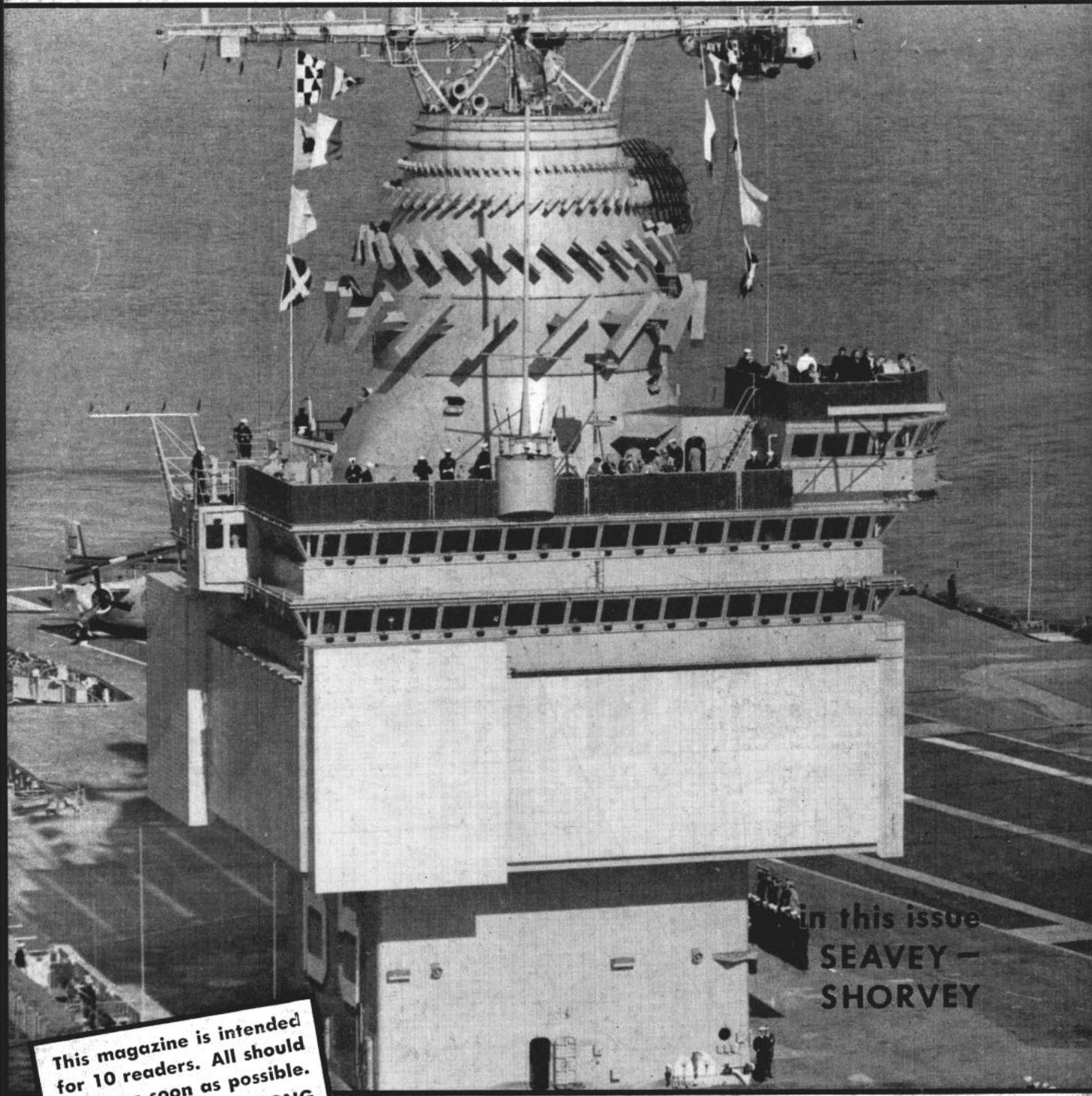


ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



in this issue
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SHORVEY**

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MAY 1962

U.S.S. YORK



CVA-63



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

MAY 1962

Nav-Pers-O

NUMBER 544

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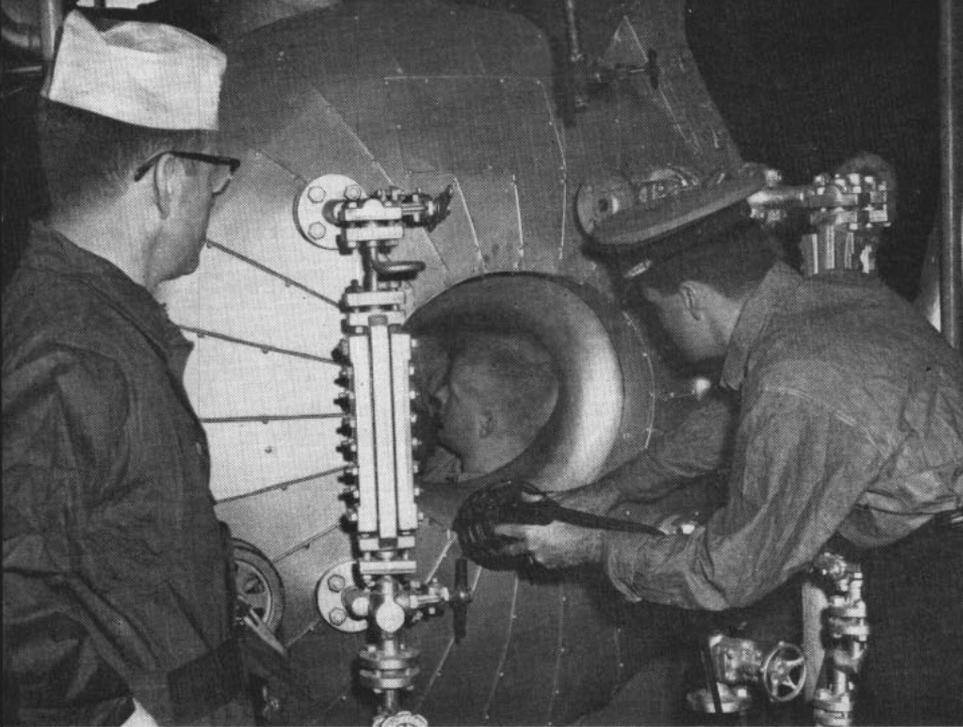
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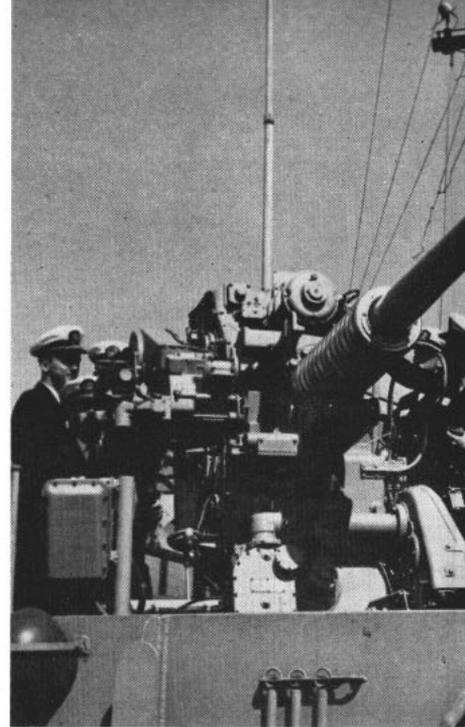
● **FRONT COVER: SUPER SUPERSTRUCTURE** — Blockhouse-like tower, the latest in carrier islands, is sported by nuclear-powered *USS Enterprise* (CVAN 65). The four rows of diagonal bars form part of the ship's radar system.

● **AT LEFT: HAVING A BALL** — Gaily decorated hangar deck of *USS Kitty Hawk* (CVA 63) becomes a dance hall for crew members and their dates as they dance to the music of the Fourth Naval District Band.

● **CREDIT:** All photographs published in **ALL HANDS** are official Department of Defense photos unless otherwise designated. Photos on pages 2 to 5 by A. N. Galloway, JO3, USN.



INSIDE-OUTSIDE—Destroyer school students check boiler steam drum. Rt: Guns are studied aboard DD.



SCHOOL FOR DESTROYER

ALMOST ANY NAVYMAN who has served in a destroyer will tell you she is something like a wife. Sometimes he woos her; other times he cusses her, but woe to the man who says anything against her.

He knows there's nothing grand about her, and sometimes she gives him a hard time but, because of the nature of the gal, he gets to love her.

There is, of course, a reason for this. Unlike men in larger ships, every man on board a destroyer has an intimate knowledge of his ship's habits and her whims.

Every man on board, from the

youngest enlisted man to the captain, knows most of his shipmates and he knows his skipper. His shipmates and his skipper know him.

Until fairly recently, Navymen and their destroyers have settled down together in different degrees of harmony and with varying degrees of preparation for their life together.

In July of last year, the Navy decided a little counseling might be advisable to promote mutual compatibility. To provide the counseling, the U. S. Naval Destroyer School at Newport, R. I., was established.

The idea for the school was born

when Admiral Arleigh Burke was COMDESLANT, and it simmered and boiled while he was CNO. The plans were given the final push by RADM Charles E. Weakley, currently assistant CNO. The push was scarcely a gentle one—five months and six days after the school was authorized, it was open for business.

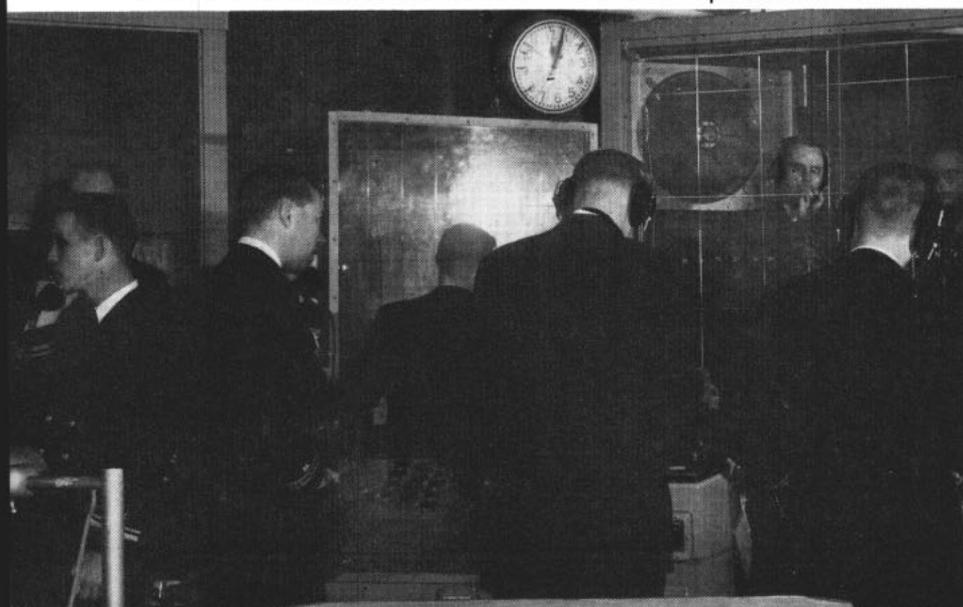
IN THIS SHORT TIME, a faculty was chosen, a curriculum was formulated, quarters were found and a student body was selected.

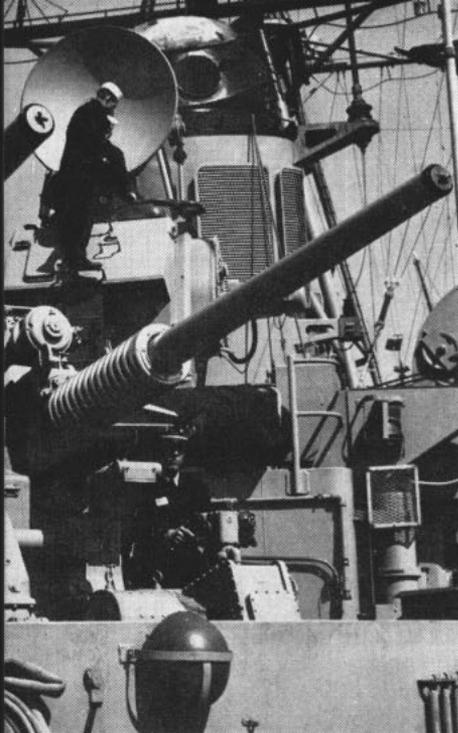
The faculty is composed of lieutenant commanders who have been executive officers on board destroyers and commanders who wear the Command at Sea insignie below their ribbons.

These and other knowledgeable destroyer officers and their chiefs formulated a curriculum for the school. It was coordinated with the education specialists at the Bureau of Naval Personnel and sent to the Fleet for comments from destroyer officers there.

With the exception of the curriculum for the engineering department and, to a degree, the gunnery course, the whole educational structure was built from scratch. The engineering curriculum was built upon the courses taught in what used to be

LIKE FOR REAL—Student officers man CIC mock-up for anti-air warfare.





CLASSES are held aboard ship.

MEN

the Afloat Engineering School which has now been discontinued.

The Destroyer School's quarters and much of its equipment had been used by the engineering school.

The Destroyer School also incorporated into its plant the shop used by the engineering school, which contains examples of the machinery found aboard a *Fletcher* class destroyer. Some of it is cut away so the students may have the benefit of a look at the equipment's insides.

WITH THE PHYSICAL LAYOUT for the school completed, students had to be supplied. Training was to be made available primarily for junior officers, but a short course was also scheduled for enlisted destroyer-men (see below).

Finding available officers was not easy at this stage of the game. Many of the first class of 38 students (36 LTJGs and two LTs) were literally ordered off ships. In most cases, their duties had to be distributed among other officers because there was insufficient time to find replacements.

Members of the first class came to the school with the blessings and recommendations of their commanding officers, despite the sudden nature of their departures. They all had served at least 18 months in destroyers and had a minimum of two



CLOSE GROUP—Every destroyer man knows his own ship intimately.

years of obligated active service.

The students are considered by the faculty to be highly motivated career men. When they graduate from the school, they will be qualified to serve as department heads in destroyers or will be potential department head material, depending on their rank and experience. Eventually, they may become destroyer execs and captains.

six months of intense practical education, what has until now, taken years of experience to accomplish.

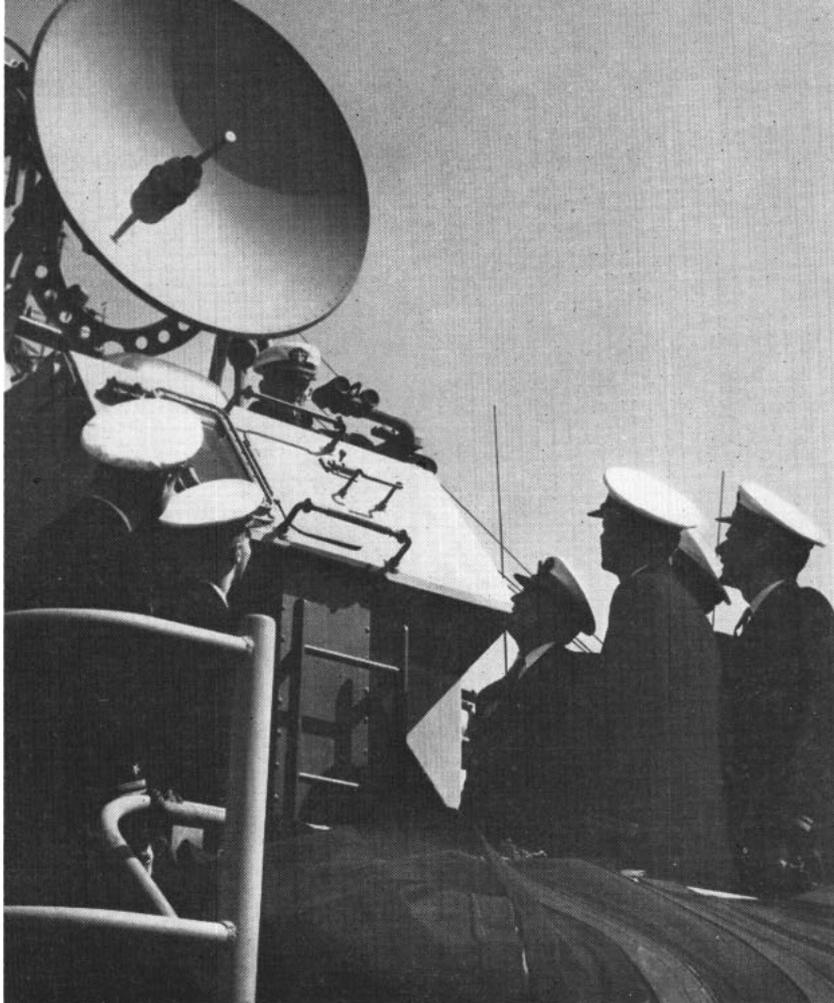
Even after years in destroyers an officer would probably be expert in only one or, at best, two facets of destroyer operation. To be adequate in the areas in which he had little or no training he would, of necessity, be obliged to lean heavily on others in an area where he should stand alone.

IN A NUTSHELL, this means the school seeks to achieve, through

After six months, the Destroyer School graduate is expected to be a

THE WORKS—Destroyer officers learn how to overhaul main feed pump.





GUN DIRECTOR is checked out on board *USS John Paul Jones (DD 932)*.

competent executive and to be proficient in the areas of operations, weapons and engineering.

Since the students come to the school with varying degrees of proficiency in different areas, the instructors must be flexible. When they find a large segment of the class has had experience in a given subject,

they tailor the course to meet the needs of the majority.

This means there will be some who don't get the full picture which the others already know by virtue of their previous experience. The only way the student can remedy this situation is to burn the midnight oil.

This explains why students spend

CLASSY—Destroyer school students get the word in classroom session.



about four hours daily in outside study, in addition to the 36 hours per week they spend in the classroom. To accommodate those who feel the need for extra work, the school has provided a well-stocked library in which a lamp is kept burning in the window until 2200 each night.

IT ISN'T HARD to see why destroyers are coming in for this attention. They have the reputation for being the toilers of the Fleet. More destroyers are being FRAMmed and guided missile destroyers are with us. The duties of senior officers have increased to the point where they no longer have sufficient opportunity to instruct their juniors adequately.

Owing to recurring world crises, there is little or no time for sending officers and crew members to service schools to be educated in the complexities of increasingly complicated destroyer equipment.

Unless a destroyer man is, like Superman, possessed of X-ray vision, he will have difficulty in seeing beyond the skin of a piece of machinery. The chances are he would never know how it really works. In battle conditions, this is not good.

The Navy seeks to avoid a situation in which lieutenants junior grade or ensigns with insufficient experience would become department heads. Under such circumstances, inadequately trained junior officers would be expected, in turn, to teach their juniors, who would become even less knowledgeable than their mentors.

Shore-based instruction, as provided by the school, seems to be the answer to these problems.

TO PROVIDE THE NAVY with destroyer officers who have confidence in their ability and sufficient knowledge to be proficient in their jobs, the school has been divided into executive, operations, weapons and engineering areas.

The executive department teaches its students what every department head should know, without regard to any specific assignment. Here, the officer learns the Navy's place in world affairs and national security and his own leadership responsibilities.

Shipboard organization, administrative and supply procedures and standards are taught. He also learns some of the intricacies of naval jus-

tice, ranging from commanding officers' non-judicial punishment to the details of a special court-martial.

As he progresses, the student is called upon from time to time to make oral presentations. He is also required to submit a 3000-word professional paper.

In the weapons area, the emphasis is again aimed at the potential department head. The curriculum is based on what used to be the DESLANT Afloat Gunnery Course, which was expanded to include new weapons, particularly such ASW items as *Asroc*, *DASH* and *VDS*.

ONE OF THE LENGTHIEST courses is in engineering. It is down-to-earth and designed to give the student a firm grasp of practical subjects. Here the student learns the anatomy of a naval boiler and how to maintain and operate propulsion turbines. He is instructed in the intricacies of shipboard electrical, IC and service equipment and systems. He learns about engineroom and fireroom operation and what to do when his equipment is shot out from under him.

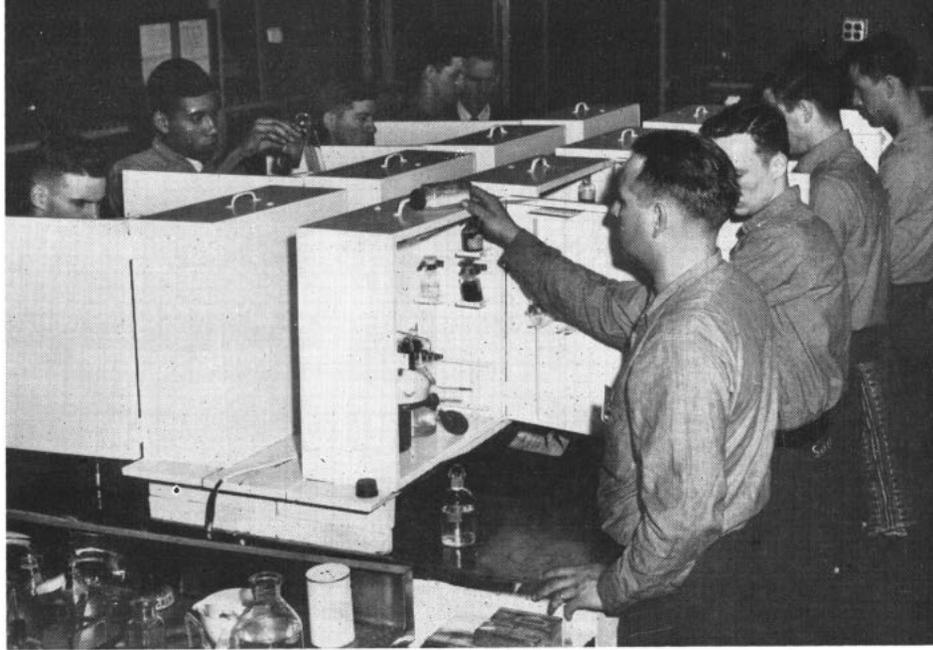
This instruction is given in the classroom and followed by a look at the actual equipment in the school's shop. Additional practical exposure is given on board the training ship.

In the operations course, the students take up such practical subjects as seamanship; navigation; ASW, AAW, ECM and ECCM; department planning, training and equipment maintenance; operations orders and plans; intelligence; weather; and communications. The latter includes crypto, message preparation, publication handling and accountability.

About one eighth of the student's time is spent on board one of the school's two training ships, *uss Abbot* (DD 629) or *The Sullivans* (DD 537). Here they fire basic DD competitive gunnery shoots including gunfire support at Culebra. They also devote about 77 hours to practical engineering work which, at times, becomes basic enough to send the student crawling through the ship's boilers.

He will also get his turn at bumper drills, exercise in leapfrog, man-overboard, underway replenishment and towing at sea. He also takes part in shore bombardment.

IN ADDITION TO officer training, the school gives second and third class



ENLISTED students receive practical training in boiler water testing.

BTs, MMs and EMs a four-week course which takes full advantage of the engineering shop.

The enlisted men, as well as the officer students, have the benefit of a group of 13 chiefs who, their boss insists, form the best group of its kind in the Navy.

After seeing them in action, this is not difficult to believe. They are walking encyclopedias, and present their material in a way which ranges from solid to sparkling.

The enlisted students, in addition to doing their class work, spend considerable time in the engineering shop learning the fundamentals of the machinery there.

The chiefs say the shop equipment is enough like the machinery the students will find after they are assigned to make adaptation reasonably easy.

In the shop, the students brick boilers, tear down and rebuild pumps and, in general, acquire an education which could be obtained only in an installation of this type.

They are taught an appreciation of their work which stays with them when the going gets tough. As one

chief said, pushing up his welder's mask, "Mister, tearing down a boiler is just plain hard work. You have to like what you're doing to stay with it."

DESPITE THE CONSIDERABLE NUMBER of destroyer enlisted men who study at the school it exists mainly to educate department heads. Since it is new, there is considerable interest in the returns the Navy is receiving on its investment of time and personnel.

As yet, the results are not in. The effectiveness of the school can't be judged until the first class graduates in July and goes out to the operating Fleet.

Even then, the proof will hardly be conclusive until the school begins turning out its 200 to 240 graduates each year. Only at that time will it become evident whether or not the destroyer force possesses department heads who are more capable than their predecessors.

It is immediately evident, however, that the first class of 38 students, which entered in January, and the second class, which began its studies in April, have quite obviously learned a lot they didn't know when they reported — also that the enlisted men who take the four-week course have learned things about their ratings which would be difficult, if not impossible, to learn in any other way.

Even at this early date, the feeling seems to be that the school will be a success and the destroyer force will be the winner for its efforts.

— Robert Neil.

Texts: Four Score and Three

Officer students at the U. S. Naval Destroyer School keep themselves busy with 83 texts which are issued to them during their six months at the school.

These are the kinds of books they study: Classified—27; Miscellaneous—7; Engineering—13; Operations—17; Weapons—8; and Executive—11.



This Can't Be My Old

WHAT'S THE PICTURE on FRAM these days?

FRAM's doing the job it was, and is, intended to do — and doing it very well, thank you. And that's good news for the Navy.

That's not just an opinion, either. It's being solidly demonstrated in day-by-day Fleet operations by veteran ships enjoying a fresh lease on life through the FRAM (Fleet Rehabilitation and Modernization) program.

Take the Atlantic Fleet destroyer USS *Perry* (DD 844) for example.

Perry, the FRAM Mark I prototype, just recently observed the first anniversary of the completion of her FRAM overhaul, and her return to active duty with the Fleet.

The record shows that she's steamed for a full year without a serious material failure. AOLs are down, reenlistments are up — a sure sign of a happy crew. In her 15th year of active service — at a time when she would normally be at or very near the end of the line — *Perry* has gained a second wind which will mean up to eight more years of productive service to the Navy. She boasts vastly increased capabilities, too.

SOUND GOOD? It is — but before we go any further into the FRAM story, let's get one point clear.

There is danger, with FRAM, as with almost any other good idea which works as it is supposed to

work, in becoming oversold on its advantages and capabilities, and in ignoring or overlooking its very obvious limitations.

FRAM isn't, nor does it pretend to be, anything more than a stop-gap — an admittedly effective one, but just a stop-gap. It can, under certain circumstances and in certain areas, substitute for new ship construction on a short-term basis — and as such, it has proved to be a savior, especially to our ASW forces. But it can never hope to function as a permanent replacement for required new construction.

Keeping this firmly in mind, a little background information on the FRAM program might prove helpful here.

Perry, while first, is by no means the only case in point.

Some 70 ships have received the FRAM treatment thus far — nearly two-thirds of them destroyer types. Another 40 are scheduled for completion during 1962. Thirty-six of these, all DDs, have received, are receiving or will receive the extensive Mark I face-lifting. The remainder have been, are being or will be given the less extensive four-to-six-month Mark II overhaul. There'll be more on the distinction between the two types of programs later.

EVERY STORY has a beginning — and in FRAM's case it begins in the late 1950s, when the Navy came to grips with a king-sized dilemma.

ALL HANDS

NEW LEASE ON LIFE—Crew of USS *John W. Thomason* (DD 760) get used to look FRAM gave their ship while cruising off California coast.



Briefly, many of its ships were wearing out. What was worse, since most had been built at approximately the same time, they showed every sign of wearing out together, too. Block obsolescence was just one term used to describe a situation which was rapidly assuming alarming proportions in a Navy charged with far-ranging responsibilities and commitments such as ours.

The item which really made the situation bad, though, as far as the Navy was concerned, was money — more specifically, the lack of same.

Money, as most of us know only too well, will only stretch so far. In a Navy concurrently eyebrows-deep in the costly business of pro-

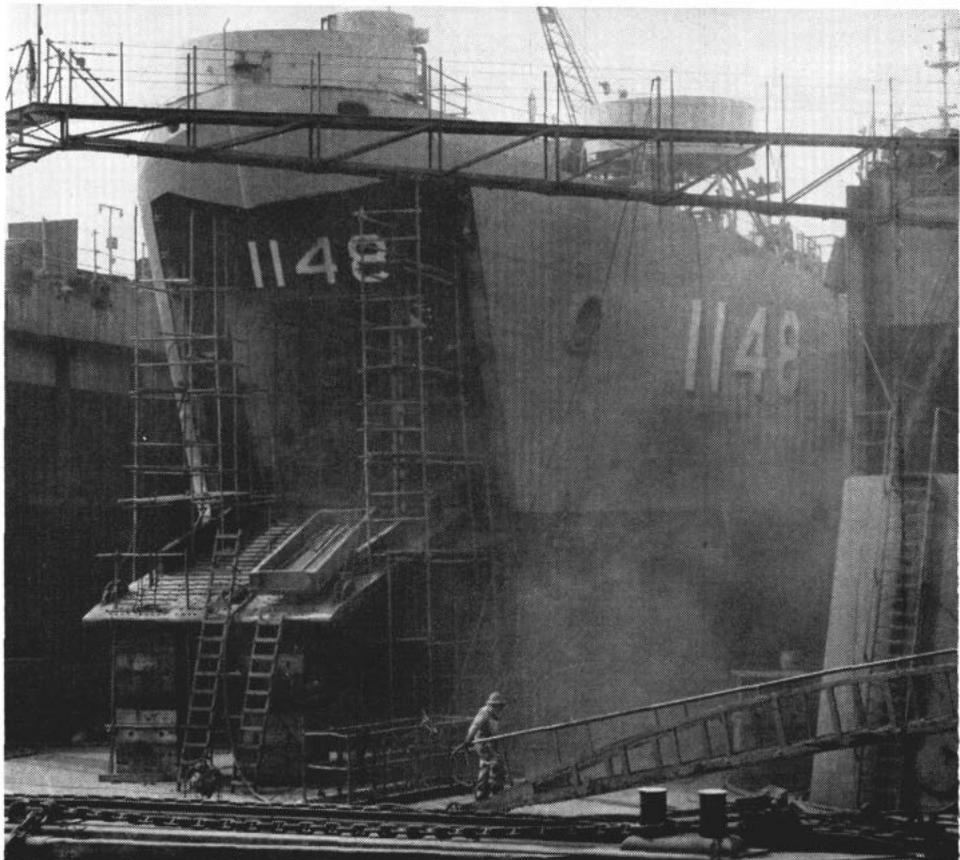
Ship!

ducing the *Polaris* missile, FBM submarines, several other classes of missiles, a nuclear-powered aircraft carrier, several other supercarriers, ever bigger, better and faster jet aircraft, guided missile cruisers, plus a lot more assorted hardware, it's small wonder that budgetary limitations just wouldn't permit enough added new-ship construction to replace the soon-to-be-worn-out ships.

THERE WAS A DEFINITE morale factor involved, too. Officers and EMs alike, no matter how dedicated and motivated, were becoming increasingly frustrated with wrestling ships and gear which needed constant nursing and repair. They were well aware, moreover, that much of the armament, electronics detection and weapons systems they were struggling along with were almost hopelessly antiquated and outdated, and that the main propulsion systems of their ships could not operate efficiently, presenting the constant risk of a major failure.

The problem was particularly acute in the destroyer forces, where more than 80 per cent of the destroyer types then in commission were more than 15 years old, and going downhill fast. Even the traditionally high esprit de corps of the tincan Navy-men was beginning to fray under the twin strains of worn-out ships and poor habitability.

It was during this same general period, too, that the Navy was giving A-1 priority to a build-up of its



OPERATION FRAM—USS *Sumner County* (LTS 1148) gets the works.

antisubmarine warfare forces — yet a good many of the ships involved in the ASW field were in the aged-and-infirm category.

It was, unarguably, a bleak outlook. The Navy rolled up its sleeves and went to work to find what would be the best possible solution to this big problem—and big it was.

SECNAV took the first step when he appointed a special advisory group to look into the situation. It wasn't long before that group came up with some concrete conclusions:

They decided that:

- In the case of the majority of the aging ships, the basic hulls were still in reasonably good condition.

INSIDE JOB—New CIC for destroyers is included in their modernization.





TENDERS TOO—Destroyer tender USS Dixie (AD 14) is among those that have received FRAM treatment.

• The hull is the most important part of a vessel which intends to stay afloat. It is also the single most expensive part of a ship.

• A like-new ship could probably be built on an existing hull for approximately one-third the cost of an entirely new ship.

• Such a partially rebuilt ship

would probably then enjoy an added effective operating life of somewhere between five and ten years.

In the end, such considerations and conclusions spotlighted a crying need for some kind of an extensive Fleet rejuvenation program. It evolved, shortly, as FRAM.

As mapped out by BuShips ex-

perts, FRAM was, and is, divided into two separate and distinct classes of overhaul — Mark I and Mark II.

The *Gearing* and *Thomas* classes of destroyers, with their 14 feet of additional length and greater cruising radius, are considered more adaptable for — and get — Mark I. The older and smaller *Sumner*, *Greene* and *Fletcher* classes are Mark II'd.

