ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

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NOVEMBER 1963

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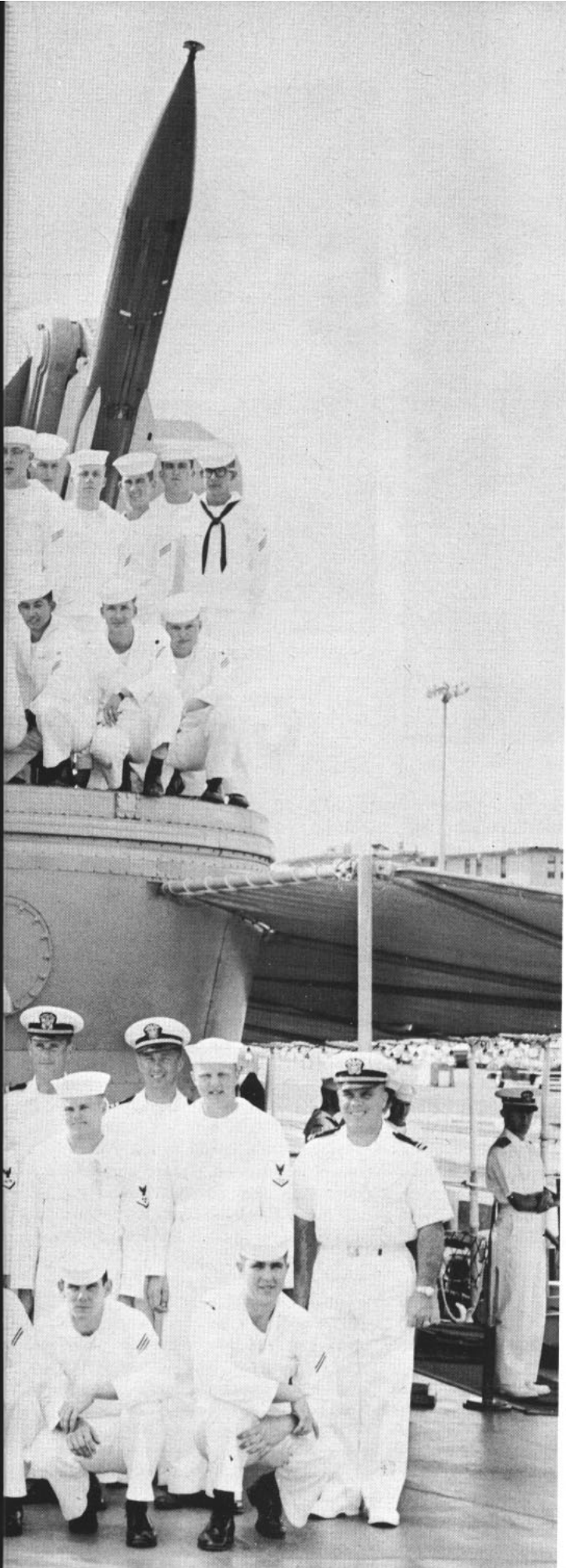

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NOVEMBER 1963 Nav-Pers-O NUMBER 562

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 JOHN W. HIGGINS, Jr., 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: BIG SPLASH — Waves dash high under a cloudy sky as the destroyer USS Sumner (DD 692) is refueled by USS Saratoga (CVA 60) off Florida. Photo was taken from Sara by L. D. Smith, PH2.

• AT LEFT: A GOOD GROUP—Cigar smoke was thick aboard USS Hoel (DDG 13) as 66 enlisted men and seven officers of her crew celebrated promotions. Most of destroyermen moving up pose for photo by launcher.

NIGHT OR DAY when planes are flying greenshirts are on flight deck.

STEAMING UP—An F8 is launched.

GREEN

"GREEN SHIRT" is slang for the men who operate the catapults and arresting gear aboard aircraft carriers. Usually identified by green jerseys during flight operations, they have a large degree of control over the pilot and his aircraft during the two most crucial stages of a mission —landing and launching.

On the aircraft carrier USS *Independence* (CVA 62), as on other carriers, greenshirts spend their working day in an unearthly environment. While they land and launch aircraft they are buffeted by 35-knot winds, the air they breathe is saturated with the smell of jet exhaust, stack dust and the live steam that escapes from the catapults.

Under these conditions *Independence* greenshirts assigned to the number one catapult have launched 20,000 aircraft.

A greenshirt's clothes conform to his alien surroundings. He wears high-topped flight deck shoes, designed not to slide on the oil-slick flight deck. Goggles protect his eyes. His ears are covered by hard rubber earmuffs that keep out the sound of engines. A skull cap—green, like his jersey, for easy identification—fastens under his chin. This is a necessity.

His is not a comfortable job. During flight operations he is lucky to average two hours a night in his bunk. He spends much time on the "roof," his term for the flight deck. The below-decks catapult crew often work in compartments with temperatures reaching 130 degrees.

Though working conditions are not the best, the greenshirt's job is exciting and always filled with responsibility. On *Independence,* 17 positions must be manned on each of the four steam catapults before aircraft can be launched.

The greenshirt has a language of his own—not a language of words, useless over the sound of jet engines, but a language of hand signals in the daylight hours and luminescent wands at night.

The V-2 division on USS *Independence* consists of 121 greenshirts and five officers. Most of the enlisted men are of the ABE rating (Aviation Boatswain's Mate—Launching and Recovery Equipment). Although V-2 is primarily responsible for the launching and recovery of aircraft, greenshirts may also operate the Fresnel Optical Landing System, the SPN 12 aircraft approach radar and the new Pilot Landing Aid Television.

A GREENSHIRT'S DAY may begin at a moment's notice. At 0300 an unidentified aircraft is spotted on the radar; an exercise has begun. The entire Air Department springs into action. The greenshirts are required to have one cat ready to go at any time; the others are quickly manned. Combat Air Patrol (CAP) pilots have been standing by; now they cross the dark flight deck to their aircraft.

High on the island primary flight control is manned. "Start engines," commands the air boss over the bull horn. Electric starter cables are plugged into the undersides of the F4B *Phantom II* go-birds. The jet engines whine, then roar as the fuel ignites.

The carrier's bow is swung into the wind. A 20-knot breeze whips across the flight deck, but it is not enough; 35 knots are needed for the launch. On the bridge the OOD makes up the difference by increasing speed.

A yellow-shirted taxi director clicks

A DARK SHOT—Catapult and arresting gear crews work many late-night hours launching and recovering aircraft.

SHIRTS ON THE 'ROOF'

on his two amber flashlight wands. Holding them over his head he attracts the attention of the pilot scheduled for the first launch. The flight deck crew knocks off the chain tie-downs that had attached the *Phantom's* struts to the deck.

The *Phantom* lurches forward, following the director's instructions. "Spread wings. Come forward. Stop. Easy right. Easy."

The pilot guides his aircraft into position over the shuttle of the starboard catapult.

Two V-2 greenshirts roll under the tail and attach a holdback fitting with the all-important tension bar that will restrain the aircraft against the 17-ton thrust and will break only as the catapult is fired.

"Inflate struts. Flaps down. Easy forward." The holdback becomes taut. Countdown lights click off, 4-3-2 to go. A deflector is raised behind the *Phantom* to protect the flight deck crew from the jet blast.

THE CATAPULT OFFICER instructs the deck-edge catapult operator to set 530 PSI steam pressure. The pressure checker concurs and the word is passed to the console operator. The bridle breaking pressure is set. It's almost takeoff time.

Bridle runners and the Van Zelm spotter crouch in the catwalk forward. A television camera zooms in on the hook-up crew as one countdown light remains. The flight deck director swings his amber wand to command, "Tension up." The hook-up men raise the 190-pound bridle and attach it to the tow hooks on the underside of the *Phantom*. The other end of the bridle is attached to the catapult shuttle that will pull the aircraft down the deck at 140 knots and hurl it off the bow.

Below decks the console operator has manipulated the controls to put the catapult in first ready condition and has brought up proper steam pressure. He cross-checks for accuracy. A recorder jots down important information. The water brake operator monitors the braking device that will stop the two pistons and shuttle assembly when it reaches the end of

LAUNCH TIME — The catapult officer gives signal to launch F3 *Demon*.

CATAPULT SPECIALISTS, known as 'greenshirts,' prepare aircraft for launching from deck of *USS Independence*.

the flight deck on the big flattop.

The deck-edge operator pushes the tension button. The shuttle moves forward and the bridle draws tight. The nose of the aircraft is pulled down as though the plane is eager to be gone.

The catapult officer takes position between the two forward cats. He holds up a green wand and the pilot pushes his throttle to full power. Greenshirts scurry away from the aircraft, jumping into the catwalks or joining the cat officer in the center of the deck.

THE PILOT SWITCHES on his running lights—his signal that he is ready. The catapult officer hesitates, swings his green wand toward the bow and down, touching the deck. Deck edge pushes the red fire button; the holdback breaks. The shuttle races down the deck, pulling the *Phantom* after it. The bridle cracks the forward end of the flight deck as the *Phantom* passes.

The pilot elevates the nose. The *Phantom's* afterburner dips toward the water. Wingtips wiggle slightly. The *Phantom* is airborne and climbing.

No one watches the departing aircraft, except the sleepy-eyed blackshoes on vulture's row. The plane director is signaling the second *Phantom* across the lowered blast shield and into launch position over the shuttle. Greenshirts are hurrying back from their protected places to attach the bridle.

Finally the last of the four *Phantoms* is launched, bringing sudden silence to the darkened flight deck.

"Launch complete," says the bull horn, somewhat anticlimactically.

THE CATAPULT crew's job is over for a while. Many of them curl up on hot decks or in the catwalks to try to salvage what is left of their night. Others must check and make minor repairs to their gear.

Now activity is beginning on the after end of the canted deck. Tractors are hooked to the unlaunched aircraft and they are pulled forward to clear the landing area. The action is coordinated by yellow-shirted plane directors who give commands with shouts and police whistles.

The sun is coming up as the last aircraft are moved off the angled deck. It will not be a night recovery. The arresting crew is busy checking and rechecking the four arresting cables that are strung across the after edge of the deck about 30 feet apart. The returning CAP pilots will attempt to catch the third wire with their tail hooks.

"Stand by to recover aircraft," bellows the bull horn. This is not news to the flight deck crew—they have been watching the red and green running lights of the returning CAP for some time.

The four CAP planes pass starboard of the island, their tailhooks lowered. They have broken formation and are moving into the landing pattern, one at a time. "First aircraft at the ninety," announces the air boss when the first *Phantom* has ninety degrees more to turn for final line-up. Unnecessary personnel move away from the angle deck, going below or to the protected

HEAVY TRAFFIC — Flight deck is busy place during flight operations.

INDEPENDENCE'S CO congratulates pilot of 20,000th launching from No. 1 catapult while V-2 greenshirts look on.

spot forward of the island.

A red light blinks near the top of the island. The ship is not yet ready to recover. Arresting wire tension is checked again. The Fresnel lens optical landing system is turned on —this device will guide the pilot down the glide slope and safely into the wires at the end of the angle deck.

The *Phantom* reaches a position aft of the ship. It levels its wings and begins its final approach to the flight deck. "Heads up, F4B in the groove." The red blinking light changes to green.

The pilot lines up the blob of light in the landing system with a row of green lights. If these are kept aligned, he is on the proper glide slope and will land his aircraft perfectly. But the carrier wallows in a trough. The *Phantom* goes high. The tailhook skims over the wires, not catching. The pilot rams the throttle forward to 100 per cent power. The engines roar, the *Phantom* shoots off the angle deck and is airborne again, ready to give it another try.

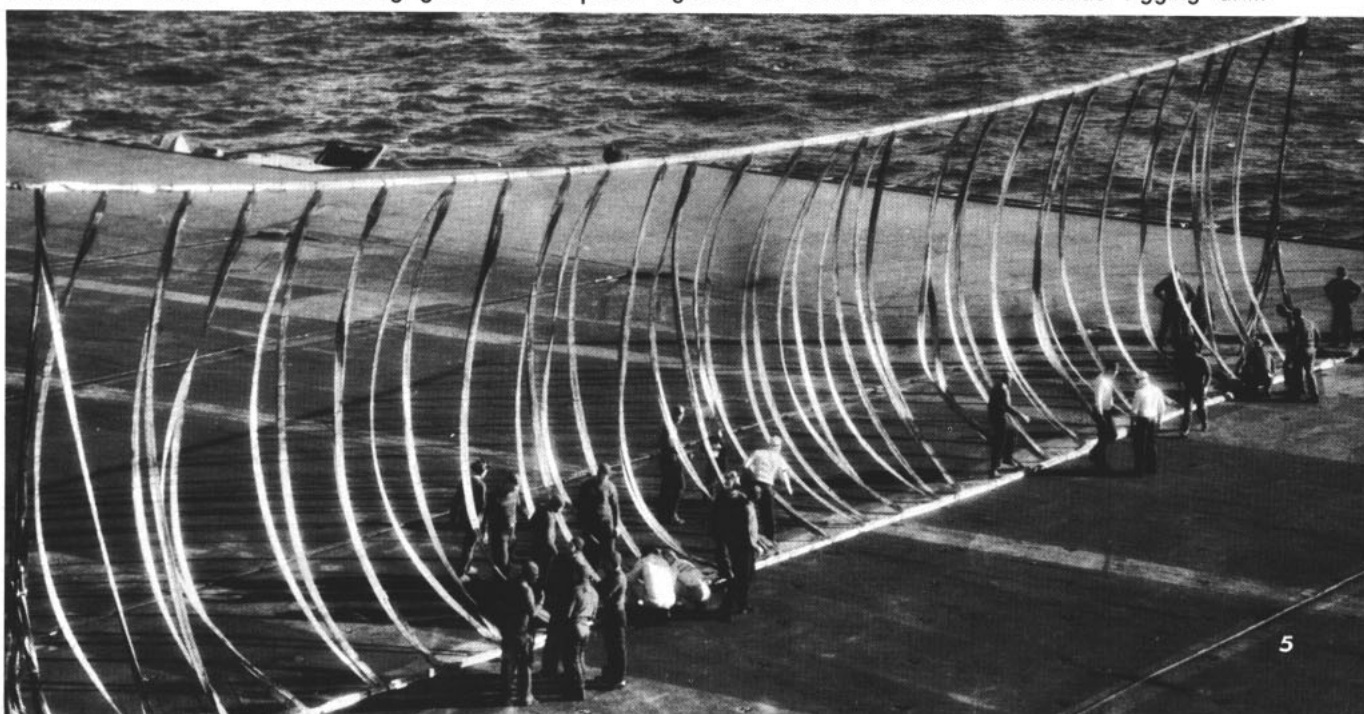
The second aircraft follows in the groove. It crosses the round-down, and the lowered hook catches the number two wire. The *Phantom* comes to a halt.

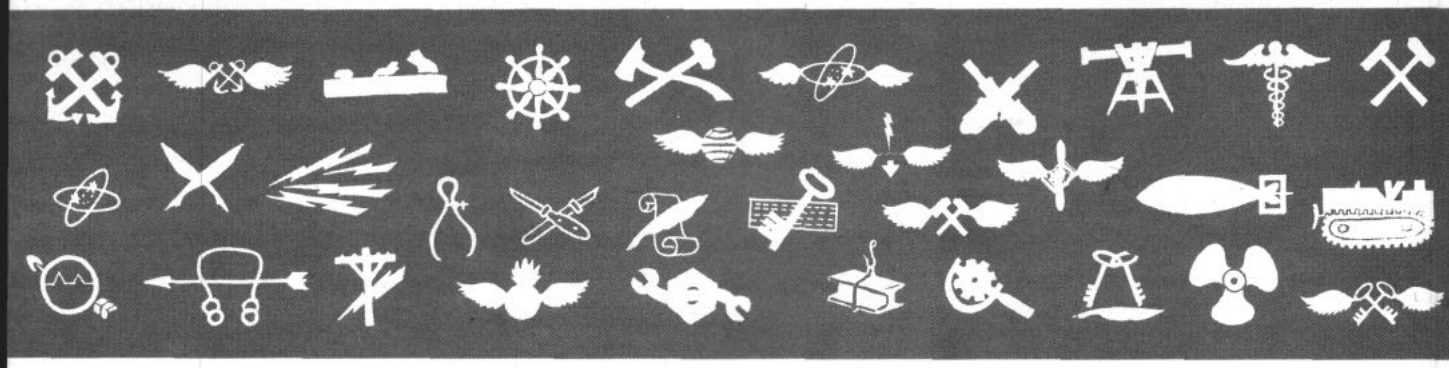
A Yellowshirt motions the pilot forward. While the *Phantom* folds his wings and taxis toward the pack on the bow, the cable is sucked back into the deck.

The red light had been flashing while the *Phantom* was in the wire but, as it crosses the line that marks the danger zone, the light is changed again to green. Another aircraft lines up aft of the ship.

"Last aircraft on deck. Recovery complete," announces the air boss when the last *Phantom* is in the wire. But the day is just beginning for the greenshirts—and for the rest of the flight deck crew. Tractors are hooked to the aircraft in the pack on the bow, and the flight deck crew begin to pull them aft. Aircraft with mechanical troubles are sent down the elevators to the hangar deck. Repaired aircraft are sent up to the flight deck. Another launch will commence in 20 minutes, then recovery, then launch again until flight quarters are secured. Maybe tonight. Or maybe tomorrow.

PLANE-LIFE SAVER — An arresting gear crew is pitted against the clock in aircraft barricade rigging drill.





This Is How a Rating

SINCE THE EARLY DAYS when sailors wore tar-coated pigtails – down through the years when frigates first sailed rail-to-rail with a budding fleet of steam warships–and on into the era of supersonics and nucleonics, few jobs in the Navy have remained the same for very long. A good indication of this is in the changing job structure of the naval establishment.

The U. S. Navyman knows that different ship designs, new weapons systems and changing methods of naval warfare will affect the work he does. Sometimes they will necessitate an entirely new job–and a new rating.

How does the Navy go about creating a new rating?

About two years ago, the Chief of Naval Personnel announced the creation of an Aviation Antisubmarine Warfare Technician (AX) general rating to replace the Sonarman, Airborne (SOA), and Aviation Electronics Technician, Antisubmarine Warfare (ATS) service ratings. Here are some of the steps involved.

The new rating of AX includes all the maintenance functions of airborne sonar, magnetic airborne detection, electronic countermeasures and other airborne ASW detection equipment which had been handled by the SOA and ATS ratings in helicopters and fixed-wing aircraft.

Such changes don't just pop out of thin air. Based upon need and experience, suggestions may come from commanding officers or may originate in the Bureau of Naval Personnel or with the Secretary of the Navy. Some have developed from ideas of the men in the Fleet who felt the need for, and suggested, a change.

When the need for a new rating manifests itself in any echelon of the Navy, the proposal is submitted to, and considered by, the Permanent Board for Review of the Enlisted Rating Structure, which is a part of the Bureau of Naval Personnel.

The Board has a lot of questions to ask about a proposed rating. It wants to know, for instance, if it is applicable to both a peacetime and wartime Navy without undergoing any basic change in structure during mobilization.

It also asks if the proposed rating provides necessary generalization in the senior pay grades. This is important if broadly qualified and capable senior petty officers are to be readily available.

The Board also wants to know if the rating will serve the forces afloat by providing broad enough coverage. Since only a limited number of men can live on board a ship, the new rating should accomplish all necessary tasks and still not require knowledge and skill beyond the capacity of the enlisted men who fill it.

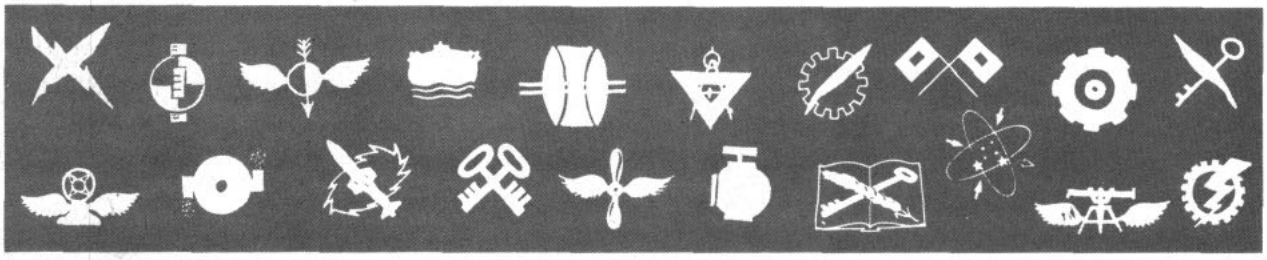
There should also be enough scope in the work of a general rating so that it becomes a family of related jobs. Jobs which require about the same experience, training, techniques, abilities, physical and mental capacities are classified under one rating.

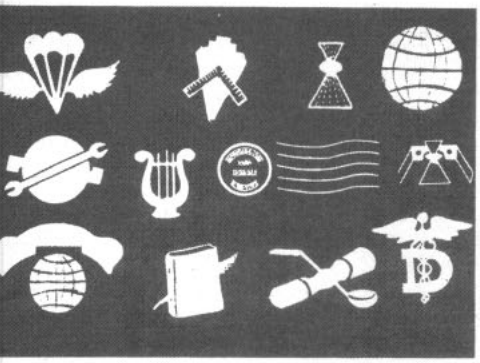
The Board also takes into account whether or not the rating is too complex for the chief petty officer to supervise any job in his rating.

The Board doesn't want to establish a rating unless there are enough men involved to warrant training programs and related administrative responsibilities. Nor does it wish to establish a rating simply for the purpose of ear-marking or designating a highly specialized job skill or special training without meeting other standards.

While considering a new rating, the Board tries to design it so enlisted men can meet the skills and qualifications of their rates and so that the volume of work required is equalized between ratings as far as possible.

Generally speaking, ratings which





Is Born

can't be employed at sea, or at an overseas naval activity, are not considered by the Board. There are exceptions, however, but more of that later.

If emergency ratings are established, they are used only to identify skills which exist in civilian life which the Navy needs during mobilization but not ordinarily during peacetime.

Sometimes, experts may object to the proposed change.

The objection could be based on innumerable considerations: Perhaps the equipments involved are of such widely divergent nature that obtaining men with the range of skills necessary for equipment maintenance would be difficult or impossible. Rather than one new rating, the duties might require two or more existing ratings.

The objection could be based upon exception taken to any of the Permanent Board's conclusions or upon a point not previously considered by the Board.

If the objections to the establishment are overcome with reasonable and solid advantages, the Board turns its attention to the problems which arise more or less as byproducts of change such as alterations in programs involving service school training, reserve training and allowances and complements.

There are also to be considered the changes necessary to personnel records, to advancement exams, rating badges, changes in manuals such as the Navy Enlisted Classifications (NEC) Manual and in statistical compilations.

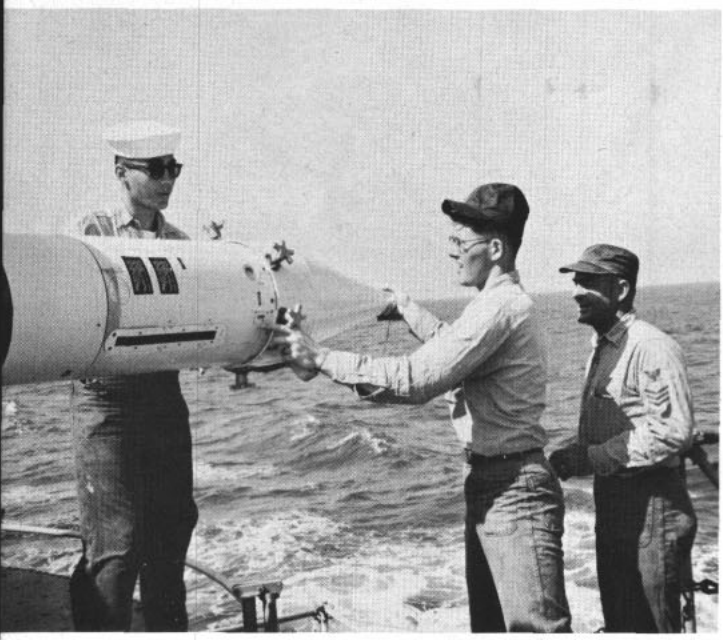
If the evidence presented indicates the new rating is warranted, the Board approves it. It is the Secretary of the Navy, however, who actually authorizes the rating's creation.

The recommendation of the Board is only one wheel which must mesh with many others in the machinery which creates a new Navy rating.

All the byproducts of change will inevitably lead to revision of administrative machinery.

Among the more far reaching changes are the formulation of qualifications for the new rating. This is

AX RATING combined work of other ratings to include maintenance of various airborne detection gear. *Below:* When coal went, so did coal passer rating.



MISSILES AND ATOMS brought changes in Navy jobs and have had influence on today's rating structure.

done at San Diego if the rating involves aircraft. Other rating quals are established at Great Lakes.

After the rating is authorized and quals have been formulated, training manuals for the new rating must be written. Wherever you find a training manual, you will find nearby a correspondence course to help direct the study of the Navymen who go into the new rating.

The most important ingredient in the creation of any new rating is the manpower to fill it. Usually new ratings draw their manpower from a previously established area, the functions of which have been assumed by the new rating. This is the case with AX.

Men with skills related to the new rating are offered retraining. These men act as a core around which the rest of the rating is initially built. The remaining manpower consists of graduates of Class A schools and recruits.

The Permanent Board for Review of the Enlisted Rating Structure usually requires about three months to schedule and hear evidence, then recommend whether or not a new rating should be established.

In an operation which requires the coordination of many people and bureaus, and which will affect large numbers of Navymen and, perhaps, the safety of the nation, changes are not undertaken lightly; nor is the status quo maintained without attempted improvements.

Some new ratings don't meet all the ideal conditions under which the Board would like to establish a rating. The Machine Accountant rating is a case in point. When it was established, there were no sea billets for machine accountants.

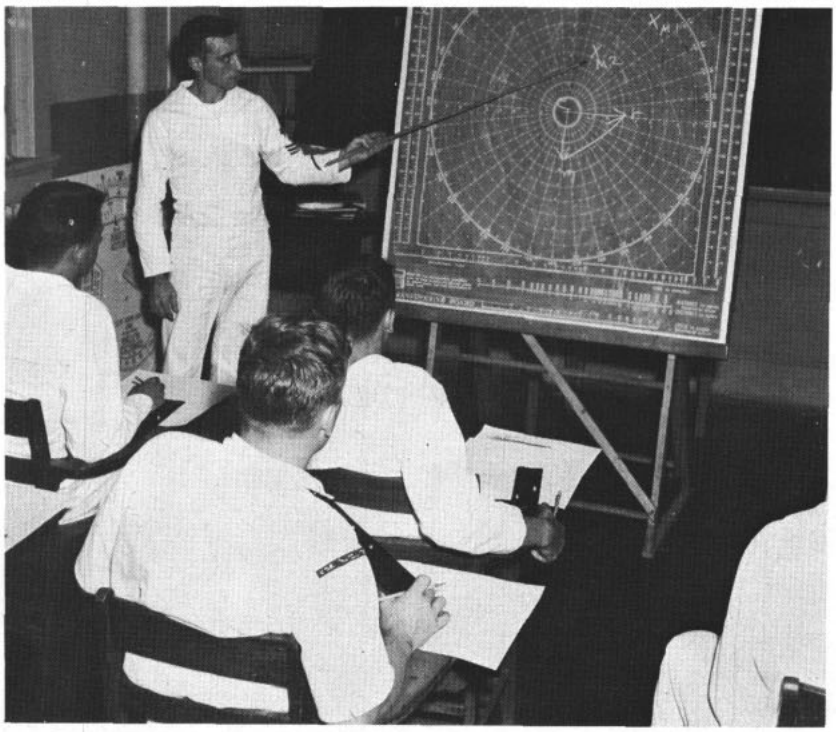
Now, however, there are billets at overseas shore stations and on board ships. If the present trend continues, there will be an increasing number of sea billets for the MA rating.

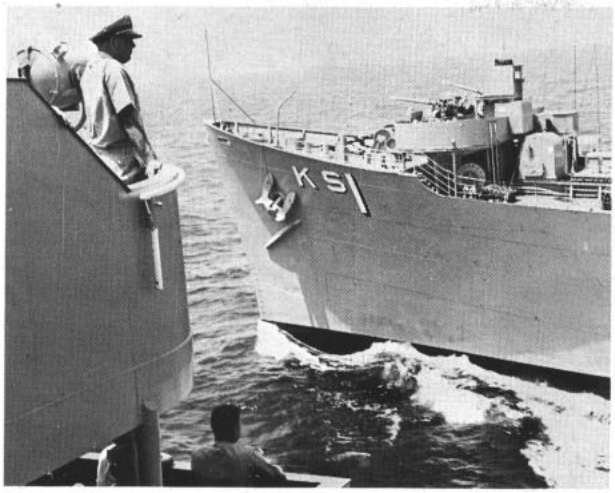
The Permanent Board for Review of the Enlisted Rating Structure approves about 80 per cent of all proposals for change.

Each new rating reflects a changing Navy, as new ratings have done since before sailmakers and landsmen were dropped from the rating structure.

New ratings will continue to reflect change even after there are interplanetary rocket engineers first class and lunar chiefs. —Bob Neil

BEHIND THE BADGE—New ratings call for new training manuals and courses.





Combat Replenishment

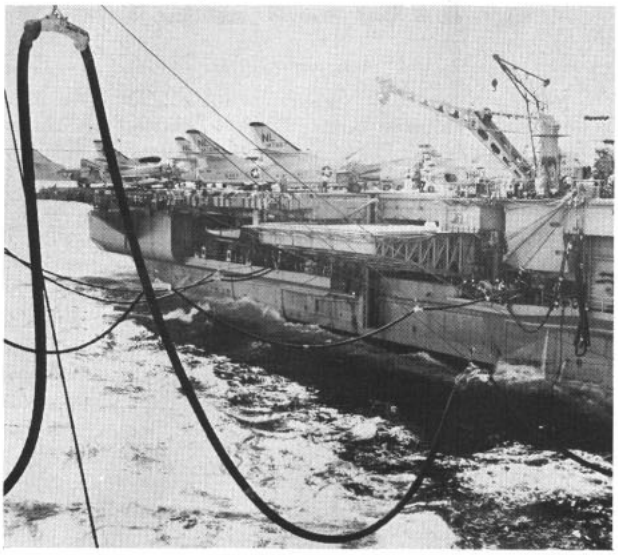
OPERATION TIRE IRON, one of the largest destroyer screen and antisubmarine warfare "combat replenishments" in several years, has been conducted in the western Pacific.

Involved in the exercise were 15,000 men and 30 ships, including replenishment ships, destroyers, submarines, aircraft carriers and a cruiser.

During the final phase of Tire Iron, nine replenishment ships supplied combatant ships with food, fuel, ammunition and stores while 16 destroyers stood guard against U. S. submarines, which had been designated the "enemy" for the exercise.

The operation was designed to demonstrate the readiness and capabilities of the Seventh Fleet and was witnessed by the Secretary of the Navy, who praised the Fleet's job in the western Pacific.

Clockwise from Top Left: (1) USS *Castor* (AKS 1) comes alongside USS *Ponchatoula* (AO 148) to transfer stores. (2) USS *Constellation* (CVA 64) makes approach on *Ponchatoula* to be refueled. (3) Fuel lines connect *Ponchatoula* with *Constellation*. (4) USS *Aludra* (AF 55) steams away from *Ponchatoula* after transferring stores, while USS *Jupiter* (AVS 8) prepares to come alongside the oiler. (5) *Jupiter's* tanks are topped off with fuel from *Ponchatoula*.



CHECK UP—TMs at Advanced Undersea Weapons School test torpedo under the instruction of D. Hodges, TM1.

Undersea Weapons Men

WITH THE RAPID changes taking place in the U. S. Navy, there is hardly a rating that is not, in some way or another, closely connected with the operation or maintenance of electronic devices. The torpedoman rating is certainly no exception.

The torpedoman of three decades ago was a master seaman and mechanic. The present day torpedoman has the accumulated benefit and experience of his predecessor, but he is now a technological sailor in a new Navy.

As with so many other ratings today, a torpedoman can no longer expect to progress from a young striker into a proficient torpedoman with only on-the-job training under his belt.

During the preceding 10 years, weapons have become more and more complex. You hear more about guided missiles today, but the highly sophisticated torpedoes, depth charges and "inner space" missiles of our undersea weapons arsenal have progressed technically—along with the rest of the Navy.

Today's torpedoman must be thoroughly familiar with these intricate weapons, which represent recent advances in electronic, electrical and mechanical engineering. He is responsible for the maintenance and overhaul of these antisubmarine ordnance items.

His challenge is to prepare himself for taking care of the increasingly complex weapons entrusted to his care. Mentally, he must leap from Ohm's Law into the soup of transistor theory and computer logic, with little time to look before he leaps.

TESTING TESTERS—AUW shops are only as reliable as their equipment. Here, L. B. Molnar, ATCA, holds class in calibration of testing gear.

TO ENABLE torpedomen to answer this challenge, the Naval Advanced Undersea Weapons School at Key West, Fla., keeps pace with the weapons development program, and provides extensive training for men in the TM rating.

On a six-acre plot at this southernmost Florida city, 52 instructors at the AUW School, commanded by LCDR J. L. Jensen, Jr., USN, train officers and enlisted personnel of the Navy, as well as certain personnel from foreign allied nations. Classes cover the operation and maintenance of both conventional and nuclear-type weapons.

The AUW School includes Torpedoman Class A school, and also offers 19 courses in Class C instruction. Approximately 400 men grad-

uate each year from TM Class A school, then go on to duty in the surface, air or submarine forces. After this they have the opportunity to return to the AUW School for one or more of the Class C courses.

The 19 Class C courses range in length from one to 11 weeks. They cover specialized training on specific torpedoes, depth bombs and the *Asroc* missile. Training at the Class A level, or a course in basic underwater circuitry is prerequisite for acceptance in Class C school, because students need a basic foundation in electricity and electronics.

As an example of the career pattern of a torpedoman today, let's look at the record of George T. Washington, TMC, USN, who enlisted in the Navy in March 1951. Washington has since served two tours of duty at the U. S. Naval Torpedo Station, Keyport, Wash., and two tours on board USS *Nereus* (AS 17), to which he is now attached. He has completed TM Class A school plus three other courses at AUW School. He studied the Mark 27 torpedo in a course at Keyport; took the Mark 16 course at Fleet ASW School, San Diego, and then went back to Key West for the new advanced underwater circuitry course. He has orders for further training at Naval Ordnance Laboratory, Silver Spring, Md., and civilian industrial training at Akron, Ohio.

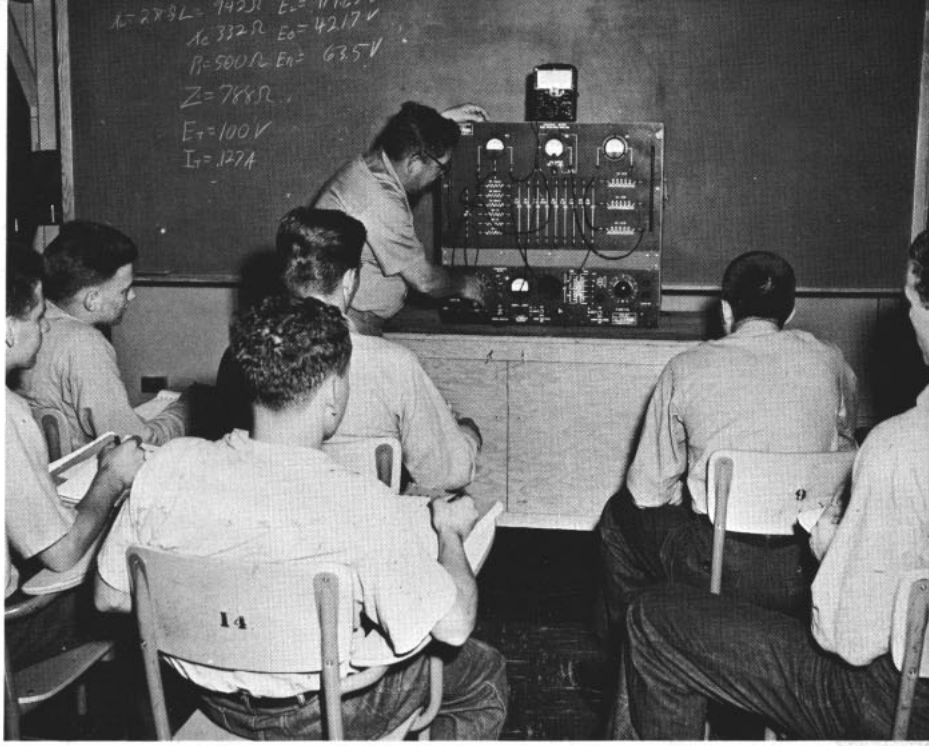
ANOTHER EXAMPLE is Seaman Apprentice John R. Copeman, who recently completed recruit training. Copeman can just about figure his career pattern for the next six years —which demonstrates the essential part played by technical schooling in the TM rating today.

