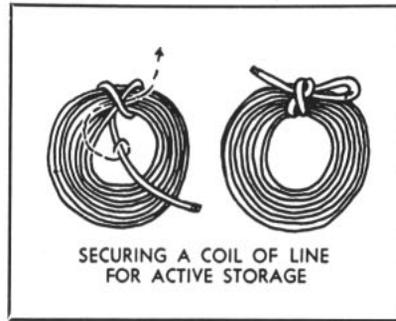
You began to pay Social Security tax in January 1957. Since that time you have paid Social Security tax each month. For the period from 1 Jan 1953 through 31 Dec 1956 (16 quarters) you would be credited with free military wage credits of \$160 a month.

In addition to providing income at age 65, if you should die before your child is 18, your wife would draw \$112.60 a month until the child reaches age 18. At that time the benefits would stop. Your wife would become eligible for a widow's benefit of about \$61 a month at age 62, however.

If (in another example) you were born on 30 Sep 1910, and have been on continuous active duty (for Social Security purposes) since 1 Jan 1951, and will remain on active duty until 1 Jul 1964, here's your story.

You will receive free Social Secur-

### Grains of Salt —



ity credits of \$160 a month for the period 1 Jan 1951 through 31 Dec 1956 (24 quarters), and will have paid credits from 1 Jan 1957 to 1 Jul 1964 (30 quarters). Since this would be a combination of more than 40 quarters, you would be fully insured. We will assume, for this example, that you made \$400 a month (\$4800 a year) between 1957 and 1964, and that you will not work in Social Security-covered employment from your retirement until 1975, when you turn 65. Your Social Security retirement benefits would be computed as follows:

Year	Social Security Maximum Per Year	Earnings Covered by Social Security
1951-1956	\$3600 (free credit)	\$1920 per year or \$11,520 for 6 years.
1957-1958	\$4200 (paid in credits)	\$8400 for 2 years.
1959-1963	\$4800 (paid in credits)	\$24,000 for 5 years.
1964 (first half)	\$4800 (paid in credits)	\$2400 for one-half year.
1964 (last half)	-----	0 for one-half year.
1965-1975	\$4800	0 for 10 years.
Total:		\$46,320 for 24 years.

The years from 1955 until (but not including) 1975, when you will turn 65, are your 19 years of best earnings. This is an average of 19 years of \$2439 a year. If you are not married, you would draw \$85 a month, or if married, and your wife is 62, \$116.90 a month. This would be a little less if you begin to draw benefits at age 62.

Once you start to draw Social Security retirement, you are allowed to work, and to earn up to \$1200 a year, and still receive all your

Social Security benefits. If you earn more than \$1200, one dollar will be deducted from your individual or family benefits for each two dollars earned up to \$1700, and above \$1700 your benefits will be deducted on a dollar-for-dollar basis. However, if you are 72 or older, there is no limit on the amount you may earn.

Regardless of your total earnings for a year, you can still draw benefits for any month in which you neither earned wages of more than \$100 nor performed substantial services in self-employment.

You do not get Social Security benefits automatically. You or your survivors must apply for monthly retirement benefits, disability benefits, survivor benefits or the lump-sum death payment. The application should be filed as soon as the eligibility requirements have been met, because the number of retroactive payments is limited.

Full information on the Social Security program may be found in the Social Security Administration pamphlet, *Social Security for Servicemen and Veterans*, now being distributed on the basis of one copy per ten men. Interested individuals and counselors (normally Benefits and Insurance Officers) are encouraged to check with the local Social Security offices in most large cities.

Overseas commands may write the Social Security Administration, Bureau of Old Age and Survivors Insurance, Division of Claims Policy, Baltimore 35, Md., for additional pamphlets covering specialized problems, and for advice.

### All-Navy Cartoon Contest P.A. Hansen, EN2, USN



"... and therefore water hours will be effective immediately!"

### All-Navy Cartoon Contest ENS H.G. Walker, USN



"You don't think I'd be aboard if I didn't have the duty do you?"

## Naval War College Offers Revised Extension Course Program

*I would like to direct the attention of all officers to the following report. Although the technically trained naval officer plays an ever-increasing role in the naval service, we must never forget that the plans made by staffs in consideration of the strategic, logistic and international relations factors are important criteria for the success or failure of naval warfare.*

*I enjoin each officer to give the greatest consideration to employing Naval War College extension courses toward the improvement of his military career and as a contribution to the service.—ADM Claude Ricketts, USN, Vice Chief of Naval Operations.*

SINCE IT WAS ESTABLISHED in 1884, the Naval War College at Newport, R. I., has been the Navy's highest level school for the education of officers in naval warfare and the responsibilities of high command. It provides a fundamental understanding of sea and naval power and the relationship of these factors with national and international political, economic and military considerations.

War College students become familiar with allied military organization and operations, and are taught the philosophy of the relationship between the military and political aspects of various alliances. They

learn what it takes to participate in joint and combined operations and joint and combined committee work. They gain an understanding of the importance of support operations. And they're prepared for higher command.

An education in the art of waging war is a necessity. Officers with a knowledge of strategy, logistics, tactics and international affairs are as necessary to the Navy as guns, ships, missiles and technical equipment. And, officers assigned to staff and command duties who demonstrate competency in the performance of their duties have an excellent opportunity for selection to higher rank.

(For example, 30 line captains were selected for flag rank in 1961. Of these 30 men, seven were serving as chiefs of staff when selected, and nine had served as chiefs of staff in the past. All 30 had served on high-level staffs in 29 key billets as captains. These were allied or U. S. operational staffs, and do not include billets in the Office of the Chief of Naval Operations. Thus, the 30 captains had a total of 45 important staff jobs, in addition to major commands and other responsibilities which weighed heavily in their selection for flag rank.)

This indicates that any officer's chances for promotion to higher rank are increased when he is assigned to

a major command or staff, and he performs his duties in an outstanding manner.

Through studies at the Naval War College, officers are prepared for such assignments. They receive training in strategy, logistics, tactics and international affairs. All are responsibilities of high command and staff duties.

The best way is to be assigned to a resident course at the Naval War College, or at one of the other service colleges. Unfortunately, however, not all officers can attend, and even some who have been resident students of one major course — the Command and Staff Course — have not gained the knowledge provided through the other major course — Naval Warfare — or vice versa.

But, the school's extension course program, which is available to all officers (LTJG and above), extends the benefits of the Naval War College to those who can't attend resident courses. The correspondence courses are tough, and they exact high standards of performance. But, from your career standpoint, they may well be worth the extra hours of study necessary to complete them.

The NWC extension course program has been given a new look. There seems to be general agreement that it's now much easier to learn about such things as national and international security organization, command logistics and strategic planning (see box for complete course listing).

In past years a large number of officers dropped their extension courses because they were not able to keep up with their regular duties at the same time. The courses were too hard.

The new courses have fewer and shorter installments, a more limited scope, less duplication of subject matter, more objective questions, shorter essays and less clerical work required of students.

The NWC correspondence courses are good, but, if it's possible, one of the NWC resident courses is encouraged for eligible officers. The two resident courses for active duty officers are:

**Naval Warfare** — Naval officers ordered to the Naval Warfare course

### Extension Courses Available from Naval War College

Here's a roundup of the correspondence courses available through the Naval War College extension course program. Regular and Reserve officers of the rank of LTJG and above, and the equivalent ranks in other services, are eligible to enroll. Requests for enrollment should be in letter form, addressed to the President, Naval War College, Newport, R. I., and sent via your commanding officer.

*National and International Security Organization* — Two installments; approximately 60 study hours.

*Military Planning* — Two installments; approximately 60 study hours.

*Command Logistics* — Three installments; approximately 60 study hours.

*Naval Operations* — Two installments; approximately 60 study hours.

*International Law* — Six installments; approximately 250 study hours.

*International Relations* — Six installments; approximately 250 study hours.

*Selected Reading in International Law or International Relations* — One installment each reading course; approximately 50 study hours each reading course.

*Strategic Planning* — Four installments; approximately 120 study hours.

must have served from 15 to 23 years of commissioned service. Officers of other services, of rank and service equivalent to the naval officers, and representatives of the State Department and certain other government agencies, are eligible to attend if quota limitations permit.

The Naval Warfare course furthers an understanding of the fundamentals of warfare in order to prepare officers for higher command. Emphasis is on the integrated employment of the elements of naval power in the accomplishment of the Navy's missions and upon the strategic employment of sea and naval power in the furtherance of national objectives. The importance and methods of participation in joint and combined committee work are studied.

**Command and Staff** — Naval officers ordered to the Command and Staff course must have served from 10 to 16 years of commissioned service. Officers of the other services who have equivalent rank and length of service are also eligible for enrollment if quotas permit.

The Command and Staff course covers the fundamentals of warfare with emphasis on the operational functions of command and the organization, functions, and procedures of operational staffs. Methods of participation in joint and combined committee work are also studied.

The War College curriculum also includes a *Naval Command Course* for senior foreign officers, which familiarizes them with U. S. Navy methods, practices and doctrines. NWC also schedules various programs for inactive Reservists.

Also, the college maintains the Naval Logistics Research Library, issues publications for general distribution (e. g. the *Naval War College Review*; *A Guide for Professional Reading for Officers*; the *International Law Blue Books*), and conducts annual discussions, during which both civilian and military leaders exchange ideas concerning national defense.

### New Procedures Set Up for Requesting Medals, Awards

Two new forms have been devised for requesting medals and awards. They are NavPers 2887 and NavPers 2888.

NavPers 2887 will be used to re-

quest both original issue and replacement of campaign and service medals and awards.

It will also be used to request replacement only of Good Conduct Medals, Naval Reserve Medals and Armed Forces Reserve Medals.

NavPers 2888 will be used to request original issue of Good Conduct Medals and Good Conduct Award Certificates. This form requires listing of qualifying service from service records.

Requests for original issue for the Naval Reserve Medal and the Armed Forces Reserve Medal will still be made by letter furnishing the information required by the *Navy and Marine Corps Awards Manual* (NavPers 15,790).

An initial supply of the forms was made about 1 February. Supplies can be replenished through the Cognizance I Segment of the Navy Supply System.

Complete information on the new forms can be found in BuPers Notice 1650 of 25 Jan 1962.

### DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current *Alnavs* and *NavActs* as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult *Alnavs*, *NavActs*, Instructions and Notices for complete details before taking action.