FRAM Overhaul Completed

Ship	Fleet Attached To	Ship	Fleet Attached To
Mark I		DeHaven (DD 727)	Pacific
Perry (DD 844)	Atlantic	Mansfield (DD 728)	Pacific
Agerholm (DD 826)	Pacific	Hugh Purvis (DD 709)	Atlantic
Noa (DD 841)	Atlantic	Radford (DDE 446)	Pacific
Stribling (DD 867)	Atlantic	Lowry (DD 770)	Atlantic
Shelton (DD 790)	Pacific	Stormes (DD 780)	Atlantic
Bausell (DD 845)	Pacific	Jenkins (DDE 447)	Pacific
Meredith (DD 890)	Atlantic	Lyman K. Swenson (DD 729)	Pacific
Richard B. Anderson (DD 786)	Pacific	Blue (DD 744)	Pacific
William C. Lawe (DD 763)	Atlantic	Kenneth D. Bailey (DDR 713)	Atlantic
Mark II		Yosemite (AD 19)	Atlantic
Frank Knox (DDR 742)	Pacific	Fulton (AS 11)	Atlantic
Duncan (DDR 874)	Pacific	Nereus (AS 17)	Pacific
Ernest G. Small (DDR 838)	Pacific	Fort Marion (LSD 22)	Pacific
Alfred A. Cunningham (DD 752)	Pacific	Oak Hill (LSD 7)	Pacific
O'Brien (DD 725)	Pacific	Donner (LSD 20)	Atlantic
Keppler (DDE 765)	Atlantic	Casa Grande (LSD 13)	Atlantic
Fred T. Berry (DDE 858)	Atlantic	Belle Grove (LSD 2)	Pacific
Frank E. Evans (DD 754)	Atlantic	Carter Hall (LSD 3)	Pacific
Walke (DD 723)	Pacific	Shadwell (LSD 15)	Atlantic
Norris (DDE 859)	Atlantic	Cabildo (LSD 16)	Pacific
Lloyd E. Thomas (DDE 764)	Atlantic	Colonial (LSD 18)	Pacific
McCaffery (DDE 860)	Atlantic	Fort Mandan (LSD 21)	Atlantic
Allen M. Sumner (DD 692)	Atlantic	Holmes County (LST 836)	Pacific
Moale (DD 693)	Atlantic	Sumner County (LST 1148)	Pacific
Ingraham (DD 694)	Atlantic	Polk County (LST 1084)	Pacific
Harwood (DDE 861)	Atlantic	Stone County (LST 1141)	Pacific
John W. Thomason (DD 760)	Pacific	Dixie (AD 14)	Pacific
Zellers (DD 777)	Atlantic	Prairie (AD 15)	Pacific
Charles S. Sperry (DD 697)	Atlantic	Sperry (AS 12)	Pacific
Massey (DD 778)	Atlantic	Orion (AS 18)	Atlantic
Nicholas (DDE 449)	Pacific	Randolph (CVS 15)	Atlantic
Robert K. Huntington (DD 781)	Atlantic	Princeton (LPH 5)	Pacific
Turner (DDR 834)	Atlantic	Tiru (SS 416)	Pacific
Goodrich (DDR 831)	Atlantic	Greenfish (SS 351)	Pacific
Collett (DD 730)	Pacific	Trumpetfish (SS 425)	Atlantic

IN A TYPICAL MARK I OVERHAUL, a destroyer enters a shipyard in Boston, Norfolk, Bremerton, Long Beach or any of half a dozen other locations. Her main deck is cleared of after deckhouse, guns and all other topside equipment. Access holes are cut in the main deck, through which interior machinery, equipment and fittings can be removed.

Some 10 to 12 months, and some millions of dollars later, when the same ship emerges from the shipyard for her post-overhaul shake-down, she looks sharp, feels sharp and is sharp — and she's crammed with the latest and most up-to-date gadgetry designed to make life miserable (and short) for hostile submarines.

For example:

A completely new deckhouse (of aluminum) is built and fitted onto the hull. Only two 5-inch, and no 3-inch guns are put back in place. A new and larger weatherproof bridge is installed. The enclosed area of the 02 level is enlarged to include the space where the three-inchers had been mounted. Into this enlarged area goes a new "modular" (literally, functional and flexible) CIC, boasting the very latest innovations and improvements in radar and electronics systems. Radio Central is more than doubled in size.

Asroc launchers are installed amidships on the 01 level. Flanking them are Mark 25 and Mark 32 torpedo tubes.

Then there's DASH.

DASH is the Drone Antisubmarine Helicopter, a compact, remote control weapons system which represents an entirely new and exciting concept in the field of long-range submarine killing. Steered and controlled remotely, it can carry an acoustic homing torpedo or a conventional depth charge out to the area of contact, drop its payload when ordered to do so, and return.

The drone helicopter itself is not expected to become operational with the Fleet until sometime later in 1962. Meanwhile, however, its hangar, launching and retrieving pad, and control equipment have been, and are being, installed aboard.



LONG ARM—Addition of torpedo-carrying helicopters to DDs under the modernization program makes it possible to kill subs far from the ship.

OTHER TOPSIDE CHANGES include a new after-mast sprouting new antennas and other electronics devices, and heightened stacks.

A FRAM overhaul job also goes into livability items. Additions and modifications to berthing, messing and work spaces are designed to provide greater crew comfort and higher morale. The long-range objective: Increased efficiency and effectiveness.

More berthing space has been acquired through the elimination of one 5-inch mount and handling room. Offices and staterooms are enlarged. Lighting and ventilation systems are renewed and increased. Air conditioning is installed.

Engineering spaces get a thorough going-over. All worn or obsolete

parts and units are rebuilt or replaced to conform to new-ship performance specifications. The output of the ship's service generators is upped, mainly to carry the additional load imposed by the new electronics systems. New electrical cabling is run throughout the ship where required. All main auxiliary steam lines are renewed. Hull piping is redesigned. A salt-water washdown system (for ABC passive defense) is installed. Bulkheads and fittings are reconstructed to restore complete watertight integrity.

ASW destroyers are expected to be both hunters and killers — and the installation of new and juiced-

up sonar systems is an important step in FRAM overhaul procedure.

Mark I destroyers get the new AN/SQS23 hull sonar, sound-dampened by a new method of installation which reduces noise level considerably. It produces a power output several times greater than that of any previously in use, making possible positive contacts at greatly increased ranges.

SOME PRINCIPAL DIFFERENCES in the destroyer Mark II program, besides the time (four to six months) involved, and the amount of money expended are:

- Repair, more than replacement,

SUPER SNOOPER—Variable depth sonar that can seek out subs from below the surface is added to DDs.





FRAM BELOW—USS *Tiru* (SS 416) has new life. *Rt*: USS *Nichols* (DDE 449) is back with better ASW gear.



of components is emphasized.

• The AN/SQS4 sonar is retained. In addition, Mark II ships are fitted with VDS (Variable Depth Sonar.) A transducer encased in a vaned pod, it can be trailed behind a ship and powered and controlled through a cable. It can be trailed at any reasonable desired depth, and echo-range beneath the thermal bar-

rier, a favorite hiding place for lurking submarines.

• No *Asroc*, but two Mark 32 and two Mark 25 torpedo tubes. (Mark II ships also lose all 3-inch guns, but retain all three 5-inchers.)

We've already mentioned that only the *Gearing* and *Thomas* classes of destroyers receive Mark I, while several different classes of destroyers,

plus other types of combatant and non-combatant ships are involved in the Mark II program.

These include:

Antisubmarine warfare support aircraft carriers (CVS)

Amphibious assault ships (LPH)

Destroyer tenders (AD)

Submarine tenders (AS)

Tank landing ships (LST)

Dock landing ships (LSD)

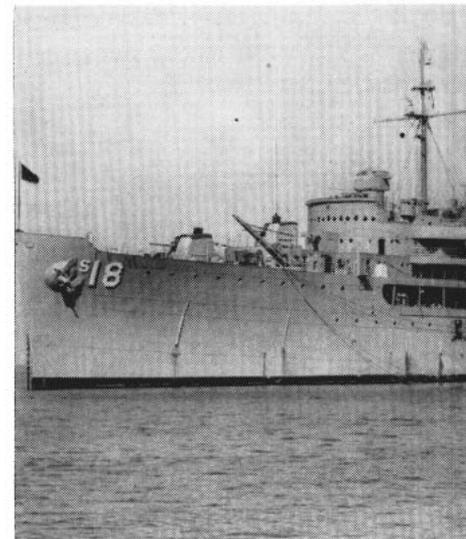
Ships Undergoing FRAM Overhaul in 1962

Ship	At	Completion Date (Scheduled)
Mark I		
Power (DD 839)	Charleston	Jan 1962
Charles R. Ware (DD 865)	New York	Jan 1962
Theodore E. Chandler (DD 717)	San Francisco	Jan 1962
Warrington (DD 843)	New York	Feb 1962
Hollister (DD 788)	Bremerton	Feb 1962
Samuel B. Roberts (DD 823)	Philadelphia	Mar 1962
Ozbourn (DD 846)	Bremerton	Mar 1962
Joseph P. Kennedy, Jr. (DD 850)	New York	Mar 1962
Arnold J. Isbell (DD 869)	Bremerton	Mar 1962
Forrest Royal (DD 872)	Boston	Apr 1962
Henderson (DD 785)	Mare Island	Apr 1962
Brinkley Bass (DD 887)	Bremerton	Apr 1962
Charles H. Roan (DD 853)	New York	May 1962
Gearing (DD 710)	Boston	Oct 1962
Wiltzie (DD 716)	Pearl Harbor	Oct 1962
Johnston (DD 821)	Boston	Oct 1962
Mark II		
Boxer (LPH 4)	Norfolk	Feb 1962
Catamount (LSD 17)	Long Beach	Feb 1962
Howard S. Gilmore (AS 16)	Charleston	Apr 1962
Kearsarge (CVS 33)	Bremerton	Apr 1962
Borie (DD 704)	Norfolk	Jun 1962
Wallace L. Lind (DD 703)	Norfolk	Jul 1962
Lofberg (DD 759)	San Francisco	Jul 1962
Buck (DD 761)	Long Beach	Jul 1962
John A. Bole (DD 755)	San Francisco	Aug 1962
Chevalier (DDR 805)	Long Beach	Aug 1962

ALL OF THESE get a good deal of the rehabilitation, renewal and repair the destroyers do, plus new and improved equipment and facilities to improve and enlarge their special capabilities.

CVSs, for instance, receive improved air search radar; early warning and intercept equipment; a new

FRAMMED AS can handle SSNs.





Overhauls Starting in First Half of 1962

Ship	At	Starting Date (Scheduled)
Mark I		
Hamner (DD 718)	San Francisco	Jan 1962
Robert H. McCard (DD 822)	Boston	Feb 1962
Vogelgesang (DD 862)	Boston	Mar 1962
Harold J. Ellison (DD 864)	New York	Mar 1962
John R. Craig (DD 885)	San Francisco	Mar 1962
Cone (DD 866)	New York	Mar 1962
Floyd B. Parks (DD 884)	Bremerton	Apr 1962
James E. Kyes (DD 787)	Bremerton	Apr 1962
Eversole (DD 789)	Bremerton	May 1962
Sarsfield (DD 837)	Boston	Jun 1962
Glennon (DD 840)	Boston	Jun 1962
Mark II		
Essex (CVS 9)	New York	Jan 1962
James C. Owens (DD 776)	Charleston	Feb 1962
Taussig (DD 746)	Long Beach	Feb 1962
Laffey (DD 724)	Norfolk	Feb 1962
Strong (DD 758)	Charleston	Mar 1962
Douglas H. Fox (DD 779)	Norfolk	Mar 1962
Perkins (DDR 877)	Long Beach	Mar 1962
Sierra (AD 18)	Norfolk	Apr 1962
Rushmore (LSD 14)	New York	May 1962
Outagamie County (LST 1073)	San Diego	May 1962
Ault (DD 698)	Boston	Jun 1962
Waldron (DD 699)	Norfolk	Jun 1962
Benner (DDR 807)	Long Beach	Jun 1962
Putnam (DD 757)	Norfolk	Jun 1962
Everett F. Larson (DDR 830)	Long Beach	Jun 1962

FRAM extends useful life of ships.

antenna system (with emphasis on ship-to-air UHF); an aviation electronics workshop; an improved CIC (including closed-circuit TV); and larger capacity CCA equipment.

Destroyer tenders get the increased space and new equipment necessary for the support and repair of modern firepower, including DASH and *Asroc*. Sub tender overhaul is aimed at furnishing them with nuclear repair and support capabilities. The LST and LSD FRAM programs show a heavy emphasis on improved communications equipment.

FRAM hasn't been all peaches and cream by any means — programs of the size and scope of this one seldom are.

While undergoing overhaul, ships are out of the operating sched-

ule for six months to a year, forcing a reduced number of ships to perform the ever-increasing duties of the entire force. This problem figures to ease off considerably in the immediate future, however, as more and more ships complete their FRAM sessions and rejoin the Fleet. New construction — the DDGs, DLGs and new-class DEs — will help too.

FRAM has grown so far beyond

its original concept that it's hard to say right now where it may all end. BuShips officials hope, however, to have all of those ships capable of being FRAMmed all FRAMmed by the late 1960s. Meanwhile, *Perry*, *Thomason* (DD 760) — the Mark II prototype — and their sister original graduates of the modernization program will continue to hold that line.

— Jerry McConnell, JO1, USN.

ATOM ABILITY—USS *Orion* (AS 18) now can tend nuclear subs. *Rt*: USS *Hazelwood* was early FRAM job.



Return of the Weekend

CONGRATULATIONS ON ACHIEVING THE HIGHEST MONTHLY FLIGHT HOUR TOTAL WEST COAST. CONSIDER THIS AN OUTSTANDING PERFORMANCE AFTER ONLY TWO MONTHS ON ACTIVE DUTY.

This "well done" message was dispatched to Patrol Squadron 872 from Commander Naval Air Forces Pacific Fleet. VP-872 is one of 18 Naval Air Reserve Squadrons ordered to join the Fleet last fall.

During its high flying month, the squadron flew a total of 650 aircraft hours—including almost 6000 pilot and aircrew hours—taking part in ASW barrier patrols, Fleet exercises, gunnery and training flights.

VP-872's accomplishment comes as no surprise to old-timers, however. The squadron has been a top operational unit for many years. During the past three years, it's been among the top five VP squadrons in the Naval Air Reserve's Noel Davis Trophy competition.

The squadron as a unit dates back to 1946, when it originated as an organized Reserve unit, training at NAAS Livermore, Calif. In late 1946, the unit was transferred to NAS Oakland, redesignated VPML-52, and assigned PV-2 *Harpoon* aircraft. In 1949, the squadron was redesignated VP-872.

In March 1952, individual mem-

bers of the squadron were recalled to active duty to augment other Reserve squadrons and Regular units of the Fleet; these men served in the Korean conflict.

During this same period, VP-872 began the transition to P2V-type aircraft. This plane, known as the *Neptune*, is multi-engined, having two reciprocating engines and two jet engines. It is a land-based patrol bomber, carrying equipment capable of detecting and destroying submarines whether the subs are cruising on the surface or submerged.

The Reservists got together one week end each month for training drills. Once a year, the unit reported for two weeks' active duty for training. While most of these cruises took place at Stateside air bases, the squadron also made overseas flights. In 1959, VP-872 trained at Rota, Spain, making flights to France, Italy and North Africa. The following year, the squadron spent most of its two-week cruise in Puerto Rico, with a side trip to Panama. VP-872 has also made long-range flights to Hawaii and Cuba.

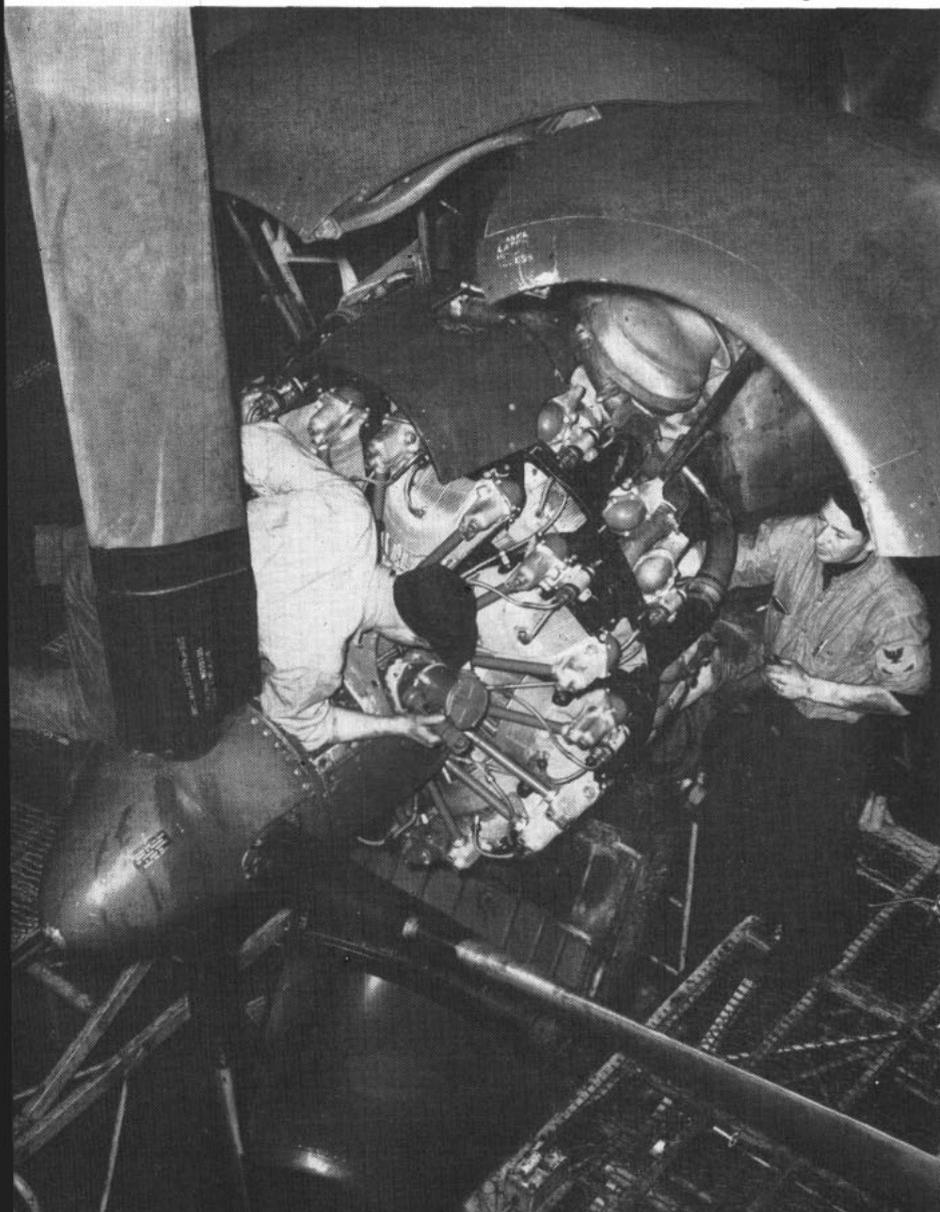
When NAS Oakland was decommissioned, the squadron moved — along with 30 other units — to NAS Alameda, where it came under the command of the Naval Air Reserve Training Unit.

VP-872's mission is antisubmarine warfare. Each of the unit's 12 P2V5F *Neptunes* is a mass of electronics equipment. One of the major items is the magnetic airborne detector (MAD). This sensitive piece of gear measures changes in the earth's magnetic field caused by a large metal object—such as an enemy submarine lurking beneath the surface. Other detection equipment includes sonobuoys, which are small hydrophones equipped with radio transmitters used to relay submarine noises to the searching aircraft.

The squadron was undergoing ASW training at NAS Los Alamitos, Calif., during its 1961 ACDUTRA cruise, when it got the word that it had been ordered to active duty in the partial mobilization that began last October.

Thus, while the order to report to join the Fleet may have come as a surprise to squadron members, they

MOTORING—Members of Crew Six, VP-872, work on engine of P2V.



Warrior

were not unprepared. They were "up" on their mission, and as members of the Selected Reserve, each Reservist had mobilization orders in his pocket.

When recalled, VP-872 was at full complement as a Reserve unit. Now an operational Fleet squadron, it is nearly three times its original size, having been augmented by personnel from VP-875, NAS Alameda, and VP-701 and VP-702, NAS Dallas, Tex. Some individual Reservists were called from other Weekend Warrior units and from personnel attached to NAS Dallas and NAS Alameda to fill special squadron needs.

That first afternoon, a Sunday, saw the squadron personnel move into new facilities at NAS Alameda. Early the next morning the mechanics and technicians were busy at the task of receiving aircraft designated for VP-872's use.

The first plane was accepted on 3 October, and acceptance checks have been the order of the day since then as 11 more planes were added to the roster.

While all of this was going on in the maintenance department, the administrative personnel had problems of their own. Such matters as pay records, leave requests and medical records were new to this department, since these details had been handled previously by the NARTU for all of its Reserve units. This new "education" was accomplished quickly, since men had to be paid, others were reporting on sick call, and records had to be brought up to date.

At the same time, the squadron began to receive office furniture and equipment, along with instruction books, bulletins, report forms, supply chits, cleaning gear and everything else needed to put the squadron in a position to run its own operation. Mess cooks had to be selected, training courses set up, duty sections established, watches set.

All the while, of course, the operations department was working to see that duties and missions of the squadron were performed correctly and on schedule.

The squadron's first flight as an active duty unit took place on 3 October, when a P2V5F — which



ON PATROL—Reserves called to active duty get set for a patrol flight.

came to VP-872 from NAS Seattle — was flown on an acceptance flight. The first barrier patrol was flown on 12 October.

The ASW barrier patrol is an assignment to seek out and — sometimes — destroy enemy submarines en route to the target areas. These are all-weather patrols, and can last up to 12 hours, depending upon the assignment. These 12 hours do not include the briefing, the pre-flight aircraft check and the de-briefing. It can be a long day or night.

Nevertheless, VP-872's morale is quite high. The squadron is composed of Reservists from many walks of life. The skipper, CDR Edward

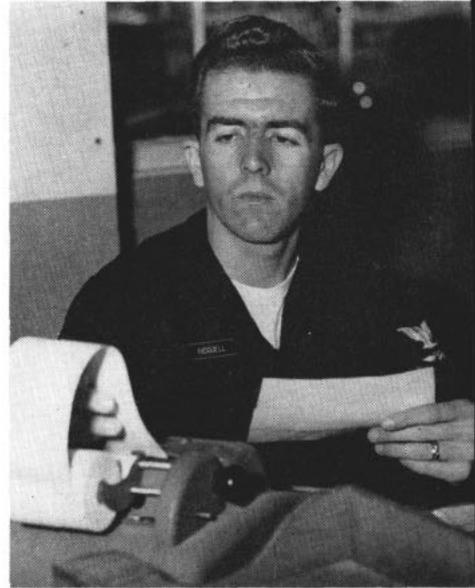
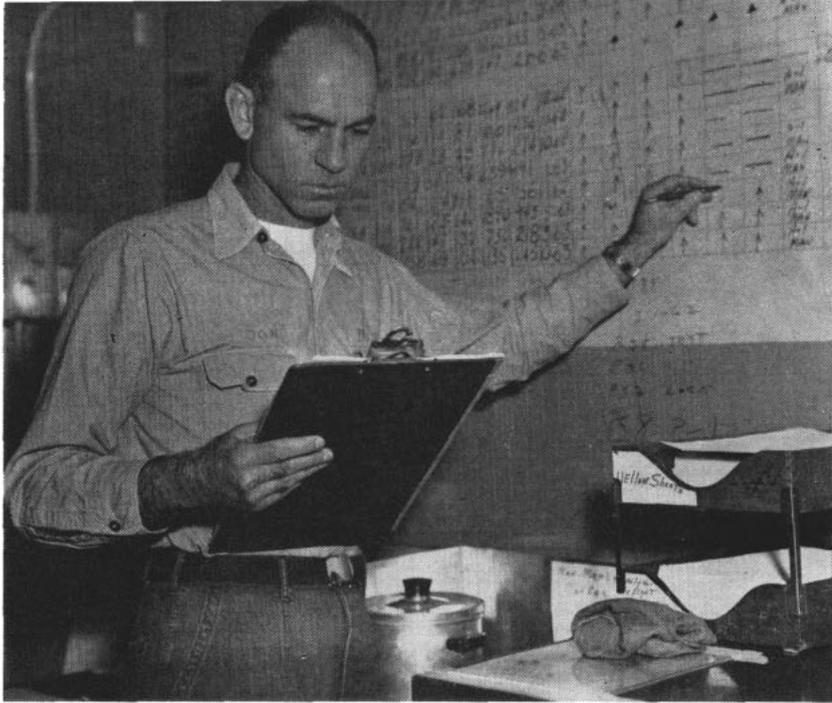
R. Roberts, USNR, headed an electronics supply company before he assumed command. Some members worked in civilian capacities at NAS Alameda. Others are recent high school graduates.

Many members saw duty during World War II and are approaching 20 years of active and inactive duty. A number also saw action in Korea. And more than a few took part in both World War II and the Korean conflict, making this their third time around. Others, of course, are having their first taste of active duty; to these men, the "old-timers" seem quite old.

Squadron members who, as civil-

WEEKEND WARRIORS and their planes were ready when the call came.





AIRCRAFT STATUS BOARD shows 'most everything. *Right:* Aviation storekeeper checks over requisitions.

ians, worked with Overhaul and Repair (O&R) at NAS Alameda were particularly useful during the early stages of recall. These men—13 in all—were familiar with the base, the various activities, and how to process the maze of paperwork necessary for supply, for maintenance and for general housekeeping and operation. Inasmuch as NAS Alameda includes more than 1600 acres of land, approximately 290 buildings and 31 miles of roads, it's pretty handy if you know your way around. The O & R men knew where to touch base—whom to call, where to get

things done quickly and well.

Under the direction of the aircraft maintenance officer, the squadron's maintenance department is operating under a crew concept. Each of the 12 crews is assigned an aircraft. This plane is their responsibility. The crew members must keep all of the equipment in an operating status and pull the necessary checks and overhauls. While different flight crews may take the plane up, the responsibility for its operational status rests with the assigned ground crew.

Any trouble in the miles and miles

of electrical circuits in the aircraft are dropped in the lap of the avionics department. There are more than 4000 pounds of electronics gear in the *Neptune*, often called an "electronic warehouse." It's up to the avionics personnel to ferret out any electrical or electronics problems and make the necessary repairs or adjustments.

The pilots and aircrews make up the squadron's "heart." There are 12, 11-man aircrews. These men are burdened with flight gear, navigation kits, binoculars, ASW packets, hard hats, survival equipment, sex-

IN SHAPE—*Left:* Spotlight is checked prior to ASW mission. *New Neptune* gets squadron designator.



tants and classified material. They perform the mission of ASW warfare. It is their task to sit through complicated briefings, to "pre-flight" the aircraft, to operate the complex electronics equipment, and to bring the plane back after a successful search and mission. When they are flying, there are just a few places where aircrew members can stand and stretch. Most of the time is spent manning a position with full attention. On tough flights, the pilots may never leave their seats.

As might be expected, flight schedules and patrols do not respect holidays or week ends. Patrols are flown regardless — and a back-up crew must be available to take over if needed.

It would not be accurate to say that this business of mobilization was accomplished with no aches or pains. The speed of activation presented many problems. Supplies and equipment were available, but had to be ordered correctly. Mandatory attendance at schools meant lost week ends, extra watches and many collateral duties. Sometimes there just weren't enough bodies to go around.

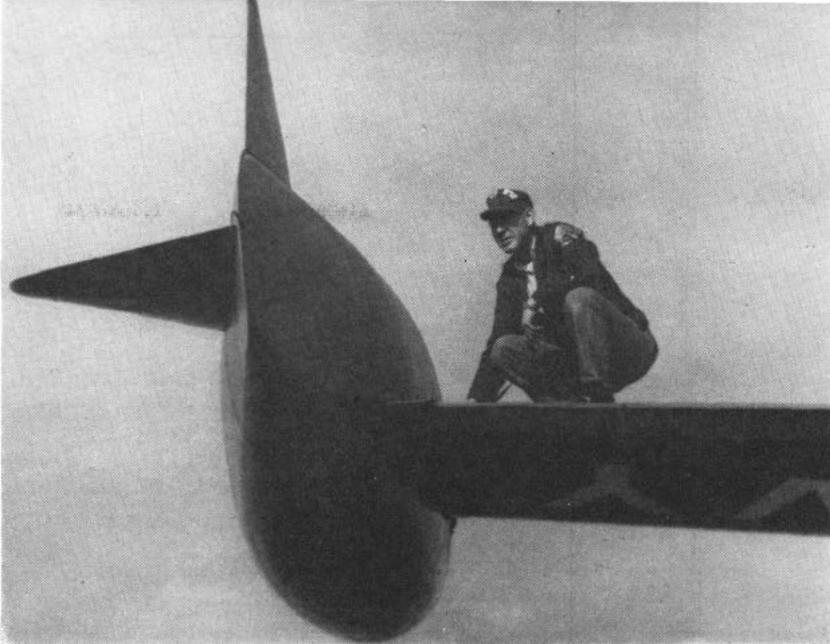
During this transitional period, one busy Reservist offered the wry comment, "I'm sorry that I have only one wife to give to my country."

The many good times the men shared as inactive duty Reservists training together in many parts of the world contributed greatly to the squadron's high spirits.

Tall tales are still being told of exploits in Spain, Italy, Gibraltar, Puerto Rico, the Azores, Newfoundland, and so on. These 14-day training cruises meant fly-fly-fly most of the time, but when off-duty hours rolled around and the planes were in for checks, the crews got their share of sightseeing thrills.

These training cruises also served as good-will trips. During the tour in Spain, the squadron took approximately one ton of high-protein, multi-purpose food to be given to orphanages near Rota. California redwood trees were taken to Spanish officials as a good-will gesture.

When the squadron spent two weeks' AcDuTra in Puerto Rico shortly after Hurricane Donna had paid her visit, the Reservists airlifted food and clothing to the stricken Puerto Ricans. Large bales of clothing were carried in the planes' bomb bays; the food was lashed to



READY TO ROAR—Crewman readies Neptune for flight. In first three months VP-872 flew more than 10,000 pilot and aircrewman hours.

the deck in accompanying R5D transport planes on the mission.

Latest reports from VP-872 indicate that squadron members have settled down into their new full-time assignments. Quite a few Reservists — 52 at last count — have enrolled in after-hours classes at NAS Alameda. Subjects include accounting, Japanese, general science and typing. Most interest has been shown in electronics courses.

In addition to the O & R courses offered at the air station, 25 officers and 71 enlisted men are taking correspondence courses offered by the Navy's Correspondence Course

Center at Scotia, N. Y.

The result of this extra interest is already in evidence — 23 men have been recommended for advancement since their recall.

And, while most of the Reservists are undoubtedly looking forward to the day when they will become Weekend Warriors again, more than 40 have applied for transfer to the Regular Navy.

The Regulars working with the activated Reserve squadron sum it all up nicely: "VP-872 is a squadron that knows what it has to do and is doing a good job of getting it done." That about sums it up.

HERE WE GO—Flight crew of P2V Neptune patrol plane gets the word on the path they will fly while out on the day's barrier patrol.

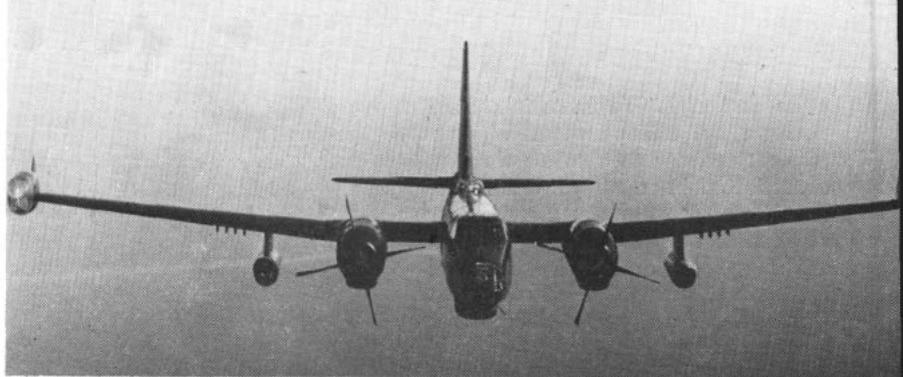




BIG JOB—P2V Neptunes mapped 30,000 miles of Alaska in 1948.



NEPTUNES make a routine patrol over Pacific. Below: Engine gets a check-out between flying missions.



HEAD-ON view shows combination of jet and conventional engines.

Sweet Sixteen and

OTHER AIRCRAFT may come and go, but the Navy's versatile P2V *Neptune* patrol plane remains on the scene after 16 years of service.

During its nearly two decades with the Navy, the *Neptune* has grown from a twin-engine, 50,000-pound patrol plane to an 80,000-pound antisubmarine specialist—with two reciprocal engines and two jet engines and few equals in its field.

The P2V was introduced into the Navy's air arm shortly after its initial flight in May 1945. The land-based patrol plane was the successor to the famed "Black Cat" flying boats of World War Two.

The latest model of the *Neptune*, known as the P2V-7, performs many missions in the U. S. Pacific Fleet. Primarily thought of as an antisubmarine warfare (ASW) aircraft, the P2V is easily adapted to minelaying missions, long-range patrol and reconnaissance flights, escort duty with convoys and search and rescue work.

Operating in the Pacific Fleet's patrol squadrons, the *Neptune* has been flown from nearly every Pacific island airstrip north of the equator and from many in the southern hemisphere. Ski-equipped P2V aircraft, employed in the Antarctic, are almost as common as penguins to the Navymen participating in Operation Deep Freeze.