Copeman enlisted as a *Polaris* field candidate. After completion of recruit training, he entered TM Class A school, and while there he extended his enlistment for two years to be eligible for the *Polaris* program. From Class A he was sent to Submarine School, New London, Conn., and after completing this course, he will be assigned to a submarine for duty until qualification. When qualified, he will receive further training in the *Polaris* program at the Nuclear Weapons Training Center, Dam Neck, Va., followed by assignment to a *Polaris* submarine.

The torpedoman of the future will need more than just a basic foundation in electricity and electronics. The AUW School, anticipating this not-too-distant day, recently inaugurated a course in advanced underwater circuitry. This course introduces the TM to transistor theory, computer logic and the complex circuitry of acoustic panels, test equipment, etc.—a giant step from the relative simplicity of earlier torpedoman courses of instruction.

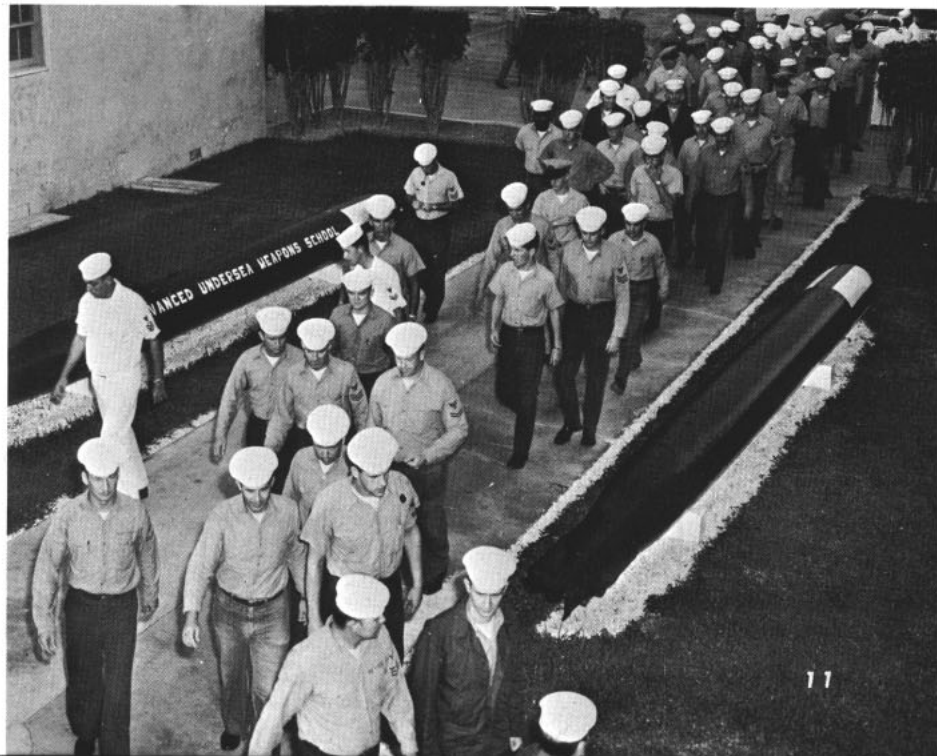
This greater field of knowledge is already a requirement placed on those who will service and maintain the *Subroc* missile when it becomes operational; and who can predict what further advances will be made after *Subroc?*

It is plain to see why the Advanced Underwater Weapons School devotes 50 weeks of each year to instructing torpedomen. The school graduated 900 men in various courses in 1961 and 1300 in 1962. Indications are that this number will reach over 1500 in 1963.



BOOK LEARNING—Circuit demonstration panel is used by C. J. McCully, EMC, during blackboard session on basic electricity for Class A students.

OFF THEY GO—Students leave quarters heading for muster and classes.



SETTING RECORDS—*USS Albany* (CG 10) claims to be the first to fire three guided missiles at the same time.

Here's a Toast to the

ARE YOU RESPONSIBLE for a Navy *most*? Don't be modest about it if you are—you're in fine company. This is the group which can boast a superlative or record-setting claim —anything that's first, fastest, tallest, oldest, highest, lowest, slowest, smallest, "mostest," etc.

For example, have you ever been more than 35,800 feet underwater or flown over 152 miles above earth? Were you a chief petty officer before age 19-and-a-half, or in the Navy before you were three-and-a-half? Did you walk over 48 miles in over 14 feet of snow to enlist in the Navy? Is your name more confusing than Guess?

The same goes for your ship. Is it the sharp-shootingest, the biggest, the most decorated of its class?

If you can answer "yes" to any of the above questions, chances are you can log claim to a *most*.

Some might say, "Who cares if W. T. Door, BMC, holds the all-time record with his 101½-foot toss of a heaving line bearing a one-pound-weight monkey's fist from USS *Piankatank* to USS *Clagamost*?" Well, that's not the right attitude. You *should* care—these fellows have come out on top in the face of unlimited competition, and if you rack up a Navy most, you have done the same. It's in the same category as Section Five liberty.

When ALL HANDS, in an earlier issue, solicited personal, ship, station and squadron claims to record-setting accomplishments and titles, the editorial office was hit by a sustained barrage of letters.

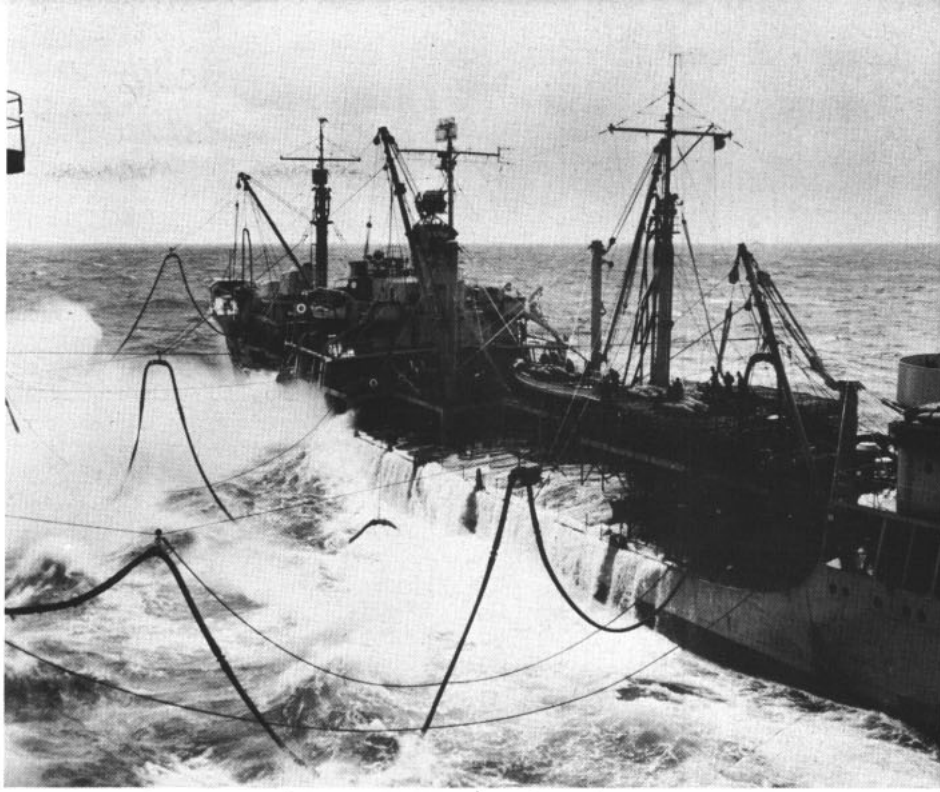
In addition, we've done a little checking on our own, and think we have come up with a substantial—and sometimes impressive—list of deserving *mosts*.

By virtue of the sporting nature of this pastime, any claim made is as much a challenge for anyone to prove it wrong as it is a claim to glory.

ALL HANDS of course can *not* accept ANY responsibility for any claim entered in this round-up. Though most sources are considered completely reliable, allowance must still be made for changing situations, mistakes in figuring, varying details supplied by different "authorities," and so many other pitfalls. Got that? We're reporting claims—not judging or verifying them.

NOW, LET'S TAKE a gander at the *first* comprehensive collection of Navy *mosts* ever completed—and that's a *most*. First, to elaborate on some of the aforementioned claims:

- What could be more confusing than asking a seaman checking into your outfit what his name is—only to receive the answer "Guess?" The answer is *two* seamen checking in, and both saying "Guess." That was the situation when Seamen Billy and Bobby Guess reported into the Tug Office at Mayport, Fla. The two are first cousins from Valdosta, Ga., and have learned to handle such situations gracefully after a chain of incidents, similar to the one above, which sometimes led to admonishments and even to drawing extra details at recruit training for being "wise guys." They therefore claim to have the most confusing name in the Navy.
- Seaman Apprentice Carl Hutchins, stationed on USS *Vance* (DER 387) is claimed to be the shortest man in the Navy. Hutchins' size (five feet even) is such that when he tried to buy cigarettes in the Navy Exchange, he was refused and told he wasn't old enough. And once, according to a report from his ship, he was picked up by a Honolulu truant officer while on daytime liberty. It wasn't until after the truant officer verified Hutchins' story



On *USS Lake Champlain* the Davis barrier was rigged in 59 seconds. *Rt: USS Cimarron* claims longest active service.

Navy's Most

with someone on board *Vance* that he was released.

• Lieutenant Don Walsh's claim as deepest-diving Navyman will be a hard one to equal. Accompanied by Jacques Piccard in the bathyscaph *Trieste*, Walsh rode to the lowest known point in any ocean—some 35,800 feet deep in the Marianas trench, on 23 Jan 1960.

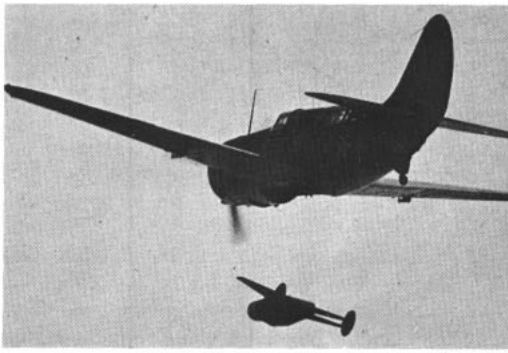
• At the opposite extreme, who in the Navy at present can contest Commander Walter Schirra's altitude record—152.8 miles above the earth's surface? In considering such a feat as Schirra's six orbits of Earth in his space ship *Sigma 7*, it is possible to come up with many mosts. For example, first Navyman to orbit Earth; most miles traveled by a Navyman on a single non-stop mission (160,000); first spaceman to land in the Pacific Ocean, etc., etc. (Remember now, we're only referring to Navymen. Sister services don't count in this contest.)

• Willie L. Foy, CWO-2 (Ret.) claims to have been the youngest chief petty officer in the Navy. He enlisted on 15 Feb 1916 at age 17 years, 14 days. He received his original appointment to chief quartermaster on 1 Oct 1918, when he was 19 years, six months and 27 days old. This evidently beats the claim of David C. Loper, AGCA, who was 20 years, eight months and 10 days old when appointed as chief. Can anyone outdo Foy?

ALONG THE LINES of youthful Navy careers, we can recall one individual that would be hard to match.

• Samuel Barron was his name. He was "on duty" when he was slightly over the ripe age of three—or more accurately, in case someone else vying for youngest Navyman honors is close, he was three years and four months old. Young Sam had been appointed a midshipman on 11 Apr 1812, but nothing in the record indicates that he actually spent a day on active duty until he was eight years old (can anyone beat this?). After that he went on to become a fine naval officer. He fought pirates when he was only 14, sailed in the ship escorting General Lafayette back to France, and made lieutenant after being a midshipman for 15 years (perhaps this is another most). He commanded several warships, guarded Americans in Syria and Liberia, and sailed many seas.

• Then there was a fellow by the name of Louis Rebillet who, we reckon, can justly claim to have



BAT—first Navy missile in combat.

ARRESTED landing record by CVA 42

USS NAUTILUS—first in A-power

CDR SCHIRRA—highest flying Navyman.

walked the farthest to enlist in the Navy. Some years back, he walked 48 miles, through 14 feet of Idaho snow, to enlist in the Naval Reserve. When he was told his duty wouldn't start for several months he walked back to his parents' ranch to wait.

ON THE SERIOUS SIDE, there are other claims which would be tough to challenge because they have to do with certain "firsts" accomplished on the "threshold" of Navy's "technological" era.

Take the claim for biggest warship in the world today. Everyone knows USS *Enterprise* (CVAN 65) —1100 feet long and displacing over 85,000 tons—snags undisputed honors in this category. The main significance here, however, is not merely the size of the ship, but the fact that it is propelled by a nuclear power plant, thus providing the Navy with a giant floating airfield from which the most advanced aircraft weapons systems can operate, and which can sail around the world about 20 times without refueling.

And others, too numerous to list in total, which were accomplished both before and after the era *Enterprise* became seaworthy, include:

• *First Navy missile used in combat:* During World War I the Navy worked on a pilotless plane to be used as a "flying torpedo," but it wasn't until 1936 that the program which turned out the Navy's first really successful radio-controlled, pilotless aircraft was begun. World War II saw the launching of a number of guided missile programs, and in the last year of the war the Navy came up with its first fully automatic guided missile to be used in combat. This was the *Bat*, a glide bomb released by patrol bombers against enemy shipping with considerable effectiveness. The *Bat* was "briefed" on its objective by the mother plane and, after release, could follow a moving target through extensive maneuvers with the aid of its own radar installations. It was responsible for destroying many tons of Japanese merchant and naval shipping during the last year of the war.

• *First ship with radar:* In 1922, while testing plane-to-ground communications in the shortwave bands at Hains Point, Washington, D. C., Dr. Albert Hoyt Taylor and Mr. Leo C. Young noticed that ships moving in the Potomac River distorted the pattern of radio waves, causing a "phase shift" or fluctuating signal. Until then, it had not been known that radio waves could be reflected from small, moving objects, as well as from mountains and other large masses. Dr. R. M. Page of the Naval Research Laboratory was one of the leading figures in the research which followed this discovery, and many of the early radar patent applications were filed in his name.

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

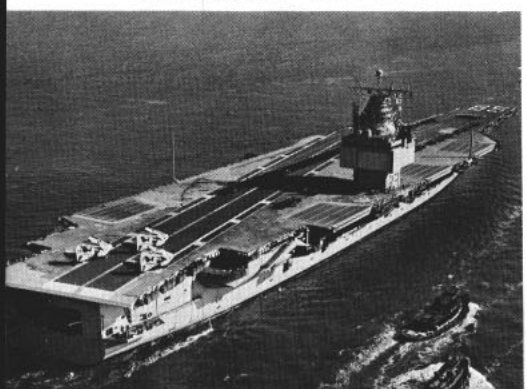
In June 1936 ADM Harold G. Bowen, USN, then Chief of the Bureau of Engineering, directed that plans be made for the installation of a complete set of radar equipment aboard ship. As a result, the old four-stacker, USS *Leary* (DD 158), had the distinction of carrying the first seagoing radar, which was tested successfully in 1937.

• *First operational jet aircraft:* On 7 Jan 1943, development of the first naval aircraft to be equipped with a turbojet engine was initiated with the issuance of a letter of intent for engineering, development, and tooling of two VF airplanes. Two 19-B turbojet engines were later specified and the aircraft was designated XFD-1. It became the prototype for the FH-1 *Phantom* jet. First delivery of production aircraft took place on 23 Jul 1947, to VF-17A at Quonset Point, R. I.

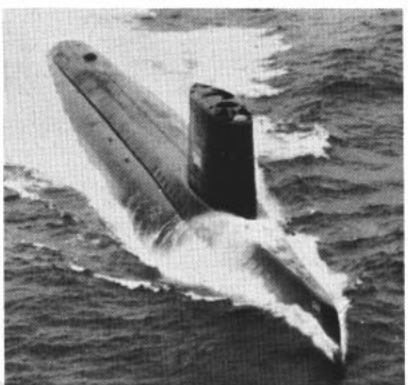
• *First ship to launch carrier-based jet planes for combat:* Carrier-based jet aircraft first went into combat on 3 Jul 1950, when USS *Valley Forge* (now LPH 8), with Air Group Five, launched strikes on airfields, supply lines and transportation facilities in and around Pyongyang, northwest of Seoul, Korea. This was the first combat test for the F9F *Panther*. It was also the occasion for the first Navy kills in aerial combat in Korea, as F9F pilots of VF-51, LTJG L. H. Plog and ENS E. W. Brown shot down two *Yak-9's* on the first strike over Pyongyang.

• *First carrier with an angled deck:* In early 1952 lines were painted on the flight deck of the flush-deck carrier USS *Midway* (CVA 41) to simulate an angled deck pattern. Many tests were then run and evaluations made of this new design concept of the British. The feasibility and merit thus proven, the Navy contracted for USS *Antietam* (CVS 36) to be reconfigured. Conversion took place between September and December 1952, and *Antietam* became our first angled deck carrier. Test operations began on 12 Jan 1953 when the ship's CO, CAPT

USS ENTERPRISE—world's largest warship.



USS TRITON—first submerged world cruise.



USS GEORGE CLYMER—record for APAs.

S. G. Mitchell, USN, landed aboard in an SNJ. (Another British invention adopted by the U. S. Navy was the steam catapult. On 1 Jun 1954, Commander H. J. Jackson, USN, in an S2F-1, was catapulted from USS *Hancock* (CVA 19) in the initial operational test on this side of the Atlantic.)

• *First vessel underway on nuclear power:* A major milestone was passed by the Navy at 1100, 17 Jan 1955, when CDR W. R. Anderson, USN, the first commanding officer of the Navy's first nuclear-powered vessel, sent out the message "underway on nuclear power." USS *Nautilus* (SSN 571) which had been commissioned three months earlier on 30 Sep 1954, thus began racking up record after record for endurance, speed and versatility of submarines. Among these were:

• *First ship to reach and surface at the North Pole.*

• *First ship to transit from the Pacific to the Atlantic Ocean via the North Pole.* This took place between 23 Jul and 11 Aug 1958. *Nautilus* departed from Pearl Harbor with top secret orders, and proceeded under the polar ice cap, through to the Atlantic, and ultimately to Portland, England, on an 8146-mile journey.

• *First guided missile surface ship to deploy with operational missiles:* On 1 Nov 1955 USS *Boston* (CAG 1), the world's first guided missile cruiser, was commissioned at the Philadelphia Naval Shipyard, with CAPT C. B. Martell commanding. Soon afterwards, *Boston* deployed with her arsenal of *Terrier* missiles.

• *First nuclear-powered surface ship in commission:* USS *Long Beach* (CGN 9) is the first U. S. ship to be designed and constructed from the keel up as a cruiser since the end of WW II; the first surface ship to be armed with a main battery of guided missiles and powered by a nuclear engineering plant; and the first nuclear-powered surface fighting ship in the world. *Long Beach* was commissioned on 9 Sep 1961 and was equipped with the latest of everything at the time of her building.

• *First submerged circumnavigation of the world:* USS *Triton* (SSN 586) did her part in demonstrating the effectiveness of the nuclear-powered submarine during the early history of these vessels by following Magellan's route around the world – while submerged. *Triton,* with CAPT Edward L. Beach, USN, in command, actually remained submerged for 83 days, 60 of which were spent in the round-the-world journey. From 24 Feb to 10 May 1960, *Triton* covered 26,723 nautical miles at an average speed of 18 knots. Until another vessel turns in a better effort, this journey also stacks up as the:

• *Fastest round-the-world trip for a Navy vessel;* and

• *Longest voyage without a port or tender visit.*

• *First submarine to deploy with* Polaris *missiles:* Marking another milestone in the Navy's modern history, on 15 Nov 1960 USS *George Washington* (SSBN 598) went "on patrol . . . somewhere in the Atlantic" . . . armed with 16 potent *Polaris* missiles. With the advent of the nuclear-powered, missile-armed submarine came a whole new strategy for global warfare and an unprecedented step forward in deterrent strength.

George Washington was also the first submarine to be named for a man since 1900, when *Holland*—the only other one before *Washington* not to be named for a fish or a sea creature—was christened. The novel concept of a two-crew ship was also born out of the FBM program, and *Washington* was the first to utilize this system with her blue and gold crews.

Significant, too, are two speed records held by Navy planes, for they symbolize the giant steps that have been taken in aviation technology since the birth of naval aviation some 50 years ago. They are:

FLEET ADM NIMITZ—most continuous active service.

• *Fastest aircraft (speed over a straight course):* On 22 Nov 1961 the F-4A (F4H) *Phantom II,* piloted by Lieutenant Colonel Robert B. Robinson, USMC, at Edwards Air Force Base, Calif., flew at a speed of 1606.505 mph to establish a world speed record. The *Phantom* is a carrier-based fighter, capable of nuclear strikes at great distances in all-weather conditions.

• *Fastest helicopter (speed over a three-kilometer course):* On 30 Dec 1961 a Navy SH-3A (HSS-2) *Sea King,* piloted by CDR Patrick L. Sullivan, USN, flew at a speed of 199 mph over a course at Windsor Locks, Conn. The *Sea King* is now operational with ASW units of the Navy.

FORMIDABLE as the above list may be, it barely gives us an insight to the accomplishments the Navy can claim in the fields of electronics, oceanographic research, submarine and amphibious warfare operations, ship design and propulsion systems, and many others.

But from here on, having become familiar with what constitutes a Navy most, let's throw this whole

MALOY—oldest continuously active escort.

USS ESSEX—oldest carrier in active service.

NICHOLAS—oldest continuously active DD.

BROTHER claim aboard USS Independence.

shebang at the feet of the Fleet and see how well it's kicked around.

As a point of departure, it seems appropriate next to name the person who, by virtue of his title of "Navyman with most years of continuous active duty," can be most critical of the claims that follow. ALL HANDS has the privilege of awarding this title to Fleet Admiral Chester W. Nimitz, USN, who apparently has no qualified challengers. FADM Nimitz was born on 24 Feb 1885, and began his career 16 and a half years later, when he entered the Naval Academy as a midshipman. He has been on continuous active duty for the 62 years that have passed since 7 Sep 1901.

Although FADM Nimitz is in a league of his own, there are others who merit mention in this category. The names that have reached us so far include:

- Harry "Pappy" Morris, TMC, USN (Ret.), who tossed in the towel after 55 years of continuous active naval service. Morris joined the Navy when he was 14, in April 1903, and served in 41 different ships. When he retired at age 70 on 1 Feb 1958, Morris was one of the very few men who was still entitled to wear the figure-of-eight knot insignia that identifies a former apprentice boy.
- LCDR Alexander Andrews, USN (Ret.), who enlisted in the Navy in Jan 1896, and decided to call it quits a mere 51 years later (we say facetiously), retiring in December 1946.
- Frank D. Oliva, BTC, USN, who retired in February this year with over 48 years' active duty. After enlisting in 1914, Oliva worked his way up to Chief Water Tender by 1929. He actively participated in the Nicaraguan Campaign and since he could speak Spanish, was selected to go ashore in that Central American country during the elections of 1928. He was sent on horseback to explain the democratic election process to the people who were voting.

Then there was Isaac Fasset, Steerage Steward, USN (Ret.), who —before his death on 27 Feb 1960, at the ripe age of almost 102 years— held the title of "Navyman who drew non-disability retirement pay for the longest period." Fasset's check arrived monthly for nearly 49 years. He retired at the age of 53 on 16 Jan 1911, credited with 30 years of service (his active duty during the war with Spain counted double).

SINCE WE'RE TALKING about people, there are several claims pertaining to "family" representation in the Navy.

Two commands have staked out claims in the broad category of "most sets of brothers in the same command." USS *McCaffery* (DD 860) leads the field so far with recent claims. *Mac*'s crew has seven brothers' combinations. They are R. J. and E. M. Ballew; A. L. and N. E. Edwards; W. H. and J. W. Steele; R. C. and J. W. Merritts; R. A. and A. C. Dumont; P. R. and J. W. Steiner; and R. W., R. D. and J. W. Mummert—a threesome of brothers.

Close second, according to available recent information, is the claim of Helicopter Antisubmarine Squadron Two, which has five sets, including two sets of identical twins. These are Victor and Edgar Jennings; Freeman and Wylie Lawson; Larry and Ronald Edwards; Ronald and Donald Thomas (twins); and Serverino and Lucito Umbay (twins). The last two sets constitute HS-2's right to claim "most sets of identical twins in one command." No other claim has been received to equal this one.

USS *Aldebaran* also has five sets of brothers aboard, representing six per cent of the crew.

For threesome sets of brothers, USS *Independence* (CVA 62) leads the field with two such combinations. They are Robert, Wallace and Paul Parker; and James, Francis and Ralph Tevault.

A little research into this subject, however, produced some information which causes us to doubt that any of these claims can compete for all-time records. In 1952 USS *Princeton* (now LPH 5) had 34 sets of brothers on board, including three sets of twins and one group of four brothers. The same year USS *Boxer* (now LPH 4) had 25 sets of brothers, also including three sets of twins.

Some other "family" claims are taken from the files. In 1956 ALL HANDS made mention of Ernst Schneider, AN, then stationed at NAS Moffett Field, Calif. Ernst and all his nine brothers had served, or were at the time serving, in the Navy. The oldest Schneider brother signed up in 1940, and after that time there was always at least one of the Glenbeulah, Wis., Schneiders on active duty until the nine filed through.

In the same year, seven children of the Moses family of Coxton, Ky., had served, or were serving, in the Navy. At the time there were still two young Moseses left at home, leaving the way open for the family to improve this mark.

NEXT WE EXAMINE the daddy claim of them all—who *was* the man who made CPO fastest?

- The only man claiming this title who has stipulated that he went through all the intermediate rates on the way up is Lewis Rollings, MMCM, a recruiter in Springfield, Mo., who enlisted on 27 Mar 1941

TOP OILER—USS Hassayampa claims the fastest pumping record.

and was appointed chief on 1 Aug 1944—a time lapse of under 40 months.

• For the no-holds-barred claim, however, David C. Loper, AGCA, stationed at NAS Sanford, Fla., says he went from seaman recruit on 22 Jan 1943 to chief on 10 July of that year—in five months, 21 days.

• There is another chief—well-known in the Navy today—who claims the enlisted record for continuous active duty, *still serving*. He is Chief Musician Sid Zeramby, bandmaster at the Naval Training Center, Great Lakes, Ill., who entered the Navy on 14 May 1917 at Boston, Mass., and has been on continuous active duty since then.

• For the man who signed up in the Navy on the longest single enlistment, it is going to be difficult to beat the mark of Harvey Haynes. When he joined, he joined in a big way and for a long time—some 29 years. In his hurry to enlist, he signed his shipping articles without reading them closely. Also in a hurry to accommodate the new recruit, a yeoman in the Dallas recruiting office placed the day-of-the-month in the column listed under years-to-serve. This showed Harvey as one year short of "going for 30."

Whether willing or not, Harvey couldn't legally sign up for that long. His first personnel officer after recruit training forwarded a letter to the Chief of Naval Personnel, requesting that his enlistment be shortened by a quarter of a century.

• For tallies, LTJG Robert Baker, stationed on USS *Vance* (DER 387), is claimed to be the tallest officer in the Navy. He's six feet nine inches tall. We're confident that this claim will come under swift and merciless challenge, but it's the best so far.

DWELLING on personal claims a bit further, it is interesting to note that:

• Betty J. Klock, PN1, claims to be the only PN1 filling an admiral's writer billet—though she neglects to say which admiral she writes for.

• Reese E. Every, YN1, claims he may be the only man in the Navy who needs a custom-made unit marker. He is the only member of the service entitled to wear a COMINDIV 41 unit identification badge on the right sleeve of his jumper. MinDiv 41 is an afloat staff, and the enlisted allowance calls for one SM1 and one YN2. When the SM1 assigned to the staff was recently appointed to chief, Every automatically became eligible for this title.

• Bennett (n) Stallard, believe it or not, claims to have the longest name ever in the Navy. Don't be fooled by outward appearances—this claim does have some substance to it. Little could an unsuspecting yeoman know, when he picked up Stallard's service record that "(n)" stood —not for "none," as is usually the case—but for no less than 27 middle names. Stallard's name appears in the family Bible as: Alexander Morris Gene Saul Ralph Giles Gilbert Motoer Marquis Miles Marion Mayo John Charles James Gordon Bennett Adams Christopher Columbus Elijah Green Eversole Bradley Kincade Robert Jefferson Breckenridge Stallard. From this list of names, Stallard chose "Bennett," and made it easier for everyone concerned.

• For some past unusual names in the Navy, just to open up the category, there has been a Commander Commander, USN; a Constantine A. Navy, USN; an Admiral John Christman, who was an Airman Recruit; and two electrician's mates whose names were Sparks and Watts.

• Again, to open a category, we read from our 1953 files that a LT Fred Mann had, at that time, completed 36 correspondence courses, including eight USAFI, 25 Naval Officer and three Naval War College courses. Surely someone today can beat this.

THERE ARE MANY cases in the Navy where an enlisted man is "in command," but how many enlisted men can claim to have been Governor of an island while on active duty—or at any other time for that matter? Frederick A. Pobst, SKC, may not have been the only one, but he was the first to become "Chief of Chichi Jima." The chief established his headquarters on tiny Chichi Jima in April 1951, the only inhabited island of the Bonin group, situated 550 miles from the mainland of Japan. The island, which was held by the Japanese until the latter part of World War II, was one of those in the Pacific that were administered by the Navy's "island government" program.

RECORD in Antarctic claimed by USS EDISTO.

• Peter Philip, Jr., who was an ICFN in 1961, claims the record for shortest time in qualifying for submarines. He pulled a stunt roughly comparable to completing a four-year college course in 18 months. He qualified in submarines in just two and a half months. The complete criteria for award of a submariner's dolphins are far too lengthy to list here. Briefly, qualification involves gaining a working knowledge of the submerging and surfacing techniques to be followed in any general area of the ship, plus a complete knowledge of every moving part throughout the submarine. Normally, it's a task which requires at least six months.

• Rounding out this section, LTJG Richard I. Taylor, USN, claims the

SEVEN SETS of brothers are serving aboard destroyer USS McCaffery.

CAT MEN—USS Saratoga claims launch record.

distinction of serving as a hurricane hunter longer than anyone else still on active duty. Taylor, who has 17 years of "rough flying" under his belt, joined the first hurricane hunter squadron in 1946, a year after its formation. He was a crew member of the plane which first detected a double-eye hurricane—a storm with one eye within the other.

SO MUCH FOR personal records for the moment. Let's see what the ships have been doing.

A few refueling-at-sea claims have been staked out. One, which has stood since 1953, is "refueling most ships at once." This record is claimed by USS *Manatee* (AO 58), which took on four DDs simultaneously.

For fastest pumping, USS *Hassayampa* (AO 145) pumped an average of 11,426 barrels of oil an hour to USS *Constellation* (CVA 64) while steaming in the China Sea this past April. All lines were rigged and unrigged in 12 minutes.

In a smaller class, USS *Charles P. Cecil* (DDR 835) took on 468 barrels from USS *Allagash* (AO 97), with the complete operation, from the first bolo in hand to the last line cast off, taking 14 minutes, 15 seconds. This took place in the Med during 1962. The ships claim this as a DD refueling speed record.

An offbeat claim in the refueling category is that of USS *Cimarron* (AO 22), which claims to have refueled a ship which had the most in tow during refueling operations. In WESTPAC in 1961 *Cimarron* rendezvoused with USS *Current* (ARS 22) to replenish her with fuel and water. *Current* was two weeks out of Pearl Harbor, en route to Korea with five Army barges in tow. The total length of the tow was approximately 4650 feet. It was necessary for *Current* to maintain a steady course and speed, and for *Cimarron* to make her approach well clear of the tow wire, thus creating an inverted condition with the receiving ship acting as guide and the delivery ship keeping station.

Rigging records are claimed under various stipulations. Some claimants consider the time of approach, some start counting when the first bolo is in hand, and some don't specify what the conditions were. We'll therefore give you the claims as they were received.

USS *John Hood* (DD 655) moved in from 300 yards astern of USS *Lake Champlain* (CVS 39), rigged, and started to receive fuel in five minutes, 25 seconds. *Hood's* crew at the time of this achievement in 1962 was half composed of New York Reservists who had been recalled to active duty.

In 1961, USS *Turner* (DDR 834) rigged both stations to receive fuel from USS *Aucilla* (AO 56) in 105 seconds.

That same year USS *Newport News* (CA 148) approached and rigged, and began receiving fuel from both stations in 4.1 minutes while operating with USS *Nantahala* (AO 60). Both ships were with the Sixth Fleet.

And in 1962, again with the Sixth Fleet, USS *Perry* (DD 844) and *Canisteo* (AO 99) rigged lines and hoses in two minutes, 20 seconds.

THERE'S A BIG battle going on for at-sea replenishment records. A sorting out of all the claims registered leaves us with the following top contenders for undisputed titles:

- USS *Graffias* (AF 29) and *Theodore E. Chandler* (DD 717), for resupplying a destroyer. In 1962 *Chandler* took on stores at an average rate of 80.4 tons per hour while operating in the Pacific.
- USS *Vega* (AF 59) and *Ranger* (CVA 61), in the unrestricted category, combined to replenish *Ranger* at the average rate of 291 tons per hour on 15 May this year. The actual load totaled 103 tons, which was transferred in 21 minutes.

Leading up to this best (so far) mark, *Ranger* and *Bellatrix* (AKA 3) set a mark of 166 tons per hour in February, and in March *Kitty Hawk* (CVA 63) and *Zelima* (AF 49) notched a mark of 213.6 tons average per hour when *Kitty Hawk* took on 178 tons in 50 minutes.

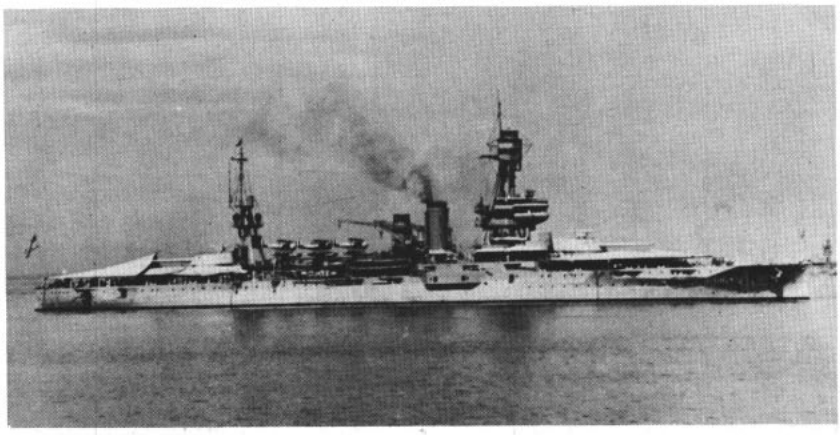
For underway rearming, *Ranger* again hit the top after taking on 366 tons average per hour from *Mauna Kea* (AE 22) in May this year. The actual load consisted of 39.7 tons, transferred in a remarkable six minutes.

Another highline claim is staked out by *Bridget* (DE 1024) and *Bauer* (DE 1025). In 1961 it took two hours to transfer 147 persons between these ships by highline, and they think that's a record.

IN 1960 THESE PAGES carried all sides of a heated dispute over which ship holds the record for the greatest percentage of time spent underway in a year. The contest narrowed itself down to four top contenders – all picket ships – and while no ship has registered a claim that beats USS *Scanner* (AGR 5), all records are so close that they merit mention. In order, they are:

- *Scanner:* 5975 hours underway for an over-all underway percentage of 68.2 in a one-year period.
- USS *Protector* (AGR 11): 5853

OLD TIMER—USS Texas (BB 35) was first to show talking movies aboard.



hours for a 66.9 percentage.

• USS *Locator* (AGR 6): 5796 hours for a 66.16 percentage.

• USS *Guardian* (AGR 1): 5661.5 hours for a 64.6 average.

THERE ARE SOME other records which have been compiled *while* steaming. These are records which have more or less developed, quite inadvertently, during normal operations.

For "world cruise" class steaming, USS *Canberra* (CAG 2) claims to be the only guided missile cruiser to have steamed around the world.

USS *Edisto* (AGB 2) claims to be the ship which has remained below the Antarctic Circle longer than any other. In February this year she completed her 90th day below the Circle, before heading homeward.

USS *Caliente* (AO 53) refueled 307 ships in 1962, and thinks this is a peacetime record for number of refuelings in a year.

A claim which surely cannot stand for very long is that of USS *George Clymer* (APA 27), which claims it has dropped anchor in more foreign ports than any other APA. Come now, Sailors-of-the-World, can *Clymer* get away with a mere 49?

For years of steaming on the same vessel, it will be hard to beat the record of W. H. Pratt, TMC, who served aboard USS *Cubera* (SS 347) for 15 consecutive years before being detached in 1961.

AND OUR FILES reveal that a man—not a ship—holds an unofficial record for making two complete world cruises in one year. Robert D. Stalnaker, JO2, was assigned, as a Navy reporter, to a group of destroyers which departed Newport, R. I., 10 Aug 1953 on a round-the-world cruise. He returned on 10 Mar 1954 and left again with another group on 19 Apr 1954. On 10 Aug 1954, exactly one year later, he returned to the United States. During his world travels, Stalnaker set foot on six of the seven continents.