#### All-Navy Cartoon Contest ENS Robert Charles Harvey, SC, USN



"Who's an empire-builder?"

### Alnavs

No. 3—Announced the acceptance by the Navy League of nominations for their annual awards of merit to civilians or military personnel.

No. 4—Designated 18-25 February as Brotherhood Week.

### Instructions

No. 4600.1C—Announces a revision to the system of estimating travel costs resulting from changes of home ports and home yards of ships and permanent duty station changes of aviation and certain miscellaneous units.

No. 5321.2E—Informs commanding officers, their seniors in the chain of command and manpower sponsors of the nature of the Manpower Authorization (NavPers 576), of the procedures for insuring its validity and of a forthcoming change in content.

### Notices

No. 1430 (25 January)—Provided information regarding advancements resulting from the August 1961 Navy-wide examinations and regarding the opportunities for advancement which it was estimated would exist in February 1962 exams.

No. 1650 (25 January)—Announced the use of two new forms for requesting medals and awards, NavPers 2887 and NavPers 2888.

No. 1306 (2 February)—Announced the sea-tour commencement cutoff dates to establish the eligibility of enlisted personnel for Seavey Segment Two, effective 1 Jun 1962.

No. 1306 (2 February)—Announced new normal shore tour lengths for certain rates.

No. 1520 (2 February)—Announced the names of officers selected to attend the various service colleges during fiscal year 1963.

No. 1110 (6 February)—Announced a list of active duty enlisted personnel who have been provisionally selected for enrollment in the NROTC program.

No. 1560 (9 February)—Announced visits of members of the Advisory Committee to the Secretary of Defense on Non-Military Instruction to various commands and units.

No. 5321 (19 February)—Announced the elimination of the functional area code "W" in column 15 of the Manpower Authorization (NavPers 576).

**If You're Anxious to Know How You Made Out in Last Exams, Check This Table**

If you passed an advancement in rating exam in February 1962, the chances of your actually being advanced may be anywhere from excellent down to poor — it all depends on your rating.

Opportunities for advancement are best in the ratings with the most vacancies. For example, in the RM rating, which is "open," advancement chances are excellent. On the other hand, a TD's chances for advancement look pretty slim. Advancements will probably be made for only 15 to 40 per cent of those who passed the TD3 and TDC exams, while a mere 15 per cent, at most, will be advanced to TD2 and TD1.

Most ratings, however, have good or excellent advancement opportunities. The following estimate is based on past statistics in computing the number likely to pass, and on the best data now available in calculating numbers of vacancies to be filled. Advancement opportunities in unlisted service ratings are the same as in the corresponding general ratings.

Here's a key to the code numbers

**All-Navy Cartoon Contest**  
Frederick E. Cooksey, RMCS(SS), USN



"Putter-put-put."

listed in the table below:

**Code 1** — Excellent. Of those passing examinations, from 70 to 100 per cent will be advanced. (The greatest shortages exist in these rates.)

**Code 2** — Good. Of those passing, from 40 to 70 per cent will be advanced.

**Code 3** — Fair. Of those passing, from 40 to 70 per cent will be advanced.

**Code 4** — Poor. Less than 15 per cent of those who pass will be advanced.

**Machine Accountant School Opens at Bainbridge**

Bainbridge has a new addition to its family of training schools. A Class

A Machine Accountant School has been established for qualified personnel. The Personnel Accounting Machine Installation, Continental United States (PAMI CONUS) operates the school.

The Navy operates three types of schools to train machine accountants. In addition, a civilian manufacturer conducts special classes for personnel at various installations. These classes cover advanced areas of machine application, including computers and programing.

The first type of Navy school is a two-week course for field command personnel, on the Naval Manpower Information System (NMIS). Subjects covered are: Preparation of the personnel diary, Navy Enlisted Classification, Seavey/Shorvey, the Officer Distribution Control Report and BuPers Report 1080.14 (MOD). Each class is limited to 30 students.

The second type is the Class A school, which covers an average of 16 weeks. Graduates are designated in the machine accountant field and assigned only to machine accounting activities.

The third "school" is known as "in-service training." This training is given to personnel who, although not designated machine accountants, have been assigned to some machine

Rating	To Pay Grade				Rating	To Pay Grade				Rating	To Pay Grade			
	E-4	E-5	E-6	E-7		E-4	E-5	E-6	E-7		E-4	E-5	E-6	E-7
<b>Group I</b>					DK	1	2	3	3	BU	1	1	2	3
BM	2	2	2	1	PC	1	2	4	4	SW	1	1	3	3
QM	1	1	1	1	CS	1	3	3	2	UT	1	2	4	2
SM	1	1	1	2	SH	3	3	4	3					
RD	1	1	1	1	JO	2	1	1	1	<b>Group IX</b>				
SO	1	1	1	1						ADJ	1	1	1	1
<b>Group II</b>					<b>Group VI</b>					ADR	1	3	3	2
TM	1	1	2	2	LI	3	3	3	2	AT	1	1	1	1
GM	2	2	2	2	DM	3	1	1	4	AO	1	1	1	1
GS	1	1	1	1	MU	1	1	1	1	AQ	1	1	1	1
FT	1	1	1	1	<b>Group VII</b>					AC	2	3	3	3
GMT	1	1	1	1	MM	1	1	1	1	AB	2	2	3	2
MN	2	4	4	2	EN	1	2	3	2	AE	1	1	2	2
<b>Group III</b>					MR	1	1	1	2	AM	1	1	1	1
ET	1	1	1	1	BT	1	1	1	2	PR	1	1	2	2
<b>Group IV</b>					BR					AG	1	2	1	2
IM	3	2	2	2	EM	1	1	1	1	TD	3	4	4	3
OM	2	1	1	2	IC	1	1	1	1	AK	3	3	3	3
<b>Group V</b>					SF	1	2	2	2	PH	1	1	3	2
RM	1	1	1	1	DC	1	2	3	2	PT	1	1	2	2
CT	1	1	1	2	PM	3	2	1	1	<b>Group X</b>				
YN	1	2	2	2	ML	2	3	2	1	HM	2	2	2	2
PN	1	2	3	2	<b>Group VIII</b>					<b>Group XI</b>				
MA	1	2	1	1	EA	3	3	1	2	DT	2	3	3	2
SK	1	2	3	2	CE	1	1	1	1	<b>Group XII</b>				
					EO	2	4	4	3	SD	4	3	2	2
					CM	1	3	4	3					

accounting activities.

The Class A school at the Bainbridge Naval Training Center, Md., conducts six classes each year. Two of the classes are for men and four are for Waves. Each class is scheduled for a minimum of nine weeks' work, both classroom and practical. Nine weeks is the minimum time; however, the class can run longer. The graduates must be capable of mastering the work even if it takes a longer period of training. The average time for completion of the course is 16 weeks. The classes are kept small, running 10 to 15 people.

Honorman of the first class, with a 94 average, was John W. Hawsey, SA, USN.

### Navy Relief Society Lent \$3,500,000 To Navymen And Marines in 1961

In 1961, the Navy Relief Society granted more than 59,000 loans to Navymen, Marines and their families, according to the society's annual report on its operations.

The expenditures for these loans came to a little more than three and a half million dollars—somewhat less than the amount loaned by the society in 1960.

During 1961, many loans were made necessary by the recall of Reservists who encountered difficulty in the transition from civilian to military life.

In cases where repayment of assistance received from the society would cause undue hardship, the society makes outright grants. Grants of this type were made in over 16,000 cases. The total amount was about \$824,000.

Grants totalling \$1200 were made in the case of a 66-year-old retired Marine Corps master sergeant and his wife. The sergeant had suffered a stroke in 1958 and his right side was paralyzed. His wife, age 69, who was caring for him, developed a heart condition and needed assistance.

The sergeant had a mother, four sisters and other relatives in Georgia who could help with his care. The problem was to transport the sergeant from California to Georgia. Since he was a stretcher case, no official transportation could be provided.

The Navy Relief Society made ar-

rangements for transportation, ambulances and hospital care where necessary en route and, after numerous complications including a 14-hour delay, got the couple to their destination. Other expenses and subsequent medical and hospital care ran the total aid to \$1200.

In what the society calls "relief in kind" (layettes, nursery expenses, thrift shops and such), expenditures during 1961 came to some \$190,000.

Besides helping financially, the society rendered assistance in over 54,000 cases last year where monetary help was not required. These "service cases" ranged from answering simple questions to complicated situations of personal and family distress.

One service case concerns the parents of a two-year-old child who was left totally blind after tumors were removed from both her eyes.

Navy Relief arranged an interview with the Lighthouse for the Blind where the parents discussed their child's future training. The parents came away from the interview much reassured, especially after they realized the charming woman to whom they had been talking for 20 minutes was, herself, totally blind.

### List of New and Re-Issued Motion Pictures Available to Ships and Overseas Bases

The latest list of 16-mm feature movies available from the Navy Motion Picture Service is published here

All-Navy Cartoon Contest  
LTJG P.B. Kincade, USN



for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS). They are available for ships and bases overseas.

*The Mark* (1875) (C): Drama; Rod Steiger, Brenda De Bamzic.

*Come September* (1876) (C) (WS): Comedy; Rock Hudson, Gina Lollobrigida.

*The Parent Trap* (1877) (C): Comedy; Maureen O'Hara, Brian Keith.

*Follow A Star* (1878): Comedy; Norman Wisdom, June Laverick.

*Second Time Around* (1879) (C) (WS): Comedy; Debbie Reynolds, Steve Forrest.

*Bachelor in Paradise* (1880) (C) (WS): Comedy; Bob Hope, Lana Turner.

*Greyfriars Bobby* (1881) (C): Drama; Donald Crisp, Laurence Naismith.

*The Devil at Four O'Clock* (1882) (C): Drama; Spencer Tracy, Frank Sinatra.

*Wonders of Aladdin* (1883) (C) (WS): Comedy; Donald O'Connor, Noelle Adam.

*Minotaur* (1884) (C) (WS): Melodrama; Bob Mathias, Alberto Lupu.

*Season of Passion* (1885): Drama; Ernest Borgnine, Angela Lansbury.

*By Love Possessed* (1886) (C): Drama; Lana Turner, Efrem Zimbalist, Jr.

*Wake of the Red Witch* (1887): Melodrama; John Wayne, Gail Russell (Re-issue).

*The Story of Will Rogers* (1888): Biographical Drama; Will Rogers, Jr., Jane Wyman (Re-issue).