The first of the long-lived *Neptune* series was the P2V-1. This model was equipped with two 2300-horsepower engines, and was capable of attaining speeds of just over 300 miles per hour. The P2V-1 was able to take off with a maximum weight of 61,000 pounds, and had a range of 4100 miles.

In a 1946 demonstration of its abilities, a P2V-1 established a non-stop and non-refueled world record flight that held for some 15 years.

The *Truculent Turtle*, with 52,392 pounds of fuel and a live kangaroo aboard, set off from Perth, Australia. It landed 55 hours, 17 minutes and 11,235.6 miles later at Columbus, Ohio.

To keep pace with the times, this *Neptune* was improved and her capabilities increased. The P2V-2 followed the P2V-1 and proved that the efficient patrol plane was not just a passing fancy.

In 1948 the Navy received the first of the P2V-3 series. The horsepower of each engine was raised to 3200, and the maximum speed was advanced to over 320 miles per hour. The weight capacity was also increased at this time, and the P2V-3 was able to become airborne with a total weight of over 65,000 pounds.

In 1954, a *Neptune* patrol plane inadvertently set another record that called attention to the plane's ruggedness and reliability. On a flight between Hawaii and Alameda, Calif., a P2V lost one of its two engines at the mid-point of the flight. The sturdy plane flew on toward Alameda, 1200 miles away, using only the surviving engine.

Shortly after the plane passed

Last P2V Joins Fleet

The last of 838 P2Vs, the Navy's *Neptune* antisubmarine warfare plane, was flown out of Burbank, Calif., to join the Fleet. That plane marked the end of a continuous production of P2Vs since 1945.

The P2V will be succeeded by the P3V-1 *Orion* which is fitted with the latest word in detection gear and is capable of speeds of more than 400 miles per hour.



PROFILE—Long tail section of Neptune holds variety of detection gear.

Still Going Strong

over the California coast, the remaining engine began to run rough under the heavy strain. When the pilot safely landed the plane at Half Moon Bay, 25 miles south of San Francisco, he found he had set a record for the longest single-engine flight by a multi-engine aircraft.

In 1955, two jet engines were added to the P2V-5 Neptunes that patrolled the more than 80 million square miles of ocean under U. S. Pacific Fleet control. These J-34 jets were mounted under the wing and outboard of the conventional reciprocal engines for heavy-weight take-offs and single-engine emergencies. They also gave the hardworking antisubmarine and reconnaissance planes increased tactical and operational capabilities.

In the present day Pacific Fleet, the Neptune continues to carry out its varied assignments. Patrol squadrons operating with the U. S. Seventh Fleet in the western Pacific use the P2V for long-range patrol and reconnaissance missions over the international waters that separate the western and communist nations of Asia. These same squadrons participate in search and rescue operations throughout the Pacific whenever a ship or plane is reported in distress.

Carrying the latest in complex electronic search and detection equipment, the P2V is an enemy of the submarine. Among the sensitive electronic devices packed into the fuselage of the Neptune are: Equipment to receive radio transmissions from the sonobuoys dropped from the aircraft to detect underwater sounds and relay them back to the plane; and the Magnetic Anomaly Detector (MAD) that pinpoints a submarine in the area by its distortion of the earth's magnetic field.

MAY 1962

The Neptune's skills are not limited to the detection of submarines. Once its prey is located, the P2V can move in on it with depth charges, antisubmarine rockets or acoustic homing torpedoes.

Impressed by the excellent safety and operational record that the P2V has created while serving with the U. S. Navy, seven other nations now include the Neptune in their air arms. They are Australia, Japan, France, Canada, Brazil, Argentina and The Netherlands.

In the jet age of the 1960s, the P2V Neptune can be regarded as a plodder and a pluggier. It lacks the speed, glamor and swept-back wing appearance of the modern day jet-powered aircraft. However, its function is no less important than that of the swiftest and most radically designed jet.

To supplement and ultimately succeed the P2V the Navy has contracted for delivery of the P3V Orion. Until the Navy is equipped with this modern turboprop patrol plane, the P2V will remain one of the nation's most important aircraft.

— Chuck Brown, JO1, USN.



EARLY STYLE Neptunes fly in formation and (below) patrol the coast.



COOL VERSION—Neptune equipped for Antarctic takes off with JATO.





STERN VIEW—USS Cook (APD 130) (below) went to rescue of Panamanian ship SS *Stanvac Sumatra*.



Seventh Fleet

SEVENTH FLEET rescue ships were called into action twice in little more than a week after two commercial ships ran into serious trouble in the South China Sea.

The first of the two rescue missions got underway early this year. *Uss Cook* (APD 130), a unit of Amphibious Squadron 1, received an SOS from the Panamanian tanker *ss Stanvac Sumatra*, which had broken in two 202 miles southeast of Saigon, Vietnam.

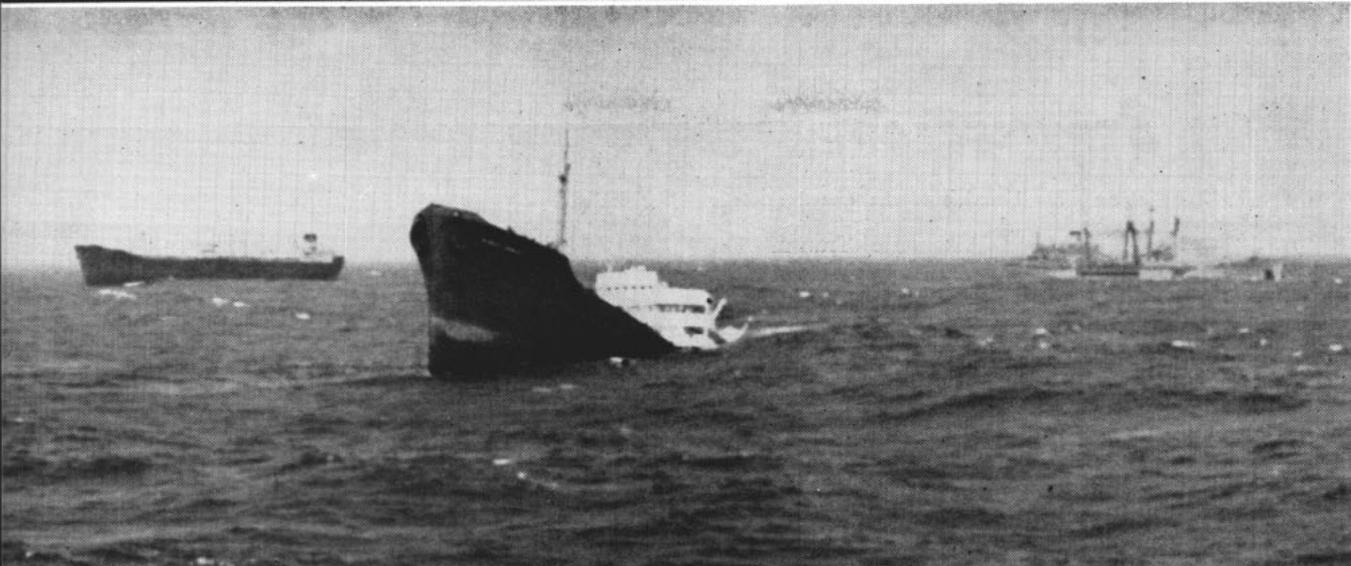
Cook reached the disaster area and sighted two sections of the 10,202-ton tanker about 15 miles apart. Also on the scene were the merchant ships *mv Captain T. Basse*, *ss Tidesurge*, and *ss Eagle Traveller*.

Basse rescued 34 survivors from the forward half of *Sumatra*, and *Tidesurge* lifted one man from the sea. *Cook* took charge of rescuing the 25 survivors on the after section of the ship. Two rubber boats manned by members of Underwater Demolition Team 12 were

BOARDING PARTY—Navy frogmen help survivors board *USS Cook*. Rt: *USS Stoddard* aided Greek freighter.



ALL HANDS



BOWING OUT—Ships stand by section of *Sumatra*. Below: Crewman of *USS Surfbird* readies heaving line.

to the Rescue

shuttled between *Cook* and *Sumatra*. The operation took about 45 minutes from the time the first boat was put in the water until the last survivor was taken on board *Cook* by cargo net.

After an unsuccessful search for two missing crewmen, *Cook* took her 25 survivors to Manila. Final tally: Of 62 persons who had been on board the stricken *Sumatra*, 60 were saved.

Just about one week later, the 10,800-ton Greek freighter *Yanix*, steaming in the South China Sea north-west of Luzon, P. I., sprung leaks in two of her holds and began to sink. A call for help was picked up by the Seventh Fleet's *uss Surfbird* (ADG 383) and *uss Stoddard* (DD 566). The two ships arrived at the scene a few hours later. By late afternoon the 29 persons on board *Yanix* had been taken off, and the two rescue ships took the survivors to Manila. The freighter sank a short time later that evening.



TIME OF NEED — Crew members of *SS Yanix* head for safety as U. S. Navy ships answer their call for help.



SERVICSCOPE

Brief news items about other branches of the armed services.

AN EMERGENCY MESSAGE Automatic Transmission System, (EMATS - AF) which can automatically flash top-priority orders from USAF Headquarters to all major air commands around the world has been announced by the Air Force.

With the new service, the Air Force Chief of Staff will be able to seize existing world-wide telegraph circuits and send messages to Air Force commanders merely by pressing a button.

Any one of a group of standard emergency messages can be selected and automatically transmitted to key Air Force commanders and important Air Force headquarters. In addition to storing completely pre-programmed emergency messages for automatic transmission, the EMATS-AF service also provides for sending messages containing semi-variable and fully variable information. The system can also be used to send and receive other top-priority communications. Built-in safeguards prohibit accidental transmission of messages.

★ ★ ★

A "SKYHOOK" air-ground pickup system for retrieving men or cargo by specially equipped aircraft is being developed for the Army.

The system makes possible long range personnel rescues or emergency cargo pickups on land or sea, day or night, and even from wooded areas and rugged terrain.

A wide fork constructed of lightweight tubing is attached to the nose of the aircraft. Arriving at the scene, the plane drops a package containing a balloon, a gas cylinder to inflate it, 500 feet of nylon line, and a harness for the man or cargo. For water pickups, a floating drop kit would be used. For night pickups, flashing lights are attached to the line.

To make a pickup, the man awaiting rescue puts on the harness, attaches the line to the balloon which carries it aloft and sits down facing the direction of the rescue plane's approach. The aircraft flies straight and level into the line which locks to the nose-mounted fork as the balloon breaks away. As the line streams out



ON TRIAL—Coast Guard's new 30-foot MK-III plastic utility boat undergoes tests off Cape May, N. J.



MOBILE missile loader carries three U. S. Army Hawk missiles at speeds up to 20 miles per hour.

along the fuselage, the crew pulls it into the plane by use of a special hook, attaches it to a winch, and the man or cargo is then reeled up and into the plane.

Although the airplane travels at speeds of 125 knots or more during the pickup, the man moves very slowly initially, gradually and smoothly accelerating until he reaches the speed of the aircraft. Total elapsed time from the point of contact to the time the man is winched into the airplane is less than 10 minutes.

Since the first 50 or 60 feet of the ascent is almost vertical, pickups can be easily made from small clearings in wooded areas. The drop package is easily handled by one man on the ground and the equipment can be readily moved and concealed for future use.

★ ★ ★

THE AIR FORCE will soon unveil an "alarm clock" designed to detect nuclear attack. Should an attack hit any of 100 key U. S. military and industrial sites or population centers, the alarm system, now being installed in each of those areas, will flash instant notification to our top civilian and military officials at 10 different locations.

Operational control of the system will rest with NORAD (North American Air Defense Command). In addition to NORAD's combat operations center at Colorado Springs, Colo., the nine other locations which will receive instant information from the system are: The White House; the Pentagon; Strategic Air Command headquarters at Offutt AFB, Nebr.; other Air Force bases, and two sites that are classified.

The system is expected to be in complete operation by July of this year. The alarm would be set off by thermal devices which would function even if a nuclear bomb struck the area where they are located. Detectors are arranged three or more to a target, and any two would sound the alarm, even if the third suffered a direct hit.

NORAD's super alarm clock will provide needed information until its much more sophisticated Nuclear Detonation Detection and Reporting System (NUDETS) becomes operational.

NUDETS will report the height and yield of a nuclear blast as well as its time and location.

THE FIRST STEP TO TURN a dream into reality has been taken by the U. S. Army Transportation Research Command at Fort Eustis, Va. The dream is an airplane which will take off and land vertically, yet travel forward at high speeds.

The Army Research Command has awarded a contract approaching seven million dollars to cover the first phase of a two-part program. The first phase calls for a research program, during which a lift fan propulsion system will be tested in two research aircraft.

The lift fan system has three major components: A jet engine, a gas diverter valve and a tip turbine-driven fan.

In order to achieve vertical take-off, the jet engine gases are directed through the diverter valve to tip turbines driving lift fans mounted on the wing structure. This method produces about three times the thrust supplied by the jet engine operating alone.

Once the aircraft is aloft, it is accelerated from its hovering position to forward flight by use of vanes which direct the fan air-flow partially rearward. When enough horizontal velocity is obtained for the wings to support the aircraft, the diverter valve closes and the exhaust flows through the engine as it does in normal forward flights at speeds of more than 450 knots.

The plane will be landed by reversing this procedure.

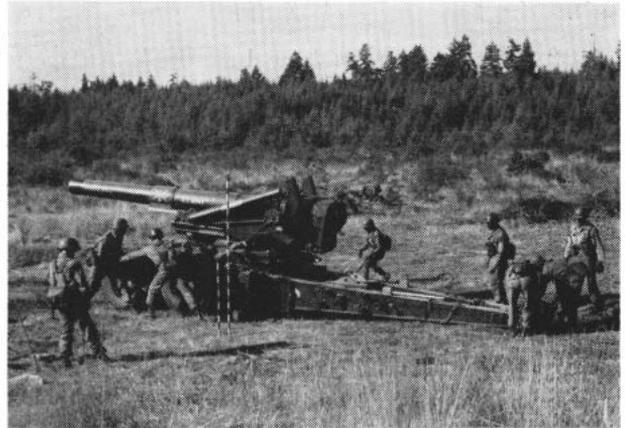
The research aircraft will be powered by two jet engines, each of which will develop more than 2500 pounds of thrust. Its wing span will be about 30 feet and over-all length will be about 45 feet.

Louvered closures will cover the wing-mounted fans in order to provide a smooth aerodynamic surface while the aircraft is in forward flight.

For greater safety, the exhaust from each jet engine will be divided so the lift fans can still be driven even if one engine is inoperative.



PARATROOPERS of the U. S. Army's 101st Airborne Division prepare to board a plane for drop zone.



SOLDIERS of U. S. Army's 4th Infantry Division set up an 8-inch howitzer at Fort Lewis, Wash.

THE AIR FORCE is developing a system to maintain surveillance of orbiting man-made or natural objects in the area beyond the earth's nominal, low-altitude orbital areas and the moon.

The Space Track system, developed shortly after the orbiting of the first man-made satellite in October 1957, was the forerunner of the United States satellite surveillance system charged with the detection, tracking and cataloging of orbiting objects for defense purposes. It will be necessary to track any natural "moonlets" because, until an inventory of everything in orbit is established, it is not possible to tell if something has been added.

In addition to the nine large planets circling the sun, the presence of planetoids has long been known. The earth is known to have only one moon-satellite and no known moonlets. However, no astronomer has taken the time to catalog every faint object in space.

It will be relatively easy to determine whether the objects are natural or man-made. Natural moonlets are heavy chunks of rock, whereas man-made satellites are normally hollow, instrument-carrying objects. This difference in density causes differing orbital characteristics to show up under prolonged observation. In either case, the position and orbit of any satellite would be logged in so that if an unannounced satellite, not sent by the United States, were discovered, it would be possible to say: "This is a natural moonlet," or "This is a foreign satellite."

★ ★ ★

THE ARMY has been testing a mobile weather radar device capable of surveying a 600,000 square mile area for oncoming storms and predicting, with accuracy measured in minutes, when a storm will strike any given point.

The set, which is housed in a standard 6-foot Army trailer, dissects a storm to show its shape, indicate the density of precipitation at different points, indicate its cross-sectional structure and track the movement of the storm system. These features are shown on an array of TV-like display tubes.

The set is an improvement on the first weather radar developed by the U. S. Army Signal Research and Development Lab at Fort Monmouth, N. J., in 1946.



ROTATION ROUNDUP -

A NUMBER OF CHANGES have been made in Seavey-Shorvey since the sea-to-shore and shore-to-sea enlisted rotation program was officially adopted approximately four years ago. These changes, in a system that was complicated in the first place, have, to a large extent, tended to confuse the Man in the Fleet. (As evidenced by the questions ALL HANDS receives each month, the question asked most frequently: Why haven't I been transferred to shore duty? Everyone but me, it seems, is being transferred ashore.)

On the following pages, ALL HANDS describes the workings of Seavey-Shorvey.

Why Rotate?

The Navy's military and diplomatic commitments throughout the world require the operation and maintenance of more than 3000 ships, stations, squadrons, missions and other commands. Approximately half a million enlisted men and women are needed to keep the Navy in operation.

The number, type and size of all Navy activities is determined by the Chief of Naval Operations. CNO also determines how many enlisted men and women are required for the operation of each activity.

The Chief of Naval Personnel is responsible for seeing that each naval activity has the right man in the right job at the right time. This is a complicated task. There are approximately 130,000 shore billets, 325,000 sea duty billets and 24,000 overseas billets.

Half a million enlisted personnel cannot be constantly shuffled from billet to billet, so stability must enter into the picture and temper the assignment system. Stability — a key word in assignments for an effective



Navy — means having you where you are needed when you are needed, for a reasonable length of time, so administrative functions, evolutions, and operations proceed with maximum continuity. When it's possible, every attempt is made to satisfy your duty and job request. The Navy knows that if you like your job, chances are you will do it well.

Your rotation from sea to shore and back again is essential. A well-rounded Navyman should be able to perform a variety of jobs ashore and afloat. For example, the operation of Fleet support activities ashore requires men who have had experience at sea. Instruction, recruiting, administration, maintenance and operational billets are other shore jobs that need men with sea experience.

The length of your tour of shore or sea duty depends on the ratio of shore billets to sea billets for your rat-

ing. In ratings that have more shore billets than sea billets, the normal tour of shore duty is longer than the normal sea tour. If your rating has more sea billets than shore, your tour at sea is longer. From time to time it becomes necessary to change the lengths of a rating's sea and shore tours to improve stability. This change is normally the result of allowance changes and a continuing shortage of certain ratings in certain types of duty.

To keep the half million enlisted sea and shore billets filled with the right men, and at the same time try to assign each man to the duty of his choosing, the Navy



has adopted Seavey-Shorvey, a systematic program of enlisted distribution which lets the Chief of Naval Personnel know at all times exactly where you are, how long you'll be there, and to which general type of duty you will be rotated next.

The Shorvey, or shore duty survey, is the program under which you are ordered to sea duty after you've completed a tour ashore. The Seavey — sea duty survey — governs your rotation from sea to shore.

The Shorvey

If you're serving on shore duty, the date you will be assigned to sea depends on your rating and its prescribed period of shore duty. The Chief of Naval Personnel maintains a listing of all shore duty personnel and knows exactly when you, as determined by your rating, will be ready for transfer back to sea. The Shorvey process works like this:

Approximately *one year* before you complete your tour ashore the Personnel Accounting Machine Installation (PAMI) responsible for your command prepares, and mails to your commanding officer, a rotation data card. Your CO will see that you are interviewed by a qualified officer or senior petty officer. You fill out an interview form, indicating your choice of sea duty. The information is transposed to your rotation data card, which is then returned to the PAMI.

Next, PAMI prepares a Shorvey data card from the information on your rotation data card and your individual status card. The Shorvey data card is transmitted to the Chief of Naval Personnel for storage on a "master" magnetic recording tape for future use when a decision must be made on your assignment.

Normally, *four months* before your shore tour is completed, a BuPers distribution control officer "makes you available" to a Fleet Distribution Office or to a BuPers detailee, with instructions to transfer you during the month your normal tour of shore duty is completed.

SEAVEY AND SHORVEY



When BuPers has decided what broad area you will be assigned to (Lant, Pac, or Bureau-controlled), it transmits to your commanding officer a copy of the Shorvey IA card which confirms estimated transfer month, the number of days you may spend on leave in the transfer process and the sea duty distributional office which is handling your assignment. This "first" notification normally arrives at your command three to four months before the transfer date.

Meanwhile, the EPDO or Bureau detailer, who also has received the information on your IA card, plus all your rotation data which has been stored in the Bureau on the magnetic master tapes, is assigning you a new duty station within his jurisdiction. When your new duty station has been determined, an assignment card or letter is prepared and sent to your CO. This directs him to transfer you to a specific sea activity for a tour of sea duty.

At the same time the assignment card or letter is mailed to your shore duty station, a copy is also forwarded to your prospective sea duty command. In this way, your new CO will have some advance notice and will be able to determine which job you should take over when you arrive. You usually receive word of your ultimate assignment at least a month before transfer time—or in plenty of time to make preparations for the move. Your CO will issue you a standard transfer order, directing that you be transferred during the specified month, taking your authorized leave on the way. In general, a Shorvey transfer is as simple as that.

Some rates, ratings and categories of personnel are under the direct rotational control of the Chief of Naval



Personnel or CO, EPDOCONUS. They are not, therefore, included in the Shorvey procedure. These are: All personnel of the CT, MA, MU and TD ratings; AGCs; all enlisted women; aviation pilots; TAR personnel; and men designated limited duty category L-5 and L-6.

The Seavey

The Seavey works closely with Shorvey. Together they form a distribution system which permits planned rotation. This is essential if you are to receive your fair share of both sea and shore duty.

Under the Seavey, all sea duty personnel are divided into three segments. Once each year, all ratings in each of the segments are surveyed, and a sea duty commencement cutoff date is established for each rating to determine which men should be rotated to shore duty (see the section entitled "How the Segments Work," on page 27). In general, the procedure is like this:

- Once each year a BuPers Notice announces the sea duty commencement date cutoffs for ratings in the various segments.

- PAMI selects you for Seavey if you have been at sea long enough to meet the cutoff date requirement. PAMI issues rotation data cards to your ship.

- Your ship assists you in filling out your rotation data card. You indicate your choice of U. S. shore duty or, possibly overseas shore duty, and note any other information that may assist the distributor when he selects your next duty station. Your ship returns the completed card to PAMI.

- PAMI combines the information contained on your



rotation data card with other information it has on file, and transposes this into coded punch cards which are transmitted to the Bureau.

- BuPers prepares a listing of all personnel of each rating, in order of active duty base dates, for use of distribution officers in determining priority of assignments to shore duty.

- As men are ordered to sea duty under the Shorvey system previously described, a number of shore billets become vacant. To fill these vacancies the distribution control officer for your segment selects the senior man of the required rating and pay grade on Seavey, who has indicated a preference for the general area where the vacancy will occur.

- If you're the man selected, a 1A card is mailed to your CO indicating the month you will be transferred, the number of days' leave you are authorized to take between duty stations, and the naval district within which you are to be assigned.

- At the same time the 1A card is mailed to your command, another 1A card, plus all your rotation data, including preferences and any additional information, is forwarded to the EPDO controlling the general area to which you are going.

- The EPDO assigns you to a specific duty station under its jurisdiction. (In some cases, the Chief of Naval Personnel will retain authority to assign you himself to a Bureau-controlled billet.)

- The EPDO, upon deciding your ultimate assignment, forwards assignment cards to your CO and the command to which you are being ordered. This allows for planning at both ends.

- Your ship prepares a standard transfer order and transfers you during the month specified by the Chief of Naval Personnel on the 1A card.

Basically, just when you will be transferred by Seavey is determined by your sea duty commencement date

SEAVEY-SHORVEY ROUNDUP

(how long you've been at sea) and your active duty base date (how long you've been on active duty in the Navy).

Your sea duty commencement date is the main consideration in the early stages of the Seavey process. If the cutoff date for your rating doesn't disqualify you, your name will be added to Seavey for processing. The cutoff date decides whether you will (or will not) be eligible for shore duty during a particular Seavey year.

Your active duty base date is important in later stages of the procedure. When actual assignments are



made, men in your rating who have been on active duty longer than you will normally be transferred first.

Shore Duty Completion Date: How It Affects Rotation

Of all the changes in Seavey-Shorvey the past few years, the one that has generally been the least understood is the new (effective last July) shore tour completion date process (*Enlisted Transfer Manual*, Art 7-41). It's important that you understand the process when first reporting to shore duty.

Under the Shorvey, your tour of shore duty com-

mences the day you report to a shore command after a tour of sea duty. (Periods of training in naval schools are not counted as part of a shore tour unless you were already serving on shore duty.)

Once your shore duty commencement date is established, the maximum tour for your rate or rating is determined and a normal tour of shore duty is computed.

If your *expiration of active obligated service* (EAOS) falls before the maximum shore tour completion date, and you do not agree to extend your enlistment, your tour of shore duty will be recorded as ending on the same date your enlistment expires. If you do agree to extend, the extension must be for a sufficient period to complete the maximum normal shore tour, plus at least 12 months, unless (this is rare) your new (extended) EAOS and your shore tour completion date coincide.

New Procedure Permits Planning

There's a good reason for this on-the-spot decision you must make when first reporting to shore duty. In the name of stability, and for effective planning, the Navy must know what your intentions are when you first report. Thus, the Navy knows exactly how long you can be counted on to fill a certain shore billet, and it can further predict when a relief is going to be needed for you.

This policy, of fixing a rotation tour date the day you report, will pay dividends in the years to come. It will make possible an extremely accurate prediction (at least a year ahead) of exactly how many men of a particular rating will be needed to fill shore requirements. By knowing the exact number of requirements ashore, a truly valid sea duty cutoff date can be established for Seavey, providing only the number

Take Time Out to Read and Understand These Definitions

- **Sea Duty** – Duty performed in: Fleet units, ships, staffs or squadrons; certain ships and units which operate under the control of district commandants, river commands or the Chief of Naval Air Training, and which have individually been designated as sea duty by the Chief of Naval Personnel; all naval activities based ashore outside the continental U. S.; the Fleet Marine Force; Mobile Construction Battalions; and other units and activities which have been designated as sea duty by either the Chief of Naval Personnel, CINCPACFLT, or CINCLANTFLT.

- **Overseas Service** – Duty performed ashore at activities outside the continental U. S. (Alaska and Hawaii are considered to be outside CONUS; are therefore overseas service spots.)

- **Shore Duty** – Duty in staffs, units, activities and harbor craft in the continental U. S., except Fleet units. Also duty in those Fleet units, staffs, and activities based in the continental U. S. which are specifically designated as Fleet shore duty by the Fleet commander.

- **Normal Tour of Shore Duty** – Varies from rate to rate (see shore tour list, p. 31).

- **For Duty** (pertaining to shore assignments) – If you are ordered to fill a vacancy ashore outside the Seavey procedure you are in a "For Duty" category.

Normally, you are ordered For Duty only when there is an urgent need to fill a vacancy ashore and no one who possesses the qualification is available on the Seavey. Rated men assigned ashore For Duty may ordinarily expect to remain ashore for the normal tour of their rating. But, if you do receive a For Duty assignment, you do not have the same permanence of tour length as men assigned ashore for a normal tour. Shore assignments granted for humanitarian purposes are also For Duty.

- **Special Tour** – This may apply to "For Duty" tours, and also applies to SN, SA, FN, FA, CN and CP personnel who have served at sea less than 12 months. Normally this number is small. Men in these ratings are assigned ashore for 12 months after boot camp.

- **RTD** – Rotation Tour Date. The date you are due for rotation after you've completed the prescribed tour of duty.

- **EAOS** – Expiration of Active Obligated Service. The date your active duty enlistment (including any extensions) expires.

- **PAMI** – Personnel Accounting Machine Installation.

- **EPDO** – Enlisted Personnel Distribution Office. (There's more on PAMI and EPDO on p. 29.)

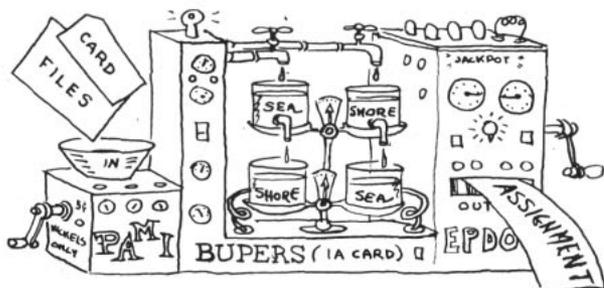
of men required for the coming year. You should then be able to plan on rotating ashore during that year if you are on the Seavey.

Before this new system was adopted there were many variables affecting tour completion dates, and requirements could never be pinpointed. The result was too many men in the Seavey — or, “overplanning.” If you have been awaiting Seavey orders for two years or more, you can blame it on overplanning as a result of adjusted rotation tour dates. The present system for establishing dates should eliminate excesses and produce a far smoother system in years to come.

How the Program Works

If your EAOS is less than the established normal shore tour for your rating, you must agree to extend when you first report ashore. Otherwise, you'll either (1) be discharged at your shore station when your enlistment expires, or (2) if you later decide to extend or reenlist, you will be ordered to sea immediately, without completing your rating's normal tour of shore duty.

If you intend to make the Navy a career, your chances of getting the sea duty of your choice are greater when you agree to extend and complete the normal tour. If you wait until your enlistment expires, it's usually too late then to assign you to a preferred sea billet since, by waiting until the last minute, you have not given the distributors a chance to plan. Thus, you become one of the “immediately available” used



to plug the gaps and fill urgent requirements.

Other set procedures in the shore completion date process are determined when you first report ashore.

If your EAOS falls from one to six months after a normal shore tour would be completed, the shore tour would be extended so it coincides with your EAOS. If your EAOS happens from 7 to 11 months after a normal shore tour would be completed, you will be given the opportunity to extend your enlistment to provide at least 12 months of obligated service at the completion of a normal tour. If you do not extend to provide at least 12 months' obligated service in this latter case, your rotation tour date will be moved back and you'll be “short-toured” so that 12 months will remain on your enlistment for rotation to sea duty.

Choices You Can Make

Here's a closer look at each election:

- Your enlistment is to expire before you could complete a normal shore tour. In this case, you must make up your mind, when first reporting ashore, whether or not you wish to extend to complete the full tour. If you elect not to extend, your shore tour completion date will be the same as your EAOS. Take this

case, for example, in which your normal tour ashore is three years:

- You report for shore duty in May 62**
- Your enlistment expires in September 63**
- A normal shore tour would be until May 65**
- You elect not to extend**
- Shore tour completion date, as recorded, is September 63.**

If, in this case, you decide to reenlist or extend after your shore tour completion date has been recorded, you would still not stay ashore later than September 63.



You would be made available to the Chief of Naval Personnel for rotation to sea.

- You decide to extend for a full tour when first reporting ashore. Under the foregoing circumstances, it would look like this:

- You report for shore duty in May 62**
- Your enlistment expires in September 63**
- A normal tour ashore would be until May 65**
- You agree to extend for three years**
- New EAOS is September 66**
- Your shore tour completion date, as recorded, is May 65—a normal tour.**

- Your enlistment is to expire less than six months after a normal tour ashore would be completed. You do not agree to extend, so your shore tour is automatically increased to coincide with your EAOS. This avoids returning you, when you're a short-timer, to sea duty for a few months. But, again, if you wait until the last minute to reenlist or extend, you reduce your chances of getting the sea duty of your choice.

- You report ashore in May 62**
- Your enlistment expires in September 63**
- Normal tour would be until May 65**
- Your tour ashore would be until September 65 (same as EAOS).**

Had you extended when first reporting, you would rotate on schedule (May 65) and by then would have



had sufficient time to indicate the sea duty of your choice — increasing your chances of getting it.

- Your enlistment is to expire from seven to 11 months after a normal tour would be completed. You

Here's How You're Selected for a Specific Billet

While filling out your Seavey rotation data card, remember the following points:

- Keep your areas of preference for shore duty as broad as possible.
- Indicate your special qualifications and training.

If you follow these tips, the distribution officer will have a greater latitude in assigning you — thereby increasing your chances for rapid rotation — and you will be assigned to a billet which requires your special skills. Here's why:

Once you become eligible for a Seavey transfer and your rotation data card is processed, your name is placed on a list with all other men of your rate and rating who are eligible for the same annual Seavey. For example, if you're a BM1, your name is placed on a list with other BM1s eligible for Seavey transfer during the same segment year.

Your position on the list is determined by your active duty base date — the BM1 who has been in the Navy the longest will be at the top of the list; the BM1 with the least total active service will be at the bottom.

Meanwhile, a number of vacancies for BM1s are occurring ashore. At NAS Jacksonville, Fla., for example, a BM1 on shore duty under the distributional control of EPDOCONUS is scheduled to rotate to sea under the Shorvey. NAS Jax is in the Sixth Naval District, so a shore requirement is generated for 6ND.

Which BM1 on the Seavey list will be picked to fill the Jax billet?

First, the distribution control officer makes sure there are no BM1s still remaining on a previous year's Seavey. If there are, one of these men will get the Jax assignment. If not, the control officer

takes the current BM1 list and, starting at the top, reviews each data file.

If the BM1 at the top of the list had indicated a preference for duty in 6ND, he would receive the assignment. (On the rotation data card this preference is in the form of a three-letter code starting with the letter G, or 6ND. The *Enlisted Transfer Manual*, Chapter 25, contains a complete listing of area codes.)

