# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

special issue

U. S. NAVY

IN THE PACIFIC

This magazine is intended for 10 readers. All should see it as soon as possible. PASS THIS COPY ALONG

APRIL 1963

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THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

APRIL 1963 Nav-Pers-O NUMBER 555

VICE ADMIRAL W. R. SMEDBERG III, USN
The Chief of Naval Personnel

REAR ADMIRAL A. S. HEYWARD, Jr., USN
The Deputy Chief of Naval Personnel

CAPTAIN J. L. COUNIHAN, USN
Assistant Chief for Morale Services


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John A. Oudine, **Editor**

**Associate Editors**

G. Vern Blasdell, **News**

Jerry Wolff, **Research**

Don Addor, **Layout & Art**

French Crawford Smith, **Reserve**


**• FRONT COVER: WIDE WATERS — Attack carrier *USS Coral Sea* (CVA 43), a member of NavAirPac, is refueled at sea by *USS Navasota* (AO 106) while on cruise in the Pacific, the largest maritime area on the earth.**

**• AT LEFT: A GOOD GROUP — Navymen of the Pacific Fleet are members of the largest naval command in the world. Their duty may range from a lush tropical island to a snow-capped station in either the North or South polar regions. At sea the PacFlt sailor could be helping to man a giant attack carrier or sailing a small minesweeper.**

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

# THE U.S. NAVY

NEXT TIME YOU SEE a globe of the world, twirl it around. When you come to the side that's all blue, stop. Now take a second look. The blue color, of course, represents water—and it's all part of the same ocean, the vast expanse of the Pacific. Only a globe can convey a true idea of the relationship of the Pacific with the rest of the world.

The Pacific is the largest maritime area on earth. In fact, the Pacific Ocean and the countries that ring its perimeter cover more than half of the earth's surface.

All of the world's continents—the total land areas of Europe, Asia, North and South America, Africa, Antarctica, and Australia—could be deposited within the area of the Pacific Ocean—and there would still be plenty of water to spare.

Ever since the day Vasco Nunez de Balboa climbed to the summit of a mountain range in Panama and first sighted what he called the "Great South Sea," seafaring men, explorers and merchant mariners have been vitally concerned with the Pacific.

Balboa's discovery was in 1513, just about four and a half centuries ago. Some years later Ferdinand Magellan, in 1520-21, undertook to circumnavigate the globe, crossing the Pacific as far as the Philippines, where he was killed in an insurrection among the islanders. One of the ships of his armada, however, succeeded in completing the first round-the-world voyage.

Thus began the development of trade routes across the Pacific between the nations of the East and the West. In time the economic livelihood of millions of people came to depend on the Pacific.

From the standpoint of military strategy, the Pacific has played an important role in various ways. It has served not only as a frontier, but as a natural barrier, and in modern times it has been the scene of the historic battles of World War II, in a struggle for sea power which meant the difference between victory and defeat between nations.

From a historical standpoint the importance of sea power in the Pacific was demonstrated as far back as the 15th century.

Chinese naval power at that time was being felt in the western Pacific, and throughout Southeast Asia and the Indian Ocean. At least seven major expeditions were sent out by the third emperor of the Ming Dynasty, operating under command of Cheng Ho. Some of these expeditions included 60 or more ships, carrying as many as 37,000 troops. They brought Chinese pressure to bear not only along her Pacific coast but also to countries in the Indian Ocean, and extended as far as the east coast of Africa.

These expeditions had the effect of establishing China's influence, and when necessary, they brought her absolute power in the area. A prince of Ceylon and a Sumatran chief who refused to submit to the Emperor of China were seized and carried off to China, while Cheng Ho proclaimed: "The countries beyond the horizon and from the ends of the earth have all become subjects of

# IN THE PACIFIC

the Imperial Ming." This was 500 years ago.

About two centuries later the Japanese felt the might of sea power from the Asiatic mainland when the Korean admiral, Yi Sun Sin, defeated and drove out a well-entrenched and massive Japanese expedition to Korea, using the ironclad "Tortoise ship."

For a long time in the years that followed naval power consisted of individual men-of-war, which represented small bits of the sovereign power of different nations.

These men-of-war moved from port to port, and island to island, and served to keep the peace.

The twentieth century saw a build-up of naval strength in the Pacific climaxed by the Japanese attack on Pearl Harbor. Sea power was in a new phase, and both sides recognized that the winner in the Pacific would be the nation which could gain and maintain control of the sea, by superior naval power and/or strategic island fortresses.

Naval aviation, the carrier and the submarine took their place with surface fighting war ships of the line and the logistic support ships of the train to shape the face of the modern day Navy.

How important is the Pacific today? Here are some facts.

• The lands bordering the Pacific are the homes of one and a half billion people. They are people of many races, religions, and languages. Among them are Buddhists, Moslems, Hindus and Christians. They speak Tagalog, Melanesian, Chinese, Japanese, Malayan, Spanish, English, Russian, Hawaiian, Bugi—to mention only a few.

• These people of the Pacific, representing more than half of the population of the earth, are dependent on the sea in many ways. The Pacific forms a great ocean highway over which the wealth of many nations moves—rubber, wool, copra, iron, manganese, tungsten, tea, tin, tuna, tobacco, potash, petroleum, rice—and much more. In addition, the Pacific fishery and whaling industry is the largest in the world.

• Of the 77 strategic raw materials which the United States must import, 66 come from nations of the Pacific. These are materials on which we must depend in manufacturing telephones, automobiles, jet aircraft, tanks, nuclear submarines, etc.

• Since World War II many new nations have emerged in the Pacific-Indian Ocean area: Pakistan, Burma, Laos, Cambodia, Vietnam, Malaya, Singapore, Western Samoa, Indonesia, and the Philippines. Already some of these new nations have experienced problems which affect their neighbors and the rest of the world.

• Since World War II, the Pacific has seen three nations divided by conflict—China, Korea and Vietnam—with pressure arising in other areas affecting the peace of the world.

These are some of the reasons why the Navy is in the Pacific.

On the following pages you will see what the Navy in the Pacific consists of, how it is organized, and how it operates, as an instrument of the U. S. and our allies—to protect the lifelines of the Free World.

CINCPAC, Adm. Harry D. Felt, USN, greets Gen. Maxwell D. Taylor, USA.

UNITED EFFORT — Members of seven nations taking part in SEATO exercise meet on carrier. *Below:* Marines hit the beach during Pacific exercise.

CINCPAC HAS IT—

# Teamwork Plus

THE STORY OF our fighting forces in the Pacific starts with the alphabetical designation known to every Navyman as CINCPAC.

But most Navymen are surprised to hear that CINCPAC is *not* a Navy command. It stands for Commander in Chief, Pacific, and it is a *unified command.* In fact, geographically, it is the largest U. S. military command in the world.

Understandably, because this military command encompasses some 85,000,000 square miles of the earth's surface, most of which is ocean area, its boss is a Navyman. CINCPAC is Admiral Harry Donald Felt, and his joint force includes 390,000 military personnel—soldiers of the U. S. Army; two Air Forces—the Fifth and 13th—composed of 1000 aircraft; and two Fleets—the First and Seventh—with a total of 400 ships and 1800 aircraft.

Major Army elements of the Pacific Command are the First Cavalry and Seventh Infantry Divisions under the U. S. Eighth Army based in Korea, and the 25th Infantry Division in Hawaii. The Marines are represented by two U. S. Marine divisions and their associated air wings —one Marine division on Okinawa and the other on the West Coast of the U. S.—and the Fleet Marine Force Headquarters in Hawaii.

CINCPAC's unified forces are a well-balanced, versatile team—capable of handling the many odd jobs from fighting guerilla-type action in the jungles and mountains to border conflicts in which hard-hitting, mobile aircraft carriers and aviation units are needed in times of emergency.

Their "capabilities" range from delivery of nuclear weapons to showing the U. S. flag.

MISSION OF THE Pacific Command is to defend the United States from attack through the Pacific area, and to support and carry out U. S. national policy in the Pacific. This includes providing strategic direction and control of the U. S. armed forces assigned to the area. The mission carries also the responsibility for achieving successful military cooperation with our allies in Asia so that their strength can be joined with our own in preserving their freedom and maintaining peace.

CINCPAC headquarters is at Camp H. M. Smith, on a hill outside the city of Honolulu in the lush green countryside of Hawaii. CINCPAC's joint staff numbers 560 military personnel in a variety of uniforms—representing all components of the armed services. About half are officers, headed by seven flag and general officers; the remainder are enlisted personnel.

The history of CINCPAC dates back to the year 1947, when the forerunner of the post-war Pacific Command was established as one of six geographical commands. In addition to the Pacific, there were the European, Atlantic, Caribbean, Alaskan and Far Eastern commands.

Ten years later, with the merging of Korea, Okinawa and Japan as areas under the responsibility of the Pacific Commander, all U. S. forces in the Pacific were consolidated under one commander in chief. At the same time, individual service

TEAM MEMBERS — CINCPAC is unified command that includes units of Navy, Marines, Army and Air Force.

# Power

commanders-in-chief were named for the Army, Navy and Air Force, with headquarters in Hawaii along with the unified commander.

Each of these service commanders wears four stars and is directly responsible to CINCPAC. Location of the headquarters of these commands in Hawaii permits staff officers of all services to meet personally in consideration of common problems. Also within the Pacific unified command structure are subordinate unified commands whose commanders assist CINCPAC in maintaining the joint defensive and deterrent effectiveness of the U. S. armed forces based through the vast Pacific area.

These are Commander U. S. Forces Korea, in Seoul; Commander Taiwan Defense Command, at Taipei; Commander U. S. Forces Japan, with headquarters near Tokyo; and Commander U. S. Military Assistance Command, South Vietnam. In the Philippines, Ryukyus Islands, and the Marshall-Bonin Island groups (MARBO), senior service commanders are designated CINCPAC Representatives. They act as coordinators in matters concerning more than one service.

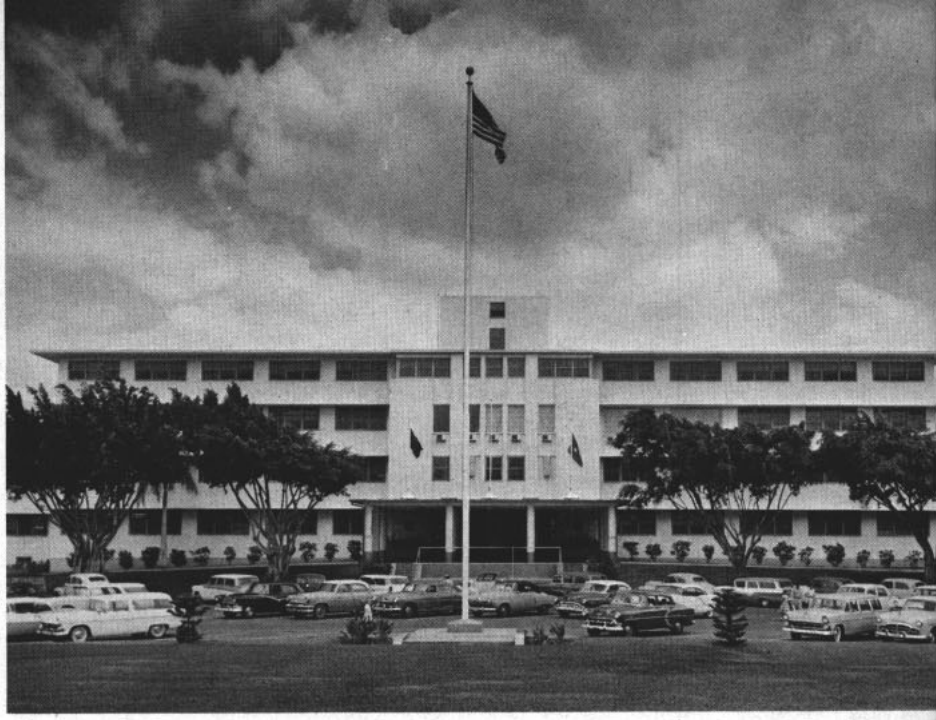
From the Pacific Command up the ladder, CINCPAC reports directly to the Secretary of Defense through the Joint Chiefs of Staff in Washington, D. C.

As CINCPAC, Admiral Harry Felt wears a number of additional hats. He represents the United States as military adviser to SEATO—the Southeast Asia Treaty Organization, and he holds a like position with ANZUS—the Australian-New Zealand-United States Security Pact.

Through collective defense agreements such as SEATO and ANZUS, as well as bilateral treaties with individual nations, CINCPAC defense commitments include Australia, New Zealand, the Republic of China, the Philippines, Japan, Pakistan, Korea and much of continental southeast Asia.

These agreements provide our country with the friendship and assistance of the more than 300 million people of the free nations of the Pacific area.

Still another hat for Admiral Felt as CINCPAC is that of administering the U. S. Military Aid Program (MAP) to Far East nations.

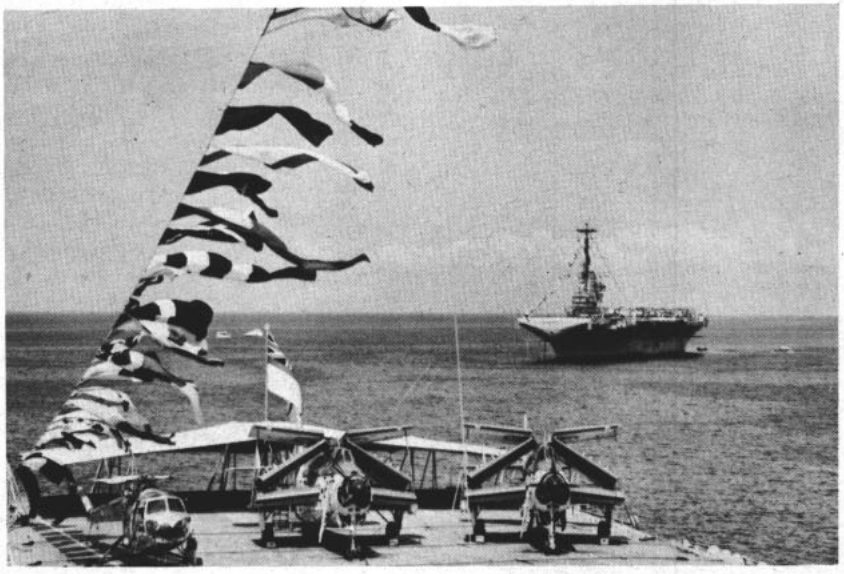


**CINCPAC HOME PORT — CINCPAC headquarters is located in this building at Camp H. M. Smith, just outside Honolulu, in centrally located Hawaii.**

The program is carried out by Military Assistance Advisory Groups (MAAGs) in Korea, Japan, the Republic of China, the Philippines, South Vietnam, Cambodia and Thailand. In each of these nations, U. S. officers and men from every branch of the service act as advisers to the foreign nations' armed forces.

In addition, these advisers supervise the allocation and use of U. S. equipment and supplies furnished under the Military Assistance Program. Every request for military aid is screened by MAAG officers who also check for economical and effective operation of the equipment already on hand. The programs are designed to give friendly nations the means to provide for internal security and to provide for their defense in the event of external aggression. The military assistance program is not a "one-way street"—it is a "forward strategy" program, in which U. S. defense begins in the Western Pacific and not on the shores of the United States.

**BIG DUTY — CINCPAC represents U. S. as military adviser to SEATO. Here, Australian and U. S. carriers display full-dress honors during SEATO event.**



**CINCPACFLT** duty provides the most varied kinds of assignments both ashore and afloat of any command.

PACFLT CARRIER, *USS Kitty Hawk* (CVA 63) cruises Pacific. *Above:* Pacific sky is cut by *Talos* missile from *USS Oklahoma City* (CLG 5).

# It's the World's

THE LARGEST NAVAL command in the world is the U. S. Pacific Fleet. PACFLT sailors claim that it is also the most powerful peacetime fleet in history.

When you are assigned to duty with CINCPACFLT—and chances are good that you will serve in this command sometime during your naval career—you'll discover that your tour can provide the most varied kinds of assignments, and challenges, of any command in the sea service.

In the Pacific Fleet you may get tropical duty or arctic duty. You may serve in a nuclear submarine or with the high-flying Barrier Force, in a wooden minesweeper or as a member of a fast carrier attack group. You may be located at any one of dozens of bases, on a palm-fringed isle or near a huge metropolis, and you will hear spoken scores of strange and colorful languages.

Geographically, this vast naval command extends from the U. S. west coast, across the wide Pacific and into the middle of the Indian Ocean. In the north it touches Point Barrow, Alaska, and in the south its ships explore the still mysterious, well-nigh uninhabited continent of Antarctica.

Commander in Chief of the Pacific Fleet (CINCPACFLT) is a four-star admiral, ADM John H. Sides, USN, whose offices overlook the tremendous Pearl Harbor complex, which in itself represents one of the most powerful naval "nerve centers" of the world.

ALL MAJOR NAVAL FORCES in the Pacific (400 ships, 1800 aircraft, and the Navymen and Marines to man them) come under the command of Admiral Sides. Under his coordination, these subordinate commands are fused into highly integrated aerial, surface, sub-surface and amphibious forces, second to none.

CINCPACFLT headquarters is a series of "military tropical" style buildings on Makalapa Ridge, sitting on the side of an ancient volcano, with a fine view of the East Loch of Pearl Harbor.

Here Admiral Sides is briefed by his staff and confers regularly with the top commanders of the Pacific Fleet, some of whom have their headquarters in the rows of buildings nearby. Others are located in various spots at the huge Pearl Harbor Naval Base, or across the island of Oahu at Barbers Point, or across the Pacific in both directions—from San Diego and Long Beach to Guam, the Philippines and Japan.

CINCPACFLT's headquarters staff is made up of six divisions in the fields

ACTION PAC — Pacific Fleet carriermen send plane skyward. *Rt: USS Topeka* (CLG 8) hits typhoon whipped waters.

# Largest Naval Command

of intelligence, operations, communications, logistics, plans and administration. They assist him in maintaining up-to-the-minute contact in the operations of this far-flung network of ships, bases, units and men.

What is the make-up of the Pacific Fleet? One way of describing it is as three closely related families. In one group are the *Fleets*, which are organized for action as potential "striking" forces.

In the next group are the *Type or Specialized Commands*, each of which generally represents ships or units that are of similar type, providing training and standards of performance for their type of ships and crews.

Members of the third family in CINCPACFLT are the *Force and Frontier Commands*. Included in this group are the sea frontiers and naval forces which have duties confined to particular geographical areas, or certain definite functions, such as local antisubmarine warfare, search and rescue, control of shipping and harbor defense.

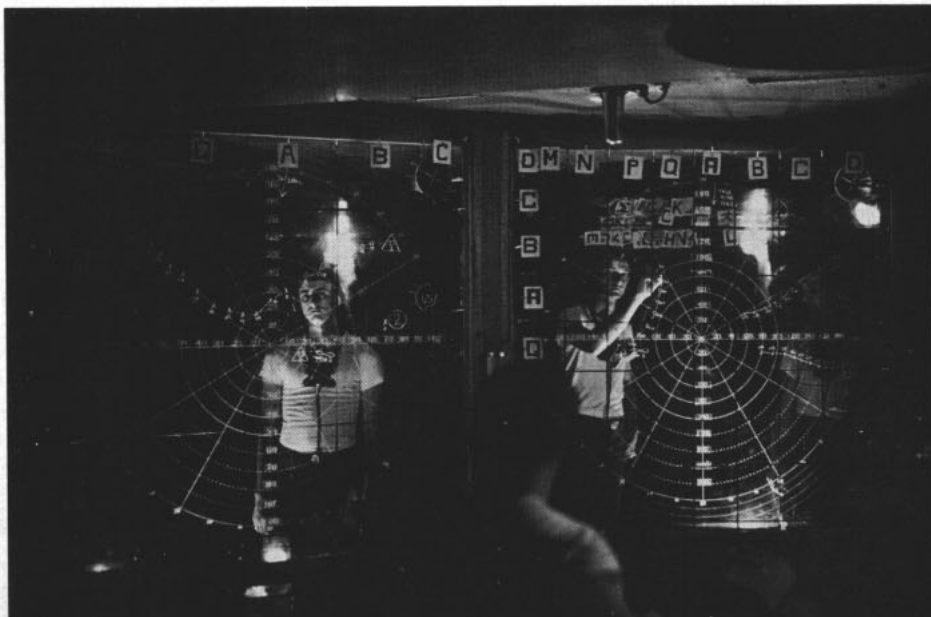
On the following pages the activities of some of these forces are covered in detail (and others will be covered in future issues). Let's take a brief look at the CINCPACFLT organization. First the Fleets:

• SEVENTH FLEET—Ask a Seventh Fleet sailor, and he'll tell you that his ship helps to extend America's seapower wherever there is water, and to the lands touching that water in the Pacific. The Fleet's striking power may be carried far beyond the coastlines, if necessary, by far-ranging carrier aircraft and amphibious forces.

Operating in the western Pacific, the Seventh Fleet is the United States' "naval force-in being" off the coast of Asia. It is a major mobile bastion of the Free World, capable of mounting a sea-air offensive wherever it is needed in that part of the world. The Seventh Fleet is described in detail in the article on page 16. Commanding this powerful force is Vice Admiral Thomas H. Moorer, USN.

• FIRST FLEET—The other major operating subdivision of the Pacific Fleet is the First Fleet, which operates in the eastern Pacific, that is, off the west coast of the United States. Generally speaking, ships rotate between the First and the Seventh Fleets. COMFIRSTFLT, VADM Robert T. S. Keith, USN, has his headquarters

PACIFIC SAILORS record action in CIC during Seventh Fleet exercise.



in a cruiser operating out of San Diego. The First Fleet goes in heavily for training and material readiness, seeing to it that PACFLT ships are in top fighting condition. Like the Seventh Fleet, it is a striking force ready to operate on the offensive or deploy for national defense of the United States.

NOW WE MOVE on to PACFLT's type commands (and special commands), and start off with those located in Hawaii.

• ASWFORPAC (Antisubmarine Warfare Force, Pacific)—the newest command in the Pacific—is located on Ford Island in Pearl Harbor. It was established in early 1960, with the mission of serving as over-all coordinator for all antisubmarine warfare, and the control and protection of shipping in the Pacific. Heading this force is VADM John S. Thach, USN.

• FMFPAC (Fleet Marine Force, Pacific)—Located at Camp Smith in Aiea at Pearl Harbor, this command leads the Marine "sea soldiers" who fight with the Fleet in amphibious and other operations. Lieutenant General Carson A. Roberts, USMC, is the Commanding General of FMFPAC.

• SERVPAC (Service Force, Pacific)—Located at Pearl Harbor, this command directs, plans, supervises and furnishes logistic support to the Fleets, including the Fleet Marine Force. The scope of Service Force duties includes logistic support for outlying activities within the Pacific command, naval components of joint commands (and U. S. Army and U. S. Air Force units prescribed in joint agreements). The Service Force also provides logistic support to naval forces of other commands as required. COMSERVPAC is RADM William D. Irvin, USN, who relieved RADM Redfield Mason, USN, last month.

• SUBPAC (Submarine Force, Pacific)—The headquarters of this undersea command is at Pearl Harbor. The over-all operation, training, evaluation and development of all submarines in the Pacific come under this type command. SUBPAC is prepared to conduct submarine operations in the Pacific area in the event of actions threatening the security of the U. S. In coordination with other type and task forces, SUBPAC conducts specialized training with the elements of the Pacific

Adm. John H. Sides, USN
CINCPACFLT

Fleet's surface, Amphibious and Fleet Marine Forces; radar picket submarines are used as an early warning lifeguard of our fast carrier task forces. COMSUBPAC is RADM Bernard A. Clarey, USN.

• BARPAC (Barrier Forces, Pacific)—With headquarters at Barbers Point, Oahu, this command is made up of a wing of flying radar sentinels (*Super Constellations*) and surface radar pickets (DERs and AGRs) as assigned. These forces shoulder the early warning burden in the mid-Pacific. The Barrier became fully operational on 1 Jul 1958 when an intricate chain of radar defenses went on watch 24 hours a day, seven days a week. Here is the center of a continuous operation which enables the Navy to warn the U. S. of approaching hostile forces crossing a line which extends from Midway Island to the Aleutians, where it joins the Distant Early Warning (DEW) Line. COMBARPAC is RADM Clifford H. Duerfeldt, USN.

• CBPAC (Naval Construction Battalions, Pacific)—It is located on Makalapa Ridge, Pearl Harbor. The highly mobile construction battalions have the wartime assignment of building advanced bases overseas. They keep themselves trained and ready for that assignment by undertaking new construction, rehabilitation and maintenance projects at naval bases throughout the Pacific. CBPAC is headed by RADM Henry G. Clark, USN, Director, Pacific Division, Bureau of Yards and Docks, who has additional duty as COMCBPAC.

ALL THE FOREGOING commands are located in Hawaii, within a short distance of CINCPACFLT headquarters. The following type commands are based on the west coast of the United States.

• NAVAIRPAC (Naval Air Force, Pacific)—with headquarters at San Diego, Calif., it is responsible for the over-all training and control of all aircraft, ships and other units which comprise the Pacific Fleet's naval air strength. At the controls of this formidable type command is VADM Paul D. Stroop, USN.

• PHIBPAC (Amphibious Force, Pacific)—Headquarters are located at San Diego, Calif. Performing the same functions in the Pacific as its counterpart PHIBLANT in the Atlantic, it has the basic job of training men in the many facets of amphibious operations (which will be covered in detail in a future issue). Commanding PHIBPAC is VADM Ephraim P. Holmes, USN, who has just relieved VADM Howard A. Yeager, USN.

• CRUDESPAC (Cruiser-Destroyer Force, Pacific)—This is one of the largest commands afloat, consisting of some 160 ships and more than 40,000 officers and men. The ships operate from the west coast of the U. S. across the Pacific to Asia and from Australia northward to Alaska. The headquarters for this organization is a San Diego-based destroyer tender and its boss is RADM Frank Virden, USN.

• MINPAC (Mine Force, Pacific)—It has headquarters at Long Beach, Calif. This command has a dual responsibility—that of laying mines and carrying out mine countermeasures. Mine countermeasures are actually the Mine Force's biggest job—operations undertaken in order to reduce or eliminate the hazards caused by mines. This includes: (1) The destruction of enemy mines before they are planted; (2) the destruction of enemy mine-planting vehicles and location of mines by visual or electronic means as they are being planted; and (3) sweeping or destroying mines after they have been planted. COMINPAC is RADM Kenneth L. Veth, USN.

• TRAPAC (Training Command, Pacific)—with headquarters at San Diego, Calif., is in charge of precommissioning, shakedown, refresher and operational training in accordance with the doctrines and requirements of type commanders; assists in the development of training doctrines, policies and exercises; and insures the standardization of those

training exercises which are applicable to more than one type command. In charge of this huge training command is RADM John F. Davidson, USN.

THE THIRD GROUP in the CINCPACFLT family are the frontier and force commands, carrying out their responsibilities in particular geographical areas.

• SEA FRONTIERS—The sea frontier commands are responsible for activities in their area which involve search and rescue, local antisubmarine action, control of merchant shipping and harbor defense. Pearl Harbor is the headquarters of *Hawaiian Sea Frontier*. It is headed by RADM Charles A. Buchanan, USN, who also serves as Commandant of the 14th Naval District. San Francisco is the headquarters of *Western Sea Frontier*, operating under VADM Robert Goldthwaite, USN. Kodiak, Alaska, is headquarters for the *Alaskan Sea Frontier*, whose boss is RADM Fred E. Bakutis, USN, COM17.

• NAVMARIANAS (Naval Forces, Marianas)—Headquarters are on the island of Guam, M. I. The guiding hand for the vast area, two and one-half million square miles of the Pacific Ocean, which includes the island groups of the Marianas, the Bonin-Volcanoes and the eastern, central and western Carolines, is that of COMNAVMARIANAS. Within the area of his command, COMNAVMARIANAS is responsible for naval surface and air reconnaissance, peacetime search and rescue operations and (in the event of hostilities) the conduct of antisubmarine warfare. COMNAVMARIANAS is RADM Thomas A. Christopher, USN.

• NAVPHIL (Naval Forces, Philippines)—Headquarters are located at Sangley Point. This command conducts naval operations in coordination with other military commands in defense of the Philippines in order to provide support to other U. S. and Allied forces in controlling the seas within the Pacific command. COMNAVPHIL is RADM Jack P. Monroe, USN.

• NAVFORJAPAN (Naval Forces, Japan)—Headquarters are in Yokosuka. This command performs naval functions, in coordination with other military commands, in defense of the area of Japan in order to provide support to the Pacific Fleet in controlling the seas within the Pacific command in the event of war. Heading this command is RADM Walter H. Price, USN.

• NAVFORKOREA (Naval Forces, Korea)—Headquarters are located in Seoul. This command conducts naval operations in coordination with other military commands in defense of the Republic of Korea in order to provide support to the Pacific Fleet in controlling the seas within the Pacific command in the event of war. Naval forces in Korea are under the command of RADM John M. Alford, USN.

THIS VERY BRIEF summary of the commands under CINCPACFLT gives some idea of the over-all mission of the Navy in the Pacific. Basically, its purpose is to establish and maintain control of all essential sea lines of communication for the United States and our allies—and to be prepared in the event of war to deny their use to any enemy.

The U. S. armed forces, in carrying out a forward strategy concept, have established a defensive line running from the Bering Sea, Alaska, and the Aleutians, through Japan, Korea, the Ryukyus, the Philippines, the South China Sea and down through the central Indian Ocean.

The purpose of our bases in the Pacific and the job of our operating Fleets and Forces, as part of the Army-Navy-Air Force team, is to fulfill U. S. commitments along and near this line, as well as to prevent attacks launched against us through the Pacific.

Thus the Pacific Fleet must be prepared, first of all, to help preserve the peace, to support our allies in the Far East, and to deter or defeat aggression—at its source—in either a small or large war.

That's a tall order, but the Pacific Fleet has been working at this task for more than two decades. This past February it celebrated its 22nd birthday.

AT ITS INCEPTION in 1941, PACFLT was divided into three forces—Battle, Scouting and Base Forces—plus certain auxiliaries and independent units. A few weeks after Pearl Harbor, on 31 Dec 1941, Admiral Chester W. Nimitz, USN, was assigned the job of Commander-in-Chief, Pacific Fleet, and carried on in this role until the end of World War II, leading the mightiest naval force in history.

After the war, the area of responsibility of CINCPACFLT continued to expand. The old Asiatic Fleet, later the Southwest Pacific Force under the over-all command of General MacArthur, and now the U. S. Seventh Fleet, became a unit of the Pacific Fleet. Naval Forces Philippines joined the PACFLT family in 1952, and responsibility for the Taiwan area was also turned over to the Pacific Fleet.

Admiral Sides today leads this tremendous naval organization, following an illustrious line of Pacific Fleet commanders.

His is a task of wide scope. The accounts that follow give a brief overview of what is going on in the Pacific today. Space limitations prevent covering everything that the Navy is doing. We hope to cover those that have not been reported on in future issues.

HUB OF PACIFIC Fleet activity is the naval base located at Pearl Harbor.

BACK THEN — Navy seaplane flies over Pearl Harbor in 1925. *Rt:* Destroyer is overhauled in shipyard.

# A Short History of the Navy

IT WAS JUST a little more than three-quarters of a century ago that the U. S. Navy officially entered the Hawaiian Islands. In the year 1887, President Grover Cleveland signed an agreement with the King of the Islands, David Kalakaua, that granted the United States "the exclusive right to enter the harbor of Pearl River in the island of Oahu."

That might be called the official beginning of Pearl Harbor, although the Navy as far back as 1860 had a coaling station in Honolulu, and had an agreement permitting it to establish a coaling and repair station at Pearl Harbor in 1875.

However, the history of our Navy in Hawaii goes back still a good deal further. In the latter stages of the War of 1812, a prize crew from USS *Essex* sailed a captured British ship into Honolulu Harbor. The crew members were very much impressed with the natural beauty of the Sandwich Islands, so named by the English explorer, Captain Cook, in 1778.

In 1826 LT John Percival, in USS *Dolphin*, was successful in getting the Hawaiian government to assume the responsibility of seeing that debts owed by its citizens to Americans would be honored. In that same year, CAPT Thomas ap Catesby Jones, a hero of the War of 1812, disembarked from his flagship, USS *Peacock*, to sign a treaty guaranteeing Americans the same rights and protection that Hawaii extended to other nations.

This was the first treaty made by the island kingdom with a foreign nation and, though the U. S. Congress never ratified it, local chiefs carried out the promises they made in the pact.

The first U. S. warship to cross the Pacific and round the globe, USS *Vincennes*, stopped at Honolulu in 1829, bringing gifts for King Kamehameha III and a message from President Andrew Jackson.

Antarctic and Pacific explorer Charles Wilkes also visited the beautiful islands of Hawaii. In fact, in 1840 he made the statement that the huge lagoon of Pearl Harbor would serve as an excellent naval base.