*Close to My Heart* (1889): Melodrama; Ray Milland, Gene Tierney (Re-issue).

*Dakota* (1890): Western; John Wayne, Vera Ralston (Re-issue).

*Flame of the Barbary Coast* (1891): Western; John Wayne, Ann Dvorak (Re-issue).

*That's My Man* (1892): Melodrama; Don Ameche, Catherine McLeod (Re-issue).

*Man of Conquest* (1893): Melodrama; Richard Dix, Gail Patrick (Re-issue).

*Hoodlum Empire* (1894): Melodrama; John Russell, Vera Ralston (Re-issue).

*Dark Command* (1895): Western; John Wayne (Re-issue).

## Information for Navymen Who Are in Seavey Segment Two

SEA DUTY commencement cutoff dates for Navymen in 21 ratings were announced in BuPers Notice 1306, of Feb 1962. These men come under Seavey Segment Two, which becomes effective 1 June 1962; that is, the first sets of orders to shore duty billets will start being issued in June 1962, directing the transfer of personnel in October 1962.

Cutoff dates contained in the new notice are based on normal sea/shore rotation. If you are in Segment Two, were eligible on a previously effective Seavey (last year's Segment Two, for example), and were not ordered ashore during that Seavey year, you will *not* be required to submit a new rotation data card upon receipt of this new Seavey notice for your segment.

You should, however, be reminded of these important points:

- It is unfortunately true that a large number of Navymen on an effective Seavey segment miss being ordered ashore during the segment year simply because they have not made certain that they meet the minimum obligated service requirement. The effect is to make them ineligible for transfer. Normally, you must have a minimum of 12 months' active obligated service remaining to be ordered to U. S. or overseas shore duty from the Seavey, *with obligated service to be computed from the transfer month*. Rotation data cards are completed by shipboard-stationed Navymen approximately six months

before the first transfer month for a particular segment — which, in the case of this year's Segment Two is October 1962. You might, if you fall within Segment Two, and depending upon your standing on the Seavey list, become eligible for transfer ashore at any time within that segment year, up to and including the last or 12th transfer month (September 1963). Thus you can see that, right now, you should have at least 30 months' obligated service remaining to insure receipt of orders to shore duty.

Let's cite an example. Suppose you are an MM1, which places you within Segment Two. Your sea duty commencement cutoff date (see chart below) is July 1957. Let's suppose further that you meet this cutoff date, and that you have an active duty base date of 1948, which should put you up near the top of the list in your rating for shore duty orders. The Bureau Seavey people will start writing orders for Segment 2-62 personnel in June 1962, for transfer ashore beginning in October 1962. Now let's suppose that by July 1962, they reach your name on the Seavey list, and that an opening for your rate exists in the area you have requested. At that time, they will write a set of orders for you to transfer ashore in November 1962 — *if you have 16 months' obligated service remaining in July 1962*.

You can readily see — and this cannot be emphasized too strongly — that you must continue to have suf-

ficient obligated service remaining from whatever date within the segment year that your orders are written. If you do not have the necessary time remaining when your name comes up on the Seavey list, your card is dropped into the inactive Seavey file — and will remain there until the Bureau is notified that you have extended or reenlisted, or have signed an agreement to extend or reenlist.

Now you may feel that such a move is a fairly simple process, and that you can easily, and quickly, become reinstated on the active Seavey list. Not so. This is a big Navy, and your paperwork is not, by a long shot, the only paperwork in the mill each day. Seavey officials say that it normally takes two to three months to restore a man to the active Seavey list once he has been dropped. That two to three month interval means, in a nutshell, that you will spend at least that much more time at sea waiting for your shore duty orders. And another thing — while you're cooling your heels aboard ship for that additional two to three months or longer, that choice shore duty billet which might well have been yours has probably been filled by someone else originally junior to you on the Seavey.

You might, as a matter of fact, wind up spending a good deal longer than a few extra months at sea. You might even wind up in a brand new segment. Here's how.

Suppose that you, this same MM1, are fairly junior (according to your active duty base date) on the Segment 2-62 list for your rate. Assume, then, that your name is not reached on the Seavey list until June 1963, the 12th month of the Segment 2-62 year. Assume further that in May 1963 you become ineligible for transfer to shore duty because you have less than 16 months' active obligated service remaining. When this happens, as we've pointed out above, your name is removed from the active Seavey list, and your card is placed in the inactive Seavey file.

While it is still reposing there (and while you, meanwhile, are chafing at the bit aboard your ship, wondering why you're not receiving your orders), Segment 2-63, which begins

SEA DUTY COMMENCEMENT CUTOFF				DATES FOR SEAVEY SEGMENT 2-62			
RATE	DATE	RATE	DATE	RATE	DATE	RATE	DATE
CSC	Oct 59	DC1	Jun 58	BTC	Sep 58	CM1	Oct 60
CS1, 2	Dec 59	DC2	Sep 57	BT1	Oct 55	CM2	Jun 60
CS3, SN	Mar 60	DC3, FN	Dec 58	BT2	Apr 56	CM3, CN	Oct 60
SHC	Jun 60	PMC, 1	Oct 60	BT3, FN	Feb 57	BUC, 1	Oct 60
SH1	Jun 57	PM2	Jun 58	BRC	Dec 58	BU2	Jun 60
SH2	Dec 55	PM3, FN	Dec 58	BR1	Mar 59	BU3, CN	Apr 60
SH3, SN	Apr 55	MLC, 1	Jun 60	EMC	Jan 60	SWC, 1, 2	Dec 58
MMC	Dec 58	ML2	Dec 56	EM1	Sep 58	SW3, CN	Dec 59
MM1	Jul 57	ML3, FN	Dec 57	EM2	Dec 58	UTC	Sep 60
MM2	Nov 57	EAC, 1, 2,		EM3, FN	Sep 59	UT1	Dec 59
MM3, FN	Nov 58	3, CN	Oct 60	ICC	Oct 60	UT2, 3,	
ENC	Feb 59	CEC, 1, 2		IC1, 2	Mar 60	CN	Jun 59
EN1	Feb 57	3, CN	Oct 60	IC3, FN	Oct 59	SDC	Sep 59
EN2	Mar 57	EOC	Jun 60	SFC	Sep 59	SD1	Dec 57
EN3, FN	Jun 58	EO1	Sep 60	SF1	Aug 57	SD2	Feb 58
MRC	Sep 59	EO2, 3,		SF2	Oct 56	SD3	Jun 57
MR1, 2	Mar 60	CN	Oct 60	SF3, FN	Sep 58	TN	May 59
MR3, FN	Dec 59	CMC	Sep 60	DCC	Jun 60		

in June 1963, rolls around. You may have already taken the necessary steps to become reinstated onto the active Seavey, but suppose such information doesn't reach the Bureau before the new segment year has started. In this case, when the Seavey people do get the word that you now have the necessary obligated service, you will be reinstated onto the active Seavey, but (and this is a highly important but) *you will be placed in the new, or 2-63 segment, not in the 2-62 segment from which you have been dropped.* You would then find yourself junior to all men of your rate who are still in previous segment twos, including 2-62, and would be, as a member of segment 2-63, in the position of being considered for shore duty on the basis of seniority among men at least a year junior to you by sea duty time.

Boil all of the above down to a few words of practical advice and you come up with something like this: Don't let yourself get caught short on obligated service time if you're looking for shore duty. Obviously, the Seavey program is geared to provide the maximum benefit to career men. If you are a career man, it behooves you to make sure you have sufficient obligated service.

- There is a second, almost equally important consideration you should think about if you want early assignment to shore duty once you are placed in a segment. *General choices of area (naval district) preference, widely spread geographically, will usually result in quicker assignment ashore.*

If you insist on designating only one specific naval district as your preference for shore duty assignment, you may well spend many additional months aboard your ship waiting for a billet in your rate to open up in that district, while many other men junior to you on the Seavey list, who have wisely provided Seavey assignment officers with more latitude (anywhere West Coast; anywhere east of the Mississippi, etc.,) are trundling off to shore duty.

Every attempt is made to assign you to an area of your preference, consistent with the needs of the service, individual seniority and other considerations. If you indicate more than one specific duty choice, however, nine times out of ten you'll get ashore much faster.



"Why no, those aren't hash marks — He's the ship's barber."

### Eligibility Requirements Listed for Applicants As Naval Aviation Observers

The Navy has established eligibility requirements and opened the field for Naval Aviation Observer applications from commissioned line officers of the Regular Navy and Naval Reserve, and officer candidates.

Naval Aviation Observers are officers who aid the pilot in duties incidental to flying. They function in

such fields as navigation, bombardier/navigator, ASW tactical evaluator, controller, airborne intercept, radar and electronic countermeasures.

To be eligible for the program, a candidate must:

- Be a commissioned line officer in the Regular Navy or Naval Reserve or be a candidate for a line commission.
- Be less than 30 years of age when he applies.
- Be physically qualified and adapted for flying duty.
- Have a baccalaureate degree from an accredited college or university.
- Attain a minimum score of 3 on the Aviation Qualification Test.
- Not have been disenrolled from any flight training program for any reason other than physical or flight failure.

The applicant must agree to remain on active duty for a period of three years after training ends.

Officers who fail to complete observer training successfully will be reassigned to ground duty within the aviation branch of the Navy unless the needs of the service dictate otherwise.

Full details can be found in BuPers Inst. 1520.85.

## WHAT'S IN A NAME

### Underwater Ham Station

While en route to the Caribbean for Springboard 1962, *uss Cutlass* (SS 478), in January, began active operation of the first underwater ham radio station.

The station transmits under the call sign W4NMK, the personal call of LCDR

J. D. Reilly, Jr. USN, commanding officer of *Cutlass*. In the first two weeks of operation, 250 separate contacts were made, including 31 states, the District of Columbia, (including the Pentagon) and 15 foreign countries. The longest-range contact was made with station KC4USB in Marie Byrd Land, Antarctica, while the ship was at periscope depth. (The major portion of all contacts was made while submerged.)

The novelty of W4NMK's location has usually brought in more answering stations than can be handled, within minutes of the initial "CQ" signal, and indicates the possibility of a new FCC ham designation of Maritime/Mobile (Underwater)."

Although the station has been in operation for only a short time, regularly scheduled contacts with the ship's home port of Norfolk have been made through the courtesy of K4TGA. The men of *Cutlass* have therefore been able to call their homes, through a phone patch system, from any point on or below the Atlantic.