Or, the top BM1 could have indicated ZOO (anywhere east of the Mississippi) or OOO (anywhere U. S.), which would also justify his being selected for 6ND. If he had not indicated G--, ZOO or OOO, the next BM1 is reviewed, and so on down the list until the most senior man who indicated a preference for 6ND, anywhere east of the Mississippi or anywhere U. S. is found. He is then selected for 6ND and made available to EPDOCONUS.

At EPDOCONUS the detailee for 6ND assigns the BM1 to an activity where a vacancy exists, giving special consideration to any specific location indicated on the rotation data card. It could be the Jax billet, or another billet, if there's another vacancy.

If a shore billet must be filled by a man who possesses some special qualification, the "start at the top of the list" procedure is used, but modified slightly so that only men who possess the required qualifications are considered. (Your special qualifications are indicated by your NEC and the information is noted in blocks 15 and 16 of your rotation data card. You should also use block 15 to list any personal information, not included elsewhere, which you wish the distributor to consider. An example of this may be the following notation, "Dependents and household effects on West Coast.")

extend your enlistment to allow for at least 12 months obligated service upon completion of tour.

- You report for shore duty in May 62**
- Your enlistment expires in December 65**
- Normal shore tour is until May 65**
- You agree to extend for 12 months**
- Your new EAOS is December 66**
- Shore tour completion date is May 65—a normal tour.**

If you do not extend under these circumstances, the tour of shore duty is *reduced* so that you will be rotated back to sea 12 months before your EAOS.

- You report for shore duty in May 62**
- Your enlistment expires in December 65**
- Normal shore tour is until May 65**
- You do not agree to extend**
- Shore tour completion date is December 64; less than normal tour.**

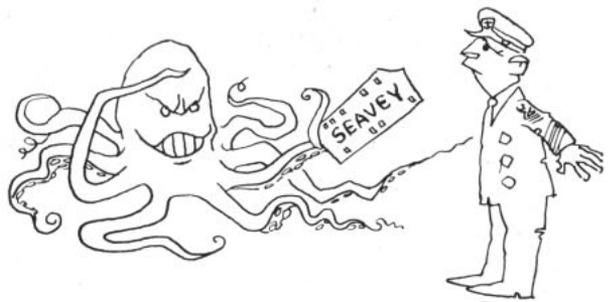
You Rotate On Schedule

What it all boils down to is this: You should understand that your agreement to extend must be executed at the time you report, if you wish to complete a normal tour of shore duty but don't have sufficient obligated service.

In any case, once your shore tour completion date is figured and entered in the personnel diary it cannot

be changed, except for humanitarian reasons or the needs of the service, or unless you transfer to the Fleet Reserve or Retired List, or receive a commission. The Chief of Naval Personnel must approve or authorize each and every change.

There is one other rare case which occasionally



arises with men in ratings that have long shore tours. For example, let's say you report ashore already serving on an extension of your enlistment. According to existing regulations it is unlawful to extend an enlistment for any period greater than four years. In other words, you desire a full shore tour but are prevented

by law from extending to get it. What can you do?

Your decision still must be made immediately upon reporting. The Chief of Naval Personnel will honor a page 13 entry which indicates your intent to reenlist upon completion of your extension in order to obtain a normal shore tour. This provision was included in the new procedure so men serving on extensions would not be forced to take a monetary loss from an early reenlistment. But, remember, this is an infrequent exception to normal cases.

How the Segments Work

The Seavey system of transferring you from sea to shore is administered on a basis of segments. You belong to one of three segments; your transfer is processed during the same time period with transfers of men of other ratings in the same segment. Once each year each rating in each of the three segments is surveyed. Men who have been at sea long enough to qualify for their rating's sea duty commencement cutoff dates are placed on the Seavey for transfer ashore. The segments consist of the following ratings:

Segment 1 — BM, QM, SM, RD, SO, TM, GM, MN, GMT,



FT, MT, ET, DS, IM, OM, RM, YN, PN, SK, DK, JO, LI, DM, PC

Segment 2 — CS, SH, MM, EN, MR, BR, BT, EM, IC, DC, PM, ML, EA, CE, SF, EO, CM, BU, SW, UT, SD, TN

Segment 3 — AD, AT, AO, AB, AE, AQ, AM, PR, AG, AK, PH, PT, HM, HN, DT, DN

Also included in the segments are designated strikers, pay grade E-3, of the ratings listed. Other non-rated personnel do not come under the Seavey, and personnel of the AC, TD, MA and CT ratings, and AGCs, receive transfers through special orders written by the Chief of Naval Personnel or EPDOCONUS.

Segments Surveyed Each Year

In order to spread the administrative workload of Seavey over the full 12-month period, a yearly schedule is followed for placing each segment in effect. This is done on a continuing basis, with the same action taken on each segment each year at the same time.

Seavey tries to assign you and other men in your segment to shore duty before the following segment comes up for action. This is not always possible, owing to excesses in certain ratings on a particular Seavey. The integrity of the system is upheld, however, in that men in a particular rating will not be ordered from a current Seavey until all men of the same rating (and rate) have been ordered from previous Seaveys. The only exception to this procedure is when a requirement arises for a certain NEC or qualification. In this case,



the first man on the list who has this qualification indicated in his rotation data is selected. He may be the top man on the list, halfway down, or even the last and only man able to fulfill the requirement.

SEAVEY SEGMENT SCHEDULE

	Segment 1	Segment 2	Segment 3
PAMIs start Fleet summary	1 Jul	1 Nov	1 Mar
Fleet summary due in BuPers	1 Aug	1 Dec	1 Apr
BuPers announces sea tour commencement dates	1 Sep	1 Jan	1 May
Rotation data cards mailed to sea commands by PAMIs	30 Sep	31 Jan	31 May
Commands mail data cards back to PAMI (no later than)	15 Nov	15 Mar	15 Jul
Seavey data cards (from PAMI) due in BuPers no later than	1 Jan	1 May	1 Sep
BuPers starts issuing orders	1 Feb	1 Jun	1 Oct

Punch Cards Expedite Transfer

Seavey-Shorvey uses a punch card procedure which helps to expedite the processing of your transfer. Several types of punch cards, or personnel data cards, are presently in use. The data card series consists of four basic cards, each of which contains your name, your service number, the code numbers which identify the reporting distributor and the distributor to whom you are assigned, and the activity from which you are reported.

Before you complete a tour of sea or shore duty,



your data card is sent from the PAMI to your command for processing. While filling it out you verify your qualifications for a particular choice of duty, list your duty preferences and spell out other details concerned with your transfer.

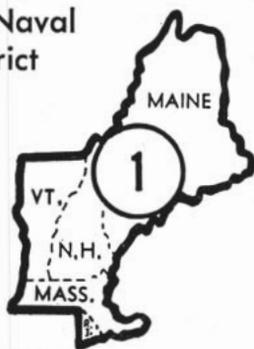
- Under the Shorvey, rotation data cards are pre-

SEAVEY-SHORVEY ROUNDUP

Are You Hoping to Drop Anchor Somewhere in Continental U.S.

Are you curious as to what kind of shore duty the Navy offers in your favorite city? On these and the following pages are tables showing cities where naval activities are located. Anchors indicate presence of a specified type of unit.

1st Naval District



	Recruiting Station**	NROTC	NAS/Naval Air Activity	Receiving Station	Supply/Disbursing Activity	Naval Station/Base	Naval Reserve Training Cen.*	Service Craft Activity	Construction Battalion Cen.	Recruit Training Center	School Command/NATTU	Naval Hospital/Med. Act.	PAMI	Amphibious Base	Communications/Radio Sta.	Fleet Training Center	Ordnance Depot/Activity	Indust. Mgr. Off.	Intelligence Office	Naval Facility	Hydrographic Office	Shipyard	Other
Augusta, Me.							⚓																
Bangor, Me.							⚓																
Boston, Mass.	⚓				⚓	⚓	⚓						⚓					⚓	⚓		⚓	⚓	⚓
Brunswick, Me.				⚓																			
Buzzards Bay, Mass.		⚓																					
Castine, Me.		⚓																					
Chelsea, Mass.												⚓											
Cambridge, Mass.		⚓																					
Davisville, R. I.									⚓														
East Machias, Me.															⚓								
Hanover, N. H.		⚓																					
Harpwell Neck, Me.																							⚓
Hingham, Mass.																	⚓						
Marion, Mass.											⚓												
Medford, Mass.		⚓																					
Melville, R. I.																							⚓
Nantucket, Mass.																					⚓		
Newport, R. I.					⚓	⚓	⚓			⚓	⚓			⚓	⚓	⚓		⚓				⚓	
Portsmouth, N. H.						⚓	⚓				⚓											⚓	⚓
Providence, R. I.		⚓					⚓																
Quonset Point, R. I.				⚓																			⚓
Salem, Mass.							⚓																
South Weymouth, Mass.				⚓																			
Springfield, Mass.							⚓																
Winter Harbor, Me.																			⚓				
Worcester, Mass.		⚓					⚓																

*Naval Reserve Training Centers are also located in the following cities: MASSACHUSETTS: Brockton, Fall River, Lawrence, Lowell, Lynn, New Bedford, Pittsfield, Quincy. VERMONT: Burlington. NEW HAMPSHIRE: Manchester. R. I.: Pawtucket, Woonsocket. ME.: S. Portland.

pared for all shore duty personnel in accordance with the following schedule.

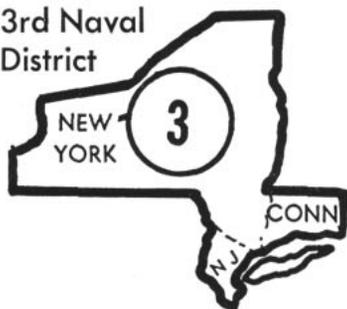
Cards Prepared By PAMI	Forwarded to Command for Completion By	For Men Whose Duty Tours Expire 11 to 13 Mos. Later
FEB	25 FEB	JAN, FEB, MAR
MAY	25 MAY	APR, MAY, JUN
AUG	25 AUG	JUL, AUG, SEP
NOV	25 NOV	OCT, NOV, DEC

• Under the Seavey, three times each year (in accordance with the Segment Schedule, p. 27) the PAMIs prepare rotation data cards for sea duty personnel whose tours commenced on or before the month established for their rates or ratings. These cards are forwarded to the COs concerned for completion. When the rotation data cards are returned to the PAMI, Seavey data cards are prepared for each man and transmitted to the Chief of Naval Personnel.

Check These Charts Showing Naval Activities in Each District

Remember that the number of billets and the ratings eligible for these billets will vary at each location. Take this into consideration when you express your preferences for shore duty, and note the suggestions given in this report.

3rd Naval District



	Recruiting Station**	NROTC	NAS/Naval Air Activity	Receiving Station	Supply/Disbursing Activity	Naval Station/Base	Naval Reserve Training Cen.*	Service Craft Activity	Construction Battalion Cen.	Recruit Training Center	School Command/NATTU	Naval Hospital/Med. Act.	PAMI	Amphibious Base	Communications/Radio Sta.	Fleet Training Center	Ordnance Depot/Activity	Shipyards	Indust. Mgr. Off.	Intelligence Office	Naval Facility	Hydrographic Office	Other	
Albany, N. Y.	⚓						⚓																	
Bayonne, N. J.				⚓																				
Binghamton, N. Y.							⚓																	
Bridgeport, Conn.							⚓																	
Bronx, N. Y.							⚓																	
Brooklyn, N. Y.			⚓	⚓	⚓	⚓	⚓					⚓						⚓	⚓					
Buffalo, N. Y.	⚓						⚓																	
Earle, N. J.																	⚓							
Fort Monmouth, N. J.																								⚓
Groton, Conn.						⚓	⚓				⚓													
Ithaca, N. Y.		⚓					⚓																	
Kings Point, N. Y.		⚓																						
Long Island, N. Y.												⚓												
New Haven, Conn.		⚓					⚓																	
New London, Conn.																								⚓
New York City, N. Y.	⚓	⚓	⚓		⚓						⚓		⚓							⚓		⚓	⚓	
Rochester, N. Y.		⚓					⚓																	
Schenectady, N. Y.											⚓													
Scotia, N. Y.							⚓																	⚓
Troy, N. Y.		⚓					⚓																	
Windsor, Conn.											⚓													⚓

*Naval Reserve Training Centers are also located in the following cities: CONNECTICUT: Cromwell, Hartford, Stamford, Waterbury. NEW JERSEY: Clifton, Elizabeth, Jersey City, Port Newark, Perth Amboy. NEW YORK: Dunkirk, Elmira, Freeport, Glens Falls, Huntington, Jamestown, Liverpool, Newburgh, New Rochelle, Oswego, Poughkeepsie, Tompkinsville, Utica, Watertown, Whitestone, Yonkers, Youngstown.

**Recruiting sub-stations or branches are too numerous to list. Therefore, only the main stations in each district are indicated.

PAMIs and EPDOs

The Navy's Enlisted Personnel Distribution Offices in San Diego, Calif. (EPDOPAC), Norfolk, Va. (EPDOLANT), and Bainbridge, Md. (EPDOCONUS), handle much of the work that goes into your transfer to the right place at the right time.

The three EPDOs are serviced by PAMIs which, with help from electronic brains, give rapid personal service while processing the assignments of men under their jurisdiction.

The EPDO at Bainbridge maintains up-to-date records of all Navyman serving on general shore duty in the continental U. S. and makes individual assignments. The EPDO in San Diego is the distribution focal point

of the Pacific Fleet, and the EPDO in Norfolk is the manpower assignment center for the Atlantic Fleet.

The EPDOs, and their corresponding PAMIs, are linked to a master electronic data processing system which is operated by this Bureau. Manpower information which covers the status of each Navyman is fed into the network via high-speed transmitters and punch card equipment. (Among other things, the high-speed transmittal of manpower information helps to keep pace with the constantly changing qualifications of individual enlisted specialists).

The Manpower Information Network swings into operation at individual commands, or components of commands, which submit to their PAMIs detailed personnel

SEAVEY-SHORVEY ROUNDUP



information. (This is one of the main reasons your personnel office keeps a diary. It includes such information as personnel transferred or received, information which pertains to the qualifications or status changes of individuals, and assignments desired upon completion of tours.)

For an example of the scope of the Manpower Information Network's job load, consider the number of command diaries processed recently by PAMICONUS

during just one month: 1489 command diaries for officers and 1609 enlisted; included in which were nearly 225,000 changes to personnel records.

Machines Speed Process

PAMI transforms diary information into code numerals which are punched into cards. (This is where your individual data cards are first compiled.)

The punched cards are then fed into a computer processing unit which controls a system of magnetic tape recordings. From the information contained in the cards, the tapes are brought up to date. Then, copies of the tapes are forwarded to the Bureau. This Bureau makes a new master tape each month which reflects the current over-all manpower picture as drawn by the PAMIs.

This information is the basis for "making you available" to an EPDO or detailee for transfer when your normal tour of sea or shore duty has been completed. Although the bookkeeping and filing of data is accomplished chiefly by machines, you are not merely a

4th Naval District



	Recruiting Station**	NROTC	NAS/Naval Air Activity	Receiving Station	Supply/Disbursing Activity	Naval Station/Base	Naval Reserve Training Cen.*	Service Craft Activity	Construction Battalion Cen.	Recruit Training Center	School Command/NATTU	Naval Hospital/Med. Act.	PAMI	Amphibious Base	Communications/Radio Sta.	Fleet Training Center	Ordnance Depot/Activity	Shipyard	Indust. Mgr. Off.	Intelligence Office	Naval Facility	Hydrographic Office	Other		
Akron, Ohio							⌄																		
Atlantic City, N. J.							⌄																		
Camden, N. J.							⌄													⌄					
Cape May, N. J.																							⌄		
Cincinnati, Ohio	⌄						⌄																	⌄	
Cleveland, Ohio	⌄				⌄		⌄																		
Columbus, Ohio	⌄	⌄					⌄																		
Johnsville, Pa.			⌄																						
Lakehurst, N. J.			⌄				⌄				⌄														
Mechanicsburg, Pa.					⌄																				
Oxford, Pa.		⌄																							
Philadelphia, Pa.	⌄	⌄	⌄	⌄	⌄	⌄	⌄				⌄	⌄	⌄						⌄	⌄	⌄				
Pine Beach, N. J.											⌄														
Pittsburgh, Pa.	⌄						⌄																		
Princeton, N. J.		⌄																							
Trenton, N. J.			⌄				⌄								⌄										
University Park, Pa.		⌄																							
Villanova, Pa.		⌄																							
Willow Grove, Pa.			⌄																						
York, Pa.							⌄											⌄							

*Naval Reserve Training Centers are also located in the following cities: PENNSYLVANIA: Allentown, Altoona, Bethlehem, Folsom, Erie, Harrisburg, Hazleton, Johnstown, Lancaster, McKeesport, Reading, Scranton, Kingston, Williamsport. OHIO: Canton, Dayton, Hamilton, Lima, Lorain, Mansfield, Portsmouth, Steubenville, Toledo, Warren, Youngstown, Zanesville. DELAWARE: Wilmington.

**Recruiting sub-stations or branches are too numerous to list. Therefore, only the main stations in each district are indicated.

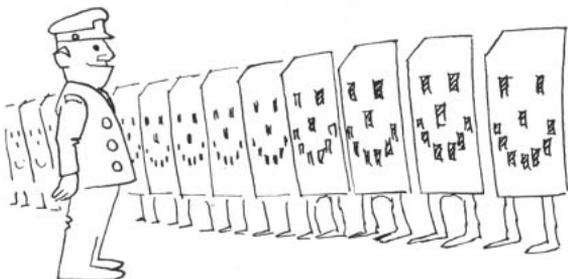
5th Naval District



	Recruiting Station**	NROTC	NAS/Naval Air Activity	Receiving Station	Supply/Disbursing Activity	Naval Station/Base	Naval Reserve Training Cen.*	Service Craft Activity	Construction Battalion Cen.	Recruit Training Center	School Command/NATTU	Naval Hospital/Med. Act.	PAMI	Amphibious Base	Communications/Radio Sta.	Fleet Training Center	Ordnance Depot/Activity	Shipyard	Indust. Mgr. Off.	Intelligence Office	Naval Facility	Hydrographic Office	Other
Ashland, Ky.	↕																						
Bainbridge, Md.										↕	↕		↕										
Baltimore, Md.	↕						↕														↕		↕
Buxton, N. C.																						↕	
Charlottesville, Va.		↕																					
Camp Lejeune, N. C.												↕											
Driver, Va.															↕								
Fort Monroe, Va.																	↕						
Fort Ritchie, Md.															↕								
Little Creek, Va.															↕								
Louisville, Ky.	↕	↕					↕										↕						
Newport News, Va.							↕												↕				
Norfolk, Va.			↕	↕	↕	↕	↕	↕			↕	↕	↕	↕	↕	↕				↕		↕	
Northwest, Va.															↕								
Portsmouth, Va.							↕				↕	↕					↕	↕	↕				
Richmond, Va.		↕					↕																
Virginia Beach, Va.			↕								↕												
Yorktown, Va.																	↕						

*Naval Reserve Training Centers are also located in the following cities: VIRGINIA: Augusta County, Lynchburg, Roanoke. WEST VIRGINIA: Huntington, Charleston, Wheeling. KENTUCKY: Covington, Lexington, Owensboro. MARYLAND: Cumberland.
 **Recruiting sub-stations or branches are too numerous to list. Therefore, only the main stations in each district are indicated.

number or statistic. Machines are necessary for the efficient processing and storage of data. When it comes to moving or extending you, or making any other decision, it is personally handled by an experienced officer who uses information provided by machine accounting.



Rate Determines Length of Shore Tour

If you're ordered to a normal tour of shore duty under Seavey, it means you will spend anywhere from two years to 54 months, depending on your rate, on continuous shore duty. Normal shore tours are:

- 24 MONTHS — BM1,2,3, BMSN; QM1,2,3, QMSN; SM1,2,3, SMSN; RD1,2,3, RDSN; SO1,2,3, SOSN; TM1,2,3, TMSN; GMT3, GMTSN; MN3, MNSN; GMC1,2,3, GMSN; FTC1,2,3, FTSN; MT3,

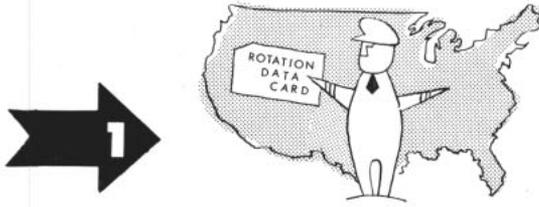
- MTSN; ET3, ETSN; IM1,2,3, IMSN; OM1,2,3, OMSN; RM1,2,3, RMSN; SK1,2,3, SKSN; DK2,3, DKSN; CS1,2,3, CSSN; SH1,2,3, SHSN; LIC1,2,3, LISN; MMC1,2,3, MMFN; EN1,2,3, ENFN; MR1,2,3, MRFN; BR1, BTC1,2,3, BTFN; EMC1,2,3, EMFN; IC1,2,3, ICFN; DC1,2,3, DCFN; PM1,2,3, PMFN; ML1,2,3, MLFN; SFC1,2,3, SFFN; EA1,2,3, EACN; CE1,2,3, CECN; CM3, CMCN; BU1,2,3, BUCN; SW1,2,3, SWCN; UT1,2,3, UTCN; AT3, ATAN; AO2,3, AOAN; AC3, ACAN; AB2,3, ABAN; AEAN; AQ3, AQAN; AGAN; PH3, PHAN; PTC1,2,3, PTAN; HN; DN; SD1,2,3; TN.

- 30 MONTHS — BMC; SMC; RDC; SOC; TMC; ET1,2; IMC; OMC; RMC; SKC; CSC; SHC; ENC; BRC; ICC; PMC; MLC; EAC; CEC; EOC1,2,3, EOSN; CM1,2; BUC; SWC; UTC; AT2; AB1; AE3; AG3; SDC.
- 36 MONTHS — QMC; GMTC1,2; MN2; ETC; YN3, YNSN; PN3, PNSN; DK1; JO3, JOSN; DM3, DMSN; MRC; DCC; ADC1,2,3, ADAN; ATC1; AOC1; AC2; ABC; AEC1,2; AQC1,2; AMC1,2,3, AMAN; PR1,2,3, PRAN; AG1,2; AK1,2,3, AKAN; PHC1,2; HM3; DT2,3.
- 42 MONTHS — MNC1; MTC1,2; DKC; ADJC1; PRC; AKC; HM2.
- 48 MONTHS — YNC1,2; PN1,2; JO1,2; ACC, 1; TDC1,2,3, TDAN; HMC,1; DT1.
- 54 MONTHS — PNC; JOC; DMC1,2; DTC.

Tour lengths for men in pay grades E-8 and E-9 are the same as those listed for corresponding E-7 tours. Tour lengths for men in the new DS rating have not yet been established. (Continued on page 35).

SHORVEY

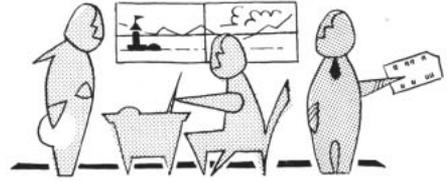
SHORVEY... moving



1

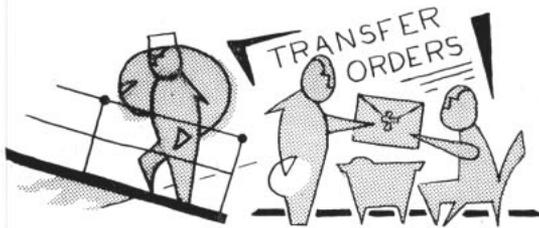
Approximately 12 months before completing your normal tour of shore duty, PAMICONUS (or PAMILANT or PAC if you are on Fleet shore duty) forwards your rotation data card to your station and instructs your CO to interview you in regard to your choices of sea or overseas duty.

2



3

You are called to the personnel office, and, with a personnelman's assistance, you fill out your rotation data card, listing your choices for next sea or overseas duty. Your rotation data card is then returned by the fastest means to the PAMI.



8

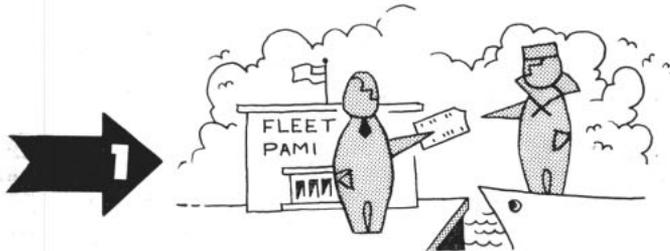
Upon receipt of your assignment card, the shore station will issue standard transfer orders for detachment during a specified month (normally the month in which you complete a tour ashore). You will then be directed to the assigned sea duty, and your orders will authorize proceed and travel time, as well as leave.



7

After determining your next duty assignment, the Fleet EPDO forwards the assignment card to your present shore station. At the same time your deck of data cards is forwarded to your next duty station to assist your next CO in placing you in the right job.

SEAVEY... moving



1

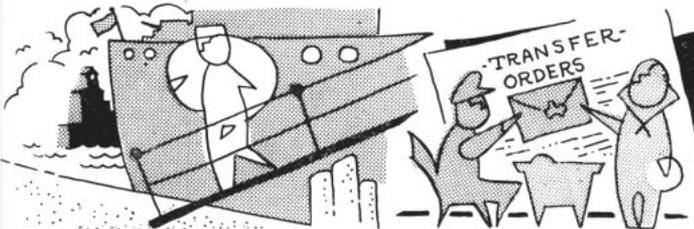
A BuPers Notice each year announces sea duty commencement cutoff dates for each rating. PAMI selects you as eligible for transfer if you have been at sea long enough to meet the cutoff date requirement, and issues a rotation data card to your ship or duty station.

2



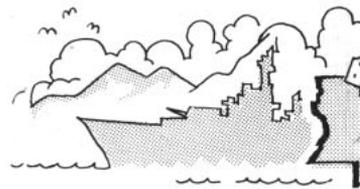
3

You are then called to the personnel office where, with the personnelman's assistance, you indicate on the rotation data card your shore duty and/or overseas duty preferences. You may also indicate that you desire recruiting duty and/or instruct duty. Your rotation data card is reviewed by your CO and then forwarded, by the fastest means available, to the Fleet PAMI. An entry to this effect is made in your service record.



7

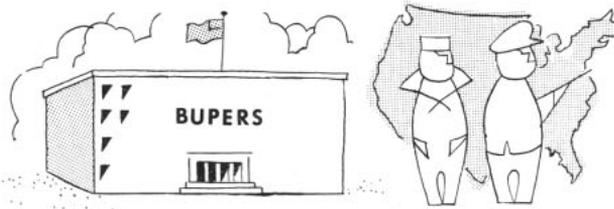
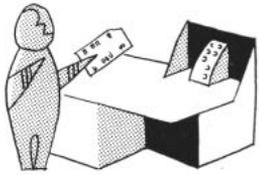
Upon receipt of your assignment card, your ship will issue standard transfer orders for detachment during a specified month, and you will be directed to report to your shore duty station. Your orders will authorize proceed and travel time, and leave.



The shore duty distributor will, upon assigning you, forward your deck of data cards to your new duty station. The data cards will aid your new duty station in determining for which you are best qualified. The assignment card will be forwarded to your CO directing him to transfer you to the new duty station.

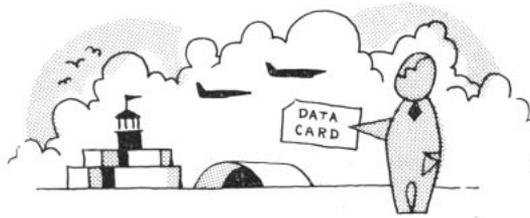
and SEAVEY

you from shore to sea



The PAMI takes the information from your rotation data card (and other information about you it already has on file) and converts this to punched card codes and symbols. A deck of about four data cards is then punched and transmitted to the Bureau.

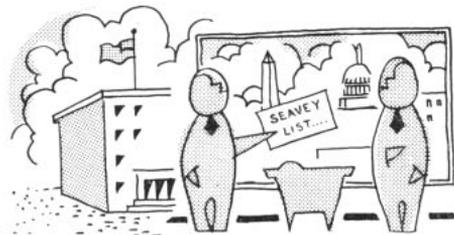
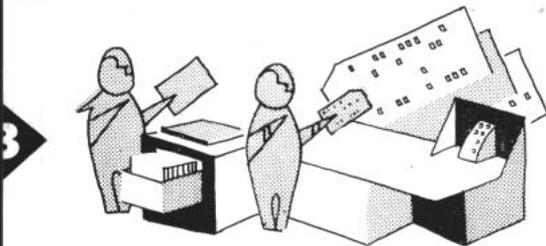
Using all information from your deck of data cards (which the Bureau assembled into the Shorvey), Bureau assignment officers make you available to either the Atlantic or Pacific Fleet EPDO for further assignment to sea or overseas duty. The information on your assignment card and your data card is then relayed by transceiver to the appropriate Fleet EPDO to assist in assigning you to a Fleet command. This action takes place about four months before you complete your normal tour. Some men on the Shorvey are assigned to schools or to Bureau-controlled billets.



When the EPDO receives your assignment card and deck of data cards from the Bureau (step 4 above), it uses all this information to make a decision as to the ship, Fleet command or overseas activity to which you will be assigned.

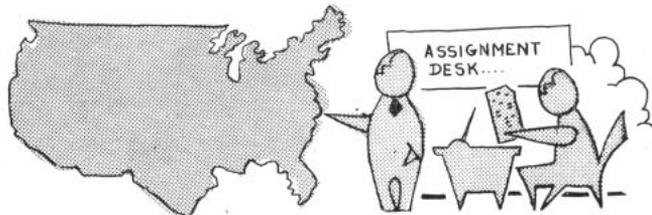
The Bureau sends, via EPDOCONUS, a copy of the No. 1A data card to the shore station where you are serving. This card tells the shore distributor he is losing a man from an activity under his jurisdiction and lets you and your CO know the month when you will be transferred. It also tells you the EPDO or detailee to whom you have been made available for further assignment.

you from sea to shore



At the Fleet PAMI the information on your rotation data card is added to other information about you, which the PAMI has on file, and is converted to punched card symbols and codes. Then, by means of transceivers, this information is transmitted electronically to the Bureau.

At the Bureau, the names received from the Fleet PAMIs are compiled into a single Seavey list by rate and length of service. You are then made available to the appropriate EPDO or detailee to fill a shore vacancy when it occurs. The information on your data cards (including choice of duty) is used by the detailee in deciding which shore billet you will fill.



When you are assigned to a specific duty station, forward your assignment card to your CO in assigning you to that duty station. Your ship receives an order for that specific duty station ashore.

EPDO assigns you to a specific shore station under its jurisdiction, or, if your rating is controlled by the Bureau, the Bureau will select your new station.

SEAVEY-SHORVEY ROUNDUP



6th Naval District

	Recruiting Station**	NROTC	NAS/Naval Air Activity	Receiving Station	Supply/Disbursing Activity	Naval Station/Base	Naval Reserve Training Cen.*	Service Craft Activity	Construction Battalion Cen.	Recruit Training Center	School Command/NATTU	Naval Hospital/Med. Act.	PAMI	Amphibious Base	Communications/Radio Sta.	Fleet Training Center	Ordnance Depot/Activity	Shipyard	Indust. Mgr. Off.	Intelligence Office	Naval Facility	Hydrographic Office	Other
Athens, Ga.											↕												
Atlanta, Ga.		↕					↕																
Auburn, Ala.		↕																					
Beaufort, S. C.												↕											
Birmingham, Ala.	↕						↕																
Byron, Ga.					↕																		
Brunswick, Ga.			↕								↕												
Cecil Field, Fla.			↕																				
Chapel Hill, N. C.		↕																					
Charleston, S. C.					↕	↕	↕	↕			↕	↕	↕			↕	↕	↕	↕	↕			
Charlotte, N. C.							↕																
Columbia, S. C.	↕	↕					↕																
Durham, N. C.		↕					↕																
Ft. Lauderdale, Fla.																	↕						
Gulfport, Miss.							↕	↕															
Homestead, Fla.																						↕	
Jacksonville, Fla.	↕		↕		↕	↕	↕	↕			↕	↕										↕	
Key West, Fla.			↕		↕						↕	↕					↕						
Macon, Ga.	↕																↕						
Marietta, Ga.			↕																				
Mayport, Fla.						↕																	
Memphis, Tenn.			↕		↕	↕					↕	↕											
Meridian, Miss.			↕																				
Miami, Fla.							↕															↕	
Milton, Fla.			↕																				
Nashville, Tenn.	↕	↕					↕																
Orlando, Fla.																							↕
Panama City, Fla.																	↕						↕
Pensacola, Fla.			↕				↕				↕	↕			↕								
Raleigh, N. C.	↕						↕																
Sanford, Fla.			↕																				
St. Petersburg, Fla.											↕												
University, Miss.		↕																					

*Naval Reserve Training Centers are also located in: NORTH CAROLINA: Asheville, Wilmington, Winston-Salem, Greensboro. GEORGIA: Augusta, Columbus, Macon, Savannah. TENNESSEE: Chattanooga, Jackson, Kingsport, Knoxville. FLORIDA: Daytona Beach, Gainesville, Orlando, Riviera Beach, St. Petersburg, Tampa. ALABAMA: Gadsden, Huntsville, Mobile, Montgomery, Sheffield, Tuscaloosa. MISSISSIPPI: Greenville, Greenwood, Jackson, Laurel, Natchez, Vicksburg. SOUTH CAROLINA: Georgetown, Greenville, Spartanburg.