Also considered to be in the steaming category is the claim for most continuous sea duty, again for a man. Many a Navyman has vowed to put in 30 years at sea before requesting shore duty, but to the best of our knowledge there are only two who have made it. In the spring of 1921, Harry Budnick, Fireman Third Class, started his sea duty on board USS *Eider* (AM 17). In the spring of 1951 Harry Budnick, MMC, reported aboard Naval Base, Long Beach, Calif., for shore duty—his first.

And shore duty was something with which LCDR Claude A. Ross, USN, had little familiarity in his 30-year career. Except for some months spent at USNTS Norfolk in 1920 and 1921, his career was all spent at sea—aboard ship.

Some stints of sea duty are more eventful than others—or at least some sea experiences stand out more than others. Many such experiences form the basis for other claims which have been received from the Fleet. Here they are:

• Heaviest roll: USS *Waldron* (DD 699), while operating in the Med in December 1949, was overtaken by extremely heavy seas on her port quarter, which caused the ship to take a maximum roll of 60 degrees. (Remember, we're just *reporting* the claims.)

• Longest snorkel transit: USS *Blueback* (SS 581), covered a distance of 5340 miles from Yokosuka, Japan, to San Diego in 23 days in 1961.

• First ship to fire three missiles simultaneously: USS *Albany* (CG 10), on 30 Jan 1963, successfully fired three surface-to-air test missiles simultaneously from forward, aft and one side of the vessel. They were one *Tartar* and two *Talos* missiles.

• First ship to drop anchor on a 16,000-foot mountain: In April 1962 USS *Independence* (CVA 62), while en route to the Mediterranean, accomplished this feat in mid-Atlantic over an underwater peak.

• Longest homeward-bound pennant: USS *Augusta* (CA 31) appears to have won this one hands down, and her 700-foot pennant, which she trailed when returning to the United States after seven years as flagship of the Asiatic Fleet, will be hard to beat, since pennants now cannot exceed the length of the ship. In recent years, USS *Salem* (CA 139) trailed a 512-foot pennant when returning from a two-year Med cruise in 1958.

CHIEF ZERAMBY—more than 40 years of service.

• Longest tow: As we say about all of these claims, *prove them wrong*. But until someone does, there is a claim made by USS *ATA 190* (since named USS *Samoset*), stating that she picked up a battleship drydock section in the Philippine Islands and towed it to Norfolk, Va., via the Hawaiian Islands, San Francisco and the Panama Canal, alone, with no other ship assisting. According to the Navy Hydrographic Office, this voyage must have been in the neighborhood of 11,500 miles.

• First ship to transit Suez Canal in both directions within 31 hours: USS *Haynsworth* (DD 700) departed Port Suez early one morning, transited the canal, rendezvoused with USS *Soley* (DD 707) and took on 55 tons of stores (in just over two hours), joined a southland convoy at midnight the same day, and arrived back in Port Suez the next afternoon.

PHANTOM I—first jet takeoff from carrier.

HELO MEN—made a first in air-sea rescue.

• Record depth for submarine escape: LT Harris Steinke, USN, and CDR Walter Massone, USN, testing a new submarine escape device, made an escape from USS *Balao* (SS 285) at a depth of 318 feet. Their ascent took 55 seconds and, after surfacing, they were found to be in excellent health.

• First to land troops in Lebanon: USS *Capricornus* (AKA 57) had her boats ashore eight minutes before any others, so the claim goes.

• Only ship to fire a missile at a drone on one day and score a "hit" on that same drone, with the same missile, exactly one day later. This is the claim of USS *Canberra* (CAG 2). Of course all this activity took place at the International Date Line—where else?

• Tender with most submarines alongside: Photographic evidence exists to nominate USS *Howard W. Gilmore* (AS 16) as winner in this category. In mid-1945, in Subic Bay, she had 17 tied up. Are there any takers?

For a couple of old-time records, we submit these:

• First vessel to show talking movies on board: USS *Texas* (BB 35), in the spring of 1930.

• Navy ship to conduct last full-scale crossing-the-equator ceremonies prior to World War II: USS *Chaumont* (AP 5) on 5 Dec 1941.

SOME READERS, by now, are perhaps apprehensive over the possibility that the most "important" title of the Fleet will not be included in this roundup. To quell any such apprehensions, we will enter the claims in the "oldest continuously active ships" category right here and now.

• USS *Aldebaran* (AF 10) claims she is the oldest ship which has never been deactivated. This is a specialized claim, because *Aldey* began her seagoing career as a merchant ship—SS *Stag Hound*—having been christened on 21 Jun 1939. After purchase and a few slight alterations, she was commissioned in the U. S. Navy on 14 Jan 1941.

• USS *Cimarron* (AO 22) claims to be the oldest continuously active ship in service since commissioning. This veteran tanker had her blue pennant run up in March 1939, and she has rarely rested since.

Other entrants which claim granddaddy honors by class of vessel are:

• USS *Essex* (CVS 9)—oldest aircraft carrier in active service. *Essex* was commissioned 31 Dec 1942.

• USS *George Clymer* (APA 27)—oldest continuously active APA; commissioned 15 Jun 1942.

• USS *Nicholas* (DD 449)—oldest continuously active destroyer; commissioned 4 Jun 1942.

• USS *Maloy* (EDE 791)—oldest continuously active escort; commissioned 13 Dec 1943.

ON THE OTHER HAND, USS *Odax* (SS 484) claims it has been *more* ships than any other in one lifetime. *Odax*, since commissioning in 1945, has had four distinct configurations. First operated as a fleet-type submarine, *Odax* was later converted to the first *Guppy* sub, then to *Guppy II*, and finally underwent another major transformation when a new fairwater and clamshell type superstructure were installed.

Moving over to our air units, there are several relevant claims which point out the proficiency and alacrity of this branch of the Navy. USS *Midway* (CVA 41) is proud of its claim for the record number of jet arrested landings in one day. She has reported a single-day high of 437 in this category, with 50 prop landings handled on the same day. In five consecutive days of operations, she scored a total of 1500 jet arrested landings.

For the total number of arrested landings, USS *Franklin D. Roosevelt* (CVA 42) thinks she has the record with over 120,000. That is the mark to shoot for as of last hearing.

For helicopter landings on an LPH, USS *Valley Forge* (LPH 8) considers her mark of 15,000 to be best.

And Cat #1, on board USS *Saratoga* (CVA 60), which has been responsible for launching 23,000 aircraft, also considers it has achieved a record for this type of endeavor.

Helicopter Antisubmarine Squadron Two, again knocking on Fame's door, claims it is the first to qualify a large group of aircrewmen in the SH-3A *Sea King*. How about that? And, this squadron also stakes out honors for having been the first to deploy with this 'copter.

Going hand-in-hand with any statistics charting "mosts" in carrier operations, it is desirable—if not necessary—that we also note the "safety" factor. And for the claim to the most accident-free squadron flying hours, Training Squadron 29 has posted the number 50,000 as the one to beat.

In a restricted category, Attack Squadron 65 has completed over 27,000 accident-free flying hours in the redoubtable A-1H *Skyraider*, and considers this a record.

If, in spite of the thorough safety measures in force in the Fleet, there is an accident, there are those units which stand prepared to effect rescue work. And they, too, like to talk of their achievements.

USS *Manley* (DD 940) claims to have been there most often when needed in 1962. *Manley* rescued downed pilots on three separate occasions in that eventful year, twice in the bitter cold of North Atlantic winter. On another occasion she was

USS TARGETEER—one of a kind and Navy's smallest aircraft carrier.

responsible for fishing the three-man crew of the Naval Academy's craft *Avian* out of mountainous seas.

Helicopter Squadron Four claims that one of its choppers was the first to rescue three men successfully from the sea in one attempt on a dark, moonless night. This event took place when a plane operating from USS *Yorktown* (CVS 10) crashed alongside the ship.

THERE ARE SOME crews in the Navy who refuse to relinquish their hard-learned aptitudes in gunnery to "missile-itis." We will not wager a guess as to whether or not the fact that *larger* ships have missiles has anything to do with one of the Navy's smallest types of ships claiming the best gun crew in the Fleet. We can only say that the latter is true—that tiny USS *Takelma* (ATF 113) has a lone three-inch 50-caliber foward mount, and that this mount is decorated with a gold gunnery E with three gold service stripes, signifying eight consecutive years of outstanding gunnery.

Naturally the foregoing is bound to have some effect on the over-all gunnery laurels claimed by SERVPAC —to which *Takelma* is assigned—and our next claim bears this out. The claim is "Most cumulative years of outstanding gunnery," and is supported by the explanation that there are 209 mounts aboard SERVPAC'S "non-combatant" ships, and 117 of these mounts are decorated with E's. All these E's and their service stripes represent 313 years of outstanding gunnery.

MOVING INTO the category of reenlistments, no recent claims have topped the one registered by NAF Monterey, Calif., in 1961, so we ungrudgingly reprint it here. Theirs was for a ship or station with an average on-board count of approximately 500 enlisted men. Here's their percentage for the 10-month period from 1 Sep 1960 through 30 Jun 1961:

- Of 85 men eligible for separation, 71 reenlisted for an over-all percentage of 83.5.
- Of 57 first termers eligible to ship over, 43 reenlisted for a percentage of 75.4.
- Career reenlistments were 100 per cent—all 28 men who were eligible to ship over did so.

Now, what about that? Hasn't this record remained unchallenged for a precariously long time?

THERE ARE A FEW REMAINING miscellaneous claims which open some broad areas of competition. Some are, indeed, extraordinary.

U. S. Naval Missile Facility, Point Arguello, Calif., has made a few claims that can be easily defended, for as Navy bases go, this base is (forgive the term)—unique.

NMF Pt. Arguello claims to be:

- The only Navy command launching satellites.
- The only Navy command launching ICBM-size missiles.
- The only Navy command which, as a matter of routine, evacuates an entire town for its missile operations.

In addition, if that's not enough, NMF claims the missiles it has launched have *more total thrust* than the missiles of *all other Navy commands put together*, including FBM submarines, missile-firing ships, etc. (*Atlas-Agena B, Scout, Blue Scout Jr.*, etc.).

USS *Targeteer* (YV 3) also defies comparison in the active Fleet today, or so she says. Besides claiming to be the smallest aircraft carrier on active duty, *Targeteer* says she is the only one of her kind now serving.

This 306-foot converted landing ship has complete facilities for launching and recovering fixed-wing aircraft. Her official designation is Drone Aircraft Catapult Ship. Of course the aircraft themselves are a bit different from the 35-ton bombers found aboard *Targeteer's* sisters —her aircraft are drones, small, unmanned, radio-controlled target planes.

USS *Blackfin* (SS 322) thinks it has a first. The sub claims to be the only one ever to requalify its entire crew at the Escape Training Tank on the same day. *Blackfin's* crew—100 per cent of them—did this in Pearl Harbor earlier this year.

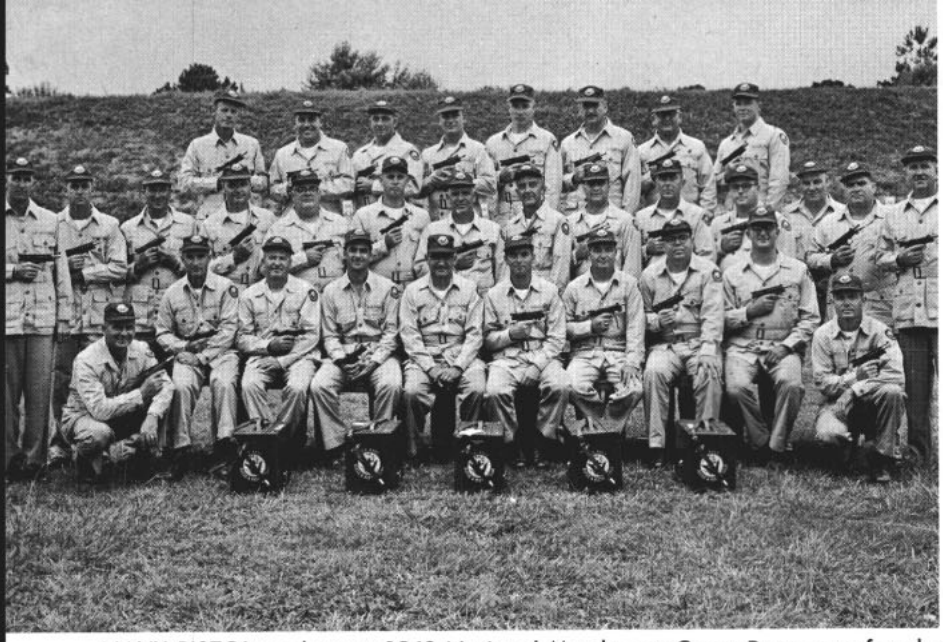
USS ANTIETAM—first with angled deck.

USS *Canberra* (CAG 2) is undoubtedly a proud ship, as the number of her claims in various categories bears witness. There are a couple more to be entered in miscellany. First, *Canberra* claims she is the only ship named after a foreign capital. Second, she claims to be the only ship *ever* to fly the flags of five different admirals during a normal seven-month Med deployment (RADMs Williamson, Brooks, Ailes, Weeks and Miner). And as for mascots, records show that *Canberra* is not the first to adopt a kangaroo for this purpose, but she probably is the first to have *two* kangaroos as mascots. They were a gift from the people of Canberra, Australia, and are now living comfortably in the Norfolk Zoo.

As mentioned earlier in this roundup ALL HANDS does not accept responsibility for any claims listed on these pages. It would be a risk no insurance underwriter would touch with a 101-foot pole—and that's a *most*.

—Bill Howard, JO1, USN.

TOP GUN in the Navy is the claim of gun crew of fleet ocean tug USS Takelma.



NAVY PISTOL packers at 1963 National Matches at Camp Perry pose for photo. *Rt:* J. C. Nixon, TD2, won silver bowl.

Navy Has Winners in Golf, Softball, Shooting,

HERE'S A ROUNDUP *of recent sports activities, including All-Navy, Inter-Service and CISM events.*

All-Navy Golf

Seaman Jim Terry, 21, from NTC San Diego, Calif., increased his lead in every round in winning the annual All-Navy golf championship at NAS Pensacola's A. C. Read championship course. Terry fired a last round 71 for a 284 total—four under par on the 7028-yard course—nine shots ahead of his nearest pursuer. He earned a three-stroke lead with an opening 68, moved four shots ahead with 72 on the second round, and boosted his lead to five strokes with a third round 73. Son of an Athens, Tex., golf professional and entrant as the current Pacific Coast champion, Terry won the All-Navy crown on his first bid.

Terry was joined by the four other low finishers in forming the Navy team for the Inter-Service championship against the Army (defending champions) and the Air Force. The four are:

- LCPL Dick Lytle, USMC, from MCRD, San Diego, who clinched second place with 293. Lytle, 25, is the son of the 1948 All-Navy golf champion Dick Lytle.
- Earl Fennell, AMS3, the defending All-Navy champion from NAS Oceana, Va., who finished at third place with 296.
- Jim Westbrook, SK3, this year's Atlantic Fleet champion from USS *Bearss* (DD 654), who placed fourth in the tournament with 298.
- LT Bill Scarbrough, USN, the 1961 All-Navy champion from PATRON Eight, Paxtuxent River, Md., who finished in fifth place with 299.

CDR Jim Kinder, USN, from Camp Lejeune, N. C., who won the All-Navy championship in 1955 and 1957, triumphed in the senior division this year. Kinder fired 311 for a two-stroke edge over CDR Ed Peck, USN, from Naval Station, Bermuda. LT Jim Olson, USN, from BuMed, Washington, D. C., closed with 322 for third place in the senior division.

Eleven golfers entered as participants in the women's division, including LT Nancy Hollenbeck, USN, from Naval Station, Yokosuka, Japan, the 1960 All-Navy woman champion. LT Hollenbeck finished with 263, which was enough to give her a repeat win with one stroke to spare.

Estelle St. Clair, PN1, from NTC, San Diego, who won the championship in 1957, '61 and '62, placed second with 264. Third place went to LT Claire Moulden from Washington, D. C., who had a 54-hole total of 272.

CAPT Viola B. Sanders, USN, Assistant Chief of Naval Personnel for Women, was also in the tournament. She placed third in the Washington district and regional tournaments.

Inter-Service Golf

Dick Lytle, stocky 25 year-old Marine corporal from San Diego, led Navy to both individual and team honors in the annual Inter-Service golf championship at the Pensacola Naval Air Station.

Overcoming the problems presented by a steady drizzle, Lytle shot a five under par 67 in the final round to break the course record and post a 72-hole total of 285. This was five strokes ahead of Orville Moody, defending champion from Army.

Lytle led Navy to its first team title in the history of a sharp rivalry with Army and Air Force in 11 years of inter-service competition. Navy made it a clean sweep when CDR Jim Kinder took the senior division title.

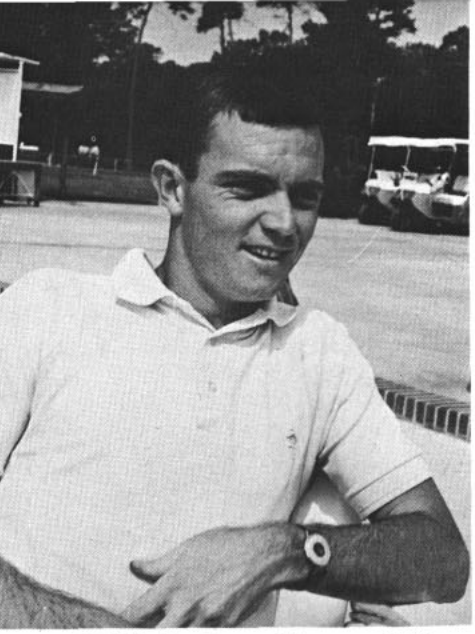
Navy and Army were tied for the team title at the end of the regulation 72 holes with 1186 each. The five players on each team went into a sudden-death playoff, in which only the low four scores on each side counted on each hole.

After both teams scored 19 on the first hole, Navy took the title with 12 strokes to Army's 13 on the second hole. The key shot was a 22-foot putt for a birdie by Lytle.

All-Navy Softball

The Atlantic Fleet Submarine Force Sea Raiders are the new All-Navy softball champions.

In the double-elimination tournament, the Sea Raiders met with the 1961-62 champs from USS *Sperry* (AS 12), from San Diego, Calif., and teams from the Pacific Fleet



GOLF—Jim Terry, SN, won All-Navy

ALL-NAVY golfers pose aboard carrier. They are also the inter-service champs. *L to Rt:* LT Scarbrough; LCPL Lytle; Terry, SN; Westbrook, SK3; Fennell, AMS3.

Tennis and CISM

Submarine Force, the Sixth Naval District, and the Patuxent River Naval Air Station to compete for the 1963 title.

The Sixth Naval District was eliminated from the event on the second day of play; Patuxent fell from the running on the third day; and SUBPAC was forced from the race on the following morning, leaving the Sea Raiders and the *Sperry* team to fight it out. The Raiders were already one game up on *Sperry*, having defeated them the preceding day by a score of 8-2.

They met for the second time and battled for 13 innings before *Sperry* finally edged out a 4-3 victory to tie up the standings. Then the Raiders bounced back and downed Sperry in the final game, again by a score of 8-2.

Jim Cheeseman pitched all five of the Raiders' games and Joe Lynch went for *Sperry*. Earlier this year the Raiders won the 1963 Connecticut state softball championship.

Shooting

The Navy's top 36 pistol shooters competed in the 1963 National Matches at Camp Perry, Ohio. They won 110 individual awards, including the eighth place finish in the grand aggregate won by Donald L. Hamilton, ADR2, USN, of NAS South Weymouth, Mass.

Hamilton, last year's grand aggregate runner-up, fired a 2622 to win the Secretary of the Navy award as the top Navy pistol shooter.

Charles E. Tryon, BMC, USN, the All-Navy rifle and pistol champion, won the Navy championship in the .45-caliber National Trophy individual match.

In the expert class, Nathaniel E. Massie, RMC, USN, of NTC Bainbridge, Md., took fourth in the grand aggregate. Massie was first in the expert class center fire aggregate and eighth in the .22-caliber aggregate.

Also, an 11-man Reserve team won 26 awards at the matches. They were led by LCDR William A. Brobst, USNR, from the Naval and Marine Corps Reserve Training Center, Forest Park, Ill.

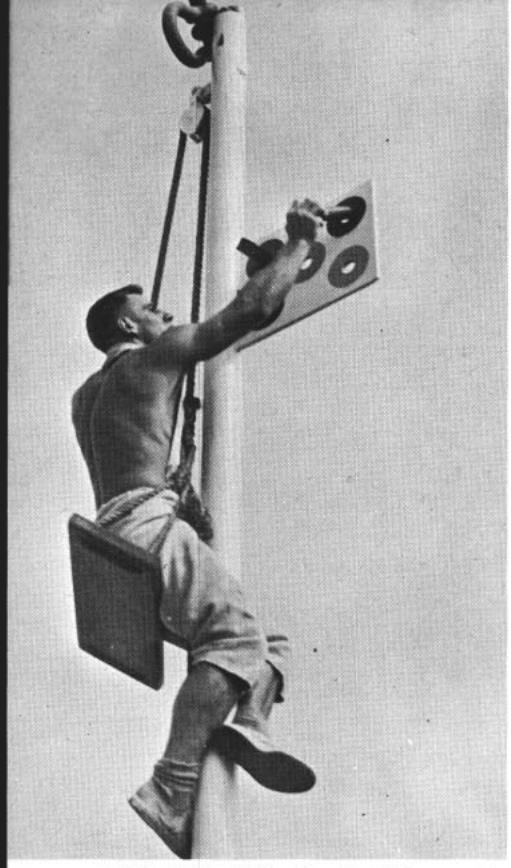
The midshipmen from the Naval Academy won 15 awards in the individual matches and finished second in the civilian sharpshooter class of the center fire team match. They also won medals for placing third in the National Trophy team match for ROTC and service academy teams.

The Navy's Atlantic Fleet team finished eighth in the National Trophy match, edging out the ninth-place All-Navy team.

The eight members of the Navy Pistol Team who went on to compete in the International Inter-Service Pistol Championships at Fort Benning, Ga., are:

- George F. Bowen, AQC, USN, Naval Air Technical Training Center, Memphis, Tenn.
- Guigno D. Carapelloti, AQCS, USN, Naval Station, Newport, R. I.
- Gaspar P. DeFino, TMC, USN, Naval Station, Key West, Fla.
- Joseph J. Galica, AMEC, USN, Naval Station, Key West, Fla.
- Donald L. Hamilton, ADR2, USN, NAS South Weymouth, Mass.
- James C. Nixon, TD2, USN, NAS Cecil Field, Fla.

NET GAIN — Atlantic Fleet rotating tennis trophy is presented to LTJG Don Swan, and VADM E. W. Grenfell by RADM W. M. Beakley, USN.



PEG THIS—Mike Dorfi, SN, participating in CISM Sea Week in Sweden, completes part of seamanship event.

• Charles E. Tryon, BMC, USN, Third Naval District Headquarters, New York, N. Y.

• J. J. Witherell, PR1, USN, NAS Whiting Field, Milton, Fla.

All-Navy Tennis

The following teams were entered in the All-Navy tennis championships at Bainbridge, Md.:

PACIFIC COAST:

Open—Howard Johnson, SA, USNR, NAVSTA, Long Beach; William Payne, LTJG, USNR, NAVPHIBASE, Coronado; Albert Leclair, CPL, USMC, and Arthur Tilton, PFC, USMC, Marine Corps Recruit Depot, San Diego.

Senior – Robert O'Maley, CDR, USN, and Theodore Drag, CDR, USN, 12ND.

Women – Leona Sanford, TD1, USN, 12ND; and Gladys Norris, SK1, USN, and Patricia Dreier, YN2, USN, NTC, San Diego.

WESTPAC:

Open—Carleton Hoffner, LT, USN, and Peter Jobs, ENS, USNR, Pearl Harbor; Lynn Leffler, LT, USN, Subic Bay; and John Moyer, ATN3, USN, Barber's Point.

Senior – Jesse Gay, CAPT, USN, CNO.

In the rifle competition, 47 Navy shooters competed, and won 73 awards. Charles R. Bover, AO1, USN, again won the Secretary of the Navy rifle trophy as the top Navy rifle shooter.

Daniel F. Morine, EOC, USN, of the Small Arms Training Unit, San Diego, Calif., won the Navy championship in the National Trophy Individual Rifle Match with a score of 248-20X. Six Navy riflemen made the "President's Hundred" in the President's Match. Dennis M. Hoyles, YN3, USN, the high Navy shooter in this event, won the Crescent Cup with a score of 148-08X.

Women—Sandra Campbell, AC3, USN, Barber's Point; and Mary Murray, SN, USN, Pearl Harbor.

ATLANTIC FLEET:

Open—Don Swan, LTJG, USN, and James Whitehead, JO3, USN, SUBLANT; Henry Cleare, LTJG, USN, PHIBLANT, and Larry Burke, CPL, USMC, Camp Lejeune.

Senior—Eldon Baumwart, CAPT, USMC, Cherry Point; and Art Farrington, CWO, USMC, FMFLANT.

NORTH ATLANTIC:

Open—Richard Raskind, LT, USN, USNH, St. Albans, N. Y.; Richard Schuette, LT, USN, and Michael L. McCarthy, SN, USN, Newport; and William Moore, LTJG, USN, COMTHREE.

Senior – Gordon Hodgson, CDR, USN, War College, Newport; and Richard Williams, CDR, USN, CINCUSNAVEUR.

Women—Betsy Wylie, LTJG, USN, Newport; Margaret Cozad, PN1, USN, NTC Great Lakes; and Naomi Ford, TD3, USN, COMONE.

SOUTH ATLANTIC:

Open—Richard Gaskill, LT, USN, NAS Jacksonville; Eldon Williams, LT, USN, and Michael Tierney, 1STLT USMC, NAS Pensacola; and Wayne Martin, ENS, USN, NAS Glynco.

Senior—Jack Candland, AQCM, USN, NAS Pensacola; Leon Wilson, ADCM, USN, NAS Jacksonville; and Calvin Karrh, JO1, USN, NAS New Orleans.

Women—Lena Hartshorne, ENS, USN, NAS Glynco; Jean Farrington, YNC, USN, New Orleans; and Leona Jones, PN1, USN, NTC Bainbridge.

At the end of single-elimination tournament play, the results were as follows:

Men's Open Singles: Raskind beat Gaskill 6-1, 6-4, 6-0 for the title.

Men's Open Doubles: Leclair and Johnson beat Gaskill and Tierney 6-4, 11-9 and 7-5 for the championship.

Men's Senior Singles: Wilson beat Candland 6-2 and 7-5 for the crown.

Men's Senior Doubles: Wilson and Candland over Hodgson and Williams 6-3 and 6-3.

Women's Open Singles: Farrington beat Wylie 6-3, 4-6 and 6-0.

For Inter-Service competition, the Navy men's open team was composed of Raskind, Schuette, Leclair and Johnson, with Wilson and Candland forming the senior representation.

CISM

Navy athletes continue to make fine showings in CISM events. Seaman Jay Hauk from Naval Air Reserve Training Unit, Alameda, Calif., played on the U. S. CISM volleyball team for the second year in a row. The U. S. team went undefeated in international military play at Frankfurt, Germany, to take the CISM crown this year.

And Navymen fared well at CISM Sea Week competition in Karlskrona, Sweden. Sea Week competition is staged in the naval pentathlon, rowing and sailing. The pentathlon consists of an obstacle course race, lifesaving, utility swimming, seamanship, and a 2500-meter amphibious cross country race.

Countries participating were Sweden, Norway, USA, The Netherlands, Greece, Turkey, Italy, Belgium, France and Denmark.

Sweden, placing four men in the top five, captured the naval pentathlon honors. The United States won individual sailing honors, and Italy won the rowing championship.

In the naval pentathlon the USA team placed third with 196.5 points. Sweden, which excelled in all five pentathlon events, was an easy winner with 82 points, and Norway placed second with 123. (A negative counting system is used with team having the lowest total rated as the winner.)

LTJG George Worthington, USN, from COMCRUDESFLOAT Seven, placed second in the utility swim contest.

Other USA finishers in the pentathlon were Seaman John Foley, USN, and Seaman Michael Dorfi, USN, of Underwater Demolition Team 11, who placed 14th and 17th.

LETTERS TO THE EDITOR

Barrier Duty, Anyone?

SIR: After reading your article "Early Warning Cruise Over Barrier Atlantic" in the July issue of ALL HANDS, I would like to know what my chances are of getting such duty.

I am now in the Pacific Fleet, have four and one-half years' service and three more years to go on this enlistment—J. D., RD2, USN.

• *A transfer to barrier duty, like duty anywhere else, depends upon a billet being available at the same time you are. In addition, you must transfer to the Atlantic Fleet.*

To be eligible for an inter-fleet transfer, you must:

• *Be in pay grade E-4 or be a designated striker in pay grade E-3 or above.*

• *Have two years of obligated service at the time you submit your request.*

• *Not be eligible for Seavey.*

• *Not be in a further assignment or transit status.*

• *Have a clear record for the previous 12 months.*

• *Have completed three years of continuous service in present fleet.*

(Change No. 8 to the Enlisted Transfer Manual, *now being distributed, reduces the former four-year service in present fleet requirement to three years. Requests are now being approved on a three-year basis.)*

You apparently qualify under the obligated service requirement. However, if you didn't, you could agree to extend your enlistment to meet this eligibility requirement.

If you meet these qualifications, submit a request for transfer to the Atlantic Fleet to the Chief of Naval Personnel (Attn: Pers B21) and indicate your choice of duty as "Early Warning Barrier Squadron."—ED.

Postal Clerks and Aliens

SIR: While reading the July issue of ALL HANDS, I came across two conflicting statements that I would like to have clarified.

The Bulletin Board on page 42, column two, stated that no foreign national may strike for the postal clerk rating. On page 48, column three, you list the postal clerk rating as one for which foreign nationals are eligible.

This leaves me very confused.—J. V. B., SN, USN.

• *Small wonder you were left confused; we goofed on an asterisk.*

Had the asterisk and its accompanying note been included on page 48, it would have explained that only foreign nationals who are also classified as "immigrant aliens" can change to the postal clerk rating.

Both articles defined an immigrant alien as being one who is residing in the United States under an immigration visa and who has filed intent to become a naturalized citizen within a year.—ED.

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

Do Away With DKs? Never!

SIR: Is the Disbursing Clerk rating becoming obsolete? Since I have been in the Navy I have seen some smaller disbursing offices ashore consolidated to form larger, central disbursing offices. It seems that more and more disbursing work is being done by Civil Service workers.

Now I'm hearing rumors that the old pay record will possibly be replaced by an IBM card. Another rumor I have heard recently: 200 pay offices in the U. S. will be consolidated into 20 large central disbursing offices.

If this is all true—and I repeat, these are *only* rumors I have heard—but if it *is* true, how will all this affect my rating?—E. D. S. J., DK2, USN.

• *Rest easy. To the best of our knowledge the DK rating is not becoming obsolete. The changes in location and the consolidation of certain disbursing offices are for purposes of administrative expediency, and will in no way affect the continuation or need for the Disbursing Clerk rating.*—ED.

ON TARGET—While practicing difficult medium angle loft bomb delivery, LT Hank Lesesne, USN, of VA-176, scored three consecutive bull's-eyes.

Wearing Civilian Clothes

SIR: Will you please interpret in layman terms the portion of *Navy Uniform Regulations* that authorizes naval personnel to wear certain uniform articles as part of their civilian clothing?

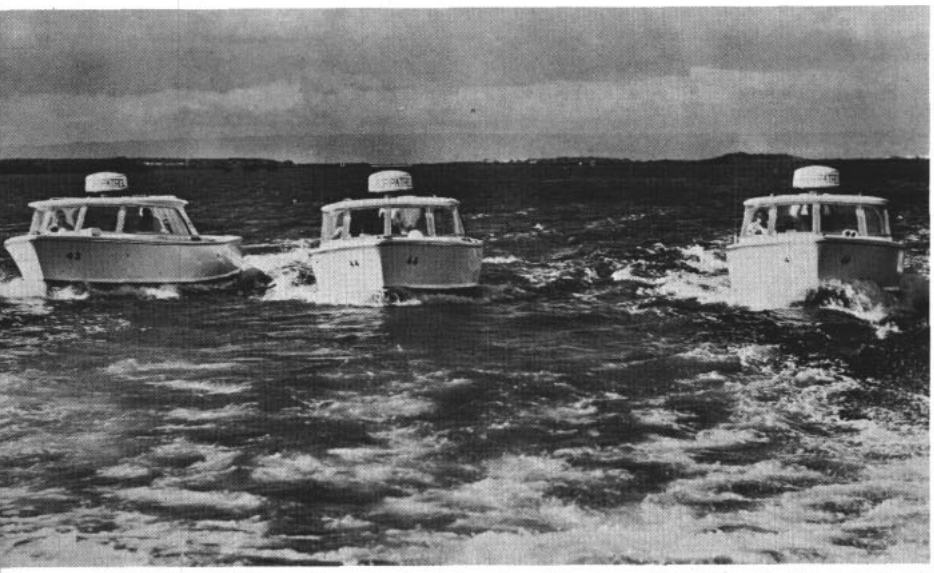
Of particular interest is an area instruction for enlisted men which says, "No part of the uniform shall be worn as part of civilian dress." Specific reference is made to T shirts and dungarees as articles that should not be considered proper civilian attire.

The instruction does not, however, spell out exactly what is acceptable for chiefs and officers. The absence of this information has led many men to assume that a pair of wash khaki trousers, topped with a sport shirt, is sufficient to meet the requirement that naval personnel in civilian clothing should present a neat appearance.

I contend that such "civilian dress" would be acceptable for a civilian doing manual labor in a shipyard, but defintely not for officers and chiefs to wear casually during off-duty hours. Distinctive naval appearance, you know.—W. M., SMCS, USN.

• *"Navy Uniform Regs" (article 1144) states in exactly one sentence the general policy on wearing uniform items with civilian attire. "No part of the prescribed uniform or equipment shall be worn at the same time that civilian clothes are worn, except articles which do not present a distinctive naval appearance, such as raincoats, shoes, socks, gloves, linen and underwear."*

We don't go along with your argument that work khaki trousers, or dungarees, for that matter, present a distinctive naval appearance when worn with civilian shirts. There are occasions when this type of informal attire may be acceptable as casual wear. However, we agree that work khakis (and dungarees) are never appropriate for civilian "dress" wear. There's a difference, you know, between the terms "civilian dress" and "civilian attire."



ON SEE DUTY — Navy patrol boats with deep V-bottom hulls, adept at cruising in heavy seas, scout the waters of Guantanamo Bay, Cuba.

As for your area rules, keep in mind that various geographic areas, climates, styles and standards affect the wear of civilian attire throughout the United States. Therefore, it's not appropriate for specific regulations to be written at the Navy-wide level. As indicated in "Uniform Regs" (article 1140), area commanders and senior officers present have general cognizance over the type of civilian attire to be worn by off-duty Navymen.—ED.

More on Eight-Gun Destroyers

SIR: I would like to elaborate on the information you gave on eight-gun destroyers in the letters to the editor section of the May issue.

There were two classes of eight-gun destroyers—the *Porter* class of eight ships, commissioned in 1936 and '37 and the *Somers* class of 1937-39.

Both classes were the same size (381 feet) and were designed for a speed of 37 knots.

The *Porter* class was especially handsome, having two stacks and heavy tripod masts forward and aft.

Somers, on the other hand, had only one stack and pole masts. Both classes were broken deck ships and carried eight five-inch/38 caliber guns and two four-barrelled 1.1-inch guns.

The *Porters* had eight torpedo tubes; one bank between the stacks and one aft. The *Somers* had twelve tubes—one bank forward of the stack and two aft.

The 5-inch mounts had only medium elevation and were not suitable for anti-aircraft work. During the war, these ships were extensively modified, and most ended up as five-gun ships—number two mounts having been replaced by 40mm guns and number three mounts by a single 5-inch/38-caliber high angle gun.

Porter was torpedoed and sunk northeast of Guadalcanal and *Warrington* of the *Somers* class went down in an Atlantic hurricane in 1944. The others were scrapped after the war.—Paul C. Walker.

• *Thanks for your letter.*

As an added historical note it might interest our other readers (we're sure you're familiar with the details) to know that Congress did not authorize the construction of any new destroyers between the end of World War I and the early 1930s.

*In 1933 and '34, however, some 70 new destroyers were authorized. As a result, nine new classes of destroyers—*Farragut *(DD 348)*, Porter *(DD 356)*, Mahan *(DD 364)*, Somers *(DD 381)*, Craven *(DD 382)*, McCall *(DD 400)*, Sims *(DD 409)*, Benson *(DD 421), and* Livermore *(DD 429)—made their appearance in the Fleet between 1934 and 1940.*

The years between 1940 and 1944 belonged largely to the Fletcher *class, with which WW II and subsequent Navymen are more familiar.*—ED.

