

# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



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JANUARY 1964



# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

JANUARY 1964

Nav-Pers-O

NUMBER 564

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Assistant Chief for Morale Services

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● FRONT COVER: DEDICATION to nation, flag, and duty, and pride in the opportunity to serve are symbolized by the expression of Navyman Kenneth W. Lerner, YN1, USN. Photo by Walter Seewald, Head of the Photographic Section, Bureau of Naval Personnel.

● AT LEFT: SOLEMN OCCASION—Representing the Navy and Nation abroad, crew members stand at stiff attention on board the aircraft carrier USS Saratoga (CVA 60) in the Med.

● CREDIT: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated. Photo top left page 2 by Fabian Bachrach; Top rt. page 2 UPI Photo; Top left page 4 UPI Photo; Top rt. page 5 UPI Photo; Page 9 Washington Daily News Photo.



John F. Kennedy, LT, USNR (Ret.)

## 'Strength, Steadfastness

**I**N THE CHOPPY, churning South Pacific early one dark August morning, a Japanese destroyer rammed an American PT boat, cut it in two, and left its crew for dead.

Thus began a war story of human strength, will and dedication. Its principal role was heroically played by a young Navy lieutenant named John Fitzgerald Kennedy, who personally directed the survival of his crew under seemingly hopeless circumstances.

What appeared to be certain death in a sea covered with flaming fuel became a story of survival for 11 men that has had countless retellings since it first unfolded in August 1943.

But to LT John F. Kennedy, the experience of *PT 109* was but a highlight in a dedicated naval career that neither began, nor ended, in the war-torn Pacific.

In the Spring of 1941, as the possibility of war before Pearl Harbor became more threatening, John Fitzgerald Kennedy, a tall, sandy-haired 24-year-old who the year before had been graduated *cum laude* from Harvard, volunteered his services to the armed forces.

Because of a back sprain suffered while playing college football, he needed five months of remedial exercises to pass the physical requirements.

**O**N 8 OCT 1941, Kennedy was appointed Ensign, U. S. Naval Reserve.

Ordered to active duty that same month, ENS Kennedy was assigned to intelligence work in Washington, D. C.

On 7 December, when the Japanese struck at Pearl

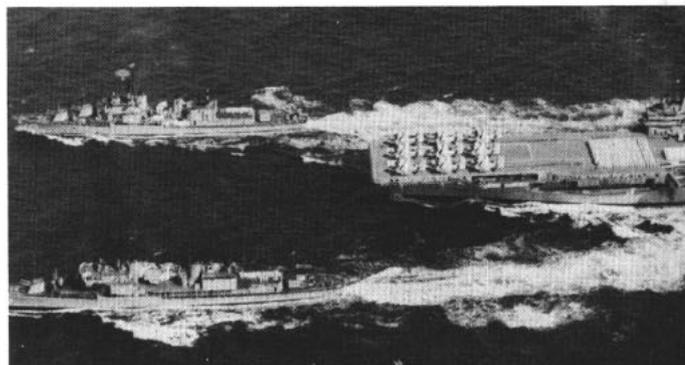
Harbor, he asked for sea duty but, to his disappointment, was transferred to Sixth Naval District headquarters in Charleston, S. C., where he worked on a program for protecting war plants from enemy bombing.

In the summer of 1942, after requesting that he be reassigned as a deck officer, ENS Kennedy was ordered to the Naval Reserve Midshipman's School at Northwestern University, Chicago, Ill., where he was presented with an opportunity to enter the Motor Torpedo Boat service. He sprang at the chance, and, in September 1942, began an eight-week training course in PT boat command at Newport, R. I. Before he had finished the course in December, Kennedy was promoted to LTJG.

Ready for action, Kennedy hoped to be assigned immediately to a PT squadron overseas. However, he was assigned as commanding officer of *PT 101*, a motor torpedo boat then being used for training with the base

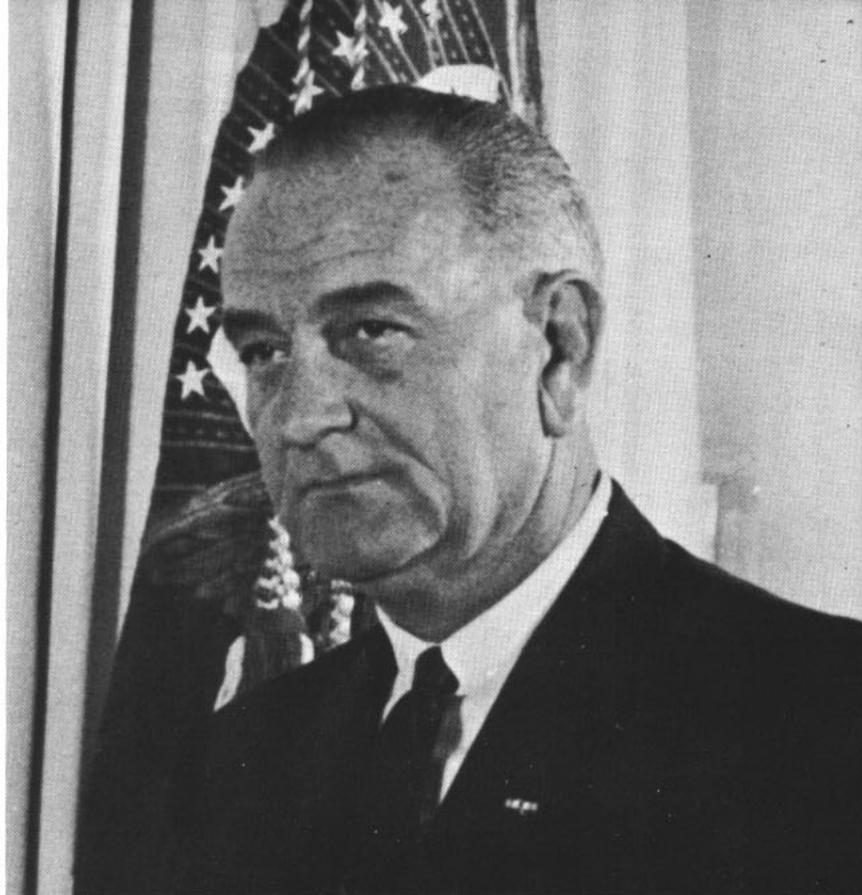
(Continued on page 4)

**TASK GROUP 14.7 honors our late Commander-in-Chief.**





Lyndon B. Johnson, now CDR, USNR



## and Selfless Sacrifice'

**A**MONG THE THOUSANDS of words that have been written about President Johnson, the fact that he served the nation in World War II, not only as a legislative representative but as an officer in the U. S. Navy, has escaped many people. President Johnson's active duty career was a short one, but Navy readers will be interested to learn that he retains today his commission as an officer in the Naval Reserve.

In 1937, Lyndon Baines Johnson of Texas was beginning what would become a long career in the U. S. Government, leading ultimately to the Presidency.

He had just been elected to the Congress of the United States. From his congressional vantage point, he was able to see the gathering war clouds more clearly than many. On 21 Jan 1940, after completing his Navy physical, he received a commission as a lieutenant commander in the U. S. Naval Reserve.

Three days after the Japanese attacked Pearl Harbor, the man who was to become President of the United

States was ordered to the Office of the Chief of Naval Operations for instruction. He then went to Headquarters, Twelfth Naval District at San Francisco and, from there, to New Zealand and Australia, for inspection duty in the Pacific.

**W**HILE HE WAS stationed on the other side of the world, LCDR Johnson took part as an observer on a number of bomber missions in the South Pacific. On one occasion, when he volunteered for observer duties on an aerial combat mission over hostile positions in New Guinea, the mission nearly ended in disaster for all on board.

The plane developed mechanical trouble while being intercepted by eight enemy fighter aircraft near the target and had to turn back alone, making itself a sitting duck for Japanese attack. Despite these harrowing conditions, LCDR Johnson's coolness enabled him to return with valuable information.

LCDR Johnson's naval career was cut short by a Presidential decision affecting national legislators. President Roosevelt ruled that national legislators might not serve in the armed forces, and on 16 Jul 1942, he was released from active duty.

LCDR Johnson was promoted to the rank of commander, USNR with a date of rank of 1 Jun 1943. He holds the Army Silver Star Medal, awarded by the Commander-in-Chief, Southwest Pacific Area, the Asiatic-Pacific Campaign Medal and the World War II Victory Medal. The Navy is honored to list him today as a member of the U. S. Naval Reserve.

FLAGSHIP USS *Bennington* (CVS 20) is flanked by DDs.





WW II—LCDR Johnson arrives at New Guinea in 1942.

#### A MESSAGE FROM THE COMMANDER-IN-CHIEF

ALNAV 45  
FROM: SECNAV  
TO: ALNAV

TO ALL MEMBERS OF THE ARMED FORCES FROM THE SECRETARY OF DEFENSE. I AM PRIVILEGED TO TRANSMIT THIS MESSAGE FROM OUR COMMANDER IN CHIEF TO THE MEMBERS OF THE ARMED FORCES:

"WE HAVE SUFFERED A GREAT NATIONAL LOSS AND SORROW IN THE DEATH OF THE COMMANDER IN CHIEF, PRESIDENT JOHN FITZGERALD KENNEDY. A MAN WHO KNEW WAR AND HATED IT, HE LOVED PEACE ALL THE MORE AND SOUGHT TO MAKE IT SECURE IN THE WORLD FOR YOUR CHILDREN AND HIS. HE WILL BE REMEMBERED AND HONORED FOREVERMORE FOR HIS VALOR AND COURAGE IN SERVING THAT CAUSE OF PEACE WHICH YOU SERVE IN YOUR FAITHFUL VIGIL FOR FREEDOM.

"OUR CONSTITUTION PROVIDES FOR THE ORDERLY CONTINUITY OF THE CIVIL OFFICES OF OUR GOVERNMENT. IN THE TRANSITION BROUGHT UPON US BY TRAGEDY, THERE IS NO INTERRUPTION IN THE CONTINUITY OF THAT COMMITMENT TO *Strength, Steadfastness and Selfless Sacrifice* WHICH HAS KEPT US FREE AND THE WORLD AT PEACE.

"AS YOU STAND YOUR GUARD OF FREEDOM AND PEACE, YOU MAY KNOW THAT THE POLICIES AND PURPOSES OF YOUR COUNTRY ARE UNCHANGED AND UNCHANGEABLE IN SEEKING HONORABLE PEACE, THE FRIENDSHIP AND ALLIANCE OF FREE NATIONS AND THE BUILDING OF A RESPONSIBLE WORLD FREE OF THE CAUSES OF HATRED, DIVISION, OPPRESSION AND HUMAN DESPAIR. PRAYING TO BE WORTHY OF GOD'S GUIDANCE, LET US REDEDICATE OURSELVES TO THE CONTINUING TASKS BEFORE US, REMEMBERING ALWAYS THAT THE PRICE OF OUR LIBERTY IS ETERNAL VIGILANCE."

—LYNDON B. JOHNSON

## THE NAVY CAREER OF JOHN F. KENNEDY

(Continued from page 2)

squadron at Newport. (The reason: LTJG Kennedy did so well in the course of his brief training, the school elected to retain him as an instructor.)

Though again disappointed at not being assigned overseas, LTJG Kennedy took his responsibilities seriously and, finally, his request for action was approved.

On 6 Mar 1943, Kennedy departed San Francisco for the South Pacific on board the transport *Rochambeau*. For the most part the three-week voyage was uneventful. (On several occasions unidentified ships caused alarms aboard *Rochambeau*, but all turned out to be friendly.)

On 28 March the transport entered the heavily mined harbor at Espiritu Santo in the New Hebrides. LTJG Kennedy disembarked at Espiritu Santo under orders to proceed to the Solomon Islands for assignment to a PT boat.

IN THE COMPANY of other transient officers at Espiritu Santo, Kennedy boarded *LST 449*, bound first for Guadalcanal, where Army replacements were to be landed, then to Tulagi, destination of the Navymen.

Off Guadalcanal on 7 April, LTJG Kennedy witnessed what had been described as the greatest air attack since Pearl Harbor. Japanese planes swooped down on Guadalcanal and launched a fierce attack. *LST 449*, carrying a cargo of bombs in addition to 170 Army replacements and the transient naval officers, began circling.

About this time a Japanese plane buzzed down and over the *LST*. Ten feet off the port bow a bomb splashed into the water, and the explosion that followed rocked the ship and lifted her stern out of the water. LTJG Kennedy, who had been below decks, scrambled topside and witnessed what he later described as one of the most spectacular sights he had ever seen.

Of immediate concern were the nine enemy planes directing their attack on *LST 449* and the nearby destroyer *USS Aaron Ward (DD 483)*.

A second bomb hit 50 feet off the *LST*'s port bow, and two others exploded off her starboard bow. A fifth bomb hit off the starboard side abreast of the bridge.

Blasts wrecked landing boats, sprang bulkheads, ruined a pump, and jammed much of the *LST*'s machinery. The landing ship did not receive a direct hit, but *Aaron Ward*, badly torn by a bomb that ripped her engine room apart, sank a few miles off Florida Island after having been taken in tow by a minesweeper.

THE *LST* FINALLY put into Guadalcanal on 12 April, then moved on to Tulagi where LTJG Kennedy disembarked after more than a month as a passenger at sea.

*PT 109*, which had already seen plenty of action in the waters north of Guadalcanal, was in the harbor at Tulagi. The motor torpedo boat had been built at Bayonne, N. J., early in the war.

LTJG Kennedy did not have to wait long for assignment to *PT 109*. On 25 Apr 1943, he assumed command.

After selecting a crew, Kennedy's first task was to rehabilitate the boat. It was not in the best of condition. In May the boat went into drydock, and Kennedy and his executive officer, ENS Leonard J. Thom, worked with their enlisted crew members to get *PT 109* ready

for action. Kennedy and Thom rolled up their sleeves and took a hand in such chores as scraping the boat's bottom, cleaning the bilge, sandpapering and painting.

*PT 109* was soon in good enough shape to take turns on night patrols off Tulagi, and by the end of May the boat was in top condition and Kennedy and crew were rapidly becoming acquainted with PT life. The young officer was liked and respected by his crew members.

On 30 May, *PT 109* had a confident young skipper at her wheel and an enthusiastic crew on board when she departed Tulagi for the Russell Islands in preparation for the invasion of New Georgia in the central Solomons.

**P**ATROL DUTIES in the Russells were reportedly as uneventful as those conducted off Tulagi. However, a powerful amphibious invasion armada was forming, and *PT 109* was picked for duty with the Russell Islands Motor Torpedo Boat Squadron, one of many units of Task Force 31.

D-day was 30 June, and *PT 109*, during the hours preceding the landings, patrolled an area between the Russells and New Georgia, torpedoes ready to defend the invasion convoys from attack.

In mid-July, Kennedy received orders to move on to a forward operating base for PT boats at Rendova, one of the larger islands in the Solomons, which was in the midst of the main battles then being fought in the Pacific. (Rendova is approximately five miles from Munda, New Georgia, where U. S. ground troops were fighting to wrest an important airstrip from the Japanese.)

Despite a 10-hour run from the Russells, *PT 109* was ordered out on patrol its very first night at Rendova. Life there was considerably different from the easy-going, if rugged, PT operations at Tulagi and the Russells. The sights and sounds of war were all about. Those on board *PT 109* could watch U. S. planes bombing Munda. Muzzle flashes from the guns of CAPT Arleigh A. Burke's 31-knot destroyers were often visible. The swoosh of shells could be heard overhead.

**N**IGHT AFTER NIGHT *PT 109* went out to prowl, shield and harass.

On 19 July, two of Kennedy's crewmen suffered shrapnel injuries during an air attack and were hospitalized. Another crewman had been injured and hospitalized some days before when a depth charge on board the boat toppled off its perch.

By 1 Aug 1943, replacements for the injured men had been ordered in, and the *PT 109* crew was in high spirits. The men were to have the night off to spend on the beach at Rendova, having been out on patrol for several nights in succession.

That day, however, the screech of air raid sirens interrupted any such plans. Major action with the enemy was expected to occur that night, and, before the day had passed, Japanese aircraft were indeed swooping down on the PT boats in Rendova harbor, torpedoing, bombing, strafing, and sinking whatever they could hit, while the PTs fired back.

Kennedy ordered his craft to cast off, and steered through a harbor of chaos. Undamaged PT boats were rapidly dispersing. Kennedy zigzagged his PT boat through the harbor and away from the scene until the "all clear" sounded, then returned to his buoy.



**FOR HEROISM**—LT Kennedy is awarded Navy and Marine Corps Medal by CAPT F. L. Conklin at Chelsea Hospital.

**A**FTER A CONFERENCE with other commanding officers, and a boat count, 15 PTs were reported in satisfactory condition. Four divisions were formed, each of which was assigned a particular area to cover that night. The idea was this: Disperse the 15 boats adequately to cover every possible approach through Blackett Strait by an expected invasion force. Division "B," to which *PT 109* was assigned, was to be furthest up in Blackett Strait.

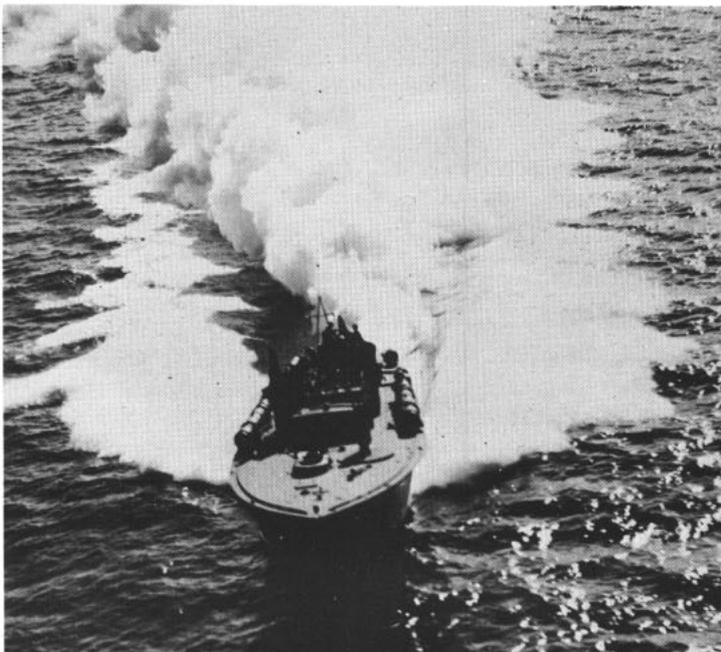
At 1830 on 1 Aug 1943, the Rendova harbor sputtered with the sounds of revving PT boat engines, and within three hours all 15 boats were idling or lying to on their assigned stations.

The crew of *109* was tense, but most of the men had little to do except watch and wait. One man on watch noted the passing of midnight and the birth of a new day, Monday, 2 August.

What followed shortly was confusion created by the surprising onrush of four enemy destroyers through the Strait, and the reported inability of the PT divisions to communicate with each other.

Those on board *PT 109*, which was not equipped

**PT BOAT** speeds forth on special mission during WW II.





'THORN in enemy's side' is description won by PT boats.

with radar, did not even realize that four enemy DDs had slipped by in the darkness. And, of course, there was no way of knowing they would soon be returning.

*PT 109* was lying directly in the path of one of the destroyers. Suddenly the DD skipper was presented with the opportunity to crash her iron hull through the plywood ship, which is just what happened.

**I**T HAPPENED SO fast there wasn't a chance to do a thing. "The destroyer hit our starboard forward gun station and sliced right through," LT Kennedy reported later. "I was in the cockpit. I looked up and saw a red glow and streamlined stacks. Our tanks were ripped open and gas was flaming on the water about 20 yards away."

LT Kennedy remembered saying to himself as the DD hit, "This is how it feels to be killed."

Two of the crewmen, MM2 Harold W. Marney, 19, of Springfield, Mass., and TM2 Andrew Jackson Kirksey, 25, of Macon, Ga., were killed, probably immediately, and their bodies never recovered.

The wheel was torn out of Kennedy's grasp, and he was hurled against the rear wall of the cockpit, his once sprained back smashing against a steel brace. Only the angle of collision saved him from being crushed to death.

Watching helplessly, LT Kennedy saw the huge hull sweep past him through his boat, splintering and slicing *PT 109* in two.

Splashed gasoline went up in flames. Most of the crewmen were flung into the water. Some were painfully burned. The stern of the boat disappeared immediately, but the bow remained afloat, and burning.

**W**HEN THE FIRE died down, six survivors, including Kennedy, returned to the half of the hull still afloat and took a muster. Of 13 men on board, two were missing. Five answered the roll call from the water.

Though his back was badly wrenched, LT Kennedy spent hours in the water locating and rescuing men too injured to swim to the relative safety of the floating hulk. He urged, cajoled, and pushed.

The 10 other survivors later told of his cool courage.

One man, Patrick McMahon, 37, a machinist's mate from Detroit, was so severely burned that he could not use his arms at all, and had given up hope of survival. Kennedy swam out to where McMahon had shouted his position, and for 45 minutes clutched his lifejacket and towed him toward the boat, which by

then had drifted a considerable distance from the swimmers. Those on board kept calling their position, and Kennedy followed the sound through the darkness.

Back on board the bow of their ship, the 11 survivors believed that daylight would bring a speedy rescue. By mid-afternoon, with the half hull of *PT 109* sinking and little more than a foot remaining above water, Kennedy decided that the group should attempt to swim for what they hoped would be an unoccupied (by the Japanese) island more than three miles away.