**Recruiting sub-stations or branches are too numerous to list. Therefore, only the main stations in each district are indicated.



Extension of Duty Tours

If, for some reason or other, you don't wish to be transferred, what are the chances you will be granted an extension of duty at your present command?

Let's take a shore duty extension first.

If you're on *shore duty*, an extension of your tour will be considered by the Chief of Naval Personnel only on the basis of urgent manning or humanitarian problems. When you receive your Shorevey rotation data card you may request that the Chief of Naval Personnel extend your shore tour for a specified period. You must fully justify the request, and your rotation

data card must be completed and returned to the PAMI on schedule.

If your extension is granted, your CO will be instructed to make the necessary changes in the Naval Manpower Information System and to correct your shore tour completion date. If your request for extension is not granted, you will be notified by letter.

Conversely, if you are serving on shore duty, you would not usually be returned to sea duty until you have completed the normal tour for your rating. If for some reason you are sent to sea before your normal tour of shore duty has been completed, the transfer must first be fully justified by your CO and approved by the Chief of Naval Personnel. Even if your shore activity should be disestablished, every effort would be made to reassign you to another shore station for completion of the normal tour.

Extending Sea Tours

If you *wish to extend your tour at sea*, your request to the Chief of Naval Personnel should be based on "sincere desire" for arduous sea duty, or personal hardship. Your request for extension on the basis of personal hardship must include substantiating affidavits.

8th Naval District



	Recruiting Station**	NROTC	NAS/Naval Air Activity	Receiving Station	Supply/Disbursing Activity	Naval Station/Base	Naval Reserve Training Cen.*	Service Craft Activity	Construction Battalion Cen.	Recruit Training Center	School Command/NATTU	Naval Hospital/Med. Act.	PAMI	Amphibious Base	Communications/Radio Sta.	Fleet Training Center	Ordnance Depot/Activity	Shipyard	Indust. Mgr. Off.	Intelligence Office	Naval Facility	Hydrographic Office	Other		
Albuquerque, N. M.	⌄	⌄					⌄										⌄								
Austin, Tex.		⌄					⌄																		
Beeville, Tex.			⌄																						
Camden, Ark.																	⌄								
Corpus Christi, Tex.			⌄				⌄				⌄	⌄													
Dallas, Tex.	⌄		⌄				⌄																		
Galveston, Tex.							⌄																	⌄	
Houston, Tex.	⌄	⌄					⌄																		
Kingsville, Tex.			⌄																						
Little Rock, Ark.	⌄						⌄											⌄							
McAlester, Okla.							⌄																		
New Iberia, La.			⌄																						
New Orleans, La.	⌄	⌄	⌄		⌄	⌄	⌄					⌄							⌄	⌄			⌄		
Norman, Okla.			⌄				⌄				⌄														
Oklahoma City, Okla.	⌄						⌄																		
Port Arthur, Tex.							⌄																		
Shumaker, Ark.							⌄																		
White Sands, N. M.																									⌄

*Naval Reserve Training Centers are also located in the following cities: LOUISIANA: Alexandria, Lake Charles, Lafayette, Shreveport, Baton Rouge. OKLAHOMA: Stillwater, Tulsa. ARKANSAS: Fort Smith. TEXAS: Amarillo, Beaumont, El Paso, Fort Worth, Lubbock, San Angelo, San Antonio, Waco, Wichita Falls, Abilene.

**Recruiting sub-stations or branches are too numerous to list. Therefore, only the main stations in each district are indicated.

SEAVEY-SHORVEY ROUNDUP

9th Naval District



	Recruiting Station**	NROTC	NAS/Naval Air Activity	Receiving Station	Supply/Disbursing Activity	Naval Station/Base	Naval Reserve Training Cen.*	Service Craft Activity	Construction Battalion Cen.	Recruit Training Center	School Command/NATTU	Naval Hospital/Med. Act.	PAMI	Amphibious Base	Communications/Radio Sta.	Fleet Training Center	Ordnance Depot/Activity	Shipyard	Indust. Mgr. Off.	Intelligence Office	Naval Facility	Hydrographic Office	Other
Ames, Iowa		⚓																					
Ann Arbor, Mich.		⚓																					
Boulder, Colo.		⚓																					
Chicago, Great Lakes, Ill.	⚓	⚓			⚓		⚓			⚓	⚓	⚓	⚓						⚓	⚓		⚓	⚓
Cheyenne, Wyo.							⚓																
Columbia, Mo.		⚓																					
Colorado Springs, Colo.							⚓																
Crane, Ind.																	⚓						
Denver, Colo.		⚓					⚓																
Des Moines, Iowa		⚓					⚓																
Detroit, Mich.		⚓					⚓																
Evanston, Ill.			⚓				⚓																
Fargo, N. D.							⚓																
Forrest Park, Ill.							⚓										⚓						
Glenview, Ill.			⚓				⚓			⚓													
Grosse Ile, Mich.			⚓																				
Hastings, Nebr.																	⚓						
Hutchinson, Kan.							⚓																
Indianapolis, Ind.		⚓					⚓																
Kansas City, Mo.		⚓					⚓																
Lawrence, Kan.			⚓																				
Lincoln, Nebr.			⚓				⚓																
Madison, Wis.			⚓				⚓																
Milwaukee, Wis.		⚓	⚓				⚓																
Minneapolis, Minn.		⚓	⚓	⚓			⚓																
Olathe, Kan.				⚓							⚓												
Omaha, Nebr.		⚓					⚓																⚓
St. Louis, Mo.		⚓					⚓																
South Bend, Ind.			⚓				⚓																
Urbana, Ill.			⚓																				
West Lafayette, Ind.			⚓																				
Wichita, Kans.							⚓																

*Naval Reserve Training Centers are also located in the following cities: INDIANA: Anderson, Evansville, Fort Wayne, Gary, Michigan City, Muncie, Terre Haute. ILLINOIS: Aurora, Danville, Decatur, Joliet, Rockdale, Moline, E. Peoria, Quincy, Rockford, Springfield. MICHIGAN: Battle Creek, Bay City, Benton Harbor, Cadillac, Dearborn, Flint, Grand Rapids, Hancock, Jackson, Kalamazoo, Lansing, Muskegon, Pontiac, Port Huron, Saginaw. IOWA: Burlington, Cedar Rapids, Davenport, Dubuque, Sioux City, Waterloo. MISSOURI: Cape Girardeau, Hannibal, Joplin, St. Joseph, Springfield. WISCONSIN: Green Bay, Kenosha, Lacrosse, Oshkosh, Racine, Sheboygan. COLORADO: Pueblo. KANSAS: Topeka. S. DAKOTA: Sioux Falls. MINNESOTA: St. Paul, Duluth.

**Recruiting sub-stations or branches are too numerous to list. Therefore, only the main stations in each district are indicated.

From time to time it becomes necessary to involuntarily extend the sea tours of some men. Examples of *involuntary sea extensions* are:

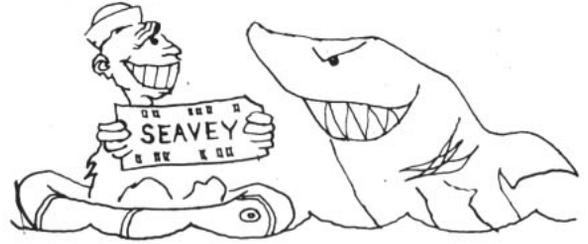
- If you are serving on overseas shore duty – When you become eligible for rotation to shore duty in the U. S., you must be moved in the month your tour of overseas duty is completed. Since there are not always enough U. S. shore vacancies to accommodate all the men who complete overseas duty tours, it may become necessary to return your name to the Fleet EPDO for further assignment to sea duty. Your sea tour is extended 14 months in the name of Fleet stability. (*Enlisted Transfer Manual*, Para. 3.33C, contains more details.)

- You do not have sufficient obligated service – If you are serving on overseas shore duty and do not have sufficient obligated service for rotation ashore (the minimum: 16 months) you will be extended at sea for 14 months. (The 14-month extension may be beyond your EAOS. However, it would not change your EAOS. A full explanation may be found in the *Transfer Manual*, Para. 3.57C.)

- EAOS – If you elect to leave your sea duty com-

mand when your hitch has been completed and re-enlist at a receiving or recruiting station, you will be temporarily removed from Seavey and extended on sea duty until the next annual submission of rotation data cards for your segment.

- New Ship – If you are transferred to a new con-



struction ship, your sea tour is extended to permit one year on board after the commissioning date. This is necessary to provide stability for pre-commissioning details and initial operations.

- Key Man – If you are a key man in your ship's organization and your transfer without relief would significantly affect your unit's operational capability,

11th Naval District



	Recruiting Station**	NAS/Naval Air Activity	Receiving Station	Supply/Disbursing Activity	Naval Station/Base	Naval Reserve Training Cen.*	Service Craft Activity	Construction Battalion Cen.	Recruit Training Center	School Command/NATTU	Naval Hospital/Med. Act.	PAMI	Amphibious Base	Communications/Radio Sta.	Fleet Training Center	Ordnance Depot/Activity	Shipyards	Indust. Mgr. Off.	Intelligence Office	Naval Facility	Hydrographic Office	Other	
Camp Pendleton, Calif.												☞											
China Lake, Calif.			☞														☞						
Corona, Calif.																☞							
El Centro, Calif.																							☞
Hawthorne, Calif.							☞																
Imperial Beach, Calif.			☞											☞									
Las Vegas, Nev.							☞																
Long Beach, Calif.			☞		☞	☞					☞						☞	☞	☞				
Los Angeles, Calif.	☞	☞		☞		☞														☞			
Miramar, Calif.			☞																				
Phoenix, Ariz.			☞				☞																
Point Arguello, Calif.																							☞
Point Mugu, Calif.			☞													☞				☞			
Pomona, Calif.							☞			☞													
Port Hueneme, Calif.				☞				☞		☞													☞
San Diego, Calif.			☞	☞	☞	☞	☞		☞	☞	☞	☞	☞	☞	☞				☞				☞
San Pedro, Calif.						☞	☞																
Santa Ana, Calif.						☞																	
Seal Beach, Calif.																☞							
Wilmington, Calif.																							☞

*Naval Reserve Training Centers are also located in the following cities: CALIFORNIA: Bakersfield, Compton, N. Hollywood, Huntington Park, Pasadena, San Bernardino, Santa Barbara, Santa Monica. ARIZONA: Tucson.

SEAVEY-SHORVEY ROUNDUP



your CO may request an "operational hold" for any period up to six months. There must be an urgent need for your services. (OPHOLDS are spelled out in the *Transfer Manual*, Para. 3.33b.)

'Inactive Seavey' Is Active Too

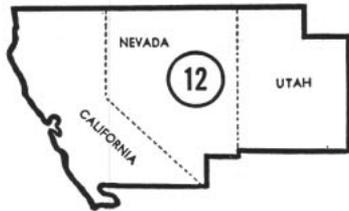
The term "Inactive Seavey" can be misleading. In theory — and in practice — Seavey is an active, con-

tinuously working system which handles the process of transferring you to shore duty after a tour at sea. Therefore, Seavey is not "inactive."

Nevertheless, the term "Inactive Seavey" has been adopted (ALL HANDS does not know who dreamed it up) and is now accepted as standard Seavey lingo. When the term is used correctly, however, it's in a sense that applies not to the Seavey system, but to the men who come under it.

You are on the Seavey ("Active" Seavey, if you prefer) when you are eligible in all respects for a Seavey transfer. If for some reason (such as having insufficient obligated service, or being on TAD) Seavey can't transfer you, your data is pigeonholed and no action is taken until the temporary obstacle in the path of your transfer is removed. (If this temporary obstacle is "insufficient obligated service," it means you have less than 16 months left on your hitch. You may remedy this by signing an agreement to extend your enlistment, which would become effective only if you are actually assigned ashore. More on the insufficient obligated

12th Naval District

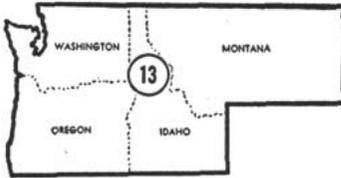


	Recruiting Station**	NROTC	NAS/Naval Air Activity	Receiving Station	Supply/Disbursing Activity	Naval Station/Base	Naval Reserve Training Cen.*	Service Craft Activity	Construction Battalion Cen.	Recruit Training Center	School Command/NATTU	Naval Hospital/Med. Act.	PAMI	Amphibious Base	Communications/Radio Sta.	Fleet Training Center	Ordnance Depot/Activity	Shipyards	Indust. Mgr. Off.	Naval Facility	Hydrographic Office	Intelligence Office	Other	
Alameda, Calif.																								
Berkeley, Calif.																								
Big Sur, Calif.																								
Concord, Calif.																								
Dixon, Calif.																								
Dugway, Utah																								
Fallon, Nev.																								
Ferndale, Calif.																								
Hawthorne, Nev.																								
Lemoore, Calif.																								
Moffett Field, Calif.																								
Monterey, Calif.																								
Oakland, Calif.																								
Ogden, Utah																								
Salt Lake City, Utah																								
San Francisco, Calif.																								
San Bruno, Calif.																								
Sonoma, Calif.																								
Stockton, Calif.																								
Stanford, Calif.																								
Vallejo, Calif.																								

*Naval Reserve Training Centers are also located in the following cities: CALIFORNIA: Fresno, Sacramento, San Jose, San Mateo, Santa Cruz. NEVADA: Reno.

**Recruiting sub-stations or branches are too numerous to list. Therefore, only the main stations in each district are indicated.

13th Naval District



	Recruiting Station**	NROTC	NAAS/Naval Air Activity	Receiving Station	Supply/Disbursing Activity	Naval Station/Base	Naval Reserve Training Cen.*	Service Craft Activity	Construction Battalion Cen.	Recruit Training Center	School Command/NAITU	Naval Hospital/Med. Act.	PAMI	Amphibious Base	Communications/Radio Sta.	Fleet Training Center	Ordnance Depot/Activity	Shipyard	Indust. Mgr. Off.	Intelligence Office	Naval Facility	Hydrographic Office	Other	
Astoria, Ore.																								☞
Bayview, Idaho																								☞
Bremerton, Wash.					☞							☞					☞	☞	☞					
Butte, Mont.	☞						☞																	
Corvallis, Ore.		☞																						
Empire, Ore.																						☞		
Idaho Falls, Idaho											☞													
Keyport, Wash.																	☞							
Kingston, Wash.								☞																
Marietta, Wash.																					☞			
Moscow, Idaho		☞																						
Oak Harbor, Wash.			☞																					
Oso, Wash.															☞									
Pacific Beach, Wash.																						☞		
Portland, Ore.	☞						☞																	
Seattle, Wash.	☞	☞	☞	☞	☞		☞					☞		☞					☞	☞			☞	
Spokane, Wash.							☞																	
Tacoma, Wash.							☞																	

*Naval Reserve Training Centers are also located in the following cities: WASHINGTON: Aberdeen, Bellingham, Everett, Longview. MONTANA: Billings. IDAHO: Boise. OREGON: Eugene, Salem.

**Recruiting sub-stations or branches are too numerous to list. Therefore, only the main stations in each district are indicated.

service obstacle is contained in the *Enlisted Transfer Manual*, Para. 3.37.)

Thus, when you are placed on the "Inactive Seavey," the only thing inactive is your file; you are not actively considered for transfer.

Questions and Answers

Q - Nearly everything about the EAOS (expiration of active obligated service) procedure for determining the length of a shore tour seems simple enough to understand. What confuses me is this: If my normal tour of shore duty expires at the same time my enlistment expires, and I wait until then to extend or reenlist, I will be transferred back to sea immediately. As ALL HANDS puts it (August 1961), since no advance notice has been given the distributors my chances of getting the duty of my choice are not always good. Therefore, I am encouraged to obligate myself when first reporting ashore. Should this obligation necessarily be made when first reporting? Why can't it be done at any time during the shore tour, as long as the transfer people have some notice ahead of time?

A - You may at any time increase your obligated service by reenlisting or extending. The more time you give the distributors to consider your assignment, the

better the job they'll do giving you your duty choice.

Q - Here's a hypothetical situation which may reveal an unjust aspect of Seavey: Three QM1s are stationed in the same ship. All are eligible for Seavey transfers. QM1 number one has 12 years' continuous active duty and five years' continuous sea duty. QM1 number two has 10 years' continuous active duty and six years' continuous sea duty. QM1 number three has 14 years' continuous active duty and four years' continuous sea duty. Under the Seavey, the third QM1 would go ashore

What's a 'B' Billet?

"B" billet is a common Seavey-Shorvey term that refers to any billet filled directly by a detailer in the Bureau of Naval Personnel. A complete listing of these billets by general category is contained in the *Enlisted Transfer Manual*, Para. 3.21a.

"B" billets normally require men who have received special training or who possess special qualifications. Before you are assigned to a "B" billet, your service record is reviewed by a Bureau detail officer. He makes sure you are fully qualified for the billet before making the assignment.

The Enlisted Transfer Manual

If there's some point you don't understand about Seavey-Shorvey, you may wish to consult the *Enlisted Transfer Manual* (NavPers 15909). The *Transfer Manual* is the official guide to the Seavey-Shorvey program, and explains in detail many points that may be peculiar to you or your rating. Chapter 1 describes the Navy enlisted distribution system, manpower requirements and the need for an effective rotation program. Chapter 3 is all about Seavey, and Chapter 7 describes the working of Shorvey. Other chapters of the *Transfer Manual* concentrate on assignments to recruiting duty, instructor duty, overseas shore duty, submarine duty, service schools and the distribution of Waves. If the numbers and letter codes of punch cards baffle you, Chapters 24 and 25 spell them out as easy as ABC.

first even though he has had two years less sea duty than QM1 number two, and one year less sea duty than QM1 number one. Is this fair?

A - The yearly Seavey cutoff date for each rating establishes a man's eligibility for a specific Seavey year. In the case of the QM1s, each man had served the prescribed sea time for his rate and was recorded on

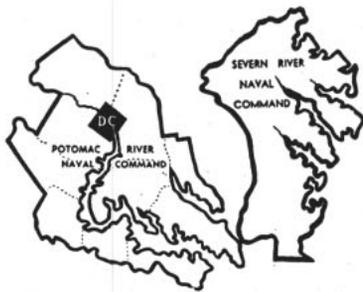
the Seavey. However, which QM1 goes ashore first is determined by his active duty base date (how long he has been on active duty) - not by how long he has been at sea. The reason is this: On the average, a man who has been in the Navy 14 years will have served at sea longer than a man who has been in the Navy only 10 years. As we've seen in the case of the QM1s, this may not always be true. Nevertheless, the ruling applies to everyone. A QM1 who has less active duty, but more sea time than another QM1, is usually an exception. In the long run, the junior QM1 will eventually receive the preferred treatment when he becomes senior.

Q - Does a married man's request for shore duty receive special handling by Seavey? Out of six SH1s in my area, of which I am one, five were sent to shore duty. The five are married. I'm still waiting for orders. I'm unmarried.

A - Married men receive no more consideration than single men.

Q - Why is it the unmarried Navymen are picked by the Seavey ahead of married men? Time and time again I've seen married men sweating out a wait for transfer orders while the single guys have nothing to worry about.

A - Single men receive no more consideration than married men.



	Recruiting Station**	NROTC	NAS/Naval Air Activity	Receiving Station	Supply/Disbursing Activity	Naval Station/Base	Naval Reserve Training Cen.*	Service Craft Activity	Construction Battalion Cen.	Recruit Training Center	School Command/NATTU	Naval Hospital/Med. Act.	PAMI	Amphibious Base	Communications/Radio Sta.	Fleet Training Center	Ordnance Depot/Activity	Shipyard	Indust. Mgr. Off.	Intelligence Office	Naval Facility	Hydrographic Office	Other	
Adelphi, Md.							↓																	
Alexandria, Va.							↓																	
Annapolis, Md.			↓		↓	↓				↓	↓				↓									↓
Arlington, Va.															↓					↓				↓
Bethesda, Md.										↓	↓													↓
Carderock, Md.																								↓
Cheltenham, Md.															↓									
Dahlgren, Va.																	↓							↓
Ft. Belvoir, Va.											↓													
Ft. Meade, Md.																					↓			
Indian Head, Md.											↓						↓							
Patuxent River, Md.			↓																					
Quantico, Va.												↓												
Silver Spring, Md.																		↓						
Solomons, Md.																		↓						
Washington, D. C.	↓	↓	↓	↓	↓	↓	↓	↓		↓	↓				↓		↓		↓	↓	↓	↓	↓	↓
Yorktown, Va.																	↓							

**Recruiting sub-stations or branches are too numerous to list. Therefore, only the main stations in each district are indicated.

Examples of how to fill in your Rotation Data Card



SEAVEY ROTATION DATA CARD

SEA TO SHORE

Home port numbered codes here indicate that Jones desires shore duty within the continental U. S. In the Seavey home port codes represent broad type of duty preferred.

Identifying information: name, rate, etc., punched and printed by PAMI.

CAREER HISTORY
Covers approximately 10 years' naval service. Numbers indicate period served on board ship or station. When this card was submitted for Jones, he was attached to a CVA. The first code indicates that he has served on board 19 months. His CVA is based in "Y" San Diego. Before this he was attached to an attack squadron based in San Francisco,—etc.

OPERATION
Jones' CO has indicated here that the ship will be operating on a heavy schedule and that Jones' services are urgently required from July through September.

Lettered codes for cities where Naval activities are located, such as KSD—San Diego LFO—San Francisco MSE—Seattle Jones indicates in these blocks his location preferences for shore duty.

JONES indicated in 4th choice he would like duty "anywhere west of Mississippi."

EVALUATION CODE
Filled in by Jones' CO. Evaluation shown here taken from enlisted performance record and converted to code. "I" represents outstanding, etc.

Born 1929.

SPECIAL QUALIFICATIONS
Jones is a qualified jet mechanic. Other qualifications might be "fuel," "AEW," etc.

ADDITIONAL REMARKS
Information that Jones or his CO wish to bring to the attention of the assignment officers.

PAMI mailed card this date.

Date commenced sea tour.

ROTATION DATA CARD

DO NOT FOLD, SPINDLE, OR MUTILATE

NAVY PERS REP (REV. 11-55)

1 HOME PORT I
2 HOME PORT I
3 1ST CHOICE KSD
4 2ND CHOICE LFO
5 3RD CHOICE MSE
6 4TH CHOICE WOO

7 SCHOOL PREFERENCE
8 SPECIAL CATEGORY
9 YEAR OF BIRTH 29
10 EVALUATION 22222

11 CAREER HISTORY 19 YCVA 23 WVA 17 SVF
BAV BAO BAVAO
12 DATE OF JULY 62 SEPT 62
13 REMARKS QUALIFIED INSTRUCTOR
SON HANDICAPPED.
REQ ASSGN NEAR
MAY HOSP

14 SPECIAL QUALIFICATIONS FLD
JTI

15 SERVICE NUMBER 4824426
16 RATE ADDRESS ADL 6513 765 659
17 DATE 262 0000

18 SERVICE NUMBER
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SHORVEY ROTATION DATA CARD

SHORE TO SEA

Identifying information: name, rate, etc., punched and printed by PAMI.

CAREER HISTORY
At the time of submitting the rotation data card, Smith was attached to an activity in Boston. The special category code (3rd digit "C") indicates he was an instructor. Before this he served in a carrier based in Norfolk. He completed SK "C" independent duty school in Nov 1959. Previously he attended SK "A" school.

When Smith goes to sea he wants to be based in Norfolk. However, if he can't have the East Coast, then he prefers a West Coast ship based in San Diego.

DUTY CHOICES
For sea duty Smith wants an AD, CA, or AGC in that order.

EVALUATION CODE
Filled in by Smith's CO. Evaluation shown here taken from enlisted performance record and converted to code. "I" represents outstanding, etc.

OVERSEAS CHOICE
If he must go overseas, he wants to go to England.

SPECIAL CATEGORY
Indicates Smith is an instructor duty.

Smith has been selected for commissioned grade, and his CO wishes to bring this to the attention of the distribution officers.

Date shore tour expires

ROTATION DATA CARD

DO NOT FOLD, SPINDLE, OR MUTILATE

NAVY PERS REP (REV. 11-55)

1 HOME PORT I
2 HOME PORT Y
3 1ST CHOICE AD
4 2ND CHOICE CA
5 3RD CHOICE AGC
6 4TH CHOICE ENG

7 SCHOOL PREFERENCE
8 SPECIAL CATEGORY G
9 YEAR OF BIRTH 1933
10 EVALUATION 11312

11 CAREER HISTORY 36 CCB0 25 IGV
02 IGV 29 EDP 27 IGV
19 C S K A 05 C S K
12 DATE OF
13 REMARKS LDO

14 SPECIAL QUALIFICATIONS

15 SERVICE NUMBER 3211437
16 RATE ADDRESS SK1 2803 764 163
17 DATE 262

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97 SERVICE NUMBER
98 RATE ADDRESS
99 DATE

98 SERVICE NUMBER
99 RATE ADDRESS
100 DATE

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100 RATE ADDRESS
101 DATE

This Chart Shows Distribution of Billets

Ratings not listed — CT, MA, MU, TD, AC, AG (E-7,8,9) — and all enlisted women, are not assigned under Seavey/Shorvey. Assignments for these personnel are made on an individual basis by EPDOCONUS or BuPers. Billets for E-8 and E-9 (master and senior chief) personnel are included in E-7 billet listings. Billets for the service ratings (like SOG) are included in the general (SO) listings.

	RATE	Total Sea Billets		Total Overseas Billets		Total Continental U. S. Shore Billets (includes District and Fleet Shore Duty, Instructor and Recruiting Duty, and BuPers Controlled Billets).											
		LANT	PAC	LANT	PAC	1ND	3ND	4ND	5ND	6ND	8ND	9ND	11ND	12ND	13ND	PRNC	SRNC
 Boatswain's Mate	BMC	629	591	114	222	73	59	42	93	134	36	111	183	59	23	75	13
	BM1	910	856	72	202	38	38	38	75	89	26	88	108	69	36	57	20
	BM2	1431	1311	82	232	35	33	22	73	104	26	34	161	81	25	60	8
	BM3/SN	1669	1580	122	292	37	21	18	60	103	22	2	88	38	20	36	16
 Quartermaster	QMC	282	213	31	50	36	23	13	38	35	19	42	61	32	13	14	2
	QM1	421	356	18	48	14	23	9	33	54	40	71	33	32	17	11	3
	QM2	575	457	16	54	19	12	19	35	16	7	22	41	25	4	8	6
	QM3/SN	656	539	11	53	7	2	6	21	10	2	1	25	17	1	15	
 Signalman	SMC	202	185	4	7	7	10	12	19	24	24	51	51	5	5	11	1
	SM1	398	322	2	11	7	1	12	24	38	23	58	51	15	5	11	
	SM2	543	497	5	18	5	6	4	13	53	17	5	28	17	2	3	
	SM3/SN	721	698	6	18	1	2	4	10	21	5	1	16	14	1	4	
 Radarman	RDC	235	215	10	9	7	10	3	21	20	6	57	53	40	1	5	
	RD1	573	505	11	24	23	8	20	35	54	13	40	87	47	11	6	1
	RD2	1058	870	7	15	14	14	25	41	61	16	33	66	38	7	6	3
	RD3/SN	2807	2323	31	11	2	3	2	16	82	6	1	60	28	6	3	
 Sonarman	SOC	313	213	8	15	4	6	7	10	78	2	17	72	14	5	6	
	SO1	466	305	11	17	10	10	13	23	111		36	68	18	8	3	
	SO2	732	456	8	8	8	5	10	15	77	4	3	31	23	13	2	1
	SO3/SN	1294	938	12	11	1	9	18	16				30	39	31		2
 Torpedoman's Mate	TMC	209	122	23	29	19	22	12	20	57	9	20	27	17	16	7	
	TM1	465	259	21	44	15	39	13	23	63	4	27	18	24	20	5	
	TM2	519	317	30	53	29	32	5	20	50	3	7	37	10	18	2	1
	TM3/SN	752	406	38	84	17	29	7	10	30	1		17	6	18	4	
 Gunner's Mate	GMC	372	347	28	51	18	22	18	31	43	15	121	105	22	13	26	2
	GM1	655	561	24	53	16	27	28	53	48	28	114	80	35	13	23	1
	GM2	875	744	31	56	21	15	20	57	59	6	28	124	29	17	18	2
	GM3/SN	1329	1185	36	51	6	10	16	44	31	15	4	58	23	11	11	1
 Fire Control Technician	FTC	352	267	21	12	3	6	6	122	12	2	74	54	9	1	9	1
	FT1	623	376	10	9	11	11	8	140	27	22	81	58	12	3	6	6
	FT2	762	578	2	5	2	11	15	44	25	15	6	40	8	4	1	4
	FT3/SN	1435	1018		2		7	6	2	10	18		22	1	3		5
 Gunner's Mate Technician	GMTC	40	38	1	18	2	1		14	33	18		7	5	2		2
	GMT1	54	69	4	33	4	3		32	53	39		4	7	4		1
	GMT2	87	89	6	39	2	1		30	33	16		6	8	4		
	GMT3/SN	219	206	12	69	4	2		82	48	11		9	11	9		
 Missile Technician	MTC	71	35	3	8			1	44	12	8	2	22	3			3
	MT1	107	44		12	1			75	23	8	2	30	3			
	MT2	141	53		18				23	20	11	3	36	9			
	MT3/SN	365	88		19				18	20	16	4	31	12			
 Mineman	MNC	6	3	6	26	3	3		5	16			3	1	3	5	
	MN1	10	4	4	36	2	2		9	23			4	10	3	4	
	MN2	13	6	7	53	4	3		17	20			5	5	4	4	
	MN3/SN	17	5	10	82	6	3		15	24			12	4	4	5	
 Electronics Technician	ETC	451	272	85	123	27	39	10	116	90	29	159	67	173	23	53	4
	ET1	934	586	119	179	36	50	15	185	134	46	155	95	194	49	64	3
	ET2	1240	876	180	212	37	29	22	89	147	46	16	110	103	37	58	4
	ET3/SN	2177	1476	201	243	41	18	14	80	172	40	2	109	66	33	46	3
 Instrumentman	IMC	18	14		2		2	1	1	3	1	6	2	1			
	IM1	22	19	4	4	1	2		3	2		4	1	3	1		
	IM2	35	28	2	4		1		1	3			8	3	1		
	IM3/SN	46	26	1	4		1						6	1	1		
 Opticalman	OMC	24	12		2		4					10	2	1	1		
	OM1	28	16		4	1	4		1	1		7	1			1	
	OM2	46	28	1	4		6					9	2				
	OM3/SN	53	38		6		6		1				5			3	

Ashore & Afloat According to Your Rate

Note that the number of billets at each location represent the total number for that area and some or all of them may be already filled by personnel who are just beginning their tours there. The waiting periods for a particular rating in a specific area will, of course, depend on when these billets will be vacated by personnel now filling them under the rotation program.