It was a few years after this that Hawaii was seized and held by the British for five months. Commodore Lawrence Kearny, en route to the States from China in USS *Constellation*, protested this cession. Hawaii was returned to its own rule 22 days later.

Once again, when the rulers of Hawaii were in trouble, the Navy came to the rescue. In 1874, at the request of King Kalakaua, landing parties from USS *Tuscarora* and USS *Portsmouth* came ashore to prevent possible trouble over elections. In the following year, 1875, came permission to establish a naval base at Pearl in return for an agreement by the U. S. to lower its tariff on Hawaiian sugar.

The treaty in 1887 between the U. S. and Hawaii gave the U. S. "exclusive rights" to Pearl Harbor and also gave permission to make any improvements necessary to the harbor. The little coaling station already in existence there was eventually to develop into the largest industrial organization in the Pacific, Pearl Harbor Naval Shipyard.

In 1891 Hawaii's Queen Liliuokalani ascended the throne. Although a

OUT OF THE PAST — Naval Base at Pearl Harbor has a long and interesting history. The Pearl Harbor scene looked like this back in 1925.

GATE to base at Pearl is a busy spot.

# in Hawaii

brilliant (and handsome) woman, she ran into difficulty with her own government and was dethroned two years later. A provisional government was established in 1893 and the Republic of Hawaii was proclaimed in 1894. The Hawaiians began a campaign to get the U. S. to annex the islands. The annexation campaign was finally successful and in 1898 the islands became a part of the U. S.

But as far as the Navy was concerned, development of facilities at this time was moving very slowly. For two decades little was accomplished other than a survey of Pearl Harbor's shoreline (in the 1890s) and the dredging of its channel entrance (in 1902).

It was not until 1908 that serious development of naval facilities began. In that year, more than six million dollars was authorized for channel dredging and shop and drydock construction.

The 14th Naval District was established in 1916, with headquarters at Pearl Harbor, and more construction was authorized. In 1922 storage tanks were built for four million barrels of fuel.

World War II in Europe had already started when a new power plant, plus dredging, mooring and base facilities for Pearl Harbor were authorized and built.

December 7th, 1941 meant an immediate setback to Pearl Harbor. Besides the 18 ships damaged or sunk, great damage was done to airfield installations, and only 38 planes were able to get into the air. A total of 2335 American servicemen were killed and another 1143 were wounded. Of those killed, 2117 were Navymen and Marines.

LOOKING DOWN — *Crusader* jet circles over Pearl heading for NAS.

But the attack on Pearl Harbor served as a great impetus, too.

Within a matter of hours, Navymen and civilian workers at the naval shipyard started the job of raising the sunken ships. Out of the 18, 13 were repaired and saw action during World War II.

NAS Barber's Point, under construction at the time of the attack, was commissioned less than five months later, in April 1942.

In October 1942, a naval supply depot was established in Pearl Harbor to provide materials and related services to Fleet and shore-based activities in the central and western Pacific.

Underground fuel storage tanks were built and completed in 1943.

At the height of World War II the civilian force in the Naval Shipyard had increased from 3300 to a total of 26,000. This increase was representative of the expansion of facilities, equipment and services provided by naval activities in Hawaii.

In 1950, as hostilities broke out in Korea, Pearl Harbor was again playing a major role—as a repair base, refueling and supply center.

In the past decade, the Navy has turned its efforts to improving its many operations in Hawaii. New facilities, ships and equipment were added to bolster offensive and defensive capabilities. Improved radar and communication stations built in Hawaii forged a greater link in the Pacific's defense warning system, and assisted the U. S. accomplishments in outer space.

Today, the Hawaiian island of Oahu is the nerve center of the aforementioned world's largest naval command, the U. S. Pacific Fleet.

**BY THE YARD — Aerial view of Pearl Harbor Naval Shipyard, which performs all phases of ship repair and overhaul.**

# Pearl Harbor Complex

A SUNNY, TEMPERATE climate, sandy beaches, and lush, tropical vegetation have earned for the islands of Hawaii an international reputation as the Paradise of the Pacific.

Other aspects of Hawaii, such as her strategic location between the U. S. mainland and the Far East, have made her the obvious hub of U. S. Pacific military operations.

For the Navy, most of the headquarters facilities are centered in and around the U. S. Naval Base complex at Pearl Harbor, five miles (if you're a crow) from Honolulu, on the island of Oahu.

A lot of planning and paperwork is done at Pearl Harbor. Located there, as indicated in the preceding pages, are the headquarters for the commanders and staffs of CINCPAC and CINCPACFLT, and major subordinate commands, including SERVPAC, SUBPAC, and ASWFORPAC.

The Pearl Harbor Naval Base complex is also a place where a lot of work is done—the kind that can be accomplished only with good tools, proper facilities, and men who can roll up their sleeves and know exactly what they are doing.

The base is a nuts-and-bolts component of the 14th Naval District which directs the efforts of many Pearl Harbor commands towards the support of Fleet units. It includes such activities as the Naval Shipyard, Supply Center, Submarine Base, Naval Station, and Ammunition Depot. More than 80 ships from various Fleet type commands are homeported at Pearl; mostly submarines of SUBPAC, destroyers of CRUDESPAC, and Fleet service ships of SERVPAC.

The Submarine Base occupies 80 acres of the over-all naval base. At last count, the SubBase had 75 permanent buildings. It has been the focal point of Pacific underseas operations since it was established in 1919. Its capabilities can be judged by the fact that more than 400 subs were overhauled, refitted, or repaired, during one 11-month period of World War II. Pacific Fleet submarines, and the tenders and rescue ships that make up SUBPAC, are operationally controlled at Pearl Harbor's submarine headquarters.

The Pearl Harbor Naval Shipyard, more than 50 years in operation, has become the largest industrial organization in the Pacific. With four drydocks, two marine railways, and a variety of shop facilities, the shipyard services an average of 800 ships each year. It has more than 5000 civilians on the payroll; is believed to be Hawaii's largest employer. It performs all phases of ship repair, overhaul and alteration.

Within the confines of the naval base, between the shipyard and the SubBase, is the sprawling, multi-building Naval Supply Center, a major Pacific Fleet storehouse. NSC receives, stores, and issues all types of material to local activities, and to forces afloat. The center has storage spaces and fuel farms throughout the Pearl Harbor perimeter, and in the foothills of Oahu. It is considered Hawaii's second largest Navy employer (next to the shipyard), with more than 1000 men and women on the payroll. Five hundred pieces of heavy equipment, including fork trucks, cargo cranes, plane leaders, and tractors, are used in the day-to-

day function of the center. It stocks more than 100 million dollars worth of Navy supplies, has 325 buildings, and 25 cargo ship berthing spaces are located here.

PEARL HARBOR'S Naval Station, formerly a receiving station, provides in-port services for ships of the operating forces, and receives and processes men heading for duty with western units of PACFLT, as well as those returning to the U. S. mainland via Pearl Harbor. (It has been estimated that 90 per cent of all Navy officers and enlisted men on duty in the Pacific area pass at least once through the naval station at Pearl.) Many recreational activities for the entire Pearl Harbor base complex are administered by the naval station.

Base security (Pearl Harbor is very security minded) is provided by Marines who stand gate sentry duty at the base's three main entrances, and by Navy shore patrols, civilian police, and Marine roving patrols who walk and ride various beats. The Pearl Harbor Marine Detachment has its own barracks, medical, and exchange facilities near the shipyard.

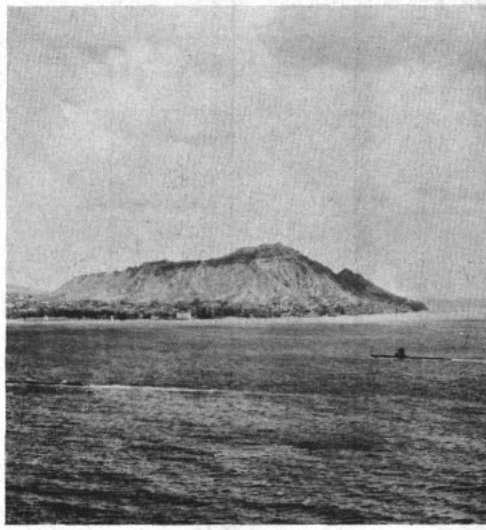
The Pacific Fleet's busiest school, the Fleet Training Center, is located at Aiea overlooking Pearl Harbor's East Loch. Approximately 14,000 officers and men are graduated from FTC each year after having been trained in 56 nautical courses. Millions of dollars worth of radar, sonar, gunnery and other equipment are used as training aids by the school's 60 expert instructors (Navy enlisted men). FTC provides technical training under simulated battle conditions, using replicas of shipboard equipment. Courses vary in length from one-half day to seven and one-half weeks. The Pearl Harbor FTC is one of five such Fleet Training Group activities under the management control of the Bureau of Naval Personnel (the others are located at Guantanamo Bay, Cuba; Norfolk, Va.; Newport, R. I.; and San Diego, Calif.).

NAVAL BASE FUNCTIONS which branch out to other areas of Oahu include the Ammunition Depot, of which there are three branches (at Lualualei, on the southern side of the island, which covers 11,000 acres, and at West Loch and Waikele Gulch). The largest naval ammunition storage area in the Pacific (and one of the world's largest), NAD Pearl has facilities that include 77 miles of railroad, 88 miles of roads and ammunition piers, and berthing facilities for five large cargo ships. Depot personnel, in addition to stowing and issuing ammo, inspect it for signs of deterioration, and may overhaul the ammo, reassembling fuses whenever necessary.

At the headquarters of the 14th Naval District, another Pearl Harbor fixture, the administrative functions of Navy shore activities in Hawaii and on certain islands such as Midway and Kwajalein, are coordinated by RADM Charles A. Buchanan, USN, who in addition to serving as COM 14, commands the Hawaiian Sea Frontier and the naval base itself.

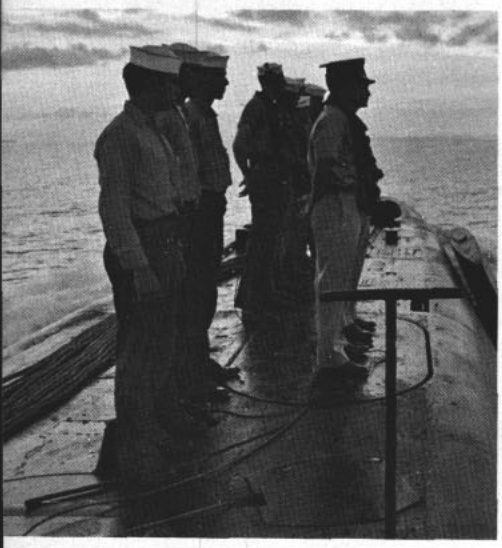
A major Pacific destroyer command, DESFLOT five, is another administrative-operational unit headquartered at Pearl Harbor. The

**AT HOME — Ships rest at Pearl's Bravo dock. *Below*: Subs pass Diamond Head heading in to their base.**



**FAMILIAR SIGHTS at Pearl Harbor Naval Base are buildings housing ComASWForPac and Naval Station headquarters.**

SCHOOL DAYS — Test in basic radio is given by Pearl FTC. *Rt:* Future sub skippers work problem at Pearl.



DESFLOT has the largest number of combat surface ships based in Hawaii. It provides ships for ASW work, barrier patrol, search and rescue, and various other operations.

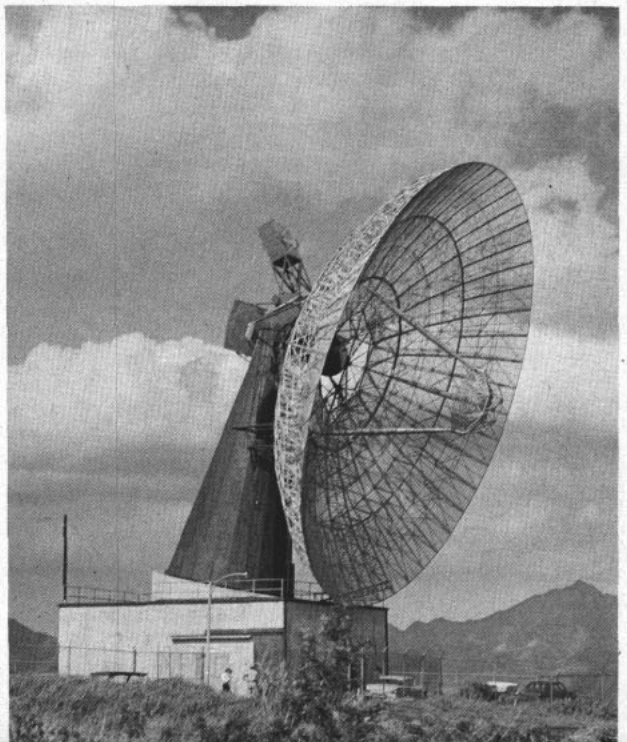
Across the island from Pearl Harbor is the Naval Air Station at Barber's Point—one of the Navy's largest. Barber's Point is a support base for Fleet air units, as well as home base for utility, patrol and rescue planes. Naval Air Bases, 14ND, is headquartered at Barber's Point, as is the Pacific Barrier, from which operations of early warning radar planes and picket destroyers are directed. The Fleet Air Hawaii Command, also headquartered at Barber's Point, controls Navy air power over one-sixth of the Pacific Ocean area.

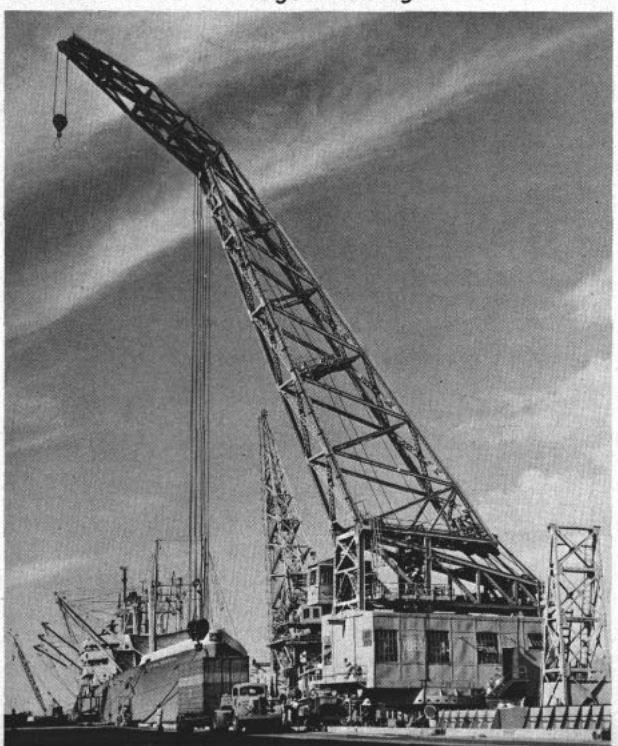
On Makalapa Ridge, which is usually considered part of the Pearl Harbor complex (even though it is outside the confines of the naval base fences), the operations of the Pacific Naval Construction Battalions are directed by RADM H. G. Clark, CEC, USN.

The naval base at Pearl Harbor is a big one. Above is only a thumbnail sketch of this vast complex.

A lot of people—thousands of them Navymen—work there and like it. The sunny, temperate climate, sandy beaches, swaying palms (and hula girls) and lush tropical vegetation, plus plenty of commissary, exchange, medical, and entertainment facilities, make living at Pearl Harbor not only easy, but quite nice, thank you.

SKYSCRAPERS — Big dish is part of moon relay system at Pearl. *Rt:* NSC has largest floating crane in Pacific.





# At Their Service

THROUGHOUT THE PACIFIC Navy chaplains are organizing services in observance of Easter Sunday.

In the hangar bays of aircraft carriers, in mess deck spaces and troop compartments of smaller ships, and at remote island bases, religious services will be available to the Pacific Fleet's 250,000 Navymen and Marines, no matter where they are.

Easter in the Pacific is a reflection of Fleet religious activity conducted throughout the year by ordained ministers, priests, and rabbis who wear the naval officer's uniform.

In the Pacific, 65 chaplains are Catholic priests, 173 represent Protestant denominations, and four are Jewish rabbis.

Sixty serve at shore installations on the U. S. west coast, in Hawaii, the Far East, and at isolated Pacific islands; 73 others serve the Pacific Fleet Marine Force, and 109 are assigned to seagoing units.

Supervising Pacific chaplain activities is CAPT Robert W. Coe, CHC, USN, who, with an office at Service Force headquarters at Pearl Harbor, Hawaii, serves as SERVPAC Force Chaplain and Fleet Chaplain.

Each chaplain is responsible for the spiritual health of approximately 1100 men. Most conduct more than one service each week. For example, a chaplain attached to a destroyer division of four ships will hold Sunday services on board each of them.

Ship-to-ship travel is accomplished by means of helicopter, motor launch, and highline transfer. The latter method is used most frequently.

Because of heavy travel schedules, Pacific Fleet chaplains use portable service kits. One, carried in a suitcase that opens into a small altar, is complete with cross (or crucifix), chalice, candlesticks and Bible stand.

Another, primarily for use in the field, contains the same equipment with the exception of the folding altar, and is carried in a canvas pack rigged with shoulder straps.

The Navy adheres to set criteria in selecting chaplains. Each must have completed four years of college and at least three years at a theological seminary. In addition, each must be ordained by his church, and have church approval for Navy service.

New chaplains are automatically commissioned LTJG instead of ENS, because of their many years of preliminary schooling. After they are commissioned, they follow the same promotion procedure as that for general line officers.

Also conducting services throughout the Pacific Fleet are more than 400 lay leaders of all faiths. These men, ranging from junior enlisted men to senior officers, lead divine services in the absence of a chaplain or organized church. They function primarily at sea aboard small ships or in the remote areas of the Pacific. They are selected by their commanding officers on the basis of their known religious interest, desire and moral character.

For the men of the Fleet who spend the majority of their time at sea, halfway around the globe from their homes, religion is an important facet of their daily lives.

— Chuck Brown, JO1, USN.

MESSAGE FROM ABOVE — A Navy Chaplain is lowered from helo to fantail of DD to conduct services.

SEA SERVICE — Cruisermen are assembled on their ship's fantail for religious service conducted by Navy Chaplain.

# SEVENTH FLEET SAILS ON

READINESS is the password and the motto of the Seventh Fleet. In essence, this naval force is a Task Fleet—large, mobile, potent—located in a forward area that is vital to the Free World.

Serving as a visible and ever present deterrent to aggression, it has the capability of functioning in hot or cold wars, in limited wars, and also as a friendly force linking the United States to our allies separated from us by the largest stretch of water in the world.

To give you an idea of the *job* that it must perform, the Seventh Fleet is responsible for more than one-sixth of the earth's surface. That includes some 30,000,000 square miles from the Sea of Okhotsk in the north down to the Antarctic continent, and it extends from a longitudinal line running 600 miles east of Guam to another line running south from the Burma-East Pakistan border.

To give you an idea of its *power* to perform this job, the Seventh Fleet has the defensive and offensive capability of delivering, in a single operation, as much power as all of the combined Allied and Axis forces during World War II.

Generally speaking, the Seventh Fleet includes all of the operating U. S. naval and Marine forces in the western Pacific, plus their mobile support forces. It is a balanced sea, air and Marine Corps force of approximately 125 ships, 650 aircraft and 64,000 men.

HEADING THIS MOBILE force is COMSEVENTHFLT, Vice Admiral Thomas H. Moorer, USN, a naval aviator who, among his numerous decorations, wears the Purple Heart for wounds received in World War II. Commander Seventh Fleet leads an organization that is divided into several functional task forces. These include the *Patrol Force*, the *Logistic Support Force*, the *Amphibious Force*, the *Attack Carrier Striking Force* and the *Fleet Marine Force*.

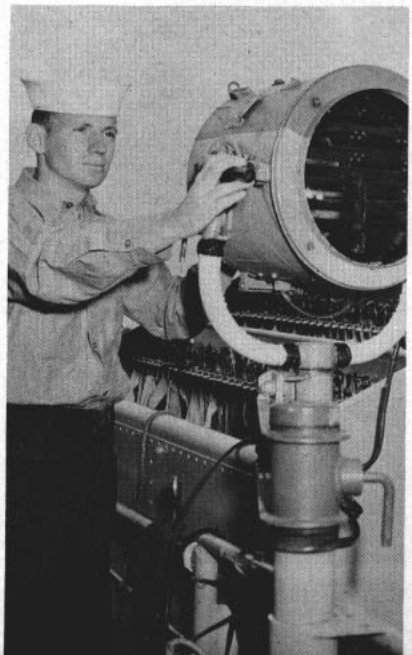
• ***The Patrol Force*** is charged with the vital mission of maintaining anti-submarine surveillance along with search and rescue operations. This force normally consists of a destroyer division and several squadrons of land- and water-based patrol aircraft serviced by a seaplane tender.

One of its major units is the Taiwan Patrol Force, whose mission is to detect any evidence of communist aggression against the Republic of China.

• ***The Attack Carrier Striking Force*** is the hardest hitting element of the Seventh Fleet. It is known as Task Force 77. The core of COMSEVENTHFLT's offensive striking capability, it is divided into three equal attack carrier striking groups, each of which consists of an attack carrier, plus a cruiser and four to six destroyers. Each carrier normally has from 60 to 90 aircraft, including heavy and light attack planes, fighters, reconnaissance and photographic aircraft.

• ***The Fleet Marine Force*** (Task Force 79) is an air-ground team that has the capability of serving as a spearhead in limited conflict, as well as in a sudden emergency, by putting about 25,000 men ashore in an amphibious assault, supported by more than 100 Marine fighter and attack aircraft. The Third Marine Division, usually located on Okinawa, makes up the ground force, while the First Marine Aircraft Wing, normally at Iwakuni, Atsugi and Okinawa, carries out the FMF's air responsibilities. In addition to fighter and attack aircraft, the wing has 60 helicopters in which assault troops can be lifted over the beaches to seize immediate objectives that are inland. Transport planes attached to the wing can carry large loads of troops and equipment to the scene of action.

• ***The Amphibious Force*** (Task Force 76) is composed of attack transports, attack cargo ships, landing ships, beach landing craft and an amphibious assault ship. Geared for quick, mobile action, it is capable of putting forces ashore anywhere in the Pacific where an emergency may arise, and sustaining these forces during the action. This force normally consists of one amphibious squadron, which can lift a regiment of about 6000 Marines at a time, plus



# MANPOWER

ground support equipment for their aircraft.

For the past couple of years the Seventh Fleet has kept one battalion of Marines afloat, ready to go at any time, in an amphibious assault ship, attack transport and a landing ship, dock. Known as the Amphibious Ready Group, it can put about 1400 Marines into a trouble spot very quickly.

• ***The Mobile Logistic Support Force*** (Task 73) has a big order to fill in supporting the Seventh Fleet. It must keep its ships loaded with food, fuel, and ammunition in order to keep them at sea. To accomplish this, the task force has 30 ships—repair ships, refrigerated stores ships, ammo ships, salvage ships, fleet oilers, fleet tugs, a degaussing ship and numerous small craft—and 5000 men to perform varied logistic duties.

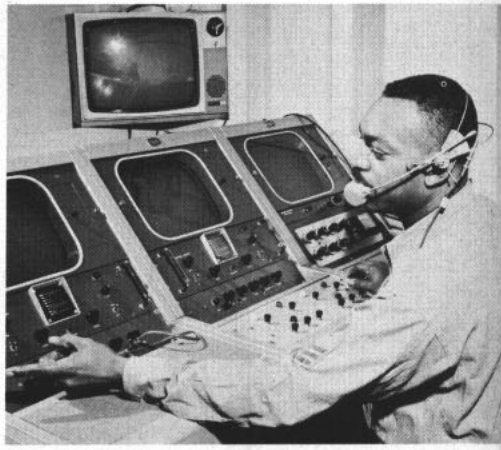
**CHIEF TO CHIEFS — ComSeventhFlt, VADM T. H. Moorer, USN, chats with chief petty officers during visit to *USS Bon Homme Richard* (CVA 31).**

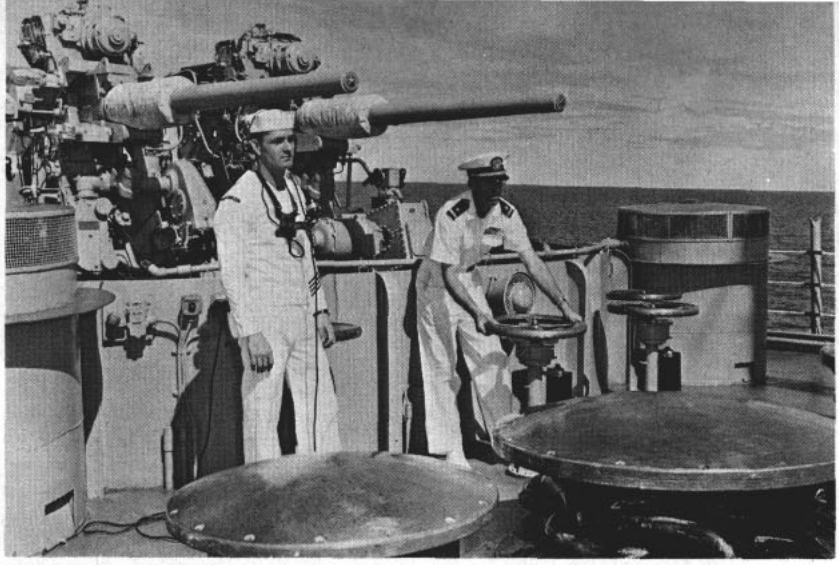
THE FOREGOING gives a broad picture of the organization of the Seventh Fleet but it by no means covers all of its jobs and responsibilities.

Among the smallest ships of the Seventh Fleet—and also among its "leaders"—are the minesweepers. They are part of Mine Flotilla One, consisting of a division of ocean minesweepers, two divisions of permanently assigned coastal minesweepers, and a division of minesweeping launches. When operating in relatively shallow waters adjacent to the shore, these small wooden ships, with crews of less than 40 men, actually may serve as leaders for the big boys.

The Seventh Fleet's Mine Countermeasures Group, with 13 minesweeping craft and 10 minesweeping launches, is used for close in-shore work. This group's mission is to clear enemy mines from an area of military operations, either a harbor channel or an amphibious landing beach.

The Seventh Fleet also performs a





**ON DECK — Windlass controls are manned as PacFleet cruiser drops hook.**

continuing job in the Navy's antisubmarine warfare program. Task Group 70.4, a hunter-killer group, devotes full time to ASW. The usual composition of the group is one antisubmarine carrier, six to eight destroyers and one or more submarines, augmented by shore-based aircraft.

Planes of the antisubmarine carrier USS *Yorktown* (CVS 10), for example, include 22 antisubmarine aircraft, 16 helicopters with sonar equipment which can be dipped in the water to detect submarines, and four radar-equipped search planes. These aircraft cooperate closely with the ships in the group. Once an enemy submarine is detected by this group, it is unlikely to escape destruction. Antisubmarine warfare is also one of the principal jobs of the Patrol Force, Task Force 72.

Attached to the Seventh Fleet at all times is a group of submarines, usually eight or more, including at least one underseas craft armed with the *Regulus* guided missile and one nuclear-powered submarine. To the rest of the fleet, these submarines are often the "friendly enemy"—since they perform the work of elusive targets in the never ending "detection and destruction" training.

WHY DO WE NEED a naval force like the Seventh Fleet sailing in the far reaches of the western Pacific?

A look at the geography of this part of the world, and mention of some historical notes will provide a ready explanation.

A map shows the Seventh Fleet operating in an area which borders on South Korea and the communist-ruled area of northern Korea. The Taiwan Patrol Force sails in waters between the Republic of China, in Taiwan, and the communist-held mainland of China. Further south is the single nation of Vietnam which is divided and ruled by opposing Vietnamese governments.

Here too, in the Pacific-Indian Ocean area, are these countries that are allied with, or friendly to, the Free World: The Philippines, Japan, Thailand, India, Pakistan, Burma, Cambodia, Malaya, Indonesia, Australia, New Zealand—and the tiny, troubled nation of Laos.

The Seventh Fleet is operating in this area as a deterrent to aggression. That is its most important mission —to defend the United States and our allies in this area against attack.

A SECOND MISSION of the Seventh Fleet is to participate in coordinated training with our friends and allies to improve our mutual capability for defense. The Seventh Fleet regularly conducts mutual training with ships of the Republic of China, Japan, the Republic of Korea, the Republic of Vietnam and all of the SEATO powers.

The third mission is to strengthen the bonds of friendship between Americans and the people of the free nations of the western Pacific.

COMSEVENTHFLT'S fourth mission is to provide rescue and humanitarian services in accordance with the traditions of the sea.

HERE IS A TYPICAL DAY in the fast-moving life of the Seventh Fleet family of ships and men. It represents an actual "routine" situation.

- South of Honshu, Japan, an attack carrier striking group of Task Force 77 is busy conducting on-the-job training.
- Near Okinawa, another attack carrier striking group and a hunter-killer group are occupied in a combined anti-air and antisubmarine exercise. During the day an ammunition ship, a refrigerator ship and two oilers arrive and complete replenishment of fuel and supplies.
- At the same time, the third attack carrier striking group is on duty in the South China Sea.
- A division of four destroyers has just left Yokosuka, Japan, headed back 7000 miles for their home port of Long Beach, Calif.
- East of Kyushu, two submarines practice detection and attack, using each other as targets. Two more submarines are just about to enter Naha, Okinawa, after lengthy operations. A hydrographic submarine is making ocean surveys east of the Philippines.
- The aircraft of the Patrol Force are carrying out their daily reconnaissance in the Sea of Japan, East China Sea, Taiwan Strait and South China Sea, while the destroyers of that force patrol the strait.
- Three minesweepers are assisting in the training of Vietnamese naval personnel near D-Nang, Vietnam. Two others are in port at Imabari, Japan, and two more are arriving in Subic Bay. A new division of five minesweepers has just joined the Seventh Fleet from the east.
- The Amphibious Ready Group is also in Subic Bay, training its embarked Marines.
- Five landing ships, tank, are at Numazu, Japan, loading Marines who have been in the Fuji training area for a trip back to Okinawa.

—And, enjoying rest and recreation in Hong Kong (see page 62) are an attack cargo ship, a cruiser, an ammunition ship, an attack transport and an oceangoing tug.

Seventh Fleet duty is tough duty, but it's interesting duty, and its ships make some of the most colorful liberty ports in the world.

LAST MONTH, the Seventh Fleet celebrated its 20th birthday. It was established on 15 Mar 1943, with Vice Admiral A. S. Carpender as Commander Seventh Fleet. During the remainder of World War II, the Seventh Fleet participated in major operations as the naval component under General Douglas MacArthur, Supreme Commander Southwest Pacific Area. Its best known action was in the Leyte Gulf campaign, under Vice Admiral T. C. Kinkaid.

At the end of World War II,

China, with its seacoast and surrounding areas, was assigned as the Seventh Fleet's area of responsibility. The fleet's functions in this area were similar to those performed by the pre-war Asiatic Fleet. In 1947 the command name was changed to Naval Forces Western Pacific. Two years later it became a dual command and shortly after, the former title was dropped and it was again known as Seventh Fleet.

During the Korean conflict, the Seventh Fleet was on the job pronto. Two days after the North Korean attack on South Korea on 25 Jun 1950, Task Force 77 was formed in Subic Bay, P. I., and with the flagship USS *Rochester* (CA 124) sailed for Buckner Bay, Okinawa.

President Truman directed the Seventh Fleet to:

- Support South Korean Forces in operations south of the 38th Parallel.
- Prevent an invasion of Formosa and insure that Formosa was not used as a base for military operations against the Chinese mainland.

On 3 Jul 1950, Task Force 77 launched the first naval air strike in the Korean conflict, marking the first time in history that Navy jet aircraft were used in combat. (See ALL HANDS, December 1962, p. 59).

With more ships reporting to the Seventh Fleet, the fleet grew in size as it participated in every major operation during the lengthy Korean campaign.

WITH THE END of the Korean conflict, Seventh Fleet remained on the job. Then in late 1954, the Chinese communist forces began concentrated attacks on the Chinese Nationalist-held Tachen Islands located 120 miles northwest of Formosa. The Seventh Fleet was ordered to stand by for possible assistance to the Nationalists in evacuating the Tachens. On the morning of 6 Feb 1955, orders came from the President to proceed with the operation. During the period 6-13 February, units of the Seventh Fleet and the Chinese Nationalist Navy successfully evacuated more than 18,000 civilians and 20,000 military personnel from the islands.