**E**VERY HOUR in the midst of the larger, Japanese-held islands increased the danger of detection.

Kennedy clenched between his teeth one end of a strap attached to the life jacket of McMahon, who was badly burned and virtually helpless, and towed him on his back. He instructed the others to swim in a group.

Four hours later the exhausted, injured crew reached an uninhabited island known as Plum Pudding, 100 yards long and 70 yards wide. They were still surrounded by larger islands occupied by Japanese forces.

That night Kennedy made his first attempt at being discovered by friendly forces while, at the same time, hiding his presence from the nearby Japanese. He donned a life jacket, grabbed a salvaged battle lantern, and swam for miles with hopes of intercepting an American PT patrol. None came.

The current pulled him out into Blackett Strait, but in the morning returned him to the coral reefs. He was washed ashore exhausted, half conscious, and bore only the news of failure for his men.

After several days Kennedy swam to another island where he found friendly natives. He scratched an appeal for help on a coconut shell, which natives carried through enemy lines to an Australian coastwatcher on Wana Wana, who, in turn, dispatched a war canoe to assist the stranded Navymen, and passed the word along to Rendova.

Memorial services had already been held for the crew of *PT 109*.

A PT boat was dispatched to pick Kennedy and crew up and, on 7 August, with Kennedy hidden under branches laid in the bottom of the canoe, the natives paddled to Wana Wana in full view of the unsuspecting Japanese. That night Kennedy boarded the rescue boat and guided it to his camp to pick up the men. He

LT KENNEDY won NMC Medal for heroism, Purple Heart.



then guided the PT boat back thru the reefs and coral heads, in constant danger of being seen by enemy planes, and on to safety.

**A**FTER THEIR RESCUE, the officers and men of *PT 109* were taken to sick bay to recuperate. Distressed over the loss of his ship, Kennedy was anxious to get back into action.

Finally Kennedy (by now a lieutenant) was asked if he would be interested in forming a crew and taking over a PT boat that, as an experiment, was about to be converted into a gunboat with weapons more formidable than those normally carried aboard PTs.

Eager for the assignment, Kennedy was made commanding officer of *PT 59*. Of his old crew, five were still available for assignment, and volunteered for further service under JFK.

Kennedy and *PT 59* were assigned to Vella Lavella for patrol duties which included the blocking of western and southern approaches to Choiseul Bay, an important Japanese base. Such patrols continued for two weeks.

On 2 Nov 1943, an urgent message was flashed to Vella Lavella appealing for help for a Marine patrol trapped in a Choiseul swamp. The Marines were surrounded by Japanese troops, rapidly closing in.

LT Kennedy's PT boat was refueling at the time, but he left immediately to attempt the rescue, even though it was understood by all on board that there was probably insufficient fuel to get them back. It was agreed that another PT boat would be dispatched to tow *PT 59* back, if necessary.

By the time *PT 59* reached the site where the Marines were stranded, their situation was near hopeless. Approximately 50 Leathernecks had managed to board a landing craft, which was sinking when Kennedy pulled alongside.

He squeezed them all on board *PT 59* and got them out of there, running beneath enemy guns.

One Marine, who had been wounded, died while lying in Kennedy's bunk.

**A**FTER A NUMBER of additional patrols, LT Kennedy was sent back to the States, in constant pain with his back and a ruptured disc. He also had malaria.

Back on the East Coast, LT Kennedy served briefly at Newport, R. I., and Miami, Fla., and in May 1944 was transferred to the Naval Hospital at Chelsea, Mass., for treatment.

Because of his injuries he was later released from all active duty. On 1 Mar 1945, he was placed on the retired list of the U. S. Naval Reserve.

In addition to being awarded the Navy and Marine Corps Medal, LT John F. Kennedy earned the Purple Heart Medal for injuries received in action, and was also awarded the American Defense Service Medal, The American Campaign Medal, the Asiatic-Pacific Campaign Medal with three battle stars, and the World War II Victory Medal.

The naval career of John F. Kennedy was relatively brief by career standards. But throughout, it was full of a dedication to duty that will be an inspiration for generations to come.

LT John F. Kennedy, USNR, devoted his entire adult life, and finally gave it, to preserve and advance the life of his country.

**JANUARY 1964**



**IN HONOR**—Carriermen form in ranks on the flight deck of *USS Independence (CVA 62)* in Mediterranean.



**OVER 20,000** Navy men assemble at NTC, San Diego.



**COMFIRSTFLT** delivers eulogy on board *USS Saint Paul*.



# LETTERS TO THE EDITOR

## A Last Tribute to the Commander-in-Chief

*Captain, with vigorous hand you have steered a steady course through perilous seas.*

*Your skill, courage and devotion to duty have never faltered in the face of danger.*

*You have sailed in uncharted waters, toward still unknown horizons,*

*Confident in your mission of peace and freedom for all men.*

*You have been fair to all hands, desiring all to have equal treatment and opportunity.*

*New England-bred, proud of your Irish forebears, you championed the true cause of free peoples in all ports.*

*You were a fighting captain in your war against tryanny, poverty and prejudice.*

*Struck down in the land you loved and fought for, you died in the highest tradition of valiant captains.*

*Your wonderful spirit and beloved memory will guide us always.*

—Douglas P. Sabin, Beverly, Mass.

(This tribute to the late President of the United States was forwarded to ALL HANDS by the writer as an expression of his feelings. It manifests the extent to which this tragic death has touched all citizens of this nation.—Ed.)

## Honor to a Navy Wife

SIR: I have read many letters sent to ALL HANDS and have felt that most of the people who write have an ax to grind. However, I feel that it's time to write about devotion and courage—qualities we all could display more.

I would like to say a few words for the devotion and courage displayed by our Navy wives. I believe that all of us could learn much by taking note of the way the Navy wives have to handle the many problems at home when their husbands are at sea or deployed to some distant shore.

I cannot think of a more harrowing experience than to face a houseful of crying, sometimes ill-tempered youngsters when the father is away, finances are running low, the washing machine breaks down, and the family car just doesn't run right.

There is the constant packing up and moving from duty station to duty station, and having to make new friends. We can well be proud of the courage and devotion of our Navy wives.

Then, too, there may come the time when the Navyman is killed in the line

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.

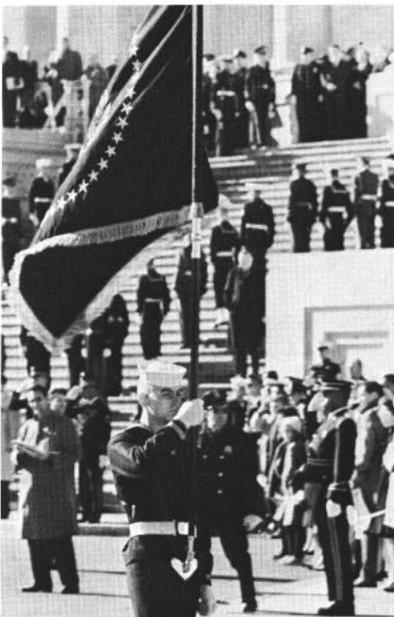
of duty. Here we find the kind of courage and devotion we all should have. This brings me to the real reason for writing this letter—the courage and devotion displayed by the wife of a Navyman who was killed in the line of duty on 22 Nov 1963.

I, as a chief petty officer, feel that I, and every Navyman, can stand a little straighter and hold my head much higher and be very proud of American womanhood because of the courage and devotion shown by Jacqueline Kennedy.

—JOSEPH SEGAR, JR., AOC, USN.

## A Credit to the Navy

Since the ceremonies connected with the burial of the late President John F. Kennedy, many letters have been received by ALL HANDS and other activities praising the behavior of servicemen who participated in these ceremonies. Our Navyman, and particularly the young seaman who carried the Presidential flag directly behind the caisson, have been commended highly. Many of



PRESIDENTIAL flag bearer leaving capitol during funeral procession.

the letters received by other activities have been forwarded to ALL HANDS for publication. We are pleased to print the following comments, taken from these letters.

SIR: I know of no other way of informing all the personnel concerned, so I am asking you to do it for me.

The recent ceremonies connected with the burial of our former Commander in Chief filled me with terrific pride in the United States Navy. Every man connected with the many ceremonies conducted himself before millions of the American and foreign public to the everlasting credit of the Navy and themselves.

As a retired Navyman, I naturally watched the Navyman in the ceremonies very closely, and not once did I see a Navyman falter or make a mistake. Of particular pride to sailors the world over should be the bearing and conduct of the pallbearers and the young sailor who carried the Presidential flag behind the caisson bearing the coffin of President Kennedy. They obviously went without food or drink for many hours, and yet not once did they make a misstep or show signs of the exhaustion and discomfort they must have felt.

The Navy has never been famed for its military bearing, but now it must be classified with the best after the terrific display put on by the young men who guarded the coffin, both in the White House and in the Capitol.

I do not doubt that all hands concerned have received letters of commendation from their commands, but I'd like them to know that the "old sailors," the retired Navyman, think they rate a "Very Well Done."—FRED P. KEEGAN, CWO, USN (Ret.), Peekskill, N. Y.

★ ★ ★

AS I WATCHED on television the impressive ceremonies of the past week end, I felt a deep sense of pride in the superb appearance and performance of the young naval and other military personnel who played such a vitally important part in the proceedings. In particular, the young sailor who carried the Presidential flag was magnificent.

Would it be possible to give some public recognition to these officers and men? Perhaps a feature story in ALL HANDS, giving the background of the planning and rehearsal for this event, with mention of the names of the principal figures might be one way to accomplish this.—F. L. PINNEY, JR., RADM, USN, COMCRUDESFLT 12.

YOU COULD DO me a great favor if you would give this message to the head of the Navy in regard to the seaman who carried the flag of the late President at his burial.

God bless him. He was a credit to the Navy and the boys of America.—Mrs. JAMES BROWN, Yonkers, N. Y.

★ ★ ★

IN THE FUNERAL PROCESSION for our beloved late President, one person in my mind stood out to a remarkable degree. The young sailor who carried the President's flag did an outstanding job. I am sure the honor of bearing the President's flag back of the caisson was something he can always look back to. I have heard numerous people say that his ability to carry the flag such a long distance with never a misstep or change of hands, certainly took much strength, and top physical condition.

I understand he was a seaman without rating. Would it not be possible to see that this young man receives a letter of commendation or other recognition for his remarkable performance?

I should like to know this young man's name and address so I might personally write him and tell him how magnificent he was in the duty assigned to him.—E. JOHN KERR, St. Petersburg, Fla.

★ ★ ★

ALL NAVAL PERSONNEL connected with the recent sad events did an outstanding job; however, one man seemed to us to stand out above all. He was the young sailor who bore the Presidential flag with such correctness and dignity.

It is hoped that this young American might receive some special commendation for the fine manner in which he fulfilled his duty.—CALVIN L. LARSEN, Jacksonville, Fla.

★ ★ ★

I WISH TO REQUEST a well deserved commendation for one of the men in the Department of the Navy. This man is totally unknown to me, but he can be easily identified, as he is the sailor who bore the standard immediately following the caisson bearing the remains of President Kennedy to and from the cathedral.

This man's bearing and deportment were above reproach in all respects. Throughout the ceremonies, he never once relaxed his perfect military poise nor let the standard he bore droop in the slightest degree from the prescribed position.

This man is a credit to the service, an example and an inspiration to all who wear the uniform. No finer example of decorum and military bearing has ever been seen. I therefore wish that he should be commended for a very trying job "well done." It is men like this sailor who make us proud of our Navy and, after watching this man for two days, it is my belief that he will acquit



EDWARD W. Nemeth, SA, USN, drew high praise as a representative of the Navy and bearer of flag in funeral cortege.—Washington Daily News Photo.

himself equally well in every task assigned to him throughout his service with the Navy.—BARNEY V. STONES, Pine Lawn, Mo.

★ ★ ★

BEFORE THIS DAY becomes a minute older, I want to express my deep appreciation for the part the Department of the Navy played in the services for President Kennedy. While all services performed admirably, our family could not avoid a slight prejudice for the Navy, and we are wholeheartedly happy to commend the Navy for a job well done. We especially commend those responsible for selection of participating personnel, particularly those most in public view.

Our appreciation, also, is boundless for the nameless and unknown (to us) seaman who bore the President's flag with incomparable pride and dignity, errorless precision, unflagging energy and tireless devotion. To us at home, his performance was in the highest tradition of the Navy as we understand it. His demonstration of duty has reaffirmed my faith and made me extremely proud to say: "I too was in the Navy."—JAMES T. HAGUE, Jefferson City, Mo.

★ ★ ★

I AM ONLY 11 YEARS of age, but I think I can write something about what

I want to say. I do not know whether this man was from the Coast Guard or the Navy, but he bore the flag of the President, sometimes without the Honor Guard, in the sad procession very well according to what I saw on television.

This man endured the heavy flag and a long walk. I think this man should get some recognition for this.—JEFFREY N. GREGG, Tulsa, Okla.

★ ★ ★

I WISH TO CONGRATULATE the Navy on the selection of the man or men, as I do not know if it was always the same man, who carried the President's flag behind the caisson in the recent sad and impressive ceremonies.

As far as I could tell, he was always in perfect step with the beating of the drums; he was always in the right place at the right time; and he acted as though he might have been the President's son, if he had such a son.

I am a former officer of infantry in World War I and wish to express my feeling of pride in showing what one solitary serviceman could do to add to the dignity of this solemn occasion.—GEORGE MELCHER, Nashua, N. H.

All of the naval personnel involved in the ceremonies honoring the late President John Fitzgerald Kennedy deserve

## LETTERS TO THE EDITOR (Cont.)

recognition for the manner in which they represented the Navy and the Nation. Particular recognition should be given to Edward W. Nemeth, a 19-year-old apprentice seaman from Livingston, N. J., the personal flag bearer following the caisson of the President. Seaman Nemeth enlisted in the Navy barely a year ago, on 4 Dec 1962. He does honor not only to Navymen, but to the youth of the Nation.

The Officer in Charge and Joint Staff Officer for the funeral was LCDR D. J. McNaulty, assisted by the Ceremonial Company Commander and Joint Honor Cordon Commander, LTJG D. A. Simonitis.

The drill master for the honorary platoon, and instructor for the death watch and petty officer in charge of the honor cordon on the steps of the Capitol was R. C. Martin, BM1, USN.

The Navymen who served as body bearers were L. B. Smith, SA, USN, and H. B. Clark, SA, USN.

The Navy Ceremonial Guard is composed of approximately 110 non-rated enlisted men fresh out of boot camp. They have already proved themselves to the credit of the naval service.—ED.

### Tradition Behind Enlistment Oath

SIR: I'm trying to locate information on "The Enlistment Oath" as part of our division leadership program. After

considerable research on the subject, I've come up with virtually nothing in regard to the who, what, when, where, why and how. Certainly the oath has a history. Where do I find it?—C. E. M., TD1, USN.

• Right here, thanks to the research of the BuPers Legislation Branch.

The enlistment oath was first prescribed in the old Articles of War for Enlisted Men of the Army. We don't know the date it was first prescribed, except that it was sometime before 1798. (Laws were enacted in 1798 requiring enlisted men of the Marine Corps to take the same oath already prescribed for the Army.)

It wasn't until more than 100 years later that the Navy got the oath—an Act of 3 Mar 1899 provided that Navy enlisted men take the same oath required of the Army and Marine Corps.

The old oath read as follows: "I, —, do solemnly swear (or affirm) that I will bear true faith and allegiance to the United States of America; that I will serve them honestly and faithfully against all their enemies whomsoever; and that I will obey the orders of the President of the United States, and the orders of the officers appointed over me, according to the rules and articles of war."

In May 1950, the legislation which enacted the Uniform Code of Military

Justice also prescribed an oath for enlisted members of all the armed forces. This oath, later codified in Title 10, U.S. Code, 501, was the same as the oath quoted above, except for substituting "regulations and UCMJ" for "rules and articles of war."

Between 1955 and 1961 a number of bills were introduced to change the oath. The proposed change would require that all persons enlisting in the armed forces "take an oath to support and defend the Constitution." Such a bill, introduced in 1961, was enacted as Public Law 87-751, approved 5 Oct 1962. The law, however, authorized a transitional period of one year before the new oath became mandatory (allowing for time to print new forms).

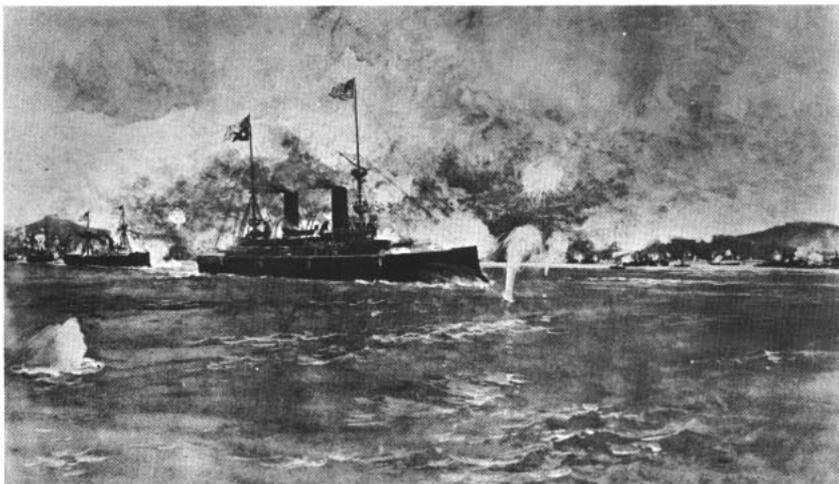
The new oath reads: "I do solemnly swear (or affirm) that I will support and defend the Constitution of the United States against all enemies, foreign and domestic; that I will bear true faith and allegiance to the same; and that I will obey the orders of the President of the United States and the orders of the officers appointed over me, according to regulations and the Uniform Code of Military Justice—So help me God."

As indicated in the foregoing, the enlistment oath is prescribed by law. Only Congress can make changes in the oath.

The language of the oath adds to the dignity of an inspiring occasion.—ED.

**UNDERPASSING**—USS Midway is part of inspiring sight as she sails past Golden Gate Bridge into the Pacific.





ADM DEWEY'S squadron is shown in painting of the Battle of Manila Bay.

## Dewey's Mementos Go to Navy

**T**HE WAR MEMENTOS of Admiral George Dewey, the only U. S. naval officer to reach "six-star" rank, have been given to the Navy. A medal studded with precious jewels, the admiral's personal journals and 27 medals are in the collection.

The war prizes were willed to the Navy by the admiral's son, who died last year at the age of 90.

Many of the mementos are valuable for other than historical reasons. A medal, covered with diamonds, sapphires and rubies, was given the admiral upon his return to New York in 1899 after the Battle of Manila Bay. A gold cup in the collection is valued at \$10,000 and is engraved with the image of Dewey complete with handlebar mustache. A diamond-studded sword, presented to the admiral by President McKinley, as a gift voted by Congress, is also included.

The most unusual object in the collection is a small section from the underwater communications cable which connected Manila and Hong Kong. Orders from Washington came over this cable during the Philippine campaign of the Spanish-American War.

On the night of his victory, Dewey ordered this cable cut when the Spanish refused to permit him to send messages on it. Consequently, Dewey's own account of his victory did not reach Washington until a week after the battle. The message promoting Dewey to flag rank was delayed for a period of 10 days.

The one-star pennant which Dewey flew at Manila Bay was also presented to the Navy. The two-pointed pennant is made of blue denim and looks as though it were cut from a sailor's dungaree trousers.

The four-star flag of Admiral David (Damn the torpedoes, full speed ahead) Farragut is also among the mementos. Farragut, under whom Dewey served during his early career, was Dewey's personal hero.

The collection's historical documents include the admiral's personal letters, three diaries and many of his personal journals and papers. One journal contains the following entry, dated 1 May 1898:

"Reached Manila at daylight and immediately engaged the Spanish ships and batteries at Cavite. Destroyed eight of the forces, including *Reina Christina* and *Castilla*. Anchored at seven off Manila."

The admiral was apparently a man of brevity and strong habit. His most common entry at sea was, "A fine day," or "A good day." Dewey's famous order to Captain Charles V. Gridley, who commanded his flagship, ("You may fire when ready, Gridley") does not appear in his journals.

After the Battle of Manila Bay Admiral Dewey was the hero of a grateful nation. He later became the only Admiral of the Navy—a "six-star" rank—in U. S. history (although he continued to wear the four stars of a full admiral). The admiral died in 1917 at the age of 79.