## CECOS: Through These Portals Pass All Navy CEC Officers

**B**UILDING 44 at the Construction Battalion Center, Port Hueneme, Calif., was originally constructed late in World War II as an enlisted Wave Barracks. Outwardly, it hasn't changed much over the years. It isn't ivy-covered, either—but for more than 16 years now it has been alma mater to the officers of the Navy's Civil Engineer Corps.

CECOS (or the U. S. Naval School, Civil Engineer Corps Officers, as it's officially known) graduates just about one-sixth of the total active duty strength of the CEC from its basic course each year. Founded in 1945 as an outgrowth of the WW II officer training programs carried on at various Seabee training centers, its primary mission is to provide instruction in CEC duties to all officers entering the Corps, from whatever source.

OCS and NROTC graduates, line transferees, Naval Academy graduates, members of the CEC postgraduate program, LDOs and the rare appointees commissioned directly from civilian life all pass through CECOS before reporting to their first duty stations as Civil Engineering Corps officers.

In the eight-week basic course, CECOS students are taught the fundamentals of engineering management as they apply to civil engineering in the Navy, and are given an introduction to the nuts and bolts of the specific duty station they are headed for. This introduction is divided into two phases.

The general phase, approximately five weeks long, is taken by all students. Then, during the final three weeks, the class is split up into specialization groups, depending upon upcoming duty assignments. In this phase, students concentrate on either station Public Works management, contract administration, or Seabee battalion duty. Seabee officers, in addition to their CECOS schooling, get three weeks of military training at the Marine Corps Base, Camp Pendleton, and a one-week military justice course at Fleet Training Center, San Diego.

Nearly a dozen short courses, covering a variety of fields important to the CEC and the shore establishment, are also included in the CECOS agenda.

Among them are two two-week courses in disaster control, which

also draw many students from other branches of the armed forces and from Civil Defense organizations. One, *Disaster Engineering*, offers training to officer and civilian engineers in planning for and coping with the effects of both natural and man-made disasters: *Disaster Operations* provides a similar background to operational planners and other non-engineering personnel.

Two courses collectively termed Atomic Defense Engineering—*Atomic Defense Construction Engineering* (ADE I) and *Structural Dynamics and Radiation Shielding* (ADE II)—furnish structural engineers and facility planners with intensive training in protective design. This includes both engineering design of new structures and analysis of existing facilities to provide protection against blast and nuclear radiation.

These courses have been described by U. S. Civil Defense officials as the most comprehensive in the country, covering in detail every phase of atomic defense, together with structural engineering theories and problems.

Because of its success in the atomic defense engineering field, CECOS has been designated by the federal government to conduct an intensive two-week course in fallout shelter technology for civilian architects and engineers involved in the national fallout shelter program. More than 300 experienced engineers have attended this course, presented nine times between September 1961 and March of this year. During the same period, in cooperation with BuDocks, CECOS staged a concentrated two-day program in shelter technology for CEC officers at a number of locations in the U. S. and the Pacific.

Still other two-week courses cover the fundamental specializations of Public Works: *Contract Administration* and *Construction Battalion Operation*. They parallel the material covered in the basic course, and are available to both Naval Reserve officers on active duty training tours and to active duty officers who want a refresher course before moving on to another duty station. A course in *Shore Facilities Planning*, for example, was given for the first time in August 1961, and is scheduled to be

### How to Apply for CECOS

The basic course at CECOS is filled primarily by newly commissioned officers who attend before proceeding to their first permanent CEC assignment. The Ensign/Lieutenant (JG) detailer in BuPers automatically specifies attendance at CECOS in writing their orders to their first duty station. In a few special cases, where a CEC officer may not have attended CECOS when first commissioned, it might be possible for him to go, upon request to BuPers, between permanent duty stations.

Select or specialized two-week courses in Public Works, Contract Administration, Construction Battalions, Facilities Planning and Naval Industrial Funding may be attended by any officer whose command will send him. Quotas for these courses are generally held by District Commandants and by the OinC, CECOS.

Specialized courses in Disaster Engineering, Disaster Operations and Atomic Defense Engineering are similar to the select courses in that each lasts about two weeks, and quotas are distributed in much the same way. It should be noted, however, that the ADE courses are highly technical, and require previous education in structural engineering.

Quotas for the Senior Friendly Allied Officer course are controlled by CNO, and are distributed to the various countries participating in the Military Assistance Program. Junior allied officers do not have a specific course set aside for them, but may attend most of those listed above through the MAP.

BuDocks Inst. 1520.3 provides further information on all courses, including instructions for applying. BuPers Inst. 1500.25H lists convening dates for all courses.

repeated twice annually. *Advanced Base Development* is covered in another two-week presentation which is given as the needs of the service require. Newest of them all is the *Naval Industrial Fund Accounting* course, which will be given for the first time in April 1962, and thereafter, in conjunction with each basic class. It will be attended by basic students scheduled for duty at activities which use Naval Industrial Fund Accounting procedures, and will also be open to other officers and civilians whose duties require a knowledge of the NIF accounting process.

A six-week course in *Construction and Maintenance of Naval Shore Facilities* for senior foreign officers is held each year. This year's session, third of its kind, will commence late in April. Through it, senior officers of friendly foreign nations are taught the systems and procedures BuDocks uses to manage its responsibilities within the shore establishment. An important collateral objective is to furnish these allies with a cross-section view of American life. In addition to classroom lectures, therefore, the schedule features an active program of visits to typical industrial plants in the southern California area, and civic, cultural and social activities.

A number of junior foreign officers also attend CECOS' basic course each year, usually taking the Public Works option. In the recent past, students representing Iran, Turkey, Great Britain, Canada, Chile, Japan, Korea, China, Thailand and Indonesia have studied at CECOS.

Besides the resident courses offered at Port Hueneme, CECOS contributes to the training of CEC officers in a variety of other ways. The basic work on BuDocks' junior officer on-the-job training program was done by the CECOS faculty. That same faculty also assists the Training Publications Center in the preparation and revision of textbooks for correspondence and home-study courses. Another extension service, begun last summer, saw three CECOS instructors travel to Davisville, R. I., to present ADE courses on the East Coast.

For all of this training, the Navy's investment is a modest one. Ten officers, four civilian professors, seven other civilian employees and eight

**All-Navy Cartoon Contest**  
Garland Thomas Loftis, SFP2, USN



"Here's the sky hook you wanted, Boats."

enlisted men make up the school's permanent staff. Guest speakers from private industry and other military activities supplement their efforts. In selecting its instructors, CECOS places heavy emphasis on qualification in the subject field which the individual will teach; for the Disaster Control and ADE courses, for example, this qualification must include appropriate postgraduate instruction as well as field experience. Two CECOS teachers have participated in nuclear weapons testing, and two others have research experience in the field of nuclear radiation. Each civilian faculty member is a present or former CEC Reserve officer with active duty experience.

**Billets at Sea and Shore**  
**Locations Listed for**  
**Members of EOD Units**

Several months ago ALL HANDS told the story of the Navy's Explosive Ordnance Disposal Corps and outlined the procedure that men of eligible ratings should follow when seeking assignment to the EOD

School at Indian Head, Md. (ALL HANDS, January 1962). Since then, a number of Navymen interested in EOD have requested that ALL HANDS list the various sea and shore billets to which EOD technicians may be assigned. Here's a roundup:

*Shore Duty (Continental U. S.); 128 billets —*

- Each Naval District
- EOD Tech Center, Indian Head, Md.
- EOD School, Indian Head, Md.
- Underwater Swimmer's School, Key West, Fla.

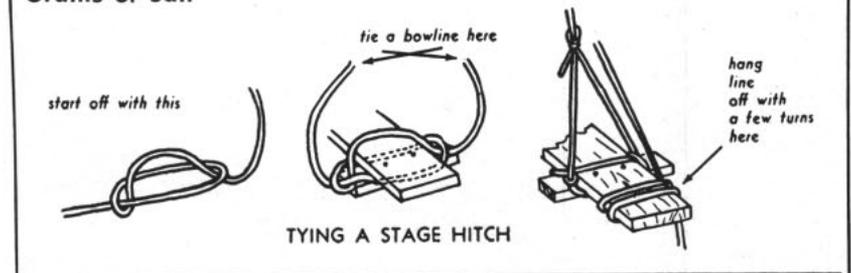
*Sea Duty (ships and seagoing, shore-based, EOD units); 239 billets —*

- All attack and escort aircraft carriers (CVA, CVE)
- All ammunition ships (AE)
- All seaplane tenders (AV)
- Some destroyer tenders (AD)
- EOD Unit, Charleston, S. C. (44 billets)
- EOD Unit, Pearl Harbor, Hawaii (32 billets)
- EOD Test Facility, Fort Lauderdale, Fla.
- Harbor Defense Unit, Norfolk, Va.
- Underwater Demolition Teams (Norfolk, Va., San Diego, Calif.)

*Sea Duty (Overseas shore); 40 billets —*

- Hawaii
- Guam
- Midway
- Kwajalein
- Philippines (Subic Bay)
- Japan (Sasebo, Yokosuka)
- Alaska (Adak, Kodiak)
- Cuba (Guantanamo Bay)
- Puerto Rico (10th ND)
- Bermuda
- Newfoundland (Argentia)
- Iceland (Keflavik)
- Spain (Rota)
- Sicily (Sigonella)
- In general, EOD sea-type billets

**Grains of Salt —**



outnumber shore billets. Therefore, prospective EOD technicians should consider the chances are good they will be assigned to sea duty after being graduated from EOD school. (This is a good deal for many EOD men who prefer sea duty because of the choice overseas shore billets.) Frequent refresher courses in new weapons are required, so all EOD men return to school at Indian Head approximately every two years.

EOD technicians are rotated under Seavey/Shorvey in the same manner as other Navymen of the same ratings. But, since there is a shortage of qualified EOD men, they can normally expect transfer orders to shore duty during the first month of the Seavey year rather than waiting for a month-to-month selection.

If you're interested in EOD, here's a review of the qualifications you must possess before you are assigned to EOD school. You must be an officer, or petty officer of one of these ratings: AO, BM, EM, EN, GM, MN, GMT or TM. Petty officers of other ratings may request waivers. You must volunteer, and must be willing to undergo intensive training and study. You must be cleared for Top Secret work, and, if you are not qualified in Scuba diving and as Diver 2nd Class, you must attend the Underwater Swimmer's School in Key West, Fla., and



successfully complete a 10-week diving course before enrollment at Indian Head.