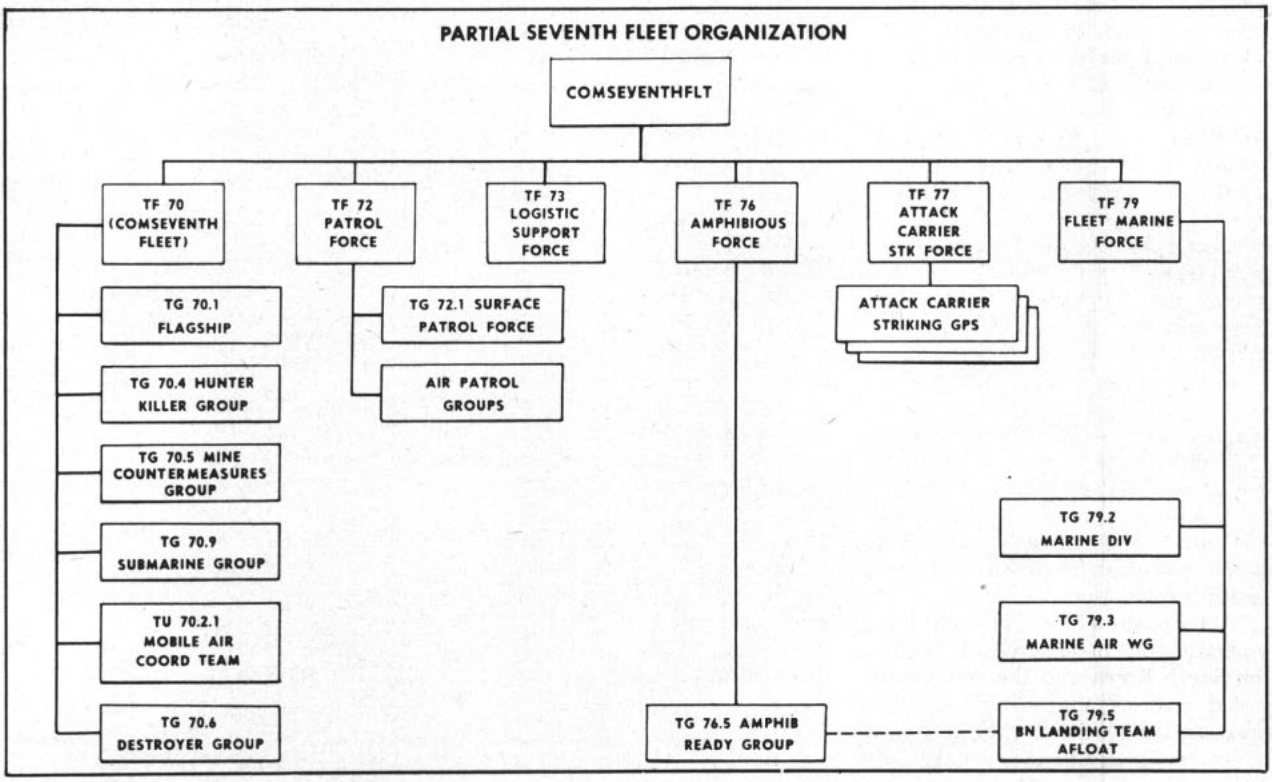
As part of the reorganization of the Pacific area under Commander-in-Chief Pacific on 1 Jul 1957, the title of Commander-in-Chief Far East was disestablished and the missions and forces of this command were reassigned. Following this, Commander Seventh Fleet was assigned operational control of the Third Marine Division; the First Marine Aircraft Wing; Amphibious Group Western Pacific; Submarine Group Western Pacific; Mine Flotilla One; and Service Squadron Three.

ON 24 AUGUST 1958, the Chinese Communists began firing on the Nationalist-held islands of the Kinmen group near the Chinese mainland across the strait from Taiwan. The Seventh Fleet was again alerted. Immediate action was initiated on 24 August in the form of a large air defense exercise in the Taiwan Strait, utilizing high performance jet aircraft.

A rapid build-up of U. S. forces in support of Taiwan commenced. These included a Marine air group based at Ping Tung, a strengthened Taiwan Patrol Force and a general building up of ships and aircraft of the Seventh Fleet for its many jobs.

By the end of October 1958, when the Chinese Communists had reduced their actions on the Kinmens to an every-other-day sporadic shelling, 140 U. S. ships, including seven large carriers and their embarked aircraft, had been committed in direct support of the defense of the island of Taiwan.

Today, as in the past, the Seventh Fleet is on the alert in the western Pacific. As can be seen, both from the standpoint of geography and responsibility, it has a tough assignment. But the men and ships of the Seventh Fleet have demonstrated that they're ready for any job coming their way—ready, willing and able.



# THE FIRST FLEET

NAVYMEN IN the Pacific from San Diego to Hawaii know the First Fleet well, for its bailiwick is the eastern and central Pacific.

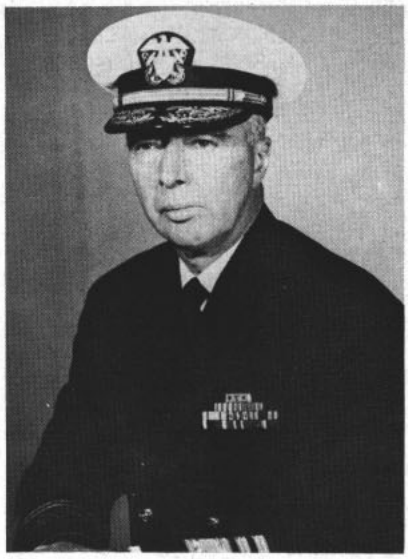
Men in the western Pacific's Seventh Fleet are well acquainted with the First Fleet, for many of them are graduates of its training.

Like the Seventh Fleet, the First Fleet is capable of running a sea-air offensive, or deploying for naval defense of the United States. However, it has earned a reputation as a "proving ground," testing Pacific Navymen and their ships for combat readiness. New crews reporting to the First Fleet for the first time undergo a thorough seagoing indoctrination, while seasoned sailors rotating from duty in the western Pacific improve their readiness through refresher training.

Incidentally, the men on board the First Fleet flagship came in for some refresher training last March.

The reason behind the training was the transfer of the flag of VADM Robert T. S. Keith, USN, from *Helena* (CA 75) to *Saint Paul* (CA 73) while the two ships were moored together at San Diego.

From his new flagship, VADM Keith will be constantly on the move overseeing First Fleet operations just as he was when the venerable *Helena* carried his flag.



**VADM Robert T. S. Keith, USN ComFirstFlt**

Teaching men the art of sea warfare through naval exercises is an important part of COMFIRSTFLT's job.

The training provided by the First Fleet is in conjunction with the work of the type commands. Sometimes just one or two type commands may be involved—for example, in an AAW or ASW exercise—but more frequently several type commands are brought into play.

Fleet training also meshes with that of the Army, Air Force and Marines—particularly in amphibious and nuclear strike joint exercises.

It also involves the Coast Guard, as the First Fleet has the duty to protect shipping and assist in rescue operations in a territory roughly equivalent to that of the Western Sea Frontier.

Since the weapons of modern warfare may largely ignore national boundaries, the First Fleet also combines forces with those of Canada in exercises involving the defense of the hemisphere.

Under its task forces, the First Fleet includes strike carrier groups; AAW/ASW groups; HUK groups; an amphibious group; ready escort groups; logistic support groups; and (when activated) movement groups.

Any Navyman can readily see how these combinations would be most useful in the Pacific area in the event of aggression against any friendly power in the Far East, or against the United States.

IN KEEPING WITH its mission, the First Fleet keeps its commands busy with training operations involving various type commands, and exercises involving other services and operations in which First Fleet commands cooperate with the forces of other countries in training exercises.

The emphasis in these exercises,

**TRAINING — *USS Topeka* (CLG 8) maneuvers with carrier, and LCVPs move out in First Fleet exercises.**

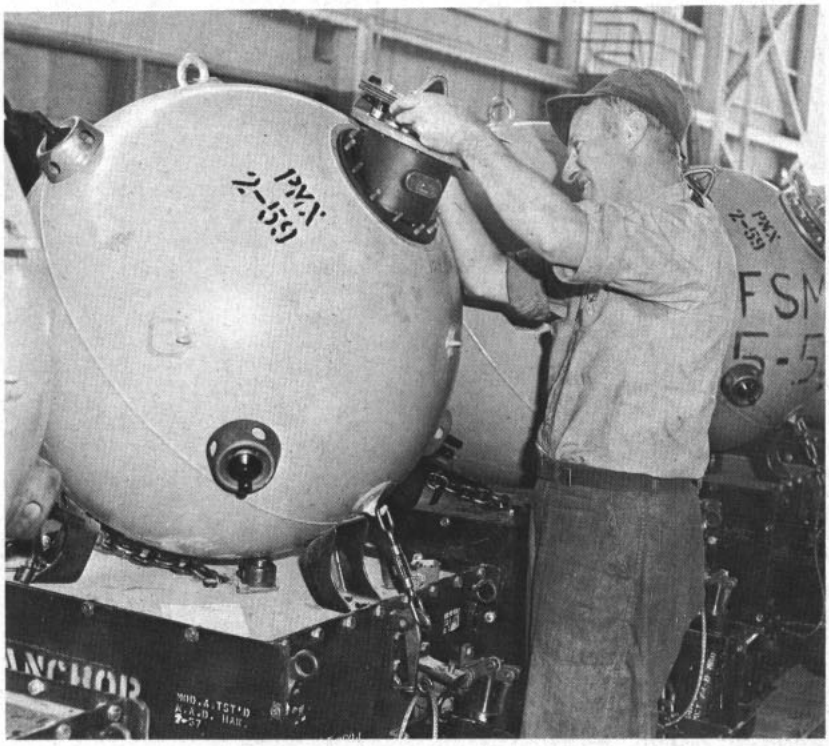
FIRST FLEET ships enter San Francisco Bay. Below: Mineman of MinPac readies drill mines for exercise.

as one might expect, is on strike force, antiair and antisubmarine warfare and mobile logistic support.

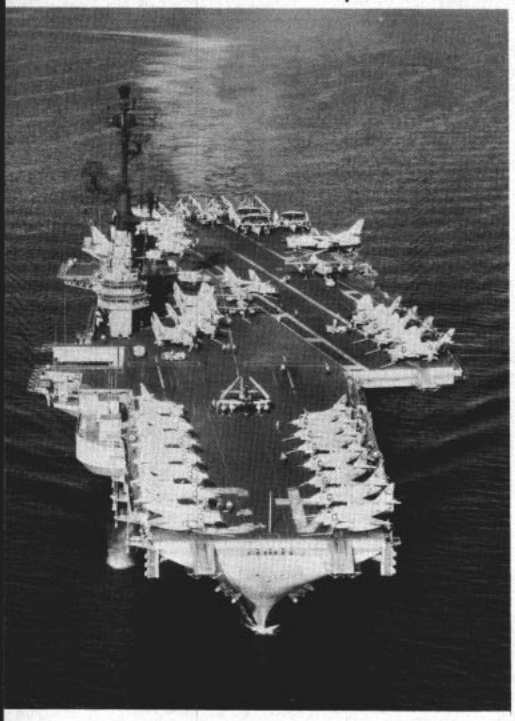
Early this year, for instance, West Coast units received a workout in Exercise Saddle Blanket. It was a good example of inter-type cooperation since the exercise brought into play electronic countermeasures, antiaircraft and antisubmarine warfare, training in nuclear weapons loading, nuclear strike warfare, underway replenishment and electronic and photographic reconnaissance.

Another exercise—Steel Gate, was scheduled for March. It was amphibious in nature—an exercise in planning and conducting an amphibious assault and the ensuing inland operations under threat of a nuclear attack.

These are only the latest in a long string of exercises, for the First Fleet is constantly in a state of training; always ready to supply the Seventh Fleet with trained men and always ready to deploy under emergency conditions. — Robert Neil



IN THE AIR — A *Neptune* SP-2E out of Okinawa fires rockets. *Rt:* F-4 *Phantom* is speed king of NavAirPac.



# Air Power in the

ABOARD CARRIERS and at bases throughout the Pacific, the Navy's aircraft provide defense, attack, reconnaissance, and logistic capabilities for the Fleet. The striking power and range of the attack aircraft provide a very real deterrent to any potential enemy.

Carrier-based squadrons are able to move rapidly from one trouble area to another, taking advantage of their mobile bases.

USS *Constellation* (CVA 64) is the latest carrier to join the Pacific Fleet. There are now nine attack carriers in the Pacific, along with four antisubmarine warfare support carriers.

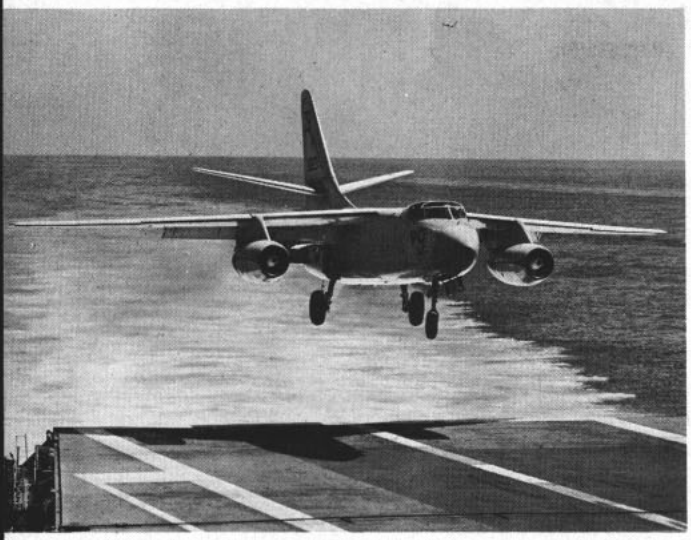
All these ships and aircraft are part of Naval Air Force, Pacific, a type command under VADM Paul D. Stroop, USN. His headquarters are located at San Diego, California.

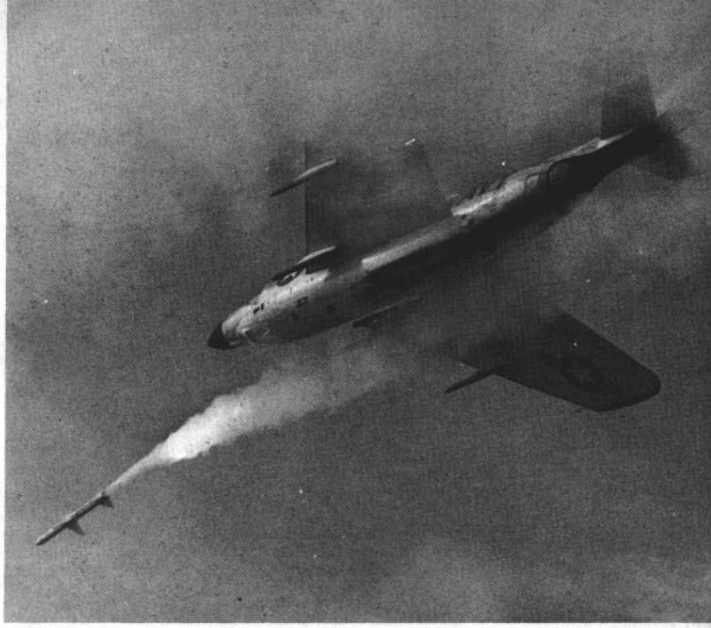
To illustrate the potency of a strategically deployed carrier, let's look at a CVA in the South China Sea. The influence of her aircraft might be felt in Japan, Korea, Red China, the Philippines, most of Southeast Asia, and Australia. This sphere of influence is increased by replenishment and support at sea by ships of the Pacific Fleet Service Force.

With at-sea support, the carrier is able to operate independent of overseas bases and, moving at speeds over 30 knots, she can change her sphere of influence to meet changing situations.

The nine attack carriers in the Pacific are: USS *Bon Homme Richard* (CVA 31), *Constellation* (CVA 64), *Coral Sea* (CVA 43), *Hancock* (CVA

SKY GUARDS — USS *Coral Sea* (CVA 43), *Kitty Hawk* (CVA 63) and *Ticonderoga* (CVA 14) preserve peace in Pacific.





PLANE TO SEA — Powerful *Skywarrior* returns to carrier. *Rt: Demon* lets loose with *Sparrow III* missiles.

# Pacific

19), *Kitty Hawk* (CVA 63), *Midway* (CVA 41), *Oriskany* (CVA 34), *Ranger* (CVA 61), and *Ticonderoga* (CVA 14).

Antisubmarine protection is provided by uss *Bennington* (CVS 20), *Hornet* (CVS 12), *Kearsarge* (CVS 33), and *Yorktown* (CVS 10). There are 12 antisubmarine carrier-based squadrons, some of which are helicopter squadrons.

But air ASW capability is not limited to the CVSs and their embarked ASW squadrons. There are also 15 long-range ASW patrol squadrons of seaplanes and land-based planes operating in the Pacific.

We've listed the carriers—now let's take a look at some of the aircraft that give these carriers their punch. Here are a few of the newer ones:

• The A-3 (formerly A3D) Douglas *Skywarrior*. Specifically designed for carrier operations, it is one of the Navy's most powerful aircraft. It is a twin-jet, swept-wing attack bomber, capable of carrying the largest bombs, including those with nuclear payload. It may be used for high-speed or low-level attacks.

• The A-4 (formerly A4D) Douglas *Skyhawk*. Smaller and lighter than many jet fighters, this single-jet, single-seat attack bomber can carry all types of bombs, including nuclear weapons. It has a top speed of nearly 700 mph.

• The F-3 (formerly F3H) McDonnell *Demon*. This is a single-seat, single-jet, all-weather fighter capable of speeds in excess of 700 mph.

ALL STEAMED UP — Cat team on board *USS Coral Sea* readies A-4 *Skyhawk*.

PAC CARRIERS include *USS Hancock* (CVA 19) and *Constellation* (CVA 64).

AMONG PACIFIC's floating air stations are *USS Oriskany* (CVA 34) and *Bon Homme Richard* (CVA 31).

• The F-4 (formerly F4H) McDonnell *Phantom II*. This plane can fly at twice the speed of sound. It is the Navy's first two-seat, twin-jet interceptor, carrying a radar operator in addition to the pilot. The *Phantom* has greater range than most jet fighters and is capable of operating effectively day or night in any kind of weather. It can also carry multiple loads of *Sparrow III* and *Sidewinder* air-to-air missiles plus conventional and nuclear bombs.

• The F-8 (formerly F8U) Chance Vought *Crusader*. A carrier-based fighter, it is a single-seat supersonic all-weather aircraft armed with 20mm cannon, 2.75-inch rockets and *Sidewinder* heat-seeking missiles. This is also a fast plane, with a top speed of almost 1200 mph.

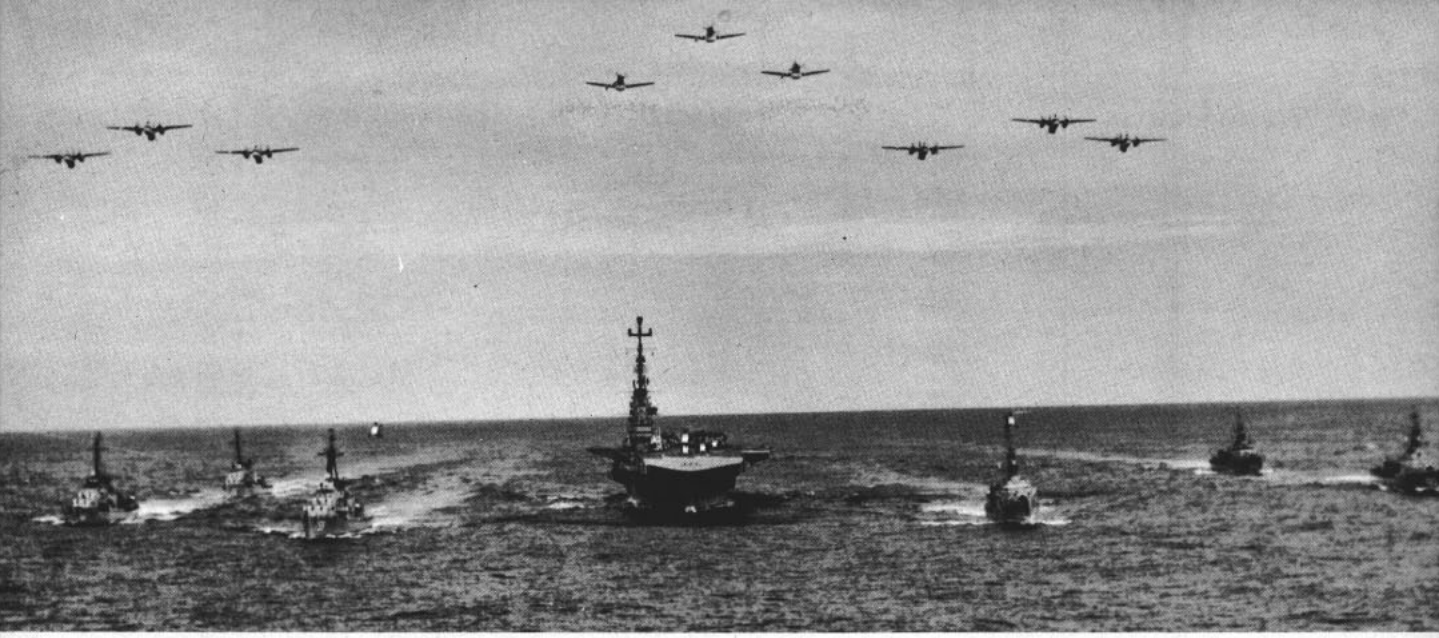
• The E-1B (formerly WF-2) Grumman *Tracer*. Nicknamed "saucer" because of its saucer-like radar gear, it is a prop-driven, twin-engine early-warning aircraft.

• Other important naval aircraft include the S-2 (formerly S2F) Grumman *Tracker*, an ASW aircraft; the P-2 (formerly P2V) Lockheed *Neptune*, a twin-engine patrol plane; and the P-5 (formerly P5M) Martin *Marlin* seaplane, carrying the latest in search and detection equipment and armed with ASW weapons.

• An old reliable is the single-engine, prop-driven A-1 (formerly AD) Douglas *Skyraider*. This aircraft is capable of carrying large loads of bombs and rockets and can provide close ground support for Marines and Infantry.

These are some of the mainline aircraft in the Pacific Navy. Utility and logistic support wings round out NAVAIRPAC. — **Jim Lewis, JO2, USN.**

BIRDMEN — Jet pilots are briefed for Pacific mission. *Below:* Carriers *USS Midway* (CVA 41) and *Ranger* (CVA 61).



READY GROUP — ASW task force groups around *USS Kearsarge* (CVS 33) as they ready for the sub hunt.

# COMASWFORPAC

MANY SUBMARINES operate on and under the millions of square miles of Pacific Fleet waters that stretch from the Arctic to the Antarctic, and from the West Coast of the U. S. and South America to the middle of the Indian Ocean.

Generally, they can be categorized as follows:

(1) U. S. subs and those of U. S. allies.

(2) Others.

It is the second category that is of highest interest to the Pacific Fleet's Antisubmarine Warfare Force, with headquarters at Ford Island in Pearl Harbor, Hawaii.

ASW Force Pacific is in business to keep tabs on submarine activity.

Although most details of the Force operations are known only to those who conduct them, business seems to be booming. It appears there are no dissatisfied customers, at least on the surface.

Established in March 1960, COMASWFORPAC (for Commander, Antisubmarine Warfare Force, U. S. Pacific Fleet) directs the operations of Fleet surface ships, submarines and aircraft. The job is to detect and maintain surveillance over all unfriendly subs in Pacific waters and, if it's ever necessary, be prepared to fight them.

The Force works closely with other Pacific Fleet commands. Its operations require both offensive and defensive capabilities.

ALTHOUGH THE FORCE is relatively new, it has years of experience in its commander, Vice Admiral John S. Thach, who helped pioneer modern hunter-killer techniques in the Atlantic, then moved west to help reorganize Pacific ASW operations.

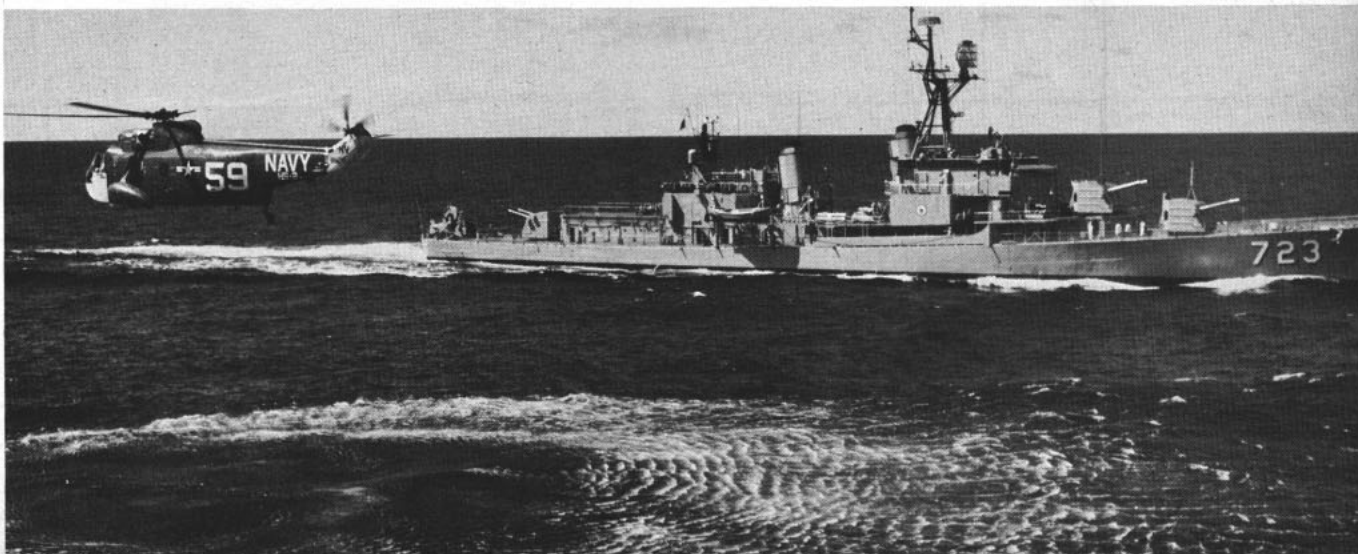
The Force planning headquarters at Ford Island is staffed by handpicked (usually by VADM Thach) officers representing the Air Force, Coast Guard, Canadian Navy, and civilian population, as well as the U. S. Navy.

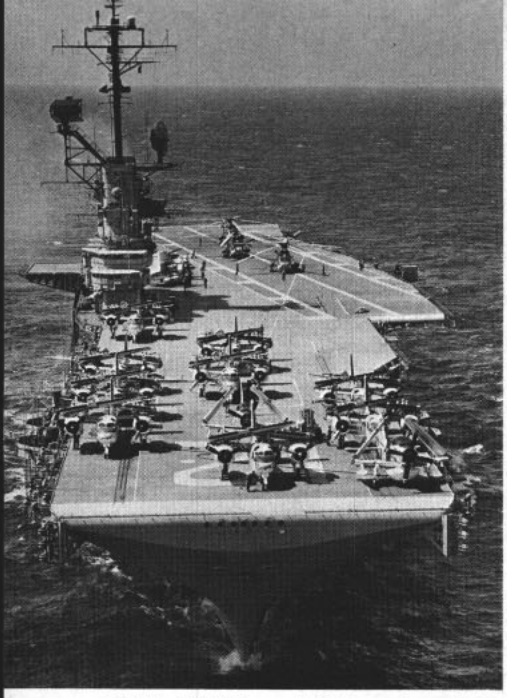
Modern ASW team tactics are "tridimensional," requiring planes, surface ships, and subs, and men who can operate them expertly.

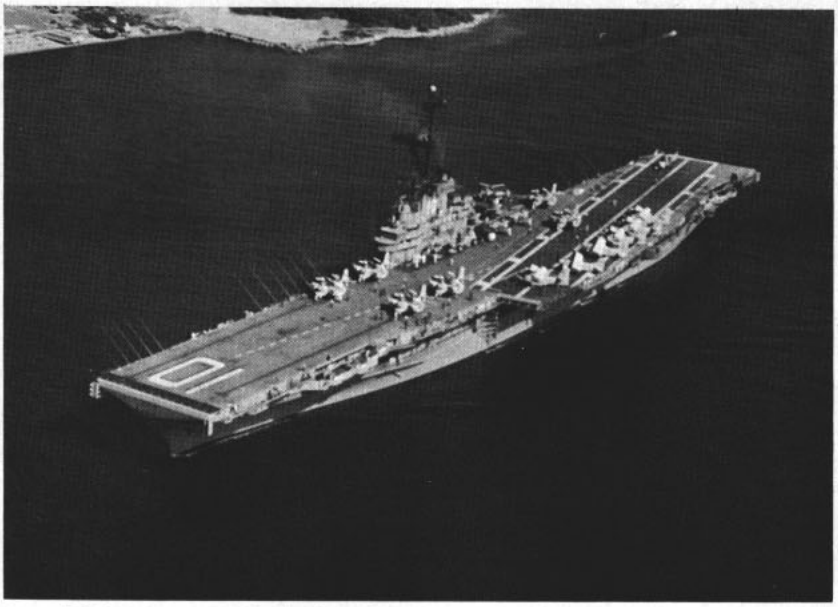
Admiral Thach and his staffers have come up with hunter-killer forces that involve 100 ships, 500 planes, 40 submarines, 20 shore establishments and 100,000 officers and men.

Major units of ASW Pac are the anti-sub support carriers USS *York-*

NOW HEAR THIS — Copter and destroyer work together in search for sub during ASW exercises in Pacific.







**TEAM MATES — ASW carriers *USS Hornet* (CVS 12) and *USS Yorktown* (CVS 10) are major units of ASW Pac.**

*town* (CVS 10), *Hornet* (CVS 12), *Kearsarge* (CVS 33) and *Bennington* (CVS 20), and air squadrons composed of fixed wing planes and helicopters, plus long range anti-sub patrol squadrons, some land planes, and a few seaplanes.

Destroyers do hunter-killer work with the carriers and aircraft.

From time to time, depending on operational requirements, attack subs (including nuclear-powered subs) work with the hunter-killers.

Each ASW unit receives stiff operational readiness evaluations by Force inspectors before deployment. No unit deploys on an operation —unless it is ready to do the job.

BUT THE JOB is not easy, and complications are not uncommon in the complex business of ASW. COMASWFORPAC gives one example, which points up the difficulties of pinning down a sub by sonar, a chief tool of ASW:

"Imagine that on certain days the air bends radar waves all around so that the range to a target looks about five or six times what it really is. On other days the range might indicate one-fifth or one-sixth of the true distance.

"And imagine that millions of birds at high altitudes look like planes and fly with the same speed.

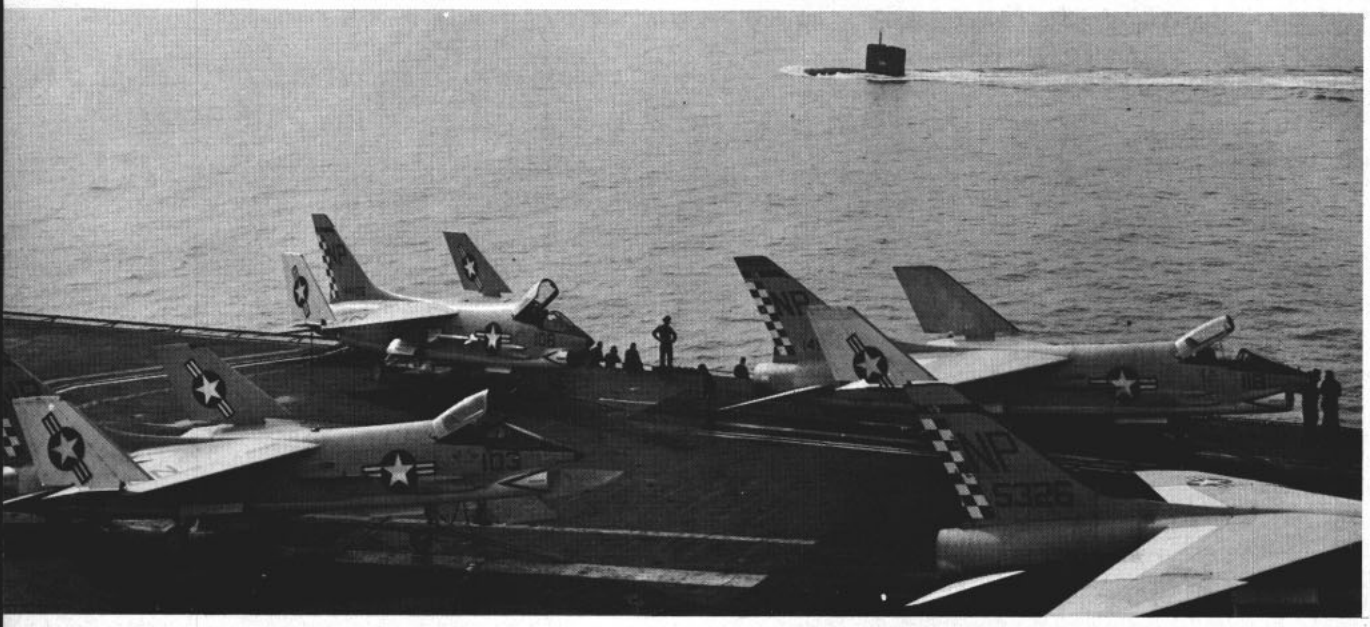
"Then you have an idea of how sonar acts in the water."