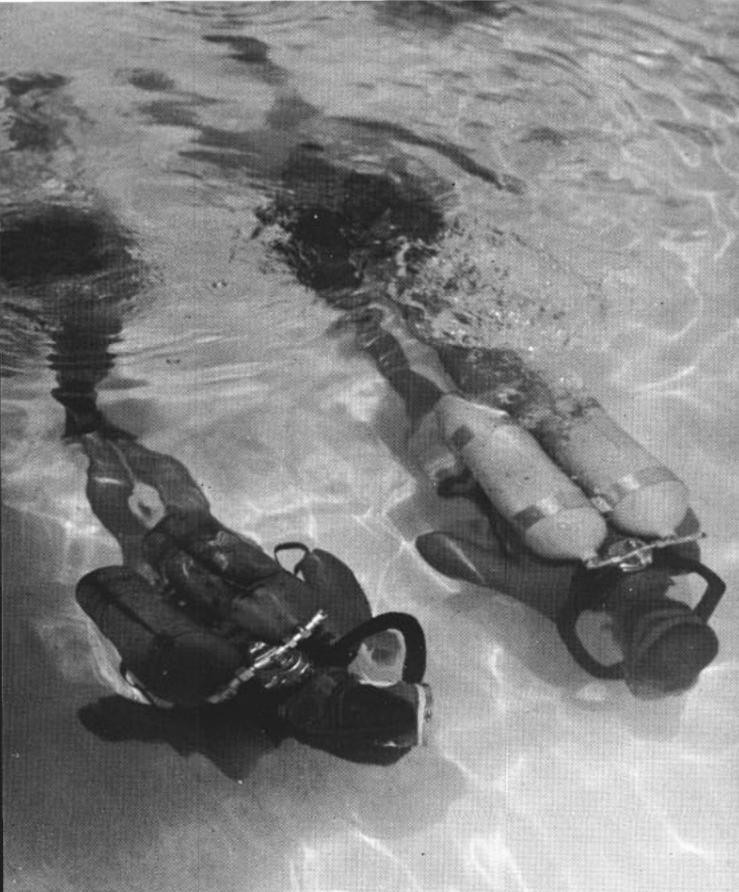


NAVAL HERO—After Battle of Manila Bay Dewey became a national hero.



MEMENTOS — Jeweled medal was given Dewey on his return to New York. Below: Gold cup worth \$10,000 is engraved with image of Dewey.





DOWN UNDER — Students of underwater swimming school learn how to use underwater breathing equipment in pool.

# Navy's Underwater

*This article was written several months ago and scheduled for publication in the January 1964 issue of ALL HANDS. Although the death of President Kennedy has saddened the nation, the article which begins with a reference to his visit to Key West a year ago, is being published without change because it points up the continuing interest of the late President in Navymen and their varied duties.*

**W**HEN THE PRESIDENT visited the Key West Naval Base last year, white uniformed sailors lined the streets at stiff attention almost the full length of his inspection route.

Along one block, however, just inside the main gate of the Naval Station, was a strange honor guard of young men—dressed in outfits of sneakers, bathing trunks, fatigue jackets and hats.

At the entrance of the building behind them was a large three-dimensional sign depicting a wooden Scuba diver astride an eight-foot shark. The sign spelled out "U. S. Naval School, Underwater Swimmers."

The Commander-in-Chief, attracted by the unusual sight, halted his motorcade for several minutes to talk with the school's officers. His interest is shared by a large number of people, both inside and outside the Navy.

Mission of the Underwater Swimmers School is to train selected officer and enlisted personnel in all classes of Scuba equipment and underwater electronics locator equipment. The training is for various specialized groups such as Explosive Ordnance Disposal (EOD) technicians and Underwater Demolition Teams (UDT). In addition, per-



sonnel from other governmental agencies and representatives of friendly nations occasionally receive indoctrination from the school.

The student divers who greeted President Kennedy were a mixed group containing personnel not only from the Navy, but from the Army, Air Force, and Marine Corps as well. They included classmates from the Coast Guard and the Coast and Geodetic Survey. (Other students have been employees of the Fish and Wildlife Service or the Military Sea Transportation Service, or riggers from naval shipyards.)

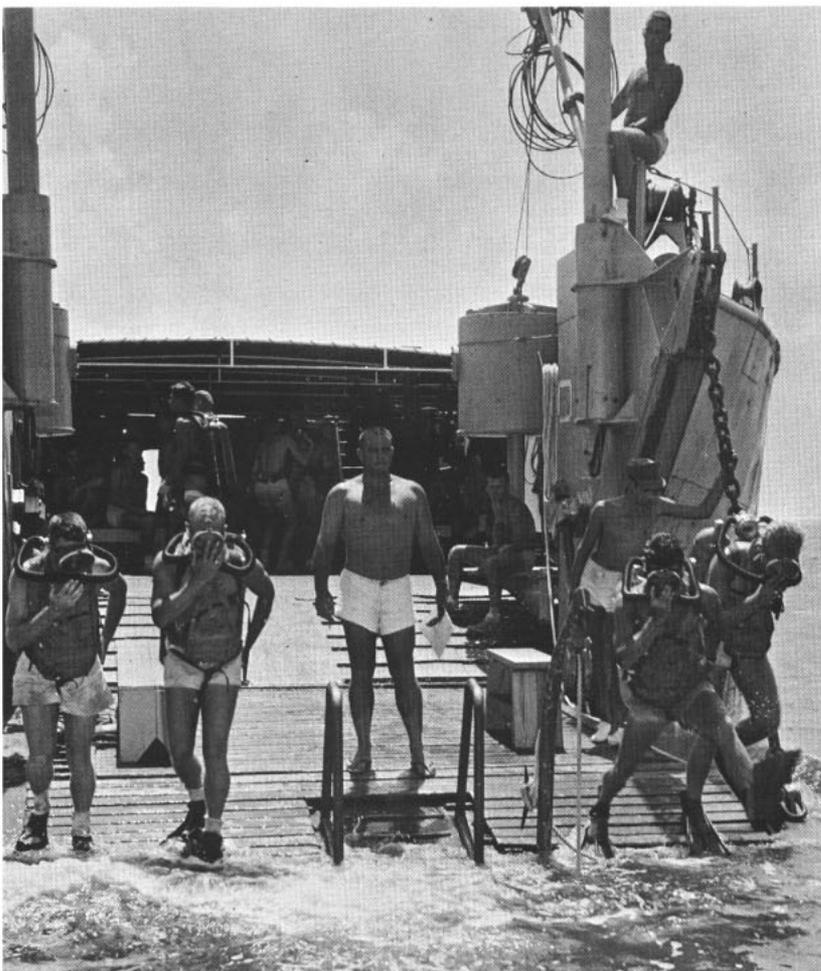
**S**CUBA TRAINING in the Navy is provided at certain other activities. However, only at Key West is Scuba training a primary mission, and the school takes pride in the quality of its training and in the diving competence of its graduates.

Sixteen chief and first class petty officers are assigned as enlisted instructors at the Underwater Swimmers School. They are all themselves qualified divers. They may have been trained with underwater demolition

units or at the school. Some are graduates of the Deep Sea Diving School in Washington. Each has been selected both for his ability as a diver or underwater swimmer and for his leadership capability. All are graduates of instructor school. A measure of the caliber of this outstanding small group is that eight of them have been selected for commissioning in the last five years.

All of the five officers attached to the school are divers. LCDR R. T. Fleming, Jr., the present commanding officer, was trained at the Deep Sea Diving School and was previously executive officer of a submarine rescue vessel. The other officers are trained in UDT, EOD, or in submarine medicine.

The school was founded at Key West in 1954. The warm, clear Florida waters make the location ideal for diving training. The subtropical climate permits training schedules to continue without interruption throughout the year. The school provides training on three different levels, and the curriculum is divided into three sections to give



**STEPPING OUT** — Students enter water from landing craft for 60-foot dive. Below: Students receive final instructions prior to first Scuba dive.

# College

the most efficient, yet flexible, use of instructors and equipment.

**T**HE BASIC SCUBA course is four weeks in length. It includes a rigorous physical training program on the athletic field and in the swimming areas, lectures in diving medicine, comprehensive instruction in the mechanics of the diving apparatus, and practice with several types of Scuba in distance swims and in dives up to 130 feet in depth.

Instruction is also given in underwater photography, underwater communication and underwater and ship bottom search methods. Successful completion of this course leads to the designation of a Navy Scuba diver.

The Underwater Swimmers School is known locally in Key West as the Frogman School, and as part of its mission, the school has, since 1962, been giving Scuba indoctrination to trainees of the east coast UDT frogmen. Since these men are already competent long distance swimmers when they come to Key West, they are enrolled in a special course





UNDERWATER Swimmers School trains Navy men in all classes of Scuba.

which gives them, in six weeks, basic training in addition to some special UDT exercises.

A prerequisite for the naval course at the U. S. Naval School, Explosive Ordnance Disposal (EOD), at Indianhead, Md., is qualification as a Scuba Diver. Naval personnel designated for this school are sent first to the Swimmers School.

Other students are ordered to the Swimmers School for those phases necessary for qualification to the degree desired by their command or by the Navy. A student could be transferred on TAD for training and then returned to his original command to be utilized as a diver. Or he could be permanently transferred and assigned to a diving activity after qualification as a diver.

Scuba Diver qualification can be earned in four weeks. Quotas for this course can be requested from the Chief of Naval Personnel.

**E**NLISTED GRADUATES of the Underwater Swimmers School are authorized to wear an embroidered

device on the right sleeve of their uniform to denote their diving qualification. The Bureau of Naval Personnel Manual requires the initials "(DV)" shall be placed immediately after the man's rating abbreviation in parentheses and shall appear with his rating abbreviation on all service record pages and on all correspondence pertaining to him thereafter as long as he remains qualified as a Navy diver.

In addition, those enlisted divers who are assigned to a specific diving billet and who keep their diving qualifications up to date are, according to the new diving pay bill, entitled to extra pay each month of \$55.

The exact physical requirements for initial diving training are given in the *Manual of the Medical Department* (Article 15-30). Briefly summarized, they require that the applicant should be under 31 years of age. He should be in excellent health and free from any physical defects. He must be a volunteer and

have made his decision for good reasons. The limits on over-age, overweight, near-sightedness, and color blindness are the most frequently misunderstood or overlooked in screening.

Any medical officer or medical department representative can advise if a question exists as to the particular application of the physical standards in an individual case.

(Hospital Corpsmen who are physically qualified for diving training and are eligible for independent duty are not sent to the Underwater Swimmers School but to the Deep Sea Divers School. A medical deep sea diving technician is qualified as a Diver 1st Class and is paid an extra \$80 a month for diving duty. Corpsmen who think they may be interested in duty of this sort are encouraged to write for further information.)

Other administrative requirements are given in BuPers Instruction 1500.15 series, the *Bureau of Naval Personnel Manual* and NavPers 91769. The applicant must be interviewed by a qualified Diving Officer, and pass a test dive in a hard-hat suit, a standard pressure test and a standard oxygen tolerance test given by a diving facility which has the necessary equipment and personnel. Personnel officers should insure that applicants have actually completed the necessary procedural steps and that they are indeed physically qualified for diving before transferring the student to a diving school.

**IN THE SWIM** — Students dive overboard for 1000-yard practice swim.



**C**OMMONEST CAUSE of failure of those students who otherwise meet all the physical requirements for diving is a "fear of the water." It has been demonstrated time and again that it is useless to try to train persons who believe that they can "beat" this fear. The Diving Officer is on the alert for uneasiness of the applicant during the test dive. The test dive is essential and is superior in this respect to any known physical exam or psychological test.

The student who is getting orders to the school or who wishes to apply should immediately start calisthenics, on his own.

(At the minimum he should be able to do 25 push-ups, 50 sit-ups, and be able to jog for one to two miles at an easy pace.) He should practice to be able to swim 500 to

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1000 yards (without touching the side of the pool). The swimming stroke used is an underwater recovery stroke such as the side stroke or the simple breast stroke.

Starting with this minimum the school's calisthenics instructors can easily build the candidate up to the level expected within the allotted four weeks. Physical conditioning and motivation are the two big factors in the success or failure of the student in the first week of the Scuba course.

The school emphasizes safety through physical fitness. Stamina as well as training is the key to safety in and under the water.

**T**HE SO-CALLED "effortlessness" of Scuba diving is actually a misnomer. For example, swimming 1000 yards underwater is the physical equivalent of running the same distance at 10 miles per hour. Swims required at the school are progressively extended as the student increases his stamina and ability.

Self-confidence is built up as the course progresses. However, every student must swim one-half mile with and without swim fins before he is allowed to take his Scuba equipment into the ocean training area. Prior to this he has undergone a thorough indoctrination in the use of the apparatus in the swimming pool under the watchful eyes of the instructors. The student must be able to perform easily with his equipment under normal conditions, and he must react immediately and correctly in the case of mishap or malfunction.

This last capability is tested thoroughly by the instructors during a "harassment period" in the swimming pool.

The 2nd Force Reconnaissance Company, FMFLANT, a volunteer outfit which requires its members to be Scuba divers, has an excellent pre-selection system. Those Marines who apply for the Scuba course, in order to get into the Recon Company, must first pass through a physical conditioning program which fits well into the requirements of the Underwater Swimmers School. With this, plus the excellent Corps motivation, Marines from this outfit have had an outstanding record in every class in which they have participated.



**GEARED UP**—Wearing mixed gas breathing apparatus, students prepare to go below with hand sonar. *Below:* Scuba students observe demolition blast.

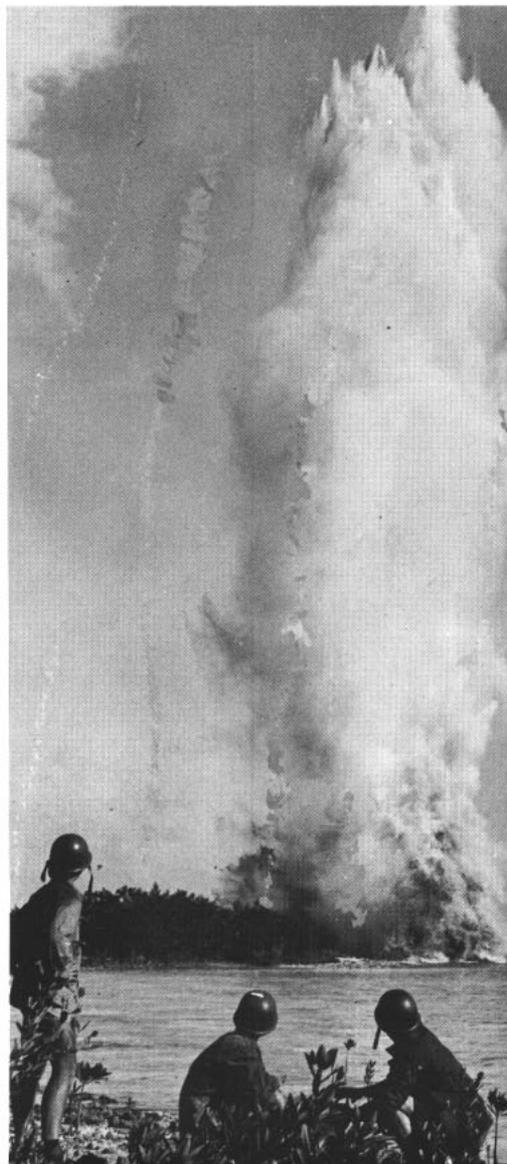
**T**HE IDEAL SCUBA diver is not easy to describe. He can be of almost any size or shape. Mentally, he is intelligent, imaginative, and self-reliant, but also thoughtful, cautious, and conservative where necessary. He must be in excellent physical condition. Coordination is very important. He need not be a professional or skilled athlete, but he should be relaxed and at ease in the water.

Needless to say, he must know how to swim and he must enjoy swimming, but it is not necessary to have been a competitive or racing swimmer. He must have reached his decision to become a diver on the basis of mature, well considered motivations. Incidentally, trained Scuba divers rarely engage in this type of diving as a sport after duty hours because they have a healthy respect of the hazards involved.

The man who is sold on the "adventure and romance" of diving and underwater swimming may end up mistaken and disappointed. Most diving jobs are best described as cramped, cold, uncomfortable, and exhausting.

But if you find satisfaction in physical effort and accomplishment, in completing exacting jobs under difficult conditions, and in being a member of a select group, then you'll enjoy being a diver.

—R. Bornmann, LDCR, (MC), USN





# Seal Teams Swim in Sky

**W**ITHIN THE Naval Amphibious Forces there are now two types of Navy frogmen, underwater demolition teams (UDT) and SEAL teams.

Seal teams are Navy units trained to conduct beachhead clearing and clandestine operations. The name SEAL is derived from the words sea, air and land.

Basically Seal training is identical to the UDT training required for preparing beaches for amphibious

landings. In addition to working with surface ships, Seals are trained to operate from submarines and can be air-dropped into a coastal area.

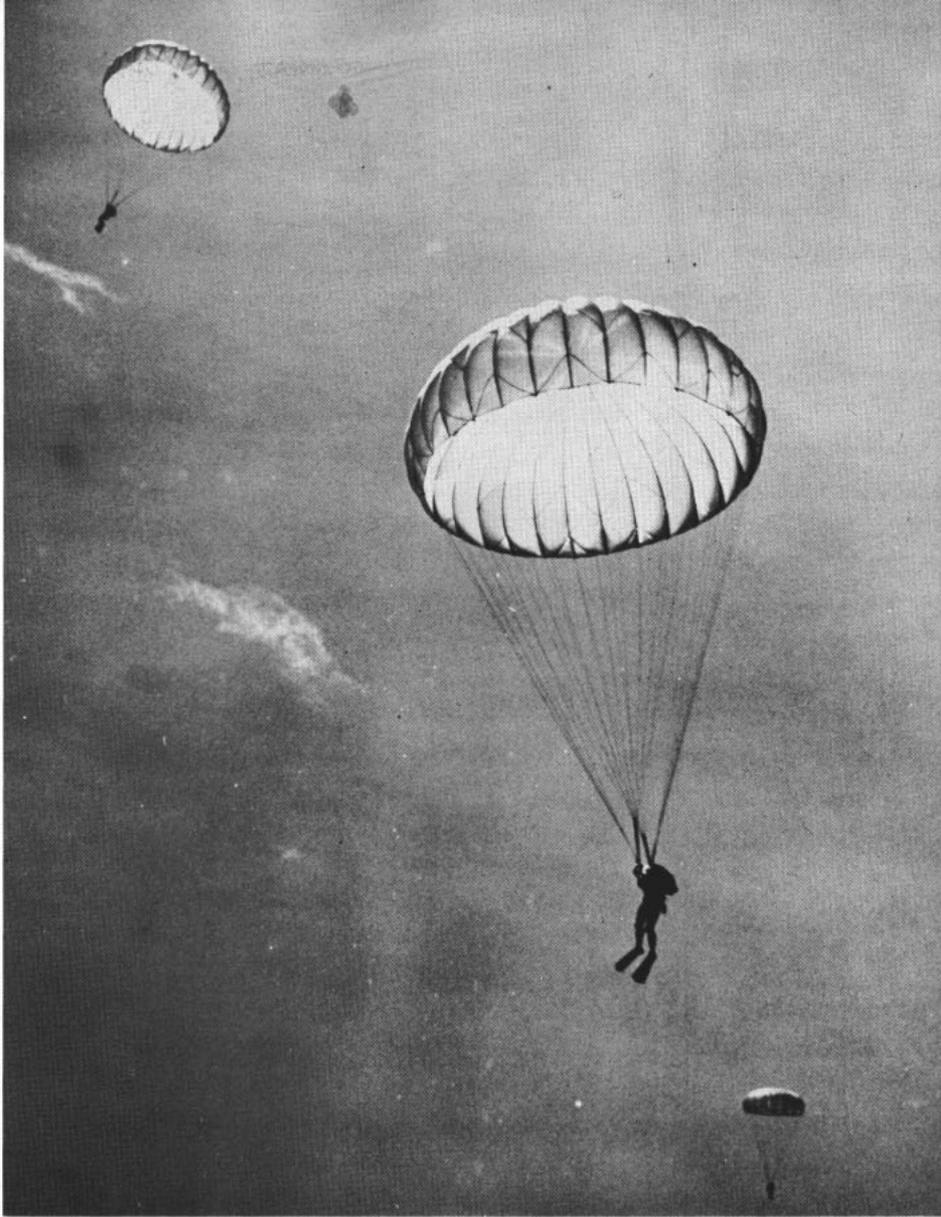
However, Seals are expected to be able to operate with little support in restricted waters or on land. Because of this, they are taught methods by which they can operate in shallow waters or ashore, where they may encounter enemy forces. Such training consists of hand-to-hand

combat, use of personal weapons, survival techniques, and language training.

These techniques are not normally required of underwater demolition team frogmen.