If you're an enlisted man, your GCT must be at least 55, and your MK ELECT or MECH at least 50. Officers must agree to remain on active duty for 18 months after graduation from EOD school.

All requests for EOD training should be directed to the Chief of Naval Personnel (Pers B2112) via normal chain of command channels.

### Guided Missileman Is Now Called Missile Technician

Additional emphasis on the test, repair, tuning and alignment of missile internal guidance systems and alignment and use of missile electronic test equipment are some of the reasons behind a recently announced change to the enlisted rating structure redesignating the general rating of guided missileman (GS) as missile technician (MT).

The change, as approved by the Secretary of the Navy, became effective 15 Jan 1962.

Change 18 to the *Manual of Qualifications for Advancement in Rating* (NavPers 18068) contains revised qualifications for the rating. Training courses and publications listed for the old GS rating in *Training Publications for Advancement in Rating* (NavPers 10052-1) remain in effect for the new MT rating. The path of advancement to LDO status also remains the same, that is, to LDO Control Ordnance.

The August 1962 Navy-wide examinations will reflect this change for all active duty Navymen.

### Here Are the Latest Correspondence Courses

Seven new correspondence courses — six for enlisted men and one for officers — have been issued by the Navy Correspondence Course Center.

Enlisted courses for active duty Navymen are administered, in most cases, by the local command. Your division officer will help you select the courses best suited to your rate and training program, and will see that your application (NavPers 231) is forwarded to the Correspondence Course Center.

#### NEW COURSES

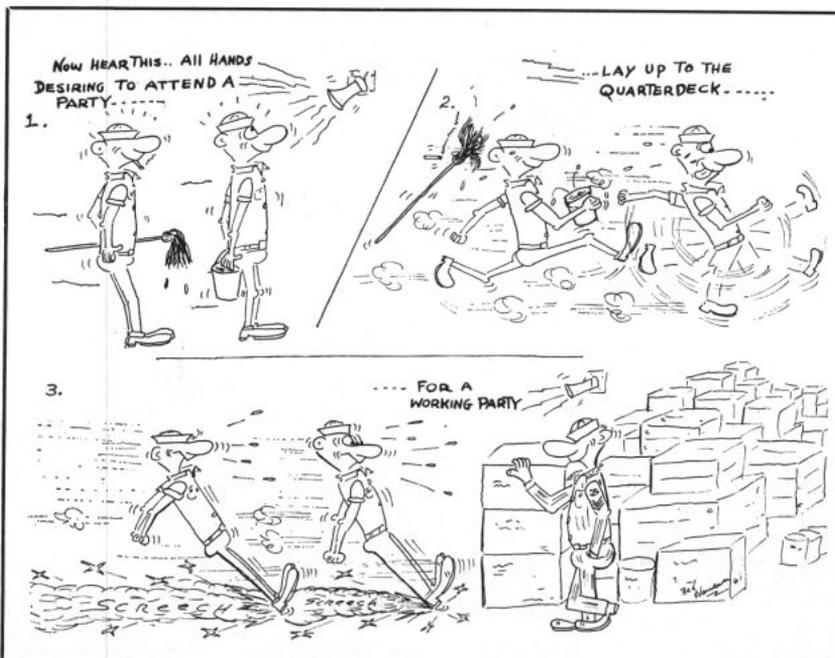
Course	NavPers No.
ECC Sonarman A 3 & 2	91263
ECC Aviation Fire Control Tech 1 & C	91635-1
ECC Equipment Operator 3 & 2	91574-2
ECC Aviation Boatwain's Mate "H" 3 & 2	91636-1
ECC Basic Military Requirements	91202-1
ECC Aviation Machinist's Mate 2	91598-1
OCC Navy Contract Law	10988-A

#### DISCONTINUED COURSES

ECC Driver 3	91573-1A
ECC Driver 2	91574-1A
ECC Aviation Boatwain's Mate 3 & 2, Vol. 1	91636
ECC Basic Military Requirements	91202-A
ECC Aviation Machinist's Mate 2	91598-A

#### All-Navy Cartoon Contest

P.A. Hansen, EN2, USN



## Check These Changes In Latest Revision To the BuPers Manual

Revisions in the *Bureau of Naval Personnel Manual*, touching on subjects which range from the enlisted precedence list to inspections of Reserve activities have been made under Change Number Seven.

The revisions are designed to:

Clarify the requirements for *re-enlistment bonus*.

Explain entitlement to supplementary *subsistence allowance*.

Revise regulations governing issuance of *Honorable Discharge Buttons* to provide for issuance of Regular Navy design to members who have completed an enlistment in the Regular Navy as part of the UMT&S obligation.

Clarify instructions for maintenance of *officer service records*.

Incorporate instructions for simultaneous forwarding of health and service records of *Reservists* upon release to inactive duty.

Revise instructions for preparing *record of emergency data*.

Change *enlisted precedence list* to reflect recent rating changes.

Incorporate instructions for preparing TraHab orders. (*Training and/or rehabilitation*).

Incorporate authority for granting *sick leave* to naval personnel hospitalized in Public Health Service hospitals.

Revise definition of Commanding Officer, for purposes of effecting advancements of enlisted personnel, to include *Officers-in-Charge* who are so designated by departmental orders.

Eliminate the possibility of personnel retaining an *advancement* gained through fraudulent means.

Revise qualifications for *underwater demolition team* officers.

Change qualifications for submarine *medical officers*.

Revise visual acuity requirement for *expert lookouts*.

Alter instructions for forwarding records of *deserters*.

Change instructions for notifying FBI in case of escaped *prisoners*.

Clarify instructions for submission of special *evaluations*.

Further explain *casualty reporting* procedures.

Clarify instructions for *notifying*

*next of kin* in case of casualties.

Provide additional guidance for preparation of letters to *next of kin* in case of missing personnel.

Update instructions concerning disposition of *personal effects* of deceased, captured, missing or incapacitated personnel.

Provide new instructions for escorts to accompany *dependents*.

Include instructions for payment of *death gratuity* to a widow when a member dies while on duty with a deployed unit.

Clarify procedures for *submission of claims* for unpaid pay and allowances.

Revise instructions for separation of *enlisted women* by reason of marriage.

Change instructions for preparation of *discharge certificates*.

Revise regulations governing *visits to foreign countries*.

Amplify entrance requirements for *enlisted schools*.

Incorporate information regarding *Code of Conduct* training programs.

Include responsibilities of Commander, *Naval Reserve Training Command*.

Revise responsibilities of *district commandants* and the Chief of Naval Air Reserve Training.

Update the functions of *commanding officers* of Naval Reserve training activities.

Bring up to date regulations governing *inspection* of Naval Reserve activities.

Incorporate new policy concerning *Reservists* who possess civilian qualifications which are incompatible with their Reserve status.

Clarify procedure for submission and monitoring of supplemental or corrected Naval Reserve *drill reports*.

Revise regulations governing *orders to active duty* for training, to provide for issuance of permissive type orders to active duty for training without pay and to prohibit orders involving stopover travel.

Revise instructions for closing out records of *Reservists* who have failed to reply to official correspondence, to provide for preparation of discharge certificate for subsequent delivery to dischargee.

Besides these revisions, Change Seven includes a number of pen-and-ink corrections, deletions and a list of the articles modified.



## Small Thinkers

"Think small!" might well be the motto of a Pasadena firm cooperating with the Office of Naval Research in Navy micro-miniaturization research at the California Institute of Technology.

One of the firm's engineers, reportedly motivated by a \$1000 bet with a Cal Tech faculty member, came forth with a workable electric motor one fourth the size of a pinhead.

The motor has 13 separate parts which were assembled with the help of a microscope. It produces a millionth of a horsepower.

Although the building of the motor was not a part of the research which ONR is sponsoring, the device was reported to the Pasadena office of the Office of Naval Research.

For the present, of course, the



micro-micro motor has no conceivable application. It may be a step, however, in the process of micro-miniaturization of power devices which now has become significant in several fields.

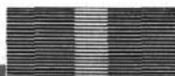
In the meantime, scientists have been spending their coffee breaks thinking up possible uses for the little motor.

Nothing terribly practical has been thought of as yet but some of the suggestions are: Operating a merry-go-round for fleas; providing power for a personal ear phonograph; or running a power saw for spider webs.

As an illustration of what may be accomplished in the field of micro-miniaturization, however, it stands in quite a different category.



# DECORATIONS & CITATIONS



## DISTINGUISHED SERVICE MEDAL

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

★ RUSSELL, James S., ADM, USN, for service in a duty of great responsibility as Vice Chief of Naval Operations from July 1958 to November 1961. Exercising administrative, planning, and operational ability of the highest caliber, Admiral Russell has been eminently successful in carrying out an extremely difficult and exacting assignment. As executive to the Chief of Naval Operations, he displayed sound judgment and keen foresight in resolving complex problems involving a Navy in transition to rocketry and nuclear power, politico-military actions resulting from the cold war, and world-wide commitments to our allies. Through his progressive leadership, vision, and wide knowledge and background of naval operations and administration, coupled with his complete intellectual honesty in dealing with political and military officials, he was able to produce, through the very force of his personality, results of signal value to the United States.



## LEGION OF MERIT

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

### Gold Star in Lieu of Second Award

★ McKECHNIE, Arnold W., RADM, USN, for service from May 1960 to October 1961 as Chief of Naval Air Reserve Training. Under RADM McKechnie's leadership and guidance, particular attention has been devoted to elimination of tactical deficiencies and administrative weaknesses in connection with Reserve squadron readiness and recall procedures. The squadrons of the Naval Air Reserve have improved in efficiency and preparedness to a degree that they are now well qualified to make an immediate and effective contribution to the Fleet in event of emergency. As a result of his strong personal interest in aviation safety and the reduction of aircraft accidents, the Naval Air Reserve for the first time in its history experienced

less than one aircraft accident per 10,000 hours flown, a truly remarkable achievement for a command which flies Fleet operational models almost exclusively.

★ KALASINSKY, Frank, LCDR, USN, for the performance of outstanding service from 16 Apr to 6 Jun 1961 as Commander Task Unit 48.7.6. Engaged in salvage operations of *uss Baldwin* (DD 624), which grounded off Montauk Point, Long Island, N. Y., LCDR Kalasinsky exercised outstanding leadership, sound judgment, and unwavering tenacity in the face of extremely adverse and hazardous circumstances. Instilling within his men the will to carry on after hard-won gains had been negated time and again by gale-force winds and heavy seas, he made a major contribution to the success of the seven-week operation by his dynamic personal direction.