Fire Controlman Rating

SIR: Can you tell me the date on which the enlisted rating of Fire Controlman was established in the U. S. Navy?—R. G. M.

• *The Fire Controlman rating (chief and first class) was established on 1 July 1921 under the authority of the "Bureau of Navigation Manual."*

Certain specialty sub-divisions were added in 1943 and the Fire Controlman rating was later included in the Fire Control Technician rating.—ED.

Ship's Bell and Morning Colors

SIR: Hope you can settle an argument concerning use of a ship's bell. I say it should be sounded at 0800 only if there is no music for colors and the only word passed is "attention on deck" and "carry on."—J. E. C., SM2, USN.

• *The ship's bell is sounded at 0800 whether or not music is played for colors. The sounding of the ship's bell has been traditionally used for marking time aboard Navy ships, and it is sounded each half hour from reveille until taps. The 0800 sounding of the ship's bell announces the time for morning colors. And, incidentally, it should be noted that "attention to colors" is the appropriate word to be passed at 0800—not "attention on deck."*

The execution of colors and the sounding of the bell have no connection—aside from the fact that they occur at the same time.

At 0800, the following procedure is standard: The bell is sounded; down comes the "PREP" pennant; bugler sounds "attention," or "attention to colors" is passed; guard presents arms; band (or phonograph) plays the national anthem, or bugler (or phonograph) plays "Morning Colors;" all hands face aft and come to attention. Those not in ranks render the hand salute. (Personnel in ranks do not salute—only the person in charge of the unit does.) The national ensign is hoisted smartly and the union jack is run up the jackstaff at the bow. At the end of the national anthem or "Morning Colors," whichever has been used, the bugler sounds "carry on" or the word to this effect is passed.—ED.

Sure, You Can Join Reserves

SIR: I read the very interesting article in the July issue of ALL HANDS concerning the Naval Research Reserve Program. I met some of the people in this program while I was an enlisted man attached to Carrier Air Groups Six and Eight on board USS *Intrepid* (CVA 11) and *Forrestal* (CVA 59). Although they impressed me, I never really understood their mission.

Now I know more about their mission and have become interested in the program myself.

I am a field service and operations engineer for an aeronautical company where I give technical assistance to operators of the company's engines. As the article in ALL HANDS pointed out, in the event of future mobilization, trained technical personnel would be needed and I would like to offer my experience and training to the Navy where it will be needed.

Where can I present my qualifications with a view toward getting into the Naval Research Program?—T. P.

• *Thanks for your kind words. We're*

delighted to know the article had such an inspiring effect.

For you and others who may be interested in getting into the program, the man to contact is the naval recruiting officer nearest you. He is responsible for recruiting men for the Naval Reserve as well as for the Regular Navy.—ED.

Use of USN or USNR

SIR: I have two questions regarding the use of USN and/or USNR.

When a person is in the U. S. Naval Reserve, is it correct for him to use the USN designation on official documents, or must the R be used? Which Navy manual or directive contains the official Navy policy?—E. R. F.

• *Reservists should use the USNR designation on all official documents, since most laws dealing with Reserve programs require that members be properly identified as such. No specific Navy manual or directive contains the official policy.*

The confusion seems to stem from the Korean conflict when the many Reservists then on active duty were advised to drop the R when signing correspondence. This was done to avoid misunderstanding on the part of the general public.

When the end of the conflict terminated the active duty of most Reservists, the necessity for dropping the R no longer existed and the practice died out.—ED.

Recruiting Duty

SIR: Over the past few months I have heard various unofficial reports that personnel in critical ratings are not being considered for assignment to recruiting or instructor billets on shore duty. To date I have been unable to confirm this officially. Can you provide an answer? —G. A. N., MMC, USN.

• *What you have heard is partially correct. The following ratings are not being ordered to recruiting duty: QM, RD, SO, GMM, FT, ET, AT, ADJ, AE, PN, AQ, and RM. However, all critical ratings—E-6 and up, plus a few E-5s —are being considered for assignment by the Instructor Section.*—ED.

Regs on Breast Insignia

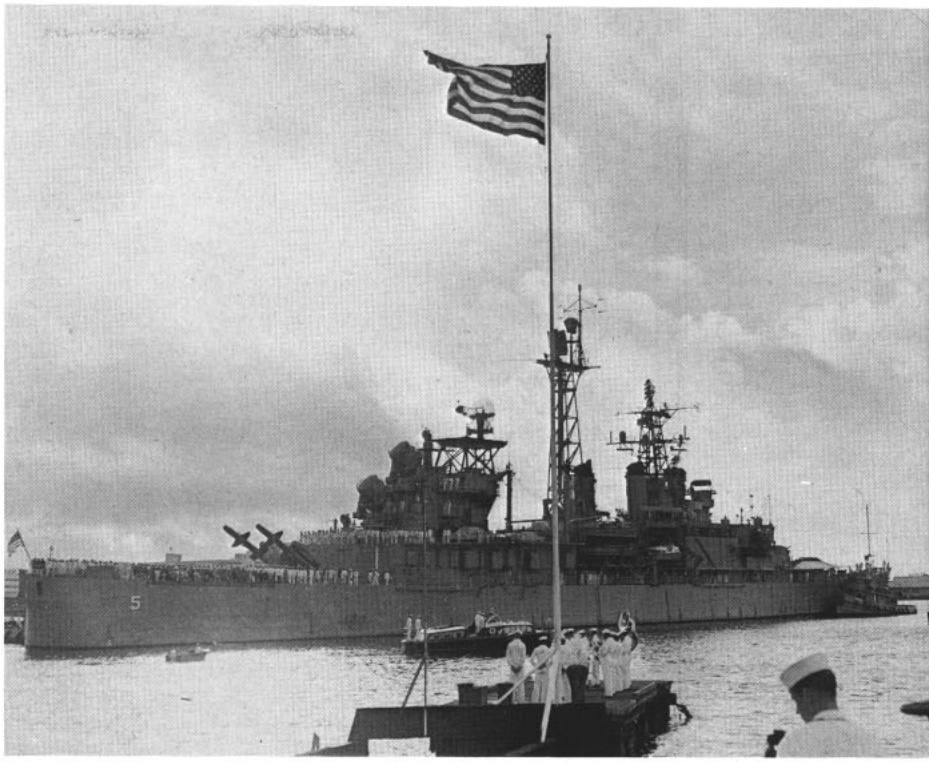
SIR: We have several officers in USS *Saratoga* (CVA 60) who are authorized to wear Naval Aviator, Submarine and Submarine Combat Patrol breast insignia.

Navy Uniform Regulations (paragraph 0157) indicates that the Submarine Combat Patrol insignia may be worn in addition to any other authorized submarine insignia. However, the same paragraph of *Navy Regs* appears to indicate that if both the aviation and submarine qualification insignia are worn at the same time, no other breast insignia (except the command-at-sea device) may be worn.

Can all three of these insignia be worn at one time?—P. B. L., ENS., USN.

• *No. Article 0157 of "Navy Uniform Regulations" authorizes both aviation and submarine insignia to be worn together, provided no more than one of each insignia is worn at the same time.*

Therefore, the paragraph allowing submariners to wear the Submarine Combat Patrol insignia in addition to any other authorized submarine insignia does not apply when aviation breast insignia are also worn.—ED.



TIME OUT—Pacific Fleet guided missile light cruiser *USS Oklahoma City* (CLG 5) takes time out from her duties at sea and drops anchor in port.

So, What's Regulation?

SIR: Ever since I have been in the Navy, I have wondered how the Navy defines the term *regulation haircut.*

The *Ships Organization Manual* says: "All persons are required to keep their hair neatly trimmed. The expression 'neatly trimmed' is considered to mean no longer than necessary for proper combing, with sides and back of head trimmed with close clippers."

What constitutes closely trimmed sides? All the way up the sides or close around the ears?

I would like a definition of properly combed hair.—J. G. T., RD3, USN.

• *Unless you have a fondness for some of the wilder haircut styles, you may have been getting regulation haircuts all your life.*

Article 1161.1 of "U. S. Navy Uniform Regulations" recommends that "Hair shall be worn neatly and closely trimmed. The hair may be clipped at the edges of the sides and back, but must be so trimmed as to present an evenly graduated appearance and shall not exceed three inches in length."

Although Navy regs don't define properly combed hair in so many words, you don't have much choice with three inches growing from your scalp—just keep it combed out of your eyes.—ED.

Franklin's Ordeal

SIR: I have been reading ALL HANDS for two years now and, with each issue, I have hoped to see an article on USS *Franklin* (CV 13).

My father served in this ship during World War II. It was bombed while about 50 miles off Japan during March 1945. My father was on board at the time and was one of about 700 men to return with her to the United States.—G. A. V., SN, USN.

• *We're sorry we made you wait so long, for* USS *Franklin is indeed a ship worthy of comment.*

Franklin *was a comparative latecomer to the war. However, in the brief period between June 1944, when she saw her first action, and March 1945, when she was disabled, she won four battle stars and logged action at places which are now legend.*

Perhaps her finest hour, when hundreds of her crew exhibited almost incredible perseverance and valor, was

the result of a lucky Japanese long shot before dawn on 19 Mar 1945.

As you mentioned in your letter, Franklin *was only 50 miles from the Japanese mainland—closer than any other U. S. carrier had been at that point in the war. She had launched a fighter sweep against Honshu and later a strike against shipping in Kobe Harbor.*

Suddenly, a lone enemy plane pierced the cloud cover and made a low-level run on the ship, dropping two semi-armor-piercing bombs.

One of the bombs struck the flight deck centerline, penetrating to the hangar deck. Fires were ignited through the second and third decks and the combat information center and air plot were knocked out.

The second bomb hit aft, tore through two decks and fanned fires which triggered ammunition, bombs and rockets.

Franklin *lay dead in the water, took a 13-degree starboard list and lost all radio communication.*

Many of her crew had been blown overboard or were driven off by the fire. In all, 724 men were killed and 265 were wounded.

The number of wounded and dead would have been even greater had it not been for the work of heroic members of her crew, from the commanding officer, CAPT Leslie E. Gehres, USN, a Navy Cross winner, on down the line. Medal of Honor winners LCDR Joseph T. O'Callahan and LTJG Donald Gary stand out as examples.

LCDR O'Callahan, the ship's chaplain, organized and directed fire-fighting and rescue parties and led men below to wet down magazines that threatened to explode.

LTJG Gary discovered 300 men trapped in a blackened mess compartment. He found an exit and returned repeatedly to lead groups to safety.

Although Franklin *was broiling in her own heat, 106 officers and 604 enlisted men volunteered to remain on board. They saved their ship through sheer valor and tenacity.*

USS Pittsburgh *(CA 72) towed* Franklin *until she could churn up a speed of 14 knots. She was cleaned up at Pearl Harbor and steamed under her own power to Brooklyn, N. Y.*

She was placed out of commission at Bayonne, N. J., in February 1947 and was reclassified AVT 8 on 15 May 1949. She is still in reserve.—ED.

FAMILY SIZE — Jack A. Williamson, AN, USN, from *USS Bennington* (CVS 20) displays king crab taken from the waters of Kodiak, Alaska.

WINNING FISH — Anglers from NAS Miramar display their catch, which won seven of nine awards in El Toro Invitational Albacore Tournament.

Norris *and* Bristol *Stand By*

SIR: While on duty with the U. S. Sixth Fleet in the Mediterranean this summer, USS *Norris* (DD 859) and USS *Bristol* (DD 857) received word they would stand by on station in the North Atlantic, awaiting the President's flight to Europe instead of returning home to Newport with other components of Destroyer Division 202.

The mission was important and, for *Bristol*, required topped off fuel tanks. There was one difficulty—no oiler was immediately available and time was of the essence.

Both ships were moored alongside each other at Syracuse, Sicily, and engineering personnel from both destroyers improvised a means to provide the short hull *Bristol* with 20,700 gallons of Navy standard oil from the long hull *Norris*.

A rather unusual but effective fueling rig consisting of three links of four-inch hose and a fuel oil P-500 pump was jury-rigged.

The transfer was completed within four hours and *Bristol* got underway sufficiently fueled to do the job.

*Norris*men were on their way to Newport, having been deployed since early February in the Red Sea and the Med.

After the President passed overhead, *Norris* made a slight detour. She steamed east toward Cobh, Ireland, and anchored the following morning in its beautiful harbor.

Many of the ship's officers and enlisted men got to tour the emerald countryside and found the Irish to be most genial hosts. By the time we departed for our station to the south, *Norris*men couldn't decide whether they or the President most enjoyed visiting Ireland.—Dan "J" Rienstra, Jr., CDR, USN.

• *Faith and begorra, we know what you mean. Congratulations to* Norris *and* Bristol *on becoming members in Ingenious Fueling Jury-Rig Club.*—ED.

Insurance Beneficiary

SIR: During the war I made my G. I. insurance payable to my mother and sister. I have since married and have two children.

My wife has told me I should change the beneficiary of record, but I believe the Veterans Administration will pay the money to my wife in case of my death, regardless of who is listed as the beneficiary. Is this true?—D. V. A.

• *No, it is not true. The Veterans Administration is required by law to pay the insurance proceeds to the beneficiary of record. In your case, it would go to your mother and sister as you originally intended. You should ask the VA insurance office to which you send your premiums to change the beneficiary as soon as possible.*—ED.

Liability for State Taxes

SIR: I enlisted in the Navy in 1942 in the state of Texas. Since then, I have reenlisted in various ports. The last was San Francisco, where I resided at the time.

When I was commissioned in 1957, the yeoman asked me where I last reenlisted. Upon being told, he entered San Francisco in my service jacket as my home of record.

I am now temporarily stationed in California. My records state my home of record is San Francisco. Am I liable for California income taxes although I was born in Texas and first enlisted there?

Legal officers have been unable to give me a clear-cut answer. I would appreciate any assistance you may be able to furnish.—B. W. C. LT, USN.

• *You don't say whether you have steadfastly maintained a domicile in Texas — by voting or exercising other rights granted by that state. It's possible that during the intervening years you may have lost Texas as a legal residence by gaining a domicile in some other state. That's the crux of the whole problem. This is not saying that you have lost your Texas domicile if you didn't vote there, but you could have lost it by voting in another state.*

It would seem that a review of the general picture of your rights (as to taxation) under the Soldiers' and Sailors' Civil Relief Act might help.

The Act exempts your service pay and personal property from taxation by a state (in which you may be stationed) other than your home or domiciliary state. It also provides that the payment of income tax may be deferred for up to six months after discharge if your ability to pay the tax is materially impaired because of your service.

To understand the language of the Act, it is necessary to know what is meant by the words domicile and residence.

The Relief Act reserves the sole right to tax your military pay and your personal property for your state of domicile *when you are absent on naval orders.*

The word residence *as it applies to the Act is confusing, because various state laws define the words residence or resident differently. The word usually means a factual place of abode at a particular time. Remember, however, where a word is specifically defined in a particular law, that definition is controlling.*

Now for the word domicile, *which is of considerable interest to you. Domicile may be defined in legal terms as "that place where a man has his true, fixed and permanent home and principal establishment—and to which, whenever he is absent therefrom, he has the intention of returning."*

There are three kinds of domicile (1) domicile of origin or birth (2) domicile by operation of law (3) domicile of choice. It is legally impossible not to have a domicile, or to get rid of one without gaining a new one, for you do not lose your old domicile until a new one is acquired.

A domicile of origin is the domicile automatically acquired by every child at birth and is identical with the domicile of his parents.

Like a domicile of origin, a domicile by operation of law exists independent of the subject's intention of actual residence. For example, a woman upon marriage generally loses her own domicile and, by operation of law, acquires that of her husband, regardless of her actual residence or intention. In some states she is permitted to maintain her own domicile.

A domicile of choice is the place which a person has voluntarily elected and chosen for himself to replace his previous domicile. To change your domicile, there must be a simultaneous concurrence of these elements: (1) actual residence (bodily presence) in the new locality; (2) an intention to remain there permanently or indefinitely; and (3) an intent to abandon old domicile.

Once these elements have occurred simultaneously *you have changed your domicile.*

Now all you have to do is to prove your intent—especially if the change of domicile gives you a tax advantage. In this event, your word may not satisfy taxing authorities. They may demand, and properly so, evidence of some overt acts on your part to indicate your intentions. To be brief, actions speak louder than words.

Some of the clearest indications are registering to vote and voting, licensing your motor vehicle and paying income and personal property taxes, if any. Be very careful not to register to vote or vote in any election in a state that is not your state of domicile, unless you intend to abandon your old domicile and establish that state as your new domicile.

After reading through this, your mind may boggle at the possibilities of coming out on top of the pile, taxwise. Before you rush to change your domicile, remember that domicile not only exerts its influence in determining your liability for income and personal property taxes but in other very important areas, too.

Here are a few situations in which you would find yourself affected by a change of domicile:

• *Liability for state inheritance taxes;*

• *Where your last will would be probated; and who may act as executor of your will and as testamentary guardian of your minor children;*

• *The right to vote;*

• *Bonuses for wartime service;*

• *The right to hold public office;*

• *The right to homestead, veterans claims or tax exemptions;*

• *Whether you or your children may attend a state college without paying higher fees required of out-of-state residents;*

• *Where you may obtain a divorce.*

In short, look before you leap. The over-all picture in a domicile change may not be to your advantage.

Although Federal law exempts your military pay from all state income taxes except those of your state of domicile, it does not exempt non-military income derived from sources within a state where you may be serving, em-

LOADING UP—Troops of the Pacific Fleet Marine Force double time to copters aboard *USS Valley Forge* (LPH 8) during amphibious exercises.

ployed, or temporarily residing.

If you are moonlighting, or deriving income from rents of real estate located outside your state of domicile, the law will probably provide that you must file a non-resident return in the state in which the non-military income is earned. In fact, you may also have to file a return on non-military income in your domiciliary state as well, but tax credits may reduce the over-all burden.

Your wife (assuming she's a civilian) is subject to the tax laws of the state in which she is actually present, and any income she earns there is taxable. She may also be liable to her home state on this same income, but tax credits may reduce this liability. You can get help from your legal assistance officer or income tax adviser on rules governing apportionment.

Any tax (Federal, state or local) may be deferred for a period extending not more than six months after separation from active service, without interest or penalty, if you can prove that your ability to pay is materially impaired by reason of your service. This, however, does not excuse you from filing a return, unless your home state law specifically exempts you from this duty.

So far as personal property taxes are concerned, your domiciliary state is the only state which has the right to impose such a tax. Each state has its own "tax day" on which you must be present, at least as a domiciliary, for tax purposes.

Real property (such as a house) is subject to taxes imposed by the place where it is located.

The act allows you to retain your home state registration on your motor vehicle as long as you have paid the license fee or excise required by your home state.—ED.

Ship Reunions

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

- USS *Yancey* (AKA 93)—A 20th anniversary celebration is being planned for the fall of 1964. All who served on board during World War II, who are interested in attending, may write to William D. Clinite, M.D., 209 Woodward Circle, Tulare, Calif.
- USS *LST 278* — A reunion is being planned for February 1964. Details may be obtained from John Vatasin, 48 Guenther Place, Passaic, N. J.
- *Stagone Satfor* — Members of Special Task Air Group One, Special Air Task Force, who are interested in holding a reunion, are requested to write to James J. Hall, 205 Windsor Drive, Marietta, Ga.

Pigeons at Lakehurst

SIR: In September's Taffrail Talk there was a request for information on pigeons in the Navy. According to Taffrail, Mare Island had them but went out of the pigeon business in 1904. Lakehurst, however, had a loft as late as 1931.

During my tour of duty there, the old frame buildings were demolished to make room for modern barracks. In all probability the pigeon loft was also consigned to limbo at that time.

I remember seeing the pigeons released for exercise during my Lakehurst sojourn and hearing their keeper (or what-have-you) call them back with his own peculiar whistle.

I was only a very small cog in the mooring division then and can't say to what extent they were actually employed.

Radio being what it was at that time, I imagine homing pigeons were quite valuable. Their instinct would return them to the loft no matter where they were released.

They may have been used in dirigibles and blimps, but, pigeons there were.—Fred G. Abrams, DCWC, USN (Ret).

- *Lakehurst's pigeons were apparently pushed out by progress. Apparently this automation business is for the birds too.*

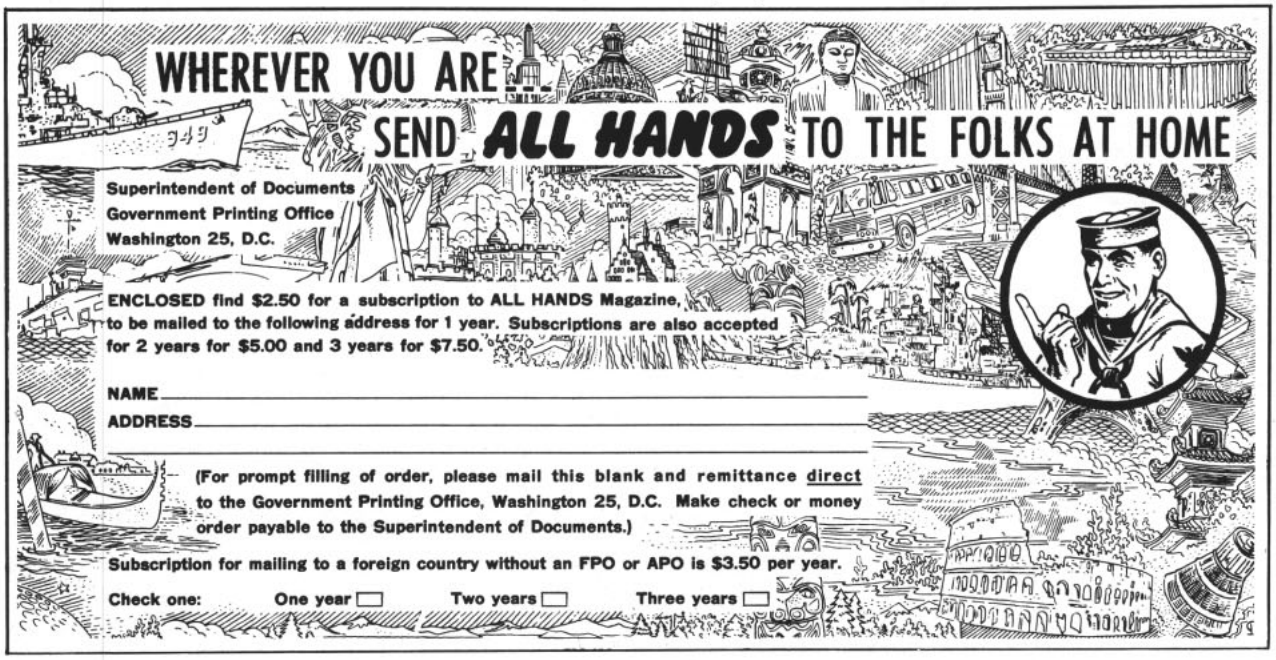
Thanks for the fine story.—ED.

Bridgecoat for CPOs

SIR: I am in need of an overcoat but selecting the proper type has become a problem. *U. S. Navy Uniform Regulations* mentions only one coat for CPOs, the bridgecoat.

Most uniform shops sell both the bridgecoat and the combination overcoat and raincoat but are uncertain which one is authorized for wear. A representative of the Naval Uniform Shop, Brooklyn, N. Y., informed me that the bridgecoat will soon be obsolete. Which type would it be safe to buy?—P. A. P., AMHC, USN.

- *The bridgecoat is a safe investment. There is no change contemplated in the requirement of the overcoat/bridgecoat for CPOs, as stated in article 0610 of "Uniform Regs." You are also authorized to wear the raincoat if you wish (article 0612), but it is an optional article for CPOs.*—ED.



The Rise-Tilt-and-Go Aircraft

A NEW FAMILY of flying machines that combine the agility of helicopters with the speed of fixed-wing fighter planes is being developed under a concentrated, joint-service probe into the concept of Vertical/Short Takeoff and Landing (V/STOL).

Under the program, the Navy has pooled its V/STOL knowledge with that of the Army and Air Force. The goal is one or more ready-for-service V/STOL types that can be launched and landed in helicopter fashion, and fly forward like standard fixed-wing aircraft.

To date, results of the three-year-old joint service effort are encouraging. This month, tests will be made with the all-aluminum X-19—one of three V/STOL designs under study.

Rolled out for ground inspection at Caldwell, N. J., in July 1963, the X-19 looked like a small elongated transport.

The unusual aircraft has four tiltable props and two engines. Two of the broad-blade propellers are mounted at the ends of a small wing in front of the sausage-shaped fuselage, and two are on a wing aft. During takeoff and landing, the props are vertical, like four helicopter rotor blades.

Once airborne, the X-19 pilot could hover his plane like a helicopter, or obtain forward motion by operating a "tilt" control. The props tilt forward to any selected position, depending on the speed (top speed of the craft will be in the 460 mph range) and rate of climb the pilot desires.

While cruising, the props are in the same forward position as those of a conventional aircraft. Control during cruising is standard—wing ailerons, elevators and tail rudder are stock X-19 components.

Power for the plane is generated by two turbo-prop T-55 engines, each of which produces 2250 horsepower. The engines are located in the rear of the fuselage and are linked to the props by shafts. If one engine should fail, the other would take over and drive all four props.

TWO X-19s are being built under the development and testing program, with a view toward producing a utility cargo plane for close support military operations. The X-19 could conceivably carry 1200 pounds of cargo or six passengers.

The other new V/STOL designs under study have been designated X-22A and XC-142A—operating models of which will be ready for testing in approximately 12 to 18 months.

The X-22A is based on the dual tandem ducted propeller idea; two of the four props are on wing stubs forward and two on the aft wing tips. Each prop unit will consist of propeller, gear box and duct assembly, and will serve as both thrust unit and wing lift surface. Ducting of the props also provides better performance during vertical takeoff, and reduces hazards in close quarters (such as aboard an aircraft carrier). Gradual change from vertical to horizontal flight will be controlled by the angular rotation of the ducted prop units.

The X-22A is powered by four T-58 engines mounted in the aft wing roots.

Designed for 350 mph speeds, the X-22A will carry a 1200-pound payload or six passengers. Two operating models are planned for study, with construction underway at Buffalo, N. Y., on this V/STOL design.

THE THIRD and largest of the new V/STOL designs is the XC-142A. This also has four propellers, but all are on one tiltable wing. The plane will be similar in appearance to a tail-ramp-loading transport, except that the entire wing and engines can be rotated as much as 100 degrees for vertical takeoff and landing. Five XC-142As are planned for the joint service program of development and testing.

Each of the three aircraft under study is based on a different approach to the basic (V/STOL) concept. The program got underway with the idea that the Army, Navy and Air Force, working together, should be able to come up with V/STOL types worthy of operational evaluation.

Though the specific aircraft mission requirements of the individual services may not be identical, V/STOL operational problems are similar. One type of test and evaluation vehicle, it is believed, should provide the answers to many mutually confounding V/STOL problems.

The three services share equally in funding, support and evaluation of the three experimental V/STOL designs.

Navy management control, for the most part, is centered in development of the X-22A.

Interest in the V/STOL concept began in the early 1950's, when the military recognized a need for high performance aircraft that could operate to and from normally inaccessible areas. Speed restrictions of the helicopter have limited its usefulness in certain combat situations, and fixed-wing aircraft require runways—which take time to build.

Needed was an aircraft fast enough to speed in and out of combat and, in the same package, have the ability to take off and land in helicopter fashion, particularly in troubled, remote areas of the world.

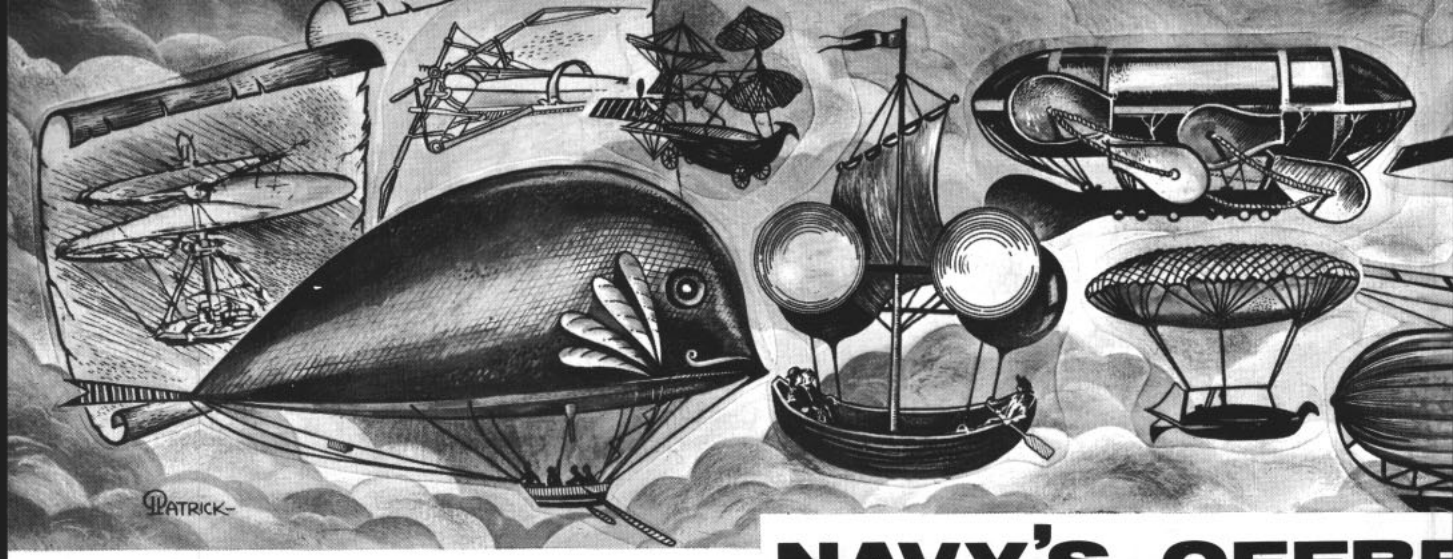
IN EARLY V/STOL development years, the Navy and the other services started individual test programs of various configurations to investigate the possibilities of an aircraft that could take off and land like a helicopter and, once airborne, fly like a fighter.

Test vehicles produced during the past 10 years, such as the Navy's K-16, which combined a deflected slipstream with a tilting wing, were not suitable for evaluating mission capabilities, but did prove that V/STOL aircraft are aerodynamically feasible.

The operational problems which may be encountered with V/STOL types still remain speculative, and this is recognized by the tri-service V/STOL study group. Concentration is on the development of experimental V/STOL types that can be used for exploring such technical problems as effects of high down wash velocities, complexity of control, maintenance requirements and capability to operate under various conditions.

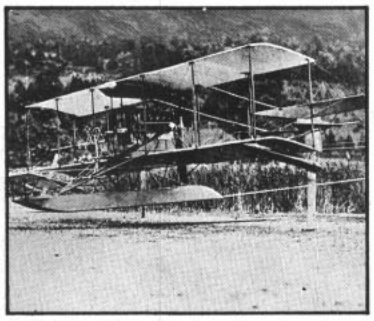
Questions like these must be answered before the individual services can make realistic plans for advanced types of V/STOLs to perform specific types of missions.

—Dan Kasperick, JO1, USN.

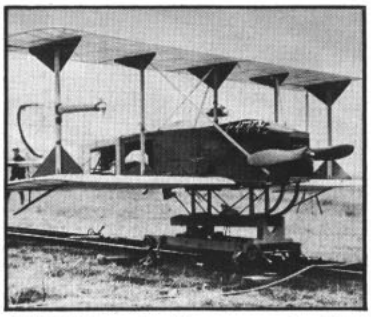


NAVY'S OFFBE

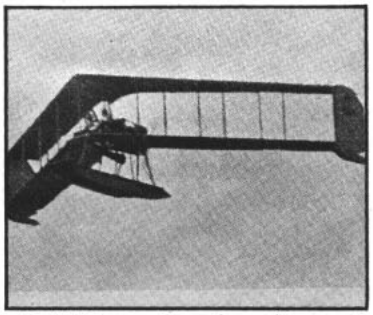
Experimental a



GETTING OFF the ground was an early problem. In one attempt, LT Ellyson set plane on wires, then slid downhill.



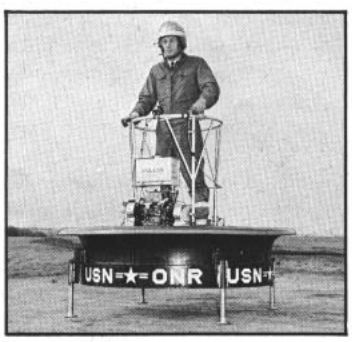
AERIAL torpedo, forerunner of guided missile, used device similar to railroad track to serve as the missile's launcher.



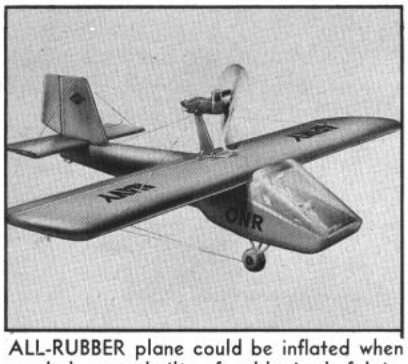
STRANGE aircraft, such as this swept-wing Burgess-Dunne hydroplane, were tried by the U.S.Navy in the early days.

LATE TWENTIES saw c
periments, such as this
two flotation bags c

THE *POGO* could take off, land vertically, reach high speed in horizontal flight.



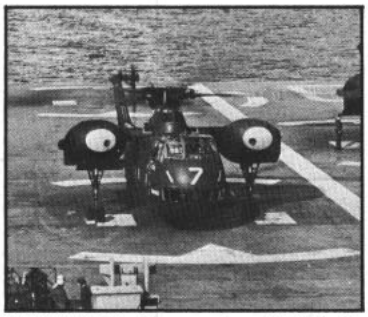
FLYING platform caused quite a stir in naval circles in 1955; was steered by shifting weight of the Navy pilot.



ALL-RUBBER plane could be inflated when needed, was built of rubberized fabric, featured closed cockpit, one-piece wing.

EXPERIMENTAL *Skycrane*, sc
lower, stream, tow, and retriev

Prepared by ALL

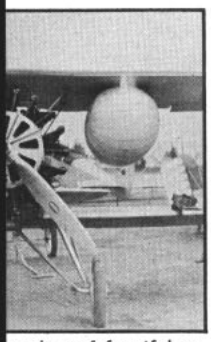


WRY SENSE of humor gives H–37 helicopters goggle-eyes, but they still are basic part of Navy amphibious team.

BIG DOME of this carrier-based early warning plane proved to be no handi cap to its all- weather flying qualities.

ROUGH WATER operations received attention of experimenters who tried to solve problem by use of hydrofoils.

EAT AIRCRAFT
d Operational



number of fanciful ex-
tempt to make use of
survival equipment.

FORERUNNER of the present-day helicopter, the autogyro, was delivered to the Navy at Anacostia NAS in 1931.

FIRST twin-engine helicopter, XHJD–1 was purchased by the Navy to obtain data applicable to rotary wing craft.

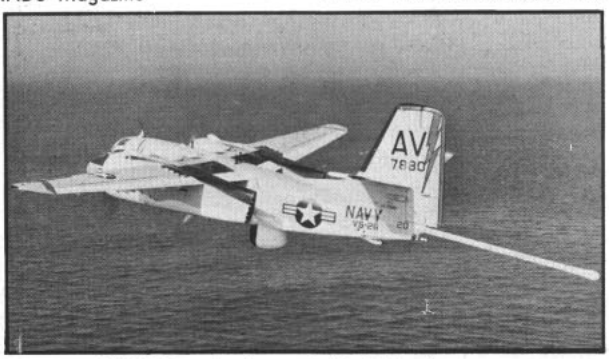
SEA DART, first jet seaplane to be built, was equipped with twin hydro skis, topped speed of sound in 1954.

duled for future delivery, can
minesweeping gear from air.
IANDS Magazine

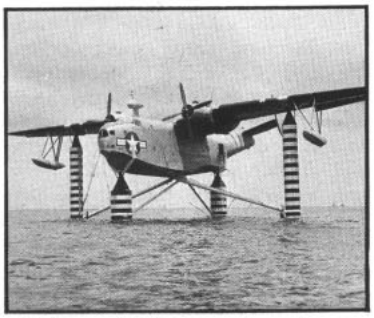
REMOTE control helicopters, forerunners of the present-day *Dash*, could take off, land, hover, travel backward, sideward, forward.

DEADLY to mosquitoes, this Navy helicopter battled insects with crop dusting equipment in one experiment.

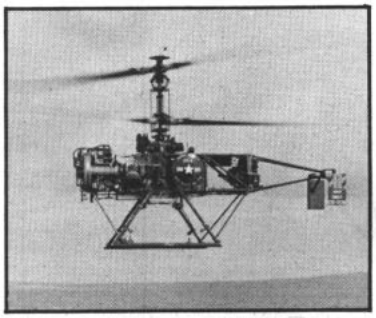
ONE-MAN copters could reach speed of 70 mph; planned for various missions.