Two Seal teams have been established as components of the underwater demolition units at Little Creek, Va., and San Diego, Calif. They are under the amphibious force commanders for training and administration, and are deployed to con-

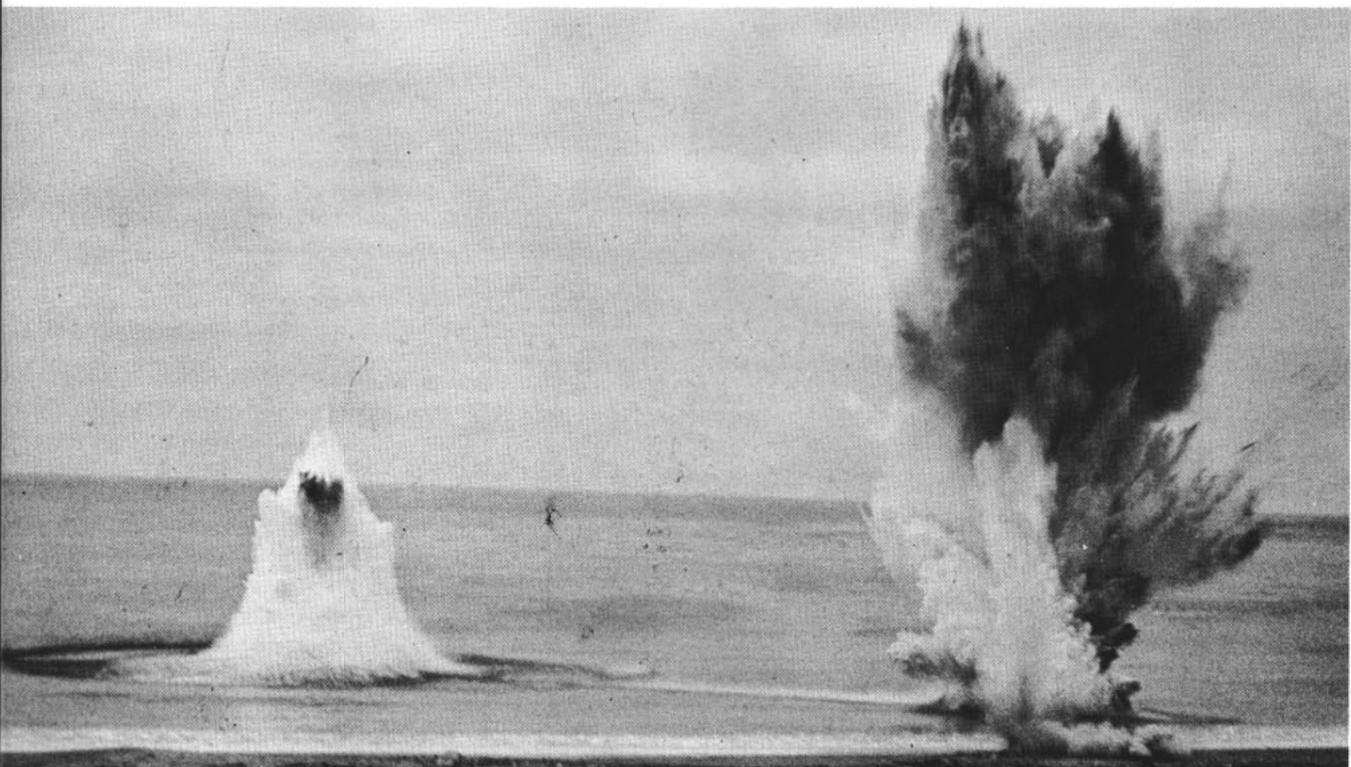




# and Sea

duct operations of a naval character.

*Clockwise from Upper Left:* (1) and (2) Fast flying boats pick up members of SEAL team after mission. (3) SEALs make an approach to enemy beach by way of parachute. (4) SEAL teams blast obstructions on enemy beach to clear the way for amphibious assault. (5) SEAL team returns to *uss Sealion* (SS 315) and enters submerged sub through escape trunk. (6) Navy frogmen leave sub and head for enemy beach.



# How to

**D**ICK GARRAHAN, like all other Navy men, has abbreviations which follow his name to identify and distinguish him from other white hats. Dick's happen to be MR1(DV), USN (the DV stands for Diver), indicating that he is a qualified Navy deep sea diver.

Likewise, Ernie Harmon, SF1 (DV), and Purdy Laferriere, HM1 (DV), are entitled to this distinction.

We mention these three because they are a little special—because they are divers attached to the Navy's Experimental Diving Unit in Washington, D. C., and because they did something no other Navy divers have done in over 10 years. They did the "500."

By making separate simulated dives in a pressure tank at EDU, the three have experienced the effects of diving to 500 feet. Except for not being made in the open sea, the dives were authentic—that is, they were done in water, using standard deep sea diving equipment. Air pressure in the tank was used to simulate the tons of water pressure present at such a depth.

This does not establish any record and is not, by a long stretch, a "first." (In 1949, 11 Navy divers made simulated dives to 561 feet at EDU.) But the event *is* notable, because it shows that the Navy is continuing its efforts to establish a deeper diving capability, and because the procedures these men and others like them are experimenting with—at certain risk to themselves—may someday be responsible for saving men's lives.

Divers are concerned with repair and salvage work, investigation of disasters, submarine rescue work and a variety of other underwater tasks. Many of the assignments they now fulfill could be accomplished quicker, more easily, and sometimes more effectively if divers were able to go deeper and remain on the job longer. Also, many jobs they cannot tackle (including submarine rescue work below certain depths) would be possible if the Navy's diving capability were expanded.

**T**HE PRESENT Fleet capability for a working dive is 385 feet. Using conventional apparatus and methods, it takes four hours to complete this



500 BELOW—Navy diver Dick Garrahan, MR1(DV), is lowered into diving tank. Below: Tank's gages record depth reached during the diving experiment.



# Make a 500-Foot Dive

dive, yet the diver has a scant 20 minutes bottom time (which includes the five minutes or so required for his descent). He must spend over three and a half hours in the slow process of "decompressing" on the way up, stopping for specified times at various depths according to a table.

There is a very logical and widely understood reason for this decompression process. Decompression must be rigidly controlled in order to avert the bends, caused by too sudden a change from high pressure to ordinary air pressure.

When Garrahan, Harmon and Laferriere were at 500 feet, their bodies were subjected to air pressure of about 200 pounds per square inch. Under such pressure, the blood absorbs gas at a very high rate from the air a diver breathes. A man's body at the time might be compared to a bottle of soda water.

When you place your thumb over the opening, then shake up the bottle the water appears to be unchanged so long as the pressure is maintained. But the moment you release the pressure you see the gas come bubbling off the liquid. If you release the pressure all at once the water bubbles out of the bottle, but if you release the gas gradually you can prevent any bubbling from taking place.

As a diver descends, then remains at depth, the gas is forced into his body. As long as he remains under that pressure his blood appears to be unaltered. When he begins to ascend, the excess gas in his blood must be released slowly to avoid the formation of bubbles.

ONE INNOVATION that helped reduce the gas-in-the-blood problem came into use some years ago, when helium was substituted for nitrogen in the diver's air supply. Helium is not absorbed by the body in such great quantities as nitrogen, and it escapes from the tissues much more quickly, thus cutting the decompression time.

The current experiments at EDU (and at a few other places in the world) are aimed at shortening decompression time further by:



- Testing special formulae for mixing quantities of oxygen, nitrogen and helium for the diver's air supply. The idea is to determine the best mixtures for various depths while still meeting the body's requirements for oxygen and gas. Gas must be held to a bare minimum, because the less gas absorbed by the system, the less there will be to dispose of. (An absorbent material mounted inside the diver's helmet soaks up excess carbon dioxide, and the body's tissues burn up the oxygen. This leaves only the nitrogen or helium to be disposed of.)

- Working out the shortest, safe decompression tables; that is, the schedule of how long the diver must remain at various depths on the way up to allow for all the gas to escape from his system.

AS MIGHT BE gathered from what's been said so far, diving to 500 feet is not really the problem—the problem is to get the diver back up safely in a reasonable time.

Using conventional methods, a 500-foot dive, with 20 minutes bottom time, would require five and a half hours. That's a long time for a diver, wearing over 300 pounds of equipment, to remain underwater—especially when you consider that he has worked only 15 minutes.

Garrahan, Harmon and Laferriere, on the other hand, accomplished this feat in slightly over three hours—but not without incident.

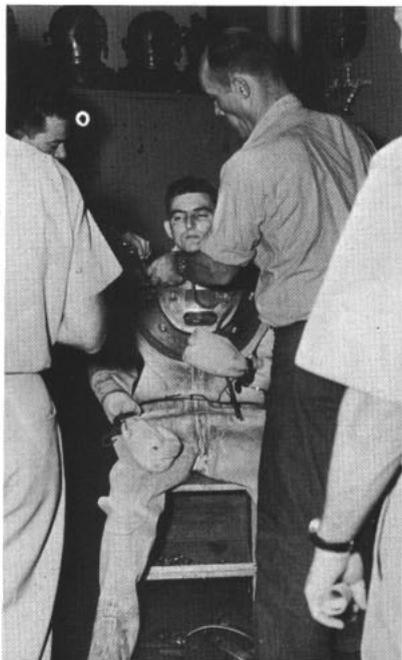
The dives were made using special gas mixtures and decompression tables worked out by EDU's senior medical officer, CDR R. D. Workman. Laferriere went first, and everything went well until his ascent reached the 15-foot level. Then he contracted the bends. He was recompressed for a long period.

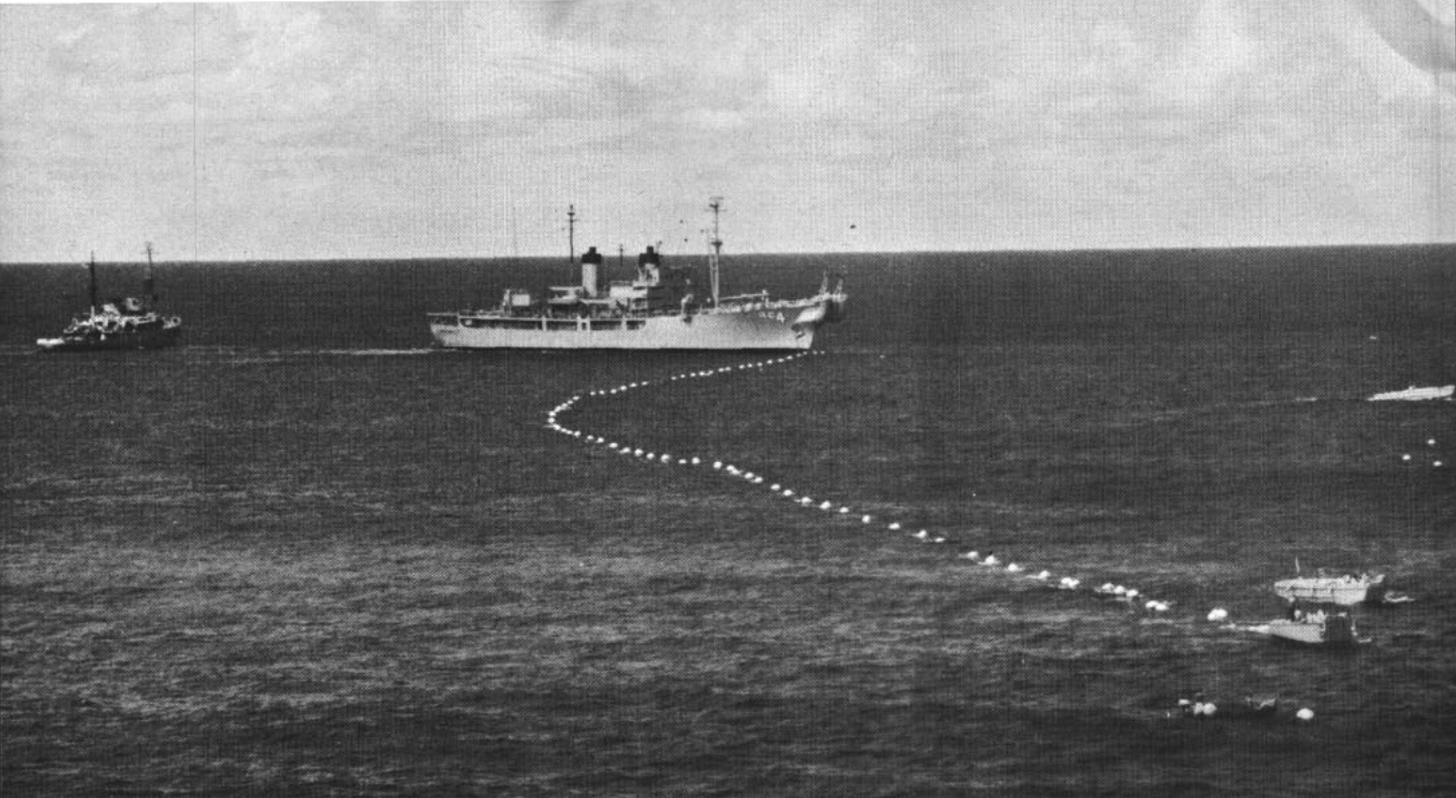
Then Harmon made the dive, got the bends on surfacing, and had to be recompressed.

A few more minor adjustments by CDR Workman on his tables, then Garrahan was put to the test. When it was all over, an extremely fatigued—but unbent—Garrahan was helped from the tank. And, perhaps, another important step toward a most important goal had been realized.

—Bill Howard, JO1, USN

SUITS HIM—Members of experimental diving unit help Garrahan suit up.





ON THE JOB — USS *Thor* (ARC 4) lays shore end of cable. Floats hold cable in position for sinking.

## Underseas Cable Layer

**T**HE PROBLEM of communications has challenged man down through the ages.

From the days of the very first smoke signals, from one bank of a river to another, to the technique of bouncing messages via the moon, from one side of the world to another, men have used all their ingenuity to keep themselves informed.

One technique that dates back to

the mid-19th century is the trans-oceanic cable, which has made possible both telegraphic and telephonic communications between continents.

While there are many newer methods of traversing the airways, the trans-oceanic cable plays an increasingly important role. As a result, the job of the Navy's cable laying ships is more vital than ever.

For example, men today are con-

cerned not only with sending messages, but also with gathering data from remote locations where it is impracticable, if not impossible, to station observers.

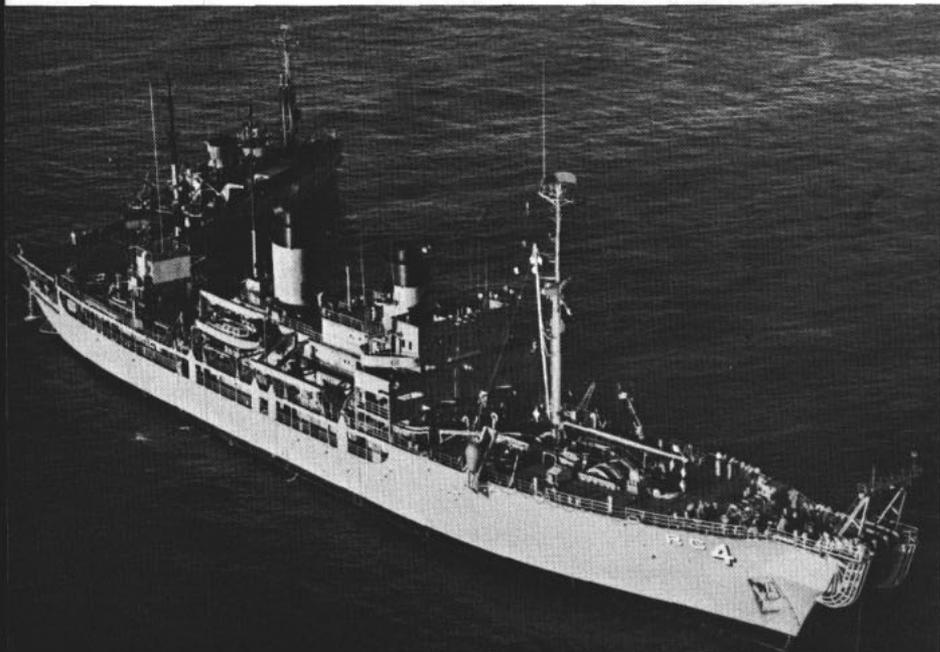
To connect remote oceanic stations with the observation and analysis centers on the beach, submarine cable, which is virtually unaffected by storms, magnetic disturbances or other adverse atmospheric conditions, is one of the most practicable and effective means. From these stations it is possible to forward information from surface and underwater electronic devices collecting data from the world's oceans to give man increased knowledge of the inner space around him.

**I**N THE PHYSICAL process of installing these oceanic units and laying this cable, three unusual ships of the Service Force, Atlantic Fleet, have come into their own.

These ships, *uss Aeolus* (ARC 3), *Neptune* (ARC 2) and *Thor* (ARC 4) are among four of their type in the Navy and serve the Pacific Fleet as well as the Atlantic. ARC is the abbreviation for "cable laying or repair ship."

Because of the job of the cable

TEAM WORK — USS *Opportune* (ARS 41) helps cable layer hold her position.



**ALL HANDS**

layer, exactness is required in its design. To provide good handling characteristics it needs twin screws, a large rudder, and fine control of engines, for both main propulsion and cable machinery.

On an ARC, cable is fed out over the bow through a system of rollers and chocks from the cable tanks to the protrusion of the bow known as the bow sheaves. (Some ARCs—*Neptune*, for example—have had stern sheaves.)

The ship's three cable tanks, each with a capacity of more than 20 miles of five-inch or 250 miles of coaxial cable, are about 34 feet in diameter.

Another unusual feature of the cable layer is its arrangement of running lights. Since it is sometimes necessary to lay cable by having a tug tow the cable laying ship from astern, the stern of the cable layer becomes, in effect, its bow. Consequently, both red and green lights are positioned to both port and starboard in order to be properly lighted for nighttime operations.

The uninitiated visitor to the cable layer is quite astonished to see on the starboard side a green light facing forward and a red light facing aft, while on the port side the conventional red light faces forward and the green light faces aft.

The cable layer is equipped with extensive equipment which is used to make various types of surveys of underwater areas which necessarily precede all cable laying operations. Since the ocean floor is roughly comparable to the topography of land masses, a survey must be taken to insure that the cable is placed not across mountain peaks but on the smooth ocean floor and valleys.

**T**HE SCIENCE of laying cable is an exact one that leaves little room for error. The conning officer must constantly observe the effects of wind and sea on the slowly moving ship. He must make accurate maneuvers to insure the cable tends properly over the bow and be ready for prompt action should the cable become fouled in machinery or problems develop in the tanks where men are engaged in the hazardous task of "walking out" the cable.

When executing close-in precision work, it is necessary that the conning officer position himself so as to be able to personally observe the



**PLOTTING** — CO of *Thor* keeps close watch on plot as cable is paid out.

cable as it tends over the bow sheaves. For this purpose, a conning station is located forward on the main deck just aft of the bow. This station is completely equipped with sound-powered phones, steering station and engine order telegraph to allow the conning officer the same maneuverability he has on the bridge.

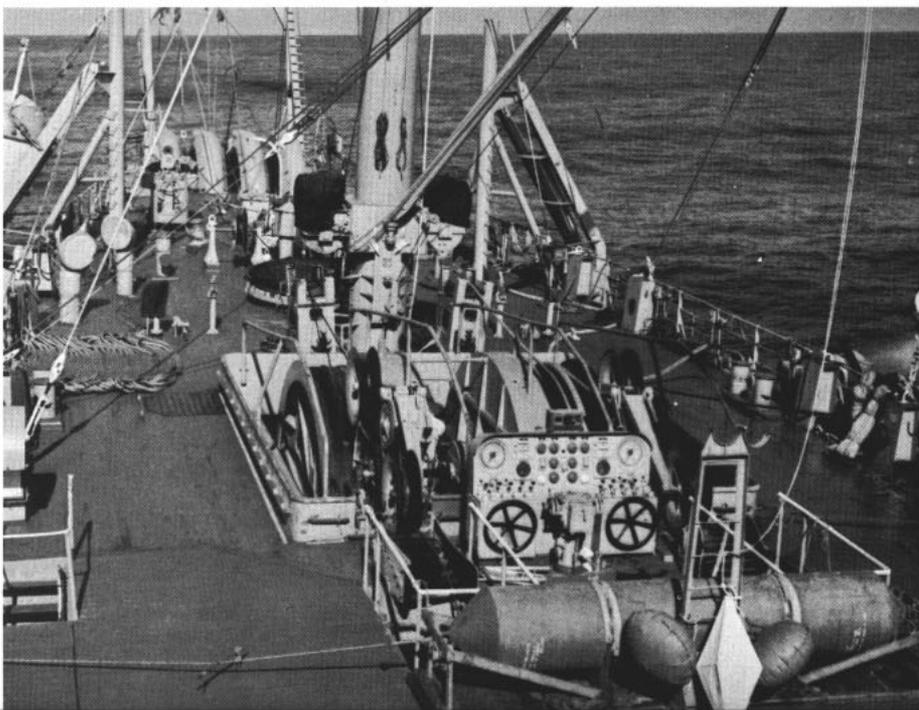
Although the ship may be many miles at sea, the conning officer must know his position, at times, within yards. He must also keep a constant check on the depth of the water in order to determine the effect of cable weight on the tension as measured on deck. The ratio of cable payout

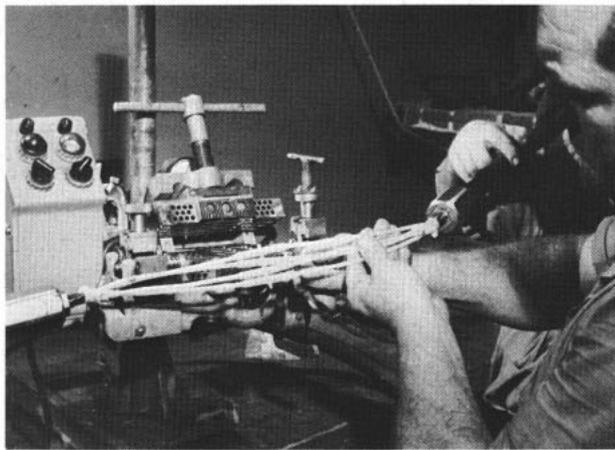
to distance traveled and the depth of water is carefully computed to insure that the cable is actually following the contours of the bottom.

Activity is not confined to the bridge alone, however, for cable laying is an all hands operation requiring responsibility and hard work from stem to stern; from bridge to the cable tanks.