★ PELTIER, Eugene J., RADM, CEC, USN, for the performance of outstanding services from December 1957 to January 1962 as Chief, Bureau of Yards and Docks. RADM Peltier set new objectives to adjust to the rapidly advancing technological revolution in the Navy and to provide the best possible engineering support to the Operating Forces and the Shore Establishment. Under his guidance, the implementation of engineered management programs and the revision of guideline specifications, definitive drawings and design manuals have produced tangible savings of considerable magnitude to the government of the United States. In the field of military construction, he has incorporated the very latest design and construction techniques known to the industry, resulting in new construction at costs below previous levels. His leadership in implementing streamlined procedures has resulted in more rapid planning, design, and construction to meet the critical demands of modern-day weaponry.



## NAVY AND MARINE CORPS MEDAL

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

★ BEASON, James C., FA, USN, for heroic conduct on the night of 28 Oct 1961 while serving on board *uss Ajax* (AR 6) at anchor in open roadstead off Iwakuni, Japan. When a shipmate acci-

dentally fell into the water while disembarking from a liberty launch alongside *Ajax*, Beason, as engineer of the motor launch, immediately dived into the hazardous waters and, despite darkness, strong winds, and the dangerous current, succeeded in reaching the victim and in keeping him afloat until others could assist in the rescue. By his prompt and courageous action in an emergency, Beason was directly instrumental in saving the life of a shipmate.

★ REED, James F., LTJG, USN, for heroic conduct on 27 Apr 1961 while serving on board *uss Braine* (DD 630), en route from Pearl Harbor to San Diego. When a shipmate was washed overboard during heavy seas, and was unable to reach the life rings thrown to him, LTJG Reed leaped into the treacherous waters, swam to the side of the struggling and nearly exhausted victim and kept him afloat until a rescue craft picked up both men. Demonstrating prompt and courageous action, LTJG Reed risked his own life to save that of another.

★ ROSS, Glenn R., SN, USN, for heroic conduct on 29 Jul 1957 while serving on board *Pitchlynn* (YTB 283), which was engaged in salvage operations in the Delaware River off New Castle, Del. Alerted by the screams of a 12-year-old girl bather who was being carried downstream by an outgoing tide, Ross quickly discarded his outer clothing, dived over the side of *Pitchlynn*, and swam a distance of approximately 200 yards to the side of the floundering victim. He then swam with her against the strong current to within 25 feet of his vessel, where a life ring was tossed to him and both he and the girl were lifted to safety.

★ VAN VOORHIS, John A., PRAA, USN, for heroic conduct in rescuing a Moroccan citizen from drowning at Medhia Beach near Kenitra, Morocco, on the afternoon of 13 May 1961. Upon learning that a swimmer was in difficulty in the treacherous surf approximately 200 yards offshore, Van Voorhis immediately entered the dangerous waters and swam to the side of the panic-stricken victim, who had thwarted the rescue attempts of several other swimmers. Despite determined resistance, Van Voorhis succeeded in swimming with the man against the strong undertow to the safety of shallow water, where he received help in completing the rescue. Displaying initiative and courage, Van Voorhis risked his own life to save that of another.

# BOOKS

## YOU HAVE A BIG CHOICE OF BOOKS ON ALL SUBJECTS

TWO SELECTIONS which may be found at your ship or station library will be of special interest this month. *Seadragon* will attract the fancy of most Navymen (especially submariners), and *Marine!* will cause most Marines to swell with pride.

*Seadragon*, by CDR George P. Steel, USN, is, of course, the story of how the nuclear submarine of that name made the first east-west traverse of the Arctic Ocean. As commanding officer, CDR Steele tells of the tremendous preparations necessary for the voyage, the intensive training undertaken before the sub departed. Especially equipped with the newest in sonar and iceberg detecting devices, *Seadragon* explored new passages and investigated giant icebergs hundreds of feet below the surface. CDR Steele describes in considerable detail the workings of the ship and the work and living conditions of the crew. He also devotes considerable space to early, much more uncomfortable exploration of the same area. Preferred reading for any Navyman.

*Marine!* by Burke Davis, is of course, preferred reading for any Marine as well as Navyman. As you may have heard, it is the life story of that most fabulous Marine of them all—Lieutenant General Lewis Burwell (Chesty) Puller, holder of five Navy Crosses, hero of five great U. S. military campaigns and an outstanding symbol of old-style, almost mythical heroism to all Marines. Burke takes Puller at a gallop through the Haiti occupation of 1919, the Nicaragua campaign, Shanghai duty, Guadalcanal and other rough South Pacific fights of World War II, and ends with the Chosin Reservoir retreat during the Korean episode. Not only is Puller's military career described in some detail but also his own philosophy on military training and preparedness. Anyone who reads this will understand why the Marines have such pride in their outfit.

Not quite so glamorous perhaps, but equally sound is *Squadrons of the Sea*, by Arch Whitehouse. This describes the development of the aircraft carrier from the time a British land fighter flew off an old barge to attack a Zeppelin in 1918 to its present-day importance in naval strategy.

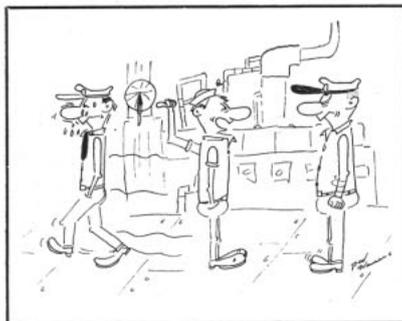
The carrier's development is traced through a series of episodes which are given meaning by narrative material. World War II, and its great carrier battles, of course, constitute the larger part of the book. It all concludes with an analysis of the air-

**Hit the Beach** by RADM Arthur A. Ageton, USN, (Ret.) is a startlingly realistic World War II yarn of the amphibious forces in the South Pacific. If the name sounds familiar, it should. Admiral Ageton served in many type ships during the Big War and commanded amphibious task groups in the Pacific. He is co-author of *The Naval Officer's Guide* and has written several fiction and non-fiction books. You'll find it in a paperback edition.

craft carrier today and the future role it will be called upon to play.

*The Guns of August*, by Barbara W. Tuchman is somewhat more localized in time and space. *Guns* describes the political events leading up to the first World War, and the first 30 days of that war in a manner which combines sound historical material with a smooth literary style. The German, French, English and Russian general staffs had had their plans for war completed years before hostilities began. None of these plans allowed for the contingencies of the others or recognized their own errors, even though for at least five years, each general staff knew what the other would do. It didn't work out that way, and Mrs. Tuchman tells

All-Navy Cartoon Contest  
P.A. Hansen, EN2, USN



"What's wrong, Chief? All I asked was, 'What valves do we line up to pipe the admiral aboard?'"

why. Her explanation includes the battles of Liege, Tannenberg, Mons, the Battle of the Frontiers, and Charleroi, each name signifying careers made or broken, opportunities grasped or missed, individual heroism or personal blindness.

*The Sea*, by Leonard Engel and the editors of *Life Magazine* is another slick and competent presentation of a wide-ranging subject. Magnificently illustrated—of course—*Sea* covers the standard oceanographic subjects, such as origin, underwater landscape, currents, waves and tides, and life forms with a special chapter on sharks and another on mammals in a highly condensed yet readable fashion.

*Gravity*, by George Gamow, simply proves again that almost any subject can be interesting if presented by an expert—an expert in the art of presentation, not necessarily the subject matter under discussion. This is not to suggest, however, that Gamow is not a most competent physicist. He is in the happy position of being an expert in more than one field. Why was gravity selected for discussion? As Gamow points out in his preface, gravity rules the universe. It holds together the billions of stars in our Milky Way, it makes the earth revolve around the sun and the moon around the earth, it makes apples and disabled airplanes fall to the ground. It is so universal a phenomenon that we're inclined to ignore it.

Enough of such heavy stuff, treated however lightly. For relief, try a novel such as *The Lisa Bastian*, by James Wood. This is a he-man, blood-and-thunder number which successfully combines ship salvage, illegal seining, spies, refugees and the MVD. Stir all this together with Norwegian and British waters as locale, add a chase, garnish with *The Girl*, and you end with a thriller.

Remember *Andersonville*? Mackinley Kantor has done it again with *Spirit Lake*. Laid in the 1850s and concerned with the opening of the Iowa territory to the settlers, Kantor has succeeded in painting a large canvas with a delicate brush. His cast of characters, all vividly drawn, seems to run into the hundreds and, not only is he intent upon presenting this facet of history from the viewpoint of the white settlers but from the dispossessed Indians as well. Not a pretty story, but a strong one. Firmly recommended.



## FIGHTING FLETCHER

According to the official records, *Fletcher* isn't really credited with sinking that cruiser during her first major battle. But, based upon her remarkable record, she very well could have, given the opportunity. One of the outstanding fighting ships of World War II, *USS Fletcher* (DD 445) was the first of more than 100 destroyers of her type. During that war, she took part in three surface campaigns, 31 separate anti-aircraft actions, five attacks on submarines and 16 major shore bombardments. Still on active duty as a DDE at this writing, she is the embodiment of the virtues of ruggedness and versatility to be found in destroyers as a type.

**B**UILT IN KEARNY, N. J., *Fletcher* was commissioned 30 Jun 1942, the first ship to bear the name of the late Rear Admiral Frank Friday Fletcher, USN, hero of the battle of Vera Cruz in 1914.

After her shakedown cruise the destroyer began her fighting career almost immediately. While she was engaged in gunnery exercises in the Guantanamo Bay area word was received that a large Allied convoy bound for Europe had been attacked by German submarines. Upon arrival at the area she gained a possible submarine contact and attacked with depth charges without observing any positive results. A short time later, however, she rescued over 100 survivors from a torpedoed merchant ship.

**W**ITH MOST OF HER CREW green and inexperienced, *Fletcher* appeared in her first action while covering the landing of the Eighth Marines on Guadal-

canal, Solomon Islands. It was here that she fired her first shot against the Japanese. In the ensuing days, the destroyer and her accompanying ships were under almost constant air attack. She mortally wounded her first enemy plane on 11 November and five more the following day, besides assisting in downing three other aircraft.

On the night of 13 November 1942, she participated in the Naval Battle of Guadalcanal in an attempt to prevent the landing of enemy reinforcements. The Japanese battleship *Hiei* was badly battered and was scuttled the next day, and two Japanese destroyers were sunk. The United States lost two cruisers and four destroyers. Of all the allied vessels engaged, *Fletcher* alone was undamaged.