STINGER and radome of this S2 *Tracker* enable plane to search for and track enemy submarines. S2 is carrier-based.

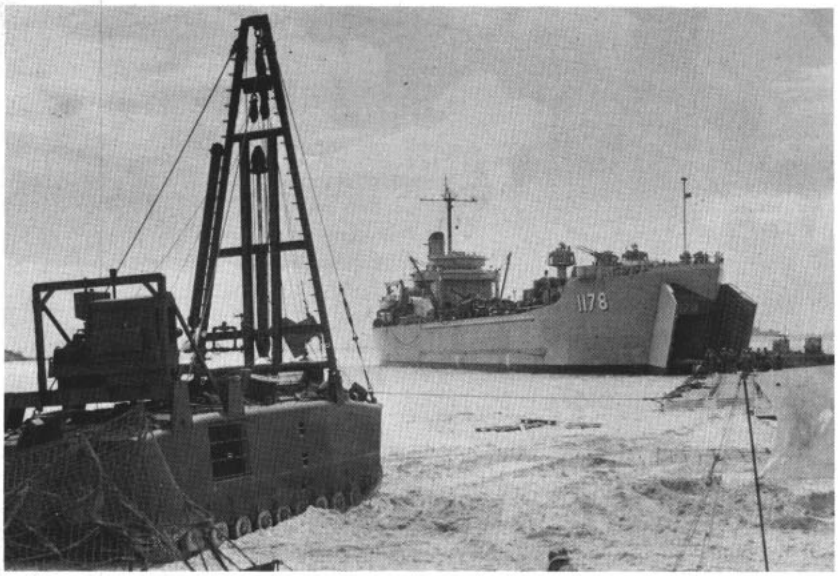


STILTS on PBM–5 were to make seaplane a more stable working platform for antisubmarine warfare operations.



DASH is pilotless, remote controlled helicopter; gives bite to DDs with its two torpedoes; copter is operational.

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



EQUIPMENT and supplies are off-loaded from *USS Wood County* (LST 1178) during amphibious exercises. In foreground is an LVTP rigged with crane.

New Submarine ID Light

Submarines have at times been mistaken for small yachts or fishing boats while cruising on the surface at night. As a result, they are now being fitted with a new identification light for added safety.

The new light is an amber rotating beacon that flashes 90 times a minute. It can be seen for more than three miles in any direction.

The beacon is designed to warn larger ships encountering submarines on the surface at night that their contact is indeed a sub—not a yacht or fishing boat, which may have the same, close quarter running light identification. (The low profile and narrow sail of a submarine permit only a small separation between the standard red and green running lights, and limit the height of the white masthead light. As a result, surfaced subs have often been mistaken for yachts and fishing boats—and have occasionally been crowded dangerously close to the edges of channels.)

The sub ID light is fitted approximately six feet above the regular masthead light. It does not affect standard rules of the road. The light will be displayed only when, in the opinion of submarine commanding officers, the traffic in any given seaway warrants its use.

YESTERDAY'S NAVY

On 1 Nov 1941 the U. S. Coast Guard was placed under the jurisdiction of the Navy Department for the duration of the national emergency. On 1 Nov 1943 amphibious forces under RADM T. S. Wilkinson landed at Cape Torokina, Bougainville, Solomon Islands. On 2 Nov 1943 the Battle of Empress Augusta Bay was fought during darkness. On 5 Nov 1944 aircraft from the Fast Carrier Task Force began a two-day attack against Japanese shipping and air installations on Luzon, P. I. On 13 Nov 1943 carrier aircraft began a two-day bombing of the Gilberts and Marshalls.

Bullpup's Big Brother

Navy missile testers at Point Mugu, Calif., have put their stamp of approval on a bigger, more versatile *Bullpup* air-to-surface guided missile.

Evaluation tests of the *Bullpup B*, big brother of the already operational *Bullpup* A, show the new missile is good enough for full-scale production.

Bullpup B is larger, has greater range, and packs a more powerful wallop than its smaller counterpart. When fully operational, it will give Navy aircraft the capability of engaging a greater variety of land and sea targets.

Bullpup B is not scheduled to replace the original *Bullpup,* which has been used on Navy fighter planes for more than four years. Both missiles have assigned missions in the growing family of selective air-to-surface weapons.

To power the new missile towards its target in supersonic flight, *Bullpup B* is fitted with a scaled-up version of the pre-packaged liquid motor developed for its little brother. Both *A* and *B* have the same type of guidance and control equipment.

Navy planes scheduled to carry the new missile are the A4 *Skyhawk* and A6 *Intruder.*

Pillar Point Tracks Missiles

The Navy's Pillar Point satellite instrumentation site began its second year of tracking missiles launched over the Pacific Missile Range from Point Arguello, Calif.

The site is located on the shore of Half Moon Bay to complete a triangle of radar instrumentation not only with Point Arguello but with San Nicolas Island as well. Instruments located at Pillar Point can track missiles from the side as they travel down range, rather than from the rear.

During its first year, Pillar Point radar tracked 21 missile operations, 13 of which were the fast-moving solid-fueled *Minuteman* missiles. The station's equipment includes FPS-16 long-range radar, telemetry

receiving equipment, an AGAVE antenna (to vector the radar toward a missile moments after liftoff), a timing center, a data transmission system and a communications system.

A mobile command destruct transmitter is also located at Pillar Point which can destroy an errant missile with a 10,000 watt signal.

VR-24 Bids Adieu To Kenitra

Fleet Tactical Support Squadron 24 (VR-24) began phasing down its operations from the Kenitra, Morocco, base in July and was scheduled to stop operations completely this fall.

Its job in Kenitra was one of logistic support. During its presence there, it logged about 284,000 flight miles in one month. Its crews have been known to unload 19,000 pounds of cargo in 47 minutes and land their planes safely in 85-knot winds.

During its 17 years of operation, VR-24 has not suffered one fatal accident. In FY 1962, the squadron won the COMNAVAIRLANT and the CNO safety awards.

People as far away from Morocco as India have had reason to be thankful for the squadron's presence in North Africa. In the fall of 1955, VR-24 flew round trips of 10,000 miles to carry blankets and medical supplies to victims of that year's severe floods in India

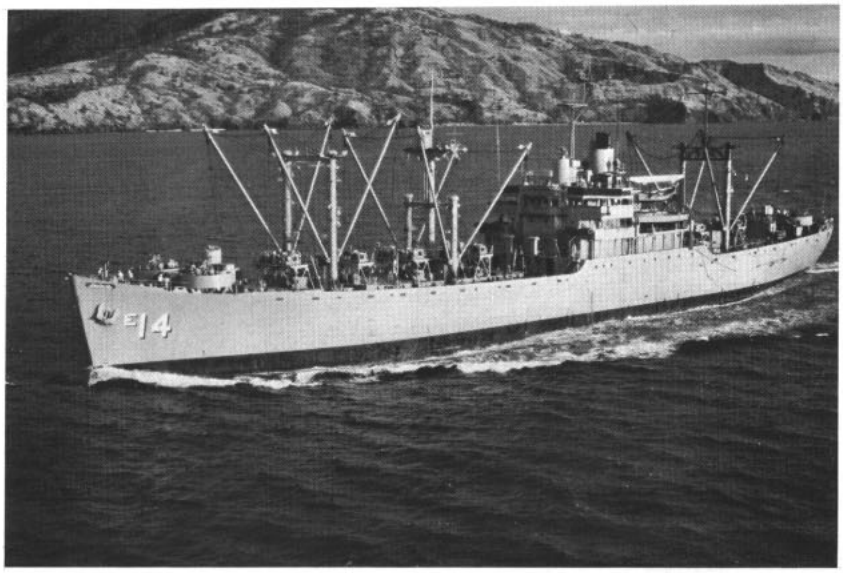
In the spring of 1956, three R5D *Skymasters* from VR-24 carried supplies to Turkey where earthquakes demolished buildings and caused tremendous suffering in the area of Eskisehir.

The spring of 1956 brought a disastrous flood to Lebanon in which 2000 were made homeless and more than 100 died. The squadron's planes flew in whole milk and food.

In February 1960, disaster struck closer to home base in the Moroccan city of Agadir when an earthquake reduced the city to rubble in a matter of seconds.

Squadron planes brought in rescue teams, medical supplies, provisions and other emergency supplies for the people of the stricken city.

Although the squadron base in Kenitra will be closed, the VR-24 detachment in Naples, Italy, is not affected and will continue to operate from Capodachino airport.



PACIFIC CROSSING — After a tour with the Seventh Fleet in western Pacific, *USS Firedrake* (AE 14) is underway for California home port.

Gitmo's Divers

The work of Navy divers at Guantanamo Bay, Cuba, is as diversified as a Navy job can be.

As the ships which are undergoing training return to base late in the evening, calls for the diving gang start to come in. Divers work at night inspecting hulls, sea intakes and screws, checking for possible damage which might have occurred during the day's vigorous training exercises. If damage is discovered, the divers shift from the lightweight Scuba gear to the 180-pound hard-hat diving suit, lower underwater burning and welding equipment, and go to work.

One ship undergoing training was recently involved in a collision. The divers' work of inspecting the ship's bottom eliminated the necessity for a time-consuming drydock period.

Gitmo's divers are on call for salvage and repair for the entire Caribbean area.

In addition to the work on ships, there are many jobs required by base commands. Early this year the diving gang spent three weeks inspecting and repairing a large underwater electric cable which had been cut by a ship's anchor. After the breaks were located, the cable had to be raised to the surface for repair in dry surroundings.

Navy divers, as can be seen by the foregoing, are a dedicated—and busy—group.

David, Davidson, Brumby & Sample—In Fine Company

The Navy has named four new destroyer escort ships, presently under construction. *Brumby* (DE 1044) and *Davidson* (DE 1045) are being built on the Atlantic coast while *A. L. David* (DE 1050) and *W. D. Sample* (DE 1048) are being constructed on the west coast.

David was named for a lieutenant who led a boarding party in the capture of a German submarine during World War II and was awarded the Congressional Medal of Honor.

All three of the other destroyer escorts are named for admirals, though *Brumby* was named after Lieutenant Thomas Brumby as well as his nephew, Admiral Frank H. Brumby.

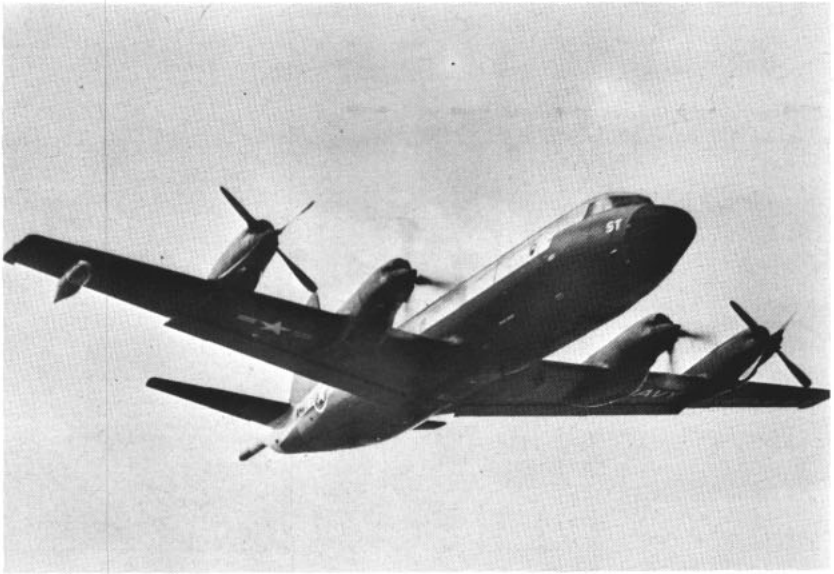
Rear Admiral Sample and Vice Admiral Davidson were both winners of the Legion of Merit. Admiral Sample earned the LOM four times, Davidson was awarded it twice.

Gridley Joins Fleet

The Navy's new guided missile frigate, USS *Gridley* (DLG 21), joined the Pacific Fleet recently following her commissioning in Bremerton, Wash. She is the first ship of her type to be built on the West Coast.

Named for Captain Charles Vernon Gridley, USN, she is the third vessel to bear the name. The first *Gridley* was a torpedo boat destroyer built in 1918 and the second was a destroyer built in 1935.

Gridley will join Cruiser-Destroyer Flotilla Three, and she will be homeported in Long Beach, Calif.



THE FIRST production models of P3A *Orion*, equipped with latest devices for detecting submarines, are scheduled to fly early next year.

Orion Is Replacing Neptune in Patrol Squadrons

THE FACE of the Navy's ASW aircraft fleet is changing. The familiar P-2 *Neptune* patrol planes that have been used for ASW flights since 1945 are giving way to a husky, airline-sized prop-jet jammed with equipment for detecting, locating, and destroying submarines.

Known as the P-3 *Orion*, the new plane is gradually replacing the *Neptune* in patrol squadrons on both coasts of the United States.

The *Orion's* cruising speed is 350-plus knots. She has a 99-foot wingspan, is approximately 117 feet in length, and has a tall, 34-foot tail.

For armament the plane carries depth charges, torpedoes, wing-mounted rockets, bombs, and unidentified special weapons.

Normal complement of the big plane is 12 men, including a tactical coordinator who monitors search and attack phases of a mission under the pilot's direction. Much of the plane's search and detect equipment is linked with automatic and semi-automatic electronic brains.

Orion crews like their new plane. Air conditioning, pressurization, and the quiet, vibration-free operation characteristic of prop-jets all contribute to their comfort.

Other details of the plane encourage efficiency. One is stand-up, walk-around space that was missing from most other ASW aircraft. Polarized lighting can be controlled at different levels, reducing eye strain.

Fifteen feet of the aft cabin is a combination galley and rest station. The galley contains electric fry pans, coffee maker, soup warmers, oven and refrigerator. Comfortable bunks, shelf space, a table, and storage space are all available.

Since last year, *Orions* have been delivered in squadron strength to ASW units, replacing the *Neptunes* for traditional antisub missions. For the most part, the *Orion* job involves:

- Coastal surveillance—Patrolling at low altitudes for long periods—often on only two engines. (During extended reconnaissance flights, pilots of the four-engined *Orion* often shut down the outboard engines, feather the props, and cruise at fuel-saving speeds of 170 knots.)
- Offshore patrol—Convoy escort and general surveillance at higher altitudes where radar, electronic countermeasure gear, and communications ranges are extended.
- Barrier—Guarding invisible electronic barrier fences as a mobile, fast detection station that can revisit sectors at proper intervals.

The *Orion* demonstrated her quick reaction mobility recently by flying non-stop from Van Nuys, Calif., to Paris, France, in 14 hours and 17 minutes—a new record for prop-driven aircraft between Los Angeles and Paris. Average speed during the flight was 379 knots. The *Orion* used was a standard production model—no extra fuel tanks had been added for the intercontinental hop.

The same flexibility that permits the *Orion* to perform a variety of ASW missions makes her easily adaptable for other work.

With little modification she could:

- Act as a command and control vehicle, with long range and endurance, with complete communications equipment for the use of military commanders.
- Conduct weather reconnaissance, because of her extensive communications and electronics installations, her speed and her endurance.

Meanwhile, the *Orion* is working hard at the lonely, patience-trying business of aerial submarine hunting.

Saltwater Radio Developed

A compact transmitter which requires no maintenance and operates on a sea water battery, has been developed by the Naval Research Laboratory.

The device is designed to send distress signals from submarines, small boats and aircraft ditched at sea. When it is immersed in sea water, its battery is activated for transmission on the international distress frequency of 500 kilocycles.

The radio can also be used on other frequencies for short-range navigational buoys or remote control oceanographic instrumentation.

Independence Gets the Works

The attack aircraft carrier USS *Independence* (CVA 62) is back on duty with the Atlantic Fleet after a six-month overhaul period in Norfolk, Va. Major work on the carrier included installation of the SPN-10 automatic landing system.

SPN-10 equipment provides three methods of operation. The first is fully automatic and requires only that the pilot fly the aircraft within certain limits aft of the ship, at which point the SPN-10 takes over. The second method involves the pilot's use of a special instrument landing system in the cockpit which is transmitted by the radar equipment.

The third method is a talk down system which enables the equipment operator to talk down the aircraft through the use of a visual display on a radarscope similar to GCA (ground-controlled approach).

Engineering equipment, the four catapults and the arresting gear also were among the systems overhauled.

DEG, DLG Under Construction

The Navy has assigned names to two guided missile ships now under construction. DEG 3 will be named *Schofield,* and the guided missile frigate DLG 33 will be named *Fox.*

Schofield is being named in honor of the late Rear Admiral F. H. Schofield, USN, an 1890 graduate of the Naval Academy. During World War I Admiral Schofield served as a member of the Advisory Staff in Paris during the preparation of the naval terms for peace with Germany.

The ship is the third in a class of escort ships designed for antisubmarine operations. She will be fitted with a *Tartar* guided missile installation, one five-inch/38-caliber gun, antisubmarine torpedoes, antisubmarine rockets *(Asroc),* and a drone antisubmarine helicopter *(Dash).* She is 415 feet long, with a beam of 44 feet and a full load displacement of 3400 tons. *Schofield,* under construction at Seattle, Wash., is scheduled to be launched in December this year.

Fox is the third U. S. ship to bear the name of Gustavus Vasa Fox, who was appointed by President Lincoln as the first Assistant Secretary of the Navy. Fox nominated Admiral Farragut as Commander of the New Orleans expedition during the Civil War, and was an early advocate of the *Monitor.*

Fox will displace 7000 tons, is 533 feet long, and has a beam of 53 and a half feet. She is equipped with dual *Terrier* missile launchers forward and aft. Her anti-aircraft arsenal also includes two three-inch/50-caliber guns. *Fox,* under construction at San Pedro, Calif., is scheduled for launching in June '64.

Navy Housing Goes to the Races

The U. S. Navy Housing Activity, Yokohama, claims to be the only Navy Housing Activity in existence that has its headquarters in a former racetrack grandstand.

Furthermore, it has:

- A tri-service population of 7000.
- A downtown chapel center.
- A nine-hole golf course, a bowling alley, a swimming pool, tennis courts, and a Japanese hot bath massage parlor.
- A veterinarian, an animal clinic, and a quarantine station.
- A bakery that produces almost four million loaves of bread per year, plus rolls and pastries.

Four years ago pioneers in the project bravely set up shop in the racetrack; requested funds; renamed the streets after naval heroes; patched leaky pipes, roofs and marble-lined bathtubs; set up clinics for dependents; and hung out their shingle.

The economics of the project were interesting. The quarters were built in 1947 (for a five-year life span) with a wish, a prayer and post-war materials, by workmen who had never seen an American-style house.

Twelve years later the ceilings sagged, the pipes and roofs leaked, the valves dripped, the locks stuck, and the windows were "weather-stripped" only until bad weather arrived. The wooden screens helped hold window frames to the sagging structures, while rust streaked the paint where it hadn't peeled off the cracked plaster. The framing was suffering from dry rot.

After the first six months of operation, however, quarters began to show a slight improvement. Under this facade there was considerable comfort left in the quarters, which had the potential of a model community.

Today, Yokohama Housing Activity offers some of the best recreation facilities and community services in the Navy for service people far from home.

There is still much heavy work to be done, but a big dent has been made in that part of the backlog that affects the Activity's housing. Tenants have been good sports under the pressure of restoration work going on among them, around them, and right in their homes.

Because so much work has consisted of major restoration, the vacancy rate has been high; the quarters could not be assigned "as is." Today, however, Housing authorizes units as soon as they are vacated, and families waiting for housing promptly move into them as "transient quarters." They are able to keep their standing on the waiting list for permanent assignment, but have a livable place to stay while waiting. Much has been accomplished, but much remains to be done.

Concurrent travel is still permitted, even though the Housing Activity usually gets blamed for the sometimes long wait for housing at the Yokohama end.

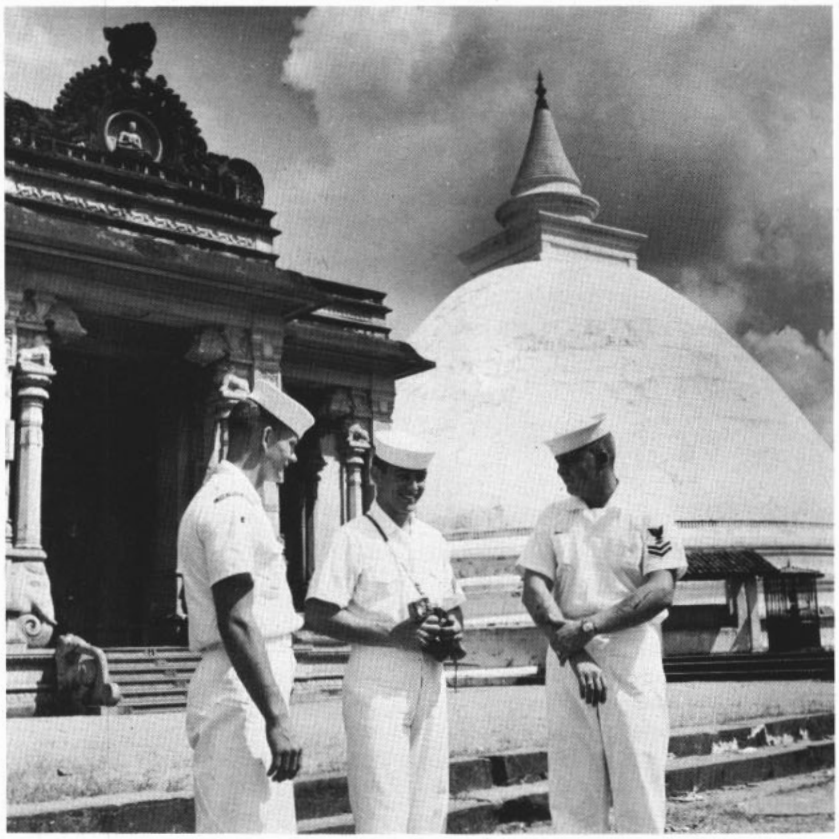
RECORD SETTER—Navy's husky P-3 *Orion* set a new speed record for prop-driven aircraft in nonstop flight from California to Paris.

Holland Commissioned

The second submarine tender to be built specifically to service *Polaris* submarines, USS *Holland* (AS 32), has been commissioned in Charleston, S. C.

Holland will be capable of making any submarine repairs short of major overhaul, including the servicing and maintenance of the nuclear power plants in *Polaris*-firing submarines.

The ninth submarine tender in commission, the ship will carry a complement of 950 and displace 19,000 tons when fully loaded.



SIGHTSEEING — Destroyermen from *USS John R. Pierce* (DD 753) admire the architecture of the East. Behind them is Buddhist temple in Ceylon.

Tac-Nav Joins CIC

Grease pencils used in combat information centers have been given another push on their way to oblivion. Sophisticated electronic equipment known as the tactical-navigational display system promises to be the replacement.

Called Tac-Nav for short, this equipment has been installed on four U. S. carriers. The first Tac-Nav was installed on USS *Randolph* (CVS 15), and more advanced systems have been installed on three other carriers, *Essex* (CSV 9), *Kearsarge* (CVS 33) and *Bennington* (CVS 20).

Instead of manual plotting by sailors with grease pencils, Tac-Nav features a screen and projector assembly which supply information needed by commanders to direct ships and task forces in combat at sea. Included in the projected information are the direction and speed at which the ship is traveling as well as similar information on all other ships and aircraft picked up by radar and sonar. The ship with Tac-Nav may be shown in the center of the display or anywhere else on the screen. Other ships and aircraft are depicted in accurate relationships, with all tracks continually changing with the situation.

The showing of this information is accomplished by 10 slide projectors, six of which are equipped with miniature plotting systems. The projectors are controlled by two cabinets of electronic equipment which make up, in effect, a speedy analog computer.

The computer and projectors are controlled from an evaluator's console where information from radar and sonar is integrated with data on the ship's geographic location and weapons systems.

Worden Commissioned

The Navy's newest guided missile frigate, USS *Worden* (DLG 18), is scheduled to join the Pacific Fleet this fall. The 533-foot frigate, built in Bath, Me., carries a complement of 352 enlisted men and 23 officers.

Worden is the fourth Navy ship to be named after Rear Admiral John L. Worden, USN, who served as the first commanding officer of the ironclad *Monitor*.

Underseas Weather Forecast

Oceanographers have found that electronic brains can speed up the analysis of ever-changing sea conditions. As a result, the Navy is sponsoring the development of computers designed to forecast sea temperatures, sound velocity and currents almost in the manner that weather is forecast.

Basically, here's how the computers will work: Oceanographic conditions already known, and oceanographic theories, will be programmed on a computer. Known conditions in any particular ocean zone will be fed into the computer, and the sea/area peculiarities undergo automatic analysis—and a forecast is made.

With this system, oceanographers could derive information of great strategic value to the Navy. Knowledge of short term variations in undersea conditions, for example, is essential in the accurate detection and tracking of submarines. Conversely, friendly subs could use such knowledge to avoid enemy sonar.

MCB-4 at Newfy Regatta

Joining with boat crews from Newfoundland towns surrounding the Naval Station at Argentia, Mobile Construction Battalion Four's shell racing team competed in the First Annual Placentia Inter-Town Regatta. It was a day-long festival.

In the morning, local marching units, including the MCB-4 drill team, paraded from Placentia to the regatta site. The drill team performed during the opening ceremonies, which were attended by local dignitaries and over 1000 spectators.

During the races, the choppy mile and a quarter course was a challenge to the competing crews, who raced all afternoon and into the evening. The Four team won second place in its race, and received silver trophies at a presentation ceremony and street dance held that evening in Placentia.

Several of MCB-4's current projects, including construction work on a dam and spillway to raise the level of the area's water supply, have brought the Seabees in close contact with the Newfoundlanders.

Seabees are also doing volunteer work at the Boy Scout camp in Placentia, and the drill team is a regular performer at local events.

Killen Target of Hot Shots

U. S. Navy missiles are aimed to miss from a Puerto Rico naval station where missiles are fired at a decommissioned WW II destroyer.

The ship, *Killen (DD 593)*, is used as a target in the surface missile firing operations at Roosevelt Roads, Puerto Rico. Ships firing at *Killen* don't attempt to hit her since the destroyer carries electronic equipment and high speed cameras to monitor missile shots and determine accuracy.

In case of a miss—which would be a hit on *Killen*—the destroyer has been partially filled below the waterline with a chemical that would keep her afloat.

Killen replaced *Barr (APD 39)*, which was purposely sunk this year during "Operation Springboard."

PEARL VISITORS—Japanese submarine *Oyashio* (SS 511) is welcomed at Pearl Harbor sub base as she arrives for a seven-week training session with SubPac.

French Ship Carries *Tartar*

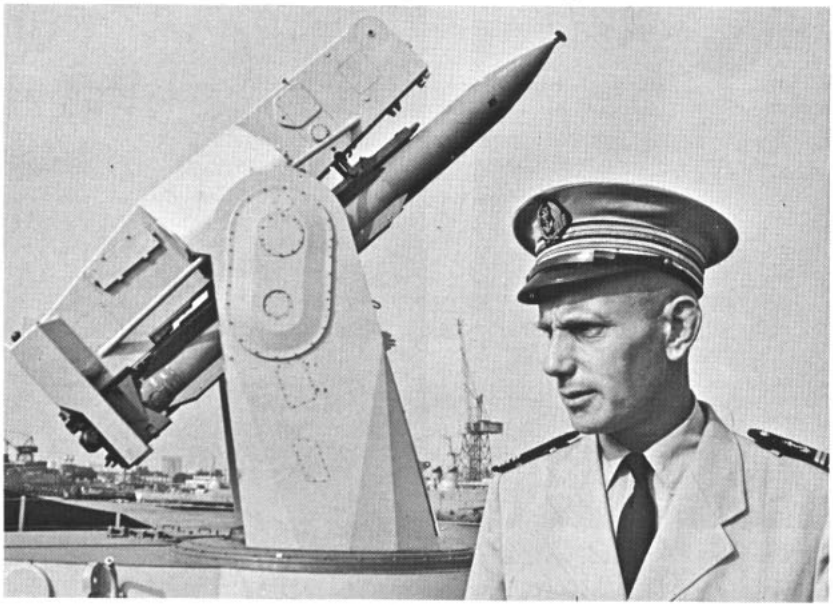
The French destroyer *Dupetit Thouars* visited Washington D. C., this fall, bringing to a close a visit to United States ports which included Yorktown and Norfolk, Va., and Mayport, Fla.

Dupetit Thouars was equipped with the U. S. Navy's *Tartar* surface-to-air missile at the French Naval Arsenal at Brest, France. *Tartar* launching systems will also be installed in the destroyers *Du Chayla*, *Bouvet* and *Kersaint*.

Dupetit Thouars is 420 feet long and carries a crew of 14 officers and 278 enlisted men. In addition to her *Tartar* missile system, she is armed with three 57mm twin mount automatic aircraft guns, two triple torpedo launchers and one antisubmarine 375mm rocket launcher.

Dupetit Thouars bears the name of a French family that has given France a long line of sailors. In the past, the family has produced three admirals, two captains and two lieutenants who have made their name illustrious in French naval annals since 1778. The family is still represented in the French Navy.

AT NORFOLK, Va., CDR Jean Serbouce-Goguel, CO of first French guided missile destroyer, *Dupetit Thouars*, poses near ship's *Tartar* launcher.



Japanese Sub Visits Pearl

This past summer, for the first time in more than 20 years, a Japanese submarine entered Pearl Harbor, Hawaii. The submarine was *Oyashio* (SS 511), on a seven-week training visit with the Pacific Fleet Submarine Force at the sub base.

The visit was broken into a four-week operating period and an in-port stay of three weeks.

At sea *Oyashio* took part in antisubmarine warfare operations with several U. S. submarines. Crew members of both nationalities traded submarine indoctrination rides, seeking more detailed familiarization with individual assignments at sea.

During one period of training the submarines alternately served as target ships while the other submarines made practice torpedo runs.

The Japanese submariners continued to train during the three-week stay in port. Many *Oyashio* officers, for instance, attended a modified prospective commanding officers' school. At the school they were lectured on fire control and antisubmarine warfare and were given practical shiphandling instruction in the operating mockups of submarine control rooms.

USS *Bluegill* (SS 242) was host ship for the Japanese submarine. *Bluegill* crew members arranged tours of the island of Oahu and the city of Honolulu. Many of the Japanese Navymen were invited into private homes in the area.

SIDELINE STRATEGY

WHY DO certain names continually crop up on sports pages? Of the millions of people who are engaged in sports during each year, why do a select few deserve mention over and over again?

Answer: They're *great*.

Certainly there are many "great" athletes in the Navy, and one we're particularly proud to have on our team is Hiram A. Carroll, Jr. There hasn't been a lot written about him, but the way we see it, it's only a matter of time before he becomes as well known and respected by fans as he currently is by fellow competitors.

Hiram Carroll is a 19 year-old, 190-pound, six-foot, two and one-half inch seaman. Hiram Carroll is also a fast runner. He is, in fact, a track star of international caliber.

As is the case with most top athletes, Carroll showed signs of greatness as a youngster. In 1959, while attending high school at Albuquerque, N. Mex., he set the World Juvenile 440-yard dash record at 48.6 seconds. At state championships that year he clocked 48.3 seconds in the 440.

In 1960 he won two more state championships—the 120-yard high hurdles (14.6 seconds) and the 180-yard low hurdles (19.0 seconds).

Carroll's Navy experience began in 1961 at Naval Training Center, San Diego, and shortly thereafter he became a representative of that station in many service and college track meets. In 1962 he ran in all the major West Coast track and field events, including the West Coast relays, the California Relays, the Modesto Relays and the Compton Relays. Then he ran sixth in the National AAU Championships, finishing the 440-yard dash in 46.7 seconds.

Those who observed him in these meets and predicted that greater things were in store for the lanky sailor were dead right.

Recently Carroll helped his U. S. teammates set a new CISM record in the mile relay while competing in the CISM Track and Field Meet at Brussels, Belgium. The team finished the mile in 3:10.4, shaving four-tenths of a second off the previous record. The world record is 3:05.6.

Is an improving Carroll heading for the Olympics?

★ ★ ★

Still on the subject of people whose names are frequently read on sports pages, there is one Navyman who is so outstanding an angler that it is virtually impossible to omit mention of him once more in this column. For the benefit of those who have not guessed his identity, that feller is Chief Yeoman Harry Bonner of Naval Amphibious Base, Coronado, Calif.

Incidentally, his most recent victory was in the El Toro Albacore Tourney. Bonner's three-man team caught 11 albacore on an afternoon's outing. Bonner caught six of them.

—Bill Howard, JO1, USN.

Built-In Swimming Pool

When the dock landing ship USS *Comstock* (LSD 19) recently recorded its 20,000th mile of steaming during its current deployment with the Amphibious Force, Seventh Fleet, the occasion was celebrated with a "beach party" at sea between Okinawa and Japan.

The design of a dock landing ship permits flooding of the well deck, thus providing a pool 42 feet wide and up to 400 feet long. With the well deck flooded for swimming, the party was underway. Charcoal broilers were set up on deck and the ship's cooks barbequed steaks, hamburgers and hot dogs for the 265 men and officers. A buffet table was laden with salads and other trimmings. Talented *Comstock* sailors provided musical entertainment during the party, and an outdoor movie that evening rounded off the affair.

Seven midshipmen undergoing summer training were on board, and had a glimpse of another bright aspect of Navy life.

Sylvania Is Launched

Sylvania (AFS 2), the second of a new class of combat store ships, was launched recently at San Diego.

Sylvania's sister ship, *Mars* (AFS 1), was launched in June. The two ships combine the functions of the Navy's present store ship (AF), stores issue ship (AKS) and aviation supply ship (AVS). They will carry one-half to two-thirds of the foodstuffs carried by an AF, about the same amount of general ship's supplies carried by an AKS and about the same amount of aviation supplies carried by an AVS.

Sylvania is 581 feet long and has a beam of 79 feet. Her displacement, fully loaded, will be 16,100 tons. She will be armed with four 3-inch/50-caliber twin gun mounts. She will be manned by a crew of 35 officers and 378 enlisted men.

New *Barb* Commissioned

The Navy's 17th nuclear-powered submarine, USS *Barb* (SSN 596) was commissioned during August at Pascagoula, Miss.

Barb, which bears the name of a World War II submarine, was launched on 12 Feb 1962. She is a *Thresher* class submarine displacing 3750 tons and is 278 feet long.

BOOKS FROM PROFESSIONAL DEVELOPMENT TO A LOOK AT THE FUTURE

WHAT'S YOUR CHOICE for this month? A guide to professional success, a long look at the future, a touch of history, or contemporary events? Whatever it may be, any of these may be found among the selections at your ship or station library.

Professional knowledge is always useful, particularly when presented in palatable form, and two of this month's choices — **Naval Aviator's Guide,** by Captain Malcolm W. Cagle, USN, and **Atomic Submarines,** by Norman Polmar—fit into this category.

Guide is a compilation of the accepted and current doctrine, procedures, techniques and customs of naval aviation. It is primarily intended for the student or newly commissioned aviator, and for naval aviation officers who are reporting to their first ship or squadron. It will also be useful to limited duty officers and enlisted men serving with naval aviation.

Viewed in cold print, the above description might give the impression that such a book would be dull and technical. However, those familiar with Captain Cagle's work will know that he couldn't write a dull book if he really tried. Informative and technical, yes; dull, no.

The same goes for *Submarines.* This book tells how the atomic submarine came into being—the trials and errors and the many kinds of men and events that produced it; of early inventors and naval pioneers; ingenious German efforts during two World Wars; tenacious U. S. naval officers who fought post-war apathy; as well as the designers, commanders and crewmen of these truly revolutionary craft. Besides describing some of the epoch-making trips of some of these subs, the author describes the planning and development of the advanced attack subs, the missile-armed subs, the *Polaris* missile and its history, and the newest experimental subs. It might be old hat to those in the trade but they'll enjoy it anyway; to the uninitiated, it will be fascinating.

In case you're interested in figures, here is a book that covers the subject from games of chance to the law of averages. It has the foreboding title of **Probability and Statistics for Everyman,** by Irving Adler. If you vigorously apply the principles developed therein, you might amaze your friends and confound your enemies. Basically, this is a guide to the fundamentals of probability theory that can be understood by anyone who has mastered high school algebra. As literature, it doesn't quite sing, but there's plenty of meat in it.

History (of World War II) is covered in two titles—**Behind the Burma Road,** by William R. Peers and Dean Brelis, and **Education of a General,** by Forrest C. Pogue and Gordon Harrison.