The job is tough, but it gets done.

ASWFORPAC stresses teamwork. What one ASW unit can't do, another can. But, again, complications are not uncommon. ADM Thach recalls one "teamwork incident" during his days with Task Force Alfa in the Atlantic, the first developmental ASW combined team. Alfa units had tracked an atomic sub all day. When a destroyer lost it, two copters picked it up.

But one of the copters had me-

**UP SHE COMES — *USS Blueback* (SS 581) surfaces near carrier after completion of ASW operations.**



chanical trouble and the other had to accompany it back to the carrier. The sub was lost—the tracking team no longer had all its members.

MULTI-UNIT TEAMWORK in ASW is the backbone of ever-changing plans for keeping antisub operations abreast with nuclear developments.

Unfriendly nuclear subs equipped with nuclear weapons must be detected and watched the same as conventional subs. Only it's harder to do so. (COMASWFORPAC estimates nuclear subs are 44 times harder to detect than conventional.)

The Force does the job with what it has, while keeping future requirements under consideration. A few points made recently by COMASWFORPAC:

• *Detection*—which is foremost. It can be mighty tough to find a sub, any sub. Speed, depth, length of submergence, and quietness at slow speed are important considerations. Admiral Thach thinks: "We cannot count on sound systems alone to provide definite clues on prowling subs in time to take forceful action. We have made, in recent years, perhaps, 200 or 300 per cent improvement. Nine hundred per cent may be required."

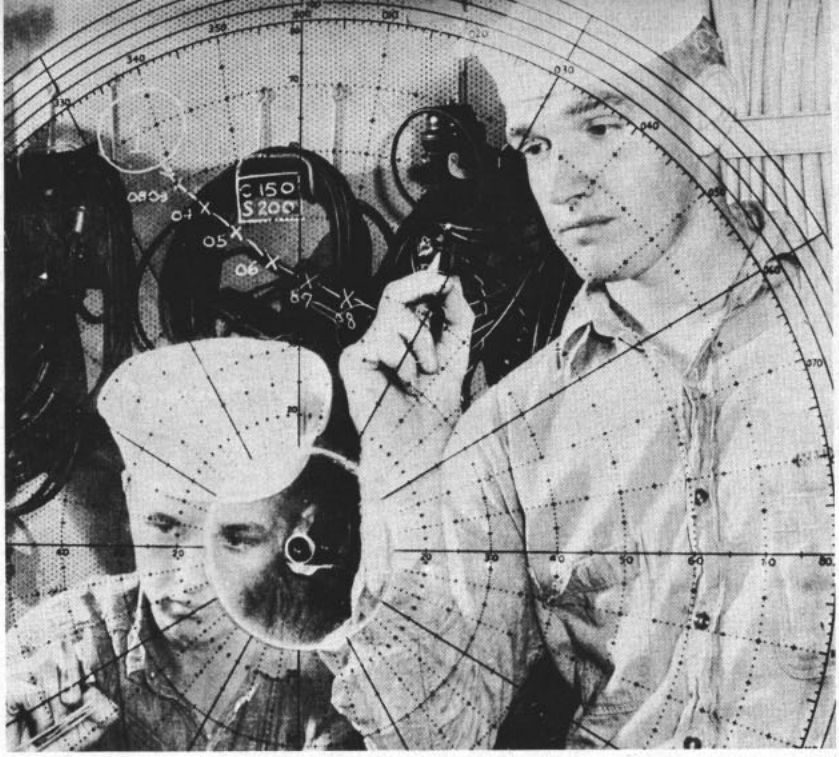
• *Classification*—the key to fast reaction. The sounds of snapping shrimp, mating whales, carpenter fish, red herring, and others, as well as submarines, are classified by detection sensors. Needed: Computers with "fingerprint files" of underseas noises that can quickly classify the clue that can trigger the kill. The quick flash of a red light could one day tell the detector if he has a valid contact.

• *Deception*—Confuse the enemy sub commander. Operating under a thermal layer, the enemy sub can intercept all kinds of sounds on his side of the layer. But his lack of vision makes him more susceptible to deceptive action. If the ASW units can force the sub to "up periscope" to clarify his tactical situation, he loses one of his most precious possessions—concealment. He becomes vulnerable. Deceptive devices can add to his confusion. Needed: A variety of deceptive gear. Imagination and ingenuity are the main criteria.

Methodical, effective ASW work is complicated. Its importance, though, is not.

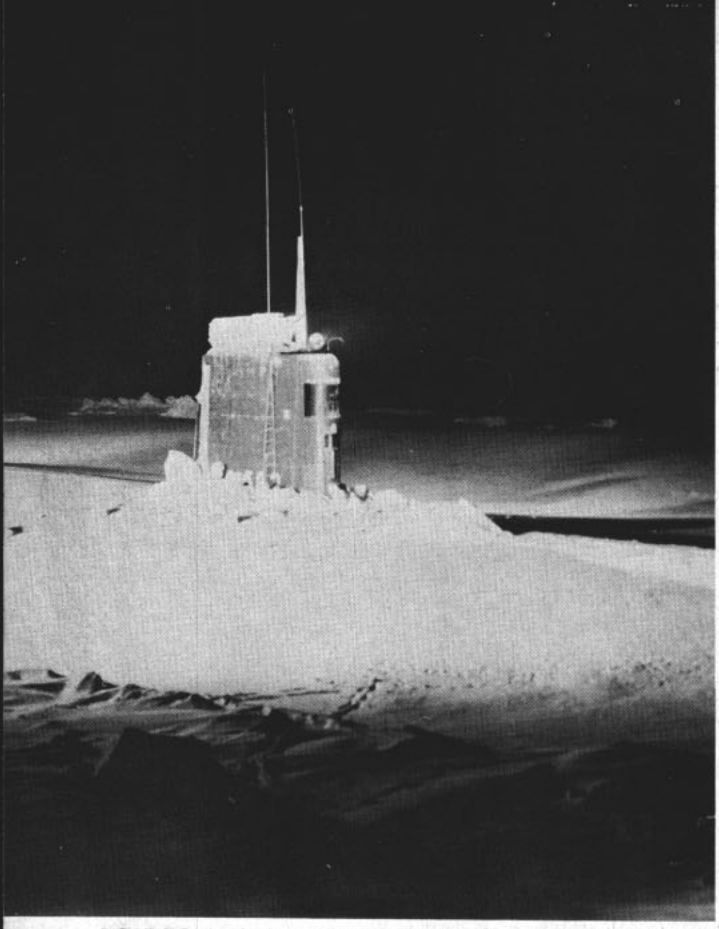
The early detection of unusual submarine activity in the Pacific could some day alert the U. S. of attack, thereby permitting an effective defense. It's a round-the-clock job that's handled by pros.

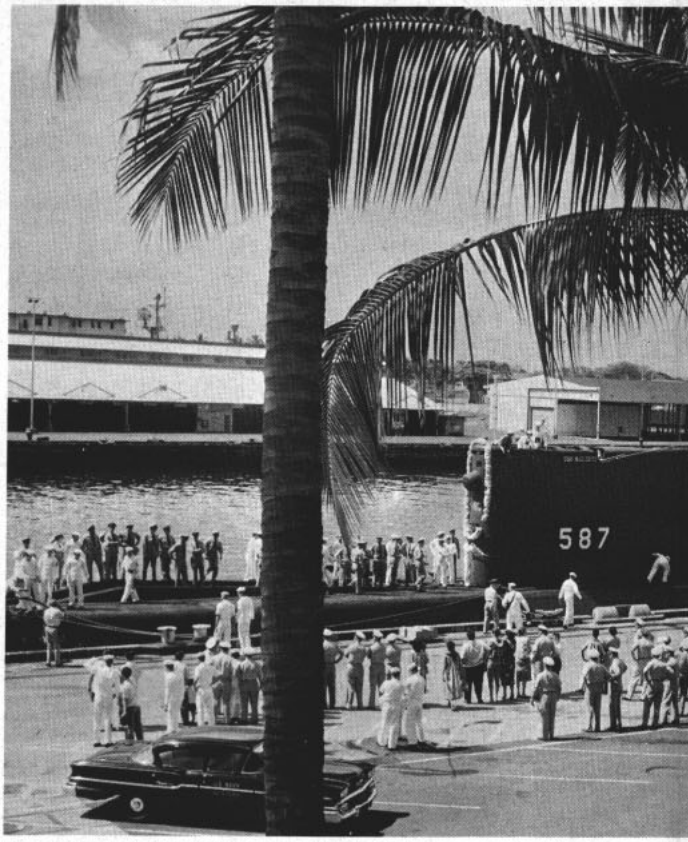
—Dan Kasperick, JO1, USN.




**ON THE TRAIL — Pacific Fleet destroyermen chart course of a submarine.**

**ASW CARRIER *USS Bennington* (CVS 20) moored at Pearl. *Rt:* VADM John S. Thach, USN, reenlists CPO aboard sub.**






POLE TO PALMS — SubPac's *USS Sargo* (SSN 583) surfaces at Pole. *Rt: USS Halibut* (SSGN 587) reports to Pearl.

# Submarine Force Covers Lots

SUBPAC, IT SEEMS, always has the right ship in the right place at the right time, with the right men on board—none of which is by accident.

At the Submarine Base, Pearl Harbor, Hawaii, RADM Bernard A. Clarey, USN, COMSUBPAC, keeps a close, constant watch on the operations of his submarines, sub tenders, sub rescue ships, plus thousands of submariners and administration personnel.

He always knows where his SUBPAC units are, and why.

The right place for any of these ships and men may be the North Pole, as far south as Australia or Tahiti, as far east as Panama, as far west as Ceylon, or anywhere in between.

Pearl Harbor and San Diego, Calif., are permanent base sites for most Pacific submarine forces. Subs which operate throughout the Pacific are drawn from these two bases and deployed for specified periods.

The SUBPAC organizational structure includes three flotillas: SubFlot One, based at San Diego; SubFlot Five, with headquarters at Pearl Harbor; and SubFlot Seven, which is the operational headquarters for SUBPAC units operating in the Western Pacific with the Seventh Fleet and COMNAVFORJAPAN. This flotilla is based at Yokosuka, Japan.

ON PAPER, the SUBPAC mission is usually broken down into three categories:

**ASW**—SUBPAC belongs to the ASW team comprised of ships, subs and aircraft. All Pacific subs have the best sonar equipment available. And all, except the research subs *Baya* (AGSS 318) and *Archerfish* (AGSS 311), are specially fitted for ASW operations, although they may be assigned to strike or support duties. RADM Clarey and VADM John S. Thach work closely in the development of ASW tactics, doctrine and operational procedures.

**Strike**—SUBPAC has a surface-to-surface nuclear punch in her *Regulus* missile fleet. Virtually all Pacific subs carry full torpedo loads.

**Support**—Admiral Clarey and his staffers fully support other Pacific commands. Research is constant. Training in the sub force is methodical and extensive. Each Clarey submariner does the job right or is soon in receipt of transfer orders.

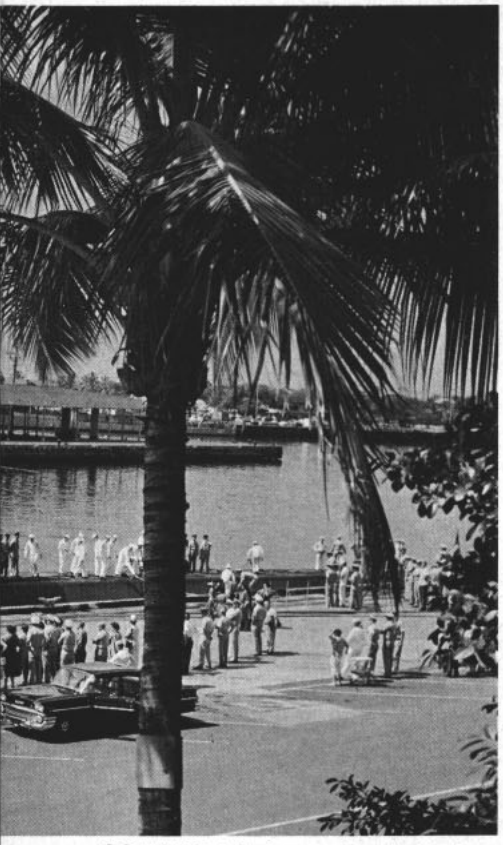
SUBPAC has eight nuclear-powered subs. But, a submarine does not have to be new, does not have to be nuclear-powered, does not have to be a missile launcher, to be valuable to the submarine force in carrying out its tasks.

Most SUBPAC subs are modernized World War II Fleet types with long cruising radius, reliable engines, air conditioning, and adequate freshwater supplies. They are still good today, believes SUBPAC, because of the foresight, ability and energy of submarine operators and designers of the 1930's.

Support for SUBPAC is provided by activities which, like the subs they service, are constantly changing to keep in step.

The Pearl Harbor Naval Shipyard recently received facilities for overhauling and refueling nuclear-powered subs.

Mare Island (Calif.) Naval Shipyard, at last report, was completing



COMSUBPAC is at Pearl Harbor.

# of Ocean

the first nuclear sub overhaul at a new yard facility.

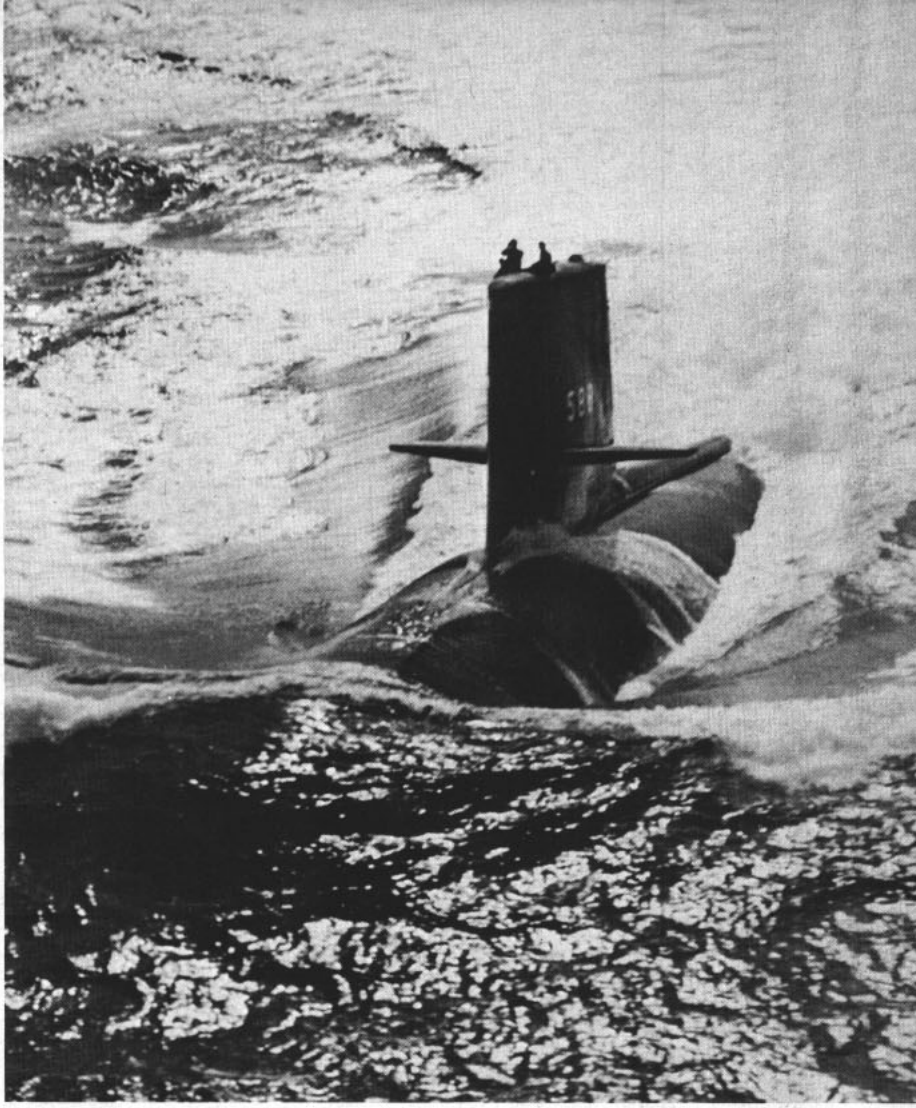
At Bremerton, Wash., the Naval Shipyard is taking on yard facilities for servicing SSBNs, the *Polaris* missile subs now peculiar to the Atlantic.

Support facilities at San Diego are being modernized (one item: A new pier, completed last summer near Ballast Point).

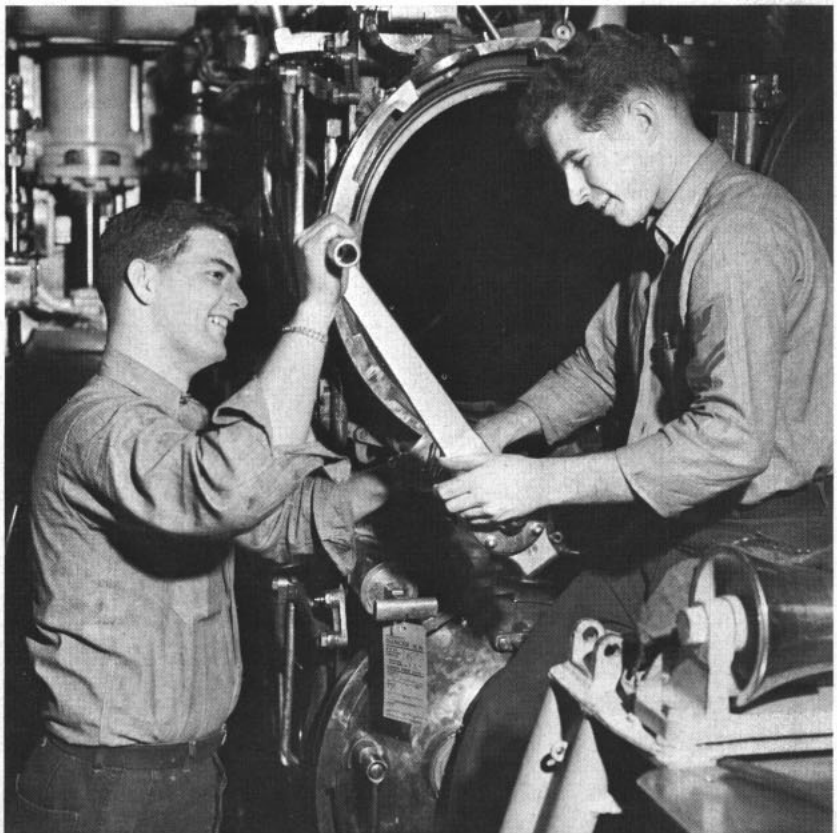
Other advances in sub support have been made at bases in Japan, Okinawa, the Philippines and Guam. (Guam has been earmarked for SSBN support.)

Back at Pearl Harbor, a submarine ASW trainer under construction last summer was viewed as an important tool for assisting in coordination between SUBPAC and ASW Force Pacific.

And, a new Fleet Submarine Training Facility was opened at Pearl Harbor recently to keep submariners abreast of technical developments that affect them on the job. (The facility, staffed by four officers and 24 enlisted men who serve as instructors, is built around "game rooms" which contain more than



PAC FISHES — *USS Scamp* (SSN 588) splits Pacific water. *Below:* Torpedomen work on tubes of *USS Pomfret* (SS 391) in port at Yokosuka.



**TORPEDO is loaded aboard *USS Greenfish* (SS 351) as she readies for patrol at Pearl Harbor sub base.**

three million dollars worth of mock-ups, models, radar equipment, tracking devices, and target-tracking computers.)

MUCH IS BEING DONE, but more is needed.

Scientists and engineers are essential to any type of technical progress, but they are not the only sources of ideas. They also come from the Fleet.

In 1961 RADM Roy S. Benson asked everyone in the Sub Force to submit ideas for improvements in sub equipment and tactics. Ideas did not have to be sent via chain of command, nor did they have to be submitted in a smooth form.

This was Operation Crystal Ball, which resulted in hundreds of new ideas—many of them good enough for slight modification and practical application.

Not only has the Force advanced the readiness of the Pacific for any type of emergency, it has supplied men for nuclear and *Polaris* submarine programs.

Many sub personnel problems of recent times have been harder to handle than those of the early World War II expansion years.

But SUBPAC has met every personnel quota and, at the same time, has kept its submarines in operation.

Submarines Pacific is manned by select, highly trained men, all of whom are volunteers. No one is drafted into the sub service, and no one is retained against his wishes.

TO INSURE THE maximum possible safety in tricky submarine operations, all SUBPAC personnel are hand-picked for their intelligence, motivation, and ability to do the job.

The history of SUBPAC dates back to 1919 when six R-boats arrived in Hawaii and plans were made for building a sub base at Pearl Harbor.

Until World War II, Pacific submarines were divided between two commands, Submarines Asiatic Fleet, and Submarines U. S. Fleet. Asiatic Fleet subs were based in the Philippines.

In November 1940, Subs U. S. Fleet was changed to Submarine Scouting Force, Pacific Fleet, with headquarters at Pearl Harbor.

In June 1942 Subs Asiatic Fleet was changed to Submarines Southwest Pacific.

By then, submarine construction had been accelerated with wartime urgency.

Submarine Force Pacific Fleet was established in September 1942. RADM Charles A. Lockwood, who later became the Navy's youngest vice admiral, became COMSUBPAC in February 1943 and served as such for the balance of the war.

BY WAR'S END, *Pacific Fleet* submarines had pretty well convinced everyone with whom they had come in contact that the offensive potential of the boats should never be underestimated. Nor should their versatility.

Ranging over (and under) 80,000,000 square miles of Pacific ocean area, they sank 1750 merchant ships and more than 200 major combat ships, totaling more than 5,000,000 tons.

They accounted for more than 56 per cent of all enemy shipping sunk in the Pacific.

They supported all the major operations of both the Third Fleet under Fleet Admiral Halsey, and the Fifth Fleet of Admiral Spruance.

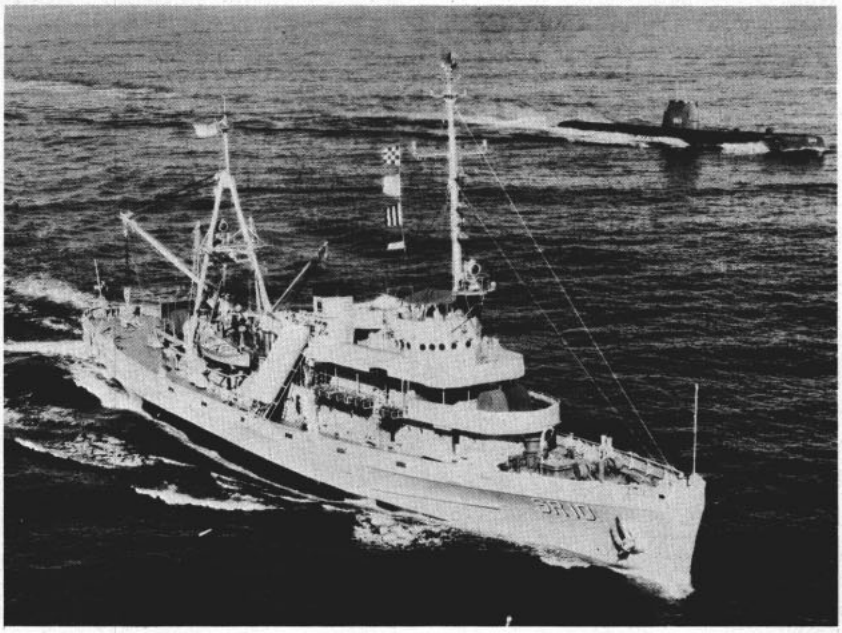
And they carried out special missions involving minelaying, blockade running, evacuations, moving supplies, search and rescue, shore bombardment and photo reconnaissance.

The wartime subs were good (many still are), but improvements have been continuous.

Successive modifications and new construction have improved the military characteristics, submerged speeds and endurance of submarines in general.

The installation of snorkels (breathing devices which enable the subs to travel submerged for longer periods), batteries with greater capacity, better sonar, more potent weapons, Guppy (Greater Underwater Propulsion Power) modifications and general streamlining, have given the subs a new lease on life.

**GOOD FRIENDS — Submarine rescue vessel *USS Greenlet* (ASR 10) and *USS Tang* (SS 563) operate together in Pacific during training exercise.**



In addition, specialist subs have emerged in the form of underwater troop transports, oilers, cargo carriers, radar pickets, and missile launchers, and new construction has included a few high-performance diesel-electric subs.

In October 1958 SUBPAC entered the nuclear age with the assignment of USS *Sargo* (SSN 583) to the Pacific Fleet. Other nuclear subs have followed *Sargo* to the Pacific, and more are on the way. The two SUBPAC tenders have been converted to nuclear support capability.

THE IMPROVED World War II subs on which the Pacific Fleet has relied heavily over the years are still carrying out much of the SUBPAC mission. But Navy strategists are counting more and more on the nuclear-powered submarines as they become available.

The nuclears use a source of power which can function independently of the earth's atmosphere. This, combined with design and technical advances such as high-yield steels, sleek hull forms, and air habitability controls, has resulted in fast, highly maneuverable ASW, attack, and missile launching submarines with virtually unlimited submerged endurance.

Superior capabilities in the nuclears have been demonstrated during peacetime operations. *Nautilus* (SSN 571), *Skate* (SSN 578), *Sargo* (SSN 583), and *Seadragon* (SSN 584) have made long cruises under the Arctic ice. *Triton* (SSN 586) circled the globe submerged. *Seawolf* (SSN 575), *George Washington* (SSBN 598) and *Patrick Henry* (SSBN 599) have remained underwater for more than 60 days at a time.

Now, except for one underwater research ship, all submarines under construction are to be nuclear powered.

In recent years, the fitting of submarines with missiles is believed to be as subnificant as the development of nuclear power.

SUBPAC ENTERED the missile age in December 1956, with the development of the surface-to-surface *Regulus I*, which has since become the backbone of the Pacific missile fleet.

*Regulus I* is basically a high-performance jet aircraft which incorporates an electronic guidance system. It flies near the speed of sound and has a range of approximately 500 miles.

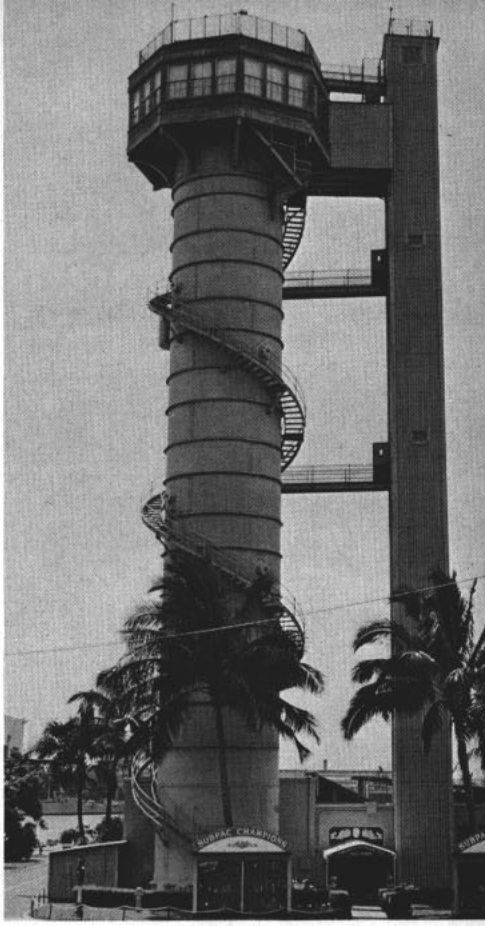
The 34-foot missile has a 21-foot wingspan. It is powered by a turbojet engine, with a rocket-assisted launch. Its operational altitude is several thousand feet, but it is often used at lower altitudes to evade radar detection. It weighs approximately seven tons.

Submarines equipped with *Regulus* operate independently for several months at a time. Each has but one crew (unlike the Atlantic Fleet SSBNs, which have two crews that take turns on extended operations).

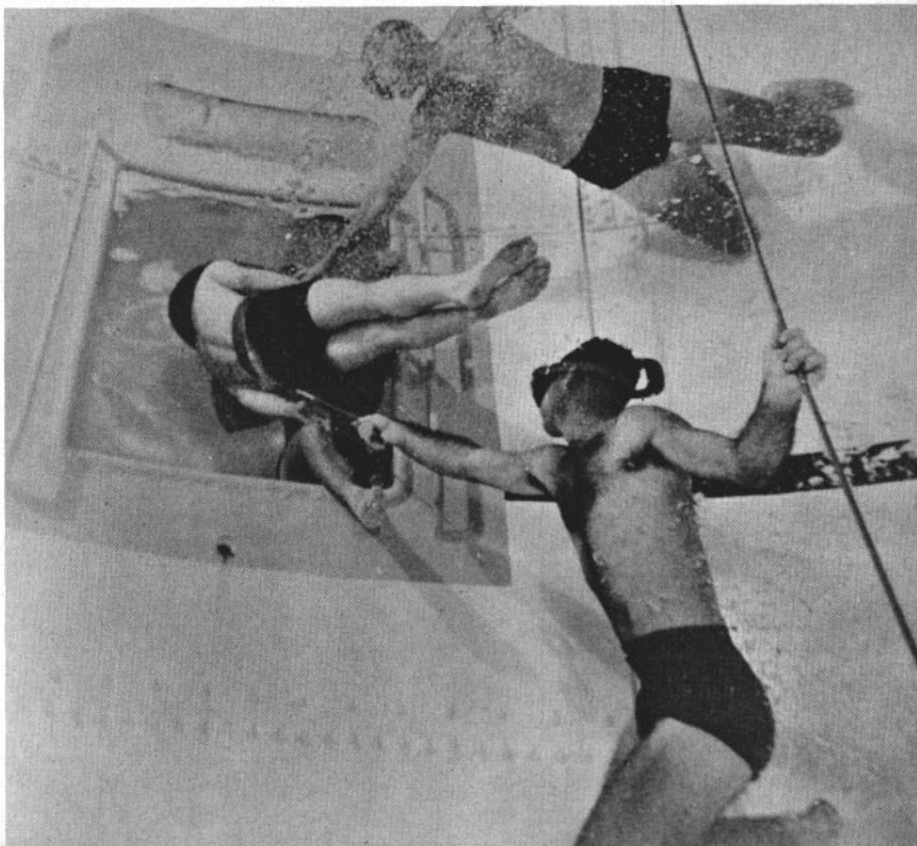
The *Regulus* subs can remain submerged for long periods without detection (the diesels must periodically extend their snorkels to the surface, but even detection of this is difficult). They are constantly mobile while on station.

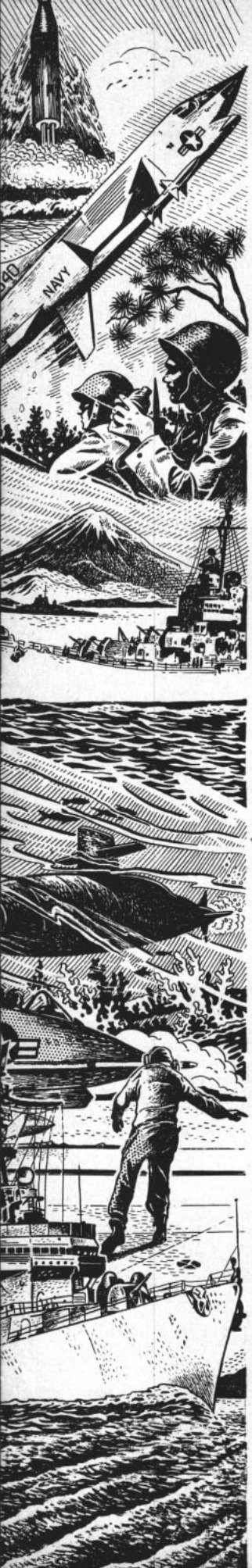
In SUBPAC's future, plans for the introduction of *Polaris* submarines to the Pacific are well underway. When they become operational on a day-by-day basis, the Fleet submarine missile force now chiefly dependent on the *Regulus* will have been beefed up considerably.