**W**HEN AN OPERATION is begun, the ship's crew is divided into two sections. These sections relieve each other every six hours, working around the clock until the job is completed. This is necessary not only to take advantage of favorable

**DECKED OUT** — Forecastle of cable ship is studded with gear for her job.





**CABLE MEN** — Crew member keeps careful track of soundings at depth recorder. *Rt:* Cable is spliced together.

weather conditions but also to avoid complications in the job. Once the operation has started the ship cannot stop because of the grave risk of looping or breaking the cable.

Personnel in the precision navigational aids room gather data from the electronic equipment installed there to help determine the ship's position. The information collected here is passed to the conning officer to aid him in determining maneuvers necessary to keep the ship on its pre-determined cable track.

Many of the cable laying operations are experimental projects which require working closely with civilian representatives of the prime contractor preparing the project.

While the cable is being laid, these technicians man the cable test room. Here are located monitors which indicate constant readings on the conductors in the cable, repeater characteristics, and transmission measurements. Resistance to ground and resistance through loop

are also carefully recorded. By using this equipment, the technician can not only locate a flaw in the cable but can also determine its location.

Down in the galley, ship's cooks are also working around the clock preparing four full meals a day for the duration of the operation.

**W**HEN THE END of the lay is finally reached the cable is spliced to the pre-laid shore end. This provides an especially strenuous workout for the deck force, for the shore end must be recovered and brought aboard with the help of small boats and divers.

Finally, stoppers are passed, buoys are brought aboard and the final splice made. All hands relax, then start cleaning up in preparation for the next operation.

Not all the cable layer's work involves the laying of cable. These ships are designated cable repair ships as well, and it is not unusual for them to be called upon to recover

and effect repairs to a faulted cable.

When recovering a cable, a large grapnel line is put out which may contain as many as 15 individual units or hooks. These hooks are of various types, designed for work on the different types of bottoms encountered. The grapnel line is both put out and recovered by the cable machinery, but it is not completely controlled by the cable machinery. It is coiled and/or faked by hand, similar to handling cable.

This gives the deck force a real workout, for the extremely heavy grapnel may run as long as three or four miles.

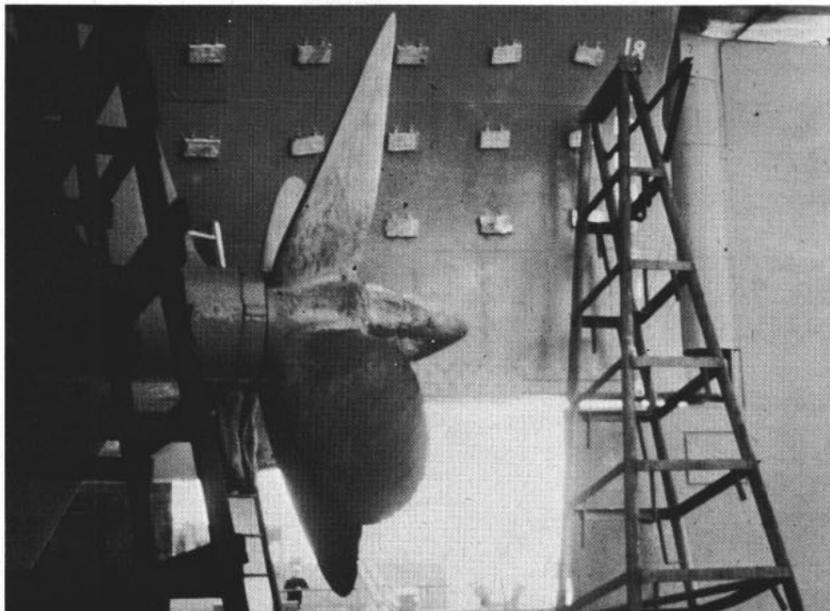
**I**N COMPARISON with the magnitude of the jobs they accomplish, the Navy's cable layers are rather small ships. *Neptune*, converted to Navy use from the U. S. Maritime Commission, is 370 feet long, has a beam of 47 feet, and displaces 7387 tons. Her crew is comprised of nine officers and 142 enlisted men.

*Aeolus* and *Thor*, converted from AKA hulls, are somewhat larger. These ships are 438 feet long, have a beam of 58 feet and displace 7040 tons. Their crews are comprised of nine officers and 196 enlisted men.

The three ships entered service shortly after the Korean War, and duty has taken them to virtually all parts of the world. Although they are considered old, as the age of ships is reckoned, the high state of material readiness and the fine spirit of getting the job done exhibited by their skippers and crews more than compensate for any problem of age.

As expressed by *Neptune's* motto, the Navy cable layers stand ready to, "Find It, Fix It, Hide It," whenever and wherever duty calls.

**TWIN SCREWS** and large counterbalanced rudder are for slow maneuvering.





## Rubber Boat Reconnaissance

A salty veteran of Pacific action in World War II and Korean conflict was once again right in the thick of it.

She is the transport submarine *Perch* (APSS 313), home ported in Subic Bay, P. I. Navymen of *Perch* have been furnishing reconnaissance training to U. S. Marines, Special Forces and underwater demolition team personnel, and they also provide training service for allied armed forces.

This time out, *Perch* was loaded with some 60 Vietnamese Marines in full battle dress headed for amphibious training. The submen picked up their rugged passengers at Saigon and transported them down the river about 40 miles where they went overboard in rubber boats for their first lesson in amphibious reconnais-

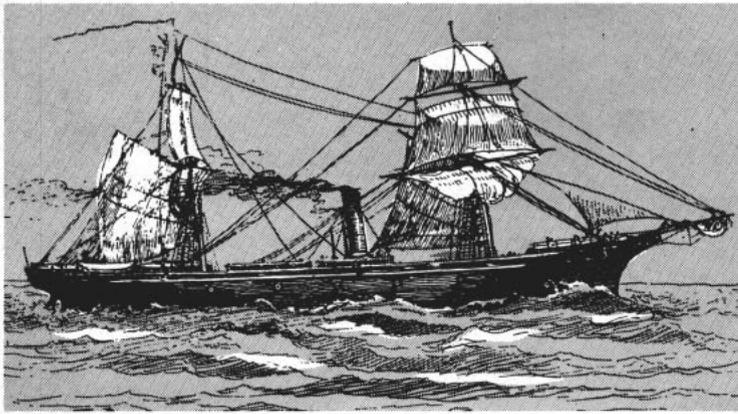
sance under the instruction of U. S. military personnel.

The 20-year vet *Perch*, was designated a transport sub in 1948 and in the Korean conflict landed British commandos behind the lines to blow a railroad tunnel.

*Perch* and her crew returned home with the satisfaction of adding another "job well done" to the sub's long list.

Clockwise from top: (1) Deck of *Perch* is a busy place as crew inflates rubber boats for amphibious lesson. (2) U. S. Navymen help Vietnamese Marines board boats. (3) *Perch* sailors lower another boat as other marines pull away. (4) Patrol leaves sub behind as they paddle toward beach. (5) Marines storm ashore to establish skirmish line under eyes of U. S. advisors.





# Ship's

According to tradition, ships' New Years logs are supposed to be written during the mid-watch on 1 January. In actual practice, we suspect that considerable preliminary work has been done in advance. True, it's normally a quiet watch, with a minimum of distractions for the would-be literati.

You non-mid-watch writers should bear in mind that the log must contain, in addition to any personal feeling or emotion the OOD or his assistants may choose to express, the same essential information to be found in the ship's log at any other time of year.

As defined in *Navy Regs* (Art. 1037), this com-

prises a formidable list, as appropriate:

Orders under which the ship is operating and the character of duty in which engaged; state of the sea and weather; courses and speeds of the ship; bearings and distances of objects detected; position of the ship; errors of compasses; tactical formation of the ships in company; draft; soundings; zone description; particulars of anchoring and mooring; disposition of the engineering plant and changes thereto; fuel and water; tests and inspections regarding ammunition and other dangerous materials; changes in the status of ship's personnel or passengers except for the recording of receipts and transfers of enlisted

## USS Antietam (CVS 36)

Almost nothing could be finer  
Than steaming off of Carolina  
All alone and out at sea,  
Lit with generators one and  
three—  
But at the clubs upon the shore,  
The lads are lit with something  
more.

On this, the Antietam's final trip,  
We don't have a single VIP.  
They're all at home, they'll come  
no more,  
While we steam north on oh-  
three-four.

Our speed is logged at knots  
eighteen,  
But there's some help from a  
strong Gulf Stream.

CNABATRA two nine one eight  
oh four  
Ordered us away forever more.  
The ship is on course, and Yoke is  
set,  
And our Captain is SOPA, lest  
we forget,  
While one of our Lieutenants  
Jay-Gee  
Conns the ship most skillfully.

From Pensacola, old but frisky,

We sail to Norfolk's anchorage  
Whiskey,  
There to take off our ammunition.  
And then to prepare to  
decommission  
Our noble ship, the flying "A".  
And that's about all I have to say  
Except to wish to all 'round here  
A most successful  
Happy New Year!

One thing more—I'm not a faker.  
This log was ghost writ by  
J. G. Baker.  
—Walter E. Berger, III, LTJG, USN.

## USS Arneb (AKA 56)

Our ship is tied by its  
starboard side  
To the ice off McMurdo Base.  
Six nylon lines should be just fine  
To keep it in its place.  
The Bravo crew is turning to  
By the light of the midnight sun;  
Till the snipes are through  
cleaning Boiler Two,  
We're using Number One.

We're drawing juice for the  
winches' use  
From the engine room below;  
Generator Two just can't make do,  
So Three's lit off also.

For material, we've Yoke, as well  
As condition of Readiness Four.  
Ships present we see to the  
number of three,  
There's really not room for  
much more.

The Glacier, Edisto, and Merrell,  
astern,  
Are trying to moor to the ice.  
Until they get tied,  
we're alone alongside,  
But I think at this point  
we'll suffice.

In the Glacier, we know, OTC  
is below  
Making intricate tactical plans,  
But for admin and such  
(which is really not much),  
We're in our captain (SOPA's)  
own hands.

The Antarctic is nice (if you really  
like ice),  
We can take it or leave it alone.  
So you drink your beer, have  
a happy New Year;  
We'll catch up when we get  
back home.

—J. C. Foster, LTJG, USN.

USS Vogelgesang (DD 862)  
Tonight my friends will bid adieu

# Log



personnel; damage or accident to the ship, its equipment or cargo; deaths or injury to personnel; meeting and adjourning or recessing of formal boards; and such other matters as may be specified by competent authority.

As we noted above, a formidable list indeed.

The trick is, of course, to enter this somewhat unwieldy material in the ship's log in rhyme combined in some semblance of logical justification. It isn't easy.

However, as our more observant regular readers may have noted, during the relatively few years that ALL HANDS has been publishing these efforts, the quality of those published has shown marked im-

provement. We like to think.

Since we will have gone to press on the January issue long before New Year 1964 rolls around, we are selecting some choice logs submitted last year.

We'll be looking for your '64 entries any day now.

We most respectfully invite your attention to that submitted by Air Antisubmarine Squadron 26. As far as we are able to determine, air squadrons are not bound by the same rigid requirements as those of ships. This has given LTJG E. C. Heidelbaugh, Jr., USNR, considerably more freedom of expression and as a result, he has launched out into free verse. It's appropriate for this or any year.

To good old 1962,  
And lift a drink to  
"Auld Lang Syne"  
While I just stand here marking  
time.  
I think that I shall shed a tear  
Cause they are there  
and I am here—  
In Boston, Mass., we find our berth  
Close to the coldest spot on earth.  
Our starboard side is to the dock,  
The camels frozen like a rock.  
The lines are out, and all  
are doubled  
In case by higher winds  
we're troubled;  
And just in case these lines  
might tire,  
Both fore and aft we've  
strung a wire.  
Our power, steam, and water clear  
Are supposed to come  
from the pier,  
But when the tide comes in too high  
We have to kiss  
the steam goodbye.  
It seems that if it's underwater  
It don't work the way it oughter,  
And so a boiler's on the line  
To keep us comfy all the time.  
The snipes tell me it's Number Two  
But I don't really care—do you?  
I only know that out on deck

There ain't no heat,  
so what the heck!  
Around the bay, though still  
in motion  
Are many ships which ply  
the ocean.  
To say this really is pedantic,  
But they're in the U. S. Fleet,  
Atlantic.  
My log is done but I'm not through,  
I still have several hours to do,  
So drink your toast and think of me.  
Hello, goodbye—it's '63.  
—William S. Hood, Jr., LTJG, USN.

**USS Kawishiwi (AO 146)**  
'Til the stroke of 12 of 1963,  
All thru the ship—there's little  
to see.  
Most of the crew's ashore this morn'  
Greeting the New Year now  
being born.  
Anchored at anchorage E-19  
this day  
In the Philippine Islands,  
to be exact, Subic Bay.  
In 21 fathoms Kawishiwi does sit  
Port anchor in mud, with lots  
of chain with it.  
At 208.1° the northern tower on  
Grande Island we sight,  
With the tower of Cubi Point  
bearing 135.8° . . . we see at

072.2° Kalaklan Point light.  
Ships present include various units  
of the U. S. Pacific Fleet;  
District and yard craft are also here  
in this terrible heat.  
The commanding officer is aboard—  
that we will note,  
But COMCARDIV 7 is still senior  
officer present afloat.  
He is embarked on uss Kitty Hawk  
(CVA 63)  
Which is at Cubi carrier dock  
(or supposed to be)  
The engineering department  
has orders to be in gear  
For departure time at 1600  
2 January of this new year.  
We know LTJG Knutson  
is duty CO,  
For all is quiet on the Kawishiwi-oh.  
Young Mr. New Year is above  
the main deck  
Only because condition  
Modified Yoke is set.  
No. 2 U-Boat and the gig to the  
booms are bound,  
While en route from fleet landing  
to the ship, No. 1 can be found.  
So on this midwatch  
(from all of us here)  
I'll start this log with a  
"Happy New Year."  
—G. A. Symons, QMSN, USN.

**USS Balao (AGSS 285)**

*It's the first of the year  
and this is the case  
As one observes the Key West  
Naval Base.  
North of Pier Three, two subs  
are tied,  
Atule and Balao, side by side.  
Now glancing around is surely a  
treat,  
These ships of the Atlantic,  
pride of the Fleet.  
As to the year sixty-three  
we open the door,  
We notice that SOPA is  
COMKWESTFOR.  
The crew has been counted,  
the absentees: None.  
As for the old year, now it is gone.*

—Richard R. Oldham, LTJG, USN.

**USS Vigil (AGR 12)**

*We're streaming along  
independently,  
With Outpost's CO as the OTC  
He's Commander of Task Unit 2.1  
(One five zero the force  
designation).*

*With half of the picket almost gone,  
Oh Seven Five is the  
course we're on.  
Boilers One and Two are on the line,  
Our speed's eight knots—  
We're doing just fine.*

*Twelve is the number of our  
picket station,  
And Modified Yoke is our  
material condition.  
Our Readiness state is  
Number Four,  
With power from the  
second gen'rator.  
At sixteen after the zero hour,*

*A radar pip has begun to flower.  
Its bearing right now is  
Zero Nine None,  
(A One Seven Four CPA  
will be fine).*

*The distance is twenty miles  
(or more),  
And he appears (on a course  
of Two Eight Four).  
Six miles from us is the closest  
he'll come,  
And the time of that is  
Zero One Three One.  
Well now 'tis time Zero Two Ten,  
And time to turn around again.  
Two Five Five will be our  
new course,  
But the same old Vigil  
is still our horse.*

—R. D. Philipp, ENS, USNR USN.

**USS Cony (DD 508)**

*'Tis the first of January, the year '63  
We're all nested snugly to Pier 23  
With Cecil, with Conway,  
the Cony, with Hank,  
And a mighty brisk wind off our  
icy port flank.  
In Norfolk our home port for  
these many years,  
We're all side by side at the  
D & S Piers.  
Starboard side to Conway is our  
present position,  
With six standard lines to  
prevent our transition.  
Two wires we have, four breast  
lines to boot,  
So let the seas rise and let  
the wind hoot.  
The flies are dancing through  
old Number Four,  
Providing the heat from our skin  
to our core.*

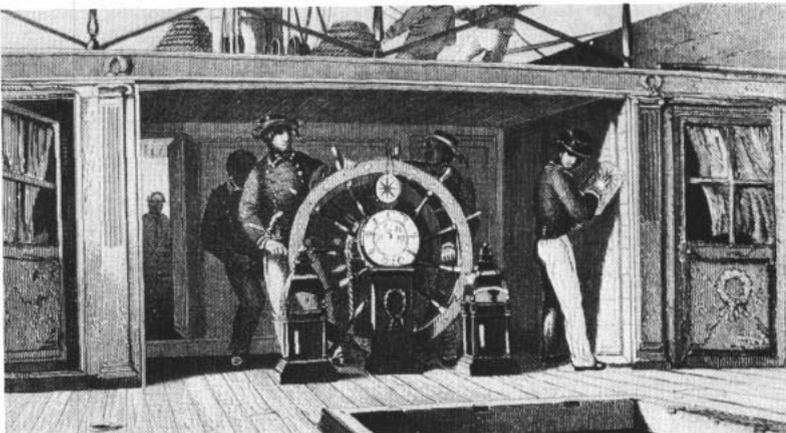


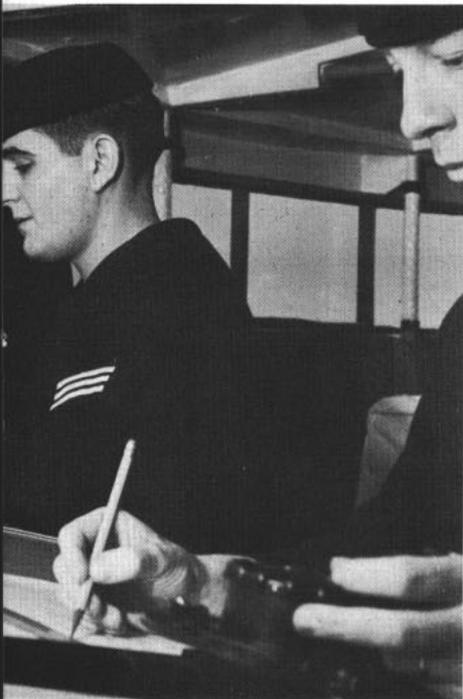
*While Number One whines  
throughout the long night,  
To show us the way 'til dawn's  
early light.  
All through the ship,  
Yoke has been set,  
While the security gang sees all  
standards are met.  
Various Lant ships abound in  
great number,  
Allowing our country calm,  
silent slumber.  
Our SOPA's name is unwieldy  
we'll grant,  
He goes by the name of  
COMASWFORLANT.  
The hour has come, the ships'  
whistles we hear  
Here's wishing you all a  
good New Year.*

—George Taft, ENS, USN.  
and Charles D. Taylor, ENS, USN.

**USS AFDB 7**

*Anchored in Scotland in the  
Holy Loch,  
Down 15 fathoms are the anchors  
of the dock.  
On muddy bottom 22 anchors lay,  
And 30,000 pounds they each  
do weigh.  
Three-inch die lock is our type  
of chain,  
On various scopes and located  
the same.*





Just a little forward off the bow  
of the dock,  
Proteus is moored, and the  
subs of her flock.  
Tied along her sides are  
Lincoln and Lee,  
Along with Roosevelt,  
home from the sea.  
Bravo's generators are running  
tonight,  
Producing electrons for  
power and light.  
In Bravo, in Charley, both  
night and day,  
Boilers fire to keep the chill away,  
The fire pump in Bravo is on  
the line,  
To assure us of pressure  
all the time.  
Manned and ready by her  
faithful crew,  
Is our duty boat—LCM Two.  
Another small boat ready to run,  
And in commission—LCM One.  
To save us from flooding below  
the decks,  
Modified condition "Yoke" is set.  
The sounding and security watch  
never rests—  
All decks echo his endless steps.  
In SOPA Bell our confidence rests,  
He is COMSUBRON 14 and the  
very best.  
The watch is set, the sky filled  
with snow,

And one more duty we've yet  
to bestow:  
To all our shipmates in every way,  
"Happy New Year to You,  
This New Year's Day."  
—Anonymous

**Air Anti-Submarine Squadron  
Twenty Six**

Another memorable year is over,  
departing in such  
Insignificant manner that only our  
brief celebration this cold night  
Reminds us of any transition from  
one year to the next.

Actually, this is as it should be, for  
the events in all our lives do  
Not depend on time but on cir-  
cumstances. While we  
outwardly celebrate  
The coming of the new year, 1963,  
let us all inwardly reminisce  
In mind and heart the many riches  
within our grasp.  
Sent to us by God and maintained  
by peace-loving people of all  
creeds and colors.

Unless we are able to evaluate the  
importance of love, peace and  
integrity and sincerely  
Believe these to far overshadow  
worldly possessions, the defense  
of our country is without  
Meaning. A foreign dignitary once  
said that the might of America  
stems not from  
Armament but from her churches.  
Peace cannot be won by  
faith alone for no  
Religion or way of life can survive  
without desire accomplished  
by action.