	RATE	Total Sea Billets		Total Overseas Billets		Total Continental U. S. Shore Billets (includes District and Fleet Shore Duty, Instructor and Recruiting Duty, and BuPers Controlled Billets).											
		LANT	PAC	LANT	PAC	1ND	3ND	4ND	5ND	6ND	8ND	9ND	11ND	12ND	13ND	PRNC	SRNC
	RMC	543	429	192	260	36	16	23	165	80	58	39	172	72	17	120	1
	RM1	883	714	264	392	40	19	25	188	88	31	21	180	83	34	150	3
	RM2	1264	1027	418	602	50	26	38	198	114	29	34	147	109	49	169	
	RM3/SN	2705	2415	638	1108	74	29	33	329	205	56	20	231	199	62	222	
	YNC	417	324	154	145	43	53	36	162	78	64	97	122	65	18	227	2
	YN1	516	422	246	342	70	85	86	220	201	81	76	215	127	39	300	3
	YN2	548	512	243	385	98	132	79	317	249	135	214	393	136	51	268	1
	YN3/SN	894	671	253	474	148	136	111	434	288	86	162	396	187	58	226	4
	PNC	46	40	31	53	21	21	25	123	65	20	62	116	35	14	48	1
	PN1	258	216	58	80	29	24	32	109	94	37	87	147	56	14	46	3
	PN2	274	220	47	94	35	42	49	144	136	40	91	183	66	24	52	5
	PN3/SN	346	361	73	131	50	31	35	180	154	38	80	248	88	20	49	8
	SKC	364	311	123	171	42	30	38	74	78	24	49	71	46	16	26	2
	SK1	591	507	124	209	41	44	37	90	106	34	47	109	52	20	43	3
	SK2	833	731	157	246	65	52	49	105	156	37	79	127	68	20	49	
	SK3/SN	1000	894	207	292	45	39	37	112	121	32	46	137	70	18	63	8
	DKC	43	35	30	30	9	7	11	23	25	10	12	16	9	6	10	1
	DK1	117	98	39	63	16	10	9	33	34	7	4	29	14	8	9	
	DK2	287	263	24	35	8	7	9	23	43	7	8	36	18	4	15	2
	DK3/SN	160	110	39	66	21	14	10	37	45	15	6	56	23	3	12	2
	CSC	358	309	55	99	41	8	11	51	79	12	20	80	38	10	16	3
	CS1	754	666	97	138	46	15	25	82	103	19	84	151	67	17	45	8
	CS2	908	867	135	187	53	23	27	127	157	39	122	214	93	21	65	8
	CS3/SN	1190	1040	194	274	73	28	34	159	194	32	150	311	111	33	71	9
	SHC	63	52	36	67	18	5	8	20	36	13	9	26	19	8	7	4
	SH1	390	324	42	51	22	8	15	41	54	12	42	72	39	9	18	4
	SH2	556	485	40	57	21	7	12	44	58	9	4	47	51	13	11	2
	SH3/SN	909	739	47	58	19	8	9	37	42	10	8	56	43	8	7	2
	JOC	7	8	12	14	7	3	1	10	9	2	11	9	5	1	11	
	JO1	14	13	9	23	4	4	3	7	11	5	11	12	5	2	8	1
	JO2	23	23	10	22	1	6	3	10	12	2	8	14	5	1	6	2
	JO3/SN	17	7	12	26	4	1	1	17	17	5	9	13	2	3	5	1
	PCC	1	1	12	14				3	2		2	1	1		2	
	PC1	20	25	18	24	2	2		8	7	1	1	4	3	1	1	
	PC2	47	49	28	50	4	4	1	8	14	5	2	10	5	2	2	
	PC3/SN	223	244	36	65	2	2	3	15	14	3	4	7	4	4	2	
	LIC	20	9	4	2	2			5			4	2	3		5	
	LI1	41	35	10	4	3	1		8	2	1		6	4		1	
	LI2	28	30	7	11	1	2	1	15				1	3		8	
	LI3/SN	56	45	10	14		2		20			1	3	5		12	
	DMC	1		2	6	1	1		4	2	2	1	10	1	1	5	
	DM1	14	11	12	14	2	7		18	10	1	6	17	4	1	23	
	DM2	21	11	10	24	3	4	2	20	15	3	7	20	10	1	17	
	DM3/SN	16	14	15	20		1	2	23	22	5	5	27	6	1	14	
	MMC	946	812	24	35	32	53	53	111	106	39	152	184	58	35	11	4
	MM1	1886	1499	21	41	34	81	51	94	215	70	145	158	67	63	33	2
	MM2	2325	1897	26	30	38	49	34	106	160	38	58	107	60	20	23	4
	MM3/FN	3275	2635	23	27	21	29	20	92	88	34	7	78	77	18	34	2
	ENC	517	439	26	69	20	48	41	47	69	44	110	51	32	27	25	5
	EN1	941	802	62	143	32	63	30	61	107	27	93	125	76	48	25	22
	EN2	1224	1031	54	137	25	31	20	65	75	25	11	89	44	38	19	10
	EN3/FN	1649	1382	57	213	24	28	7	49	64	3		101	33	28	43	15
	MRC	69	46	9	11	2	5	5	11	9	3	18	24	11	6	10	1
	MR1	198	147	8	22	5	17	6	13	22	3	12	29	9	5	1	2
	MR2	425	265	10	25	4	16	8	27	29	4	23	24	15	6	1	
	MR3/FN	406	323	6	17	2	8	4	8	20		1	18	14	6	2	

	RATE	Total Sea Billets		Total Overseas Billets		Total Continental U. S. Shore Billets (includes District and Fleet Shore Duty, Instructor and Recruiting Duty, and BuPers Controlled Billets).											
		LANT	PAC	LANT	PAC	1ND	3ND	4ND	5ND	6ND	8ND	9ND	11ND	12ND	13ND	PRNC	SRNC
 Boilermaker	BRC	34	37		1	1		10		2	3	12	17	1	1	2	
	BR1	198	155	1		5	15	9	13	18	9	33	2	3	1	3	
 Boilerman	BTC	546	484	17	13	37	19	30	40	55	34	65	107	26	24	4	7
	BT1	837	751	8	6	39	26	34	36	86	40	95	65	30	30	15	3
	BT2	1571	1362	9	8	40	17	21	38	98	16	27	51	71	18	23	3
	BT3/FN	2373	2020	6	10	25	14	3	29	42	12		20	26	9	21	9
 Electrician's Mate	EMC	745	552	16	33	23	48	28	33	77	14	114	110	50	35	18	3
	EM1	980	797	19	65	20	66	32	45	63	17	86	99	49	50	17	3
	EM2	1573	1261	34	122	23	40	23	60	73	13	32	98	52	30	19	9
	EM3/FN	2465	1981	21	110	8	25	34	41	57	3	9	65	61	32	23	6
 I. C. Electrician	ICC	126	98	2	5	1	15	7	13	6	4	51	32	5	8	2	1
	IC1	518	402	4	11	2	24	13	17	25	3	59	47	20	18	4	1
	IC2	546	417	3	14	11	16	10	18	13	5	14	30	22	12	9	1
	IC3/FN	1088	836	10	7	7	14	13	19	27	6	2	20	22	8	5	2
 Shipfitter	SFC	297	239	6	31	4	21	16	25	36	12	37	85	8	9	11	2
	SF1	709	544	11	51	14	42	31	37	58	11	72	78	33	11	11	3
	SF2	1112	822	11	60	6	59	22	28	28	5	22	53	32	17	12	4
	SF3/FN	1264	1027	12	54	4	43	15	27	18	6		62	28	16	4	3
 Damage Controlman	DCC	85	89	22	39	11	6	22	17	20	2	7	24	39	5	11	4
	DC1	287	258	17	55	8	7	15	19	25	4	9	31	27	6	8	8
	DC2	487	428	19	61	7	4	10	23	22	3	14	29	21	8	8	9
	DC3/FN	425	346	18	41	1		12	13	18			28	18	1	9	7
 Patternmaker	PMC	3	8		1				1			1	3			1	
	PM1	19	9					3				4	2	1		2	
	PM2	19	12							3			2	2			
	PM3/FN	19	15										2				
 Molder	MLC	16	12							2	1	8	3	1			
	ML1	19	14		1				4			4	2				
	ML2	25	14	2				5					3	5			
	ML3/FN	37	24	1		2				1			6	1			1
 Construction Electrician	CEC	13	23	16	18	5	1		3	2	4	12	11	4	3	13	
	CE1	50	28	24	31	7	1	1	6	4	2	11	17	4		6	
	CE2	55	60	38	39	9			2	7	2	1	12	4	2	10	
	CE3/CN	61	84	56	44	1			5	8	1		11	3			
 Equipment Operator	EOC	33	62	12	26	3	1		4	16	5	2	25	4	4	5	
	EO1	62	95	23	42	10			8	29	15		33	9	1	3	
	EO2	83	107	35	54	6		1	13	78	19	1	37	15	2	5	
	EO3/CN	116	121	78	71	7		2	14	89	26	41	26			16	
 Engineering Aid	EAC	9	7		4	2			1	1		3	6	1		3	
	EA1	9	12	5	7				1	4	2		4	1		1	
	EA2	15	11	3	4				1	3	3		3	2		2	
	EA3/CN	14	24	3	4	1			1	2	3		5	2			
 Construction Mechanic	CMC	24	27	14	28	4			1	4	1	8	15	1		2	
	CM1	55	40	28	39	6		1	7	8	3		28	6	2	2	
	CM2	48	54	36	42	7		3	4	13	8		29	4	1	1	
	CM3/CN	99	83	52	51	6			1	15	3		35	8	2	1	
 Builder	BUC	37	65	19	32	13	1	2	9	3	9	26	28	11	2	2	
	BU1	78	114	23	31	10	2	5	16	8	9	17	30	15	3	3	
	BU2	116	152	32	39	5		1	9	7	3	6	24	8	1	1	
	BU3/CN	179	249	40	41	2			9	12	3		28	3		2	
 Steelworker	SWC	10	26	5	3	1		3	2	4		5	8	1			
	SW1	33	42	7	10	5			4	4	1	4	13	1	1	1	
	SW2	34	65	9	7	2		2	1	3	1	1	13	5			
	SW3/CN	62	79	13	14	2			1	2			17	1			
 Utilities Man	UTC	12	21	18	21	6		3	4	9	1	6	15	9	2	8	
	UT1	35	31	32	41	5		3	4	9	1	1	8	4		3	
	UT2	42	55	51	31	3		2	2	13	3		7	4	2	5	
	UT3/CN	53	70	50	41	1		1	3	9	3		7	5	2	12	
 Aviation Machinist's Mate	ADC	399	416	178	207	31	4	26	57	422	137	14	200	139	36	87	
	AD1	649	673	220	257	44	9	45	73	629	256	16	340	202	42	115	
	AD2	995	1043	296	354	57	5	51	68	557	258	9	457	343	61	144	
	AD3/AN	2315	2175	659	644	120	4	83	111	770	487	34	759	520	76	214	

RATE	Total Sea Billets		Total Overseas Billets		Total Continental U. S. Shore Billets (includes District and Fleet Shore Duty, Instructor and Recruiting Duty, and BuPers Controlled Billets).											
	LANT	PAC	LANT	PAC	1ND	3ND	4ND	5ND	6ND	8ND	9ND	11ND	12ND	13ND	PRNC	SRNC
Aviation Electronics Technician	339	292	107	95	8	2	8	20	302	28	9	126	42	17	36	
AT1	572	543	183	180	19	5	25	43	408	84	6	210	77	28	43	
AT2	902	882	261	245	37	6	28	46	283	99	2	280	117	28	63	
AT3/AN	1874	2059	606	463	57	10	40	67	307	183	4	486	199	44	124	
Aviation Ordnanceman	169	154	30	32	3		2	13	77	20	2	62	29	12	11	
AO1	246	240	32	43	9		6	12	83	33	6	112	53	12	19	
AO2	461	438	45	68	23		5	15	44	39	1	144	72	14	20	
AO3/AN	1192	1167	104	116	35		10	30	89	60		246	129	19	26	
Aviation Fire Control Tech.	62	60	2	7	1	1	3	5	79	1	3	33	15	13	4	
AQ1	119	109	7	12				9	89	5		74	10	16	5	
AQ2	150	153	8	17				7	53	11		106	18	22	8	
AQ3/AN	355	356	12	20				26	14	28		178	18	37	6	
Aviation Boatswain's Mate	91	97	33	25	2	1	39	17	36	15	9	22	17	2	13	
AB1	205	187	46	38	3		54	15	72	20	6	41	36	8	26	
AB2	269	272	62	51	8		34	20	66			62	47	9	32	
AB3/AN	411	459	112	61	12		42	30	98	30	3	59	70	8	37	
Aviation Electrician's Mate	162	150	47	44	3	1	4	11	180	32	2	61	35	13	14	
AE1	288	266	84	79	14	1	14	25	272	80	4	143	73	16	26	
AE2	451	412	119	116	21	4	16	25	158	104	2	212	116	22	47	
AE3/AN	1032	1012	236	228	38	2	20	36	274	181	1	349	213	36	100	
Aviation Structural Mechanic	271	253	82	86	10	2	10	19	241	81	10	107	62	17	21	
AM1	461	410	133	152	22	1	19	33	384	190	7	216	111	28	44	
AM2	720	700	181	241	30	1	28	30	323	250	2	346	203	44	69	
AM3/AN	1691	1620	386	440	53	3	34	72	635	453	3	594	345	56	119	
Parachute Rigger	14	7	12	12	2		12	7	27	13	1	18	14	6	8	
PR1	112	103	19	21	5		39	7	37	19	1	38	14	6	6	
PR2	130	121	20	21	6		9	8	47	24	1	49	23	11	8	
PR3/AN	186	168	40	37	10	1	8	13	54	38		75	37	12	13	
Aerographer's Mate	72	60	44	60	2		23	8	31	12	1	23	15	2	14	
AG2	84	56	64	83	4		6	16	41	15	1	37	25	4	21	
AG3/AN	86	88	107	124	5		17	25	54	16	1	43	36	7	26	
Aviation Storekeeper	43	40	36	42	7		11	15	49	24	1	38	23	6	10	
AK1	124	113	59	61	10	1	10	22	71	33	1	66	46	6	16	
AK2	97	97	84	91	18		17	36	112	46	1	100	68	18	24	
AK3/AN	180	166	100	102	15	1	22	51	124	47		109	94	16	32	
Photographer's Mate	56	35	11	31	4		5	9	42	4	3	19	4	1	8	
PH1	122	94	16	52	4	2	6	14	54	9	4	38	10	2	81	1
PH2	185	137	37	78	3	1	9	15	44	12	4	57	14	1	103	1
PH3/AN	150	119	31	102	8	3	7	21	55	14	5	78	24	1	183	2
Photographic Intelligenceman	12	5	4	5				1			1		1	1	13	
PT1	19	24	6	16				2					1	1	13	
PT2	14	19	8	11									1		12	
PT3/AN	48	32	4	15								2	1		21	
Hospital Corpsman	554	524	71	140	83	113	101	163	153	74	180	224	117	39	211	13
HM1	505	604	91	205	80	89	90	179	261	66	159	305	172	35	259	14
HM2	446	602	113	214	139	84	98	234	297	64	130	351	184	44	215	23
HM3/HN	1024	1568	231	535	556	333	399	855	1097	160	494	1279	547	138	592	83
Dental Technician	33	30	9	20	8	5	5	19	20	3	12	35	11	1	27	2
DT1	65	63	22	41	12	5	6	23	41	10	14	51	23	4	31	3
DT2	90	108	22	39	15	6	10	33	44	9	20	72	27	6	34	6
DT3/DN	150	154	47	81	56	20	22	118	159	47	146	502	156	31	120	36
Steward	145	132	24	43	11	9	10	30	41	13	7	29	19	4	49	12
SD1	486	405	35	65	16	11	16	40	70	24	13	53	34	8	42	16
SD2	650	582	47	82	24	13	16	66	111	30	18	65	37	10	35	19
SD3/TN	3619	3186	207	351	119	75	46	248	558	136	87	261	164	38	377	91

The Navy's manpower requirements vary from day to day – and billet to billet. It is often necessary to change billet requirements in order to improve stability. This was considered while figuring the billets in this table for each rate in each area. It is probable that, by the time you read this, some of the areas will have more

– or less – billets than are indicated. These numbers are close, however, and should give you a good idea of where in the world you are needed. A word to the wise – the wider the latitude you give in your choice of duty, the better your chances of getting there. Once again, remember the suggestions made in this report.

LETTERS TO THE EDITOR

The Red or the Gold?

SIR: I would like a little clarification concerning service stripes.

Assume a man had active duty in the U. S. Navy from 4 Jan 1944 to 3 Jan 46; inactive duty in the Naval Reserve from 4 Jan 1946 to 3 Jan '50 and active duty from 4 Jan 1950 to the present date.

Should he wear four red service stripes because he had served more than 16 years or can he wear four gold stripes on the basis of his 12 years of continuous active duty from 4 Jan 50. His conduct marks are satisfactory. — M. V. M., YNC, USN.

• *You've struck gold, Chief, and the answer is four gold stripes. The regulations say gold lace may be worn by enlisted personnel who have had 12 years of continuous active duty (full-time duty) in the Navy or Naval Reserve. He must also, of course, be eligible to receive the Navy Good Conduct Medal.*

One gold service stripe is worn for each four years of service. — Ed.

Inter-Fleet Transfer

SIR: At the end of my tour in WEST-PAC, I would like to apply for sea duty in any ship operating from the East Coast, preferably from the Fourth or Fifth Naval District.

This, of course, is an inter-fleet transfer, and it is necessary to have four years on one coast before being eligible for such a transfer.

I have been on the West Coast only since July 1959. However, if I extend

About That Reenlistment Bonus

SIR: I have read Art. A-4204 of the *BuPers Manual*, but don't quite understand some of its provisions. Say, for example, that a Navyman reenlists for six years. Sometime during his first three years of service after he ships over he applies for OCS and is accepted. After completion of training he is commissioned ensign in the Naval Reserve. Will the man then be required to repay a portion of his reenlistment bonus covering time not served as an enlisted man? — J.H., PN2, USN.

• *No, he keeps his entire bonus. There is no requirement for recovery of reenlistment bonus from an enlisted man who accepts a warrant or commission. Para. 044070-4b of the "Navy Comptroller's Manual" also applies.* — 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.

my enlistment until 18 Mar 1964, instead of requesting transfer to the Fleet Reserve in January 1963, as I have a right to do, I will have completed the four-year requirement.

The first of next year I will have completed my 19-and-six, so I am not writing about a 30-year twilight cruise.

Since the cost to the government would be the same if I were transferred to the Fleet Reserve (my home of record is in Pennsylvania) or given the inter-Fleet transfer I desire, it seems to me I stand a pretty good chance.

What is your opinion? — A. D. C., SFI, USN.

• *We hate to throw cold water but, in our opinion, your chances are not so hot.*

Your logic is admirable, and we assume the quality of your service at least equals its length.

However — as you know, the Navy is big. Although your line of thought is completely orderly, if the Navy permitted unplanned moves among the numerous men whose circumstances are similar to yours, quite a game of musical chairs — Oops, ships — would result.

For this reason, the privilege which you seek is reserved for 30-year men in order to preserve the stability of the Fleet. — Ed.

Inactive, But Busy

SIR: Regarding your article concerning USS *Griffin* (AS 13), which appears in the December issue of ALL HANDS, we of Stockton Group, Pacific Reserve Fleet, would like to offer additional information concerning the later history of that ship.

Upon decommissioning in October 1946, *Griffin* was placed in reserve status at Mare Island, Calif., with Sub Group One, Mare Island Group, PACRESFLT. In July 1959, *Griffin*, after having been towed to Stockton, Calif., began operation as the accommodation ship for Stockton Group, Pacific Reserve Fleet. *Griffin* was placed in Service. In Reserve and partially activated.

All berthing and messing spaces, repair shops and related facilities, office spaces and equipage, commissary facilities, ventilation, refrigeration and allied systems, as well as the electrical power generation and allied distribution systems were put in good working order.

On 15 Feb 1961, installation of electrical shore power was completed and the ship commenced receiving its electrical power requirements from the pier.

Griffin now provides the berthing messing and related necessary services for the operation of Stockton Group. Her shops are employed in preventive maintenance for the other Reserve Fleet ships berthed with this group — R. M. Wilson, CAPT, USN, Commander, Stockton Group, PACRESFLT.

• *As we always say, you can't keep a good ship down.* — Ed.

High Reenlistment Rate

SIR: Squadron VS-35 located at NAS North Island, San Diego, is proud of its reenlistment record.

Since it was commissioned in January 1961, the squadron of 150 men has had a reenlistment rate of 80 per cent for career men and 48 per cent for first termers. The over-all rate is 60 per cent.

And among those who did not reenlist, five went into the Fleet Reserve. — A. A. T., LTJG, USN.

• *Congratulations. Your squadron's reenlistment rate speaks eloquently of its morale.*

We think it is indeed a matter for justifiable pride. — Ed.

Eligibility for Submarines

SIR: I have known of instances in which men transferred directly from ship to submarine without first attending submarine school.

Is this still possible? If so, how do you go about it? I am an MM2, with 12 months of obligated service, who would like to transfer to submarines. — R. W. C., MM2, USN.

• *Until December 1960, if a man were eligible for submarine training and in an engineer rating, he could be ordered directly to a submarine on an intra-Fleet transfer without first going to submarine school.*

After that date, however, such transfers were discontinued. Engineering personnel must now comply with the requirements of Chapters 10 and 11 of the "Enlisted Transfer Manual." — Ed.

When Is a Ship a Unit?

SIR: It seems to me the practice of calling a ship a "unit" has gotten completely out of hand. What's wrong with referring to a ship as a "ship"?

I believe a unit in the Navy is a group of type craft, such as a submarine division or fighter squadron, or, in special cases, a ship which operates independently.

More and more these days, news releases and Navy letters refer to ships — any ships — as units. For example, "Two destroyers entered the Black Sea. They are units of the Sixth Fleet." Or "Units of this air squadron will be inspected. . . ."

Here's another point: Seniors in administrative command organizations are considered unit commanders. If an administrative commander calls for a meeting of unit commanders, I feel sure he would expect a submarine flotilla commander, destroyer squadron commander, amphibious group commander, etc., to attend. I don't think the commanding officers of all the ships within these units would be included in the invitation. — H.W.D., CDR, USN.

• *You state your case well, Commander, and we agree with you in your interpretation of the term "unit commander."* By usage, this would not include the commanding officer of a ship, unless, of course, he is also the commander of a division, squadron, etc., in some type organization.

But in referring to a ship as a unit, we believe it is permissible: (1) When the ship is considered a unit for maneuvering purposes; and (2) when the ship is described as part of an over-all organization. The Dictionary of U. S. Military Terms for Joint Usage, which contains definitions approved (by the Joint Chiefs of Staff) for use by all the services, backs us up. Therefore, the DDs you mention are, indeed, "units of the Sixth Fleet" and the aircraft "units of this squadron."

ALL HANDS writers occasionally use unit in this sense to avoid repetition of the word ship. — Ed.

Retake on Basic Battery Tests

SIR: I recently reenlisted after broken service of some six months, and was ordered to RECSTA San Francisco, for outfitting and classification. While there, I was required to retake all of my Basic Battery Tests. I did so very much against my will, as I didn't want my original GCT score changed. I had been told at the recruiting station, when I reenlisted, that I would not be required to retake these tests.

My original test scores were: GCT - 66; ARI - 49; MECH - 65; CLER - 36. On the retake, I made: GCT - 61; ARI - 57; MECH - 62; CLER - 51.

Since retakes usually require everything but an act of Congress, why was



CHIEFS ALL — Leslie W. Carter, CSC, USN, of USS Pledge (MSO 492) chats with CPOs of the British and Thai navies at Satahip, Thailand.

I required to do so? Is there any way I can be allowed to retain my original scores? — J. D., BT1, USN.

• *Let's answer your questions one at a time.*

BuPers Inst. 1220.17 says Regular Navy enlisted personnel, reenlisting with broken service of three months or more who report to Naval Receiving Stations without an enlisted classification record page (page three of the service record), will be tested with the Navy Basic Test Battery, and a page three prepared. You were administered the Basic Test Battery in accordance with this instruction.

Here's why. In the past, many broken-service reenlistees reported in

to RECSTAS without a page three in their service records. In each such case correspondence had to be initiated to the Bureau requesting a certified copy of the individual's enlisted classification record page. Not only did this delay the issuance of an availability for assignment report on these men, but, in many such instances, men remained in a transient status much too long while awaiting records from the Bureau. BuPers Inst. 1220.17 was issued to cut down this delay.

As for your second question — it appears you are placing too much emphasis on your GCT score alone, and are not giving due consideration to your over-all test battery.

While it is true that you lowered your GCT five points and your MECH score three points, you raised your ARI eight points, and your CLER 15 points. Thus your present test score profile forms a more normal pattern than your earlier one.

Your present combination of GCT and ARI equals 118, as opposed to your original GCT/ARI total of 115. Incidentally, this combination now meets the cutting score for the NESEP program, whereas you were three points short before. You also meet cutting scores for surface and submarine nuclear power programs, integration, recruiting duty, instructor duty and other programs.

Contact your I & E officer, and check the many opportunities available to enlisted personnel in today's Navy. You will probably find your present scores are more of an asset to you than your previous ones. — Ed.



FROGMAN John Swider, SF1, USN, of UDT-11, points to tools used by underwater demolition teams.

LETTERS TO THE EDITOR (Cont.)

March or Anthem

SIR: In your "Way Back When" feature in the January issue, you state that "the band struck up the National Anthem," in reference to the arrival of General MacArthur at the Japanese surrender ceremony aboard USS *Missouri* (BB 63).

The training manual, *Signalman 3 & 2* (NavPers 10135-A) states that a General of the Army receives only the "General's March." Who is right? — P.W.D., SN, USN.

• *They're both correct.*

A General of the Army, under normal circumstances, should receive the "General's March," as indicated in your manual, and not the National Anthem. In this situation, however, General MacArthur was representing the President of the United States, and was rightly greeted with the National Anthem.

The National Anthem is played for any diplomatic representative whose credentials give authority equal to or greater than that of an ambassador. In this case, as the President's representative, with the authority to sign an instrument ending a war, General MacArthur rated the National Anthem. — ED.

Reenlistment Travel Pay

SIR: Here's a situation I would like clarified. I am now serving in Germany, and am scheduled to reenlist shortly. I last enlisted in 1956 while I was stationed outside CONUS (at Pearl Harbor). Now I figure that I am entitled to receive travel allowance from New York City (nearest port of entry from Germany) to San Francisco (port of embarkation to Hawaii), since Hawaii was the place of my last or current enlistment, and I am allowed by regu-



ORPHANS and James D. Williams, PC2, USN, smile for photographer during party at the U. S. Naval Magazine gym, Cartagena, Spain.

lations to specify either home of record or place of last enlistment.

The personnel office at my current duty station, however, maintains that if I choose place of last enlistment, I will receive no travel allowance whatsoever, since "government transportation is available outside the U. S." They say I must, or should, elect travel to my home of record. In my case, that would be from New York City (port of entry) to my home in Connecticut — a distance of about 50 miles. I'm hoping they're wrong — H.G.B., JOCS, USN.

• *Sorry Chief. According to the Navy Comptroller's Office, you're out of luck. Here's what that organization has to say on the subject.*

"Joint Travel Regulations, Chapter 4159, Sub-Paragraph Five, Part d (From

one place outside the United States to another place outside the United States) applies." It says:

"When both the member's last duty station and the place to which he elects to receive travel allowances are located outside the United States and transoceanic travel is involved, mileage is payable for the official distance:

"Between the member's last duty station and the nearest aerial or water port of embarkation serving that station, and

"Between the place to which the member elects to receive travel allowance and the nearest port of aerial or water debarkation serving that place.

"No mileage allowances are payable under this sub-paragraph for any land travel between the port of embarkation serving the point of origin and the port of debarkation serving the destination. When no transoceanic travel is involved, mileage is payable for the official distance of the land travel involved." (For this purpose Hawaii is considered to be outside CONUS.)

Still confused? We don't blame you — we were too. Fortunately, however, the June 1958 issue of the "Disbursing Digest" (NavExos P-1458), the monthly publication of the Comptroller of the Navy, contains a comparatively clear interpretation of the above regulations.

Under the heading Mileage Allowances on Separation Overseas it says:

"What entitlement to mileage allowance exists when Sam Sailor is discharged at an overseas station? That question seems to be perplexing many personnel and disbursing offices, especially when the place Sam last enlisted was also outside the United States.

"Joint Travel Regulations' provide that a member, on discharge, may elect to receive a mileage allowance from the place at which he is separated to either his home of record or to the place from which he was ordered to active duty (the definition of which also includes the place of acceptance on his current enlistment). Actual performance of the travel is not required. Paragraph 4159-5 of these regulations lists the various circumstances that could occur, and discusses the entitlement connected with each. There is apparently little difficulty when at least one 'end' of the mileage Sam elects is in the United States, but when both ends are outside, all sorts of problems seem to arise.

"Actually, careful attention to sub-paragraph 5d of the above-mentioned paragraph should eliminate all the confusion. When there would be transoceanic travel, then the mileage payable is limited to that from Sam's last station to the nearest port (air or water) from which transportation could be furnished to the country in which the place of election is located, plus mileage from the port at which Sam would arrive in that country to the place of

UNDERWAY — USS *Macdonough* (DLG 8) is armed with Terrier missiles, torpedoes, and ASW and other conventional destroyer-type weapons.



election. But, and this is very important, no mileage is payable for any land travel that might occur between the port near Sam's last station and the port near his place of election (i.e., across the U. S.)."

Applying this to your own case, it would appear that it would be more advantageous for you to elect your home of record. If you do so, you will receive mileage from your present duty station in Germany to the nearest air or water port serving that station, and mileage from New York City to your home in Connecticut. If you were to elect Hawaii, you would receive mileage allowance only from your present duty station to the nearest air or water port serving that station, since there would be no travel involved at the Hawaiian end. — Ed.

Rapid Advancement

SIR: In the December 1961 ALL HANDS letters section you imply it is not possible for a man to advance from E-1 to E-6 during a four-year enlistment. You say it takes a minimum of 52 months, or four years and four months.

I enlisted for four years on 16 Sep 1959. I was advanced to CT2 on 16 Nov 1961. I will be eligible to participate in the August 1963 exams for CT1, and, if successful, will be advanced on 16 Nov 1963, or four years and two months after enlisting — H.H., CT2, USN.

• We stick by our statement that it's not possible to make PO1 on a four-year or minority enlistment. However, we'll back down on our implication that it takes a minimum of four years and four months.

As part of the ALL HANDS explanation, and for the information of readers who didn't see the December issue, here's the way the listing of "service in pay grade time requirements for advancement" came out:

- E-1 to E-2 — four months
- E-2 to E-3 — six months
- E-3 to E-4 — six months
- E-4 to E-5 — 12 months
- E-5 to E-6 — 24 months

Add these up and you see that it would take 52 months, or four years and four months, to satisfy the time requirements for advancement to PO1.

We goofed by a couple of months.

Normally, it doesn't take four months to advance to E-2. This is usually automatic upon completion of recruit training, which takes about two months. Therefore, we can deduct a couple of months from our December total and come up with the four years and two months it would conceivably take you to make first class, which would be broken down like this:

- 16 Sep 1959 — Enlisted
- 16 Nov 1959 — Advanced to E-2 after completion of boot camp
- 16 May 1960 — Advanced to E-3;



BAR TIME—E. E. Phillips, SFC, USN, receives his commission as Ensign (LDO) during ceremony on board USS Opportune (ARS 41).

six-month wait as E-2 satisfied

August 1960 — Took exam for E-4; passed

16 Nov 1960 — Advanced to E-4

August 1961 — Took exam for E-5; passed

16 Nov 1961 — Advanced to E-5

Looking ahead, you could take the E-6 exam in August 1963, and, if successful, be advanced to CT1 on 16 Nov 1963 — exactly four years and two months after you first enlisted. This is assuming that by then you will have shipped over or extended your enlistment, which otherwise would expire two months before you could be advanced.

As long as we're exchanging information on the subject of advancement, ALL HANDS would like to make some-



FOR DUTY — D. L. O'Shea, FN, USN, reports on board USS Ticonderoga (CVA 14) and has salute returned by C. R. Emmett, ADC.

thing clear. It is not this magazine's intent to cite any particular individual as "proof" of the Navy's advancement opportunities. This is not desired by readers who are smart enough to recognize, and wouldn't hesitate to shoot holes through, a hard-sell gimmick.

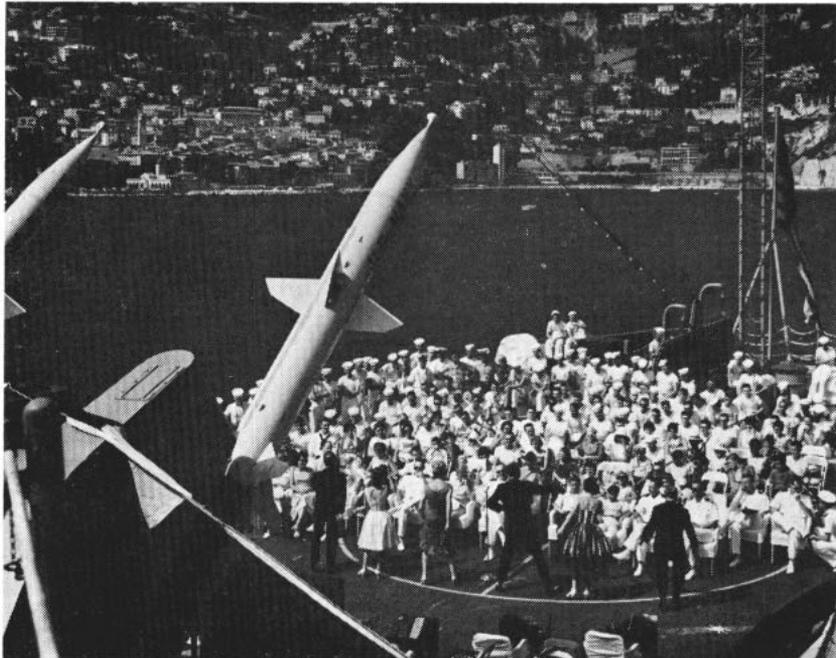
Any advancement of an enlisted man in the Navy is based on an examination as well as time in service, time in rate, performance marks and medals and awards. Failing the exam means no advancement. Passing it means that advancement is possible, but only if quota limitations permit.

In view of this, let's be realistic. Quota limitations play a major part in the pace of advancement. In the case of this particular rating, quota limitations have been practically nonexistent. And the timing, either by chance or intention, couldn't have been better. These factors, coupled with an open rating and thorough exam preparations, have resulted in advancements as rapid as Navy procedure allows.

Chances for advancement in the CT rating have been excellent in the past, are excellent at present, and from all indications will continue to be excellent during the next few years. (To be more specific, 70 to 100 per cent of those who pass the CT3, CT2 and CT1 exams will be advanced. Chances for making CTC are only "good" — that is 40 to 70 per cent of those who pass will be advanced.)

ALL HANDS thinking is that any Navyman who can solve the complicated questions presented in his advancement exam knows his stuff.

Communications Technician H.H. appears to be the kind of a man the Navy is looking for. ALL HANDS salutes him and wishes him success. — Ed.



SHOW TIME—USO troupe, Broadway '61, entertains USS Springfield (CLG 7) personnel and dependents off coast of Villefranche, France.