In the meantime, a large share of U. S. military deterrent strength and retaliatory striking power is entrusted to the men of SUBPAC on the basis of what they have now—lots of far-ranging submarines – some nuclear-powered, some missile-equipped, many old but reliable, and all efficient. —**Dan Kasperick, JO1, USN.**



**ON CAMPUS — SubPac's escape training tank has become a local landmark. *Below:* Submarine trainee goes into escape lock in training tank.**

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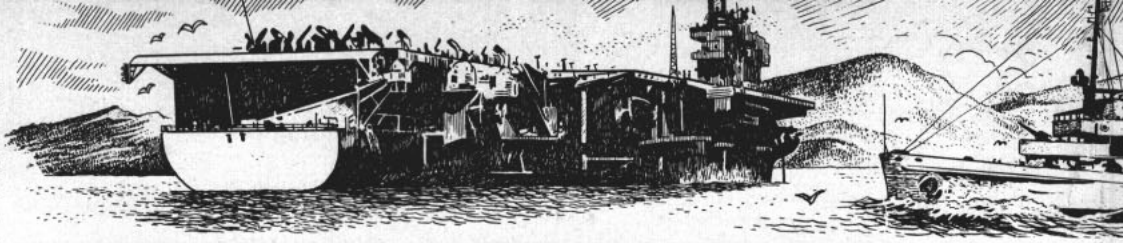

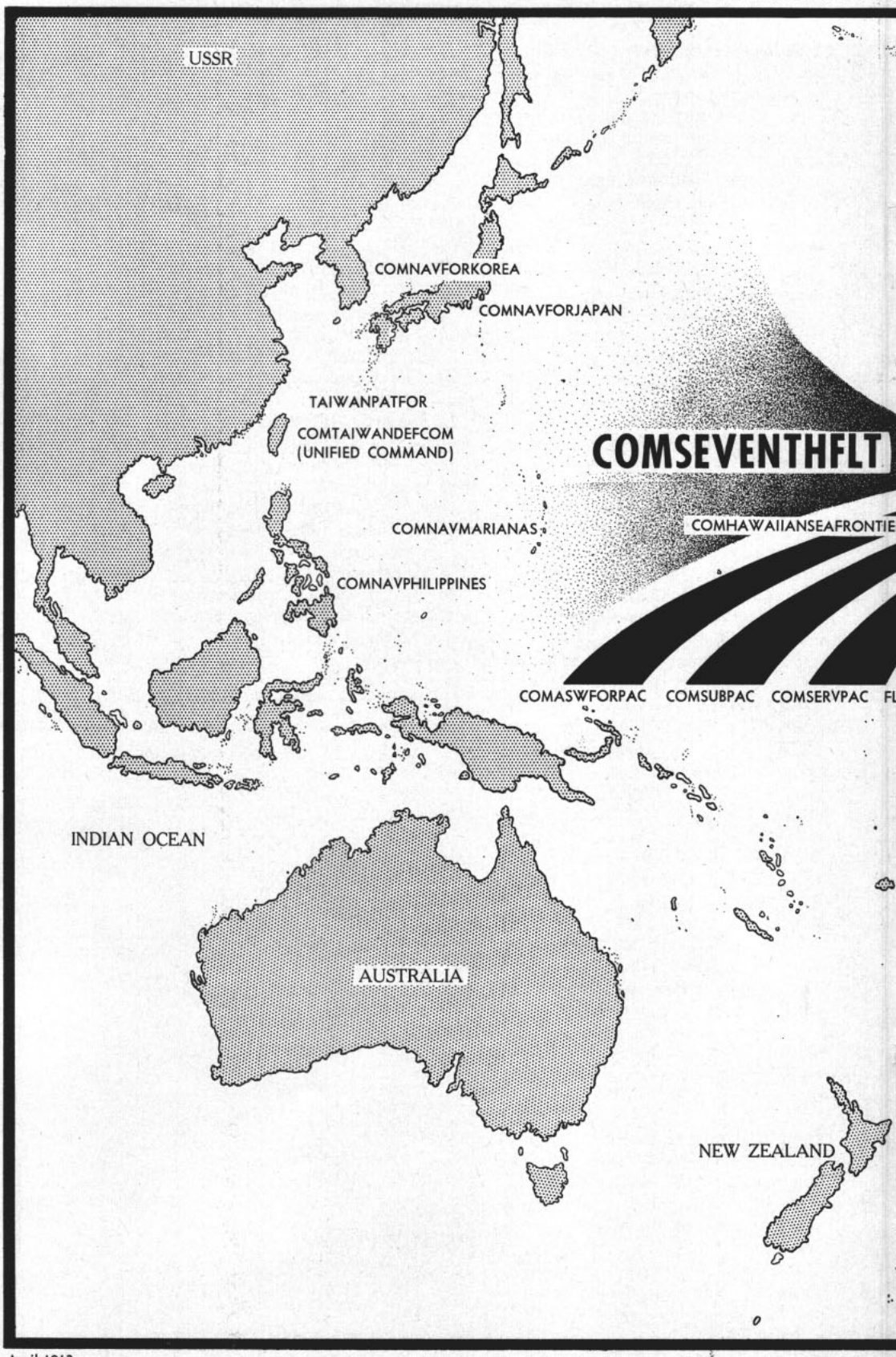
USSR
COMNAVFORKOREA
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COMHAWAIIANSEAFRONTIE
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COMASWFORPAC
COMSUBPAC
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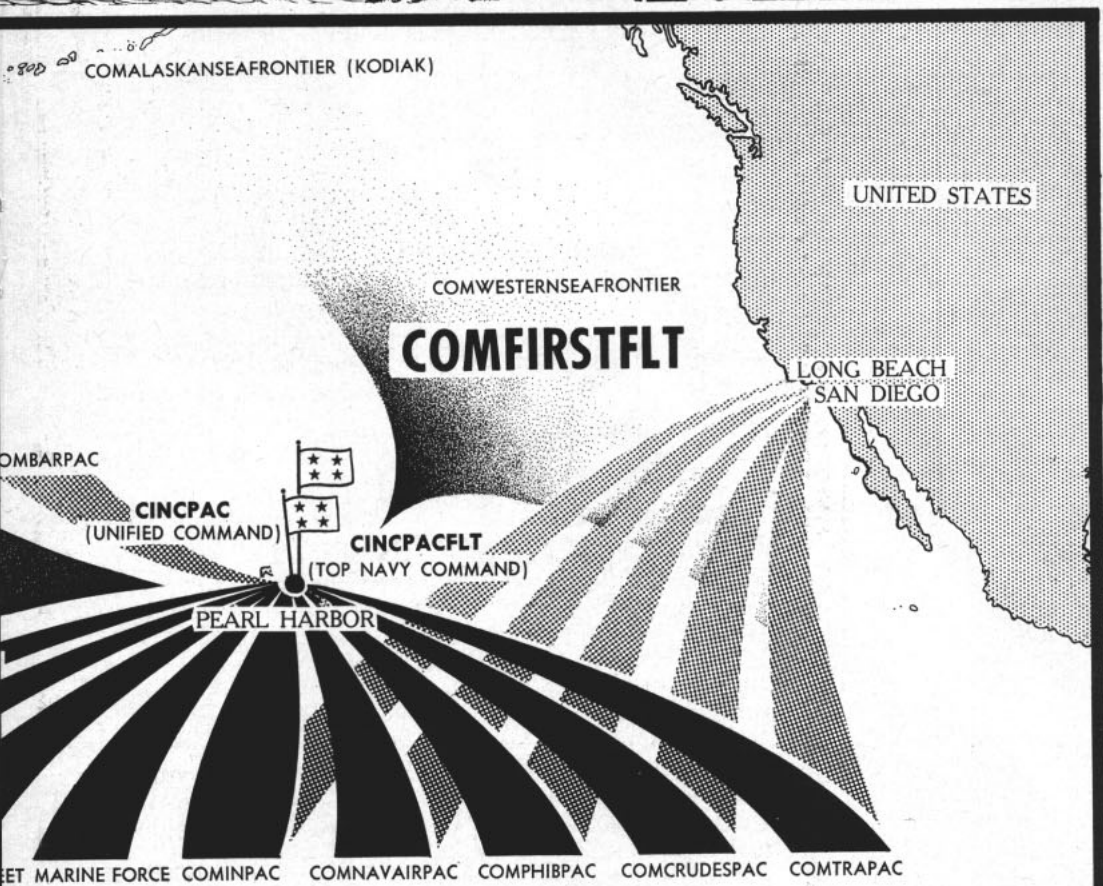
AUSTRALIA
NEW ZEALAND



# U. S. NAVY IN THE PACIFIC

## SEATO NATIONS

Southeast Asia Treaty Organization is an alliance created by treaty signed in Manila, P.I., 8 Sep 1954, for common defense against armed attack or a threat to peace and security.

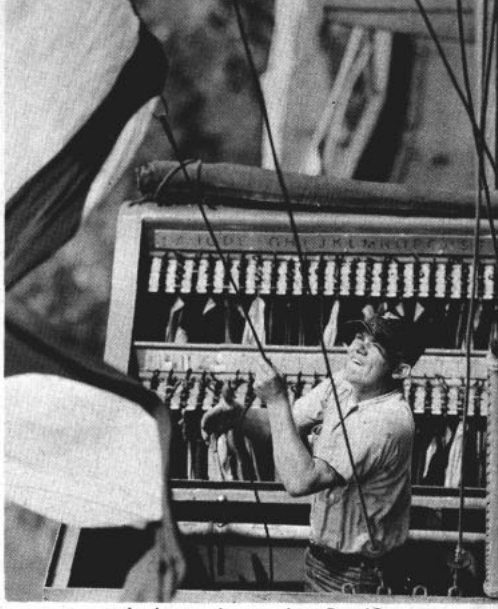
AUSTRALIA NEW ZEALAND PHILIPPINES UNITED KINGDOM
FRANCE PAKISTAN THAILAND UNITED STATES

## ANZUS NATIONS

Multilateral treaty, which went into effect in April 1952, provides for the common defense by its members against armed attack or threat to peace and security.

AUSTRALIA NEW ZEALAND UNITED STATES

Prepared by All Hands Magazine



GOOD COMBINATION — Men and ships of CruDesPac form an alert team on guard throughout the Pacific.

# CRUDESPAC

OF THE 400 SHIPS of the Pacific Fleet, approximately 140 fall into one of seven categories of destroyers: Guided missile frigate or destroyer (DLG or DDG); conventional frigate or destroyer (DL or DD); radar picket destroyers (DDR); escort ships (DE); or radar picket escort ships (DER). They comprise the largest single grouping of ships by type in the Pacific Fleet.

Some of these ships are of recent construction, having been built within the past five years. The majority, however, are veterans of World War II and the Korean conflict.

The older destroyers have been modernized under the Fleet Rehabilitation and Modernization (FRAM) program. This program has increased the life span of aging warships by adding newer weapons, superior detection systems, and improved superstructure design.

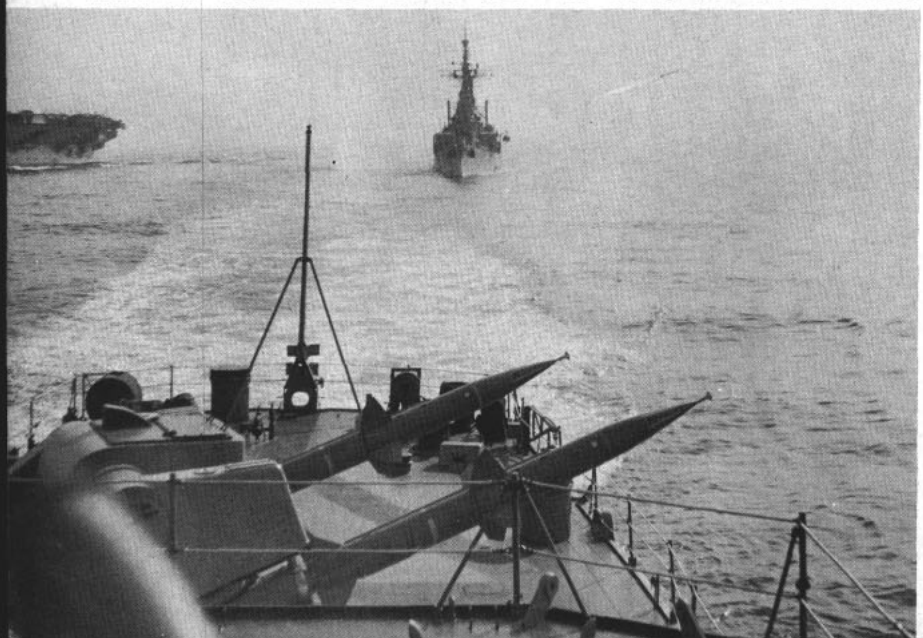
Many of the pre-1950 destroyers have been modified and converted to DER, DDR and DE type ships. Increased electronic capabilities and redesigned superstructures allow them to carry out early warning, antisubmarine and escort duties.

Among the most modern warships in the Pacific Fleet are the guided missile destroyers and frigates. Within the past two years, 10 of these revolutionary ships have joined the Pacific Fleet, bringing with them *Terrier* and *Tartar* surface-to-air guided missiles, *Asroc* antisubmarine rockets, automatically controlled dual purpose guns and acoustic homing antisubmarine torpedoes.

Last October, a new era commenced when the nuclear-powered frigate USS *Bainbridge* was commissioned. (She is now in the Med.) Destroyers have spanned 60 years of naval history; from coal to oil to atoms, they have proved their worth time and time again.

Today, in the U. S. Pacific Fleet, these hard-working ships of the line range the 85 million square miles of the Pacific Ocean, performing many tasks. Their versatility is their trademark throughout the Pacific and throughout the U. S. Navy.

IT'S A BLAST — *USS Topeka* (CLG 8) fires a *Terrier* missile as she follows in wake of *USS Preble* (DLG 15) during First Fleet exercise.



U. S. PACIFIC FLEET cruisers may be getting on in age, but they are young in heart, they have trim shapes —and they continue to hold the line against aggression throughout the Pacific.

Seven cruisers are now operating in the 85 million square miles of ocean that comprise the Pacific Fleet's area of command. They are USS *Galveston* (CLG 3), USS *Oklahoma City* (CLG 5), USS *Providence* (CLG 6), USS *Topeka* (CLG 8), USS *St. Paul* (CA 73), USS *Columbus* (CG 12), and USS *Los Angeles* (CA 135).

These ships, all commissioned between December 1944 and September 1945, are among the largest warships now in service. They are outsized only by aircraft carriers.

When first commissioned, their armament consisted of six- and eight-inch heavy guns, smaller five-inch dual purpose antisurface and anti-air guns, plus rapid fire 40-millimeter and antiaircraft guns.

Four of these cruisers are now equipped with *Terrier* or *Talos* surface-to-air guided missiles. During the conversion of these cruisers to guided missile ships, their machinery was refurbished and the electronics equipment was updated.

The remaining three cruisers could also be equipped with guided missiles. *Regulus I* surface-to-surface missiles can be installed within a short period of time, with only slight modification to the ship itself.

*Oklahoma City, Providence* and *Topeka*, were decommissioned following the end of World War II. They were reactivated in 1957, and recommissioned in 1960. *Galveston* remained in commission during her conversion. *Galveston* and *Oklahoma City* were fitted with *Talos* missiles, while the others received *Terrier*.

USS *Columbus* was recommissioned on 1 December 1962 as a guided missile cruiser (CG 12) to replace USS *Helena* (CA 75). *Columbus* was first commissioned in June 1945. She was decommissioned before begining of conversion in May 1959. She is armed with *Talos* and *Tartar* missiles, plies the *Asroc* antisubmarine rocket.

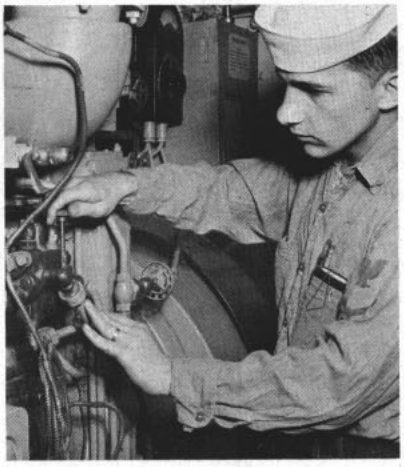
Cruisers are considered ideal as missile platforms. They are large, can steam at high speeds and have an extensive cruising range. Speed and mobility are valuable assets that enable these guided missile and conventionally armed warships to be where they are needed, when they are needed.

Commissioning of the nuclear-powered guided missile cruiser USS *Long Beach* (CGN 9) in September 1962 ushered in a new era of cruisers for the Navy. The 721-foot long warship is powered by two nuclear reactors. *Long Beach*, serving on Atlantic Fleet duty, has two *Terrier* missile launchers forward, an antisubmarine rocket *Asroc* launcher aft of the superstructure and a single *Talos* launcher aft.

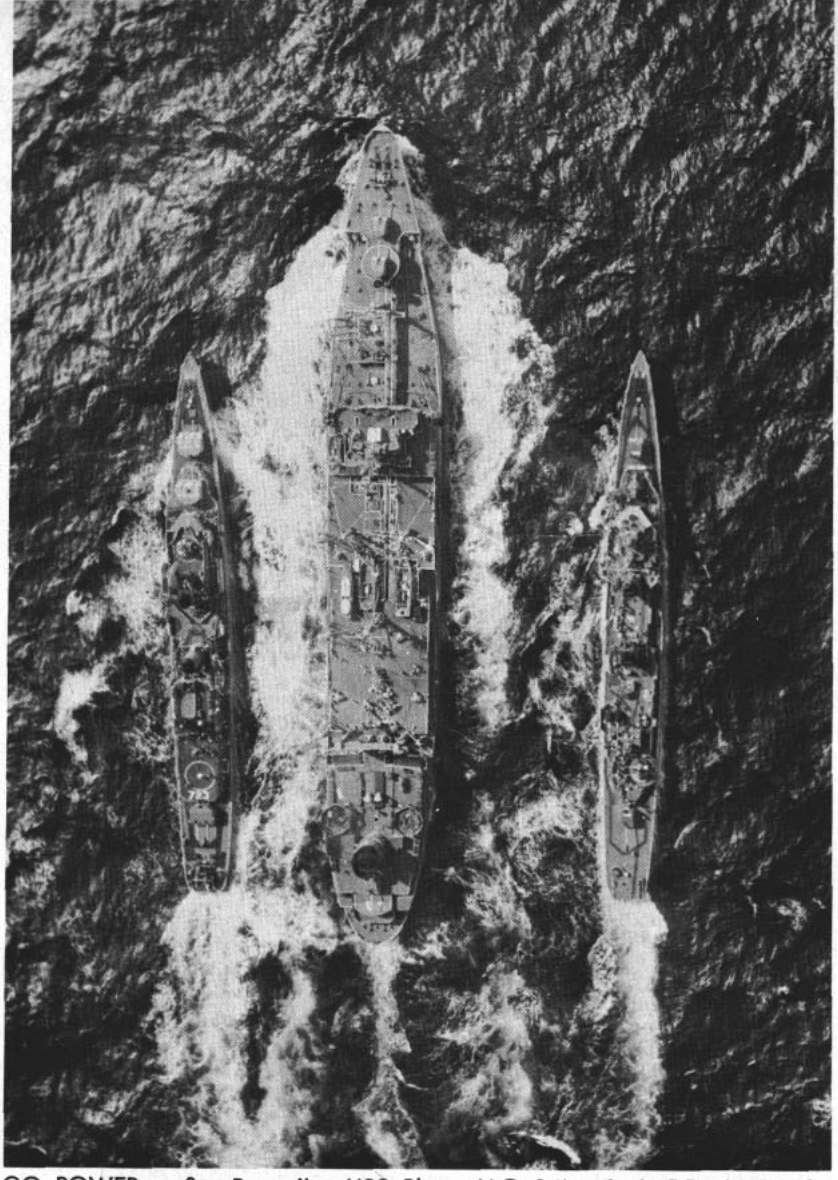
In the Pacific, commanders of both the U. S. First and Seventh Fleets are embarked in cruisers. (COMCRUDESPAC, RADM Frank Virden, USN, the type commander for cruisers and destroyers, has his flag in the destroyer tender USS *Dixie* (AD 14), as is traditional in this command.)

Expanded communications facilities have made cruisers prime candidates for duty as flagships. With their missile power, maneuverability and mobility, these warships rapidly bring a force or Fleet commander to the scene of conflict or crisis, and provide him with the necessary facilities to carry out his mission. Cruisers serve as an added and respected deterrent against a breach of the peace and security anywhere in the 85 million square-mile area covered by the Pacific Fleet.

**NEXT STOP — Deck gang of *USS Saint Paul* (CA 73) readies to drop hook. *Below:* G. M. Koshak, EN3, regulates engine on *USS Agerholm* (DD 826).**



**PACIFIC FLEET DDs and *USS Piedmont* (AD 17) rest in port at Yokosuka.**



GO POWER — ServPac oiler *USS Platte* (AO 24) refuels DDs in Pacific.

GOOD FOOD comes from ServPac.

# Served

SERVPAC'S MISSION is most easily described by the single term *logistics*. But behind this term is a record of services to the Fleets, backed up by expert management, plenty of muscle, and a variety of hard-working ships ranging from oilers and ammo ships to degaussing and oceanographic vessels.

SERVPAC management is the responsibility of the Service Force Commander. At the end of March RADM William D. Irvin, USN, took over the duties of COMSERVPAC, relieving RADM Redfield Mason, USN. As CINCPACFLT's principal logistics agent, the Service Force Commander supervises the consignment of supplies and administration of services to ships and bases of the U. S. Pacific Fleet.

SERVPAC headquarters is strategically located just a stone's throw from CINCPACFLT headquarters, or two stone throws from the hub of Pacific naval operations known as Pearl Harbor.

From there, COMSERVPAC directs the complicated operation of ships and men used to keep up a Fleet. No matter where in the Pacific the Fleet may be, it is always well supplied and ready to move into action, thanks to the Service Force.

Service Force units have the job of performing the repair, loading, transfer, moving, and unloading operations planned by SERVPAC coordinators ashore and afloat.

SERVRON One services the eastern Pacific area, SERVRON Three works the western Pacific, and Service Group Pearl has the logistics job in Mid-Pac.

THE SERVRONS use almost 90 ships of various service types. They provide the fuel, food, ammunition, general supplies and spare parts that the Fleet combat ships need to stay in operation.

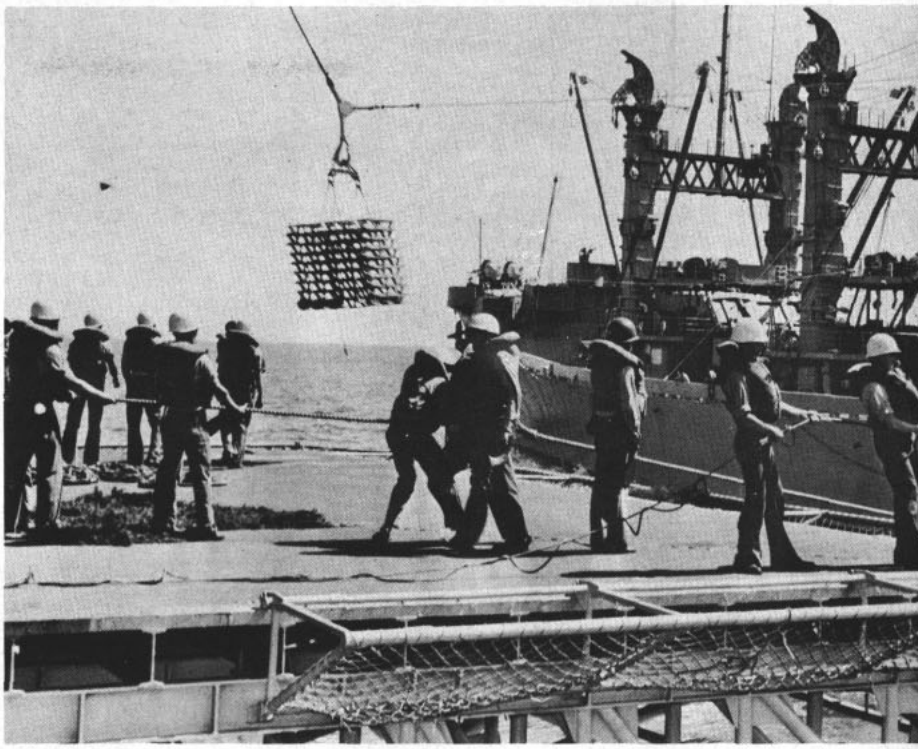
Many SERVPAC ships are used primarily for servicing other ships via underway-at-sea replenishment operations. These include fleet oilers (AO), ammunition ships (AE), refrigerated store ships (AF), and stores issue ships (AKS).

The fleet oilers are mobile filling stations that carry four to six million gallons of fuel. They provide NSFO, the fuel oil used by most Navy ships, plus JP-5 jet fuel for jet aircraft, diesel fuel used by certain ships and av gas for helicopters and prop aircraft. AOs also service the Fleet with mail, movies, and small quantities of freight.

The ammo ships carry everything from bullets to bombs.

The refrigerated food ships, better known as reefers, each carry 6000 tons of food, including fresh and frozen fruits, vegetables and meat, and dry provisions such as beans, coffee and sugar. They also furnish supplies such as canned goods and candy.

The general stores issue ships carry 23,000 different nuts-and-bolts items ranging from electron tubes



SERVPAC ACTION — Pacific Fleet ammunition ship *USS Pyro* (AE 24) rearms *USS Midway* (CVA 41) while underway.

# at Sea by ComServPac

and machinery parts to paint and soap.

SERVPAC also employs a variety of craft to perform other special functions.

Repair ships (AR) are sometimes dispatched to ports or anchorages to help disabled combatants back in operation. The normal procedure is for the repair ship to remain in port and render services from that point.

Ocean tugs (ATA, ATF) move supply barges, assist stranded ships, and tow target craft.

Ocean survey ships (AGS) map the highways of the sea.

Salvage ships (ARS) bring up sunken craft.

Gasoline tankers (AOG) carry gasoline from point to point and service amphibious forces during hit-the-beach exercises.

Degaussing ships (ADG) help regulate the magnetism of hulls and other metal parts (especially in minesweepers) to counteract the effects of magnetic mines.

Floating drydocks (ARD, AFDL, AFDM) make underwater repairs.

Mobile support units, comprised of large barges stocked with general supplies, water and fuel, work at advanced bases in the Pacific.

Mobile electronic and ordnance units provide expert assistance in keeping shipboard radar, sonar, and electronic missile guidance systems in topnotch condition.

A CLOSER LOOK at what's being done in a number of areas for which SERVPAC is responsible points up the nature of logistical support, and indicates how efficiently it can be handled.

• **Supply**—The Navy supply system works in essentially the same manner as a large merchandising chain. Material required for ships and overseas bases is delivered by SERVPAC with the efficiency of a competent mail-order house.

In the complicated Pacific Fleet supply network, material is transported to far-ranging ships and distant overseas bases from the U. S. west coast, principally from the Naval Supply Center at Oakland, Calif.

Somewhat like a large mail-order house, the Navy has its own catalog, which contains approximately 607,000 supply items.

Since it would be impractical (if possible) for SERVPAC replenishment ships to carry all items cataloged, a supplementary listing of the 75,000 items most frequently required is used as the general guideline.

Approximately 23,000 of the items listed in the supplementary catalog are carried by the mobile support ships of SERVPAC. With these, about 85 per cent of the Fleet's normal replenishment needs are met.

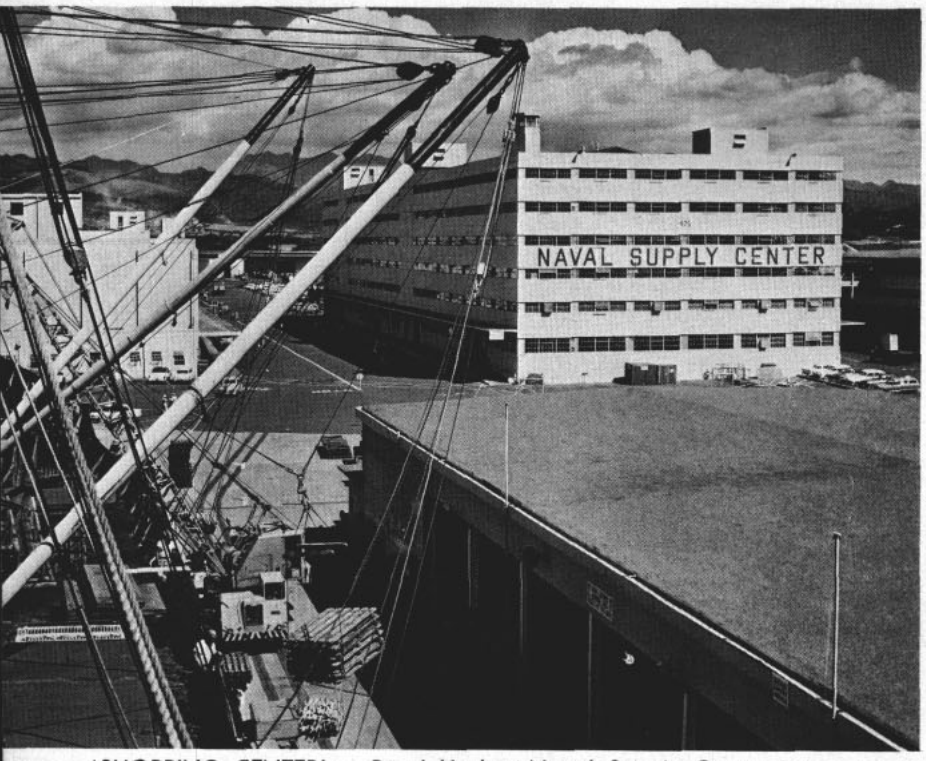
Any item not on hand is either air-expressed to the user from the U. S., or shipped via commercial or MSTS ship, depending on what it is and how soon it is needed.

The underway highline replenishment operations minimize the dependence of ships on shore bases.

• **Fuel**—The fleet of SERVPAC oilers delivers fuel to carriers, cruisers, destroyers, and other warships that would have limited range if they had to rely on land-based fueling stations.

Underway refueling, a technique mastered in World War II, extends the operational range of most ships many times over. The AOs go into areas of operation and refuel entire task groups without any noticeable interruption of maneuvers.

During one recent 12-month period, 8,500,000 barrels of aviation and Navy special fuel were transfered underway to various Pacific




'SHOPPING CENTER' — Pearl Harbor Naval Supply Center keeps an inventory of over 208,000 items ready to service the needs of the Fleet.

Fleet combat ships far out at sea.

• **Ammo**—During the Korean conflict, a total of 211,000 tons of ammunition was transferred by SERVPAC ships. Of this, 80 per cent was delivered while underway.

Today, strength at sea is often measured in explosive power. SERVPAC provides the explosives by deploying ships assigned the specific job of delivering ammo to ships and naval magazines throughout the Pacific.

SERVPAC ammunition ships carry conventional stocks as well as guided missiles. Mines, though not carried by the AEs, are under the direct control of COMSERVPAC for issue from various Pacific magazines.

• **Food**—Experience and organization have made food service for the Pacific Fleet's 200,000 Navymen a routine operation for SERVPAC. The Force maintains the Fleet food supply at a 90-day level.

• **Repair**—All ships, new and old, require periodic overhaul. Upkeep is of vital importance in maintaining Fleet readiness. SERVPAC repair units are kept up to date to keep pace with new developments in the rest of the Fleet. Repair ships follow the Fleet and provide service on the spot.

SERVPAC has three major repair facilities in the western Pacific, including drydocking facilities.

SERVRON Three assigns tenders and repair ships for support of facilities at Yokosuka and Sasebo, Japan, and at Subic Bay, Philippines. Repair ships which operate from the U. S. west coast are directed by SERVRON One.

• **Arctic, Antarctic Support**—The support provided by SERVPAC branches to the polar regions. Each year two icebreakers are deployed by SERVRON One to support polar research in the Arctic and Antarctic.

The breakers, especially designed for cold-weather operations, carve sea lanes through thick ice on the way to establish new stations.

With regularity, SERVPAC breakers reach posts that were once accessible only by air, and penetrate previously unexplored regions, opening new doors to polar research.

• **Oceanography**—To meet an increasing need for more accurate and complete oceanographic information, SERVPAC operates three hydrographic survey ships for studies throughout the Pacific. These operations involve the collection of data on ocean temperatures at various depths to determine the characteristics of sound waves, the behavior of ocean currents, and topography of coastlines and ocean bottoms.

• **Salvage**—Another SERVPAC service is performed by salvage ships and their divers, and various ocean tugs that have salvage capabilities.

SERVPAC salvagers rotate to eastern, mid and western Pacific on regular tours of duty. They work chiefly in support of military operations, but may assist civilian companies in salvage operations when no commercial service is available, or if the location is of military importance.

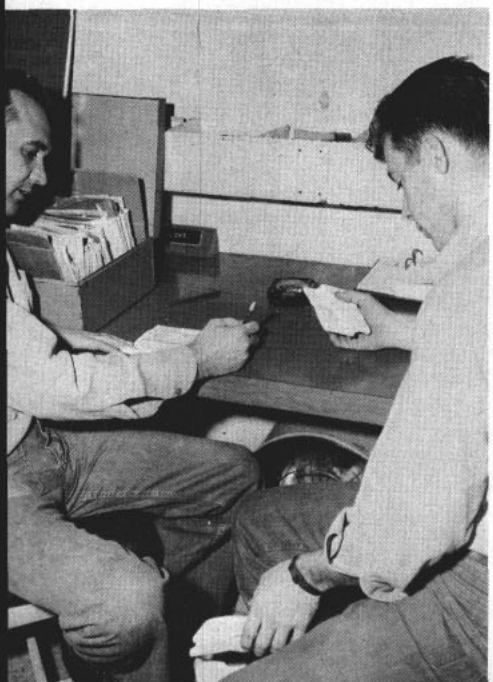
• **Towing**—Possibly the busiest SERVPAC ships are the fleet ocean tugs (ATFs), capable of salvage work, search and rescue, firefighting, and many other duties which they perform whenever called for. The fleet tugs are used mainly, though, for towing. They can tow anything afloat, from the smallest lighter to the largest carrier.