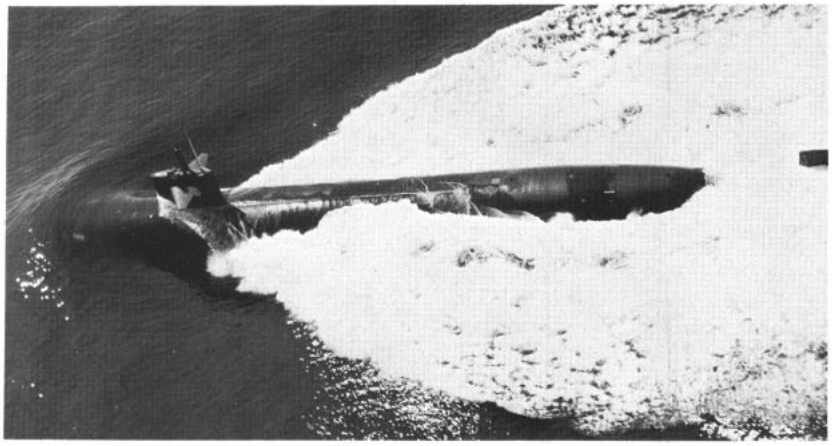
Burma Road is the story of the United States' most successful guerilla force, Detachment 101. This was a clandestine organization of U. S., British, and Burmese military men who formed and led groups of tribesmen in Japanese-occupied Northern Burma during World War II. *Burma Road* tells of their job of espionage, harassment of the Japanese army from the rear, and the rescue of Allied airmen shot down over the jungle. Has all the elements of a good international suspense yarn.

General is of an entirely different nature. This is Volume I of a projected three-volume life of General of the Army George C. Marshall. Since General Marshall refused to write his memoirs, this works is based on papers and interviews to be found in the George C. Marshall Foundation. The scenes of his career include the Philippine Islands in the wake of the Spanish - American war, France in World War I, China in the time of the warlords, his battles with the then War Department. An important contribution to U. S. 20th-century military history.

The Morning After, by Victor Franco, is this month's contribution to contemporary events. This is a picture of life in Cuba under Castro as seen by a French journalist who went to Cuba, he says, determined to be objective in what he saw. He found it impossible to remain so. To observe the effects of the Revolution on the Cuban people, he traveled everywhere and talked to everyone, from the elevator boy to Che Guevara and Fidel. The title gives a clue to his conclusions. Perhaps his beating by the Cuban police may have influenced his objectivity.

Two real whingdings have been selected for this month's comments in the field of fiction. **Rags of Glory,** by Stuart Cloete, touches upon the Boer War; **Caravans,** by James Michener, takes you to Afghanistan as it was in 1946. Cloete is, of course, a specialist in South Africa and he makes the most of his knowledge. However, as always, he disguises his immense mastery of the subject in terms of people—as seen from both sides in this most bitter war.

Caravans also has the mark of an old pro at work. There is, of course, the inevitable girls-meet-boys theme but, in addition, Michener is obviously fascinated by the country in which the action takes place and he does much to convey the same sense of wonderment to the reader.



BREAKING WATER—The nuclear-powered submarine *USS Barb* (SSN 596), named for World War II submarine, has joined the nuclear sub fleet.

Brief news items about other branches of the armed services.

ARMY ENGINEERS have developed a mine detector which will expose non-metallic as well as metallic mines by means of a microwave device which can differentiate its target from the surrounding soil.

The new detector, which is being prepared for service testing, uses transistors and etched circuitry in place of the conventional electron tubes and wiring.

The only battlefield maintenance necessary will be replacing a defective plug-in assembly with a new unit. This can be done easily by the operator.

★ ★ ★

A BUILDING more than half again as large as the Pentagon is under construction on Merritt Island across the Banana River from Cape Canaveral, Fla.

The structure, which will enclose 125 million cubic feet of space, will be the vertical assembly building for the National Aeronautical and Space Administration's (NASA) *Saturn V* space vehicle.

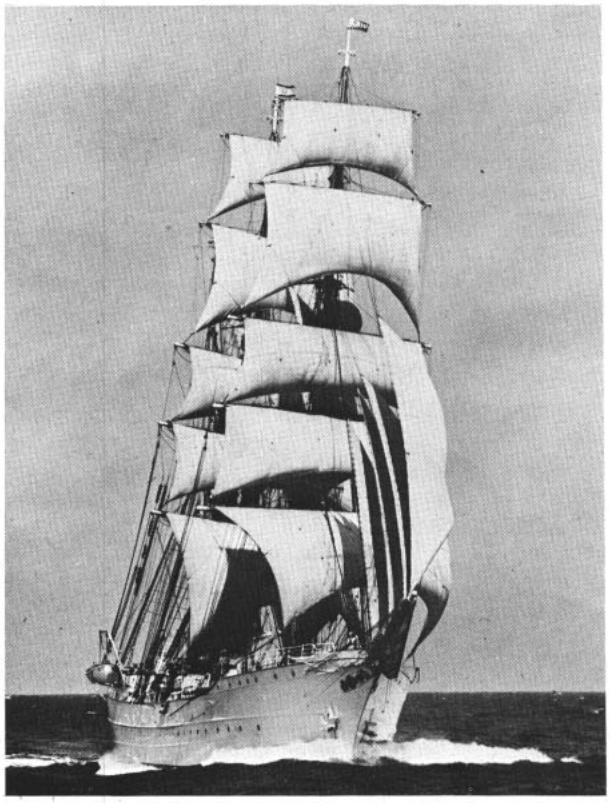
Saturn V, which will have a thrust of 7.5 million pounds, is designed to power the *Apollo* spacecraft on the first manned landing trip to the moon.

Approximately 52,000 tons of structural steel will go into the framework of the building while another 21,500 tons of steel will make up the 128 miles of piling forming the foundation.

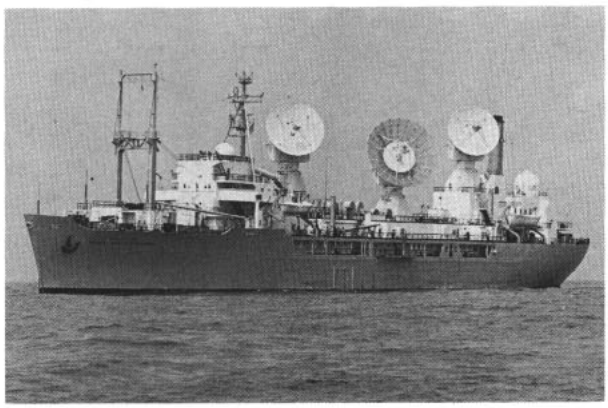
The huge rocket and its *Apollo* spacecraft will be constructed in an upright position on a launch platform.

After the rocket is checked out, the whole assembly will be picked up by a giant crawler-transporter and carried several miles to the launch area on the Atlantic coast north of Cape Canaveral.

The building is scheduled for completion in 1965.



THREE-MASTED Coast Guard training bark *Eagle* begins last leg of cadet cruise which covered 10,000 miles.



AIR FORCE ship *General Hoyt S. Vandenberg* carries electronic equipment to gather missile information.

★ ★ ★

TACTICAL AIR COMMAND jet fighters, reconnaissance jets and assault airlift aircraft left their home bases in the United States this summer to take part in a major exercise conducted by the Southeast Asia Treaty Organization (SEATO). The SEATO exercise, called Dhanarjata, was a ground defense problem involving army and air force units of member countries.

En route to Thailand the fighter and reconnaissance aircraft were refueled by Strategic Air Command KC-135 tankers.

The United States' portion, Exercise *Tidal Wave,* included aircraft from air bases across the country.

★ ★ ★

A VERSATILE TARGET missile known as *Redhead/Roadrunner* is being tested by the U. S. Army. It will be used primarily to simulate high-performance aircraft and air-breathing missiles for the Army Air Defense Command.

Redhead/Roadrunner is 22 feet long and one foot in diameter with triangular wings and a pair of small movable control fins mounted near the rear.

In the latest test, the missile flew an uprange course and then successfully completed a 210-degree turn at 2000 feet while going faster than the speed of sound. Then it was safely returned to the ground by its self-contained parachute recovery system.

The *Redhead/Roadrunner* has flown numerous other test flights, including one at 41,000 feet while doing more than twice the speed of sound and one at 350 feet at just under the speed of sound.

This missile is designed to fly from 300 to 60,000 feet in altitude and from subsonic to Mach 2 speeds. It is controlled by electronic signals from a ground command station and can perform various turns and maneuvers.

★ ★ ★

THE POPULATION EXPLOSION has hit outer space, for nowadays it seems, even satellites have sub-satellites.

Two Tetrahedral Research Satellites (TRS) were

ejected simultaneously from an orbiting Air Force spacecraft and have telemetered back to earth valuable information on radiation damage.

Each TRS measures six inches on a side and weighs only one and one-half pounds. They provide the Air Force with an inexpensive, flexible spacecraft to make accurate scientific and engineering experiments independently of the parent craft.

Between them, the two TRS perform 10 experiments, such as measuring radiation damage to special silicon solar cells and measuring the effectiveness of cell shields made of fused quartz and glass of microscopic thickness.

A major role of the TRS is to determine the reliability of unproven components and sub-systems for use in later generations of spacecraft.

In addition to the experimental purposes for which it is now used, the TRS can rapidly be adapted for specific missions, to find immediate answers to space questions without formal, expensive and elaborate research projects.

★ ★ ★

THE U. S. ARMY Engineers at Fort Belvoir, Va., have contracted for three service test models of a device to improve the aiming of artillery and short range missiles.

The device, which has the jaw-fracturing name of gyro-azimuth theodolite, uses north (as determined by a gyroscope) as a reference point to determine the azimuth angles (as measured by a theodolite) along which to shoot at and hit a target point.

The device is subordinate to the long-range survey system for aiming artillery and missiles.

The new device will be an improvement over the one now in use inasmuch as the prototype weighs 31 pounds instead of 211 pounds. It will also provide artillery with an improved all-weather azimuth aiming instrument.

The first of the three service test models is scheduled for delivery in April 1964.

★ ★ ★

GELATIN IS A POPULAR dessert on earth, but it may have more important applications in space. The Air Force has discovered that gelatin can be used as a rigidizing substance for cloth structures, such as shelters and passive communications satellites.

THE ARMY'S new twin turbine powered CH-54A heavy lift helo is designed to increase mobility on battlefields.

HELO UP — The XH-51A rigid rotor helicopter is one of two helo research vehicles designed for Army-Navy use.

In the current experiments, scientists are compressing thick liquid gelatin and layers of fiberglass cloth together to form a flexible, rubber-like product. Ethylene glycol (permanent antifreeze) is added to the material as a plasticizer.

During a recent test, a three-foot pyramid was prefabricated from this material. The triangular panels were cured in an oven, then seamed together. Then the three-foot-tall pyramid was folded into a package (12 inches wide by 16 inches long by one and a half inches high), placed into an altitude chamber, where it could be mechanically inflated.

By the time an altitude of about 150,000 feet had been simulated, the ethylene glycol had completely evaporated, causing the prefabricated structure to assume a rigid form.

Tests indicate that the gelatin-fiberglass cloth can withstand a pressure of 80,000 psi, which is equal to the best high-strength reinforced plastics.

More tests are planned using this material for space structures, including a test of a 12-foot cloth shelter. This will be lightweight, easily carried by one person, and will be inflated and become rigid in space.

Food containers could also be made from gelatin, permitting the space traveler to eat the food and its package. And satellites constructed of the gelatin-fiberglass cloth could be shot into space, where they would likewise inflate and become rigid structures.

★ ★ ★

TO THE SURPRISE of almost no one, an Army survey has shown steak and milk to be the typical soldier's favorite foods. Other well-liked items of the 265 foods surveyed included fresh fruit, apple pie, eggs-to-order, veal steak, fresh tomatoes, fried chicken and roast beef.

The survey of 20,000 enlisted personnel used a nine-point rating scale ranging from "like extremely" to dislike extremely." It was conducted to help Army and Air Force menu planners develop new foods for military use.

No one food is liked by everyone and that has been the biggest problem facing meal planners. Food likes and dislikes are currently being related to the men's personal characteristics such as age, education, region of origin, marital status and size of home town.

THE WORD

Frank, Authentic Advance Information On Policy——Straight from Headquarters

• **PN ADVANCEMENT**—The PN rating has been removed from the list of skills which require access to classified information. As a result, foreign nationals may remain in the PN rating and advance under normal procedures.

Foreign nationals who serve in the related YN rating, which does require access to classified materials, are encouraged to request change-over to PN.

And, foreign nationals who serve in other classified ratings are reminded that they may not advance or reenlist in such ratings without approval from the Chief of Naval Personnel. Those affected should request change to some appropriate rating, not on the classified list, as soon as possible.

However, foreign nationals in ratings other than yeoman should not request change to PN.

The new PN status will be reflected in a forthcoming change to BuPers Inst. 1440.5D, the advancement directive which last summer advised the Fleet that foreign nationals could not advance or reenlist in ratings on the classified access list.

• **OPEN RATES FOR RESERVISTS**—The Chief of Naval Personnel has issued a revised list of open rates in which active duty TARs may enlist in the Regular Navy, and Naval Reservists on inactive duty may volunteer for active duty. Additional eligibility requirements may be found in BuPers Inst. 1130.4G or 1300.28.

The revised list announced as change two to Inst. 1130.4G contains 90 open rates. Here they are:

QM1, 2, 3	**CE3**
SM2, 3	**AT3**
RD1, 2, 3	**AQ1, 2, 3**
SOC, 1, 2, 3	**AC3**
TM2, 3	**AE3**
MTC, 1, 2, 3	**AM3**
FTC, 1, 2, 3	**AO3**
GMTC, 1, 2, 3	**PR3**
ETC, 1, 2, 3	**AG3**
DSC, 1, 2, 3	**PH3**
OM3	**PT3**
RM1, 2, 3	**AXC, 1, 2, 3**
CTC, 1, 2, 3	**AN, AA, AR**
MA3	**SN, SA, SR**
MM1, 2, 3	**FN, FA, FR**
BT3	**CN, CP, CR**
BRC, 1	**TN, TA, TR**
EM2, 3	**HN, HA, HR**
SF3	**DN, DA, DR**

• **NUCLEAR POWER SCHOOL FOR E-2**—A change to the *Enlisted Transfer Manual* has altered the entrance requirements for the Nuclear Power Training Program. The change opened the doors of Nuclear Power School to Navymen in pay grade E-2 but closed them for personnel over 25 years of age.

The six ratings eligible to attend the school are ET, IC, EM, MM, EN and BT but, under the new rules, Navymen in the BT rating are eligible for surface nuclear power training only.

Major changes to the Nuclear Power Program eligibility requirements include:

• Maximum age limit is lowered to 25. Previously the age limit was set at 32.

• Pay grade limits are broadened to include pay grades E-2 through E-6. Before the change, only pay grades E-3 through E-6 could qualify.

• The combined GCT-ARI minimum requirements are lowered to 105 for the MM, EN and BT ratings. A score of 110 was previously required to qualify.

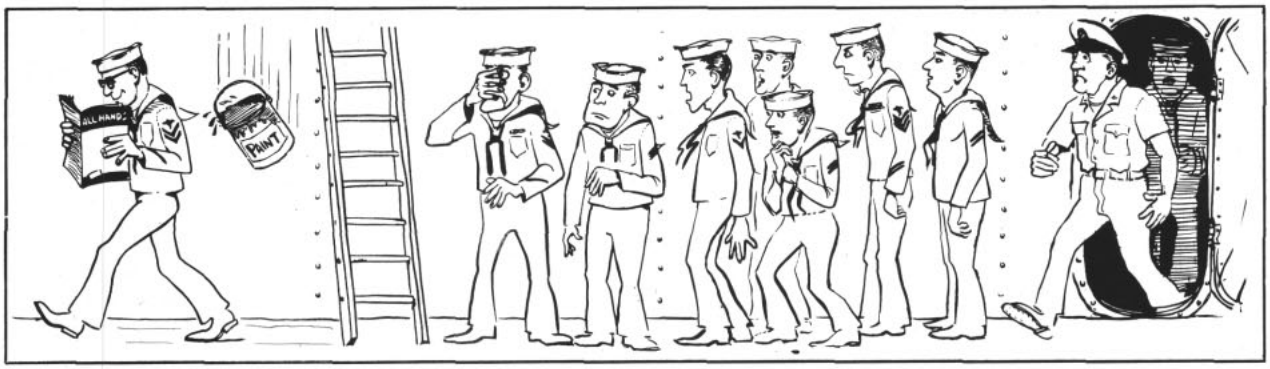
• Personnel in ET, IC and EM ratings must still have a total score of 110 to qualify.

Navymen who do not have the minimum score of 110, but who do meet an alternate test score requirement, will be subjected to a special selection process. This process will include a review of other indications of academic potential, such as: Number of years' education completed; courses taken in math, and service school performance.

• Scholastic requirements are tightened. Under the new change, a Navyman must either be a high school graduate or have two years of high school plus GED high school equivalent in order to qualify. Before the change, completion of certain correspondence courses could substitute for the two years of high school.

• Maximum service requirements are changed. Men in the ET, IC and EM ratings are now disqualified if they have been on active duty longer than four years at the time of entry into the school. MM, EN and BT ratings must have no more than six years. Under the old requirements, the limit was eight years for all six ratings.

Navymen not in the six eligible ratings but otherwise qualified for Nuclear Power School may still apply. Before reporting for nuclear



DON'T LET ANYTHING HAPPEN to this issue of ALL HANDS, remember there are nine shipmates in line for it.

training, however, these Navymen must complete Class A school of one of the qualified ratings.

Other eligibility requirements for entrance into the Nuclear Power Program have not changed.

• **SEAVEY SEGMENT 1-64**—Navymen who are eligible for the 1-64 seavey segment can expect the first transfer directives to roll out of the Bureau of Naval Personnel next June. If you plan to make immediate inquiries about your seavey status, however, forget it—at least for the present. The Bureau won't be in a position to answer any questions until the first of next February, when it receives the first listing of seavey eligibles.

PAMIs will prepare and forward to the Bureau of Naval Personnel rotation data cards for enlisted personnel not already on the Seavey, who are in the rates shown below and who began their sea duty on or before the dates shown.

Cutoff dates for Navymen in pay grades E-8 and E-9 are the same as those shown for pay grade E-7, unless stated otherwise. Designated strikers in pay grade E-3 have the same cutoff date as those in pay grade E-4 (see next column).

If you are an FTC, FT1, FT2, SOC, SO1, or SO2, the Bureau would like you to volunteer for instructor duty.

To be eligible, you must have begun your sea duty after the cutoff date, but before June 1962.

You must also be certified by your commanding officer and:

• If you have completed 17 and one-half (or more) years of active service, you must obligate yourself for 24 months of active duty from the date of reporting for instructor duty.

• Show an interest in training and desire to serve as an instructor.

• Have a clear record.

• Be able to speak clearly.

• Be able to work with others under supervision.

• Have ability to exercise sound judgment.

• Be military in bearing and deportment.

• Have a GCT of 55, although lesser GCTs will be considered if the candidates are otherwise qualified.

• Be considered a good security risk by your commanding officer.

If you are in one of the needed rates, are interested in volunteering as an instructor and are qualified, your commanding officer can nominate you directly to the Bureau (Pers B2128) according to the procedure given in BuPers Notice 1306 of 11 Sep 1963. These nomination letters will not be answered by the Bureau. When all Seavey eligible personnel have been utilized, the personnel so nominated will be assigned to fill outstanding vacancies.

Here are the rates included in the 1-64 segment. To be eligible for this segment, you must have begun your sea duty in or before the month shown.

RATE	DATE
BMC	Jun 61
BM1	Dec 58
BM2	Jun 57
BM3	Mar 58
QMC	Mar 61
QM1	Sep 59
QM2	Mar 59
QM3	Mar 60
SMC	Dec 60
SM1	Mar 58
SM2	Dec 57
SM3	Mar 58
RDC	Mar 60
RD1	Dec 59
RD2	Aug 59
RD3	May 60
SOC, 1	Jun 61
SO2	Jan 62
SO3	Jan 61
TMC	Sep 61
TM1	Jun 61
TM2, 3	Jun 60
GMCM, GMCS, GMGC	Dec 60
GMG1, 2	Sep 58
GMG3	Dec 59
GMMC, 1	Jun 61
GMM2	Sep 58
GMM3	Dec 59
GMTC, 1, 2, 3	Jun 62
FTC, 1, 2	Jun 61
FT3	Dec 59
MTC, 1	Jun 62
MT2, 3	Dec 61
MNC, 1	Jun 62
MN2	Dec 61
MN3	Jun 62
ETC, 1, 2, 3	Jun 62
DSC, 1, 2, 3	Jun 62
IMC	Mar 61
IM1	Dec 61
IM2	Mar 60
IM3	Apr 60
OMC, 1, 2, 3	Dec 60
RMC	Jun 61
RM1	Feb 61
RM2	Aug 61
RM3	Apr 62
YNC, 1, 2, 3	Jun 62
PNC, 1, 2, 3	Jun 62
SKC	Sep 60
SK1	Mar 60
SK2	Jun 60
SK3	Mar 61
DKC	Mar 62
DK1	Sep 61
DK2	Mar 61
DK3	Jun 62
JOC, 1, 2, 3	Jun 62
PCC, 1, 2, 3	Jun 60
LIC	Dec 61
LI1	Jun 60
LI2	Oct 60
LI3	Dec 60
DMC, 1, 2, 3	Jun 62

QUIZ AWEIGH

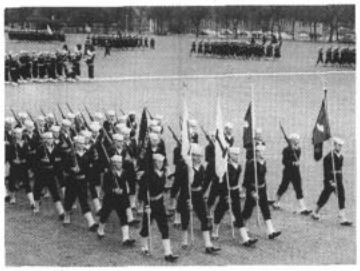
When you finished boot training you could count cadence in your sleep and knew the various close order drill commands by heart. How sharp would you look on the grinder now?

1. Quick time, when marching, means

(a) normal pace (120 steps per minute),

(b) fast pace (150 steps per minute,

(c) faster than double time (over 200 steps per minute).



2. When in ranks, if you were given the command, "At ease," you could

(a) talk and shift your weight, keeping your right foot in place,

(b) shift your weight, maintaining silence and keeping your right foot in place,

(c) talk and move around, remaining near your position.

3. A platoon consists of

(a) approximately eight to 12 men who drill in a single line,

(b) any number of men over 12.

(c) two or more squads.

4. The standard marching step is

(a) 20 inches,

(b) 30 inches,

(c) 34 inches.

5. When the single command, "Cover," is given to a column, it means

(a) replace hats,

(b) line up squarely at an arm's length from the man in front,

(c) hide behind a bush.

Answers to Quiz Aweigh may be found on page 54.

THE BULLETIN BOARD

Selected PO1s and PO2s Will Test New CPO Type Uniforms

YOU WON'T GET a chance to become a slick-armed chief in today's Navy, but you may be able to put on the hard hat before you earn your first hash mark. It depends on the outcome of an experiment to be conducted by the Permanent Naval Uniform Board.

The test will begin about next March when 1000 first and second class petty officers in both sea and shore commands begin wearing a proposed new uniform similar to that presently worn by chief petty officers. Results of the test will resolve the question of a uniform change, which has been the subject of more and more discussion in recent years.

The Uniform Board hopes to determine whether or not morale, recruiting and retention of personnel will be favorably affected by the new uniform.

Test uniforms will be issued free of charge to first and second class petty officers in ten different commands including two submarines and two destroyers. The uniforms will be identical to the khaki, blue and white uniforms currently in use by CPOs. Rating badges, however, will not change with the exception of background color, which will match the uniform.

No collar devices will be worn with the test uniform. The hat insignia will be a fouled anchor easily distinguishable from the insignia worn by CPOs. Unit identification may be authorized during the pilot program, as may special right-arm insignia such as the Navy E. (Right-arm insignia may be deleted, however, if the uniform is accepted for fleet-wide use.)

Navymen who test the uniform will only be issued a skeleton seabag. During the pilot program the new uniform will only be worn in place of the dress clothes. Undress blues, undress whites and dungarees will be worn as before by test personnel, but if the new uniform is accepted for the fleet it will probably replace dress uniforms.

The skeleton seabag will cost approximately $205 per man, but if the uniform is accepted the total cost will probably rank lower than cost of a CPO seabag. The clothing allowance of $6 monthly will not be raised during the test program.

First and Second class petty officers who participate in the test program will be issued one blue, one khaki and two white uniforms, plus shirts, cap, cap covers, and additional articles usually worn with the CPO dress uniform. White shoes will be issued, but brown footwear will be deleted for test purposes, as will grey gloves. The Navymen will be required to return the clothing after the test is completed in 1965, unless they wish to purchase their uniforms (which are the same as the CPO uniform except for rating devices) at a reduced price.

Storage is a major question concerning operational feasibility of the new uniform. The Permanent Naval Uniform Board states that an accurate test can only be conducted under present conditions, so no special storage provisions will be financed by the Navy and each testing unit will improvise as best they can.

CPO/Officer Type Uniform for Test Program

Uniforms are expected to be distributed to pilot personnel by March 1964, and will be worn for one year. During that time the uniform board will make several surveys to determine the effect of the new clothing. Whether the entire Navy—or certain rates below the chief—will wear the uniform in the future depends upon the decision of the uniform board. The outcome will be based on recommendations of the pilot Navymen, men who observe the test, officers and chiefs of the testing commands, and fleet commanders. The uniform board is expected to reach a decision by June 1965.

The pilot test program is a result of growing sentiment in the fleet advocating a uniform change. A recent uniform board poll showed that approximately 70 per cent of Navymen below chief desired a change.

Navymen who desire changes, however, do not agree among themselves. Some men would be satisfied with a wider choice of material for the present uniform while others ask for a complete change.

Extension of the CPO uniform to lower rates is favored by many enlisted men, but others have expressed concern for the effect it might have on the traditional high prestige of the chief petty officer.

According to one poll taken by BuPers, a majority of Navymen said they felt a uniform change, however desirable, would have no effect on enlistment and re-enlistment rates, but most felt it would increase morale.

Atlantic units picked to test the new uniform are: USS *Northampton* (CC 1), USS *W. V. Pratt* (DLG 13), USS *Sea Leopard* (SS 483), Patrol Squadron 24 and U. S. Naval Station, Norfolk Va. Participating Pacific units are: USS *Galveston* (CLG 3), USS *Bausell* (DD 845), USS *Razorback* (SS 394), Air Antisubmarine Squadron 25 and U. S. Naval Station, San Diego, Calif.

Changes Permit Greater Flexibility in Choice Of Uniform Material

Navymen who used to yearn for a tailor-made look and a travel uniform they could wear anywhere any time can stop yearning; they may now have both.

BuPers Notice 1020 has made changes to the *U. S. Navy Uniform Regulations* of 1959 which permit men below CPO to wear service dress blues made of dark blue serge, gabardine or tropical worsted of any appropriate weight. The material must be similar to that now worn in CPO and officer uniforms.

To make it easier to get into and out of dress blue jumpers and give them a more tailored appearance, the *Uniform Regs* now give official sanction to a zipper on the left side seam provided it closes from the bottom of the jumper upward toward the left armpit and is invisible when properly fastened. The zipper's length can be varied to suit the individual.

Although certain materials other than melton are now authorized for optional wear, uniforms must conform to regulations covering issue-type uniforms and one complete issue-type blue melton uniform must be maintained for inspections and other prescribed occasions.

Trousers of blue melton cloth with a zipper fly front closure, two front inside pockets with slash openings (one on each side), two hip pockets and seven belt loops will continue to be issued and can be purchased as well as the buttoned broadfall style. Both styles are regulation. However, zipper style trousers are being phased out of the supply system.

Men are also permitted, unless otherwise directed, to wear dress blues while traveling on leave or under orders at any time of the year regardless of any locally prescribed uniform. The weight of the blues is at the option of the traveler depending upon the weather of the area in which he is traveling.

The revision of the *Uniform Regs* also benefited officers and chiefs who have had to travel with both black and brown shoes and socks for wear with dress blue and khaki uniforms. Henceforth, officers and chiefs are allowed to wear black dress shoes and socks with both uniforms while on TAD at places where baggage allowances restrict weight.

The new changes also included:

- A new badge for the Aviation Maintenance Administrationman (AZ) rating. It consists of aviation wings on each side of a two-bladed propeller which, in turn, is centered over an open book. The effective date for wearing the badge will be announced later.
- A new status for officer type blue (combination) cap/hat cover. It has been (since 1 July 1963) optional rather than required.
- A change of collar insignia location on tropical shirts. Male officers and chiefs are now required to wear their collar insignia one inch from the front and lower edge of the collar instead of the former one and one-half inches. This will provide greater wearing comfort and better appearance.

All-Navy Cartoon Contest
MCDR B. E. Lodge, USN

"This is MATS flight 202 for San Juan, . . . isn't . . . it?"

All-Navy Cartoon Contest
William R. Maul, CT1, USN

"So then I sez to him, either we do it my way, commander, or else you can just lump it . . ."

Here Are Pointers on New Pay Bill You May Have Missed in Excitement Over First Check

If you have two or more years' service, the new military pay bill known as the Uniformed Services Pay Act of 1963 has, by now, affected your monthly earnings. Increases in basic pay for those with two or more years' service, ranging from $60 to $110 monthly for officers, and $5 to $120 for enlisted men and women, are now showing up in pay checks throughout the Fleet.

In addition to basic pay increases, the new legislation provides a number of meaningful—and profitable—pay sidelights. Here's a brief summary:

- Hostile Fire Pay—This is a new form of special pay for men exposed to death or injury as a result of hostile fire on cold war battle fronts. Both officers and enlisted men who qualify may receive an additional $55 monthly.
- Overseas Pay — The Foreign Duty portion of Sea and Foreign Duty Pay has been revised. Effective 1 Oct 1963, payments ranging from $8.00 to $22.50 monthly, depending on pay grade, are awarded for any period of service on sea duty, or duty at certain designated places outside the continental U. S. This means that overseas shore duty does not automatically result in foreign duty pay, or overseas service pay. If you're already serving in Hawaii or some other place that may not appear on the list of designated areas, and were there before 1 Oct 1963, you may continue to receive foreign duty pay plus your old basic pay, as long as you're at the station, if the total is more than you would receive in basic pay alone under the new scales.
- Family Separation Allowance—You may receive this new allowance, $30 monthly or an additional quarters allowance, under various circumstances while separated from your dependents for reason of shipboard or overseas duty.
- Physicians' and Dentists' Pay—Special physicians' and dentists' pay, a form of career incentive money awarded to medical officers as long as they remain on active duty, has been increased by $50 and $100 monthly for those with over six and

over 10 years' service, respectively. The special medical officer pay is now $100 per month for those with less than two years' active duty, $150 for between two and six years, $250 for between six and 10 years, and $350 monthly thereafter.

• Hazardous Duty Pay—If you perform two types of hazardous duty you may now receive two hazardous duty/incentive payments instead of one, the maximum before 1 Oct 1963. Also, duty inside a high-pressure chamber has been added to the list of duties considered hazardous for pay purposes.

• Retirement — New retired pay procedures call for an increase of five per cent for all those retired between 31 May 1958 and April 1963. Those retired from April 1963 on may compute their retired pay on the basis of the newest pay scales. Those retired before 1 Jun 1958 may recompute their retired pay on the basis of the 1 Jun 1958 pay scales or receive a five per cent increase in their present retired pay, whichever is greater. The new retired pay schedule also gives retirees automatic pay boosts whenever the Consumer Price Index goes up as much as three per cent.

It may be interesting to note that the Secretary of Defense has expressed hope that military personnel will not have to wait another five years for needed adjustments in pay. Pay scales may be reviewed each year in the future, which could mean more frequent raises.

Pensacola Students Can Learn To Fly High in Five Languages

A language school teaching Spanish, Italian, French, German and Russian has been established for off-duty naval personnel at the Naval Auxiliary Air Station, Whiting Field, Fla.

The school now has over 40 students who attend two-hour classes one night a week. Divided into 12 study units and one review unit, the courses normally last 13 weeks.

The U. S. Armed Forces Institute (USAFI) prepares the courses, which are under the supervision of the station Information and Education office.

Each class is designed to provide a general introduction to the language studied. Based on the principle that a person must hear a language to understand it, the school utilizes two basic tools — a fluent speaker of the language and a combination element of language records and books.

Students practice speaking to master sounds and forms. Vocabularies are built around common situations and current topics.

DIRECTIVES IN BRIEF

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

Alnavs apply to all Navy and Marine Corps commands; BuPers Instructions and Notices apply to all ships and stations.

The following listing covers a two-month period.

Alnavs

No. 20—Presented the report of the President's Committee on Equal Opportunity in the Armed Forces and quoted Department of Defense Directive No. 5120.36.

Instructions

No. 1120.33B — Invites applications from permanently commissioned USN officers, temporary limited duty officers, and USNR officers for transfer between the unrestricted line and restricted line of the Regular Navy.

All-Navy Cartoon Contest
Alfred B. Castro, SK2, USN

"On your right we have the highline, on your left, the scuttle that goes all the way down to the engine room, and straight ahead . . ."

No. 1331.3D — Discusses the courses of instruction offered at the U. S. Naval Test Pilot School, USAF Aerospace Research Pilot School, and the British Empire Test Pilot School.

No. 1430.12E — Provides instructions for administration of Proficiency Pay in conformance with the more recent Secretary of Defense guidance.

Notices

No. 1070 (29 July) — Reemphasized the continuing need for prompt submission to the Bureau of Naval Personnel of the duplicate copy of the Transfers and Receipts page of the enlisted service record upon completion of each receipt section.

No. 1070 (31 July)—Reissued revised instructions for the verification of enlisted service records which were previously issued in BuPers Notice 1070 of 17 Aug 1962.

No. 1510.69G (31 July) — Requested applications for and outlined eligibility requirements and procedures whereby Navy enlisted personnel may apply for assignment to the Navy Enlisted Scientific Education program.

No. 1070 (3 August)—Provided notification of revision of the Enlistment Contract (NavPers 601—1) and Agreement to Extend Enlistment (NavPers 601—1A) and provided clarification of signature requirements.

No. 1920 (15 August)—Provided additional information to that contained in BuPers Instructions 1926.2B and 1800.1A, concerning the retention on and release from active duty of Reserve officers and the retention, reversion or retirement of temporary officers.

No. 6100 (15 August)—Furnished information concerning the availability and use of the pamphlet "Shape Up."

No. 1650 (16 August) — Announced award of the Navy Unit Commendation to Heavy Photographic Squadron 62 and All-Weather Fighter Squadron Three, and furnished instructions concerning the method of distribution to eligible personnel.

No. 1531 (21 August) — Announced the list of active duty enlisted personnel who provisionally have been selected for entrance to the U. S. Naval Preparatory School.

No. 5512 (20 August)—Directed attention to *BuPers Manual*, Articles B-2103 and 2105, and BuPers Inst. 1750.5B, regarding the security of Armed Forces Identification Cards (DD Form 2N) and the Uniformed Services Identification and Privilege Card (DD Form 1173).

No. 1020 (3 September) – Announced changes and corrections to *U. S. Navy Uniform Regulations.*

No. 1571 (3 September) – Discussed early detachment from active duty for training for Naval Reserve personnel.

No. 1910 (3 September) – Provided for the personal appearance, upon request, before the Enlisted Performance Evaluation Board of certain enlisted personnel under consideration for discharge.

No. 1120 (9 September) – Announced the selection of personnel recommended for appointment to the grade of ensign, USN, Medical Service Corps.

No. 1306 (11 September) – Announced the sea duty commencement cutoff dates which establish the eligibility of enlisted personnel for Seavey Segment 1-64.

No. 1510 (12 September) – Advised all ships and stations of the increase in the number of nonqualified swimmers graduating from recruit training and advised commanders of their responsibilities for training these personnel.

Survey of Retired Health Care Is Being Conducted By DOD

A study of problems concerning health care benefits for retired members of all the military services and their dependents is underway. It is based upon information contained in returned questionnaires which were mailed to about 20,000 retirees selected at random last September.

The questionnaire dealt with the medical needs of retirees and their dependents, where they get their medical care, how much they are receiving, how much it costs and their ability to meet the costs.

Uniformed services medical facilities are now available to retired personnel and their dependents upon a space available basis. However, the number of retirees is expected to double within the next eight years.

The study group was formed to consider the problems arising from this situation in health care.

Latest List of Motion Pictures Available for Distribution To Ships and Overseas Bases

The latest list of 16-mm feature movies from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

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

PT 109 (2374) (C) (WS): Drama; Cliff Robertson, Ty Hardin.

The Traitors (2375): Drama; Patrick Allen, Jacqueline Ellis.

Madame (2376) (C) (WS): Drama; Sophia Loren, Robert Hossein.

The List of Adrian Messenger (2377): Suspense Drama; Dana Wynter, George C. Scott, Kirk Douglas.

Constantine and the Cross (2378) (C) (WS): Melodrama; Cornel Wilde, Jean Wallace.

The Thrill of It All (2379) (C): Comedy; Doris Day, James Gardner.

Magnificent Sinner (2380) (C): Drama; Romy Schneider, Curt Jurgens.

13 Frightened Girls (2381) (C): Melodrama; Murray Hamilton, Joyce Taylor.

Lafayette (2382) (C) (WS): Drama; Jack Hawkins, Orson Welles.

Where the Truth Lies (2383) (WS): Drama; Juliette Greco, Liselotte Pulver.

Jason and the Argonauts (2384) (C): Fantasy; Todd Armstrong, Nancy Kovak.

The Old Dark House (2385): Drama; Tom Poston and Joyce Grenfell.