Submarine Chaser

SIR: I am a USNR officer relatively new to the Navy and still trying to solve the complexity of ships' designators. I do know, however, that a PCH is a Submarine Chaser (Hydrofoil), not a Patrol Craft (Hydrofoil) as you indicated in your February "Quiz Aweigh." I use *Basic Military Requirements* (NavPers 10054.A) as my reference.

I think you goofed, but then we all do sooner or later.—LTJG R. J. P. F., USNR.

• We "old-timers" also find it difficult to keep abreast of new ship designators, and we did, as you say, goof.

This should have been obvious to us. After all, any old salt knows that a PC is a Submarine Chaser (173'). It therefore follows that a PCH is a Submarine Chaser (Hydrofoil) and not a Patrol Craft (Hydrofoil).

A Patrol Craft, as any man with any time in the Navy will tell you, is a YP. Since the hydrofoil craft was not designated a YPH, we should have known right off that it was not a Patrol Craft (Hydrofoil) at all, but a Submarine Chaser (Hydrofoil).

We seem to have it straight now, thanks to you.—Ed.

Thanks for bringing the error to our attention. And thanks for the liberty tips.—Ed.

Apprenticeship Rate

SIR: Can you tell me whether or not TNs are considered to be steward strikers? After reading Art. C-7215 in the *BuPers Manual*, I am of the opinion they are, but there is considerable opinion on board to the contrary.

Can you set me straight?—J. L. H., PN2, USN.

• TN is a general apprenticeship rate in the path of advancement to Steward, but it is not a striker identification.

The "Manual of Qualification for Advancement in Rating" (NavPers 18068) covers this subject.—Ed.

Mosque Museum

SIR: The Istanbul "mosque" you pictured on the inside back cover of your February issue is actually Turkey's Naval Museum. The building was built as a mosque, but it has not been used as one for many years.

For a visit to a real mosque, may I suggest Sultan Ahmet, commonly referred to as the "Blue Mosque." This is located in Istanbul on the other side of the Golden Horn. The Blue Mosque is noted for its six minarets (towers), from two of which muezzins (criers) chant the call to prayer each day.

However, any Navyman lucky enough to visit Istanbul should not fail to visit the museum; it is extremely interesting. It is located adjacent to the Fleet Landing—J. C. McCarthy, CAPT, usn.

• A mosque, we've been informed, is an "Islamic place of public religious worship." Therefore, if a "place" isn't used by Mohammedans for public worship, it isn't a mosque.

Thanks for bringing the error to our attention. And thanks for the liberty tips.—Ed.

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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 Helena* (CL 50)—The fourth reunion will be held 4, 5 and 6 August at the Fontenelle Hotel, Omaha, Nebr. For further information, write to Joseph J. Cannone, 2450 South 19th St., Omaha, Nebr.

• *uss Nevada* (BB 36) — A reunion is scheduled for 27 October at the El Cortez Hotel, San Diego, Calif. For more details, write to M. E. Hicks, 8902 Pollard Ave., San Diego 11, Calif.

• *uss Aaron Ward* (DM 34) — A reunion will be held 1, 2 and 3 July at the Town House Motor Hotel, Kansas City, Kans. For details, write to Charles B. Shea, 3303 Orion Ave., Cincinnati 13, Ohio.

• *VR-24, Det. I, Naples Italy* — A reunion is being held in Seattle, Wash., for those who served from 1955 to 1958, on 4, 5 and 6 July. For more information, write Ronald K. Reed, Box 184, Powers, Oregon.

• *Submarine Veterans of World War II* — The eighth annual reunion

is scheduled for 8-12 August, at the Sheraton-Chicago Hotel, Chicago, Ill. For details, get in touch with Charles Cook, 7909 North Neva Ave., Niles 48, Ill.

• *Fifth Special Seabees* — The fifth reunion will be held at the Whitcomb Hotel, San Francisco, Calif., on 6, 7 and 8 July. For information, write to L. M. Kerrison, Box 607, Haynesville, La.

• *43rd Seabees* — A "20th anniversary reunion" is scheduled for 11 and 12 August at the Manger Hamilton Hotel, Washington, D. C. For more details, write to Thomas A. Gifford, 100 Ives St., Waterbury 4, Conn.

• *80th Seabees* — A reunion is scheduled for 1 September in Cleveland, Ohio. For information, write to Harold L. Fowler, 3086 Ashwood Rd., Cleveland 20, Ohio.

• *93rd Seabees* — The 13th annual reunion will be held at the Hotel Leland, Detroit, Mich., on 30-31 August and 1 September. For information, write to Harry Schaefer, 4684 McKinley, Dearborn 9, Mich.

• *Pearl Harbor Survivors Association* — A reunion is scheduled for 7 December at the Lafayette Hotel Long Beach, Calif. For more information, write to the Pearl Harbor Survivors Association, 7551 Trask Ave., Playa Del Ray, Calif.

• *Waves* — The 20th anniversary

celebration will be held in Washington, D. C., on 26-29 July. For details, write to Waves Twentieth Convention, 1616 K St., N.W., Washington 6, D. C.

• *uss Briareus* (AR 12) — All former crew members who served from 1943 to 1947 who are interested in a reunion may write to D. J. Collins, 332 Kennedy Ave., Hempstead, Long Island, N. Y.

• *uss Pillsbury* (DER 133)—Those who served from 1 Jan 1957 until decommissioning who are interested in holding a reunion may write to Wayne Kingston, 43 Raymond St., Fall River, Mass.

• *uss Wasp* (CV 18) — A reunion is planned for the spring of 1963 for those who served on board between November 1943 and the end of World War II. For more information, write to CWO W. T. Northrop, NAVOCS, Bldg. 1805, Newport, R. I.

• *Boot Camp Company 577*—Those who were "graduated" with Boot Camp Company 577, Great Lakes, Ill., in 1956 who are interested in holding a reunion may write to Charles E. Griggs, Box 252, Lehigh, Iowa.

• *Personnel Office, Submarine Base, New London, Conn.* — Those who served during 1957 and 1958 who are interested in holding a reunion may write to George B. Hoopes, Beacon Hill House, 317 S. Darlington, West Chester, Pa.

Haynsworth Sails Suez, for Record

SIR: I believe my ship, the destroyer, *uss Haynsworth* (DD 700), may have set some sort of record for U. S. Navy ships recently by transiting the Suez Canal both ways within 31 hours.

Haynsworth was scheduled to be relieved of Persian Gulf-Red Sea patrol duty by the destroyer *Soley* (DD 707). After relieving us, *Soley* was supposed to deliver some 47 tons of dried milk to flood victims in Mombasa, Kenya. The day before she was due to relieve us, however, *Soley* suffered a breakdown at Port Said.

We departed Port Suez, on the Red Sea end of the canal, early the following morning, transited the canal, and moored alongside *Soley* at 2130 that evening. After transferring approximately eight tons of stores and that 47 tons of dried milk from *Soley* to our ship in just over two hours, we joined a southbound convoy at midnight the same day, and arrived back in Port Suez at 1530 the next afternoon.

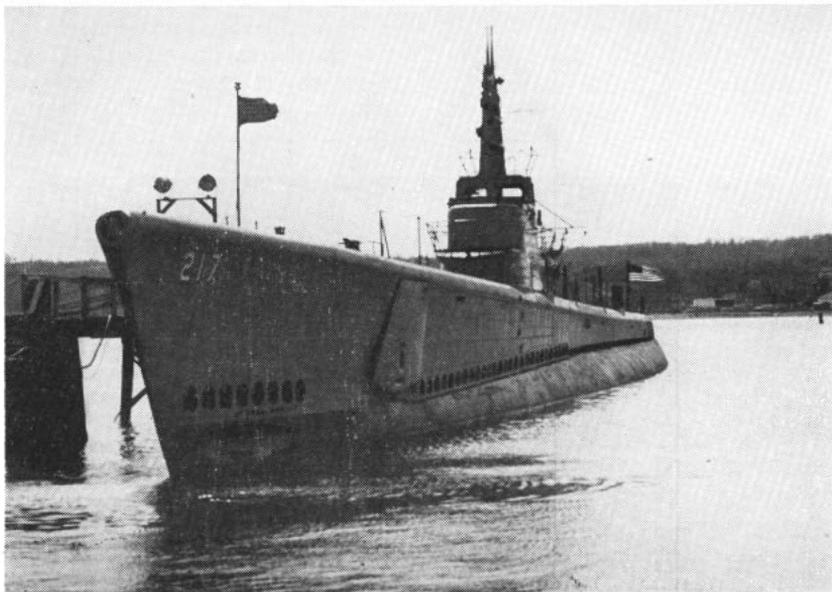
We weren't especially surprised by all of this. It has been quite a deployment. We have transited the Bosphorus, passed through Suez four times, and crossed the equator—but we're still calling it a Med cruise.

Incidentally, if we have been beaten on the Suez double crossing time, it was probably by another destroyer. — E. R. C., QMC, USN.

• *We haven't the slightest idea*

whether you've set a record or not, but we're perfectly willing to run your claim up the flagpole to see how it flutters. We imagine you'll be hearing from the Fleet before too long. — ED.

RESTING alongside pier is war-famed sub *Guardfish* (SS 217) which saw final service at sea as target in test firing of a new torpedo.



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



PORT BOUND—Royal Netherlands Marine Honor Guard greets USS *Northampton* (CC 1) as she enters harbor at Willemstad, Curacao.

See You at the World's Fair

Thirteen ships of the U. S. First Fleet are participating in the 1962 Seattle World's Fair and Century 21 Exposition which opened at Seattle, Wash., 21 Apr 1962.

More than 3500 men are embarked in the 13 ships.

The ships include *uss Helena* (CA 75), the amphibious command ship *Estes* (AGC 12), the seaplane tender *Currituck* (AV 7), the guided missile frigate *Preble* (DLG 15), the submarine *Blackfin* (SS 322), three destroyers and five minesweepers.

The destroyers are *Wedderburn*

(DD 684), *Parsons* (DD 949) and *Lynde McCormick* (DDG 8).

The minesweepers include *Constant* (MSO 427), *Advance* (MSO 510), *Pluck* (MSO 464), *Pivot* (MSO 463) and *Energy* (MSO 436), all of Mine Division 92.

All the ships are homebased in San Diego, Calif., with the exception of *Blackfin* and five minesweepers. *Blackfin* is homeported at Pearl Harbor, Hawaii, while the minesweepers operate from Long Beach, Calif.

General visiting by the public was conducted aboard all of the ships during their stay in Seattle.

New Atlantic Fleet Command

DESLANT and CRULANT, two famed type command names which meant "home base" for at least a couple of generations of Atlantic Fleet Navymen, are no more.

As of 1 April, DESLANT, based at Newport, R. I., and CRULANT, operating out of Norfolk, Va., were combined into a new command—Cruiser-Destroyer Force, Atlantic Fleet (CRUDESANT) — with headquarters at Newport. Big news so far as the shipboard sailors of the two former commands are concerned, however, is that no changing of home ports of either cruisers or destroyers is involved in the reorganization.

At the top level the new command is similar in organization to the Long Beach, Calif.-based CRUDESANT which established command of Pacific Fleet cruisers and destroyers under one flag back in 1949.

The new command has been set up because of the increasing similarity of many cruiser/destroyer type weapons, equipment and power plants, and a resulting similarity in problems and requirements related to reliability, maintenance, tactics and personal training.

RADM Robert H. Speck, USN, former COMDESLANT, has taken over as first COMCRUDESANT. RADM Michael F. D. Flaherty, USN, who had been serving as COMCRULANT and Commander, Cruiser Division Six, continues as COMCRUDIV Six.

England Launched

The guided missile frigate scheduled to be commissioned as *uss England* (DLG 22) was launched in March at San Pedro, Calif.

The new *England* carries on the name of the World War II destroyer escort *uss England* (DE 635), which was awarded the Presidential Unit Citation for her outstanding anti-submarine warfare record in May 1944 against the Japanese. Working in coordination with other ships and aircraft, the World War II *England* was credited with "kills" on six enemy submarines in 12 days.

Both ships were named in honor of Ensign John C. England, USNR,

YESTERDAY'S NAVY



On 4 May 1865 the commander of Confederate naval forces at Mobile Bay, Ala., surrendered. On 5 May 1864 Union Army forces were landed at City Point and Bermuda Hundred, Va., supported by ironclads and Fleet vessels. On 12 May 1846, the United States declared war on Mexico. On 16 May 1811 *USS President* exchanged several shots with *HBMS Little Belt* off Cape Henry. On 25 May 1862 Norfolk Navy Yard was recaptured by U. S. Marines. On 28 May 1798 the President instructed commanders of United States public armed vessels to make reprisals on the commerce of France.

who was killed on board the battleship USS *Oklahoma* (BB 37) during the attack on Pearl Harbor on 7 Dec 1941.

England is 533 feet long and has a displacement of 7000 tons. When she joins the Fleet she will carry twin *Terrier* missile launchers fore and aft. She will also carry *Asroc* plus conventional 3-inch/50-cal. guns and six torpedo tubes.

Underwater Detective

Anyone in the 13th Naval District who looks over the side to see an air hose terminating in a trail of bubbles can be reasonably certain the bubbles are being made by a Keyport diver bossed by a Master Chief Torpedoman's Mate named Robert C. Sheats. Chief Sheats is a Master Diver at the U. S. Naval Torpedo Station, Keyport, Wash. He was named Outstanding Enlisted Man for the Puget Sound area for 1961.

Chief Sheats and his men are specialists in doing good jobs under rough conditions. Among other chores, they have investigated accidents, done detective work and performed the dolorous job of recovering victims from underwater wrecks.

On one occasion the Coast Guard asked Chief Sheats and the Keyport divers to assist in investigating the grounding of ss *Island Mail* near Smith Island in Puget Sound.

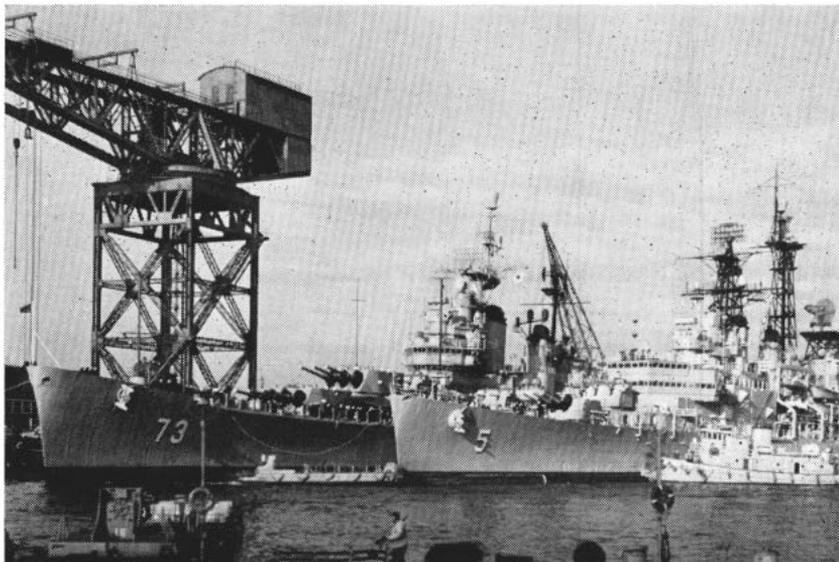
Chief Sheats and his men located the rock which *Island Mail* struck, photographed it and recovered several pieces of the ill-fated ship.

The evidence produced by the divers, together with Chief Sheats' testimony at the Coast Guard hearing, was of substantial benefit in determining the cause and the exact location of the grounding.

The FBI also has reason to be grateful to the Keyport divers, because of their role in the recovery of three stolen government weapons from the Columbia River slough in Portland, Ore. This evidence was instrumental in bringing the thief to trial and in his conviction.

Among the group's uncheerful but necessary assignments were the recovery of three victims in the wreckage of a light plane which crashed in the surf at Lapush, Wash. The divers also recovered parts of the wreckage, including the plane's engine, which had become almost completely buried under heavy gravel.

The divers also recovered the body



BIG SWITCH—USS *Oklahoma City* (CLG 5) moves alongside USS *Saint Paul* (CA 73) at Yokosuka to take over Seventh Fleet flagship duties.

of a pilot and parts of the wreckage of a Navy F9F8 jet fighter which crashed in about 150 feet of water at the end of Ault Field, Whidbey Island. The recovery of wreckage from these crashes helped to determine their causes.

One of the divers' most difficult jobs was an operation at Agate Pass near the Naval Torpedo Station at Keyport. A unit of experimental equipment was buried under some 18 feet of sand and gravel and about 60 feet of water.

To recover the unit, it was necessary to wash out a funnel-shaped hole about 20 feet wide. Visibility in the funnel was zero, and the divers worked in tidal currents that ranged up to four knots. They were also harassed by continual cave-in

and sanding-in processes around the bottom of the funnel.

These are a few of the reasons why Chief Sheats was singled out from among Army, Navy and Air Force personnel in the greater Seattle area as an example of outstanding leadership and ability.

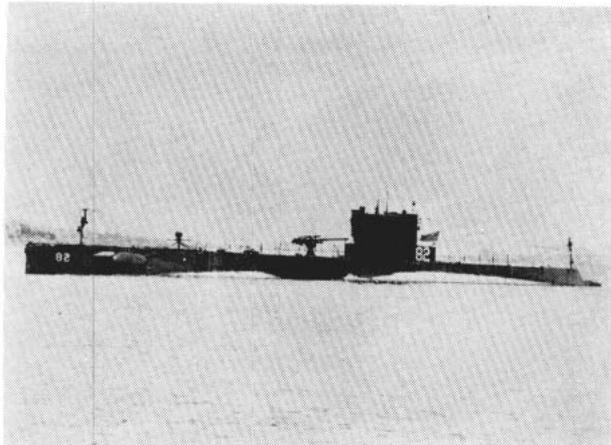
Drydock Drydocked

When a doctor gets sick, he consults another doctor. The same thing applies to a floating drydock. When it needs repairs, it goes to another drydock.

USS *ARD-30*, a specialist in minor repairs to submarine (average patient load—two per month), felt the need for overhaul. She was hospitalized at the Pearl Harbor Naval Shipyard in February.

DRYDOCK IN DRYDOCK—USS *ARD 30* gets overhaul at Pearl Harbor Naval Shipyard. The floating drydock was commissioned in 1945.





OLD-TIMERS—USS R-5 (SS 85) of 1919 and USS Argonaut (SF 7) of 1928 had guns like others of their time.

Subs Sad, Guns Gone

Early this year, the United States government presented the submarine *uss Spot* (SS 413) to the government of Chile. The transfer of U. S. naval vessels to foreign governments is not unusual, but the passing of *Spot* from the Navy scene was something different. *Spot* was the last submarine in the United States Fleet to have a mounted deck gun.

The era of submarine deck guns began about 1914, when L boats carried 3-inch/23-caliber guns. This type gun was the mainstay of submarine deck armament until 1919 when *uss R 21* (SS 98), which carried a 3-inch/50, was commissioned.

Soon after World War I, *uss S-1* (SS 105) went into commission with a 4-inch/50 on her deck. Other subs followed, carrying weapons which approached the size of surface guns.

For instance, in 1924, *uss Barra-*

cuda (SS 163) carried a 5-inch/51 and, in 1928, *uss Argonaut* (SM 1) was armed with two 6-inch/53s and two .30 caliber machine guns. The Navy found all this armament to be unsuitable for the type and mission of the craft and pulled back to one 4-inch/50-caliber gun and four .30 caliber machine guns as secondary armament.

Deck armament remained reasonably stable during the thirties, when the 3-inch/50 was considered the most efficient. However, when World War II broke out, a group of subs, beginning with *uss Balao* (SS 285), were armed with 4-inch/50 caliber guns.

In oriental waters, wartime submariners were constantly plagued by radio-equipped fishing sampans which promptly reported the subs' positions to Japanese headquarters.

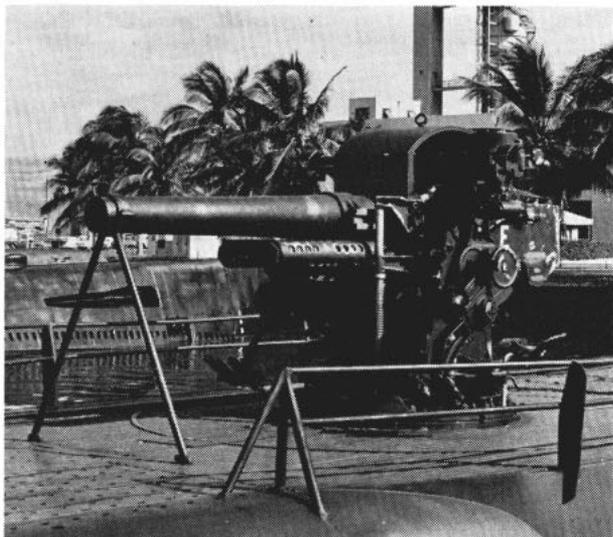
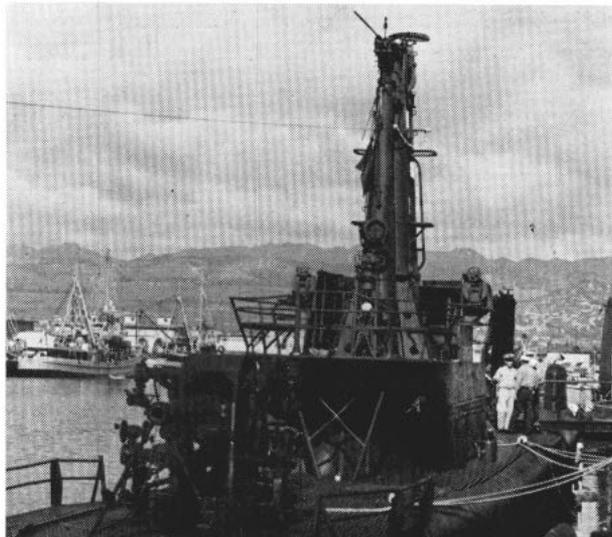
To cope with this situation and,

at the same time, conserve torpedoes, the Navy installed a 5-inch/25 deck gun on *uss Devilfish* (SS 292). This weapon proved to be the last gun in development for submarines. It was capable of expeditiously dispatching the wooden-hulled sampans and their radios to Davy Jones.

Although the deck gun was intended as a weapon secondary to torpedoes, submariners usually gave it a warm place in their hearts. Most regarded it as pretty reliable insurance.

Not only was the deck gun at times a formidable weapon, it also had a tremendous psychological effect on the crew. They knew that if they were forced to the surface, they still weren't helpless. Compared to the armament of a surface man-of-war, this may have seemed like a boy hunting lions with a popgun, but such guns could be dangerous.

ON THE SPOT—Deck gun of *USS Spot* (SS 413) was last of its kind when the sub was transferred to Chile.





FIRE AWAY—Gun crews man deck guns of sub during WW II. *Rt: USS Silversides (SS 236) sets out to sea.*

Consider the experience of *uss Silversides* (SS 236), for example. On 10 May 1942, she sighted a 300-ton craft which appeared to be a trawler. *Silversides*, under command of LCDR (now RADM, Ret.) Creed C. Burlingame, went to the attack with her deck gun even though sailing through mountainous seas caused by a nearby typhoon. As LCDR Burlingame suspected, the trawler turned out to be a patrol boat, in disguise and armed to the teeth.

Both sides opened fire and a pitched battle commenced. Even with her decks partially submerged to provide additional stability and a smaller target, *Silversides* pitched so much that she found it difficult to keep her crew on deck. Each time a large wave would hit the sub, her crew would be washed about the deck. Nevertheless, the gun crew found its target again and again but, because of her wooden hull, the patrol boat refused to sink.

The opponent fought back by spraying the sub's deck with machine gun fire, which finally hit and killed the second loader. Nevertheless, *Silversides* kept up the fire until, at the end of an hour's combat, the patrol boat was completely riddled and a total loss.

History records a number of other instances in which a submarine and surface ships slugged it out with guns. *Spot*, for example, used her deck gun to sink two diesel trawlers while on her first patrol in 1944 in the East China Sea. Four days later, she sank a 1200-ton freighter with her deck gun.

During *Spot's* second patrol, in February 1945, she used all her torpedoes and prepared to return for reloads. She surfaced; was sighted

and chased by an enemy minelayer.

Since his ship was in shallow water, *Spot's* skipper, CDR (now RADM) W. S. Post, Jr., had no choice but to fight it out with the sub's deck gun. The minelayer and the submarine exchanged rapid fire at close range until *Spot's* gunners blew off the minelayer's forward gun. That ended the action.

Until its transfer to the Chilean navy, *Spot's* gun sported a large white "E." Since *Spot* was, for some time, the only submarine in the U. S. Navy that carried a deck gun, she was her own competition.

Undoubtedly, when *Spot's* crew, along with the crews of other submarines which were armed with deck weapons, reach the honored status of "grizzled old salt," they will look down their noses at the electronically

guided missiles, which have usurped the place of deck weapons, and interject a pointed comment or two on the superior skill it took to knock out an adversary when submarines were armed with deck guns.

—F. M. Milas, LTJG, USN.

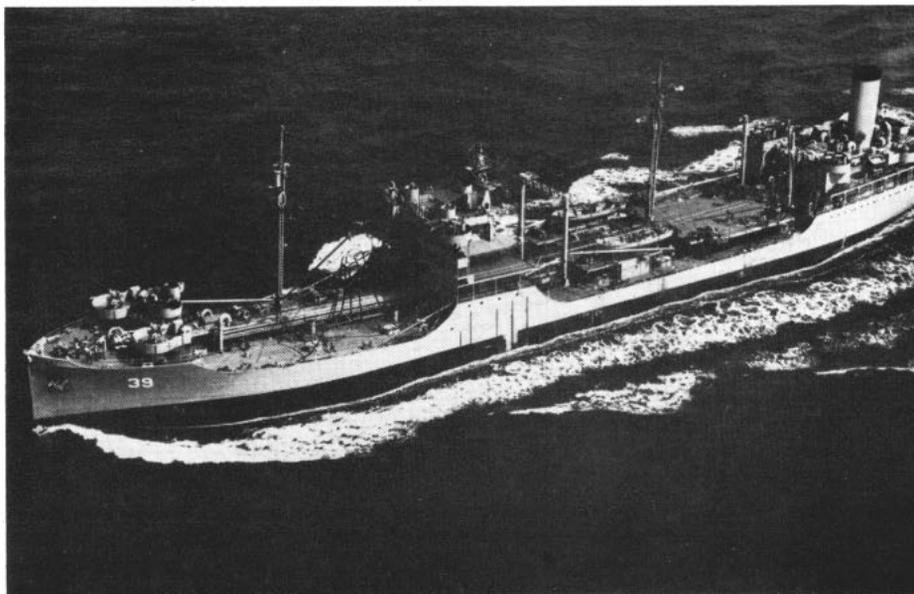
Rigging Record

A new Navy rigging record has been claimed by an oiler and destroyer serving with the Sixth Fleet.

uss Canisteo (AO 99) and *Perry* (DD 844) rigged lines and hoses in two minutes and 20 seconds while refueling in the Med.

Earlier the same day *Canisteo* and *Ault* (DD 698) rigged lines in two minutes and 21 seconds, but *Perry* later came alongside and lowered the mark by one second.

OUT OF RESERVE—*USS Kankakee* (AO 39), recommissioned in November, is assigned to MSTs for point-to-point military cargo runs.





CHAMPS — ServPackers, All-Navy Champs for third straight year, go for the basket in WESTPAC tourney.

All-Navy Cagers Crowned

POISED, POWERFUL SERVPAC, rapidly acquiring status as the New York Yankees of Navy basketball, rolled to an unprecedented third straight All-Navy cage title at Norfolk, Va.

The polished Packers flashed an airtight defense combined with a deliberate offensive style emphasizing ball control and the good shot. Shrewdly handled for the third straight year by LCDR Gene McGuire, and ramrodded on the court — also for the third successive year — by former Hamline (Minn.) College great Jack Stromberg, they racked up four straight wins en route to their fourth Navy-wide hardcourt crown in the past five seasons.

The scores:

First day: SUBLANT—74, PRNC—69; SERVPAC—91, NAS Norfolk—59.

Second day: NAS Norfolk—86, PRNC—77; SERVPAC—66, PHIBPAC—54.

Third day: PHIBPAC—86, NAS Norfolk—71; SERVPAC—64, SUBLANT—49.

Fourth day: PHIBPAC—81, SUBLANT—78.

Fifth day: SERVPAC—56, PHIBPAC—51.

Capacity crowds of more than 1500 round-ball enthusiasts sat in on each of the five nightly sessions, staged at the NAVSTA Norfolk gym,

and smoothly handled by host command COMSERVLANT.

They witnessed Navy basketball at its best, as the all-winning sweep by the magnificent monopolists from out Pearl Harbor way left the All-Navy hopes of four fine teams shattered in its wake.

There were, for example, PHIBPAC's talented Invaders from Long Beach—except for SERVPAC as good a club as the Navy has glimpsed for years and years. The West Coast Region stalwarts are as frustrated as one team can be these days, after finishing a close second to the Packers for the second straight year.

There were SUBLANT's big Sea Raiders, making their first All-Navy appearance and loaded for bear for a big try which didn't quite come off. Included too were NAS Norfolk's scrappy Flyers, a club which muddled through the regular season with a sub-par 12-17 record, then made it into the All-Navy by winning both their district and regional tournaments on sheer hustle and desire. They found those commodities weren't quite enough when the blue chips went on the line. And finally there was North Atlantic Region representative Potomac River Naval Command — a young team which came to shoot, and did that very well, but couldn't find a way to stop

its opponents from scoring more.

The day-by-day rundown:

First round action featured victories by defending champ SERVPAC and top challenger SUBLANT, as PHIBPAC drew the bye.

SUBLANT, paced by three-time All-Navy selectee Shed Mitchell and ex-Princeton University captain Don Swan, led PRNC 61-41 midway through the second half of the night's opening set-to before jump-shot artist Chuck Jones led a late rush which pulled the NORLANT crew to within four points with some two minutes remaining. Mitchell, a snaky six-foot-four with all the moves, poured in 27 points, and Swan added 17. Jones topped PRNC with 18.

In the nightcap, Norfolk's Flyers stayed with SERVPAC through the first half, trailing by only 31-36 at that juncture, only to see the classy Pacific Area reps explode for 43 tallies in the final 13 minutes to turn a good game into a rout. Six-four rebounding star General Lee Davis and former Cal flash Jack Grout, six-six, both returnees from last year's championship club, led the Packers with 15 markers each, while Stromberg chipped in 14.

PHIBPAC, losers to SERVPAC in a real sizzler, 76-73, in last year's final at Pearl Harbor, got a chance for

revenge the following day, but just couldn't crack the rock-hard Packer defense. They couldn't find a way to contain Stromberg and Davis either. Six-three Stromberg, the man with the virtuoso's touch on his soft jump shots, eeled his way through and around the Invaders for 23 big points, while the bull-like Davis added 15, and took command of the boards. PHIBPAC's tough little Jim Henry, a five-ten driver whose systems are all "go," pounded in a game-high 25 counters, but couldn't get enough help from his mates.

In a losers' bracket match the same night, meanwhile, NAS Norfolk got a tournament-high 31-point production out of five-eleven guard Arnie Harris, and utilized a devastating fast break to eliminate PRNC from further competition. Harris' points were all needed too, as the Flyers, on top by 37-29 at the rest period, outlasted the tenacious NORLANTERS through a wild second half.

It was SUBLANT's turn to take a crack at SERVPAC the following night, but Shed Mitchell and company fared no better than previous challengers.

Trailing badly, the Red Raiders gave it a good try with a flaming, Mitchell-led, last gap rally which sliced the deficit to just 42-48 with some four minutes left. Davis took a hand at this point, however, and killed the Submariners' chances for good and all. The springy-legged General Lee stuffed in the next eight points, and gathered in several key rebounds as the Packers pulled away at the finish. Davis' 21 points took game honors, while Mitchell's 17 was tops for the losers.

NAS Norfolk became the second team to fall by the wayside — tossed there by a hot-shooting PHIBPAC outfit led by the incomparable Jim Henry. Henry's 22 points included a perfect 14 for 14 at the foul line.

The struggle for survival and a chance at a rematch with SERVPAC the following night produced a barn-burner, as PHIBPAC and SUBLANT had at each other through 40 furious minutes in a game tied 12 times in all, the last at 72-72 with about three minutes remaining. Big Fred Mims hit two key buckets at that point to send PHIBPAC out in front again, and the Invaders nursed their slender edge to the wire. Henry with 26 and back-court partner Jim McKnight with 21 led PHIBPAC's charge, while

Mitchell gave it all he had for SUBLANT with a 24-point showing.

The SERVPAC-PHIBPAC championship hassle was practically a replay of last year's final game, with the Packers leaping into a big 10-point halftime edge, then holding off the never-say-die Invaders through a ding-dong second session.

PHIBPAC twice cut SERVPAC's second half margin to a mere two points, and pulled to within three, at 51-54, with 22 seconds left, before two clutch free throws by the ever-present General Lee Davis sealed the PACCOAST entry's doom.

Balanced scoring featured SERVPAC's title winning effort as Brian Kniff, a muscular, six-four former UCLA performer whom the Packers augmented from Pearl Harbor's SUBPAC club, led the way with 16 points.

Davis and Stromberg were right behind with 15 and 14, respectively.

An equally valuable contribution to the Packer cause, however, came from still another SUBPAC augmentee, guard Chuck Henry. Lightning fast, the five-ten Henry, a veteran of many years of Navy ball, dogged PHIBPAC's equally swift Jim Henry all over the court in a dramatic head-to-head duel, and held the Invader ace to just 13 tallies — far below his previous 24-point average.