And, the tug's long range permits it to haul any ship across any ocean. SERVPAC has 19 ATFs which, like the salvage ships, rotate tours throughout the Pacific. There are also two ATAs (auxiliary ocean tugs)—smaller sisters of the ATFs—working out of Yokosuka with SERVRON Three.

• **Fiscal Management**—The operation of SERVPAC involves the use of lots of money. COMSERVPAC is the Pacific Fleet's fiscal manager, a responsibility which, naturally, affects ships, bases, facilities, officers and men.

Pacific Fleet fiscal management involves the budgeting and mainte-

ORDER UP — Seventh Fleet storekeepers take inventory of supplies on hand aboard *USS Piedmont* (AD 17).



nance of funds for ship maintenance, supplies and equipage, travel of personnel to and from Navy schools, charter and hire of commercial services and facilities, and ship salvage operations.

The average fiscal year total of allotted funds, not counting payroll, exceeds $200 million.

• **Distribution** of personnel is one of the Pacific Fleet's main logistic functions. COMSERVPAC is responsible for the distribution of the Pacific Fleet's enlisted personnel. (The Chief of Naval Personnel, Washington, D. C., is the officer distributor.)

SERVPAC's agent in personnel distribution is the Enlisted Personnel Distribution Office at San Diego, Calif. EPDOPAC meets Pacific Fleet personnel requirements with the help of personnel data cards, the latest machine methods, and statistical information, in selecting men for assignments.

• **Dental Care**—Another SERVPAC responsibility is to provide the best possible dental care to men of the Pacific Fleet—afloat and ashore. The Fleet Dental Officer, assigned to the SERVPAC staff, provides professional guidance to 343 dental officers and 543 dental technicians in the Pacific.

SERVPAC responsibility for medical care is limited to the ships and units directly under its operational and administrative control.

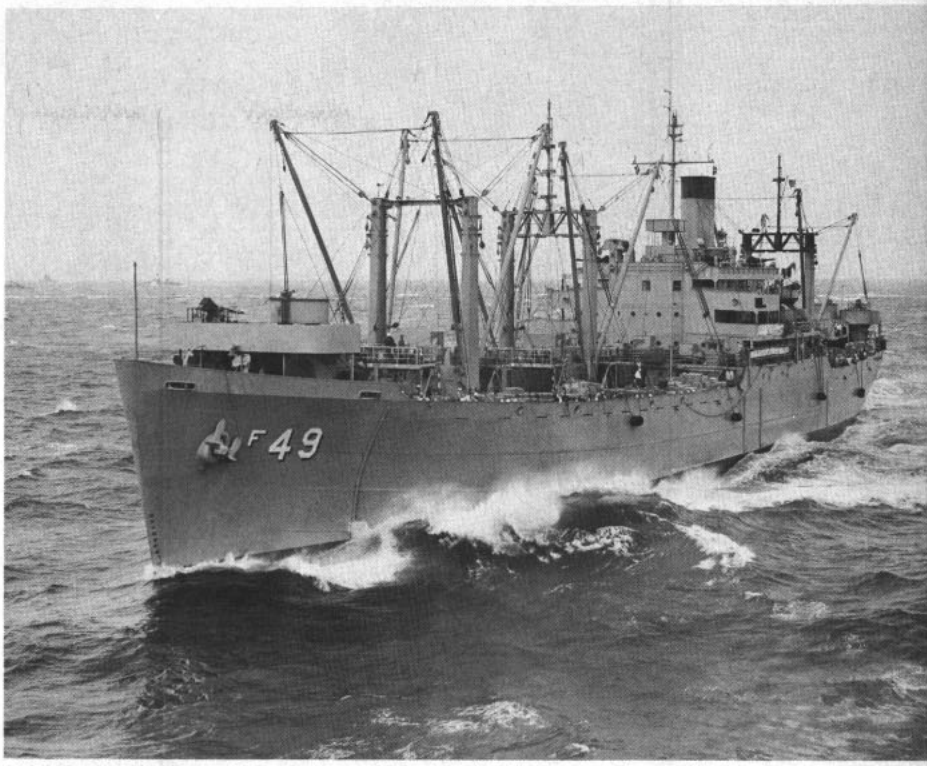
• **Seabees**—Another very important area of activity within the SERVPAC framework is construction and base development, as carried out by the Navy's Seabees.

The Commander, Pacific Construction Battalions, heads the Seabee organization, operating under the SERVPAC chain of command. Five battalions of Pacific Seabees hammer their way from Alaska to the Antarctic, from the U. S. west coast to the Far East, building bases and constructing aircraft landing facilities, housing, barracks and outposts. For more on the Seabees, see page 40.

• A morale factor that is not neglected in the Pacific is entertainment. Motion pictures make perhaps the greatest contribution.

SERVPAC distributes motion pictures throughout the Fleet. This is carried out on a field level by 13 Navy motion picture exchanges which distribute the movies and TV programs viewed by Pacific Navymen.

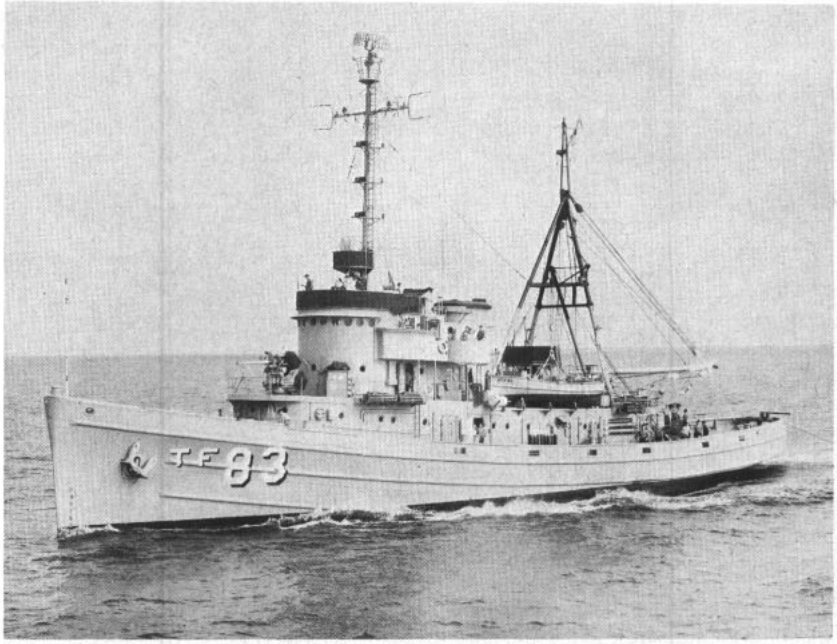
• Finally, SERVPAC plays an important role at mail call. In the Pacific, when a man is serving in a ship that may be in one port one day, another port the next, or out at sea on extended maneuvers, delivering the mail can be a bigger problem than usual. SERVPAC has the responsibility of seeing that he still receives the news from the folks back home.



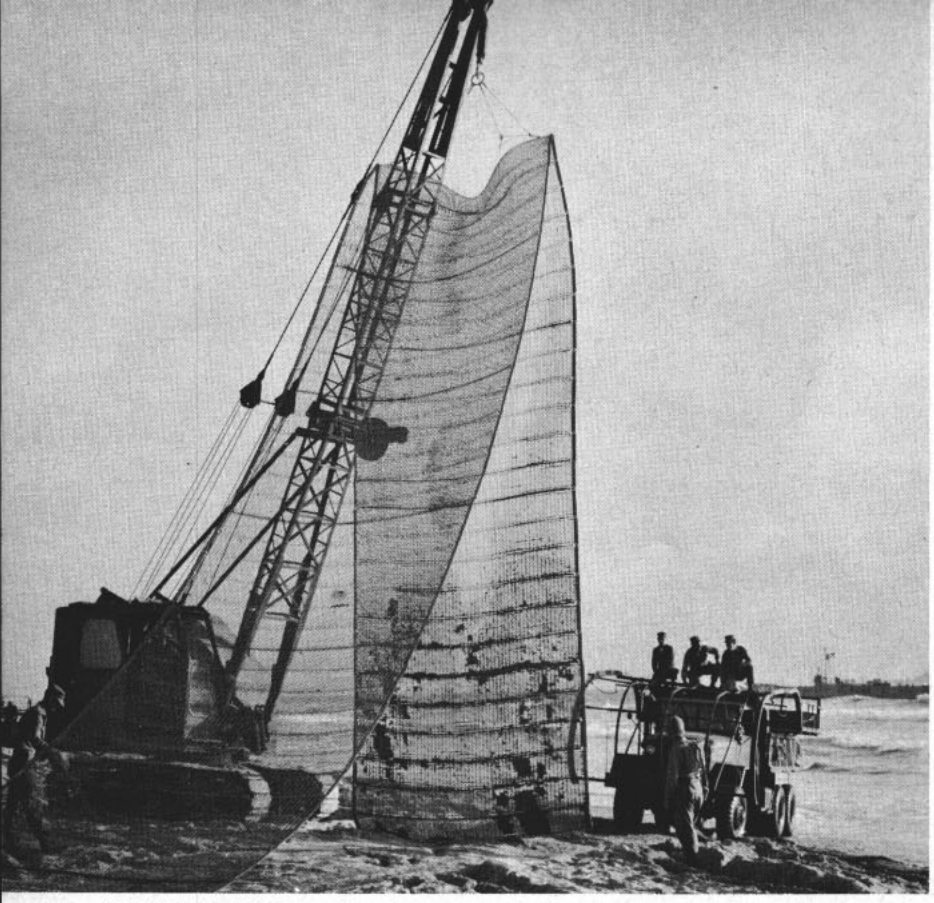

SUPER SERVICE — *USS Zelima* (AF 49) helps keep Seventh Fleet food lockers filled. ServPac reefers carry approximately 6000 tons of food.

The foregoing gives a brief idea of the variety of tasks assigned to the Service Force, Pacific.

The logistic support provided by SERVPAC is extensive, and important. It serves all commands in the Pacific, and its service, you can be sure, is appreciated. —Dan Kasperick, JO1,




LOTS OF PULL — Pacific Fleet ocean tugs, like *USS Chickasaw* (ATF 83), move supply barges, assist stranded ships, and also tow target craft.



WELCOME MATS — Beachmaster unit lays mat for vehicles. *Rt:* ACB-1 rigs causeway during amphib exercise.

# Built by Seabees

SINCE ARRIVING in the heavily forested area of Nakhon Phanom in September to build an airfield for Thailand, the Pacific Fleet Seabees (MCB-3) have become most popular with the townspeople.

They have leveled areas for school playgrounds, built roads into remote outlying villages, and established friendly relations by such acts as serving as hosts at Seabee parties for young Thailanders and making crutches for elderly crippled persons.

In turn, the Thais have given shows of native dances in full costume, conducted language lessons, and invited the Americans to take part in various sports events.

The Seabees are not only experts at building good roads, but in cementing good relations. For example, voluntary donations by Seabees financed small gifts given to youngsters at Christmas parties. Thai teachers in the local system lent a hand, acting as interpreters. Prizes were given to the children in various contests. The children were extremely proud of their gifts, as they were very likely the first such toys these youngsters ever had.

'TOURING THAI' — Convoy of Pacific Fleet Seabees of MCB-3 moves over bridge on way to build airstrip as local children watch with interest.

ABOUT 300 MEN are presently working on the 6000-foot runway for the Royal Thai government. Others of the battalion are renovating and constructing Camp Kinser, Okinawa, home of the Pacific Fleet's alert battalion in support of the Fleet Marine Forces.

The men of MCB Three got to Nakhon Phanom the hard way. In a 23-vehicle convoy, they traveled 550 miles in something like two weeks, transporting equipment too heavy to be flown in or moved by rail.

In the first 200 miles of the trip, they plowed through 30 miles of road under 12 inches or more of water. Some of the holes were more than two feet deep. In that 30 miles, the convoy had 37 flats. To get past some sections of the road, they had to use their own equipment to re-

GUAM HOME — Seabees of MCB-11 use mobile cranes to pour concrete roof of housing unit on Guam.

build the road and strengthen the bridges. At one point, they rebuilt one mile of road, fording a three-foot deep river en route.

Another obstacle occurred when the convoy came upon a group of some 30 Thai vehicles that had been stuck in the mud for two days. With heavy 'dozers, the Seabees stopped long enough to pull them out.

Under the circumstances, the 10-mile-per-hour average was considered excellent.

Upon arrival at the site of the projected logistic support airfield for the Royal Thailand Air Force, the Seabees began pushing back the tangled, snake-infested forests. This was followed by scraping off the top soil and leveling the area. Pierced steel planks provide the finishing touches. They hope to be finished by June, before the start of the rainy season.

SUCH IS THE ASSIGNMENT of one MCB. Four other battalions are scattered elsewhere in the Pacific. Not all chores are as offbeat as that of MCB Three, but all manage to keep busy.

• MCB 11 is on Guam, busy with recovery operations as a result of typhoon Karen. They were airlifted to Guam to support the resident battalion MCB Five.

• MCB Five meanwhile, has returned to home port at Port Hueneme, Calif., for technical and military training.

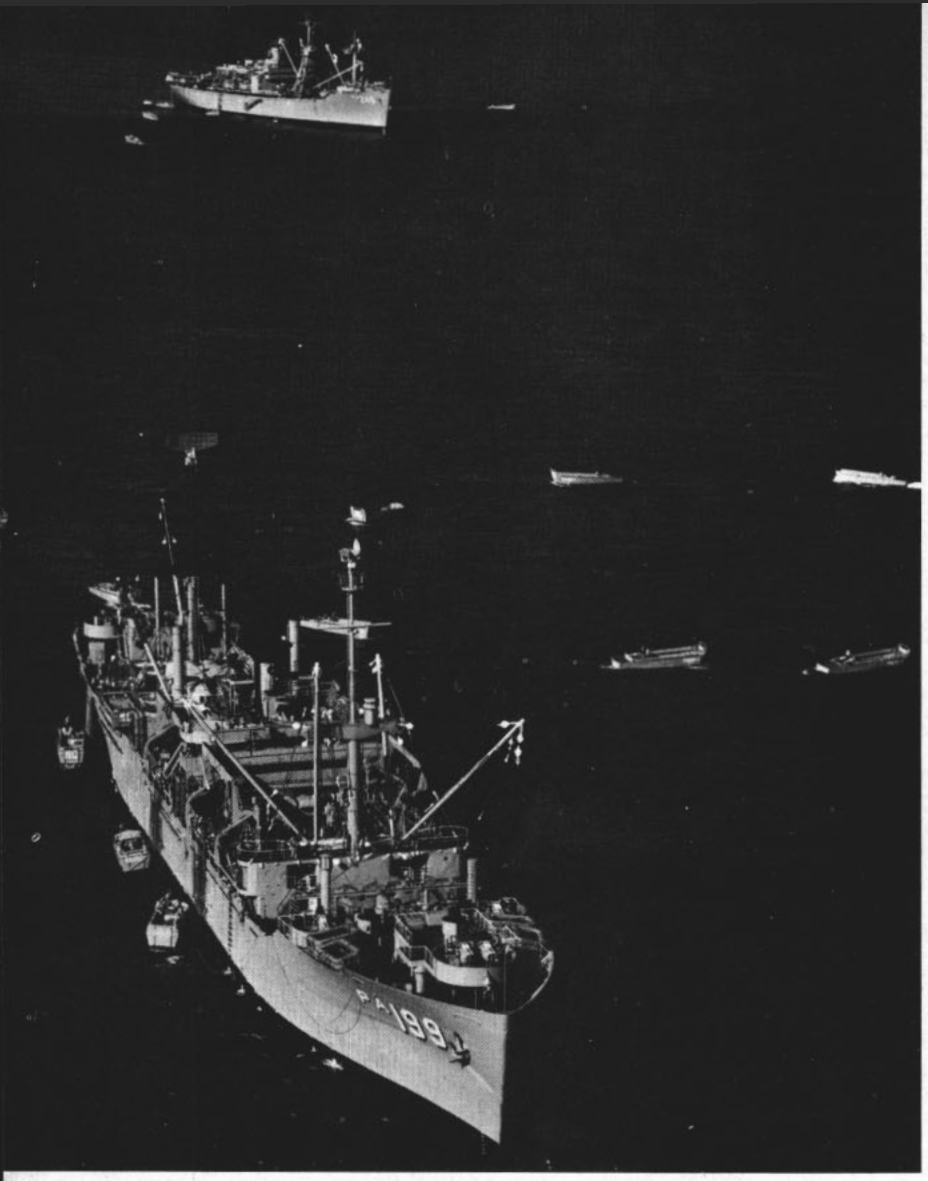
• MCB's Nine and 10 are at Hueneme for the same purpose.

• ACB (Amphibious Construction Battalion) One, homeported at Coronado, Calif., has been divided into two groups: WESTPAC and EASTPAC. WESTPAC is now stationed at Yokosuka, Japan, in support of Amphibious Forces, Pacific. The EASTPAC detachment is at Coronado.

Home port for the five Pacific MCBs is Port Hueneme, Calif.

Five other MCBs operate in the Atlantic along much the same lines as the five mentioned above operate in the Pacific Ocean area.

HOME PORT WORK — Can do for boilers is learned during course in construction of advanced base components at CB Center, Port Hueneme, Calif.



LANDING CRAFT circle near APAs in readiness to transfer Marines to beach. *Below:* Battle-equipped Marines load into helos aboard LPH.

LVTP-5s make practice run to beach.

# Here

TO REPRESENT the Marines and the job they do in the Pacific, let's take the Third Marine Division.

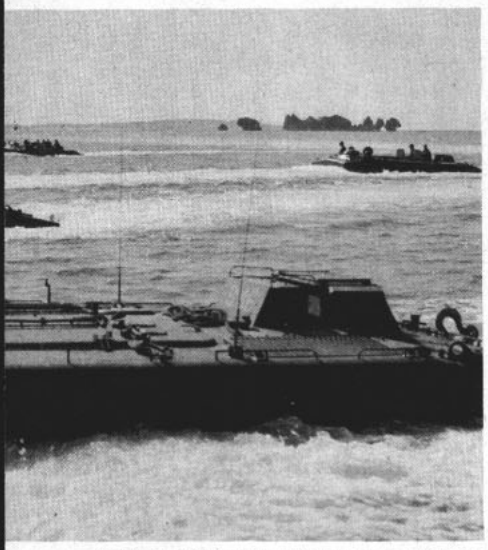
But to understand the role of the Third Marine Division and its tasks in the Far East, you should first know how it fits into the structure of the Fleet Marine Force, Pacific, and Task Force 79.

Fleet Marine Force, Pacific, includes more than two-thirds of the entire Marine Corps' operating forces. It consists of the Third Marine Division, the First Marine Aircraft Wing in the Far East, the First Marine Division, Third Marine Aircraft Wing and Force Troops, FMF Pacific in Southern California, and the Hawaiian-based First Marine Brigade, and their supporting units.

The main strength of the Navy in the Western Pacific is in the Seventh Fleet. One part of this Fleet is Task Force 79, the Fleet Marine Force of the Seventh Fleet.

The headquarters of Task Force 79 is located next to the headquarters of the 3rdMarDiv. Since its inception in 1958, the senior Marine commander in the Western Pacific area has been designated Commander, Task Force 79.

Staff members of Task Force 79 continually work on studies and plans which can be put into effect when trouble arises or while trouble is developing. The same applies to studies of the size of the Marine unit required to do the job, the logistic requirements for each task organiza-



AMPHIBIAN TRACTORS land Marines. *Rt:* The amphibious assault ship *USS Princeton* (LPH 5) cruises in Pacific.

# Come the Marines

tion, and the best type of air or surface transportation. With these studies, it is a simple matter to develop a sound operation plan for any crisis on short notice.

The 3rdMarDiv, as mobile as the ships of the Seventh Fleet, is prepared to move on short notice anywhere that the sea will carry it. Under the operational control of the Commander, Task Force 79, it is capable of prompt deployment as the ground element of the Marine air-ground team in the Far East. The 1stMAW is the 3rdMarDiv's air partner, and together they form the air-ground operating force of Task Force 79.

THE THIRD MARINE Division is formed around a nucleus of two infantry regiments and an artillery regiment, supported by such units as anti-tank, tank, reconnaissance and medical battalions.

It is a war-born unit that came into maturity during the World War II campaigns of Bougainville, Guam, and Iwo Jima. It has spent almost all its life on foreign soil.

Even though men of the division call Okinawa "home," components are seldom, if ever, all assembled on the island. Portions of it are constantly on the move to or from somewhere.

Normal deployment for readiness and training has units of the division spread over a several-thousand mile circle. Operating in waters of the South China Sea is the Special Landing Force Afloat in ships of the Seventh Fleet Amphibious Force. This Special Landing Force is composed of a Marine Battalion Landing Team (BLT) with an infantry battalion as the basic ground element and a squadron of Marine helicopters to land them in vertical assault.

Some unit is always moving. The movement from base camps to staging areas, embarkation, debarkation, and the like, are done so frequently that every routine function is reduced to a Standing Operating Procedure (SOP). Few actual orders are necessary and few are issued.

Ships move into the ports of Naha and Buckner Bay; Marines with their weapons, supplies, vehicles and other equipment embark; the ships sail away—some north, some south.

NOT ALL MOVEMENTS are by sea. Frequently the units will assemble at the Kadena or Naha air bases and load into transports of the Air Force or Marine Corps to fly to their destination. The Marines of the 3rdMarDiv are trained to load in ships or aircraft with equal ease.

The many movements, whether to Subic Bay, to the Fuji maneuver area in Japan or directly into a trouble spot, require only a change in the course of the ships or aircraft. The trouble spot could be called the final report card. The passing marks are

BEACHED — Marines charge across Blue Beach on Okinawa, with close support strafing run by a jet aircraft, during practice landing exercise.

'CASUALTIES' are picked up by helo for return to ships off shore.

determined by the training received earlier.

The first two months after the arrival of a "transplacement" battalion at Okinawa are normally spent on the island. This is followed by a month at the Fuji maneuver area; back to Okinawa again for approximately five months; two months as the Afloat BLT; and ending again on Okinawa until departure back to the 1stMarDiv at Camp Pendleton, Calif. The normal cycle is 13 months from departure to arrival back in California.

Objectives in training on-and off-island are to develop and maintain operational readiness to execute contingency plans. On-island firing and field exercises are conducted by all units of each battalion. Specialized training includes jungle and counter-guerrilla operations, air-transported and helicopter-borne operations, helicopter support team training, marksmanship and crew-served weapons training. During this period, rifle companies undergo counter-guerrilla training in the Northern Training Area (Okinawa) for periods of eight days. All units additionally are indoctrinated in C-124 and GV-1 aircraft. Companies are drilled in mount-out procedures.

SCHOOLS FOR OFFICERS and noncommissioned officers are conducted at battalion or regimental levels with emphasis on amphibious and air-ground operations. Other training stresses physical and mental conditioning, individual proficiency and on-the-job training.

Off-island, the men are trained in conducting amphibious landings, night operations, and the use of supporting arms and services. At Fuji, tactical testing of units is conducted. Battalion-sized operations usually include an amphibious landing exercise, a combined arms field exercise. Unless committed to a specific mission, the BLT Afloat conducts at least one amphibious exercise employing an over-the-beach assault and one exercise employing vertical assault.

These exercises involve Fleet shipping, embarkation, amphibious assault, and operations ashore.

Field firing exercises are conducted both on- and off-island—at Fuji, at Zambales in the Philippines and on Okinawa in the Camp Hansen-Camp Schwab areas.

One division-wing landing exercise (LEX) is usually scheduled every other year with two amphibious landing exercises (PHIBLEXs) of regimental-Marine air group size scheduled each year. During March-April 1962, the division participated in Exercise Tulungan, a SEATO LEX in the Philippines. Exercise Lone Eagle, a Marine expeditionary brigade landing exercise (MEBLEX), took place on Okinawa in October.

GUIDED BY the principle that the basic Marine weapon is, and will always be, the Marine rifleman, training emphasizes the development of individual combat skills in squad assault weapons, development of the individual's ability to effectively live, fight and survive in a jungle environment, and the development and improvement of technical skills to support combat operations.

Division Schools offer 14 separate schools with 24 courses to all services and units on Okinawa. Schools include such subjects as administration, intelligence, aerial observation, NCO leadership, ABC defense, embarkation and supply.

Training areas under Marine Corps control on Okinawa amount to some 40,000 acres of land. An additional 3000 acres of land are used on a permit basis and approximately 2000 acres of land controlled by other services are used jointly. The terrain in these areas varies from the densely vegetated northern training area, to an uninhabited, flat, sandy, offshore island used primarily by the First Amphibian Tractor Battalion.

Each infantry regiment is required to conduct one regimental field exercise on-island each year. Command post exercises are conducted quarterly.

New men and units joining, skilled men and units departing, impose a continual training cycle to maintain

SIX-SHOOTER — A Marine-operated mobile antitank weapon, *Ontos*, armed with six 106mm rifles, provides simulated fire power support.

SHIP TO SHORE — Landing craft carrying supplies needed to sustain the landing force ashore move towards beach.

the peak of efficiency necessary for a component of the Marine-air-ground team of the Seventh Fleet.

TEAMED WITH the Third Marine Division to form the landing force component of the U. S. Seventh Fleet is the First Marine Aircraft Wing.

Generally speaking, the mission of the wing is to provide a variety of air operations as directed by the Seventh Fleet, especially in support of Fleet Marine Force units in amphibious operations.

The title, organization and composition of the various units making up the wing give some idea of the jobs it is capable of performing: Marine Aircraft Group 11 in Atsugi, air-to-air warfare; Marine Aircraft Group 12, attack and reconnaissance; Marine Aircraft Group 16 at MCAS, Futema, Okinawa, helicopter and observation operations; Marine Wing Headquarters Group 1, tactical air control, direct air support and air defense; Marine Wing Service Group 17, air transport, aircraft maintenance and base support.

An intense training schedule which includes periodic aircraft carrier operations, and frequent exercises between Wing units and those of the Third Marine Division serve to keep pilots and supporting crews at proficiency and to refine the techniques of air-ground coordination.

In the recent amphibious exercise *Tulungan*, Marine engineers followed combat troops ashore to build a 3000-foot "Short Expeditionary Landing Field," complete with portable tower, night lighting, and a high-speed fuel dispensing system, and to install TACAN and GCA for all-weather operations. JATO bottles and afterburners on the aircraft, plus carrier type arresting gear, made the landing strip adaptable to the 10-ton supersonic *Crusader*.

Other SEATO exercises in which the wing participates periodically stress speed and mobility in Marine air-ground operations. Many Asians also remember Marine helicopters for humanitarian reasons. When Taiwan and Nagoya were ravaged during the summer and fall of 1959, First Marine Aircraft Wing rotary aircraft were on the scene to move distressed civilians to safety and to deliver badly needed food and medicines.

With its headquarters at Marine Corps Air Station, Iwakuni, the wing patrols much of the friendly land, sea and air in the Far East, and provides potential air support for allied ground and naval units.

MARINE HELO delivers vital supplies to 'fighting front.' *Below:* A 105mm howitzer is fired in practice at Fuji maneuver area in Japan.

P-2 *NEPTUNE* flies over lonely Adak in Alaskan Sea Frontier Territory.

PAC UNITS hold amphibious landing.

# Navy's

MOST U. S. PACIFIC Fleet operations, from the routine search and rescue exercise involving one plane, to the major amphibious landing which requires thousands of planes, ships and men, are well-considered, thoroughly discussed, and planned on paper before they ever happen.

In the business of operating an effective Navy over 85,000,000 square miles of ocean, the key to the success of any movement is often the coordination between operational Fleet forces and the shore establishment.

In the Pacific, much of this coordination is provided by the Sea Frontiers.

Three Sea Frontier commands plan and coordinate the operations conducted within the geographic boundaries of their Pacific Fleet responsibility.

The Frontier areas are extensive.

The Hawaiian Sea Frontier, with headquarters at Pearl Harbor, Hawaii, is responsible for a 10-million-square-mile portion of the central and south central Pacific.

The Alaskan Sea Frontier, based at Kodiak, Alaska, takes in the north-central Pacific, the Aleutians and on into the Arctic.

The Western Sea Frontier, with headquarters at San Francisco, Calif., extends approximately 700 miles westward from the U. S. west coast, north along the Canadian coast, and southeast along the Mexican coast to Central America.

All are operational under CINCPACFLT.

The Frontier commanders have managerial and command responsibilities, including military command over naval districts. One result is close administrative and logistical ties between the operating Fleet and the shore establishment.

FRONTIER RESPONSIBILITIES include harbor defense, control and protection of shipping, ASW operations and search and rescue. The Frontier commanders are further responsible for maintaining adequate plans for the defense of their respective areas, both of a naval and joint service nature.

Usually it's a matter of the Frontier acting as coordinator for exercises and operations conducted by various type and force commands and units of the other services.

For example, one of the most active functions of the Frontiers in recent years has been the control and coordination of search and rescue operations. These have involved the use of Navy, Coast Guard, Army, Marine Corps and Air Force components.

Ships and aircraft are assigned to Frontier duty on a mission-by-mission basis. The Frontiers have no permanent operational units of their own.

Frontier commanders request ships and aircraft from Pacific force and type commands, as they are needed, to perform specific tasks, such as search and rescue, investigation of submarine contacts, or other naval functions. (These have included missions in keeping with the space age. USS *Kearsarge* (CVS 33), normally an operational unit of ASW Force Pacific, was on special Hawaiian Sea

FRONTIERS act as coordinators between commands. *Rt:* San Francisco is home of Western Sea Frontier.

# Sea Frontiersmen

Frontier duty last October when she picked up CDR Walter M. Schirra, who had orbited the earth six times in his Mercury space capsule and landed in the Pacific 330 miles northeast of Midway Island.)

SEA FRONTIER HISTORY dates back to early World War II.

Damage inflicted by U-boats on shipping in the Caribbean and Atlantic coastal waters led to the establishment of various Sea Frontiers on 6 Feb 1942. (Before the war there had been Coastal Frontiers.)

The Sea Frontiers' job was to provide coastal ASW support in keeping enemy subs away from U. S. shores, and away from friendly shipping.

Four Sea Frontiers branched out from the continental U. S.: the Eastern, covering the Atlantic seaboard; the Gulf, responsible for the Gulf of Mexico; the Western, which took in the southern part of the Pacific Coast; and the Northwestern, which covered the northern Pacific coast.

Many types of ships worked the early Frontiers. Most were of the smaller types, such as patrol craft, 110-foot sub-chasers, yachts, fishing boats and virtually any seaworthy craft that could be fitted with ASW weapons and sub detection gear.

In addition to performing coastal ASW support, the Frontier forces played an important psychological role in keeping U-boats out of Frontier waters. And, they were valuable ASW operational schools.

In the Caribbean, for example, U-boat attacks on shipping became less frequent and easier to repel after the Sea Frontiers were established.

Men who worked the Frontiers moved on to duty with DDs and DEs, checked out in the ASW operations of the times.

AFTER WORLD WAR II the Frontier mission was broadened. In addition to defense, control and protection of shipping, and ASW operations within Frontier waters, the commanders were assigned appropriate naval districts to coordinate logistically with Fleet operating forces.

Today, the Pacific Fleet's Sea Frontier commanders are Rear Admirals Charles A. Buchanan (Hawaiian) and Fred E. Bakutis (Alaskan), and Vice Admiral Robert Goldthwaite (Western).

These men also command various administrative and operational organizations which link the Front.ers and other Pacific commands with the naval districts and Navy strategists in Washington, D. C.

RADM Buchanan, in addition to commanding the Hawaiian Sea Frontier, is the Commandant of the 14th Naval District and Commander of the Naval Base at Pearl Harbor.

RADM Bakutis, the Alaskan Sea Frontier Commander, is also the Commandant of the 17th Naval District, Commander of Fleet Air Alaska, Commander of 17th Naval District Air Bases, and Naval component commander of the Alaskan Unified Command.

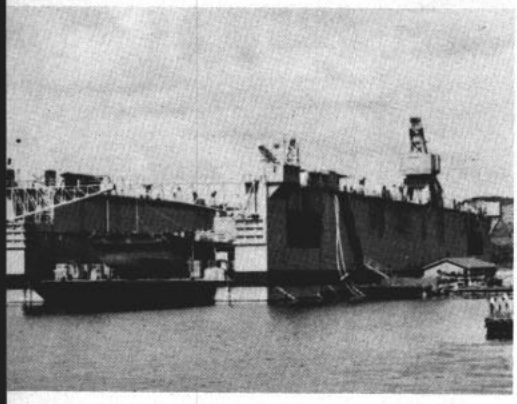
VADM Goldthwaite is military coordinator between the Fleet and the 11th, 12th and 13th Naval Districts, and commands the Pacific Reserve Fleet, in addition to commanding the Western Sea Frontier.