It was this battle to which ADM Ernest J. King, USN, referred when he said: "The action, which lasted 24 minutes, and which was one of the most furious in history, was terminated when *Fletcher* torpedoed a heavy cruiser." (Later records do not confirm the attack by *Fletcher*, but the situation was

Based upon the official ship's history, made available through the courtesy of the Ship's Histories Section, Naval History Division, Office of the Chief of Naval Operations.

so confused, that no one will really ever know.)

The "Battle of Iron Bottom Bay," as this was later called, was followed by the Battle of Tassafaronga, also in Solomon waters. That night *Fletcher* fired 10 torpedoes with unobserved results at a target believed to have been a Japanese battleship. Also that same night, 30 November - 1 December, the cruiser *Northampton* (CA 26) was lost, and *Fletcher* rescued 42 of her officers and over 600 enlisted men.

**A**FTER A SHORT REST at Espiritu Santo, New Hebrides Islands, the 445 again engaged in bombardment operations at Munda and Guadalcanal against the "Tokyo Express." During the latter engagement she destroyed numerous Japanese landing craft. *Fletcher* operated in this area as a part of Task Force 67 throughout early 1943. On the afternoon of February 11th she scored her first underseas victory.

A Japanese submarine had been spotted by a cruiser's patrol plane which marked the area of contact. *Fletcher* moved to the area and attacked with accurately placed depth charges. After her depth charges had detonated, three explosions (one very violent) were heard and felt and a large air and oil bubble welled up from the surface of the water near the area of the depth charge slicks. Much debris was found in the vicinity and the oil slick, definitely identified as that of diesel fuel, finally spread in heavy concentration over an area about two miles in diameter. Since no further sound contact was gained after the initial attack, the submarine was credited with being destroyed.

**T**HE SUCCEEDING MONTHS up to June 1943 were taken up with what had become routine bombardments and air attacks. This included participation by *Fletcher* and her battle-seasoned crew in the night bombardment of Japanese installations and airfield facilities at Munda Point, New Georgia, Solomon Islands, on 5-6 March 1943; action during enemy air attacks on allied shipping in the Tulagi-Guadalcanal area on 7 April; and, on the night of 12-13 May, in another bombardment of Japanese supply,

**THE ACCURACY** of *Fletcher's* gunners brought flaming death for numerous Japanese kamikaze aircraft.



**RESCUED**—*Fletcher* picked up many survivors at sea.

bivouac and troop concentration areas on Munda Point.

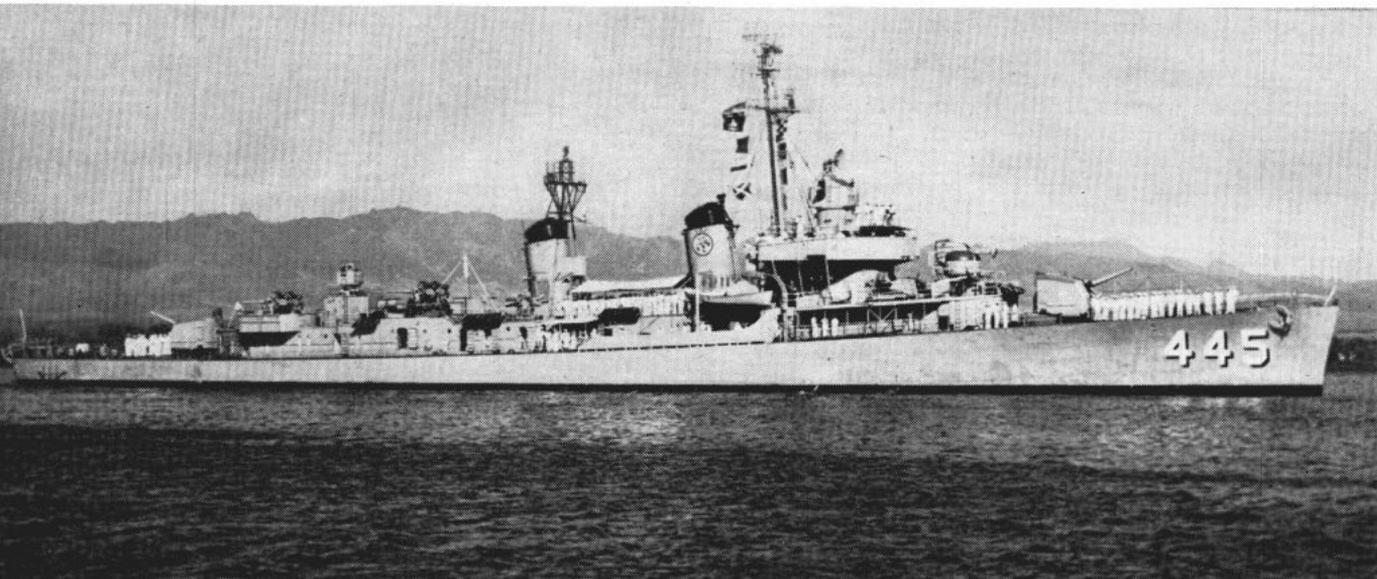
In July 1943 *Fletcher* returned to San Francisco, Calif., for a month's overhaul period, and upon its completion was once more on her way to the Western Sea Frontier.

By this time the Allied forces were moving northward, and *Fletcher* left her familiar haunts around Guadalcanal and Tulagi to next operate in the Gilbert Islands. There she aided in covering several landings by U.S. forces and on the evening of 26 Nov 1943, while serving as a screening unit attached to Task Group 50.2 some 50 miles west of Tarawa Island, participated in repelling several torpedo attacks by Japanese aircraft.

Early in December 1943, *Fletcher*, attached to Task Group 50.3 operated against the Japanese-held Roi Island, Kwajalein Atoll, Marshall Islands, in conjunction with carrier-based Allied plane attacks.

**A**FTER A PERIOD of yard overhaul and various drills and maneuvers in the United States, *Fletcher* sailed once more for Hawaii, performing convoy escort duty and arriving at Lahaina Roads, T. H.,





USS FLETCHER TODAY is a proud old veteran which has served well and is still full of fight.

in January 1944. She didn't stay in port very long.

Shortly thereafter, as part of the Wotje Bombardment Group, Task Force 53.5, *Fletcher* steamed for Wotje Atoll, Marshall Islands, where she participated in the bombardment of Japanese airfields, dispersal areas, hangars, armament, and other shore installations on 30 Jan 1944.

The ship operated in the Marshall Islands area participating in bombardment and submarine screening activities through February and March, and in April 1944, she entered Milne Bay, New Guinea, to report to the Commander Seventh Fleet for duty.

*Fletcher's* participation in the New Guinea campaign involved about five months, and during that time she was under way continually, escorting amphibious forces to their beachheads and giving supporting fire when necessary.

ON THE NIGHT of 8 Jun 1944, *Fletcher* (in company with combined Task Forces 74 and 75) was snooping around the north coast of Biak Island, off New Guinea, in search of Japanese ships attempting to reinforce or evacuate their garrisons ashore.

NEAR MISS—An enemy suicide pilot dies in vain.



A force of five Japanese destroyers was contacted. The enemy ships immediately changed their course toward Mapai Island at high speed.

*Fletcher*, with other ships of Destroyer Divisions 42 and 47, promptly gave chase, and in a short while *Fletcher* opened fire at an extreme range.

As the range slowly closed a large explosion was observed on one of the enemy vessels. The race continued for two and a half hours, until it was necessary to break off because of the proximity of enemy bases. During the entire chase the enemy emitted large quantities of black smoke which made visual observation very difficult.

No Japanese troops were evacuated from Biak that night.

FOLLOWING THIS BRIEF ENGAGEMENT, *Fletcher* participated in landings on Noemfoor Island, Cape Sansapor and Morotai Island in the Halmahera area, giving supporting bombardment and anti-aircraft fire for the assault troops, as well as providing antisubmarine screening.

Next came the invasion of Leyte Gulf.

*Fletcher* arrived early on the morning of October 20th in company with a huge force of destroyers, attack transports and amphibious craft. The mission of Task Unit 78.2.6, of which *Fletcher* was flagship, was to provide protection for the attack force against enemy air and submarine forces en route and, upon arrival at the objective, to provide counter-battery fire against the west coast of Samar Island as well as anti-aircraft, antisubmarine and anti-torpedo screen in the assault area.

Sporadic enemy air attacks accompanied the invasion, and several times that evening *Fletcher*, along with one other ship off Samar, fired on enemy snooper planes which were evidently trying to find the main body of ships. While *Fletcher* was operating out of San Pedro Bay in Leyte Gulf, nightly air raids were common occurrences, as was daytime enemy air activity.

On the evening of December 5th *Fletcher* opened

**ALL HANDS**

fire on a Japanese plane and a little over a minute later it was evident that the plane was attempting to crash into the destroyer.

Through effective gunfire and radical maneuvering of the ship the suicide attempt was frustrated. Instead the plane crashed into the water about 100 yards off the starboard bow.

**T**HE LANDINGS at Ormoc Bay and Mindoro Island followed with the usual bombardments and air attacks, then on 5 Jan 1945 *Fletcher* got underway from San Pedro Bay, P.I., to participate in the invasion of Lingayen Gulf. Although *Fletcher* was not one of the ships to enter the Harbor, she patrolled with a carrier force to the northwest.

After Lingayen was secured, *Fletcher* participated in the landings at San Antonio, Nasugbu and Subic Bay, Luzon Island. It was in this area that *Fletcher* picked up SGT D. W. Kadolph, U.S. Army, who had been hidden by natives after his escape from a Japanese prison ship which had been torpedoed in December.