In performing our daily tasks, many X  
times we underestimate the value

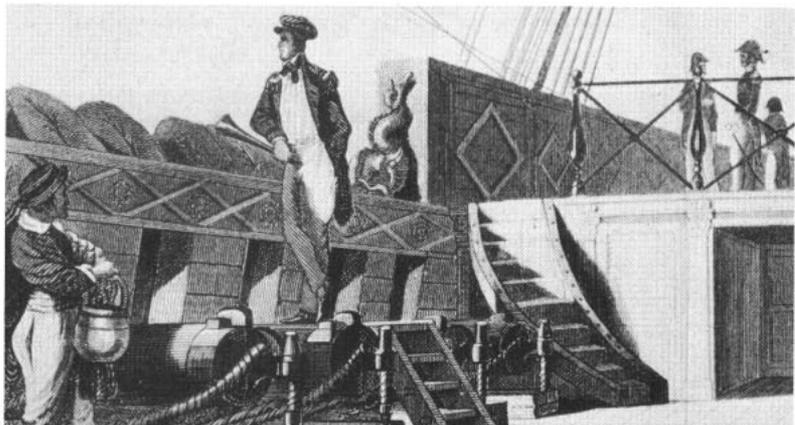
of ourselves and our jobs.  
No job, done well and with pur-  
pose, is without value.

No mission or  
Exercise is completely void of rea-  
son. Planes aren't flown and  
Ships sailed by captains and pilots  
alone. They fly and sail because  
Quiet, dedicated men behind the  
scenes  
Undertake, and carry out, even the  
smallest job necessary in  
the chain of  
Accomplishment which spells suc-  
cess and victory. The job is never  
Done or peace won by complacency  
and bitterness.

Reminding ourselves of those who  
have given everything, even  
their lives, to preserve  
Our heritage, our freedom, our  
peace will show how selfish  
and dangerous  
Negligence toward ourselves and  
our jobs can be.  
Tonight is not only a reminder of  
the past and present;  
We must also look to the future. Not  
Expecting peace and happiness to  
come easily or without effort;  
Not relying on someone else to do  
our job.

Tonight we see in better perspec-  
tive and clearer focus the past  
Year—a year of mistakes and sad-  
ness, a year of  
Sharing and happiness, a year of  
experience and learning.  
In the coming year, let us all re-  
member the past for its value  
toward the future and a bet-  
ter life in God's care.

—Emlen C. Heidelbaugh, Jr.,  
LTJG, USNR



# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



BACKSLIDING — USS *Daniel Boone* (SSBN 629) slides down ways during launching ceremony at the Mare Island Naval Shipyard, Vallejo, Calif.

## Names Chosen for New Subs

The Navy has chosen the names of an early Secretary of the Navy, two early explorers and a former President of the United States to be carried by the last three fleet ballistic missile submarines authorized in the fiscal year 1963 ship-building program.

The Secretary of the Navy for whom SSBN 643 will be named was George Bancroft who served as Secretary for 18 months during the administration of James K. Polk. He made his tenure memorable by establishing the Naval Academy at

Annapolis and encouraging the growth and importance of the Naval Observatory.

SSBN 644 will carry the names of Lewis and Clark, the two explorers who led the first overland expedition from St. Louis, Mo., to the Columbia River.

The name of James K. Polk will be given to SSBN 645. Polk was the 11th president of the United States.

*Lewis and Clark* is scheduled for launching in October 1964, *George Bancroft* in November 1964 and *James K. Polk* in January 1965.

## Nuclear Sub Fleet Grows

A dozen new submarines named after fish, statesmen, warriors, frontiersmen, a Hawaiian chief and an Indian chief have joined, or are being readied for, our nuclear underseas Navy.

The submarines are *USS Lafayette* (SSBN 616), commissioned at Groton, Conn.; *Flasher* (SSN 613); *Daniel Webster* (SSBN 626 and *Tecumseh* (SSBN 628), launched at Groton; *Benjamin Franklin* (SSBN 640) and *Sturgeon* (SSN 637) under construction at Groton but not yet launched. Also on the East Coast, *Jack* (SSN 605), has been launched and *Grayling* (SSN 646) is being built at Portsmouth, N. H. *John C. Calhoun* (SSBN 630), slid down the ways at Newport News, Va., while *Simon Bolivar* (SSBN 641) is under construction at the same yard but not yet launched. Across the continent, *Daniel Boone* (SSBN 629) and *Kamehameha* (SSBN 642) are being readied for the Fleet at Vallejo, Calif. *Daniel Boone* has been launched.

*Lafayette*, the lead ship in a new class of fleet ballistic missile submarines, can fire the 2880-mile *Polaris A-3* missile. She is 425 feet long and displaces about 7000 tons. Longer and heavier than the ten subs of the *George Washington* and *Ethan Allen* class, she has two compartments not built into the earlier models. The added compartments provide a three-man gym and a combination lounge, lecture room, and study hall.

*Daniel Webster*, *John C. Calhoun*, *Daniel Boone*, and *Tecumseh* are *Lafayette* class subs with the same dimensions and capabilities as the parent boat.

*Flasher* is a high speed attack vessel with antisubmarine capabilities. Her construction was begun in April 1961. Named for a World War II submarine, she is 279 feet long and displaces 3750 tons. The original *Flasher* has been scrapped.

Those submarines building at Groton but not yet launched include *Benjamin Franklin*, named after the early American patriot; *Simon Boli-*

## BUILDERS OF THE NAVY



John Paul Jones' victory in *Bonhomme Richard* over the British *Serapis* encouraged the young Navy's fighters and established a tradition of perseverance despite great odds. *Bonhomme Richard's* heavy guns were out of commission and her rudder and rigging were shot away. Half her men were dead or wounded and fires were approaching her magazine but Jones refused to surrender. Britain's First Sea Lord stated to one of his commanders: "If you take Paul Jones you will be as high in the estimation of the public as if you had beat the combined fleets." The battle was in 1779.

var, the namesake of the liberator from Venezuela who fought to liberate his country and Ecuador, Colombia, Peru, Panama, and the Republic of Gran Colombia from Spanish rule; *Kamehameha*, which is named after the Hawaiian chief who gained control of all the Hawaiian islands in 1795, restoring the agriculture of the islands and opening them to trade with foreigners; *Sturgeon*, which bears the name of the large edible fish found in the north temperate zone; and *Grayling*, named after a fresh water game fish akin to the trout family.

*Jack*, launched at Portsmouth, is designed to run more quietly than other submarines of her class.

She will carry a powerful sonar system and a precision integrated fire control network for advanced underwater weapons in addition to quiet operational gear.

This sub is 296 feet long, measures 32 feet at the beam, and will displace about 4500 tons when submerged. Her complement will be 10 officers and 85 enlisted men.

She is the second ship of the U. S. Fleet to be called *Jack*; so named in commemoration of the fleet sub *Jack* (SS 259) which was active in the Pacific during World War II.

### Champ's Pleasure Is Business

In the Atlantic these days, it seems the crew of *uss Lake Champlain* (CVS 39) is all business.

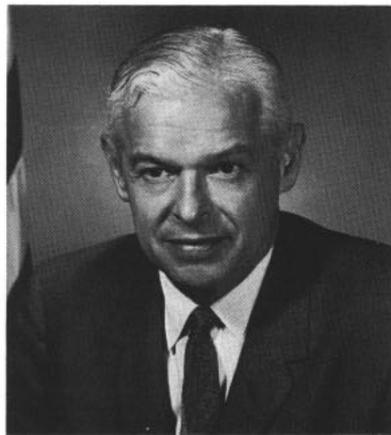
As members of the Fleet antisubmarine warfare team, *Champ* crew members go about the business of keeping tabs on submarine activity in a methodical, professional manner.

They're also quite businesslike in disbursing their own welfare and recreation funds—much to their own enjoyment.

During the past fiscal year, for example, *Lake Champlain* spent exactly \$38,085 on recreational items, using money derived through ship's stores profits. Much of the money went for the usual division parties, sports equipment, reading material, television sets, and other items normally associated with after-hours shipboard activity.

There were, however, some not-so-usual expenditures. For example:

- Purchase of three transport buses. While in the Boston Naval Shipyard for a four-month overhaul last year, the Welfare and Recreation Committee decided that trans-



THE HONORABLE Paul H. Nitze (left) succeeds Fred Korth as SecNav.

### Meet Your New SecNav

A career government official who has served under five U. S. Presidents is the new Secretary of the Navy. Paul Henry Nitze, 57, succeeds Fred Korth.

Overtime honor student, and successful business executive, Mr. Nitze has served in a variety of government positions for more than 20 years. He is an author, family man (Mr. Nitze and his wife Phyllis have four children) and dedicated scholar who has helped shape U. S. foreign policy.

Graduated *cum laude* from Harvard University in 1928, Mr. Nitze worked in private industry as an executive until 1942. He entered public service as Financial Director of the Office of the Coordinator of Inter-American Affairs.

In 1943 Mr. Nitze was appointed director of the Procurement and Development Branch of the Foreign Economic Administration, and from 1944 to 1946 he was Vice Chairman of the U. S. Strategic Bombing Survey.

President Truman awarded Mr. Nitze the Medal for Merit for that service.

From 1946 to 1953 Mr. Nitze

held a number of positions with the State Department. He served as Deputy Director of the Office of International Trade Policy, Deputy to the Assistant Secretary for Economic Affairs, Deputy Director of the Policy Planning Staff, and, finally, Director of Policy Planning.

In 1953 Mr. Nitze assumed two major foreign affairs positions. He became President of the Foreign Service Educational Foundation, and Associate of the Washington U. S. Center of Foreign Policy Research, School of Advanced International Studies.

His experiences prompted him to write a book — *U. S. Foreign Policy, 1945-1955*.

In January 1961 Mr. Nitze was appointed Assistant Secretary of Defense for International Security Affairs.

He was sworn in as Secretary of the Navy on 29 November 1963.

Mr. Korth, who served the President as SecNav for nearly two years has returned to his duties in the field of banking in Fort Worth, Texas. Mr. Korth also served previously as Assistant Secretary of the Army.

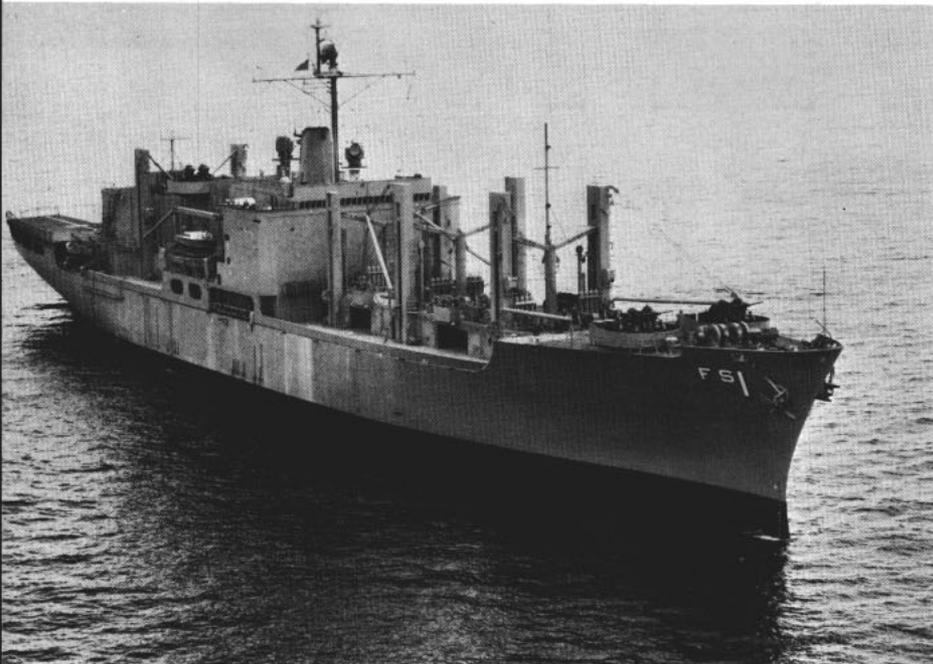
portation to and from various activities would be no problem for the crew if the ship had its own buses.

- Downtown entertainment. At the same time, half the price of all tickets purchased by crew members for theatrical productions and major league baseball games was paid from W & R funds.

- Weekends home. The fund was also used to help pay for buses char-

tered each weekend to transport car-less *Champ* crew members from Boston to their home port at Quonset Point, R. I.

*Lake Champlain* is quick to point out that no "firsts" are claimed in these or other expenditures of her welfare and recreation money. She does, however, believe that the businesslike administration of her crew's fund leaves little to be desired.



**MA GOES TO SEA**—The newly commissioned USS Mars (AFS 1), equipped with computing machines, requires services of 12 Machine Accountants.

### Navy Gets New General Store

The first of the new combat store ships (AFS) — which combine the functions of the AF (store ship), AKS (stores issue ship) and AVS (aviation supply ship)—will be commissioned this month. She is *Mars* (AFS 1).

Combat store ships may eventually replace the AF, AK and AVS types in supplying fresh food, aviation supplies and general store items to the Fleet. Much of their cargo will be delivered by two helicopters operating from the ship. This capability of vertical replenishment will augment the latest underway replenishment facilities provided these ships.

*Mars* will keep abreast of the ship's inventory with a Univac 1004 computer and 12 machine accountants will be on hand to operate the ship's five electronic computing machines.

*Mars* is 581 feet long and has a 79-foot beam. Only two hatches are necessary to gain access to the ship's supply storerooms, of which there are four for frozen or chilled fresh foods and three for dry provisions.

In the general supplies storerooms, there are more than 47,000 bins and drawers to store supplies.

Supplies will find their way to the deck and helicopter platforms on 11 vertical lift conveyors, the smallest of

which is limited to 85 pounds and the largest, 12,000 pounds.

Ships which can't receive their supplies from the cargo helicopters can (if so equipped) employ the new sliding block transfer system. The sliding block system is a Navy development capable of a complete transfer from delivering to receiving ship in only 90 seconds.

*Mars* is also equipped with conventional rigging and booms for transferring supplies to ships which are not equipped to receive supplies by the vertical or sliding block methods.

*Mars* will carry a crew of about 430 officers and enlisted men. Thirty one of the crew members will be in the helicopter detachment.

Living conditions in *Mars* are good. Each man's bunk is equipped with an under-mattress-locker and an individual reading lamp. The ship's entertainment system is the latest and, is conducive to a relaxed atmosphere in the ship's lounges. There is also a complete ship's service available, including ship's store; soda fountain; barber, and tailor shops.

*Mars* is scheduled for deployment in the fall of 1964 in the Pacific. *Sylvania* (AFS 2), a sister ship of *Mars*, is nearing completion. She will be assigned to the Atlantic Fleet under command of COMSERVLANT.

### Bomb Spotters of Kume Shima

A carrier-based A4 *Skyhawk* appears on the horizon several miles from a serene coral reef in the South China Sea. As the aircraft approaches the reef a small dot appears behind it; another attack bomber.

The first aircraft holds steady until it approaches the reef. At the proper moment the *Skyhawk* noses up steeply and a small bomb separates from its underside. The A4 speeds away and the bomb falls, sending up a plume of smoke and spray a few yards south of a ten-foot orange metal target.

The second pilot begins his run.

From his perch in a control tower, almost two miles from the point of impact, a chief petty officer sights the plume of smoke and jots down co-ordinates. In another spotting tower a Navyman is taking additional sights. In the control tower the chief plots the bomb's position, which he radios to the aircraft. Then the two men turn to the second aircraft and wait for its bomb to fall.

This reef is the Kume Shima bombing range, the only scoreable range operated by the Navy in the Western Pacific. Here a handful of Navy, Marine and Air Force aircraft can practice and perfect their bombing and aerial minelaying techniques.

The men operating the range must spend two hours getting to the site every morning from the Naval Air Facility at Naha, Okinawa. Transportation is via weapons carrier, a small open fishing boat and just plain footwork. This situation is complicated by the necessity for hauling five gallon cans of gasoline for the control tower generator.

Since the Navy considers this reef a pretty important spot, plans are being made for its improvement. One such plan calls for the construction of a building to house the generator and UHF gear and provide the crew with a messing area (sandwiches are at the moment the standard fare).

Ultimately the Navy hopes to replace the towers with the MSQ-44 remote radar spotting device. This apparatus, comparable to doppler radar, will track the aircraft as it makes its bombing run over the target. When in position a button in the plane is depressed, but instead

of dummy bombs or "shapes" being released, an impulse will be relayed to the MSQ-44. Here a computer will tell exactly where the bomb would have hit.

But until then Naha Navymen will man the Kume range towers and will continue to provide U. S. aircraft overseas with facilities for maintaining combat readiness.

### Shark Asked to Give Views

A shark's opinion of shark repellents may soon become general knowledge as a result of Navy experiments. Navy scientists in the Bahamas have recorded the heartbeats of sharks to find their reactions to various stimuli.

The electrocardiograms were made while the shark swam freely in a 13-foot pool. Although researchers have previously succeeded in recording a few heartbeats of a beluga whale, this may be the first time anyone has ever obtained an electrocardiogram of a free-swimming marine animal.

The experiments will help the Navy recognize the shark's responses to the sensory stimuli he uses to orient himself in open water. The shark's cardiac reactions to chemical repellents will be important in devising effective shark protection.

The first fish to be tested was a 40-inch lemon shark. An electrode was secured on the shark's underside, near the heart, while the fish was anesthetized. A cable was attached to the electrode and the shark was placed in the pool to recover.

When the shark was fully conscious the cable was attached to a recording device on the edge of the pool and the electrocardiogram was taken.

The shark's cardiac rate ranged between 30 and 65 beats per minute as the temperature of the pool varied, but the heartbeat rate didn't change significantly when researchers tapped on the side of the pool, splashed, or placed dye in the water.

Whether or not the scientists discover a better shark-protection device, the technique used for recording the heartbeats will assist cardiac study of marine vertebrates while closely duplicating the conditions found in nature. This type of test is considered to be more accurate than recordings made while a marine animal is restrained, anesthetized or removed from the water.



SHOW TIME—The Turkish Army Janissary Band performs in hangar bay.

### Invaders of Saratoga Given Warm Welcome

When a 14th century Turkish Army unit, equipped with mailed armor, swords and knives, boarded the aircraft carrier *USS Saratoga* (CVA 60), the crew was ready for them, with a royal welcome.

They were the Turkish Army Janissary Band, which has played for sultans, generals and ambassadors throughout Europe and Asia. Originally organized more than 600 years ago, the band which boarded *Saratoga* was composed of 20 Turkish Armymen and veterans.

The group came aboard to perform for the crew in the carrier's number one hangar bay. While the U. S. airdales watched, the band was lowered from the flight deck on the elevator and marched out with a two-steps-forward, one-to-the-side routine. While marching they played Eastern music on reed instruments, a kuno, trumpets, bugles, cymbals and drums.

After the performance the band members had lunch with the crew on board the heavy attack carrier.



AFTER SNACK—Band members join Monty Leach, MU3, USN, for lunch.

## Disaster Hero Honored

A retired Navy lieutenant—central figure in a great rescue on the high seas — recently visited Japan as a guest of people whose lives he saved 18 years ago, and was decorated by the Japanese government.

John L. O. Elliott of San Diego, Calif., during his two weeks' visit, relived the dramatic event with some of the estimated 4254 people he rescued from a sinking Japanese ship, *Enoshima Maru*, nine miles from the mouth of the Yangtze River in January 1946.

Elliott was in command of *Brevard* (AK 164) at the time, en-route from Shanghai to the Panama Canal. His ship was gradually overtaking the Japanese transport, which was traveling on a parallel course about 2000 yards off the port bow, when a terrific explosion jarred *Brevard*.

Suspecting that his ship had been damaged, Elliott ordered general quarters sounded. Soon he learned that it was *Enoshima Maru* which had struck a mine, and Elliott promptly altered course to render assistance.

Elliott ordered *Brevard* alongside the Japanese ship, and a spectacular race against time began.

By means of lines, cargo hatch planks and *Brevard's* debarkation ladders, the ship began taking on survivors. There was no panic demonstrated by the Japanese. All persons who could walk quickly scrambled aboard. The injured were given some assistance from *Brevard's* officers and men.

The other ship was sinking rapid-

ly. Fearing she would take *Brevard* with her, or perhaps topple over on *Brevard*, Elliott decided to cast off. He ordered the lines chopped. About 4200 people had been taken aboard in the 30 minutes *Brevard* was alongside.

*Brevard* then circled to the north of *Enoshima Maru* and anchored 1000 yards from her. The ship's lifeboats and a life raft were lowered and dispatched to rescue the remaining survivors. Among the last to leave the ship was *Enoshima Maru's* captain and some of his officers.

*Brevard* got underway to return to Shanghai with the survivors. A Navy doctor and pharmacist's mate first class began rendering medical attention to the injured, and even delivered a baby girl. At noon the day after the disaster *Brevard* commenced offloading the survivors. An estimated 25 people were lost as a result of the disaster, which meant that over 99 per cent of *Enoshima Maru's* passengers had been saved. The ship's captain estimated that he could have saved only about 700 without the assistance of *Brevard*.

Elliott's scrapbook on the incident had been opened less and less frequently in recent years, and the rescue that earned him the Navy Commendation Ribbon had faded from many memories. But some grateful people didn't forget.

Earlier this year Elliott received a letter from Yasuhei Umehara, president of the *Enoshima Maru Kai*, a society formed by the survivors. The letter invited him to visit Japan as a guest of the group.

This society was formed through

the efforts of a high school teacher who, as a survivor, felt that something should be done to thank the benefactor of the group.

Through the naval attache in Tokyo, the group was able to locate *Brevard's* former commanding officer.