Bye, Bye Birdie (2386) (C) (WS): Musical Drama; Janet Leigh, Dick Van Dyke.

In the Cool of the Day (2387) (C) (WS): Drama; Jane Fonda, Peter Finch.

Terrified (2388): Suspense Drama; Rod Lauren, Tracy Olsen.

The Young and the Brave (2389): Drama; Rory Calhoun, William Bendix.

Gladiators Seven (2390) (C) (WS): Melodrama; Richard Harrison, Loredana Nusciak.

Marilyn (2391) (C) (WS): Documentary; Marilyn Monroe—Narrated by Rock Hudson.

The Invincible Gladiator (2392) (C) (WS): Adventure Drama; Richard Harrison, Isabelle Corey.

The L-Shaped Room (2393): Drama; Leslie Caron, Tom Bell.

Tarzan's Three Challenges (2394) (C) (WS): Melodrama; Jock Mahoney, Woody Strode.

Tiko and the Shark (2395) (C): Mystery Drama; Al Kauwe, Marlene Among.

Twice Told Tales (2396) (C): Suspense Drama; Vincent Price, Mari Blanchard.

Square of Violence (2397): Drama; Broderick Crawford, Valentina Cortese.

The Haunting (2398) (WS): Drama; Julie Harris, Richard Johnson.

Call Me Bwana (2399) (C): Comedy; Bob Hope, Anita Ekberg.

Murder at the Gallop (2400): Mystery Comedy; Margaret Rutherford, Robert Morley.

Down to the Sea in Ships (2401): Drama; Richard Widmark, Lionel Barrymore.

Corridors of Blood (2402): Drama; Boris Karloff, Betta St. John.

All-Navy Cartoon Contest

Alfred Lozano, YNSN(SS), USN

Rules and Regs on the Use of Non-Naval Medical Facilities

FREE MEDICAL and dental services for naval personnel contribute to the Navy's reputation of caring for its own. Occasionally, a Navy man or woman, or someone for whom the Navy is responsible, requires attention where no Navy medical or dental facilities are available, or where those that exist are considered inappropriate.

In such a situation, steps must be taken if the patient is to be reimbursed for his treatment. The Bureau of Medicine and Surgery has issued BuMed Inst. 6320.32, which concerns the use of non-Navy medical facilities by certain naval personnel. This instruction cancels BuMed Instructions 6320.26 and 6322.9 as well as Chapter 20 of the *Manual of the Medical Department*. All hands should be familiar with the new instruction.

Here are the persons eligible for care under this directive:

- A member of the Regular Navy or Marine Corps or a midshipman of the U. S. Naval Academy when on active duty.
- A member of a Navy or Marine Corps Reserve unit on active duty or inactive duty training.
- A member of the Navy or Marine Corps Reserve ordered to duty individually (not as a member of a Reserve unit).
- A member of the Naval Reserve Officer Training Corps who is also a midshipman in the Naval Reserve (regular student) while on active duty.
- A member of the NROTC who is not a midshipman in the Naval Reserve (contract student) while on active duty.
- An applicant for commission or enlistment in the Navy or Marine Corps who suffers an illness or injury while undergoing examination in Navy facilities (eligible for emergency medical care).
- A retired inactive Navyman or Marine is eligible for care in the facilities of the other services on a space available basis. He may also receive care in other federal facilities with the approval of the Bureau of Medicine and Surgery. Non-federal civilian facilities may be used for retired inactive personnel only if the care is beyond the capabilities of the service hospitals and other federal medical facilities in the area.
- A member of another uniformed service of the U. S. may receive medical attention in non-Navy facilities at Navy expense under certain conditions defined in article 11-7(3)(b) of the *Manual of the Medical Department*. The patient must require medical or dental care beyond the capabilities of the Navy hospital administering the treatment.

Normally, a Navy man or woman in a duty status will receive medical and dental care at the medical facility of the service which serves his unit or organization. Any person whose eligibility depends upon his being in a duty status at the time the care is provided is considered to be in a duty status if he is on authorized leave or liberty.

Naval personnel away from their duty stations may receive medical or dental care by applying at the nearest service facility. An inactive retired Navy man or woman may obtain care in uniformed services facilities other than Navy upon request and presentation of valid identification.

Under the new Instruction, a retired member of the Navy or Marine Corps means a member or former member of the Navy or Marine Corps who is entitled to retired, retirement, retainer, or equivalent pay from the Navy or Marine Corps. This term does not include a member of a Reserve component who is entitled to retired pay by reason of years of satisfactory federal service and who has not served on active duty for eight years other than for training duty.

An inactive retired member of the Navy may obtain care in federal facilities other than those of the Army, Navy, Air Force, or Public Health Service if the Bureau of Medicine and Surgery earlier approves.

Care in these facilities for other eligible personnel must be requested in advance by the commanding officer of a naval activity. The CO must first determine that appropriate facilities of the uniformed services are not available.

For treatment in non-federal civilian facilities at Navy expense, other requirements must be met. Care in facilities of foreign governments is included in this section.

In an emergency, non-federal medical service may be obtained without previous authorization. An emergency is defined as a situation in which the need or apparent need for medical or dental attention is so acute that there is no time for advance application.

Emergency dental care is limited to measures which relieve pain or stop infection. It does not include the furnishing of prosthetic appliances (false teeth, bridges, etc.) including crowns or inlays, or the use of gold or other precious metals for fillings.

Except for emergency situations, care from non-federal sources may be provided at Navy expense only when authorized in advance.

Before any care from non-federal sources may be authorized, it must be determined that appropriate Navy or other federal facilities are not available. Several factors must be considered before non-federal civilian facilities will be authorized. Consideration will be given to the seriousness of the condition requiring attention, the distance to the nearest federal facility, the effect of the loss of the patient's services if transfer were to be made, the cost to the Navy if non-federal sources were to be used, compared with the cost if the patient were transferred, and whether the individual will be moving soon to a place where appropriate federal facilities are available.

The Instruction states that au-

All-Navy Cartoon Contest
ENS Nat B. Read, USNR

"It's the Navy's new three-in-one shot."

thority should not be granted for treatment of more serious conditions in non-federal facilities if special Navy or other armed forces facilities are available.

Treatment may include hospital care, surgery, nursing, medicine, laboratory and X-ray services, physical therapy, eye examination, and similar services.

Dental care includes:

- All types of treatment rendered to relieve pain and stop infection.
- All types of operative or restorative treatment within the limits of the first definition.
- All types of oral surgical treatment within the scope of the first definition.
- Prosthetic treatment rendered to restore extensive loss of masticatory function or the replacement of front teeth for esthetic reasons.
- Repair of existing dental prosthesis (false teeth, etc.) in instances where neglect would make them unusable.
- Any type of treatment rendered in connection with medical care.
- All X-rays, drugs, etc., required to accomplish treatment in any of the categories already named.

Requests for treatment should normally be submitted by letter. In unusual circumstances, message or telephone requests may be made.

Lineal Number Ceilings Set for Reserve Officers Requesting USN Transfers

New lineal number ceilings have been set for Naval Reserve officers desiring transfer into the Regular Navy via the Regular Navy Augmentation Program. The new eligibility dates of rank were imposed by change four to BuPers Inst. 1120.12I and became effective 1 October.

Naval Reserve officers who are not senior to the lineal positions listed below (but with over 18 months of active commissioned service) may request appointment in the unrestricted line or staff corps categories for which they are best qualified.

- Line (110X) officers with or junior to lineal number 23674-15 (see *Officer's Register*, NavPers 15018 of 1 January 1963).
- Line (13XX) officers with or junior to lineal number 23674-15 (NavPers 15018 of 1 January 1963).
- Temporary limited duty officers not above the grade of lieutenant for appointment in the unrestricted line or staff corps for which they may qualify.
- Special Duty (Law) (162X) officers with or junior to lineal number 23675-25 (NavPers 15018 of 1 January 1963).
- Medical Service Corps (230X) officers with or junior to lineal number 23681-70 (NavPers 15018 of 1 January 1963). Only officers of the Naval Reserve and temporary (USN) components of the Medical Service Corps are eligible to apply under this category.
- Supply Corps (310X) officers with or junior to lineal number 23675-35 (NavPers 15018 of 1 January 1963).
- Chaplain Corps (410X) officers with or junior to lineal number 23754-45 (NavPers 15018 of 1 January 1963).
- Civil Engineer Corps (510X) officers with or junior to lineal number 23676-80 (NavPers 15018 of 1 January 1963).

WOMEN

- Line (110X) officers with or junior to lineal number 86355-50 (NavPers 15018 of 1 January 1963).
- Medical Service Corps (230X) officers with or junior to lineal number 23681-70 (NavPers 15018 of 1 January 1963). Only officers of the Naval Reserve and temporary (USN) components of the Medical Service Corps are eligible to make

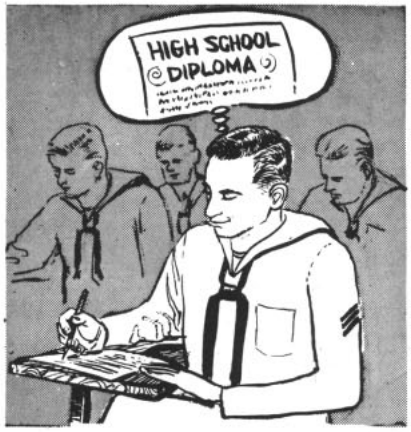
HOW DID IT START

GED Tests Measure Your Ability to Think or Thwim

General Education Development (GED) tests are the key to success for many of today's Navymen. For instance, men with only two years' formal high school education may still qualify academically for the Navy's Nuclear Power School—if they have successfully completed a high school level GED test.

These tests are no less useful to the man who intends to enter civilian life. Colleges, universities and employers in almost every state recognize the GED test as an accurate measure of the ability to think clearly, to interpret and to evaluate.

Present high school level GED tests consist of five parts: Correctness and effectiveness of expression, social studies, natural sciences, interpretation of literary materials and general mathematical ability. College level tests, also available to Navymen, cover the same subjects (on a college level) except for mathematics. Math tests are available separately.



It all began 20 years ago, in 1943, when the first servicemen sat down to take the GED tests.

The tests had been completed and standardized by the U. S. Armed Forces Institute with the aid of a group of civilian educators. They were first intended to help the veteran (who often had not completed high school) readjust to civilian life. Many veterans who could not continue their high school education applied for—and received—high school diplomas after they had passed the GED examination.

The success and reputation of the tests grew rapidly, and many state educational officials felt the GED program should not be limited to veterans and servicemen, but should be available to all adults. Soon after the end of World War II, these tests were made available to all adult residents of a majority of states and territories.

By 1955 the tests were well established. More than 120,000 high school examinations were administered to servicemen that year and over 40,000 were given to civilians. Today over 2,000,000 servicemen have taken the high school examination and 750,000 have tested their skill on the college level GED tests.

application under this category.

• Nurse Corps (290X) officers with or junior to lineal number 23677-50 (NavPers 15018 of 1 January 1963).

• Supply Corps (310X) officers with or junior to lineal number 87038-20 (NavPers 15018 of 1 January 1963).

Regular Navy officers who are serving in a temporary commissioned status, not above the grade of lieutenant (including limited duty only, temporary, officers) may request appointment in the unrestricted line or staff corps categories for which they are best qualified.

Test Pilot Billets Open For LTJGs, LTs and LCDRs Now Serving on Sea Duty

If you're an officer aviator who'd like to get into the interesting—and exciting—field of test piloting, now's the time to review the latest Fleet-wide directive on the subject.

If you can qualify, the seemingly glamorous test pilot barrier is not hard to break. But if you crack it, you'll probably find that there's very little razzle-dazzle. You can count on plenty of precise, methodical hard work.

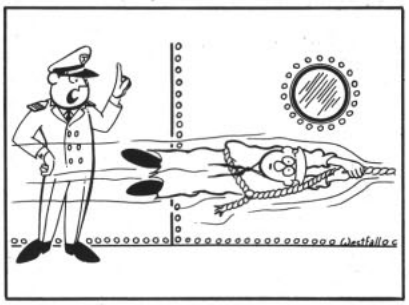
For general test/research pilot eligibility, you must be a naval aviator in grades LTJG, LT, or LCDR, and must be on sea duty at the time you apply. And, you must meet specific requirements appropriate to the various training programs available.

BuPers Inst. 1331.3D explains the over-all procedures used to select test pilots, and briefly describes the three training school programs in which Navy flyers participate.

• *U. S. Naval Test Pilot School*—The Naval Air Test Center at Patuxent River, Md., tests virtually all new aircraft produced for the Navy. The Navy Test Pilot School, also located at Pax, trains experienced Fleet aviators to conduct the tests. NTPS training is approximately eight months long. Ten officers are selected for classes which convene each Oct, Feb, and Jul.

• *USAF Aerospace Research Pilot School*—Class quota authorities at this school, located at Edwards AFB, Calif., now attempt to work two naval aviators into each scheduled training course. When quotas are

All-Navy Cartoon Contest
Carl R. Westfall, SN, USN



"I said slack off, sailor!"

available, two Navy pilots are selected for classes convening each Jan, May, and Sep. Aviators are trained to test and evaluate new aircraft, manned space vehicles, and related aerospace equipment. The course lasts approximately 12 months.

• *British Empire Test Pilot School*—You go abroad for this one. Located at Farnborough, Hampshire, England, the British Test Pilot School provides the British Ministry of Supply with aviators qualified to fly experimental aircraft. Two U. S. Navy aviators are selected for classes which convene each February. The course takes about 10 months.

All three courses provide academic study in aerodynamics, stability and power plant analysis, and related aeronautical engineering subjects. The flight syllabus of each is designed to give you experience in testing modern aircraft and reducing and reporting the information you obtain.

At the Edwards AFB school you would also practice in various flight simulators that exhibit characteristics of manned aerospace vehicles.

Keep in mind that if you can qualify you could be selected for any one of the three school training programs, regardless of the one you request.

In addition to the general eligibility factors already mentioned, you must meet other qualifications. For enrollment at the U. S. Naval Test Pilot School, and the British Empire Test Pilot School, you must have completed college physics and mathematics through college algebra, and have had recent pilot experience in operational aircraft.

To be selected for training at the USAF Aerospace Research Pilot School, you must be age 32 or less at the time you apply, and you must have a bachelor's degree in engineering, physical science, or mathematics. In addition, you must have acquired at least 500 hours as a pilot in helicopters, jet or turbo prop aircraft, or supersonic fighters or trainers (or any combination), or have acquired at least 1000 hours as a pilot.

It's important that you submit your application at the appropriate time. Appropriate, here, means while you're on sea duty, no sooner than 12 months before your normal rotation ashore. (This will give you sufficient time ashore to complete your training and move into a test pilot billet.)

Your application should include the following:

• Total number of flight hours.

• Number of day and night carrier landings.

• Completed Officer Preference and Personal Information Card (NavPers 2774—current revision).

• Educational background. If you're not sure a college transcript is on file in your Bureau records, you should submit one with your application.

• A four by five-inch picture of yourself. (Use the format prescribed in the *BuPers Manual*, Art. B-2210-2d.)

Also, you must include in your application an agreement not to resign or request inactive duty (if you're USNR) while in training, and an agreement that you will serve on active duty for at least one year for each six months of training you receive. Your obligation would commence upon completion of training.

Your commanding officer must endorse your application. He should include an evaluation of your temperament and motivation, and a statement concerning your ability as a pilot.

Selections to fill the various test pilot training quotas are made by boards that convene approximately two to four months before courses convene, as follows:

Board Meets During	To Select Students For Classes Convening in
June	September, October
October	January, February
March	May, July

All selections are geared to specific classes. Your sea to shore rotation must be consistent with a class convening. So check those dates.

Pointers for the Navy Family Reporting for Duty in Greece

A NAVY DUTY assignment in Greece may not be expected by the majority of Navymen, although the ratings that have served there range from Seabee construction electricians to the usual disbursing clerks and yeomen, and officers in most categories. Consequently, this country—the birthplace of democracy — remains little known to most Navymen.

Those who have served there in the past, it has been noted, suffer a nostalgia that never fades—sometimes to the boredom of their subsequent shipmates.

History and glamour are here in abundance. Aside from that, a few practical tips on living conditions will be of interest, even to the man who arrives on a weekend liberty. The Personal Affairs Division (they get around!) of the Bureau of Naval Personnel has a few words of advice to help guide you through your tour in Greece.

Passports—A passport with entry visa is required. It is necessary that you bring 10 extra passport photos. These photos will be used for police pass, consul registration and/or international driver's license.

Greek law requires that each person carry a Greek government identification card. Application may be made upon arrival.

Dependent Travel Authority—Travel of dependents to Greece is authorized in accordance with the instructions contained in their orders. Entry clearance is required from Greece.

To obtain transportation for dependents, you should submit an "Application for Transportation of Dependents" (DD Form 884), with two certified copies of your orders, to the Bureau of Naval Personnel (Pers B313). Upon receipt, your dependents will be advised regarding a tentative reservation, baggage allowances, passport and immunization requirements. Travel will be by commercial surface or commercial air (tourist class) from New York.

Shipping and Packing—There are no special arrangements necessary. To avoid delays all luggage should be marked with: Name, rank or rate, serial number, branch and the activity to which you are going.

There are no local restrictions on size or weight of cartons. The motor, serial numbers, make and year of your car should be forwarded to the Shipping and Customs Sub-Unit, Embassy Administrative Services, APO 223, New York, N. Y., at the time the car is shipped. Insurance adjusters are available if claims are made. JUSMAG has limited facilities for temporary storage of personal and household effects. Clearance through customs usually requires about five to seven days.

See your nearest naval shipping officer relative to the shipment of household goods and automobiles. There are no entry restrictions on household effects for JUSMAG members and dependents if items are for personal use only.

Climate—The climate of Athens is generally very agreeable. The temperature ranges from 25 degrees above zero in the winter to 100 degrees above in the summer. Winter includes December, January, February and March, with an average temperature of about 40 degrees; Spring, consisting of April and May, has weather similar to that in Washington, D. C., during the same period; the average temperature for the summer, June through September, is about 90 degrees. The summer evenings are usually cool and pleasant. The humidity rarely exceeds 60 per cent and, on the average, is about 40 per cent. There is little or no rain from April to October; there is, however, considerable rain during the winter months. The fall months, October and November, are similar to New England weather in September and October.

All-Navy Cartoon Contest
William R. Maul, CT1, USN

"Act casual."

Housing and Furnishings—The deluxe hotels in downtown Athens are relatively expensive; a single room with bath, continental breakfast included, is currently the drachma equivalent to $5.50, a double room with bath is $9.00. Suburban hotels, with breakfast, cost about $3.00 for a single room and $6.00 for a double with bath. Meals in downtown hotels cost about $.50 for breakfast, $1.00 to $1.50 for lunch, and $1.50 to $2.00 for dinner. These prices are slightly less in the suburban hotels.

A temporary living allowance is paid for a maximum of 60 days after arrival and is considered adequate to cover hotel costs during the house-hunting period. Generally speaking, this allowance permits incoming personnel to find suitable permanent housing without undue strain or pressure. The allowance is stopped when you move into permanent quarters.

The furnished houses and apartments have the bare essentials in furniture, by American standards, but they do not have an adequate supply of linens, blankets, pillow cases, end tables, lamps, silverware and card tables. Therefore, if you are considering a furnished house or apartment you should bring a supply of these things, because these items purchased on the local market are inferior in quality, by American standards, and are much more expensive. Refrigerators are seldom included in furnished houses and apartments. Adequately furnished places are scarce and expensive. Most families bring their furniture.

Those considering an unfurnished house or apartment should ship the items required, unless you want to purchase the furnishings on the local market or from families rotating to the States. All necessary items in furniture can be obtained in Athens but good furniture by our standards, at a reasonable price, is not available. Greek beds and mattresses are uncomfortable for most Americans. Very little furniture is available at the AFEX. Electrical appliances, however, are available for purchase.

Furnished and unfurnished private houses are available in the suburbs and are suitable for most family requirements. Furnished and unfurnished apartments are available in downtown Athens but there are very few houses. Boarding houses are seldom obtainable. It will be wise to investigate thoroughly and obtain competent local advice on rentals before making any commitments. All houses use electricity for lighting. Almost all centrally heated houses use oil for heating. Oil is $43.35 per ton (about 265 gallons).

Washing Machines and Stoves—If you already have an automatic washer, bring it. Although some older houses are not equipped with proper hookups for automatics, most new houses are. It is also recommended that you bring spare internal fuses, water pump parts and belts, as some spare parts for particular makes are not available on the local market. Bottled gas for stoves is available and costs considerably less than electricity. If you are contemplating bringing a gas stove, it is recommended that before shipment you have it converted, if necessary, to burn bottled gas. Locally made stoves are available, but are not satisfactory. The AFEX has electric stoves on sale most of the time.

Electrical Equipment and Appliances—Mixers, toasters, irons, grills and other useful kitchen appliances may be used with transformers. Normally, these appliances are available in the local AFEX. Washing machines (wringer type), refrigerators, electric stoves and deep freezes are normally available in the local AFEX, either directly from the store or by special order. A waiting period of four to six months is necessary on a special order of this type. Reasonable repairs for radios are available. If you bring a record player, it will have to be equipped for 50-cycle operation. This conversion is available in Athens.

The electricity in Greece is 220-volt, three-phase, 50-cycle, AC, and is expensive. If you bring 110-volt equipment, step-down transformers are essential. Transformers are available, in the local AFEX or from personnel completing their tours, at lower prices than in the States.

All-Navy Cartoon Contest
Richard Lee Babbitt, YN3, USN

"No, Sir, I'm not worried about the radiation or meteors. I'm trying to figure out how to get through our satellites."

Domestic Help is customary in this area and is considered a practical necessity by many, particularly those with families. The average family in Athens has a general maid, who cleans the house, washes dishes, helps with the children and does the washing and ironing. The average salary is $25 to $50 a month, plus a one and one-half month bonus, usually paid one month at Christmas and half a month at Easter.

Clothing—Service dress white, as well as tropical white (with long trousers), and khaki uniforms are worn frequently. You should bring an adequate supply, as the local AFEX does not stock Navy uniform items. The prescribed uniform or appropriate civilian dress is worn by service personnel during duty hours. Summer uniform is usually worn from 15 April to mid-October.

Since time may be spent ship riding and visiting Greek Navy shipyards, adequate uniform wash clothing should be taken. Uniform equipment can occasionally be purchased from visiting Sixth Fleet ships.

Uniforms are not required when off duty. Civilian clothes may be purchased in Athens, but they are high.

A limited range of men's clothing is carried in the AFEX. Either the uniform or civilian formal dress is acceptable for unofficial formal social affairs. Clothing for the Athens area should be similar to that which you would select for the Washington, D. C., area.

Officers—especially the more senior ones—should come with both blue and white mess jackets. Dress uniforms are recommended for all officers.

Women's Clothing—In the winter, most of the homes are inadequately heated; therefore, clothing should be warm. Dresses worn during the day and evening are similar to those worn at home in the States. Woolen socks, sweaters, slacks and sport shirts, are recommended for comfortable relaxing at home. You'll also want a warm dressing gown and house slippers.

The summers are fairly hot and long. Therefore, a supply of lightweight clothing is essential. Cottons and washable silks are popular and most useful. Some lingerie may be obtained at times in the AFEX, but the selection is limited.

Children's Clothing is obtainable in Athens, but it may not be the type and quality found on the American market. The AFEX will occasionally feature such items as overalls, dungarees, diapers, shoes, and other clothing which serves to supplement the child's wardrobe. You are advised to bring a maximum of six months' supply of clothing for your children. If the baby is crawling around in the winter an adequate supply of warm overalls and sweaters should be included, because many of the homes have marble floors which are cold.

Food and Beverages—A primary source of food for the military in Athens is the U. S. Air Force commissary, which is comparable in most respects to a small neighborhood supermarket in the States. The facilities of the commissary are available to all military personnel and their dependents.

The local market provides every essential food. Fresh fruits and vegetables may be purchased, in season. All familiar meats are available and are of good quality. Pork is the only meat which can be classed as doubtful, in view of the presence of trichinosis in Greece. Fresh fish is excel-

ANSWERS TO QUIZ AWEIGH

Quiz Aweigh may be found on page 45.

1. (a) Normal pace (120 steps per minute).

2. (b) Shift your weight, maintaining silence and keeping your right foot in place.

3. (c) Two or more squads.

4. (b) 30 inches.

5. (b) Line up squarely at an arm's length from the man in front.

Has All Hands Told Your Favorite Story?

ALL HANDS Magazine wants to know about your ship, your command, and about you, if you have an interesting story to tell.

All Navymen—not only journalists, photographers and public information officers—are encouraged to submit to ALL HANDS material which they consider interesting to other Navymen. All material is carefully considered for publication.

Here are a few suggestions and pointers that may help you get started in the right direction:

What you consider a routine day-to-day job of the men in your ship or unit is probably the story that the rest of the Fleet will find most interesting. Remember, it's only the man on the scene in a nuclear carrier—on a tugboat—or in the submarine service—or the Seabees—who knows well what's going on in *his* outfit. To other Navymen this is news, and this is the only way the rest of us can get to see how all the different parts go to make up the world's greatest Navy. *There's a good story in the job you do.*

Articles about new types of unclassified equipment, unclassified research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours —in hobby shops, daily shipboard activities, sports and recreation, training—and humorous and interesting feature subjects—are all of interest to our readers.

Photographs which illustrate the above subjects are very important to the articles—and desirable, if you have them. (However, *don't* hold back a good story because you don't have photographs.)

Clear, well-identified, 8-by-10 (if possible) glossy prints add immeasurably to the value of your written material. All persons in the photographs should be identified by full name and rate or rank (whenever possible). Location and general descriptive information should also be included in the cutline along with the name of the photographer.

Don't send pictures of teams or large groups who are mugging the camera—we prefer action pictures. Also make sure all personnel are in proper uniform and not in slovenly poses. Hats should be squared, pockets empty (no cigarettes or pencils), sleeves rolled down, and men not obviously in need of haircuts. ALL HANDS is unable to use hundreds of pictures each year because of these reasons.

Photographs of such routine ceremonies as a new CPO eating his first meal in the CPO mess, or a blood donor lying on a cot are of little value to us. Here again, we receive hundreds of photos like these, and they all show almost the same thing.

We do *not* use poems (except New Year's logs) songs, stories on change of command, or the editorial type of articles.

Written material should be typed, double-spaced on one side of the paper, with the writer's name and rate or rank shown some place on the copy. If the material is being sent exclusively to ALL HANDS Magazine, please say so.

Photographs should be mailed flat with stiff cardboard reinforcement. Do not write on the back of the photos with a sharp pencil or pen, and do not staple or pin material to the photos. Do not send negatives.

Photographs that have been released should be stamped "released" on the back along with the name and location of the activity sending the pictures.

If your article is timed for a certain date or event, it must be in the hands of the editor before the first of the month prior to intended publication. Thus, 1 June is our absolute deadline for the July issue, and *your* material should arrive at least one or two weeks before that, if at all possible. Extensive research, rewriting or security clearance may hold up material for some time after it reaches ALL HANDS, *so submit your material early*, preferably two or three months in advance.

Address material to ALL HANDS (a forwarding letter is not necessary) as follows:

Editor, ALL HANDS, *1809 Arlington Annex, Navy Department, Washington 25, D. C.*

From time to time ALL HANDS is accused of hitting one ship, or activity or area too hard, and forgetting about others. The only reason we run articles about other ships or stations and about other Navymen is probably because they submitted an interesting article—and you did not.

Put your facts on paper. Remember, every Navyman can be a newsman—so let's hear from you.

lent in Athens. Baby foods in ample variety are stocked in the commissary. Should a child need some particular food, it might be wise to bring a supply.

A wide variety of whiskies, gins, vermouth, rum, wines and liquors are available at extremely reasonable prices. If you use any unusual spices in preparing your favorite dishes, it is suggested that you bring those.

Medical Care and Health Controls— Local laws covering the storage and sale of food are in effect, but are not rigidly enforced. Refrigeration of meat and other perishable food is not always satisfactory. However, restaurants are well patronized by Americans, and most Americans purchase some of their food, including meats, on the local market.

There are no unusual health risks involved in living in Athens, if precautions are taken in disinfecting fresh fruits and vegetables and in the choice of foods when eating in restaurants. The major communicable diseases are dysentery (amoebic and bacillary), infectious hepatitis and tuberculosis. Other illnesses in Greece are typhoid and para-typhoid, trachoma, diphtheria and poliomyelitis. Americans are susceptible to intestinal disturbances.

The U. S. Air Force operates a dispensary, dental clinic and small hospital some 10 miles from Athens. It does not have facilities for specialized treatment. Wives are given

pre-natal care at the dispensary, and confinement is usually in the U. S. Air Force Hospital, Wheelus Field, Tripoli, Libya. Under provisions of the Medicare Act, expectant mothers have the option of seeking prenatal care and confinement treatment through Greek civilian doctors.

Dental care is limited, and all persons going to Greece are advised to have all necessary dental work accomplished prior to departure from the States. Emergency work is available and routine care is provided.

Optical and ophthalmological work should be completed in the U. S. where possible. Optical prescriptions can be filled in Athens; however, if you wear glasses, bring an extra pair with you, as well as an up-to-date prescription for lenses and frames.

Education—An association known as the American Community School Board has assumed responsibility for cooperative management of schooling for dependent children. Tuition, paid from government funds, is currently $385 per school year. School buses are run by the school. The school operates from kindergarten through the 12th grade level.

Some children attend a Catholic school for boys and girls through the eighth grade. Classes are conducted in English.

Churches—Most of the local population is Greek Orthodox. For Americans in Greece, services are conducted regularly in Protestant, Catholic and Jewish faiths. An inter-denominational Protestant church, privately supported, is active in the community.

Clubs — The American Club in Kifissia, one of the suburbs of Athens, is sponsored, controlled and financed by private membership. It provides dining and grill rooms, cocktail lounge, bar, weekly dances, movies, bingo and other entertainment. There is a small swimming pool. Membership is inexpensive and open to all U. S. citizens. The Air Force has an NCO club in Glyfada and an officers' club at the air base. There is a camera club among U. S. aid mission members. Bring your camera (but not all sizes of films are sold at the Exchange). The scenery around Greece presents excellent photographic possibilities. Other available organizations or clubs are the Tennis Club, Rod and Gun Club, and American Women's Organization of Greece. The Royal Yacht Club extends temporary membership to persons connected with the Mission. There is a riding club which is open for membership. Memberships in all the clubs are reasonable.

Sports and Outdoor Life—Spectator sports consist of horse races, track meets, soccer and basketball games and tennis matches.

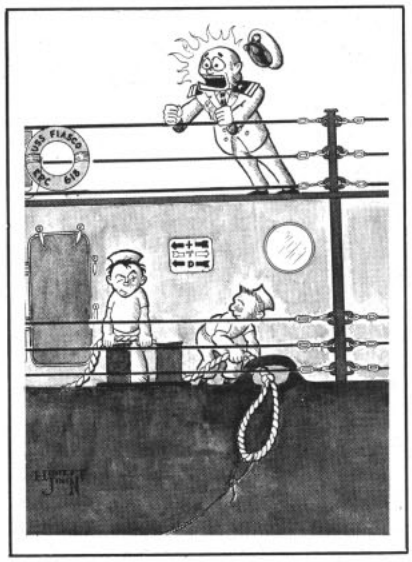
There is a nine-hole golf course about 15 miles from Athens. It is open year round, utilizing auxiliary sand greens during the late winter months. Green fees are $1.25 for 18 holes.

There are numerous beaches near Athens which are easily reached by automobile. Swimming is a favorite sport; the water is clear and refreshing, and there is no surf. There are excellent tennis clubs available at very reasonable membership fees.

Spear Fishing—Spear fishing and rod and reel angling are popular around Athens. During the season, hunting for duck, geese, quail, dove and rabbit is reasonably good. Fair trout fishing is available in the mountain streams in northern Greece. There are no restrictions on bringing sporting firearms; however, they must be registered.

Music—During the summer, symphonies and special concerts are given in the old Roman Herodus Atticus Theater, an outdoor arena. The winter concert season begins in October and continues until June, during which time many fine symphonies, special concerts and lectures are presented.

All-Navy Cartoon Contest
John R. Thornton, SOG2, USN



"Incidentally, do you realize whose car window that monkey's fist just went through?"

Dining Out — There are several good places with a reasonable variety of food. The American Club specializes in American-style dinners costing from $1.00 to $1.50. An average dinner in the Greek restaurants, including local wine, will cost about $1.50 to $2.00. The better class taverns provide a pleasant evening out; the food is in Greek or European style in good quality and variety at reasonable prices.

Automobiles—You will find a car essential. Traffic is on the right. All makes of cars can be serviced in Athens, and spare parts are available. The upkeep of a car in Greece is slightly less than it would be in the U. S. Registration of a private automobile is made for 20 drachmas ($.67) upon presentation of a valid international driver's license. The required license is easily obtained in Athens, and costs 100 drachmas ($3.33). To obtain an international license, a valid stateside license (from any state) is required.

Local insurance companies are reliable and good. Claims are settled promptly. A minimum of insurance on automobiles is required. The insurance may be purchased through Greek companies. The minimum rate will be approximately $120.00 per year. Only one car per family may be imported into Greece without special authorization.

Gasoline and oil may be purchased tax-free through a coupon system. Gas now costs about 25 cents per imperial gallon (1.1 U. S. gallon). Oil costs about 45 cents a quart.

Transportation—The JUSMAG-operated bus system provides limited transportation in and near Athens for employees of the combined U. S. government agencies. During the non-rush hours, the Greek bus system provides adequate and cheap local transportation. There is an electric train connecting Athens with Kifissia to the North and Piraeus to the South. Taxis are plentiful and rates are reasonable within the city; suburban runs are more expensive

than in many areas of the U. S.; averaging about 32 cents a mile.

Local or nearby trips are normally taken by automobile. The local steamers take passengers to the famous Greek islands. Athens is a mainline air stop. Consequently, air travel facilities are readily available. Piraeus, the liner stop for Athens, is a major Mediterranean port of call. Railroad travel in Greece is not up to the American standard, but can be used to make connections with other European countries.

Free Entry Privileges—All military personnel, dependents and personnel employed by the U. S. government are authorized free entry into Greece of any and all personal effects, food and supplies for personal consumption. This free entry privilege continues for the duration of your stay in Greece.

There is no customs duty levied on articles imported for personal use of personnel and their dependents. However, should any item be sold within Greece to a person not having free entry privilege, duty must be paid by the buyer.

Currency Regulations—The unit of currency is the drachma. Thirty drachmas equal one dollar. The use within Greece of any currency other than drachma is illegal. However, military personnel and their dependents are authorized and required to use dollars at the APO, AFEX, snack bar and commissary. Greek law requires that all foreign currency must be converted into drachmas through authorized agencies, such as commercial banks, the American Express Company and hotel cashiers. The EAS cashier's office will convert dollar instruments into drachmas for personnel and their dependents. There is no limitation on the amount of dollars and traveler's checks which one may take into Greece.

Telephone and Telegraph — Telephones are in limited supply, and it is generally wise to rent a house with a telephone already installed. Cost of installation or re-registering is 120 drachmas ($4.00), and a long delay in obtaining it may be expected. Trunk lines for long-distance calls to the U. S. are open during a portion of the day. A three-minute call to New York from the city of Athens costs approximately $15.00.

Use of New ZIP Code Will Zip Your Mail Through Snow, Rain, Hail, Fog

By now you're probably aware of the new Postal Zoning Improvement Plan, or ZIP. The U. S. Post Office Department has designed ZIP to speed up the handling and delivery of mail.

In general, the plan is built around various five-digit numbers, called ZIP codes, which should appear in the address of letters and stationery.

Where does the ZIP code go on the envelope? Right after the state. If your ship or station has been assigned a ZIP code, and many have (see below), you are encouraged to use it on all your correspondence.

ZIP codes expand on the present postal delivery system of one- or two-digit zone numbers. The method provides a uniform arrangement by which mail can be mechanically presorted and handled faster by postal employees.

This could mean your wife will receive her allotment check, mailed from Cleveland, Ohio, a day sooner, for example. Improved mail service is just one of the immediate results of ZIP. Reduced post office costs, and mechanical mail sorting, are expected to come later.

Here's an example of what a ZIP code means. Let's say you live in Arlington, Va., at an address that has been in present delivery zone 7. If so, your ZIP code is 22207. The first digit designates one of 10 national service areas. In this case, the service area consists of the District of Columbia, and the states of Maryland, Virginia, West Virginia, North Carolina, and South Carolina.

The second digit identifies the service area subdivision or, in this case, a portion of Virginia. The third digit specifies Arlington, and the last two digits identify your old postal zone number.

As far as the Navy is concerned, appropriate ZIP codes should be used whenever possible. A Fleet-wide directive on the subject, OpNav Notice 2700 (dated 28 Aug 1963), has announced that overseas Navy post offices, already identified by familiar Navy numbers, and the two Fleet Post Offices, all have new ZIP codes.