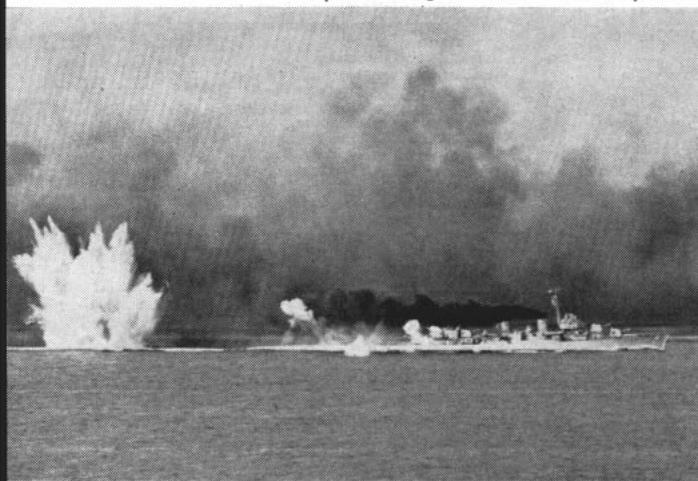
Northern Luzon was mainly in control of Allied forces and all that remained was Manila Bay and the surrounding area. During the period of February 13th through the 17th, 1945, *Fletcher*, as a part of Task Unit 77.3.2, participated in bombardment and minesweeper covering operations in this area, in support of the amphibious landings of Task Group 78.3 at Mariveles and Corregidor.

The landing at Mariveles was made on 15 February and at Corregidor on the following day. During this time it was necessary to silence numerous Japanese gun positions which sought to interfere with the assault landings. There was also the constant necessity of sinking floating mines which had been cut adrift by the U.S. sweepers. The activities of *Fletcher* included bombardment, counter-battery fire, and the rescue of survivors of *YMS 48* which was fatally hit by shore batteries.

**I**T WAS WHILE SHE WAS clearing out obstructions in preparation for the landing on February 14th that *Fletcher's* record was marred.

A six-inch shell from a hidden Japanese battery struck the ship, putting both forward guns out of action. The explosion occurred as the projectile

**A WELL-PLACED depth charge ends an enemy sub.**



**BETWEEN BATTLES**—Warships rest in quiet lagoon.

passed through the main deck, and fragments killed three men at gun No. 1 and two men in the same gun's ammunition handling room, and wounded six others.

However, *Fletcher's* men were equal to the occasion and fire was immediately resumed, wiping out the offending battery. The ship then proceeded to pick up survivors of a minesweeper which had been hit by a similar shore battery. The crew was credited not only with outstanding heroism in putting out the fire caused by the hit, keeping the remaining guns firing, and attending the wounded, but also with a top maintenance and repair job. The damaged guns and other parts of the ship were fully repaired within six days, unassisted, in time for the next operation.

**O**PERATIONS AT Puerto Princessa on the Island of Palawan followed, and then Zamboanga. After the successful invasion of Mindanao, *Fletcher* then helped support the Australian landing at Tarakau, Borneo, silencing several shore batteries.

In early May 1945, *Fletcher* was ordered to return to the continental United States for overhaul.

During her World War II career, *Fletcher* earned 15 battle stars, rescued over 1000 survivors from five ships, five planes and one submarine; steamed over 200,000 miles in three years with only one major engineering casualty; and, in action against the enemy expended 20 torpedoes, 86 depth charges, 10,300 rounds of 5-inch/38-caliber ammunition (air, surface and bombardment), 7500 rounds of 40-millimeter and 3000 rounds of 20-millimeter ammunition.

*In 1949 the ship was converted to DDE status. Her equipment and armament gave her the primary mission of tracking and killing submarines.*

*With the outbreak of the Korean conflict, Fletcher joined the Seventh Fleet in the Far East and saw action at Inchon, Amgok, Sak To Island, Peppa Kotsu, Hosen, Nenjo Chi, Hungnam and Wonsan and added five more battle stars to her record of wartime activity.*

*Now approaching her 20th anniversary, she is still in commission and on active duty. She is operating with the Pacific Fleet out of Pearl Harbor.*

# TAFFRAIL TALK

**E**VEN THE WEARIEST and most cynical news editor will admit that dog stories are sure-fire. Here are a couple of samples:

We invite your attention to *uss Blenny* (SS 324) which claims to be the only sub to have a four-legged snorkeling submariner. Bozo is his name and diving is his fame. He has earned his honorary twin silver dolphins by virtue of his snorkeling abilities and time aboard *Blenny*.

Bozo entered the Navy as a pup nearly four years ago when a sailor bought him in Yokosuka, Japan, for 100 yen. He became a crew member of *uss Benner* (DD 807).

While in *Benner*, Bozo was raised by Lieutenant (JG) Edward L. Kessler, Jr. They were constant companions until Mr. Kessler was transferred to the Submarine School at New London. Bozo stayed in *Benner* when Mr. Kessler left.

Upon completion of Sub School, LTJG Kessler reported to *Blenny*. On board to greet him was you-know-who, complete with service and health records.

Bozo, to date, has five Pacific crossings to his credit on board *Benner*, plus numerous Atlantic trips.

Occasionally, Bozo stays in port while *Blenny* is at sea. Somehow, he always knows when the ship is coming in and at what pier. He's always there to meet it and leaps aboard before the gangplank can be laid down.

★ ★ ★

However, Destiny — as it must — comes to even the most favored of creatures. We must report with sorrow that the last local survivor of the Battle of Kwajalein is dead.

Tinker, then a lively black and buff puppy, was with the Japanese forces when U. S. troops took the island back in 1944. After the Japanese surrendered, Tinker was cared for by U. S. servicemen through the years. He eventually became the mascot of the Navy Communications Center.

Tinker's photograph, alongside those of naval personnel, appeared on the command identification board at the entrance. Inscribed under the picture was — Tinker, age 19 plus (Chief in Charge of Dogs).

Floyd B. Smith, RMC, was Tinker's principal guardian but everyone saw to it that Tinker was well taken care of.

However, in the past few months, Tinker became completely deaf, lost the sight of one eye and at long last made his way to the canine counterpart of Fiddler's Green.

He was missed. This is what his shipmates had to say in *The Hourglass*, Kwajalein's station newspaper:

"Certainly, it goes without saying, we will all miss you around here from now on. We're sure Pudge, Charcoal and Sparky (all RMSNs) feel the same way about it. Your familiar "Wroof" will no longer echo down the hall amidst all the chaos and confusion that transpires in this place daily. We are sure that your tired old eyes are once again open and looking down upon us from the land of forever after. This time, Tinker, rest assured that they will never close again. Use them now in your eternal life among the other retired RMCs who made it there. May your wisdom blaze a trail for others to follow when it's their time to join you."

So that's why news editors like dog stories.

*The All Hands Staff*

## The United States Navy

### Guardian of our Country

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

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

### We Serve with Honor

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

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

### The Future of the Navy

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

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

## ALL HANDS

The Bureau of Naval Personnel Information Bulletin is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. The issuance of this publication was approved by the Secretary of the Navy on 27 June 1961. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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

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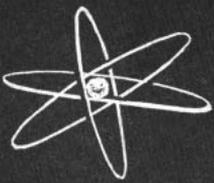
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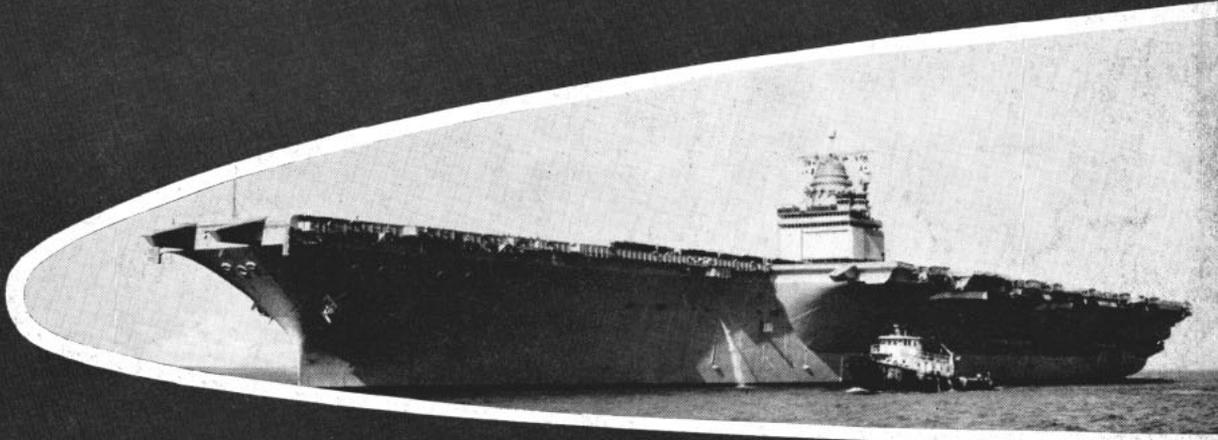
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● AT RIGHT: SKILLS IN ACTION — Support personnel at the U. S. Naval Station, Argentia, Newfoundland, perform many tasks. Here F. D. Abel, AT2, USN, of VW-11, makes repairs to equipment in the maintenance shop of one of the station's hangars.

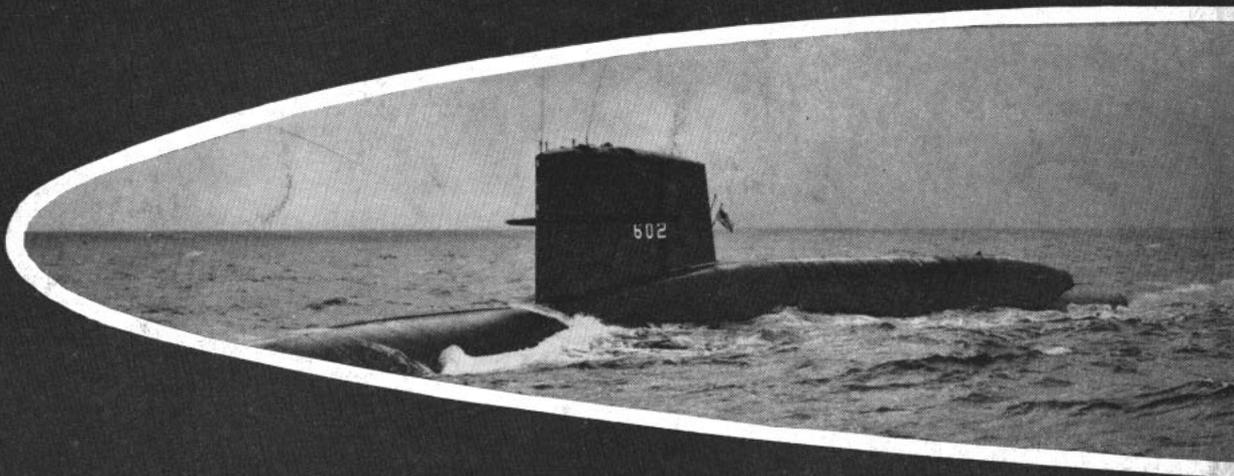




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