After arriving in Japan, Elliott was presented with the Third Class Order of the Rising Sun, an award usually bestowed upon men with the equivalent rank of captain or above, on behalf of the Emperor. Later, he and his wife were guests of the Emperor at a palace garden party, and visited with the U. S. Ambassador to Japan.

Elliott appeared on a Japanese television program and the publicity received made him somewhat of a national hero. As he toured the ancient cities of Nara and Kyoto, children by the hundreds asked for his autograph and adults asked him to pose for pictures.

He is a veteran of a 30-year naval career which ended with his retirement in 1947, and which included action during both world wars.

## ET Chief Uses His Head

Frank Henderson, ETC, USN, had a problem with his classes in electronics at the Fleet Training Center, Newport, R. I. They were overcrowded and there just wasn't enough equipment to instruct his students adequately without keeping them from the Fleet for an unduly long period.

Chief Henderson spent eight months researching, designing, redesigning and building a system of slave devices which would echo his instructions from a master console. Each slave station was operated by two students.

In this way, the chief's students could visualize interrelated circuitry and were better able to solve electronic equipment and maintenance problems in a much shorter time than before. Moreover, they retained more of their theoretical knowledge until they were able to apply it to actual Fleet situations.

Chief Henderson's inventiveness didn't go unrewarded. His commanding officer pinned a ribbon on his chest indicating he had been commended by the Secretary of the Navy for his professional achievement and dedication to the Navy.



NOW OF AGE—The destroyer *USS Conway* (DD 507), shown firing Weapon *Alfa*, celebrated her 21st birthday while serving with the Sixth Fleet.

## Independence Breaks Into Print

Galley slaves may have gone out of fashion many years ago but, deep in the bowels of *uss Independence* (CVA 62), sailors still man galleys—of type, that is.

*Independence* has a seagoing print shop which produces, among other items, the ship's newspaper, *The Declaration*, the ship's press kits, graphs and maps. It also does such job printing as cards, tickets and invitations.

Its equipment is impressive. The biggest item is an offset press which turns out the newspaper. There is also a letterpress, known in printing circles as a kicker.

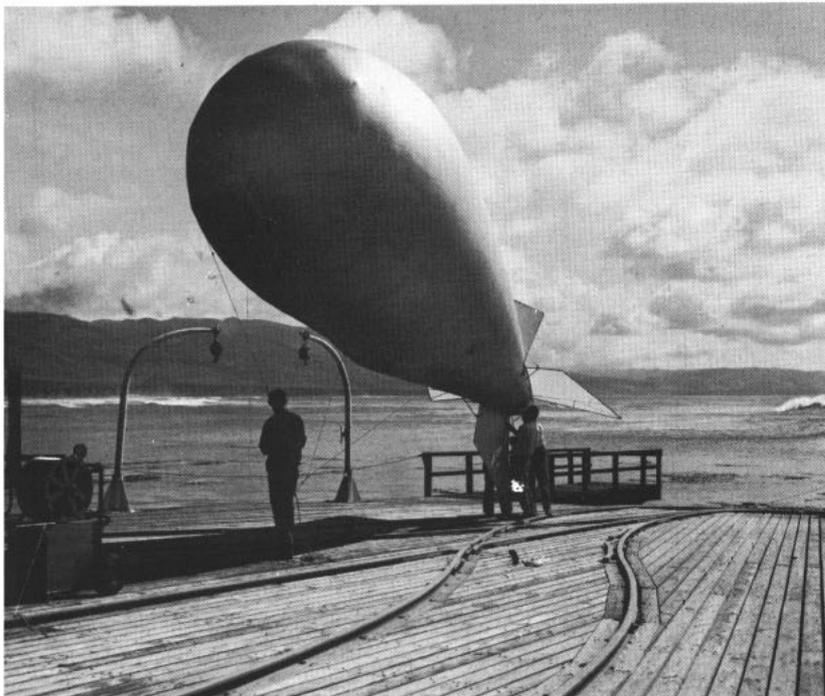
The printer's devil in charge of statistics estimates the print shop has used, since *Independence's* commissioning, enough paper to stretch from New York City to Los Angeles—a distance which, according to the same printer's devil, is 2446 miles.

On this paper, the *Independence* printers made a total of 15,327,589 impressions. Most of them, judging from the printers' numerous letters of commendation, were good impressions.

## A Bit of All Right—Eh, Chaps?

Several Patrol Squadron Four aircrews, based at Naha, Okinawa, went out of their way to visit a sister squadron last fall. Over 3200 miles out of their way.

The sister command was Ten



**HIGH ANTENNA**—A balloon is launched from NAVMISFAC Point Arguello, Calif., to check travel of radio waves from transmitter to receiver.

Squadron, a unit of the Royal Australian Air Force which flies SP2H antisubmarine aircraft, as does Patron Four. Based in Townsville, Australia, Ten Squadron also went out of their way—to provide a whingding of a visit for the guest aircrews.

The 48 U. S. Navymen toured the Australian underwater national park on the Great Barrier Reef, where they looked through glass-bottomed

boats at the brightly colored coral, strange fish and giant clams. Their hosts also escorted them to Sydney on the south-eastern coast and to the aboriginal settlement near Townsville.

When they were not touring Australia the Navymen compared notes with their Australian counterparts and accompanied them on simulated anti-submarine operations.

## Ask Yokosuka How to Get There

Ships' captains who want the last word on western Pacific navigation data can't pick a better place to look for it than the U. S. Navy Branch Oceanographic Office at Fleet Activities, Yokosuka, Japan.

The three enlisted men and one officer who staff the branch can almost always supply the necessary information from among their stock of 15,000 charts and information bulletins, which they issue to Seventh Fleet units and the Japan Maritime Self-Defense Force.

Navy ships usually are issued a standard supply of charts from the main distribution office at Clearfield, Utah, before they leave the United States.

The Yokosuka office supplies additional needs and important

changes to existing charts.

Information on the western Pacific is kept up to date at Yokosuka with the help of ships at sea which report chart discrepancies and navigational hazards as they are discovered. The branch office also provides charts and publications to merchant vessels when they are otherwise unobtainable.

This information is then forwarded to the U. S. Navy Oceanographic Office in Washington, D. C., and disseminated to all ships and maritime activities in the Far East.

The Yokosuka Branch Oceanographic Office also maintains liaison with the Japan Hydrographic Office in Tokyo through a weekly conference on navigational problems in

the western Pacific, at which recently collected information is exchanged.

The Japan Hydrographic Office supplies the U. S. Navy with the latest information concerning Japanese ports. This is in constant demand by Seventh Fleet ships which frequently make goodwill visits to ports not usually visited by American ships.

Last year the Yokosuka office processed nearly 2000 requests for navigational data, involving more than 16,000 separate items. Without the office, ships in the Far East would have to wait for their charts and information to come from Pearl—more than 3000 miles away.

—Norman E. Worra, JO2, USN.



'REMINDER' SIGNS are placed alongside roads on Naval Station Roosevelt Roads, Puerto Rico, in attempt to reduce holiday accident toll.

### They Went Thataway, *Altair*

An outsider aboard the twin-engined C117D on its flight from Sigonella, Sicily, to Naples might have thought smoke and flame streaming from the starboard engine was routine. The crew's preparations for ditching their aircraft seemed almost nonchalant. In fact, however, none of the six crewmen on board had ever been in such a situation.

The crew weathered the shock of hitting the water and abandoned their plane in favor of life rafts. By this time, search planes had been launched from Naples.

The searchers had their work cut out for them. The sea was rough and rain-swept. Dangerous air currents made it unhealthy for searching copters to hover too near the water.

About an hour after the plane was ditched, a Naples-based chopper sighted flares near the rafts and attempted a rescue but the weather made it impossible.

The Search and Rescue Center at NAF Naples dispatched a message to all ships in the area giving the location of the bobbing life rafts. The message was intercepted by *uss Altair* (AKS 32) which was preparing to enter the harbor at Naples.

*Altair's* captain ordered the course reversed and set out on a search for the downed crewmen.

At 0100 the next morning, after following flares dropped from an aircraft, *Altair's* searchlight spotted the drenched Navymen on their rafts. A whaleboat was launched in

the rough sea and a few minutes later the six relieved Navy airmen were safe on board.

*Altair* resumed her course toward Naples where her refugees were taken to the Naval Air Facility in the ship's helicopter.

From Naples, they were flown, in borrowed uniforms, back to Sigonella where they were met by some very, very happy families.

### Big Benn Breaks Ice in Alaska

Juneau and Kodiak, Alaska, may be located in cold country, but the welcome they gave *uss Bennington* (CVS 20) was decidedly warm-hearted.

Juneau was the first Alaskan port of call for the 40,500-ton carrier, and sailors manned the flight deck to shoot pictures of what most agreed was some of the best scenery they had ever seen.

*Bennington* dropped anchor almost at the foot of Mendenhall Glacier, and played host to nearly 3000 visitors who were shuttled out to the ship in liberty boats to see what a carrier looked like.

They apparently liked what they saw. When the crew had liberty next day, townspeople drove to the pier to show Navymen the sights, and small boat owners came to the ship to take crew members salmon fishing, then home to dinner later.

"*Big Benn*" then participated in ASW exercises in the Gulf of Alaska with the destroyers *Benner* (DD 807), *A. A. Cunningham* (DD 752), *Eversole* (DD 789) and *O'Brien*

(DD 725), the submarines *Spinax* (SS 489) and *Segundo* (SS 398) and the oiler *Mispillion* (AO 105) before dropping anchor at Kodiak.

Here it was much the same story, with crew members trying their hand at big game hunting and fishing for king crab.

When *Bennington* returned to her home port her crew was convinced Alaska was real man's country.

### La Salle Launched

*La Salle* (LPD 3) was launched recently, making her the third of a series of amphibious transport docks to go down the ways. *uss Raleigh* (LPD 1) and *Vancouver* (LPD 2) are already in commission. Five other LPDs are under construction and two more are authorized.

Amphibious transport dock ships are designed to combine the functions of the attack transport (APA) and the attack cargo ship (AKA). They enable troops to travel to an assault area in the same ship with their heavy equipment.

LPDs are similar to the landing ship dock (LSD), but have a shortened and covered well.

LPDs are designed to land most of their combat-equipped troops in amphibious transport helicopters which can be launched from the helicopter platform built over the well. The platform can hold six CH-37 copters.

Nine landing craft (LCMs), pre-loaded with troops and equipment too heavy to be carried by helicopter, can be launched from the well deck that opens to the sea at the stern of the ship.

*La Salle* is 521 feet long and has a standard displacement of 8040 tons. She will be fully manned by a crew of 30 officers and 460 enlisted men and will carry 930 troops and 2000 tons of cargo.

Her armament will consist of four 3-inch/50-caliber twin gun mounts and her speed will exceed 20 knots.

*La Salle* is due to be commissioned early in 1964.

### Gunslinger

A high-performance cannon to be used in aircraft has completed initial tests at the Naval Ordnance Test Station at China Lake, Calif.

The weapon, which is called HIPEG (for High Performance External Gun), consists of three 20mm cannons capable of firing at a com-

bined rate of 210 rounds per second.

Each of HIPEG's guns is a self-powered twin-barrelled weapon mounted in a pod hung from the aircraft much like an external fuel tank or bomb. A cylinder feeds the two barrels which fire simultaneously.

Aside from HIPEG's tremendous firepower (10 times that of World War II aircraft cannons), their pod replacement and reloading can be accomplished speedily. Tests indicate a pod can be attached to an aircraft in about three minutes and removed in one minute. It takes 10 minutes to reload the maximum 750 rounds of ammunition in each pod.

The twin-barrelled gun was invented by an engineer employed by the Bureau of Naval Weapons. A contract has been let for the development of the gun and system.

### New Name and Job for Ex-CVE

An escort aircraft carrier which was once stricken from the Navy list joined the active Fleet in December as the Navy's first major communications relay ship. Renamed *uss Annapolis* (AGMR 1), she is the former *uss Gilbert Islands* (CVE 107).

*Gilbert Islands* was originally commissioned in February 1945, in time to serve seven months before World War II ended. With Marine Air Group Two aboard, the carrier earned three battle stars for combat operations in the Pacific.

After the war she was placed in reserve until September 1951, when she was recommissioned to serve with the Atlantic Fleet. The carrier was put in mothballs for the second time in 1955, reclassified as a cargo ship and aircraft ferry (AKV 39), and in June 1961 was stricken from the Navy list.

But *Gilbert Islands* was not sold for scrap. Six months later she was placed back on the list, and conversion to AGMR was begun in New York.

### Cool Northwind Off Siberia

An extensive oceanographic survey in the international waters around Siberia is continuing for the second consecutive year. The Coast Guard icebreaker *uss Northwind* (WAGB 282) is conducting the survey, assisted by *uss Staten Island* (AGB 5).

Beginning at Point Barrow, Alas-

ka, the survey will cover areas in the Chukchi, East Siberian and Laptev Seas. At times it will reach within sight of, but outside, the territorial limits of Siberia.

Participating in the survey are scientists from the Naval Oceanographic Office, the Office of Naval Research, the U. S. Weather Bureau and the Universities of Washington and Southern California.

### A Few Shrimp for the Lady

The crew of *uss Burton Island* (AGB 1) were in Seattle, Wash., busily preparing for a seven-month deployment to the South Pole. Nearly a month was spent loading stores, then fuel, to outfit the icebreaker for the 32,000-mile voyage.

During this period a beguiling female named Frieda visited the ship. Once, twice, then every day, she came to greet her new friends.

Working overtime to get their job finished on schedule, the crew nevertheless took time out to make Frieda feel welcome. Her charm was overpowering. Everyone came under her spell.

Frieda was impressed both by the crew's hospitality and by its food. Particularly by a delectable dish consisting of raw shrimp.

After all, raw shrimp is a gourmet's delight for a ladylike seagull.



**BIRD IN HAND**—A frequent visitor on board *USS Burton Island* (AGB 1) at Seattle, Wash., gets acquainted with Leslie F. Hawley, SMSN, USN.

### Sabine Comes Home

*uss Sabine* (AO 25) recently returned to her home port at Mayport, Fla. after a five-month deployment with the Sixth Fleet in the Mediterranean.

*Sabine* refueled Sixth Fleet ships 232 times from one end of the Med to the other, pumping over 15 and a half million gallons of Navy special fuel oil, nearly five million gallons of JP-5 jet fuel and almost 316,500 gallons of aviation gasoline.

She participated in three Fleet training exercises, visited 15 ports and won a commendation from Commander Sixth Fleet before returning.

**STATESIDE NOW**—Former Sixth Fleet oiler *USS Sabine* (AO 25) is now back at her home port in Mayport, Fla., after five months of fueling ships in Med.





BACK AND FORTH—Navy men on USS Lowry (DD 770) enjoy trip through Gaillard Cut and locks of Panama Canal.

### Atlantic to Pacific, and Back

How long does it take a ship to go from the Atlantic to the Pacific, and back? Slightly less than 32 hours—at least that's the record achieved by USS Lowry (DD 770).

She made the trip via the Panama Canal, and even took time for Pacific coast liberty before returning to the Atlantic.

Lowry had been operating with Task Group Alfa on a hunter-killer cruise. She started through the Canal at 0800, and arrived at Rodman Naval Station on the Pacific at 1935 that same day, at which time liberty was granted. The following morning the destroyer left for the 51-mile return trip, and reached Colon on the Atlantic in the early afternoon. All hands were initiated into the "Sacred Order of the Panama Canal."

### Orbiting Satellite Stabilized

Another space challenge has been met successfully.

In the past, various attempts have been made to control the attitude of satellites in orbit. If this could be done, a satellite could be kept in a permanent position, with the same side always facing the earth, thus improving the reception of radio signals.

Now the Navy has succeeded in doing this—it has stabilized an orbiting satellite in a permanent position with only one side ever facing the earth. Consequently, the satellite is being governed by the same gravitational energy that causes the moon

always to expose the same side to Earth without ever showing its other side.

Here's how it is done. The satellite is shot into space in the normal way. After attaining orbit, a radio signal from the earth releases a 100-foot boom from the satellite. This boom is packed into a canister which is mounted on the the outside of the satellite, and it unfolds like a carpenter's rule.

The copper boom has the effect of an outrigger on a canoe. The gravitational forces acting upon the boom neutralize the gravitational forces acting on the satellite, and the satellite becomes aligned in the predetermined permanent position.

But one problem remained. In space, with no air friction, the boom swung up and down freely, and this swinging motion had to be stopped. This was done through the use of a weight attached to the end of the boom by a very fine hair-like spring. Moving up and down on the spring like a yo-yo, the weight counteracts the swinging of the boom until the satellite/boom unit is practically stable.

The spring itself extends about 40 feet, and is only five times as wide as a human hair. It is so fragile that at sea level it would break from the pull exerted by its own weight. However, in the absence of gravity in outer space, reduced natural strains enable it to carry out its functions.

Previous attempts to stabilize a satellite in orbit employed the use of

mechanical equipment, dependent on a supply of fuel or other source of energy, and therefore limited in their period of useful activity. The Navy's new gravitational attitude control system utilizes only passive controls, making it possible for the satellite to remain stabilized throughout its time in orbit.

### Pressing Business

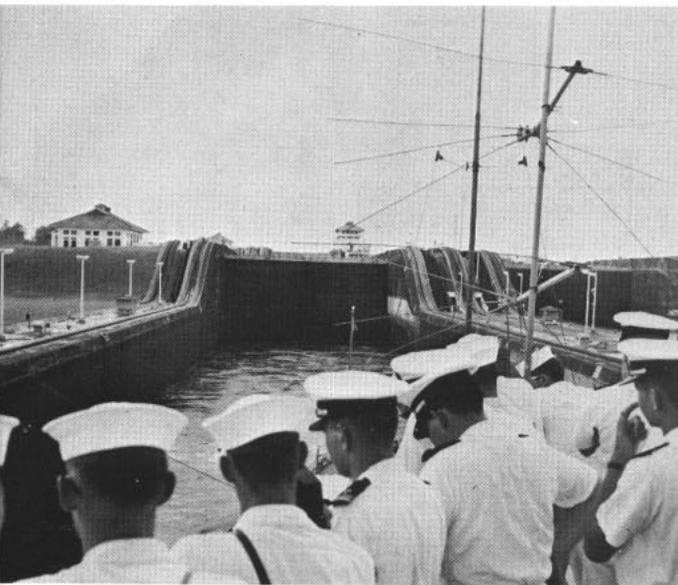
Even the crew's dungarees get the starch and press job in USS Kearsarge's (CVS 33) ship's laundry. The carrier's laundry is one of the few—if not the only one—among large Navy ships that starches and presses all enlisted Navy men's whites and dungarees.

The antisubmarine carrier's 50 laundrymen work in shifts around the clock to keep Kearsarge's 2500 men well supplied with clean, starched clothes.

Like most carriers of her class, Kearsarge has two laundries. In the large (or main) laundry washing, starching and pressing are done, while a smaller laundry processes rough-dry items, linens and tablecloths.

While undergoing upkeep in Yokosuka, Japan, the ship's force overhauled most of the laundry's machinery and yard workers installed a new press. During the first three days after leaving Yokosuka, Kearsarge laundrymen pressed over 3000 items.

This excellent service is an example of what can be accomplished with adequate shipboard laundry equipment and personnel.



CANAL CRUISE—Men of TG Alfa and USS Lowry crossed through canal from Atlantic for liberty on Pacific coast.

The operating expense of the carrier's laundry is supported by profits from the *Kearsarge* ship's store.

*Kearsarge* served in the Far East with the Seventh Fleet before her return to her home port of Long Beach, Calif., shortly before Christmas.

### Push Button Bakery

Turning out enough pastry to satisfy a ship's crew can be a long, tedious process — usually performed during early morning hours before reveille. Most of the work involves selecting the proper ingredients, putting them together, and mixing them just right.

The commissaryman/baker who prepares bake shop goodies should be pleased to know the Navy is checking out some automatic equipment that takes the mixing out of fixing.

Of interest to the Bureau of Supplies and Accounts is the *Amflow* (as it's called by its designer) push-button bakery, specifically designed for use aboard ship.

Completely automatic from the time baking ingredients are put in until the mixed dough comes out ready for cutting and shaping, *Amflow* can produce in one hour as much as 300 pounds of dough for bread, rolls and pastry. (Roughly, this means 40 sweet rolls per minute.) The equipment insures better control of dough during "proofing" and baking stages, and means uniformity and improved over-all qual-

ity. It's much lighter and more compact than the bake shop gear that now takes so much galley space. Best of all, in the view of the ship's baker, *Amflow* means less work.

At last report the machine's manufacturer was trying to extend the automation to include cutting, shaping, and final preparation of dough for the oven.

Though *Amflow* is still under Navy study and consideration it has, indeed, raised plenty of interest.

### Airborne Target Tracker

A new laser—part of a family of electronic devices which generate narrow beams of high-energy light—is being developed for a tracking system capable of finding and following airborne targets.

The experimental unit, being developed for Bu Weps, shoots pulses of light to illuminate a target. A high resolution optical receiver (telescopic device) trains on the target, then "sees" it in great detail.

The image received by the telescope can then be used as a visual display for a pilot or can be converted into information for a computer.

The new device has a light pulsating rate believed to be higher than any yet developed in this country. It has been clocked shooting pulses of light at 40 times a second for sustained periods. Lasers to date have been able to reach rates of 10 pulses a second for only short periods.