SUBLANT's Mitchell posted the top average, 22.7 for three games, while Jim Henry's 86 total points in four games led all scorers. Mitchell, Henry, SERVPAC's Davis and Stromberg, and Bob Hyland of NAS Norfolk were named to an all-tournament team selected by writers covering the meet. — Jerry McConnell, JO1, USN.

Summary of Regional Basketball Results

SERVPAC, PHIBPAC, SUBLANT, NAS Norfolk and PRNC won the right to contest for the All-Navy basketball title by surviving fierce regional competition at widely scattered sites. And the 23 teams which battled it out in the five regional meets were the winners of earlier district and base-level eliminations.

Here is a summary of regional tournament action:

Atlantic Fleet Regional—at Newport, R. I.

PHIBLANT-91, MINLANT-65
 DESLANT-94, FMFLANT-85
 CRULANT-61, SERVLANT-41
 FMFLANT-104, MINLANT-47
 DESLANT-91, PHIBLANT-56
 SUBLANT-70, CRULANT-45
 FMFLANT-79, PHIBLANT-74
 CRULANT-62, SERVLANT-61
 SUBLANT-80, DESLANT-79
 FMFLANT-108, CRULANT-68
 DESLANT-92, FMFLANT-91
 SUBLANT-82, DESLANT-62

Western Pacific Regional — at Pearl Harbor

SERVPAC-67, SUBPAC-60
 SUBPAC-64, SERVPAC-47
 SERVPAC-56, SUBPAC-53

South Atlantic Regional—at Norfolk, Va.

NAS Pensacola — 108, NAVSTA Roosevelt Roads-68

NAS Norfolk — 91, NAS Corpus Christi-80

NAS Corpus Christi-93, NAVSTA Roosevelt Roads-78

NAS Pensacola — 82, NAS Norfolk-71

NAS Norfolk — 98, NAS Corpus Christi-80

NAS Norfolk-105, NAS Pensacola-85

NAS Norfolk-72, NAS Pensacola — 70

North Atlantic Regional—at Newport, R. I.

3ND Coast Guard-62, NAVBASE Boston-57

NTC Great Lakes — 91, NAVSTA Philadelphia-68

3ND Coast Guard-85, NAVACTS Italy-72

PRNC-88, NTC Great Lakes-76

NAVSTA Philadelphia — 84, NAVACTS Italy-68

NAVBASE Boston-93, NTC Great Lakes-83

PRNC-71, 3ND Coast Guard-58

NAVBASE Boston — 78, NAVSTA Philadelphia-76

NAVBASE Boston-71, 3ND Coast Guard-65

PRNC-112, NAVBASE Boston-98

Pacific Coast Regional—at Treasure Island, Cal.

PHIBPAC — 95, NAS Whidbey Island-76

PHIBPAC — 79, NAVSHIPYD San Francisco-64

NAS Whidbey Island — 74, NAVSHIPYD San Francisco-71

PHIBPAC — 85, NAS Whidbey Island-65

THE BULLETIN BOARD

Report on Augmentation Program of Officers into Regular Navy

IF YOU'RE a Reserve or temporary Regular officer who's seeking an appointment in the Regular Navy, you should consult the detailed guide to the Augmentation Program which is covered in BuPers Inst. 1120.12I. Among other things, the expanded directive on Regular Navy Augmentation contains:

- New dates of rank for eligibility.
- New service and active duty requirements.
- Clarification of the "special" fitness report.
- Detailed answers to the questions most asked by officers in the past (see box).

In general, the Augmentation Program permits Naval Reserve officers in the grades of ENS, LTJG, LT, and LCDR, and Regular Navy officers who hold temporary commissions in the grades of ENS, LTJG, and LT, including LDOs, to apply for appointments as permanently commissioned officers of the Regular Navy.

Eligibility

Before you apply for augmentation, you should be able to meet certain eligibility requirements.

Seniority—If you're a Regular Navy ENS, LT, or LTJG who serves in a temporary commissioned status (including LDO), you must request appointment in the Unrestricted Line or Staff Corps category for which you are best qualified.

If you are a Reservist, and are not senior to the established lineal position in your category (BuPers Instruction 1120.12I contains a complete listing), you must request appointment in the Line or Staff Corps category for which you are best qualified.

Citizenship—You must be a citizen of the United States.

Service—If you are a male officer, or a woman officer of the Nurse Corps, you must have served on active duty in commissioned status for at least 18 months before you apply for augmentation. Periods of duty under instruction for more than 30

days must be excluded when computing service to meet this requirement. (An exception: If you were commissioned from the contract NROTC and your period of obligated service includes 24 months of active duty, you may submit your application after 18 months of service.)

If you are undergoing or have completed flight training, you may not apply for augmentation until you have served on active duty for at least 18 months as a naval aviator. (Flight training, replacement air group training, and other duty under instruction for more than 30 days must be excluded when computing service.)

Women officers (other than Nurses) are not required to have served on active duty before requesting augmentation. However, if selected for augmentation, appointments may not be issued until at least six months of active duty service have been completed.

If you have fulfilled the necessary service and active duty requirements, and are otherwise eligible, you may request augmentation from an inactive status anytime within three years

of your release from active duty. After three years, you may not request augmentation until you have returned to active duty and have served another 12 months. (Again, all periods of duty under instruction in excess of 30 days must be excluded when computing service.)

Dependents—There are no dependency restrictions for men. If you're a woman, you will not be considered for selection if you are the natural or adoptive parent of a child under 18 years of age; if you have personal custody of a child under 18; if you are the stepparent of a child under 18 and the child lives in your household for a period of more than 30 days a year; if you are pregnant; or if you are the mother of a child under 18 over whom you have not lost all rights of custody and control through formal adoption proceedings.

Education—Special Duty (Law-1620) applicants must have a degree from a law school accredited by the American Bar Association and must be members of the bar of a federal court or the highest court of a state or territory of the U. S. or District of Columbia.

Nurse Corps (2900) applicants must be high school graduates and must be registered nurses.

Medical Service Corps (2300 and 2300W) applicants must meet the educational requirements for original appointments in their present specialty or Corps section.

Chaplain Corps (4100) applicants must be graduates of approved schools of theology or have completed at least 90 semester hours (three years) of graduate work in schools of theology. In addition, Chaplain Corps applicants must have completed at least 120 semester hours of undergraduate work. (Duplication of credits is not permitted.)

Civil Engineer Corps (5100) applicants must possess at least a baccalaureate in civil, mechanical, electrical, architectural, mining, petroleum, electronic, nuclear, chemical or construction engineering, or in

All-Navy Cartoon Contest LT Billups E. Lodge, USN



"Here it is, Chief—that bucket of red polka-dot paint you sent me for."

architecture. If you possess some other engineering degree, your application will receive special consideration. Your degree must have been issued by an accredited school listed by the Engineer's Council for Professional Development.

Age — When you request augmentation you must compute your total active service with a view towards the future. If you are a man, your total active service must equal not less than 20 years upon reaching age 62. Nurse Corps officers must have 20 years' total active service upon reaching age 55, and other women officers must have completed 20 years' total active service by the time they reach age 50.

Retirement — If you would be eligible for retirement within three years after being appointed in the Regular Navy, you may not apply for augmentation.

Physical — You must be able to meet physical standards appropriate to your grade, as established by the Chief, Bureau of Medicine and Surgery. Minor defects which do not interfere with performance of duty will not be disqualifying.

Application

If you have not requested augmentation in the past you may submit an application any time you are eligible. If you previously requested augmentation and were not selected you may not submit a new application for at least one year after the date of the previous application.

Your application should be submitted in letter form to the Chief of Naval Personnel (Pers-B6252), via your commanding officer. The letter should contain the following:

Designator for which application is made. (If you apply for two designators, indicate your order of preference.)

Inclusive dates of all your active service.

Your date of entry on current tour of active duty. If on inactive duty, note the date you were released to an inactive status.

Your date of rank.

Certification that you have completed at least 18 months of active duty as a commissioned officer in the Regular Navy or Naval Reserve. (Periods of duty under instruction in excess of 30 days don't count.) The 18-month certification is not re-



"The Chief must be in one of the critical ratings—he criticizes just about everything I do."

quired if you apply for an 1100W, 2300W, or 3100W designator.

If you're an aviator, note the date you reported to your first permanent duty station after you completed flight training.

List the source through which you received your commission (NROTC,

Officer Candidate School, etc.).

List any information you think should be brought to the attention of the Augmentation Selection Board.

Your commanding officer's endorsement should include a specific recommendation and any comments which may be appropriate.

Supporting Documents

A number of supporting documents must be submitted with your letter of application:

A *special fitness report* must cover the period between submission of your last regular fitness report and the date of your application. This report should not be sent to the Fitness Report Section of the Bureau of Naval Personnel, and does not take the place of any fitness reports required under other directives. Your next regular fitness report should include the period of time covered by the special augmentation report. (BuPers Instruction 1120.12I contains additional fitness report requirements.)

College transcript. If you have earned a degree, evidence of this and a transcript of all college credits you earned should be included. If you are attending college at the time of application, you should include a transcript of all work through your most recent marking period.

This Will Give an Idea of Your Chances of Selection

Your chances for an appointment in the Regular Navy through the Augmentation Program may be anywhere from poor to good, depending on service requirements and your general qualifications. Here's a review of the applicants considered and selected during fiscal year 1961:

Designator	Considered	Selected
1100	573	260
1100W	82	73
1310	1788	788
1350	192	88
1620	13	10
2300	42	4
2300W	11	0
2900	92	69
3100	179	113
3100W	4	0
4100	53	20
5100	42	29
Total	3071	1454

You should note that these are

not "typical" figures of augmentation selection opportunities. The number of future selections in all categories may vary considerably.

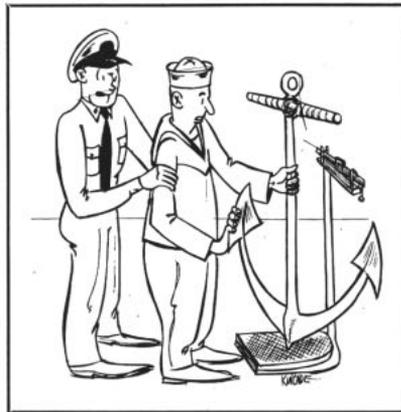
Before each session of the Augmentation Selection Board convenes, a count is made of the number of Regular Navy officers in each designator and each year group eligible for augmentation. If the number in a particular year group is near the maximum allowed for that category, a quota limitation may be imposed. This results in slim selection opportunities in some designators, while in others there is no limitation on the number selected. The on-board count varies from month to month, so it's usually not possible to predict with accuracy the selection opportunities in a particular designator for any particular session of the board.

Statement of Personal History. This is DD Form 398. Complete all items; forward the original only.

Armed Forces Security Questionnaire. DD Form 98; submit the original only.

Report of Medical Examination (Standard Form 88). If your duties involve flying, submit the original and two copies; otherwise, submit the original and one copy. This form must be signed by a medical officer and, if available, a dental officer. The report must contain the following statement, signed by the examiners: "We certify that this candidate is (or is not) qualified for appointment as an officer not restricted in the performance of duty in the (line, restricted line, staff corps) of the Regular Navy." In addition, if your duties involve flying, you must have appropriate entries concerning your physical qualifications and aeronautical adaptability for the type of duty involved and, if appropriate, a notation of the serv-

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



"Now I'll go over it once more, Melvinton . . . In the Navy, when the captain says, 'Weigh the anchor . . .'"

ice group for which you are qualified.

Report of Medical History (Standard Form 89). Be sure to submit an original copy of this report.

Certification of Completed Security Investigation (NavPers 2716) may be submitted if a satisfactory National Agency Check or background investigation has been completed. If not, comply with the instructions contained in BuPers Instruction 5521.2D, paragraph 5.

Dependency Statement. Women applicants must provide signed statements which certify they meet dependency requirements (see above).

Evidence of receipt of a law degree and admission to the bar (as specified above) must be submitted if you apply for appointment as a Special Duty (Law-1620) Officer.

Registered Nurse License (copy) must be submitted by Nurse Corps applicants.

Ecclesiastical endorsement by officials of your denomination, authorizing your acceptance of an appointment in the Regular Navy, is required if you apply for appointment in the Chaplain Corps.

If you are not on active duty, Bu-

Any More Questions on Augmentation?

Many questions concerning the Reserve to Regular Augmentation Program are processed each month by the Chief of Naval Personnel. These are the most common:

Q: Why wasn't I selected for augmentation? I was eligible, wasn't I?

A: The Augmentation Selection Board, which deliberates in closed session, does not record the reasons behind non-selection. No doubt you were eligible or your name wouldn't have gone before the board in the first place.

The board considers all available information and compares your application with the applications of other officers applying for the same designator. Your demonstrated ability, service experience, motivation, physical condition, assignability and education are all compared to the same qualifications held by your Regular Navy contemporaries. (See box on selection opportunities, p. 59.)

Q: I understand a college degree isn't required before I can be augmented into the Regular Navy. Correct?

A: A college degree is required only for certain categories (see

Education, p. 58). Many officers who have completed less than four years of college have been augmented, mostly in the 1310 designator.

Q: Is an OOD underway qualification mandatory for augmentation in the unrestricted line (1100)? Is any sea duty necessary?

A: Neither is mandatory — but both would be helpful. It would be to your advantage to have the OOD underway qualification in your record when your name goes before the board for consideration. The chances are slim that officers of the grade of LT and above, who have not completed tours of sea duty, would be augmented into the Regular Navy. It is difficult to assign officers of the grade of lieutenant and above, who have not completed tours of sea duty, to billets at sea, commensurate with their seniority.

Q: The official augmentation directive doesn't say much about the selection board. Could you fill in some details?

A: The Augmentation Selection Board meets quarterly, usually in August, November, February and May. Applications are normally

considered by the first session of the board which convenes after the application is received. If the application is received less than 30 days before the board convening date, it is usually held up for the next session.

Q: If the board selects me for augmentation, how soon will I be notified?

A: The time lapse between receipt of your application and notification as to whether or not you have been selected could be anywhere from two and one-half to five and one-half months. When the chief of Naval Personnel receives your application, he acknowledges with a letter advising you of the convening date of the board session which will consider your application. Also, you are notified of the board's recommendation within 45 days of the convening date.

Q: May I voluntarily accept a loss of rank or lineal position if it would make me eligible for augmentation?

A: If you are too senior to meet the augmentation eligibility requirements, you may not voluntarily accept a loss of rank or lineal position in order to become eligible.

Pers Instruction 1120.12I should be consulted for additional instructions concerning your application.

Selection

Your application for augmentation is considered by a selection board which meets quarterly. If you are selected, your appointment will normally be in the Regular Navy designator you requested. (In some rare cases, the selection board considers applicants who are extremely well qualified for appointments in designators they do not request. In these cases, the board recommends such appointments only if the applicants agree.)

Unless your designator is 1620, you will normally be appointed to the same rank you hold on the date the Regular Navy appointment is administered. Also, your date of rank remains the same. Officers who have 1620 designators may be adjusted to a more senior lineal position if so entitled in accordance with current provisions of public law.

Other details of the Augmentation Program, including the special procedures Medical and Dental Corps officers, and officers with designators of the 1400, 1500, and 1600 series (except 1620), should follow, are contained in BuPers Instruction 1120.12I.

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.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 6 - Discussed the resale of foreign beverages sold by overseas non-appropriated fund activities.

No. 7 - Announced the receivership of the National Automobile Insurance Company. Personnel insured

All-Navy Cartoon Contest LT Billups E. Lodge, USN



"What do you mean, 'The blast doors didn't close?' My console says they did!"

by this firm must seek other coverage.

Instructions

No. 1120.12I - Outlines the eligibility requirements and processing procedures whereby certain USNR officers in the grades of ensign through lieutenant commander (temporary) and USN officers serving in a temporary commissioned status, not above the grade of lieutenant (including LDO, temporary), may apply for appointment as permanently commissioned USN officers.

No. 1120.33A - Invites applications from permanently commissioned USN and USNR officers for transfer between the unrestricted line and restricted line of the Regular Navy.

No. 1300.29A - Updates instructions for reporting, by activity, the number and location of Navy military dependents in Alaska, Hawaii,

All-Navy Cartoon Contest Otto Preske, SN, USN



"Reveille!"

U. S. territories and foreign countries.

No. 1560.10C - Sets forth details of the Navy's Tuition Aid program.

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.

No. 7300.6A - Revises the system for the collection and reporting of estimated costs incident to permanent changes of station.

Notices

No. 5321 (19 February) - Informed ships and stations of the elimination of the functional area code "W" in column 15 of the Manpower Authorization (NavPers 576).

No. 1520 (5 March) - Announced the convening dates for fiscal year 1963 for classes in the Foreign Language Division, Naval Intelligence School, Washington, D. C.

No. 1650 (5 March) - Provided information pertaining to the issuance of Good Conduct Award certificates and procedures for requesting certificates for awards previously earned.

No. 1020 (12 March) - Announced changes to *U. S. Navy Uniform Regulations, 1959*.

No. 1070 (12 March) - Issued instructions for the preparation, maintenance and distribution of a new page 12 and a revised page 13; and canceled the use of page 10 of the Enlisted Service Record.

No. 1520 (12 March) - Solicited applications from commissioned Navy and Marine Corps officers and midshipmen of the U. S. Naval Academy for Navy sponsorship in the December 1962 Rhodes Scholarship competition.

No. 1510 (15 March) - Announced the list of active duty enlisted personnel who have been provisionally selected by the NESEP selection board for entrance into the program.

No. 1440 (19 March) - Announced a change in the Navy enlisted rating structure and outlined procedures for changes in rating of active and inactive duty personnel to conform with the revised rating structure.

No. 1520 (21 March) - Announced the selection of officers for the submarine school class which convened in April at New London, Conn.

Amateur Radio Program Is Open to Military Hams on Armed Forces Day

Every collector has his mementoes or his specially prized tokens which are representative of his interest area. Amateur radio operators treasure their QSL cards or other written items that represent the operator's activity in the amateur radio world.

The armed services appreciate the radio amateur's pride and dedication. Because of this appreciation, the Army, Navy and Air Force sponsor an amateur radio communications program as part of the annual Armed Forces Day festivities. In conjunction with this program, a

special, one-time only QSL card is issued for each military-to-amateur radio contact. These QSL cards are newly designed, colorful red, white and blue creations exclusively for the 19 May 1962 Armed Forces Day Communications Program.

This amateur radio program also features a CW code and a radioteletypewriter receiving contest. Special messages from the Secretary of Defense will be transmitted during these receiving contests. The texts of the two messages are different but amateur operators can, if they have the equipment, copy both messages and obtain two Department of Defense certificates of merit. Each certificate bears the name of the

amateur operator and the signature and seal of the Secretary of Defense.

The CW code receiving contest is open to any amateur or short-wave listener who can copy International Morse Code at 25 words per minute. The radioteletypewriter (RATT) message is transmitted at 60 words per minute and is open to any amateur radio operator or other individual.

The three programs add up to the possibility of an amateur receiving five mementoes, consisting of three QSL cards and two certificates of merit. The amateur radio operator may receive a Department of Defense certificate of merit for a perfect copy of the CW or RATT transmission. If he successfully copies both messages, then he may receive two certificates. Headquarters radio stations of the Army, Navy and Air Force will operate on-spot frequencies outside the amateur bands. A military-to-amateur contact may be made with an Army station (WAR), Navy station (NSS), and an Air Force station (AIR). Thus, a QSL card from each contacted military headquarters station will mean that the card collector's corner will be brightened with the red, white and blue colors.

Over 4000 amateur-to-military contacts were made during the 1961 Armed Forces Day Communications Program, and 1273 certificates of merit were mailed to operators who submitted perfect copies of the CW and RATT messages. These figures are indicative of the number of amateur radio operators who have participated and collected, since the program's beginning in 1957, the special commemorative Armed Forces Day QSL cards and certificates of merit.

The complete operating schedules and competition procedures for the 1962 Armed Forces Day Communications Program are as follows:

Each transmission for the CW and RATT receiving contests will commence at the indicated times with a 10-minute CQ call to permit the participants to adjust their equipment. The 10-minute CQ will be immediately followed by the message from SecDef. It is not necessary to copy more than one station, and no extra credit will be given for so doing.

Transcriptions should be submitted

MILITARY-TO-AMATEUR TEST

Military stations WAR, AIR and NSS will be on the air from 191500Z (1000 EST) to 200500Z (2400 EST) on 19 May 1962 to contact and test with amateur radio stations. Amateur contacts will be discontinued from 200245Z to 200400Z to allow the Armed Forces Day CW and RATT broadcast competition in accordance with the schedule above.

Station	Military Frequencies (KCs)	Appropriate Amateur Band (megs)
WAR (Army Radio, Washington, D.C.)	4020 (AM)	3.8 to 4
	4025 (CW)	3.5 to 3.8
	6997.5 (CW)	7 to 7.2
	20994 (CW)	21.1 to 21.25
NSS (Navy Radio, Washington, D.C.)	4010 (CW)	3.5 to 3.8
	6970 (CW)	7 to 7.1
	7380 (CW)	7.1 to 7.2
	*13975.5 (CW)	14 to 14.2
		21.1 to 21.25 Novice Calls
	**4012.5 (AM)	3.8 to 4
		7.2 to 7.3
	14385 (SSB)	14.2 to 14.35
	3319 RATT	3.5 to 3.8
	7895 RATT	7 to 7.2
14480 RATT	14 to 14.2	
AIR (Air Force Radio, Washington, D.C.)	3397.5 (CW)	3.5 to 3.8
	13995 (CW)	14 to 14.2
	20873 (CW)	21 to 21.25
	*7305 (SSB)	7.2 to 7.3
	*14405 (SSB)	14.2 to 14.35
	7915 (RATT)	7 to 7.2

* The Novice Section of the 15-meter band will be monitored primarily for those new operators who may be unable to work into the 40- and 80-meter bands. Contacts will be acknowledged on 13975.5 KCs.

** Operator transmitting on 4012.5 (AM) will listen in the AM, SSB, sections of the 40- and 75-meter bands for AM or SSB stations.

* Operators transmitting on these frequencies will listen for AM or SSB signals within the appropriate bands.

Military stations will listen for calls from amateurs within the appropriate amateur bands. Contacts will consist of a brief exchange of location and signal report. This is a test of military-to-amateur communications and no traffic handling or message exchange will be permitted.

"as received." No attempt should be made to correct possible transmission errors. Time, frequency and call sign of the station copied should be indicated, as well as the name, call sign (if any) and address of the individual submitting the copy.

Competition entries should be submitted to the Armed Forces Day Contest, Room 5B960, The Pentagon, Washington, D. C., and post-marked not later than 31 May 1962.

Mail in Your Entries for All-Navy Cartoon Contest

This is the last call for U. S. Navy cartoonists to submit their entries in the seventh All-Navy Cartoon Contest.

The rules this year are similar to those of former years. The contest is open to all active duty naval personnel and their dependents..

Anybody falling into these categories who feels capable of drawing a chuckle-producing gag or situation cartoon with a Navy background should submit his entry on eight- by ten-and-a-half-inch white paper or illustration board.

To be acceptable, the cartoon must have a Navy theme or background and must be in good taste.

All cartoons entered must have the following information securely attached to the back:

Full name of the originator; rate/grade; serial/file number; duty station; home town and home town newspaper; command recreation fund administrator; and a brief statement certifying the cartoon to be original.

In addition, the following state-

All-Navy Cartoon Contest
Peter A. Hansen, EN2, USN



"I couldn't find any smooth logs Chief, but don't worry, I'll run these up to the carpenter shop."

MAY 1962

CW RECEIVING CONTEST

Time 19 May 1962	Transmitting Station	Frequencies (KCs)
200300Z (2200 EST)	WAR/AIR (Army & Air Force Radio, Washington, D.C.)	3347, 14405, 20994
200300Z (2200 EST)	NSS (Navy Radio, Washington, D.C.)	3319, 4010, 6970, 13975.5
200300Z (1900 PST)	A6USA (Army Radio, San Francisco, Calif.)	6997.5
	NPG (Navy Radio, San Francisco, Calif.)	3319, 7595, 14927.5
	NPD (Navy Radio, Seattle, Wash.)	7455
	AG6AIR (Hamilton AFB, Calif.)	7832.5

RATT RECEIVING CONTEST

Time 19 May 1962	Transmitting Station	Frequencies (KCs)
200335Z (2235 EST)	WAR (Washington, D.C.)	3347, 14405, 20994
	NSS (Washington, D.C.)	3319, 7895, 14480
	AIR (Washington, D.C.)	7915
200335Z (2135 CST)	A5USA (Fr. Sam Houston, Tex.)	5395
	NDS (Great Lakes, Ill.)	7455
	AG5FFR (Randolph AFB, Tex.)	7305
200335Z (1935 PST)	AG6AIR (Hamilton AFB, Calif.)	7832.5
	A6USA (Army Radio, San Francisco, Calif.)	6997.5
200345Z (2145 CST)	NDF (New Orleans, La.)	7380
	NDW (San Francisco, Calif.)	3319, 7375
	NPD (Seattle, Wash.)	7455

ment must be attached to the cartoon:

"All claims to the attached entry are waived and I understand the Department of the Navy may use as desired."

The statement is then signed by the contestant and forwarded via the contestant's commanding officer or his representative.

If the contestant is a dependent of a Navyman, the cartoon must bear this certification:

"I am a dependent of rate/grade; serial/file number."

All entries will become the property of the Navy Department and will not be returned. They must be in the hands of the Chief of Naval Personnel (Attn: Pers-G11) by 1 Jun 1962.

The five cartoons that produce the biggest guffaws from the judges will be awarded All-Navy championship trophies furnished by the Chief of Naval Personnel. The trophies will be forwarded to the winners via their commanding officers.

All winning cartoons will be published in ALL HANDS Magazine, and suitable mention will be made in the *Special Services Newsletter*.

Aside from ALL HANDS Magazine's announcements concerning the contest, no other notices have been published. Get your entries in early.

High Flying and Scuba Diving Don't Mix, Docs Say

Navy fliers who like Scuba diving have had a ceiling placed over them by the Naval School of Aviation Medicine.

The school evaluated the effect of flying at high altitudes after diving to various depths. The study resulted in naval airmen being forbidden to fly higher than 18,000 feet within 12 hours after diving to depths of 30 feet or more, the report said.

All-Navy Cartoon Contest
Theo. H. Tennant, YNC, USN



"Evening, Captain"

TAFFRAIL TALK

AS OUR MORE PERCEPTIVE readers may have noted by glancing through a few columns of Taffrail (assuming of course that they read it more than once), it often consists of miscellaneous items we can't find a place for in our more respectable departments, plus semi-professional complaints and congratulations.

Where, for example, would you place the most astute observations of LTJG Albert E. Blackburn, a supply officer, speaking on the subject of pay and allowances? Pay and allowances (except ours) always leave us somewhat baffled, so we'll have to take the lieutenant's word for it that LCOL John H. Glenn, Jr., earned a grand total of \$8.00 (\$1.60 per hour for five hours) while orbiting the earth three times back in February. This consisted of base pay, flight pay (since he managed to get in his four hours' flight time), basic allowance for quarters and basic allowance for subsistence. He was not eligible for per diem since he had made a round trip in less than 10 hours in one calendar day. Since he was traveling in a government vehicle, he was not eligible for mileage allowance, which is a good thing (for the government). Had he collected his mileage, it would have amounted to \$8100 (81,000 miles at 10 cents per mile).

★ ★ ★

The rescue of downed airmen at sea by helicopter is common. However, *uss Paul Revere* (AKA 248) has pulled a switch — it managed to rescue a clutch of downed chopper men. Forced to abandon their ailing flying machine a few miles from *Revere*, the red-faced (and shivering) coptermen were plucked from the sea within six minutes after their crash.

★ ★ ★

We have additional firm evidence that someone *does* read the magazine — other than those who write in to tell us of our boners. This new evidence comes to us in the form of an unsolicited press release. It seems that a couple of years ago Martin J. Noone, AQ1, was idly thumbing through a copy of this magazine while on duty at South Weymouth, Mass., when he read an article entitled "How to Earn the Dolphins." We were so persuasive that Noone decided then and there, airdale or not, the submariner's life was for him.

Now our source says Noone has finally been awarded his silver dolphins, is serving in *uss Sargo* (SSN 583), and is very happy with his change of status.

★ ★ ★

And while this fine glow of satisfaction lasts — it's a fleeting thing at best — we must also modestly admit that we have, right here in our very own office, a man who knows practically as much about Shorvey and Seavey as the experts who are responsible for the program. He is Dan Kasperick, JO1, USN, who, working with the numerous "cognizant desks" in the Bureau of Naval Personnel, pulled together the mountain of facts which you will find in our current Seavey-Shorvey roundup. We have learned the hard way never, no never, to make any claims about nothing, but, with the exceptions of CDR F. B. Buchanan and LT F. J. Reeg, of the Distribution Control Section, if anyone wants to challenge our claim, we will back our Dan against anyone. The weapons will be data rotation cards at 150 paces.

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. 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. DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

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

The Bureau should also be advised if the full number of copies is not received regularly.

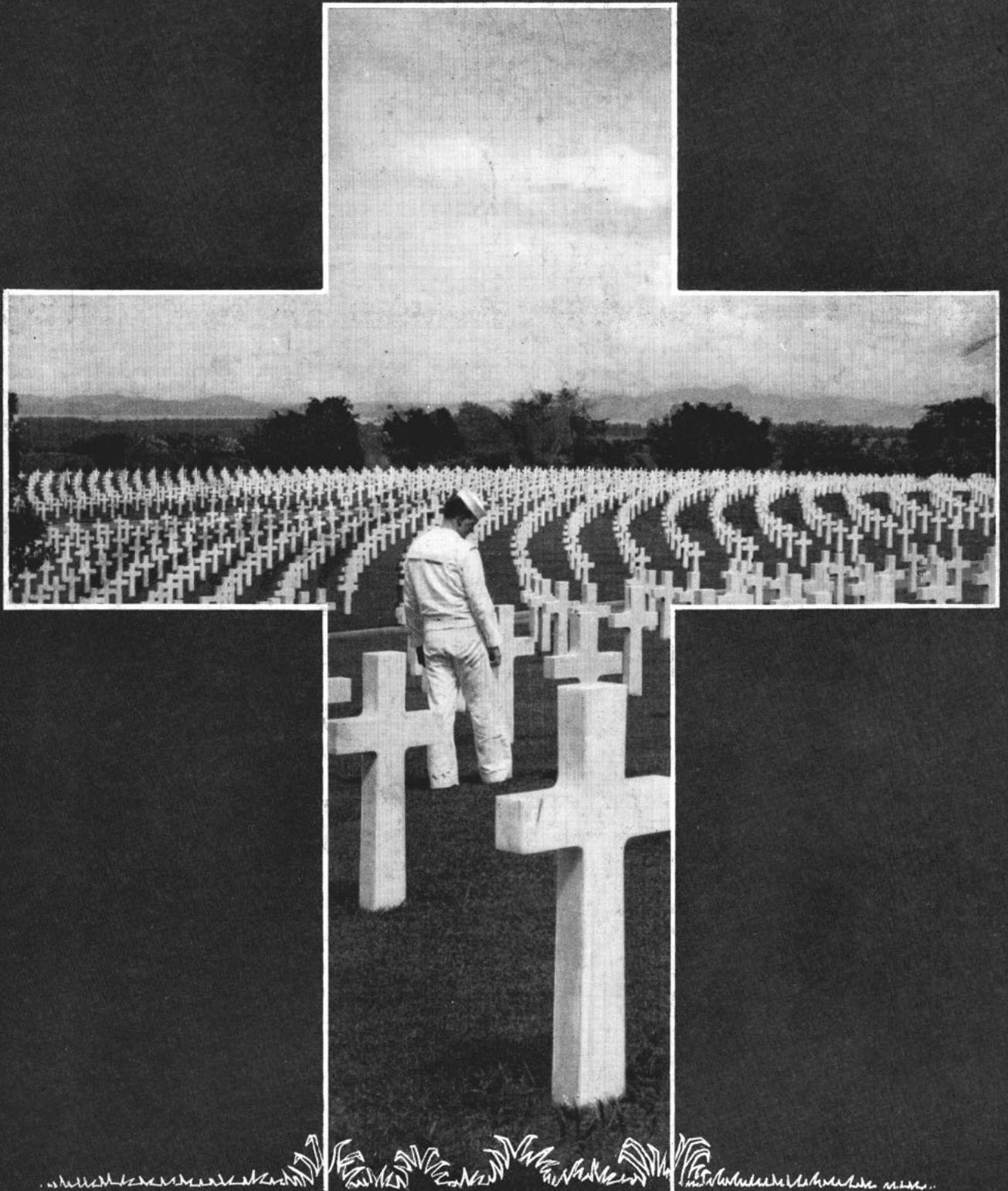
Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

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

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. The rate for **ALL HANDS** is 25 cents per copy; subscription price \$2.50 a year, domestic (including FPO and APO address for overseas mail); \$3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.

● AT RIGHT: SEA SURGERY — Senior flight surgeon on board *USS Enterprise* (CVAN 65) demonstrates how the ship's modern sick bay is prepared to handle medical emergencies at sea. ▶





Memorial Day 1962

LET US ALWAYS REMEMBER