During wartime each of these commands would have separate commanders and specialist staffs.

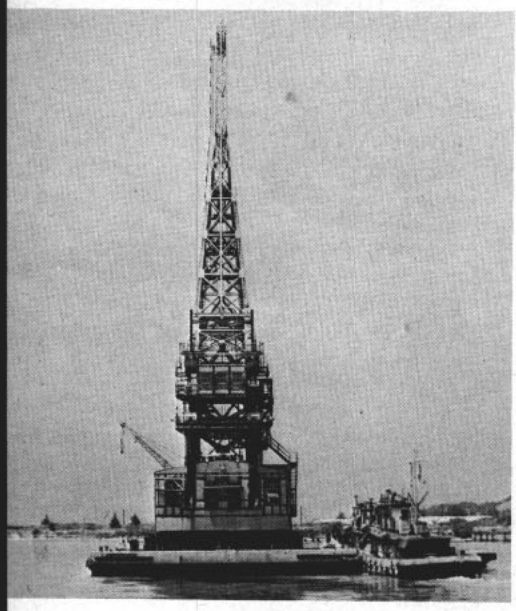
Today the planning, administration, and logistical support provided by the Sea Frontiers and associated commands means coordination, control, and effective Fleet operations.

# Guam—

FRAMED BY PALMS is the NS Administration Building, Apra Harbor.



AUXILIARIES IN APRA Harbor include floating dock and floating crane.



NEW ARRIVALS to Guam have been amused or saddened (depending on their frame of mind at the time) at a sign which tells them they are at the crossroads of the Pacific, latitude 13 degrees, elevation 600 feet, longitude 142 degrees.

Beneath this announcement arrows point in various directions indicating the viewer is 8083 miles from New York City, 3156 miles from Pago Pago and 1822 miles from Hong Kong.

Another sign makes it known that Guam is Headquarters for the Commander Naval Forces Marianas.

Guam is not the only island west of Hawaii which claims to be a Pacific crossroads. It is, however, an island which has on it the flag responsible for the security of two and one half million square miles of the Pacific Ocean.

The flag officer, RADM Thomas A. Christopher, USN, is not only Commander Naval Forces Marianas, he is Deputy Governor to the Commander-in-Chief Pacific Fleet for the islands of the Bonin and Volcano groups (about 800 miles north of Guam), and is also responsible for the Marcus and Caroline Islands and for the U. S. Naval Facility, Chichi Jima.

It is his primary duty to support the forces afloat and coordinate all efforts in communications, logistics, weather reconnaissance, ship routing and search and rescue operations.

A LOT OF WORK gets done in this domain. Literally hundreds of islands and coral atolls are kept under air and surface surveillance.

The islands and atolls south of Guam are held under the trusteeship of the United Nations with their direction charged to the U. S. Department of Interior.

Some of the islands north of Guam are strategically important to the United States and are administered by the Navy. Geographically, Guam is just about in the center of this area.

Guam claims to be the westernmost outpost of United States soil not bounded by or dependent upon treaty agreement.

Her natural harbor and existing facilities can be expanded to meet almost all requirements for the support of the Fleet in time of need.

The flag officer on Guam has plenty of help in carrying out his mission. Some of this help comes from the U. S. Naval Station whose motto, incidentally, is "Semper Fidelis Adjutor" (Always a Faithful Helper).

THERE WAS A TIME when the Naval Station wasn't just a helper, it was the whole show—the entire island of Guam. When the formal government of Guam was established in 1899, the island was designated a U. S. Naval Station.

From 1899 until the capture of the island by the Japanese in December 1941, the commanding officer of the Naval Station was also the Governor of Guam.

In July 1944, a U. S. unit designated "Lion Six" landed on Guam. Its job was simply to furnish everything needed for the operation of a base.

In October 1944 Lion Six was converted into the Naval Operating Base, a command with every type of Fleet service.

The Naval Station was reestablished as a component of the Naval Operating Base in March 1952 and later reassigned to the Military Command of Commander Naval Forces Marianas. It still performs many of the functions of the Naval Operating Base.

It is located on about 1000 acres of land next to Apra Harbor and its

# Crossroads of the Pacific

barracks have a capacity of approximately 2000 men.

At the Naval Station harbor movements are coordinated, berths and pilots are assigned and a general eye is kept on the whereabouts of ships in port.

About 3000 people a month are treated at the Naval Station dispensary which also gives more than 2000 immunizations a month.

Its special services operates beaches, swimming pools, hobby shops, a skeet range, baseball and softball diamonds, a football field, bowling alley, basketball courts, tennis courts and movies. There are also a commissary store and Navy exchange on board.

ANY ACTIVITY which has the responsibility centered in Guam might reasonably be expected to have supply problems. Guam is no exception, and its problems are very adequately handled by the U. S. Naval Supply Depot.

The present depot grew out of Lion Six. Its first stock began hitting the beach on 7 Aug 1944 and it hasn't stopped yet.

The depot's growth during its first year of existence was phenomenal. From two "alligators" on Agat Beach, it burgeoned upward to almost two million square feet of covered warehouse space, 530,000 cubic feet of reefer space, a fuel storage capacity of more than a million barrels, 502,000 square feet of transit sheds and vast areas to be used for open storage.

The entire depot covered nearly 6500 acres and unloaded as many as 120 Liberty ships and 20 tankers a month. During this period the fuel branch serviced an average of 74 ships daily.

Its total issue exceeded a billion dollars in its first ten months. Like so many other things in the global war, nothing like it had existed before and nothing like it has been known since. It served so many "shoppers" that it was called the Pacific Supermarket.

Since the end of the war, the depot has shrunk to a still impressive 1850 acres in the Apra Harbor area. Most of the quonsets which provided the wartime covered storage space have been replaced by six modern warehouses and two transit sheds.

The depot employs a Single Service Land Transportation System which averages 379,000 miles each year delivering more than 153,000 tons.

To perform complete marine terminal services for all military activities on Guam and furnish limited support to the Fleet, the supply depot must handle between 21,000 and 30,000 measurement tons a month and carry an inventory of 83,000 items valued at $24,600,000.

NAVY AVIATORS looking for the Naval Air Station upon arrival at Guam will find it located at about the center of the island. It has an elevation of 280 feet and encompasses more than 1800 acres of land.

It was developed from a small Japanese airstrip of packed coral and, by the end of the war, had about 1150 temporary advance base type buildings housing the various activities located in an area north of the runways.

The runways were built as permanent facilities paved with asphaltic concrete and were served by suitable taxiways and hardstands.

As the wartime facilities became over-age, development was begun on the south side of the field. In time, the only permanent facilities remaining on the north side were the officers' quarters and the married enlisted men's quarters.

Today NAS, Agana has two parallel asphaltic concrete runways, 10,000 and 6600 feet long.

The Apra Harbor seadrome is also operated by NAS, Agana and has one 8250-by-1200-foot sea lane available for flight operations and limited ramping facilities.

It is and has been the job of the Agana Naval Air Station to support the Navy, Marine Corps, MATS, and other aviation units assigned to or passing through it.

It also maintains control of avia-

NIGHT VIEW OF AGANA, GUAM — Apra Harbor is silhouetted by crescent of lights at left, city is in foreground.

tion supplies and supply activities; controls maintenance, repair and overhaul; coordinates logistic support of air groups based in the Marianas and provides aircraft facilities, equipment and personnel for search and rescue activities.

The outfit which keeps Guam in touch with other American outposts and the world is the Naval Communication Station located atop a large plateau on the northwest side of the island.

It is a primary relay station in the Navy's communications network. The station covers about 6000 acres and is one of the most modern facilities on the island.

Receiver and terminal facilities (where messages are processed and relayed) are both located at Finegayan.

Transmission facilities are at Barrigada, where transmitters and antennas send out messages day and night.

Another station combining both receiver and transmitter functions is located on the island's northernmost tip.

All operational buildings on the Naval Communication Station are less than eight years old and typhoon-proof—and last November everybody on board was glad of that.

The necessity for typhoon-proof buildings was pointed out by Typhoon Allyn in 1949. The onset of the Korean action, shortly thereafter, made permanent construction necessary.

NAVCOMSTA Finegayan is one of the Navy's busiest communications stations, its average monthly load running into millions of groups.

In addition, it broadcasts time signals to merchant ships, handles message traffic for the Coast Guard, U. S. Air Force, the High Commissioner of the Trust Territory and most other federal agencies on Guam.

When ships (AO size or smaller) in the neighborhood of Guam find themselves in need of repair, they know they can head for the Navy's Ship Repair Facility, located on the west side of the entrance to inner Apra Harbor.

THE SHIP REPAIR FACILITY came into being in 1945 as the Industrial Department of the Naval Operating Base, Marianas.

Until 1956, it was manned by military personnel. After July 1956, however, military personnel were replaced by civilian contract personnel.

The shops are divided into structural, mechanical, electrical, woodworking and services groups and an electronics shop.

The yard has two floating drydocks under its operational control. One has a rated lifting capacity of 18,000 tons and the other has a capacity of 3500 tons.

In addition to repairing, altering, converting and overhauling local and Seventh Fleet ships, the ship repair facility supervises the installation and maintenance of shore electronics

equipment and provides emergency voyage repairs to civilian commercial vessels while they are in Apra Harbor.

Typhoons have always been a threat to ships and shore installations in the Pacific from Guam to Japan. Although a victim of last fall's disastrous typhoon Karen, Guam is better located than many installations because most typhoons are born near the islands and produce little more than above average wind and rain.

Because of Guam's position, Navymen stationed there are able to study a storm, chart its characteristics and send an analysis to local military and civilian authorities and to forces afloat and in the air.

Many times in the past, Fleet Weather Central and the Joint Typhoon Warning Center located here have provided warning of a dangerous typhoon, thus saving lives and preventing loss of property.

The eyes of Fleet Weather Central and the Joint Typhoon Warning Center are represented in Guam by Airborne Early Warning Squadron One, a land-based unit of the Seventh Fleet located at NAS, Agana.

When VW-1 flies weather reconnaissance, it takes off in hot pursuit of a developing typhoon, plots the course of the storm and penetrates its eye.

The weather information it gathers is transmitted to FWC/JTWC for relay to all activities concerned.

Armed forces would be pretty ineffective without ammunition, and in Guam such ammo and explosives are stored at the U. S. Naval Magazine.

The Magazine receives, inspects, renovates, stores and issues ammunition and explosives that help provide the firepower for the Seventh Fleet.

It also provides tri-service land transportation of ammunition on Guam and explosive ordnance disposal and reef-blasting service on Guam, throughout the Pacific Trust territory and the Bonin-Volcano Islands.

The Magazine is located on 6200 acres safely isolated from populated areas and other military activities.

It has 278 buildings and structures and is held together by 35 miles of roadways that run through its tropical forests.

Like almost everything else on Guam, the Naval Magazine reached the peak of its activity during World War II, when it stored 75,000 tons of ammunition and received and shipped about 30,000 tons a month.

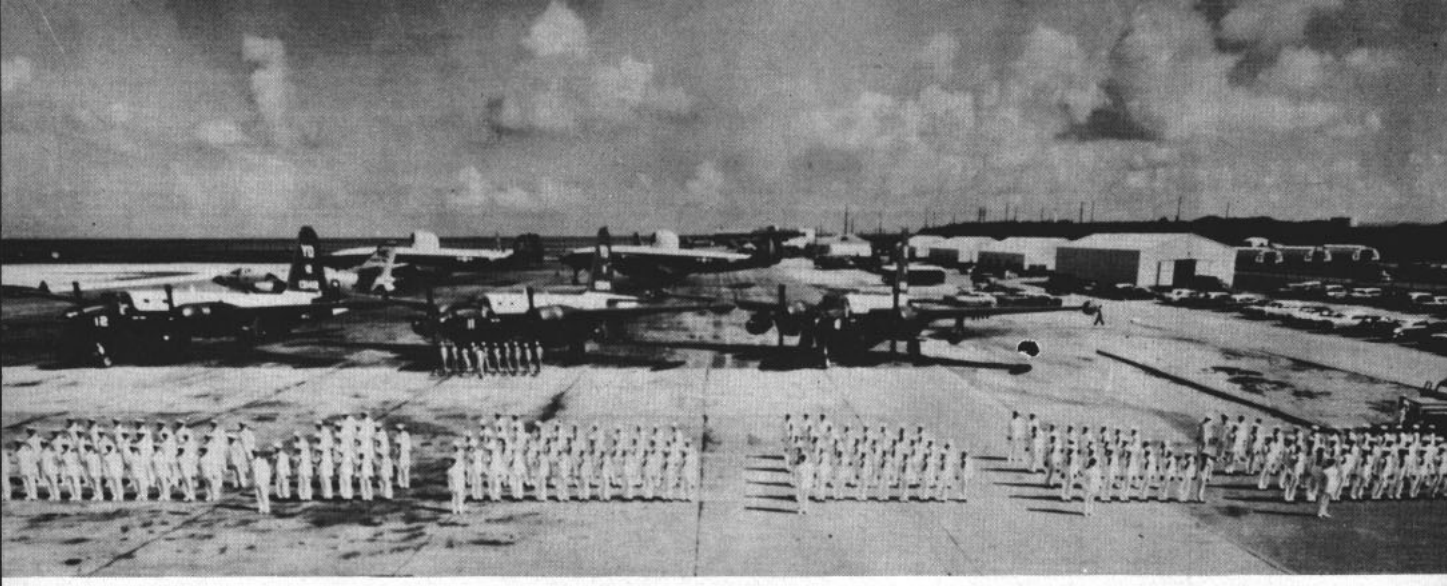
The depot's workload has declined since then but it maintains a level capable of providing day to day Fleet support and the capability of immediate expansion in case of future Pacific area hostilities.

Many a sick or injured Navyman in the Pacific area has been treated at the Naval hospital overlooking Agana Bay, or had his teeth worked on at the U. S. Naval Dental Clinic in Guam. The good health of the military and civilian populace of Guam is due largely to the efforts of U. S. medics in the past and their continuing efforts in the present.

The Naval Hospital traces its ancestry back to 1898 and the arrival of Ammen Farenholt, a Navy Medical Officer who landed with the first American forces on Guam during the Spanish-American War.

Guam has been American for quite a while. Those who go there are at first surprised, and then pleased, when they find themselves draped with leis upon arrival. The pleasure grows as they discover they are surrounded by miles of white sand beaches, picnic areas, swaying palms, hibiscus, and beach morning-glories.

On Guam, polluted air, traffic jams and blizzards are things of your past. Undoubtedly the island is of great strategic importance to the United States. It is also beautiful, and loyal citizens and dedicated naval personnel are busy at the task of returning its facilities to the same (or better) standards that existed before the recent visit of Karen. —**Robert Neil**



NAVYMEN ON Okinawa are helping to guard U. S. security in the Pacific from this island outpost.

# Okinawa, Pivotal Point on Line of Defense

A NAVYMAN returning for the first time to Okinawa since the latter days of World War II would find it changed in many ways and unchanged in others.

The housing situation has improved to the extent that there are some furnished government quarters available and private rentals can be had in Naha.

The facilities for enjoying yourself have increased substantially over the old days. Nowadays, Navymen can choose between swimming, baseball, golf, softball and hunting. In addition, there are hobby shops and theatres available to him and his family.

On the familiar side, the temperatures still range from a humid 41 degrees to a humid 91 degrees. Small boys still romp down village streets bordered by coral walls.

Men and women still labor lovingly at painting textiles and making some of the finest lacquerware in the entire world.

Another thing that hasn't changed is Okinawa's location. It is still a pivotal piece of real estate, in the center of our advance line of defense in the Pacific—a line which extends from the Philippines northward through Formosa, the Ryukyus and Japan to the Aleutians and Alaska.

Within a radius of a few hundred miles are Japan and the Republic of China, the Republic of Korea and the Philippines.

Also within comparatively short distance of Okinawa are the communist regimes of China and North Korea.

Briefly, Okinawa could be used as a springboard to launch air strikes and amphibious or airborne operations, in the event of enemy aggression, against much free world territory in the Far East.

This was demonstrated in 1950 when American troops and B-29s from Okinawa helped turn back the communist aggressors in Korea.

Under Article Three of the Treaty of Peace with Japan, signed in San Francisco in 1951, Japan agreed to the exercise of United States "powers of administration, legislation and jurisdiction" over the Ryukyus.

The United States, however, recognized Japan's residual sovereignty over the islands.

Today, the mission of the United States Armed Forces in the Ryukyus is to help maintain United States security and the security of United States allies in Asia against communist aggression.

That is what the Navymen with the Naval Air Facility, Fleet Activities, and other Navy units are doing in Okinawa now.

OUT OKINAWA WAY — Navymen and their families shop along a crowded street in downtown Naha.

DOWN BELOW these Navy *Crusader* jets and low-hanging clouds is the U. S. Naval Air Station, Cubi Point, Luzon.

# Navy in the Philippines

EVEN AN OFFHAND perusal of a map of the Pacific will help re-emphasize one inescapable fact—there are a lot of miles, and a lot of water between the eastern shores of Asia and the west coast of the United States.

It's true in these days of jet aircraft and nuclear-powered ships that the distance is nowhere near as formidable as it was back in 1898, when ADM George Dewey's Fleet won its victory in Manila Bay. It's still a long way, however, and another glance at that map will reveal that our Navy bases in the Philippines remain our furthermost outposts in the southwest Pacific. Aside from Antarctica, they are further from the United States than any other Navy bases in the world.

There are no U. S. bases either south or west of the Philippines; thus our strongholds there anchor our Pacific defense chain which runs up through Formosa to Okinawa, to Japan and Korea, and on through the Aleutian chain to Alaska and the west coast of Canada and the U. S.

Military action occurring north or east of the Philippines would obtain support from a number of different sources—but military actions south or west of the Philippines, all the way south to Australia or west to the Middle East (particularly if we were denied access to the Suez Canal) would be in large measure supported by the Philippine bases alone.

TOP HAT in the Philippines belongs to RADM Jack P. Monroe, USN—who actually wears two of them.

He is Commander U. S. Naval Forces Philippines (COMNAVPHIL), and Representative of the Commander in Chief Pacific in the Philippines (CINCPACREPPHIL). In each position, he has clearly delineated areas of responsibility and authority.

As COMNAVPHIL, he ranks as a subordinate commander of CINCPACFLT. His mission, and that of his command, includes the development and readiness of bases in the NavPhil area; support of Fleet forces; maintenance of plans for the defense of the NavPhil area, including furnishing aid and assistance in the event of a domestic emergency or civil disturbance; control of shipping within the NavPhil area, and conduct of operations and training.

As CINCPACREPPHIL, a coordinating authority in joint actions of the U. S. Armed Forces, with special emphasis on matters pertaining to the many combined exercises staged in the Philippine area, he is responsible directly to CINCPAC for coordination and control of interservice matters.

He also represents CINCPAC as Co-Chairman of the Philippines-United States Mutual Defense Board. In addition, he coordinates and recommends to CINCPAC administration policies, procedures, priorities and programs.

COMNAVPHIL has five principal Navy facilities (four of them on the island of Luzon) under his command. These are the Naval Station, Sangley Point; the Naval Base, Subic Bay; the Naval Air Station, Cubi Point; and the Naval Communications Station, San Miguel; all in the Philippines, and the Naval Support Activity, Taiwan, Formosa. Both COMNAVPHIL and CINCPACREPPHIL headquarters are located at Sangley Point.

These bases, other than Taiwan, are operated under the Military Bases Agreement of 1947, which grants the U. S. a 99-year lease for operation, maintenance and development of military facilities.

SANGLEY POINT, a naval station with an air department, has figured in

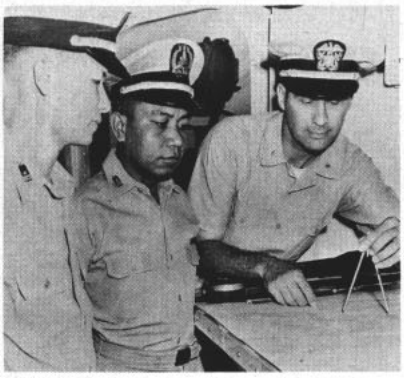
world affairs since the turn of the century. Less than two miles long and a half mile wide, this strategic peninsula juts out into Manila Bay in the area where Dewey met and defeated the Spanish Fleet.

U. S. forces occupied the Point the day following Dewey's victory and, except for the three years of Japanese occupation during World War II, we have been there ever since. The peninsula was largely destroyed by bombing in WW II, but has been rebuilt into a combination of naval air and surface craft activities second to none. Today, Navy patrol planes take off and land on what many fliers consider the best U. S. Navy airstrip-seadrome combination overseas.

Primarily a support facility for Fleet aircraft and ships, NavSta Sangley Point, besides being headquarters for COMNAVPHIL, is home port for Patrol Squadron 40, and also houses a Fleet Weather Facility and a U. S. Coast Guard Detachment.

NavBase Subic Bay, 80-odd miles north of Manila, ranks as one of the Navy's biggest ports—big enough, as a matter of fact, to anchor or berth the entire U. S. Seventh Fleet.

Back in 1904, when the Navy first established itself in this area, the installation was known as Naval Station, Olongapo (after the adjacent city of that name). Then, after the liberation of the Philippines in 1945,



**PHILIPPINE Navy officers look on as the commanding officer of Seventh Fleet escort ship checks on course.**

it was re-established as a naval operating base to provide lay-up and repair facilities for ships under the operational control of the Philippine Sea Frontier.

Since then Subic Bay has grown into a 400-million-dollar sea-air complex (including adjoining NAS Cubi Point) capable of furnishing the Fleet with everything it needs. An almost endless stream of supply ships shuttles food, fuel, ammunition and all of the other items the Fleet requires. Most of it is stored at Subic Bay.

Subic Bay's 52,000 acres also contain an extensive Naval Ship Repair Facility; a supply depot; naval magazine; Public Works Center; station hospital; Marine Barracks; a popular Fleet recreation center, and what many Navymen and their dependents call the "Navy's finest overseas housing."

AT CUBI POINT, about five miles across Subic Bay from the Naval Base, Seabees from all over the Pacific began construction on the Naval Air Station in October 1951. To build the station they literally had to move a mountain in one of the largest earth-moving operations ever attempted.

The job involved, among other things, digging, moving, hauling and dumping some 19 million yards of earth and 15 million yards of coral fill, plus dredging a carrier anchorage and seaplane harbor. It required the use of about one million pounds of dynamite, a quarter million yards of concrete, and the laying of two and a half miles of pipe.

The result—the Navy's most advanced base in support of carrier striking forces in the Far East.

NAS Cubi Point was officially commissioned in July 1956. It consists of an 8000-foot runway, a carrier dock, plane parking area and various other base structures. Its missions include support of Fleet reconnaissance, transport and utility aircraft, and support of operations involving ASW, heavy attack and transport planes and carrier air groups.

**TOP VIEW — U. S. Naval Station, Sangley Point, is located on a peninsula which has area of less than 1 square mile.**

**AT EASE — U. S. Navy ships lie in spacious Subic Bay, which could anchor or berth the entire Seventh Fleet.**

NAVAL COMMUNICATIONS STATION, Philippines, located near the fishing barrio of San Miguel, Zambales, some 25 miles north of Subic Bay, is the newest of the Navy's installations in the Philippines.

It opened for business in January 1958, replacing the communications facility at Sangley Point. It was redesignated NAVCOMMSTA Philippines in June 1961.

NAVCOMMSTA Philippines' primary mission is to provide communications for the Seventh Fleet. In addition, direct point-to-point circuits connect with other military centers in the Philippines and the western Pacific.

The Station also operates communications centers at Subic Bay, Cubi Point, Sangley Point and Tarlac. It encompasses communications facilities at three locations, San Miguel, Mt Santa Rita, and Tarlac. The Tarlac station was opened in the summer of 1962, after a former transmitter facility at Bagobantay was closed.

All of this represents a vast build-up in U. S. naval power in comparison with the relatively small and lightly manned facilities which existed in the Philippines before World War II.

Primarily these were the Cavite Navy Yard; the Naval Hospital, Canacao (the old hospital buildings are now the headquarters of COMNAVPHIL); Naval Station, Subic Bay; and the Naval Communications Facility at Sangley Point. All operated under the command of the Commandant, 16th Naval District, located at Cavite.

Also, for a short time just before the outbreak of the war, the Commander in Chief, U. S. Asiatic Fleet, occupied temporary headquarters in the Port Area in Manila.

Those headquarters, and all other Navy bases, were vacated upon arrival of Japanese occupation forces in January 1942. During the occupation the bases were rehabilitated and used extensively by the Japanese Navy and, as a result, were heavily damaged during the recapture of the islands.

In the months between liberation and V-J Day many new Navy bases were established as required.

They included naval section bases at San Fernando, Iloilo, Cebu and Basilan Island; LORAN stations at Naulo Point, Talampulan Island and Tarumpitao Point; an Acorn unit at Clark Field; naval operating bases at Subic Bay and Tacloban; a submarine base at Subic Bay; supply depots at Tacloban and Subic Bay; Philippines Sea Frontier headquarters at Manila; naval air stations at Sangley Point, Tacloban and Cebu; a boat repair unit at Cavite; a port director's unit at Batangas Bay; PT bases at San Jose and Basilan Island;

**TROPICAL STYLE — Naval Station, Sangley Point, puts out welcome sign over air terminal. *Rt:* Special Services is in hotel business.**

a ship repair facility and naval advance base at Iloilo, and a naval air and section base at Puerta Princesa. Most of these were disestablished shortly after the end of the war.

THUS, THE NAVY'S history in the Philippines breaks down into three distinct segments — the 1898-1941 era, when the Philippines were a U. S. protectorate; the war years, 1942-1945; and the years since 4 Jul 1946, when the Philippines became a free and independent nation.

We have functioned in the Philippines since that date as a partner in mutual defense with the Republic of the Philippines. We maintain our bases there under a lease agreement with that nation. In such a situation, RADM Monroe's job as CINCPACREPPHIL and co-chairman of the Philippines-U. S. Mutual Defense Board is of at least equal importance to his activities and responsibilities as COMNAVPHIL.

As the direct representative of the U. S. Government on the Board (which functions under the Philippines-U. S. Council of Ministers as provided by the Mutual Defense Treaty) RADM Monroe is charged with directing United States efforts toward the goal of that treaty—"to develop and improve, through continuing military cooperation, the common mutual defense of the two sovereign countries."

In the comparatively short period of time since its establishment (May 1958), the Board has played a vital role in maintaining excellent relations between the military forces of the U. S. and the Philippines.

A prime task of the MDB since its inception has been continued planning for the mutual defense of the Philippines—a subject which, as you might well imagine, since the events of World War II, is very close to the Filipino heart.

SOME OTHER notable accomplishments of the Board include:

• Establishment and appointment of Philippine Military Liaison Officers aboard each military base in the Philippines—a move which has proved highly successful as a means to minimize friction between the bases and local civilian officials. Liaison officers are currently assigned to both the Naval Station, Sangley Point, and the Naval Base, Subic Bay.

• Determination of the exact boundaries of U. S. bases in the Philippines.

• Agreement on policies and procedures for explosive ordnance disposal in the Philippines.

• Forming a permanent intelligence committee to brief the Board on potentially important international and local situations.

• Outlining procedures for coordination between the base commander, local law enforcement agencies and the Philippine Constabulary in problems involving military security.

• Approval of working arrangements for cooperative search and rescue efforts in the Philippines area.

That sums up much of the present, and a little of the past, of the Navy story in the Philippines.

Threats to, and actual assaults upon, peace are an old story to the South China Sea. But we can take comfort in the knowledge that as long as the Seventh Fleet can continue to rely upon our bastions in the Republic of the Philippines for an important part of its muscle, we figure to be in pretty good shape.

—Jerry McConnell, JO1, USN.

STRUCTURES at U. S. naval activities in the Philippines range from quonset huts (above) to modern buildings such as one shown below.

AIRCRAFT TRAFFIC at the Naval Station, Sangley Point, is directed from tower (above). Below is one of Sangley Point's new buildings.

TIED UP — *USS Ranger* (CVA 61) and other Pacific Fleet ships rest alongside piers at Yokosuka Naval Base, Japan.

# U.S. Naval Forces, Japan

THERE ARE FEW Pacific Fleet sailors who are not at one time or another privileged to see snow-capped Mount Fuji and experience the hospitality of the Japanese people.

Steaming into the mouth of Tokyo Bay to Yokosuka, where the principal U. S. Navy base in Japan and the Far East is located, a sailor can see Mount Fuji on a clear day. One of the most beautiful mountains in the world, it is regarded as sacred by the Japanese.

And as for the hospitality of the Japanese people, one has only to stay in the country a short time to find that they are polite and friendly, always ready to help a visitor.

But what are the missions of the U. S. Navy in this country which lies 4000 miles across the Pacific, and who is responsible for our Naval forces in that area?

All Naval installations in Japan are under Commander U. S. Naval Forces, Japan. CNFJ is the senior U. S. Navy flag command ashore there. His mission is to act as the Naval representative of the Commander-in-Chief, U. S. Pacific Fleet, in Japan and the Ryukyus. RADM Walter H. Price, USN, assumed this duty in the fall of 1962.

Some of the special tasks involved in his job include supporting Fleet forces, preparing plans for antisubmarine warfare, working with our Military Assistance Advisory Groups in Japan, providing intelligence support, and providing for the protection and security of U. S. Naval Forces and installations within Japan and the Ryukyu Islands.

FLAGS of United States and Japan fly in front of MSTS Western Pacific Area Headquarters at Yokohama.

BESIDES THESE DUTIES, CNFJ is Commander Task Forces 36 and 96. The primary responsibility of Task Force 36 is the active prosecution of all unidentified submarine contacts. In carrying out this responsibility, CTF 36 uses air and surface forces from the Seventh Fleet. Equally important is the responsibility for control and protection of shipping.

CNFJ maintains an operational control room where friendly shipping is tracked and reported to the Movement Report Center in Pearl Harbor. This control room is manned 24 hours a day. It is here that exercises are continually in operation or planning,

to train both surface and air forces in antisubmarine warfare and convoy operations. In addition, coordinated operations are conducted from time to time with the Japanese Maritime Self Defense Force.

CNFJ carries out his responsibilities for search and rescue operations under the CTF 96 title. Emergency calls are frequently received for naval assistance in disasters or distress at sea. When such calls are received, available Seventh Fleet units, both surface and air, operating under CNFJ, provide all possible assistance.

Another of CNFJ's titles is Commander U. S. Naval Component, Japan. Tasks assigned under this title include assisting Commander U. S. Forces, Japan, in providing for the defense of Japan, and assisting him in the conduct of negotiations with the Japanese government, as requested.

SUPPORT OF THE Seventh Fleet is normally the number one task of CNFJ. This includes such services for ships as regular overhauls, restricted availabilities, voyage repairs and emergency repairs.

Logistic support is also provided, which includes Fleet freight handling; disbursing services; transportation and berthing of personnel; materiel support, including petroleum products, fresh provisions and ship's store stock; housing; medical care; mail; and recreational facilities.

Within U. S. Naval Forces, Japan, are: Commanders Fleet Activities, Yokosuka, Sasebo, and Ryukyus; Commander Naval Air Bases, Japan; Naval Security Group Activity, Kami Seya; and Naval Communications Station, Japan. These commands occupy 59 separate facilities covering nearly 60,000 acres with a plant value of 235 million dollars.

**BRONZE IMAGE of Buddha, over 40 feet tall, may be seen by all who visit city of Kamakura, Japan.**

Shipboard sailors are likely to put in at Yokosuka when they first enter Japan. The Yokosuka Naval Base has a lineage that finds its roots in the same year that the Civil War ended in the United States.

Yokosuka was formerly the headquarters of the Japanese Yokosuka Naval District.

Oddly enough, its birth came from a distinctive foreign influence. Admirers of the French style of engineering, the Japanese hired a Frenchman named Verny to plan and execute the construction of this now great base.

By 1907 the base and shipyard had extended to the neighboring town of Taura, three miles distant, and an all-steel battleship had been completed. Its displacement of 20,000 tons made it one of the largest of its kind in the world at the time.

DURING WORLD WAR II, Yokosuka Naval Base expanded its field of activities. Over 40,000 Japanese civilians were employed within the base. The city of Yokosuka grew in proportion to hold this tremendous influx of workers.