All commands, activities, and units receiving mail service through the same Navy number address should use the assigned ZIP code, listed below.

The ZIP codes assigned to FPOs are for use in common by ships, mobile units, and commands that don't use geographical locations or Navy numbers as a part of their official mail address.

Ships and units assigned the "Fleet Post Office, New York, N. Y.," address should use ZIP code 09501 after the state.

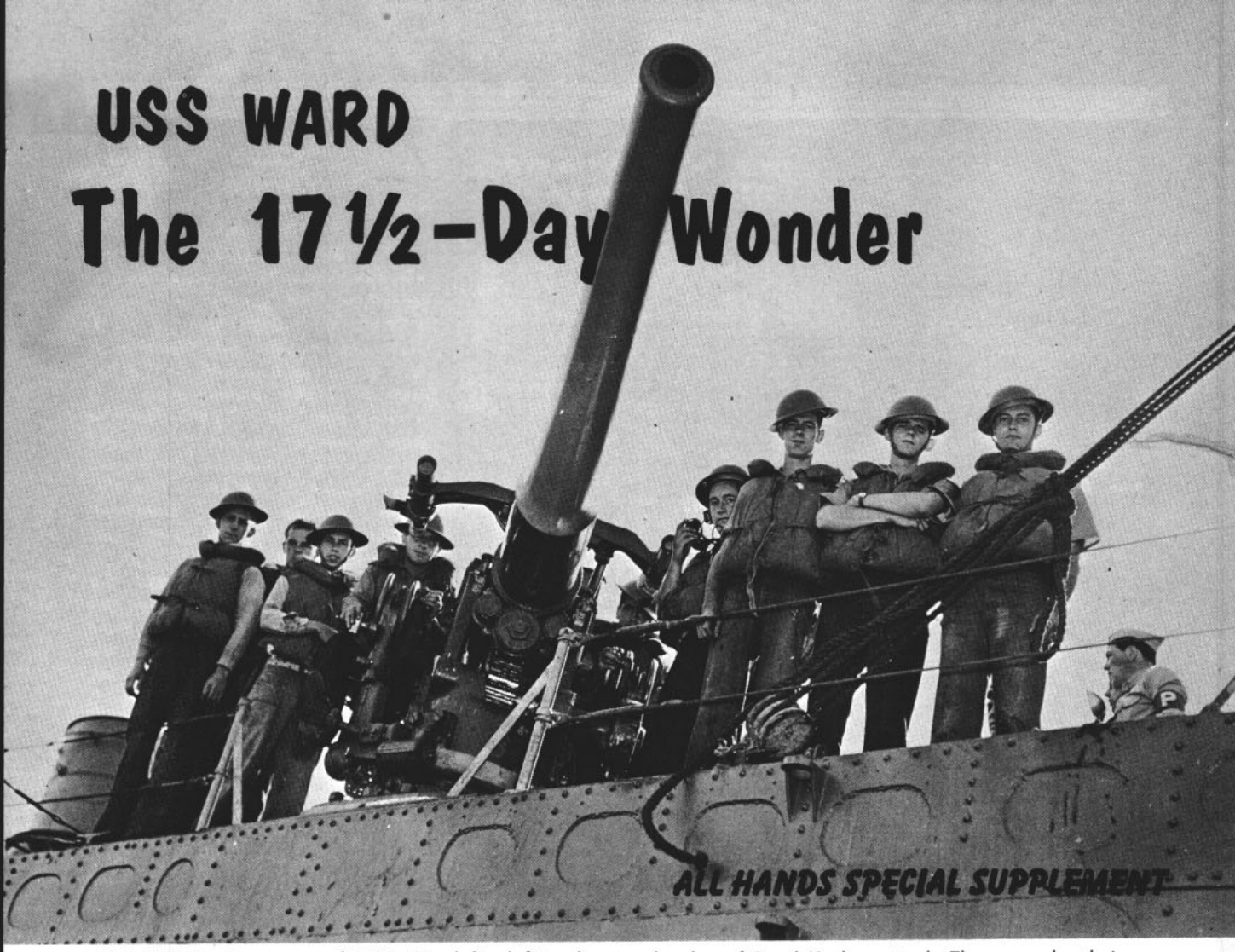
Those assigned "Fleet Post Office, San Francisco. Calif.," have ZIP code 96601.

Codes are also planned for stateside Navy commands. These will appear in forthcoming editions of the *Standard Navy Distribution List and Catalog of Naval Shore Activities.* In the meantime, postal authorities may assign your command an appropriate ZIP code. If so, you should use it.

At left is the list of ZIP codes assigned to Navy numbers:

NAVY NO.	ZIP CODE	NAVY NO.	ZIP CODE
14	96611	535	96623
20	96648	537	09576
66	96612	539	09575
85	96613	540	09574
100	09599	555	09573
101	09598	566	09572
103	09597	568	09571
104	09596	570	96624
106	09595	572	96625
109	09594	577	09569
115	09593	580	96626
116	09592	585	09568
117	09591	597	96627
121	09589	720	09567
127	98790	824	96628
128	96614	830	96629
130	96615	846	96631
133	09588	850	96632
138	09587	875	96633
141	09586	905	96634
161	96616	913	09566
188	09585	926	96635
200	09584	935	96636
214	09583	943	96637
220	09582	955	96638
230	98791	961	96639
240	09581	990	96641
505	09579	1506	09565
509	96617	3002	96642
510	09578	3080	96643
513	96618	3835	96644
520	96619	3867	96645
522	96621	3912	96646
531	96622	3923	96647
533	09577		

USS WARD
The 17½-Day Wonder



BIG SHOTS—Gun crew of *USS Ward* fired first shot on the day of Pearl Harbor attack. They pose by their gun.

"WE HAVE ATTACKED, FIRED UPON AND DROPPED DEPTH CHARGES UPON SUBMARINE OPERATING IN DEFENSIVE SEA AREA."

With this terse message, LCDR W. W. Outerbridge, USN, *commanding officer of* USS Ward, *signaled the beginning of the United States participation in World War II.* Ward *had sighted and sunk a midget Japanese submarine tracking the target ship* USS Anteres *(AG 10) off the channel entrance—an hour before the first Japanese air raid on Pearl Harbor, 7 Dec 1941.*

This is an account of the life of USS Ward *(DD 139, later APD 16), prepared from material made available by the Ships' Histories Section, Division of Naval History, and from the research files of* ALL HANDS *Magazine.*

USS WARD, named for CDR James Harman Ward, the first officer of the U. S. Navy to be killed in action during the Civil War, was authorized on 4 Mar 1917. She was part of the naval building program adopted to meet the rising dangers of World War I. Construction of the ship was assigned to the Mare Island Navy Yard.

From the very beginning of her career, *Ward* was to start claiming "firsts." Soon after the entry of the United States into the first World War, it had become apparent that the Navy would have to concentrate on the submarine menace. It was decided to go all out on the construction of fast destroyers and other antisubmarine craft.

Ward, designated DD 139, was to be used as a demonstration of effective speed in U. S. shipbuilding. Plans were worked out for a comprehensive prefabrication of ship's parts before laying the keel. This would, it was hoped, shorten materially the time on the building ways and thereby increase the capacity of existing facilities.

Ward won her nickname, "The 17½-Day Wonder," by sliding down the ways 84 per cent completed, just 17½ days after her keel was laid. The keel went down at 7:30 a.m. on 15 May; the launching took place at 8:30 p.m. on 1 Jun 1918.

The ship was christened by 11-year-old Dorothy Hall Ward, great-granddaughter of the Civil War's Commander Ward. The launching date had cut nine and one-half days off the world's record. Seventy days later, *Ward* was placed in full commission and Commander Milton S. Davis, USN, assumed command.

CLEARING THE YARD on 2 Dec 1918, USS *Ward* became the flagship of Destroyer Division 18.

She had just missed serving in World War I. Her division took part in winter maneuvers in Cuban waters, and later formed one of the links of the ship patrol for the trans-Atlantic flight of the NC flying boats.

In July 1919, *Ward's* CO was designated liaison officer

to arrange and supervise final details of the transit of the United States Fleet through the Panama Canal to the Pacific. As a result, *Ward* was spearhead of this gigantic fleet movement, preceding the fleet to Cristobal by several days. She was in the first group of destroyers nested through the canal locks.

Upon arrival in Pacific waters, *Ward* took part in the mass movement northward. The movement became a procession of victory as *Ward* and her division made calls at Acapulco, San Diego, San Pedro, San Luis Obispo, Monterey, San Francisco, Eureka, Portland, and Port Angeles. In following the flag of Rear Admiral H. A. Wiley, she led the line of destroyers as they passed in review before President Woodrow Wilson in Seattle harbor on 13 Sep 1919.

Until the latter part of the year the ship operated in Southern California waters, with San Diego as her base. She then became the nucleus of the destroyer reserve tied up at San Diego. She was placed out of commission on 21 Jul 1921.

It appeared that her career was over, practically before it began. She was to spend almost two decades in mothballs—but her time would come.

DEATH RUN—Twin-engined Japanese bomber crashed on *USS Ward* (APD 16), penetrated her hull and blew up.

WHEN THE EMERGENCY preceding the entry of the United States into World War II became acute in 1940, the 17½-Day Wonder was recommissioned. Her future assignment: patrol and screening activities for the Fleet operating in Hawaiian waters.

It was while on this duty that she was to gain undying fame for sinking a Japanese midget submarine taking part in the Pearl Harbor attack. It was the initial sinking of 7 Dec 1941—on either side.

Now, to get a picture of what was happening on the other side, with the Japanese, we go back to the weeks preceding Pearl Harbor.

It was 22 years ago, in the month of November. A small group of large I-class Japanese submarines had left Kure and Yokosuka, Japan, with sealed orders. Each of the big submarines carried, pick-a-back, an 80-foot midget submarine. Their destination, as the world later learned, was Hawaii.

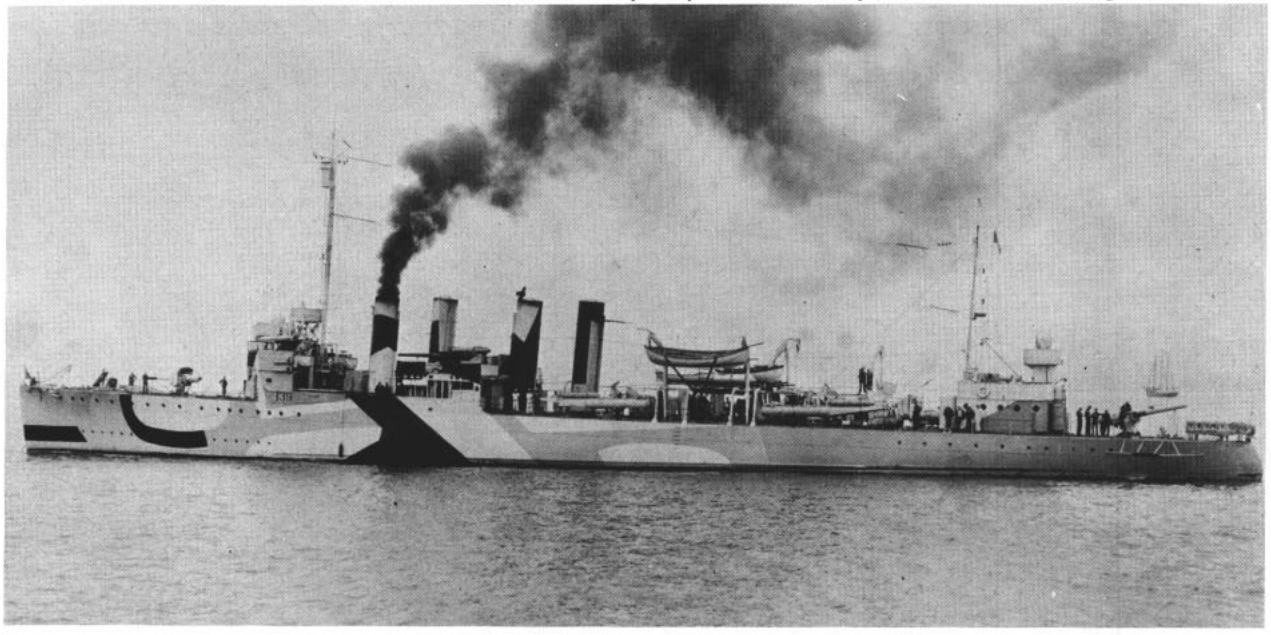
When the mother subs brought their charges to within striking distance of Pearl Harbor, the midgets were manned and sent off to begin the attack.

The over-all attack on Pearl Harbor was—to the Japanese—a great success, but the midget subs proved a failure. (One of the midgets was to be forced aground by a Navy plane circling the waters off Oahu. The plane sighted the sub and dropped bombs that forced it onto the reefs along the shore.)

As to the midget sub which figures in the story of USS *Ward*, Navy accounts record that at 0342 on 7 Dec 1941, a young ensign made the first contact.

He was aboard a minesweeper running a routine sweep of the harbor entrance when, less than two miles from the entrance buoy, he saw what appeared to be the periscope of a midget submarine. It was.

WELL STACKED—*USS Ward* looked like this in the early days of her Navy career when serving as DD 139.



WARD OF *WARD*—The DD was named for CDR James Harmon Ward, first U. S. Naval officer killed in Civil War.

Word was immediately flashed to *Ward*, on night patrol in the same area.

For almost two hours *Ward* searched for the mysterious sub, along with a PBY *Catalina* patrol plane. The plane finally located the submarine and dropped smoke pots to direct the destroyer to the scene.

Ward attacked the submarine with gunfire, forcing her down. She then laid a depth charge pattern over the area. The destroyer had accounted for the first submarine sinking in the initial stages of World War II.

WORD OF THE SUB and *Ward's* attack was coded to 14th Naval District Headquarters, but it reached the Commander in Chief of the Pacific Fleet after the Japanese attack had begun.

As a postscript, it can be added that, almost two decades later, the little Japanese sub went home.

In June 1960, while a group of Navy divers were making practice dives two miles from the entrance channel to Pearl Harbor, the midget sub was found.

The divers came across its battered hulk lying on its side in 70 feet of water.

A salvage ship arrived and, with divers from an explosive demolition unit, raised the hulk by tunneling under the pressure hull and placing cables around it.

Examination of the ship revealed an undogged hatch, a partially burned fuse to a demolition charge, bent piping, a door twisted off the hinges and much shattered glass—all pointing to the fact she was attacked and suffered extensive damage from depth charging. There were no traces of her wartime occupants.

The fact that the conning tower hatch was undogged and the fuse to the scuttling charge partially burned led to the belief that the crew had escaped (or tried to escape before their vessel went down).

The midget sub has been returned to Japan, to serve as a memento of Japanese naval actions during World War II.

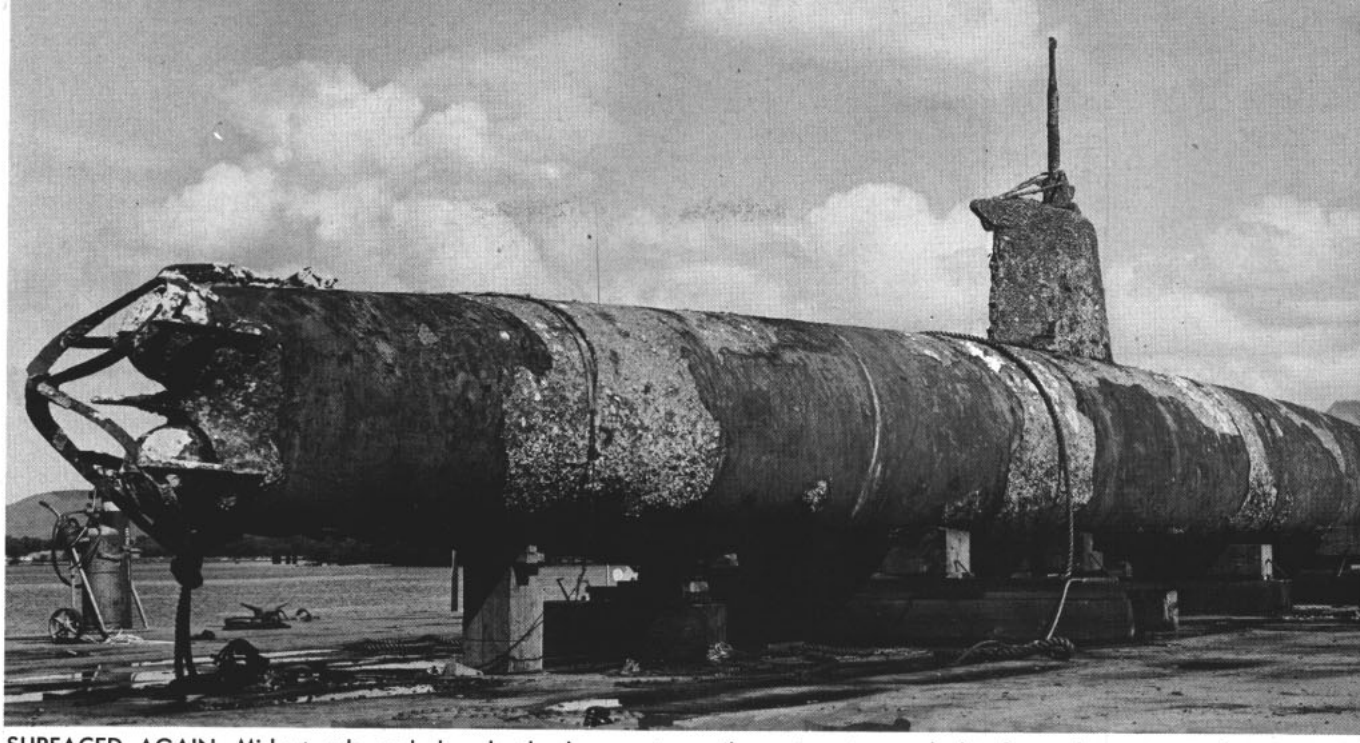
NOW BACK TO USS *Ward*. From the time of the Pearl Harbor attack to 13 Dec 1942, DD 139 patrolled the approaches to Pearl Harbor, making several attacks on suspected submarines, and doing escort duty.

Ward then left the Hawaiian Islands and proceeded to San Francisco and Seattle, where she entered the Puget Sound Navy Yard on 24 December for conversion to a fast transport.

The conversion work was completed on 6 February and *Ward*, redesignated as APD 16, a high speed transport, headed for the southwest Pacific. She operated from the New Hebrides in a variety of jobs, performing antisubmarine patrols, escort duty and transport service. For the time being, her job was routine.

On Christmas Day 1943, *Ward* got underway as a

NOT AT HOME—*Ward* missed the bombing of Pearl Harbor but sank sub at sea. Photo shows *USS Shaw* exploding.



SURFACED AGAIN—Midget sub sunk by depth charges two miles out rests on dock after salvage operations.

part of Task Unit 76.1.21 to take part in the landing operations on Cape Gloucester, New Britain.

Coming second in the single column of APDs, *Ward* disembarked four companies of Marines and stood off for two hours, awaiting the return of her boats, according to her ship's biography.

All returned safely and *Ward* returned to Buna, British New Guinea, for another load. These combat troops were also delivered with no casualties to the ship's boats, and *Ward* wound up the year 1943 by conducting landing exercises with Company I, 126th Regiment, U. S. Army.

On 2 Jan 1944, *Ward* landed Company I near Saui Point, British New Guinea. On 20 February the ship participated in landings on Nissan Island. After this operation she put into drydock for repair to propellers and her sound gear which had been damaged by collision with a submerged object.

A month after the Nissan landings, *Ward* participated in the attack on Emirau Island. After disembarking a company of Marines and 22 tons of stores in four hours, the ship joined the antisubmarine screen protecting the attack transports and LSDs.

BY LATE APRIL 1944, *Ward* was back in the thick of it, landing troops on Aitape, British New Guinea. After disembarking her troops, she joined the fire support group and later the antisubmarine screen. Then, rendezvousing with Task Unit 77.4.3, *Ward* escorted the reinforcements to Tumelo Island, reaching the transport area on 23 April. She joined the fire support ships until the transports got underway, when she again served in the screen for Task Unit 77.4.3.

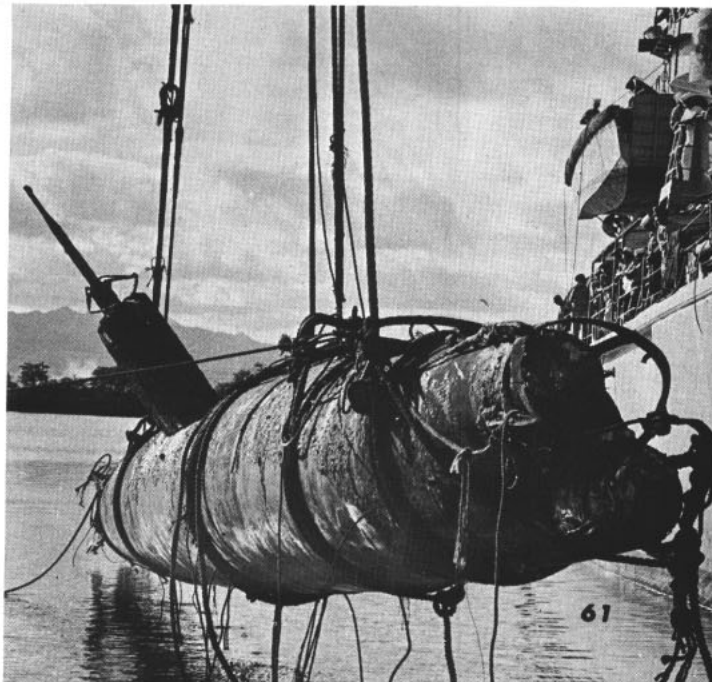
Ward drew an antisubmarine screening task in her next operation, transporting troops to Saidor, British New Guinea, on 29 Apr 1944. She patrolled during the entire operation without incident. On 3 May she screened off Aitape.

Again, during the Humboldt Bay, Hollandia, operations, Ward successfully patrolled in an antisub screen while the transport unloaded. On 27 May, she participated in the Bosnik, Biak Island, Schouten Islands invasion, transporting Army officers and enlisted men.

Her next engagement was at Warsai, Cape Sansapor, Dutch New Guinea. Here she disembarked two infantry companies, combat photographers and war correspondents. On 15 September she participated in the landings on Morotai Island, forming an antisubmarine screen after disembarking her troops.

MID-OCTOBER FOUND *Ward* en route to Dinagat Island with Task Unit 78.4.1. At 0635 Task Group 77.5 formed up and streamed sweep gear. An hour later Task Unit 78.4.1 proceeded toward Dinagat in column formation, astern of minesweepers from Task Group 77.5. *Ward* disembarked her troops in four

SOUVENIR HUNTERS—Midget sub found during practice by Navy divers has been returned home to Japan.



JAPANESE PHOTO shows the beginning of the attack on Pearl Harbor. *Ward* was at sea on patrol at this time.

LCP(R)s in the face of high winds and seas and coral reefs. No lee was present and the wind blew directly toward the beach. By 1143, *Ward* was forced to raise her anchor because the strong tidal currents and seas made remaining in the swept channel difficult.

Boats 1, 2 and 4 were reported stranded on the beach. Boat 1 was finally towed off by Boat 3. Since it seemed impossible to recover the remaining boats, the crews were ordered to stay on the beach. The transports then formed in column astern of *HMS Ariadne* and executed their night retirement plan.

The group returned the next morning with troop stores for the beach. A salvage party was sent ashore to recover the two boats, and Boat 4 was towed back to the ship in badly damaged condition. Boat 2 was refloated, returning to the ship under its own power with only slight damage, following which the ships retired.

Before dawn the unit formed in column and proceeded to the assigned transport area. At 1102 *Ward* got underway with USS *Schley* (APD 14) to rendezvous with the Northern Attack Force, Task Force 78. Upon rendezvousing, the ship proceeded to Kossol Roads. While holding collision drill en route on 20 October, *Ward* lost two men overboard when a top lifeline gave away. The "man overboard" detail was called away immediately. One man was rescued, but the other was observed to sink and was not seen again.

WARD'S BIGGEST—and final—action was in the Leyte and Ormoc Bay landings. She arrived in Leyte Gulf on 12 Nov 1944, convoying LSTs.

Air attacks were the heaviest she had suffered up to this time, but she remained unscathed throughout the day and was ordered to escort a convoy to Hollandia that evening.

On 28 November she returned to Leyte Gulf and anchored in San Pedro Bay. Here she remained until 6 December when she was ordered to Tarraguna, Leyte Island, to board officers and men of the Army's 77th division, and head for Ormoc Bay, Leyte Island.

Before sunrise on 7 December, flares had been dropped all around the convoy to which *Ward* was attached, but no Japanese planes attacked.

At 0630 destroyers in the screen left the formation and commenced bombardment in the vicinity of the landing beach.

At 0712 rockets began bombarding the beaches. *Ward* now assumed a picket patrol station between Pomson Island and the nearest point on Leyte at 0825.

Suddenly, nine Japanese twin-engined bombers were sighted coming in from the north over Leyte. *Ward* commenced high speed evasive maneuvers and opened fire with all her guns. No hits were scored.

About the same time other enemy aircraft were seen attacking the destroyer USS *Mahan* (DD 364), and she evidently suffered a hit.

Coming to their assistance, Army fighter planes, including two or three P-40s and three or four P-38s, streaked overhead to the west. Several enemy fighter planes were then observed by *Ward's* crew coming in over *Mahan* from the Camotes Sea. U. S. fighters immediately engaged the enemy planes.

The formation of nine Jap planes was back again. But they ignored *Ward*, and flew over *Mahan*, pursued by U. S. fighters. But not for long—three bombers from the Japanese formation broke off and headed in the direction of *Ward*.

They were now 4000 to 5000 yards distant, and came in on a slight glide in close formation.

An Army pursuit plane attempted to intercept the attackers, and all the ships opened fire. The middle plane was hit repeatedly, and the others probably sustained some damage, but they continued toward their target.

Now almost at eye level, one of the bombers struck *Ward* just above the waterline on the port side. It was 0956. With a terrific roar, the plane crashed into the forward part of the boiler room and the after part of the lower troop space. One of the plane's engines passed completely through the ship, coming out at the waterline on the starboard side.

An instant later, another bomber passed low over the forecastle, strafing all the while. It crashed in the water about 200 yards off the starboard bow.

The third bomber hit the sea about 600 yards off the starboard quarter. The first bomber, enmeshed in *Ward's* hull, exploded, starting fires in the troop spaces and fireroom.

THE ASSISTANT ENGINEER, who was in the fireroom at the time of the explosion, reported that the boiler fires flared back and the forced draft blower was dislodged from its mounting, falling into the fireroom.

It seemed as though the fighting had been going on a long time, but it was only 0957, when the order was given to cease firing, and all hands tried to extinguish the flames.

The after part of the ship was completely isolated by flames and smoke coming from the lower troop spaces and the fireroom. The inter-communication system was disrupted except for the JP circuit.

Moments after the enemy plane exploded in *Ward's* hull, the steam pressure began to drop. Within several minutes it registered below 100 pounds, and the ship commenced to lose headway.

No water was available in the fire mains. The leading gunner's mate on the forecastle went below and turned on the magazine valve, but it appeared that no water was entering the magazines.

As luck would have it, suction hoses, rescue breathing apparatus and asbestos suits were all stored in the

portion of the ship cut off by fire. Efforts were made to get rid of some of the smoke by cutting away the canvas awning covering the well deck. This was partly successful, but it still did not make the rest of the ship accessible.

At 1005 boats 1 and 2 were lowered to fight the fire through the holes in the hull. Unfortunately, the handybillies which were available could not be kept running for any length of time.

At 1015, USS *O'Brien* (DD 725), *Saunter* (AM 295), *Scout* (AM 296) and *Crosby* (APD 17) stood in toward the stricken *Ward*. *Crosby* and *Scout* lowered boats to assist in picking up survivors.

A report was made to Commander Task Group 78.3 by battery powered radio, since all electrical power had been lost, stating the predicament of the ship and the intention to abandon ship if the fires could not be brought under control.

AT 1018 O'BRIEN CAME CLOSE ABOARD on the port side and commenced fire fighting operations. By this time the fire was raging in the troop spaces, and both fuel tanks and the diesel oil tanks had apparently ignited.

The fireroom was filled with black smoke and it was impossible to regain steam pressure. Flames were rising from the troop spaces and spreading along the main deck and advancing towards the vicinity of the 20 mm ready ammunition.

Because of the danger of explosion from the ready ammunition, the fuel tanks and magazines, all hands were ordered to prepare to abandon ship.

The crew worked furiously. Depth charges were locked on safe. Ready ammunition in the vicinity of the guns was thrown overboard, and secret and confidential publications on the bridge and in the radio shack were either removed and preserved or were thrown over the side. The "abandon ship" order came at 1024. Almost miraculously, all hands were saved and only one man was seriously injured.

O'Brien and *Saunter* had come alongside and made strenuous efforts to fight the fire. But it was soon apparent that the ship could not be saved. Commander Task Group 78.3 gave the order to *O'Brien* to sink her.

WARD WENT UNDER at 1130, 7 Dec 1944, three years to the day after firing the first shot of World War II, and 26 years after her first commissioning.

She earned the Navy Unit Commendation for participation in the following operations:

Pearl Harbor (7 Dec 1941), Consolidation of Southern Solomons (7 Apr 1943), the Bougainville Operation (7, 11 and 17 Nov 1943), Cape Gloucester Occupation (26-29 Dec 1943), Western New Guinea Operation 21 Apr-15 Sep 1944), and the Leyte and Ormoc Bay Landings (17 Oct-12 Nov and 7 Dec 1944).

The text of the Navy Unit Citation awarded to *Ward* serves as a fitting tribute to "The 17½-Day Wonder" and her heroic crew:

"For exceptionally meritorious service against enemy Japanese aircraft, shore batteries and submarines. Operating in contact with the enemy and under attack, the USS Ward *performed her duties as a World War I destroyer and high speed transport, consistently maintaining a superior degree of efficiency in the performance of her assigned tasks. From the time she fired the first shot of the war at Pearl Harbor until mortally wounded by a kamikaze attack at Ormoc Bay three years later,* Ward *contributed materially to the success of the Pacific campaign by her offensive action which resulted in the destruction of enemy submarines and several enemy planes. Her courageous determination and effort were in keeping with the highest tradition of the United States naval service."*

SPECIAL DELIVERY—A high speed transport, converted from 1918 veteran DD, sends off troops toward the beach.

TAFFRAIL TALK

As you read this, former JO2 Jimmy Ray Lewis will be busy savoring the joys and sorrows of campus life at the University of Missouri. One of the members of the journalist team bringing light and clarity to the news and feature desks of All Hands, Jimmy Ray found it impossible to resist the lure of academic life, and has big plans for the future upon receipt of his degree. (It might be appropriate to mention that his tour in the Navy had much to do with his decision to continue on to college. Although he lacked a substantial number of credits, by taking advantage of the Navy's educational opportunities, he was able to pick up a sufficient number to qualify for entrance as a junior at the U. of M.)

Much of Jimmy Ray's naval career was spent in cruisers. His place on the desk is taken by a carrier man—Jon Franklin, JO2, USN. A native of Albuquerque, N. Mex., which has a minimum of ocean, he found himself as an operations yeoman on board USS *Oriskany* (CVA 34) shortly after boot camp.

After discovering that a typewriter was not such a fearsome creature after all if fed regularly, he made the switch to journalist during his shore duty at Miramar, then subsequently saw duty on *Lexington* (CVA 16) and *Kearsarge* (CVS 33).

It was while on these vessels and while on the staff of COMCRUDESFLOT Three that All Hands first saw his work—and we were very much impressed.

You'll be seeing his byline soon.

★ ★ ★

Point Arguello, Calif., as you are probably well aware, is the site of a Naval Missile Facility. This busy activity has favored us with the following item, taken from a sign attached to one of the electronic machines at the tracking and launch base.

"Das computenmachine is nicht fur gerfingerpoken und mittengraben. Is easy schnappen der springenwerk, blowenfusen und poppencorken mit spittzensparken. Ist nicht fur gewerken by das dummkopfen. Das rubbernecken sightseeren keepen hands in das pockets. Relaxen und watch das blinkenlights."

For those who are not experts in fractured German, it means: "This is delicate equipment, don't touch." It works.

★ ★ ★

You've heard of "walking encyclopedias." Well, we have been introduced to a slightly different version, a "walking almanac."

Leonard Mascia, SN, of USS *Lake Champlain* (CVS 39) is an almanac buff. If you drop in on him for a few minutes of conversation, he's just as likely to come up with something along these lines, "you may be interested to know that the population of Japan is 94,053,000 and its area is 142,688 square miles." He can quote facts, dates and historical notes about most of the spots on the globe you're likely to visit.

Mascia has been known to ride past a town and remark to his compatriots that the town was incorporated on such and such a date, that it has the second tallest building in the state, and was the birthplace of the umpty-umpth president.

How did all this start? Well, it seems that someone gave him an almanac for a Christmas present when he was a youngster and he began reading it. Now he's a fact-finder, first class.

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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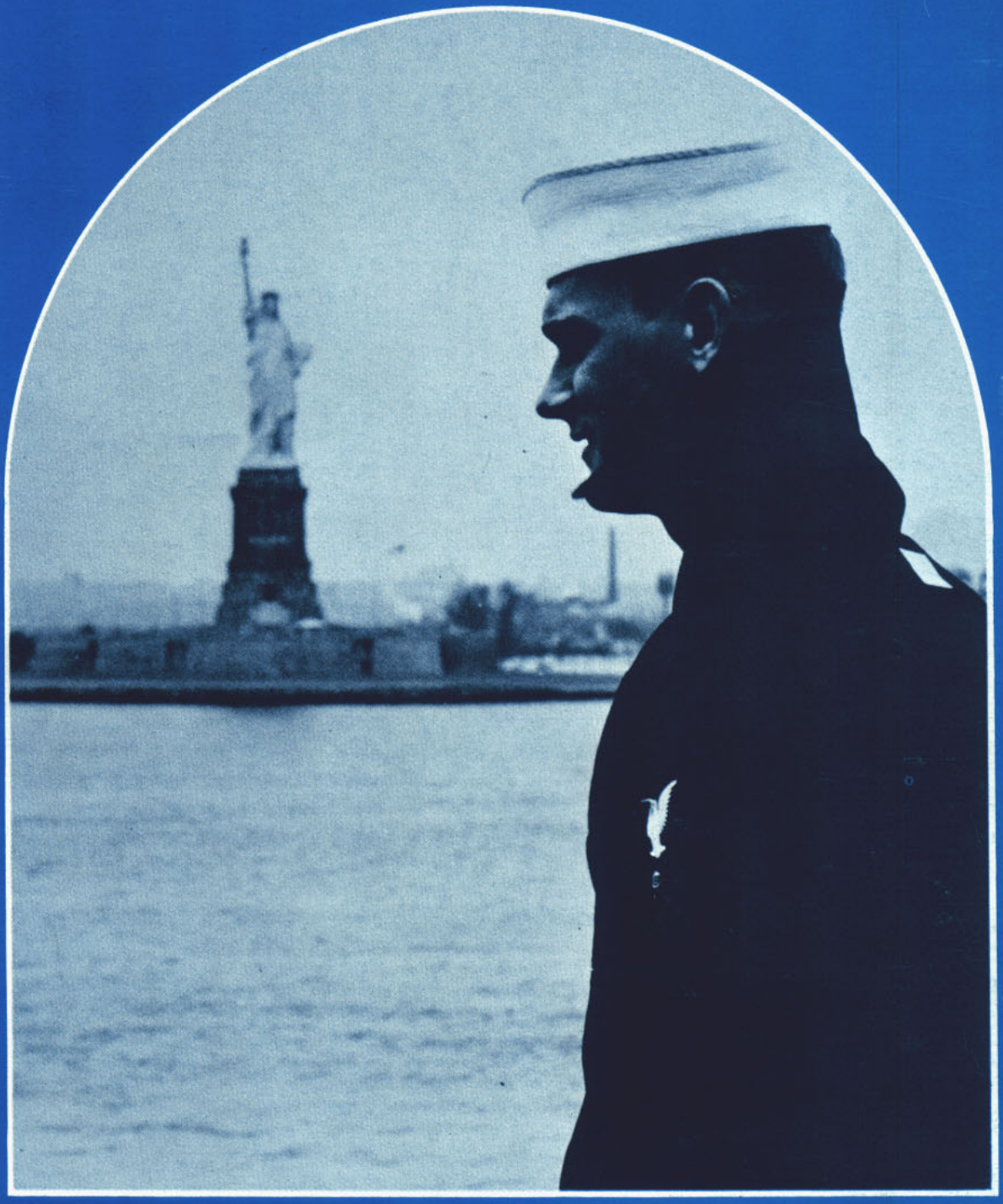
• AT RIGHT: BOSUN'S TOUCH—John M. Coon, BM2, USN, performs some fancy rope work as he uses a fid to put the finishing touches on a fender while serving aboard the Pacific Fleet destroyer USS Hamner (DD 718).



Thanksgiving-U. S. A.

LOTS TO BE THANKFUL FOR