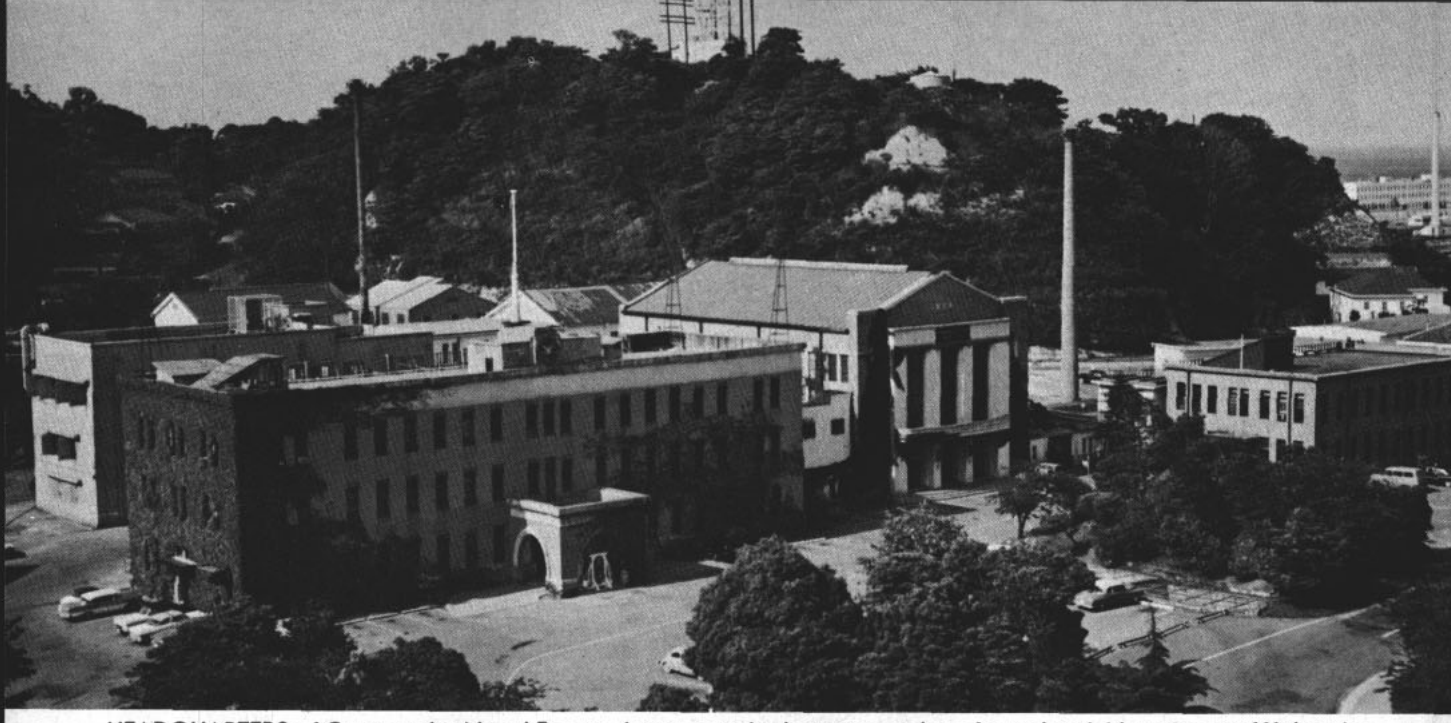
Veteran Japanese workers at the Yokosuka shipyard can recall only one time that the base was subjected to bombing. One (or more) of Doolittle's famous raiders, 18 Apr 1942, hit Drydock Five and a seaplane tender nestling within it.

During the rest of the war, bombings were confined to ships outside the harbor, which prompted a run of rumors among the people in the vicinity: "Move to Yokosuka and be safe. The Americans are sparing it for a future base!"

On 30 Aug 1945, with almost 900 Allied ships in Yokosuka harbor, some 20,000 British and American Marines and sailors landed at Yokosuka.

With the outbreak of the Korean conflict, construction at U. S. Fleet Activities rapidly increased. Ship re-

**JAPANESE FOLK DANCERS perform for Seventh Fleet cruisermen while ship is prepared to get under way at Yokosuka.**



**HEADQUARTERS of Commander Naval Forces, Japan, overlooks vast complex of naval activities at port of Yokosuka.**

pair facilities were activated to meet the demands of the United Nations forces in Korea.

AFTER THE KOREAN fighting ended, U. S. Fleet Activities continued to build, but what it was building was not always as tangible as shops and other structures. It was something much harder to come by—goodwill and mutual understanding of the host country.

U. S. Fleet Activities has made continuous efforts to encourage sports events between Navymen and Japanese. Baseball, football, judo matches, and an annual swimming race around Miura Peninsula round out the sports program.

In addition, the Fleet Activities band has played jointly with Japanese bands during Japanese festivals in the Kanto Plains area.

Some of the major commands under the administrative control of Fleet Activities, Yokosuka are: the Ship Repair Facility, which is equipped to provide docking, overhaul, repair, conversion and activation for all types of Navy, Army, Coast Guard and Military Sea Transportation Service ships.

The facility has six drydocks, the largest of which is capable of handling aircraft carriers of the *Forrestal* class. This drydock, and a similar one in Sasebo, are the only drydocks in the Far East under Navy control capable of handling these large carriers.

The naval Supply Depot, the major Navy supply activity in Japan, procures, stores and issues supplies, spare parts and equipment to all Naval activities and Marine Corps aviation activities in Japan and Okinawa. The depot loads and unloads over 50,000 tons of material each month.

HEADQUARTERS Support Activities is administratively responsible for the Navy men and women assigned to Fleet Activities, Yokosuka, and component commands. It provides services and logistic support to Fleet Activities, Yokosuka. Activities under HSA include the personnel office, ship's store, special services, receiving barracks and station barracks, station mess hall, legal office, housing office, chaplains' offices, and a variety of special services.

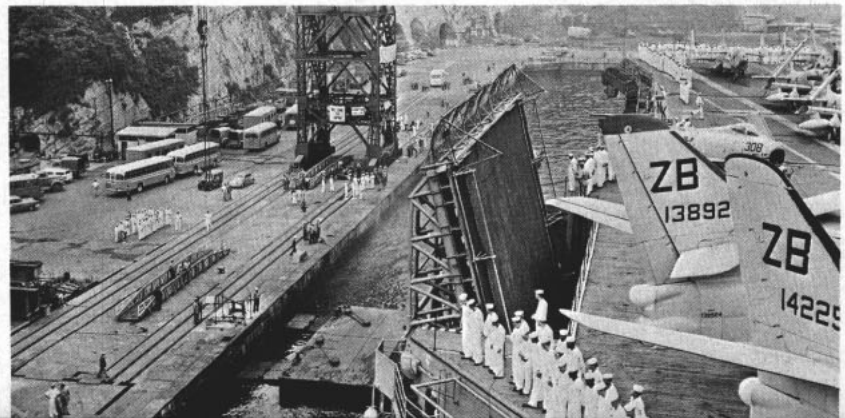
Three clubs are operated for the entertainment and recreation of thousands of Seventh Fleet sailors who visit Yokosuka annually, as well as shore-based personnel of Fleet activities Yokosuka. They are Club Alliance, the largest enlisted men's club in the Western Pacific and one of the largest and most complete in the world; the Windjammer Petty Officers' Club and the CPO Club.

The U. S. Naval Hospital and dental clinic offer complete medical and dental service to Navy men and women and their dependents stationed in the area. The hospital can normally accommodate 325 patients but can be expanded to accommodate over 700 if required.

The Naval Housing Activity, Yokohama, provides community type dependent housing and logistic support for authorized military and civilian personnel stationed in the Yokosuka-Atsugi-Yokohama area. There are 1549 sets of quarters at the activity. In addition to the housing, the activity maintains limited recreational facilities, a Navy exchange, a commissary store, and dependent schools.

THE NAVAL, Ordnance facility receives, stores, issues, maintains

**CARRIERMEN line flight deck of *USS Oriskany* (CVA 34) as the attack aircraft carrier backs towards pier at Naval Base, Yokosuka, Japan.**



and renovates ammunition and explosives. It has $35-40 million worth of ordnance, plus docking and storage facilities. It utilizes cave storage in certain locations.

The Fuji-McNair Maneuver Area comprises approximately 40,000 acres located on the slopes of Mount Fuji. This area is for training Marine elements of the Seventh Fleet. Amphibious vessels normally unload the troops and equipment at Numazu Beach, and from there the Marines travel north by vehicle to Fuji.

The U. S. Naval Communications Station, Japan, has its administrative offices and communication center in Yokosuka. Naval Communications Station, Japan, is a major element of the world-wide U. S. Naval Communications System.

The Marine Barracks, Yokosuka, provides security for Fleet Activities, Yokosuka, and certain outlying areas. To accomplish this mission, about 12 officers and over 200 enlisted Marines are assigned. About the same number of Japanese civil policemen are assigned, along with a sentry dog platoon.

Fleet Activities, Ryukyus, the senior naval command on Okinawa, coordinates logistic support to Fleet units calling at Buckner Bay and Naha. It also maintains and operates a recreation center at White Beach, Buckner Bay. Present facilities consist of officers' and enlisted clubs, a 25-meter swimming pool, softball, baseball and volleyball fields; locker, shower and head building; a four-lane bowling alley, and miscellaneous minor facilities. Commander Fleet Activities, Ryukyus also maintains liaison with other military services in Okinawa.

The senior naval aviation commander under CNFJ is Commander U. S. Naval Air Bases, Japan, with headquarters at the Atsugi Naval Air Station. He is charged with exercising military command and coordination control of the Naval air activities in Japan.

NOW A LOOK at the personnel picture. The average population totals within the Naval Forces, Japan, area are in the neighborhood of 12,500 Navy and Marine personnel, 10,500 dependents, and 17,000 Japanese employees. These figures include dependents of Seventh Fleet Navymen whose ships are homeported in Japan.

Although CNFJ has the responsibility of providing logistic support to forces afloat in the area, it should be pointed out that primary logistic support of the Seventh Fleet is provided by Commander Service Squadron Three through the use of mobile logistic support ships, such as repair ships, tenders, stores ships, ammunition ships and oilers. Using this mobile support, the Seventh Fleet (see page 16) is capable of sustained operations in any area of the Far East for an extended period of time.

A portion of Seventh Fleet units, including two Marine Air Groups, one Navy Air Wing, and one Mine Flotilla, are homeported in Japan.

Commander Seventh Fleet's flagship, the guided missile cruiser USS *Providence* (CLG 6), also is homeported in Japan.

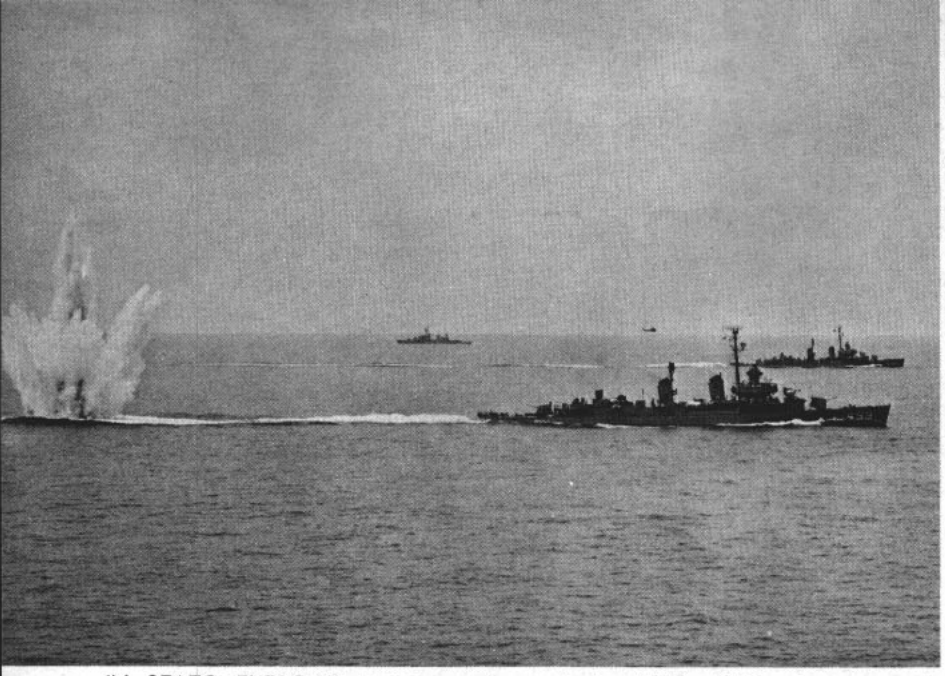
In summary, U. S. Naval Forces, Japan, are in the western Pacific to honor our numerous treaty commitments, to assist in the defense of our allies in the area, and to improve their capabilities to defend themselves and carry their share of the free world effort.

—Jim Lewis, JO2, USN.

**BEHIND THESE GATES lies U. S. Fleet Activities, Yokosuka, Japan. *Below:* Navy musician shows Sasebo youngster how to hold trumpet.**

**FIRED UP — Pacific Fleet sailor gets a light from helpful Japanese in Tokyo. *Below:* "Hello Nippon" says greeting on deck of Yorktown.**

# SEATO



IN SEATO EXERCISE destroyers demonstrate ASW off the Luzon coast.

ON BANGKOK'S Rajadamnern Avenue, there is a white-gabled building with a portico supported by pillars reminiscent of the smokestacks on a Mississippi River steamboat. Above the portico fly the flags of the eight member nations of the Southeast Asia Treaty Organization.

Its enemies say it is a paper tiger. Its friends say it will help prevent aggression, halt subversion and strengthen the bonds of sympathy and understanding among its members.

On one point, almost everybody agrees. SEATO is an organization the like of which has rarely, if ever, been seen before.

Unlike the North Atlantic Treaty Organization, SEATO has no standing armed forces of its own and nc uniformity of weapons.

Although its name invokes Southeast Asia, only three of its eight members—Pakistan, Thailand and the Philippines—are Asian nations. Australia and New Zealand have a vital interest in the defense of Southeast Asia and three—the United States, France and the United Kingdom are, geographically, far removed.

A purely defensive alliance, SEATO resulted from the widespread subversion and attempts to overthrow existing Asian governments which began during World War II and continued in the postwar years. Local communist movements which had made little headway before the war were able to identify themselves with local resistance and liberation movements which arose from the nationalistic fervor which swept through Asia during and immediately following the war.

There communist forces often eliminated elements which would not cooperate with them and resorted to armed revolt against their own countries after independence was gained.

A NEWLY INDEPENDENT country has rough enough going in this day and age without being gnawed at by subversive elements from within and nibbled by aggression from outside its borders.

The United Nations was able to come to the aid of one Asian nation which fell heir to such troubles. The security council, taking advantage of a Soviet boycott of the session, voted military aid to the Republic of Korea when it fell victim to communist aggression.

However, when Thailand requested a team of UN peace observers to report on developments along its border with Laos, where communist forces from North Vietnam were threatening Thai security, the Soviet Union did not repeat its faux pas and promptly vetoed the proposal.

SHIPS OF SEATO rendevous in the South China Sea for replenishment.

Thailand invoked Article 51 of the United Nations Charter, which authorizes collective defense arrangements. The United States also saw the need for such measures, noting that arrangements for collective defense should be made in advance of aggression, not after it is underway.

So it was, with this purpose of defense against armed attack and subversion in mind, the Southeast Asia Treaty alliance was organized in 1954.

At the top of the SEATO organizational structure is the Council of Ministers, which has two arms. The civil arm is represented by the Secretariat-General; the military arm by the Military Planning Office.

Council members keep an eye on the political situation in Southeast Asia, and if there is a threat, either military or non-military, they discuss what can be done about it.

At their meetings, they also take stock of their past work, as well as programs which they have just begun or are contemplating.

The Secretariat-General supports and coordinates activities in the fields of cultural relations, economic services, public information, research and security—but more of this later.

The military activities of SEATO are directed by a council of military advisers who are all high-ranking officers at chief of staff or theater command level.

The military advisers work to standardize service procedures among the armed forces. Each member nation is represented in the military planning office by a senior planner. Collectively they form a committee which negotiates initial agreement on all military matters and does the day-to-day planning work.

SEATO's planners concluded that the organization should rely primarily on mobile striking power combining the land, sea and air forces of its member nations.

TO COORDINATE its power, SEATO has conducted a number of exercises. They began as simple demonstrations of coordinated movement

# Stands for Collective Defense

and developed into complicated operations requiring considerable skill, power and effectiveness.

Language difficulties and trouble arising from technical operational differences have had to be solved, as have difficulties arising from putting various armed forces under a single command.

Hard work, however, has borne fruit, for SEATO exercises have reached a stage where tactical working coordination has been achieved.

SEATO exercises have followed three general lines of development: Maritime involving sea and air forces; air-ground in which air units give support to Army units deployed in the field; and sea-land, involving support of land operations by naval forces.

Under various mutual aid programs, commissioned and non-commissioned officers have attended schools in other SEATO countries. In addition, various training missions and advisory groups have been exchanged to build a pool of specialists trained to use modern equipment.

The end result is that the SEATO countries are creating more effective armed forces than they could have achieved individually.

SEATO not only seeks security through military unity but carries its activities over into economic, social and cultural affairs.

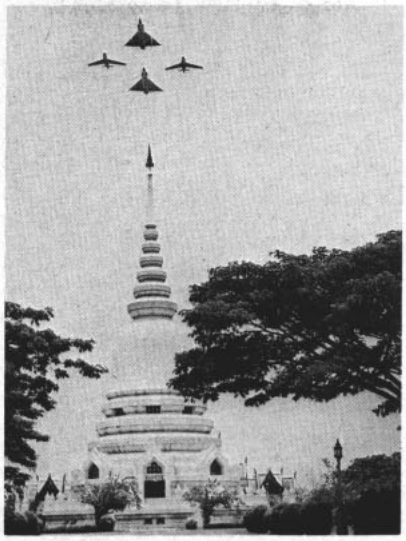
ALL SEATO countries, except France, are members of the Colombo Plan for economic development. The United States has a program of massive capital and technical aid for southeast Asia, and France has its own programs of technical assistance in southeast Asia.

SEATO studies the economic impact of defense efforts on its members' economies and looks into bottlenecks in defense production.

It also casts an inquisitive eye on problem areas and social groups which are economically weak and susceptible to communist subversion.

By collective study of these matters, member governments are assisted in carrying out their obligations under the treaty.

Several schools have been organized as a result of SEATO efforts. For instance—a graduate school of



**SEATO AIRPOWER — Planes of the U. S. and Thailand fly over Bangkok.**

engineering has been established at Bangkok and the Skilled Labor Program for the Asian member nations has been instituted.

The graduate school of engineering offers courses in civil engineering with hydraulics as a major. Students can obtain a master's degree from the school in two years.

Factory work schools, teacher training schools and modern industrial schools have also been established. Through education, the southeast Asian nations hope to become somewhat industrialized—not only to supplement their largely agricultural economies but to strengthen their defensive capabilities as SEATO members.

A cholera research program, largely financed and staffed by the United States, and aimed at the eventual elimination of cholera, has been undertaken.

FOR CENTURIES, cholera has been the scourge of Asia. Its elimination would be a tremendous boost to all Asian nations.

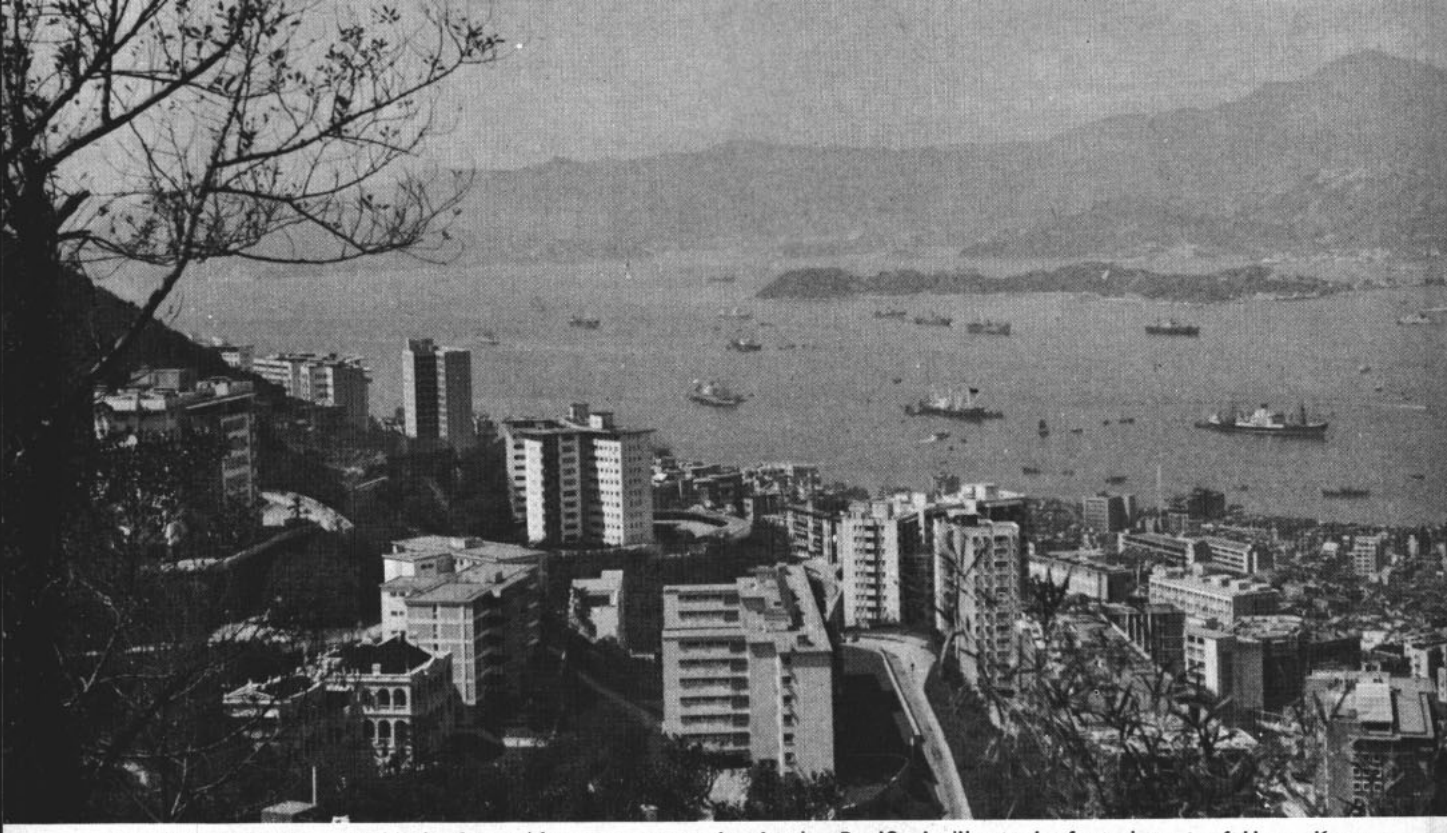
Laboratories have been established to work on vaccines and make clinical, physiological, and cholera susceptibility studies.

In addition, laboratories at the University of Chicago, Jefferson Medical College and the University of Pittsburgh have undertaken studies for which the laboratories in southeast Asia are not equipped.

On the cultural side of SEATO, a move is underway to create a better understanding among member countries by encouraging them to spread knowledge and appreciation of the attitudes and activities of their peoples' history, culture and achievements. Cultural exchanges between SEATO countries are being promoted. SEATO governments are also working to make their people aware of their own problems in relationship to those of the modern world.

—Robert Neil.

**TIME OUT — U. S. Navymen tour the Royal Palace grounds in Bangkok.**



HARBOR SIGHTS — Highlight for a Navyman on cruise in the Pacific is liberty in famed port of Hong Kong.

# Liberty in Hong Kong

FOR A NAVYMAN today, liberty in Hong Kong is one of the high spots of a traveling career. It has lots to offer, combining the attractions of a westernized cosmopolitan center with the allure of the Orient. And it is a crossroads of the world.

However, if your ship had entered the harbor about a century and a quarter ago, you would have found only an abundance of rock, salt water and pirates.

Lord Palmerston, a mid-19th Century British Foreign Secretary, allegedly once remarked, "It seems obvious that Hong Kong will not be the mart of trade." Lord Palmerston hasn't seen it lately.

Hong Kong today is a colony of Great Britain consisting of three main areas. They are the island of Hong Kong (acquired in 1841), the Kowloon Peninsula (ceded in 1860), and the New Territories (leased from China in 1898 for a period of 99 years). Hong Kong Island is about 35 square miles, Kowloon is three square miles and the New Territories, a rural area of about 350 square miles.

It has a teeming population of more than 3,000,000 people—one of the most densely populated areas in the world—primarily Chinese, many of whom escaped to Hong Kong after the communist occupation of the mainland. Among the other groups are British, Indians, Portuguese, Americans, and tourists from all points of the globe—because sooner or later, as the saying goes, all tourists pass through Hong Kong.

If you're coming ashore as a member of a liberty party, you'll be landing at Fenwick Pier. This is the right place to start, because there are all kinds of facilities within a short distance to help the visiting Navyman.

You can convert your U. S. dollars into Hong Kong dollars at Fenwick Pier. You can also send telegrams, communicate with the U. S. by telephone, check parcels, have a free cup of coffee and get a bite to eat.

The Servicemen's Guides Association is located at the pier and can do a much better job of showing you the sights of Hong Kong than any guide who is likely to offer his services on the street. (Be wary of street guides, and stick to the Servicemen's Guides Association.)

When you leave Fenwick Pier, you can turn right and walk one block on Gloucester Road to the China Fleet Club.

This is a British Navyman's club, but honorary memberships have been extended to all visiting U. S. Navy Fleet personnel.

In this building, you will find restaurants, bars, lounges, a barber shop, bowling alleys, a theater and a billiard room. You can also get a bunk for about 25 cents a night.

ONE OF THE FEATURES in the China Fleet Club building is the display center of the U. S. Navy Purchasing Branch on the third floor. Making your purchases there will save you considerable long green. This is an official U. S. Navy office set up to handle all official purchasing which the Navy does in Hong Kong, as well as to aid individual servicemen with their personal shopping. For this purpose a display room is maintained. It contains approxi-

mately 1300 items which can be purchased at reduced prices.

Here you will get assistance and reliable information about purchasing silk and cotton goods, brocades, wood carvings, embroideries, cameras, watches, ivoryware, ceramics, carpets, jewels, items manufactured from hardwood and all the other things for which Hong Kong has become a world shopping center.

The average Navyman is not an expert in these items, but at the display room he doesn't have to be, for experts have already selected the merchandise and secured the best price from companies which guarantee their products.

Display room personnel (they're on the third floor, not in the lobby), also have information on customs regulations and know which products need Certificates of Origin.

The Certificates of Origin are required for certain items to insure that they were not made in or brought from Communist China. If you don't have the certificate it may mean that the money you spent is going to promote Communist Chinese efforts against the best interests of the U. S. You lose two ways—because without the certificate certain gifts or purchases will not be permitted entry into the U. S.

ONE MORE POINT to remember—heavy spending of your U. S. dollar overseas works against the present U. S. gold balance. Keep your spending at an intelligent level.

Most Navymen, when they hit Hong Kong, seem to want to take a ride on the Peak Tramway, which takes its passengers from sea level to the top of Victoria Peak.

Another mecca for visiting Navymen is the garden of the Haw-Par Mansion, once occupied by the late Mr. Aw Boon Haw, who made quite a lot of cash manufacturing ointment known as Tiger Balm.

The gardens are now open to the public and are populated by statuary representing all kinds of legendary, fictional, human and animal figures—which, according to some, are to be found in this world and the world beyond.

If you take the right ferry from Hong Kong, you will end up in Kowloon, the City of Nine Dragons.

This has grown from a walled city, in which the last of China's Sung Emperors took refuge from the invading Mongols, to a city with many new luxury hotels, department stores, fine restaurants and theaters.

Kowloon is a place where you can see Chinese opera, eat at elegant hotels, buy almost anything, and generally enjoy yourself.

IF YOU HAVE the time, visit the New Territories. They will give you an idea of rural Chinese life. Here you can see numerous duck farms, where the colony's and much of the world's supply of Peking ducks originates, plus some marvels of agriculture created by Chinese farmers who, through sheer doggedness, have changed the most unpromising land imaginable into productive farms.

The visiting Navyman is sure to enjoy his visit to Hong Kong providing he avoids the following pitfalls:

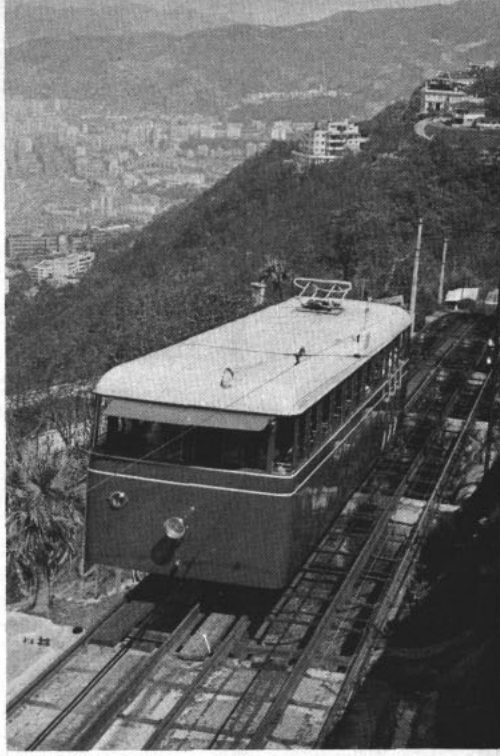
• Beware of the salesman who wants to do you a big favor just because he likes your looks.

• Don't let beggars run away with your heartstrings. They frequently work for syndicates which make begging big business, particularly through child beggars. If you feel charitable, direct your charity toward a reputable organization wise in Hong Kong ways; your charity will be distributed where it will do the most good.

• Watch out for the boys in the back-street shops who tell you a certificate of origin isn't needed for Chinese-type merchandise. They may just be hard up for a sale. Certificates are needed for silk, cotton, brocades, figurines, wood carvings, hardwood manufactures, embroideries, ivoryware, ceramics, carpets, jade, semi-precious stones, jewelry, brassware, furniture, lacquer, porcelain and rugs.

• Also, watch your currency. Most dollar signs in Hong Kong mean Hong Kong dollars, otherwise the price tag would read U. S. $. The entrepreneur who insists the sign means United States currency may be trying to line his purse while emptying yours.

You can have a good time in Hong Kong—and spend very little money doing it. As a starter take the Peak Tram. It's an exciting ride and you'll get a view that is like nothing else anywhere in the world.



**PEAKING OUT — A thrill for Navymen visiting Hong Kong is a ride on tramway to top of Victoria Peak.**

**GARDEN SPOT — Sailors visit the unusual garden at the Haw-Par Mansion.**

# TRAIL TALK

IN THE PRECEDING 63 pages we have tried to give a brief (sometimes, alas, a much too brief) description of major Pacific commands, and other representative units. Perhaps we haven't mentioned your unit or, perhaps in your opinion, haven't given it adequate treatment.

If so, please accept our apologies. We have two reasons for insufficient coverage: 1.) Lack of time and space; 2.) You didn't give us the word. The latter can be rectified. In fact, we have already scheduled other articles on the Pacific for future issues. It would help if you'd forward material, with photos, about your command.

In the coming months you'll see reports on the amphibious forces, Pacific repair ships and other "work horses," the jobs of the oceanographic vessels, and search and rescue aircraft.

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In the preparation of this issue, it became necessary to limit our coverage of the regular items and announcements which directly affect all hands. However, because of the imminent deadline of one event, we feel compelled to use this final bit of space to make one further announcement.

It's time again to submit your cartoons to the Eighth All-Navy Comic Cartoon Contest. The rules are similar to those of the preceding years.

All entries must reach the Chief of Naval Personnel (Attn: Pers G11) by 1 July.

Rules governing the contest were published in BuPers Notice 1700 of 8 Feb 1963. They provide that:

All naval personnel on active duty and their dependents are eligible to submit entries. Comic (gag or situation) cartoons, to be acceptable, must have a Navy theme or background, must be in good taste, and must be suitable for general use. Cartoons must be in black ink on 8-by-10½-inch white paper or illustration board.

You may enter as many cartoons as desired, but each entry must contain the following information and statements securely attached to the back of the entry:

Full name of originator; rate/grade; service/file number; duty station; hometown and hometown newspaper; command recreation fund administrator; a brief statement certifying the cartoon is original; and commanding officer's endorsement forwarded, signed by either the commanding officer or his representative.

Type the following statement and sign—"All claims to the attached entry are waived and I understand the Department of the Navy may use as desired." Signed . . . (Name of contestant).

Dependents should supply appropriate data above and should make this statement: "I am the dependent of (Name, rate, grade, etc.).

Trophies, furnished by the Chief of Naval Personnel, will be forwarded to the respective commanding officers for presentation to the winners of the first five places. The winning cartoons, plus other leading entries, will be published in ALL HANDS magazine and suitable notation will be made in the *Special Services Newsletter*.

All entries submitted will become the property of the Department of the Navy for use as desired and will not be returned.

Good luck.

*The All Hands Staff*

## The United States Navy

**Guardian of our Country**

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

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

**We Serve with Honor**

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

Service to God and Country is our special privilege. We serve with honor.

**The Future of the Navy**

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

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

Never have our opportunities and our responsibilities been greater.

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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: FAN CLUB — Japanese children surround a destroyesman on board *USS McGinty* (DE 365) asking for autographs as the Pacific Fleet ship held open house during goodwill visit to Otaru.**

# THE MAN IN THE FLEET

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