This is important because lasers

with such high pulse rates could eventually augment conventional radar and other sensors in many weapon control systems. Further development could extend the use of the new system to tracking objects in space more accurately, giving more exact readings on speed, direction and location. This ability would also be useful in space rendezvous applications.

Lasers must have high pulse rates in order to supply the system with frequent bits of information on the location and direction of targets with relative speeds of several thousand feet per second.

Laser signals shot out at high pulse rates can plot the position, path and speed of fast-moving objects with greater accuracy than the best radar receiving systems.

### Missy Replenishes 600th

uss *Mississinewa* (AO 144) was servicing an attack carrier task force and units of the Royal Hellenic Navy in the Aegean Sea when *Mauna Loa* (AE 8) came alongside. The encounter was something of an occasion, for *Mauna Loa* was the six hundredth ship to be replenished by *Mississinewa* in one year of Sixth Fleet deployment.

Since she came to the Mediterranean area, *Mississinewa* has been at sea more than 50 per cent of the time and has steamed some 42,000 miles. During this time, she pumped more than 100 million gallons of black oil, jet fuel and avgas.

# THE WORD

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

• **SHORE TOURS CHANGED**—The length of shore duty has been changed for Navymen in some ratings. Most rates affected are modified to provide an average sea tour of 36 months.

The change was based on personnel strength, predicted requirements and other factors bearing on sea/shore rotation.

Further study may result in modifications in the length of shore tours for other rates and for further changes in the length of shore duty for the rates in the current study.

For the time being, however, this is how the picture looks:

Rate	Tour Length	
	Old	New
GMCM, GMCS .....	24	36
GMMC, GMM1 .....	24	36
MTCM, MTCS, MTC, MT1 .....	42	36
MT2 .....	42	24
YNCM, YNCS, YNC, YN1, YN2 .....	48	42
SKCM, SKCS, SKC .....	30	24

The new shore tour lengths become effective for personnel commencing a shore tour on or after 1 Feb 1964 and will be included in a future change to the *Enlisted Transfer Manual* (NavPers 15909A).

• **LEAVE CHANGES**—General policies concerning leave regulations for absences excused as unavoidable are now contained in the *BuPers Manual*. Four new paragraphs were added to article C-6201. Here's what they say:

• Absent over leave — If your absence over leave is excused as unavoidable, it will be considered an "extension" of leave and the entire period is charged to leave.

• Absent without leave—Any unavoidable absence of more than 24 hours' duration is chargeable to leave.

• Absent over liberty — If your absence over liberty exceeds 72 hours the entire period is charged to leave. Absences of 24 hours or less are not charged as leave unless the entire period of absence, including authorized liberty, exceeds 72 hours. If the combined period of liberty and absence is less than 72 hours,

leave is charged commencing with the time you were due back from liberty, providing, of course, the AOL portion exceeds 24 hours.

• Exceptions — Absences in the above situations which are caused by mental incapacity, detention by civilian authorities, or early departure of a ship, are not charged as leave regardless of duration, providing, of course, the absence is excused as unavoidable. Certain other unusual circumstances may occur which result in absences your commanding officer may consider as appropriate exceptions. In such cases details should be forwarded to the Chief of Naval Personnel for a determination.

BuPers Notice 1050 (dated 10 Oct 1963) notes that a memo correction to the *BuPers Manual* should be made by all commands pending receipt of a numbered change.

• **ON LIFE AND LIBERTY**—Navymen who drive too far too fast on overnight and weekend liberty are potential traffic hazards. So the Chief of Naval Personnel has requested that commanding officers review their policies for the control of personnel traveling on liberty outside the general vicinity of their commands.

An analysis of accidents involving death and injury of Navymen on the highways indicates that travel over excessive distances while on liberty is a contributing factor.

The Illinois State Highway Police discovered, for example, that frequently men on weekend liberty are over 1000 miles from their home base, traveling at a high rate of speed to stretch their weekend. These men (mostly young) are found to have been traveling for long hours at high speed; thus they are potential traffic hazards.

In BuPers Notice 1050 of 25 Oct 1963, the Chief of Naval Personnel advises that personnel normally cannot travel any great distance on a round trip on overnight liberty with an adequate degree of safety, or carry out their duties the following

day in an efficient manner even if such travel is luckily performed without incident.

The Notice reminds COs that Art. 1284 of U. S. Navy Regulations, 1948, sets forth the basic regulations governing liberty. Article 1284.6 states that, unless otherwise authorized by the commanding officer, individuals must remain in the general vicinity of their command as prescribed by competent authority. The Notice also points out that BuPers Inst. 5101.2A (Navy Traffic Safety Program for Off-Duty Military Personnel; implementation of), requires commanding officers to "insure personnel understand and comply with current explicit instructions relative to permission to go beyond the specified general vicinity of unit or station and, where appropriate, consider granting adequate leave in lieu of liberty."

The Notice also states that travel by commercial transportation is generally reliable and should be encouraged in lieu of travel by private automobile. However, weather conditions, transportation schedules and similar variables should be considered before granting approval for overnight or weekend travel.

The Notice is directed toward reducing death and injury to Navy personnel.

• **INSTRUCTOR TOURS**—A three-year shore tour has been set for nearly 2200 Regular Navy instructor billets at certain Reserve training facilities. Establishment of the uniform tour does away with the procedure of assigning tour lengths based on standard tours for individual ratings and, in some cases, standard area tours.

Those affected are Regular Navy instructors at Reserve Training Centers, Reserve Training Facilities, and Reserve Electronic Facilities. Those who have tour completion dates of 1 Mar 1964 or later will have their tours recomputed to reflect the change.

Those with insufficient obligated service to complete a three-year tour and still have 12 months' obligation remaining should agree to extend or reenlist.

Details concerning the uniform tour, including instructions regarding various tour completion date categories, were originally announced in BuPers Notice 1306 (30 Sep 1963).

# THE BULLETIN BOARD

## Rates of Travel Per Diem Raised in Certain Cases, Other JTR Changes Cited

The maximum basic travel per diem rate for officers and enlisted men traveling in the continental United States has been increased from \$8 to \$16 per day by Change 130 to the *Joint Travel Regulations* effective 16 Aug 1963. The increased rate is payable in the following situations:

- On the day of departure from and return to the permanent duty station.
- For other days of travel by a mode other than surface common carrier.

The new rate is applicable for the actual travel performed by private vehicle provided that travel by private vehicle has been authorized as more advantageous to the government. When travel by privately owned vehicle has merely been authorized for the convenience of the traveler, per diem is payable for the actual travel not to exceed that payable for travel performed by surface common carrier (\$8 except for the day of departure from and return to the permanent duty station).

There has been no change as to the times that per diem is payable. The maximum daily amount, of course, may not be received if you travel in a group, receive meal tickets or government quarters.

Change 130 also clarified several sections of *Joint Travel Regulations*. Regulations which control shipment of house trailers after retirement, official distance between duty stations and travel to and from active duty for less than 90 days are now more specific.

Navy men entitled to a trailer allowance upon separation are told that movement of trailers must be completed within one year.

The section dealing with dependent transportation was also clarified. A Navy man who becomes eligible for dependent transportation may not move his dependents at government expense until he receives his next permanent change of station orders.

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



"Running the risk of a rebuff, may I assume this to be your first duty station after recruit training?"

## Four Revised, Two New Correspondence Courses Ready

Six new correspondence courses have been issued and are available through the Naval Correspondence Course Center, Scotia, N. Y.

- ECC *Communications Technician (R)* 3 & 2, NavPers 91567.
- ECC *Machine Accountant* 3 & 2, NavPers 91274.
- ECC *Gunner's Mate (G)* 1 & C, NavPers 91357-1 (supersedes NavPers 91356-A and 91357).
- ECC *Lithographer* 3 & 2, NavPers 91471-1 (supersedes NavPers 91472-1A, 91473-1A, 91470 and 91471).
- ECC *Machinist's Mate* 3 & 2, NavPers 91502-2 (supersedes NavPers 91501-B and 91502-1A).
- ECC *Fire Control Technician* 2, NavPers 91340-1 (supersedes NavPers 91340-A).

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



"I guess we'll probably have to reset it."

## If You Pull Rough Duty You Can Blame That NEC You Didn't Check Out

A Navy men's NEC (Navy Enlisted Classification) may not be worth a thousand words, but it does condense a lot of information into a small space.

It is a four-digit summation of a man's special skills in addition to those generally associated with his rating. It encompasses his training in schools and on the job. It is what automatic data processing machines seek when they begin looking for the right man to fill a job which requires something extra.

As you can see, your NECs are extremely important. You may carry two of them. If they are incorrectly listed in your service record, you could:

- Make yourself ineligible for advanced training should the system in which you specialize become updated.
- Make yourself ineligible for special pay (particularly pro pay) because your NEC doesn't adequately reflect your training or capabilities.
- Be assigned to a billet for which you are untrained. If this happens, it is quite possible you and your dependents would be subjected to an unnecessary move simply because you didn't take the trouble to correct an error—perhaps only one number, in your service record.

Let's take, for example, a gunner's mate who has an NEC of 0987. He is a Guided Missile Tracking System Technician for the *Tartar* missile, Mk 11.

Another Gunner's Mate has an NEC of 0997. He is a Guided Missile System Technician for the *Talos* tracking system, Mk 7.

The only thing the two men's jobs have in common is guided missiles. It isn't hard to imagine the difficulty in which either man would find himself if the third number of his NEC were transposed.

Everyone—the Navy, the man and his family and the taxpayer would be the loser. It is even conceivable

that the national security could be irretrievably damaged.

You share the responsibility with your commanding officer of seeing that your NEC is correctly recorded on page four of your service record. A review of your service record is required annually and whenever you change duty stations. Your commanding officer is interested that entries in your record are complete and accurate and he will permit you to review it for that purpose at any convenient time.

Every enlisted Navyman should make it his responsibility to inspect his service record periodically on his own initiative with particular attention to the accuracy of his Report of Beneficiaries, page two, and the NEC recorded on page four.

Every enlisted Navyman should make it his responsibility to inspect his service record periodically, whether or not invited to do so, and take a long hard look at the NECs shown on page four. These should reflect the NECs shown on the latest BuPers Report 1080-14 received by his command.

Think back. If you have had a school or specialized on-the-job training, the chances are your NECs will be something more than four zeroes. An NEC is usually recommended for students when they complete their course. If you are a Navy school graduate, you should make certain your NEC reflects your added capability. You can do this by consulting the *Manual of Navy Enlisted Classifications* (it will be in the NavPers 15105 series).

If you need help, you can get it from your personnel officer. If, after

**All-Navy Cartoon Contest**  
Reese E. Every, YN1, USN



"Aw quit gripin' . . . we got out of inspection."

### Dictionary of American Naval Fighting Ships

The second volume of the *Dictionary of American Naval Fighting Ships* is off the presses, adding some 1800 ships' histories to the thousand-plus given in Volume I.

Volume II covers ships bearing names beginning with the letters "C" through "F". One appendix gives vital statistics on the aircraft carriers and escort aircraft carriers of the U. S. Navy; the second gives the histories of ships that served the Confederate States of America.

When the multi-volumed *Dictionary* is complete, it will contain, in alphabetical order, historical sketches and vital data of all ships that have had commissioned service in the Continental Navy and the United States Navy.

Ships which were named but not commissioned are mentioned in their alphabetical location but, usually, without historical sketches or statistical data. Appendixes will contain statistical data on 20th century ships and esoterica from the Revolution and the Civil War.

The new volume should be of considerable value to those interested in the Navy's ships, past and present. It can be purchased from the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. The price is \$4.25.

you have talked it over, you feel an error has been made in your NECs, you should ask your command to write a letter to the Chief of Naval Personnel giving all the facts.

### Petty Officer's Guide Reaches Fifth Edition

A new edition of the *Petty Officer's Guide* is now available at most Navy Exchanges. This edition, like the one before it, contains excellent information on advancement, rotation, schools, customs and courtesies, leave, liberty, and travel.

A lengthy section on retirement is contained in a new chapter entitled *Useful Information*.

This is the fifth edition of the *Guide*, first published in 1953.

### List of Motion Pictures Available for Distribution to Ships and Overseas Bases

The latest list of 16-mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and bases overseas.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

*A Pair of Briefs* (2403): Comedy Drama; Mary Peach, Michael Craig.  
*El Paso* (2404): Action Drama; John Payne, Gail Russell.

*Red Skies of Montana* (2405): Action Drama; Richard Widmark, Constance Smith.

*King Kong vs. Godzilla* (2406) (C) (WS): Melodrama.

*In the Dog House* (2407): Comedy; Leslie Phillips, Peggy Cummins.

*Carry On Regardless* (2408): Comedy; Sidney James, Joan Sims.

*Dementia 13* (2409): Drama; William Campbell, Luana Anders.

*House of Strangers* (2410): Drama; Edward G. Robinson, Susan Hayward (Re-Issue).

*Manhandled* (2411): Drama; Dorothy Lamour, Sterling Hayden (Re-Issue).

*Tripoli* (2412): Drama; John Payne, Maureen O'Hara (Re-Issue).

*12 O'Clock High* (2413): Drama; Gregory Peck, Dean Jagger.

*Sword of Lancelot* (2414) (C): (WS): Drama; Cornel Wilde, Jean Wallace.

*Wall of Noise* (2415): Drama; Suzanne Pleshette, Ty Hardin.

*No, My Darling Daughter* (2416): Drama; Michael Craig, Juliet Mills.

*Roommates* (2417) (C): Comedy; James Robertson Justice, Leslie Phillips.

*It Had To Be You* (2418): Com-

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



"I had creamed chipped beef on toast for breakfast—and I liked it."

edy; Ginger Rogers, Cornel Wilde (Re-Issue).

*Caribbean* (2419): Action Drama; John Payne, Arlene Dahl (Re-Issue).

*Cheaper By The Dozen* (2420): Drama; Clifton Webb, Jeanne Crain (Re-Issue).

*Jack McCall Desperado* (2421): Drama; George Montgomery, Angela Stevens (Re-Issue).

*The Girl Hunters* (2422) (WS): Melodrama; Mickey Spillane, Shirley Eaton.

*Savage Sam* (2423) (C): Melodrama; Brian Keith, Tommy Kirk.

*Mouse On The Moon* (2424) (C): Comedy; Margaret Rutherford, Terry Thomas.

*Brushfire* (2425): Suspense Drama; John Ireland, Jo Morrow.

*The President's Lady* (2426): Drama; Charlton Heston, Susan Hayward.

*Broken Arrow* (2427): Action Drama; James Stewart, Debra Paget (Re-Issue).

*Vice Squad* (2428): Drama; Edward G. Robinson, Paulette Goddard (Re-Issue).

*Shoot First* (2429): Drama; Joel McCrea, Evelyn Keyes (Re-Issue).

*Ben-Hur* (2430) (C) (WS): Biblical Drama; Charlton Heston, Haya Harareet.

*A Ticklish Affair* (2431) (C) (WS): Comedy; Shirley Jones, Gig Young.

*Maniac* (2432) (WS): Mystery Drama; Kerwin Mathews, Nadia Gray.

*The Castilian* (2433) (C): Melodrama; Caesar Romero, Frankie Avalon.

*The Flying Missile* (2434): Drama; Glenn Ford, Viveca Lindfors (Re-Issue).

*A Woman of Distinction* (2435): Comedy; Ray Milland, Rosalind Russell (Re-Issue).

*Stage to Tucson* (2436): Action Drama; Rod Cameron, Kay Buckley (Re-Issue).

*The Walking Hills* (2437): Action Drama; Randolph Scott, Ella Raines (Re-Issue).

*The Flying Musketeers (Part 1)* (2438) (C) (WS): Action Drama; Mylene Demongeot, Gerard Barry.

*Wives and Lovers* (2439): Comedy; Janet Leigh, Van Johnson.

*Johnny Cool* (2440): Melodrama; Henry Silva, Elizabeth Montgomery.

*Hey, Let's Twist* (2441): Musical

Comedy; Joey Dee and the Starlights, JoAnn Campbell.

*The Crusades* (2442): Drama; Loretta Young, Ian Keith (Re-Issue).

*Panic in the Street* (2443): Drama; Richard Widmark, Barbara Bel Geddes (Re-Issue).

*The Swordsman* (2444): Drama; Larry Parks, Ellen Drew (Re-Issue).

*California Conquest* (2445): Drama; Cornel Wilde.

### General Military Training Replaces I and E Program

The Information and Education Program, after 20 years, has been discontinued. Correspondence courses, both USAFI and Navy Training Courses, are still available but must now be ordered through the Educational Services Officer.

The information portion of the old I and E program has been expanded and will be known as general mili-

tary training. General military training is in-service training dealing with military subjects and includes: customs, courtesies and traditions of the Navy, American traditions and heritage, aggressive forces, area orientation, national policy, personal affairs and naval leadership.

General military training is considered to be an integral part of naval leadership development and will be administered through the military chain of command.

*The United States Navy Manual for Leadership Support*, a revised edition of the present leadership manual, will soon be distributed. The manual will include general military training material and references as it applies to the broadened field of Naval leadership development. Article D-2103 of the *BuPers Manual and the I and E Quarterly Report* are also being revised to conform to the new regulations.

## HOW DID IT START

### Sailing Ship Still A Part of Navy Seal

In the 1700s everyone who was anyone used a seal to stamp official documents and, probably, letters home. Not satisfied with a single seal, royalty and some officials used two, three or four stamps—sometimes even a secret one.

Thus, when the Board of Admiralty was appointed during the Revolutionary War, haste was made to procure such a device. The Continental Congress approved the first Navy seal in 1780—two years before the first U.S. seal was adopted. The Navy design included thirteen stars, six white stripes, seven red stripes and a three-masted sailing ship.

The Admiralty stamp was short-lived, as was the Board of Admiralty.

When the Navy Department was established in 1798 a new design (origin unknown) was adopted to stamp commissions and other official documents. It featured an eagle behind an anchor with a partially obscured sailing ship in the background.

Because the design was not standardized by legislation, it changed through the years. The biggest change came in 1850 when another seal, also unofficial, appeared. The 1850 version greatly resembles the one now in use.

Through the years the posture of the eagle, the anchor, and the appearance of the ship in the background have varied. The variations, however, were minor, and the basic 1850 design remained in use.

At the turn of the century there was still no officially sanctioned Navy seal, though the ones in use had become fairly standardized. Then, beginning in 1926, Navy Department officials began to advocate a standard stamp.

But it was 31 years later, in 1957, before the President signed Executive Order 10736 and legalized the present design. Today it consists of an eagle perched on one fluke of a Luce-type anchor with a three-masted sailing ship in the rear.

The sailing ship flies a commissioning pennant atop the foremast, the U.S. national ensign on the main, and a commodore's flag atop the mizzen.



## Pointers for You on the Registration of Births Overseas

IN THE COURSE of your Navy career chances are that your family will accompany you to a foreign duty station. And families being what they are, you may have a child born in some exotic place such as Japan or Morocco.

When this happens a few facts concerning registration of your infant may help you (and him) avoid red tape when you are called on to prove his citizenship at a later date.

If your child is born in an armed forces medical facility the procedure is relatively simple, since a large part of the paperwork will be handled by the hospital. It is, however, up to you to follow through and see that you have the proper documents when needed.

Within 24 hours after your child is born a designated officer of the armed forces medical facility will report the birth to the district U. S. consular office. (This reporting deadline may be extended as much as 10 days in unusual circumstances.)

The officer will then prepare Department of State Form FS-240 (*Report of Birth Abroad of a Citizen of the United States*), which must be signed by either you or your wife, provided you are both U. S. citizens. For your information, this form, when signed, is sworn evidence that you and/or your wife, are, in fact, U. S. citizens.

If your wife is not a U. S. citizen, then you must sign the FS-240. If you are not available or if there is any question of your citizenship status, you will be advised to contact the consular office as soon as possible.

If for any reason the FS-240 is not filled out properly, or if the information is not available in the manner provided by regulations, the form will be forwarded to the consular office. You will then be advised to visit the office and show proof of marriage and citizenship.

A Certification of Birth will be issued free of charge when the FS-240 is executed by the consular office. This certification will suffice for the child's school entrance, work permits, etc. At your request, you can receive a copy of the FS-240 as well, for a charge of \$1.50.

Additional copies of the FS-240 or Certification of Birth may be obtained at any later date from the Authentication Officer, Department of State, Washington 25, D. C. The fee is \$2.50 for one copy and \$1.60 for each additional copy.

Technically it makes no difference whether your child is born in a military or civilian hospital. However, if your child is born in a civilian hospital overseas you must handle the paperwork yourself. Here's how:

- Obtain several copies of the child's birth certificate (if the country issues birth certificates). (If you can't get a birth certificate or if you've lost the original, obtain a certified copy of the child's baptismal certificate. This will usually be recognized as a legitimate substitute.)

- Go to the nearest American consulate and register the child's birth. Request a Consular Report of Birth (the FS-240) and a certificate of birth (Department of State form FS-545). Citizenship papers are not necessary, since the certificate of birth (FS-545) is proof of citizenship.

- When you return to the United States, file Department of Justice Form N-600 (Application for Certificate of Citizenship) with the Immigration and Naturalization Service, which will issue that certificate after verifying the facts.

Not all overseas areas come under the Department of Defense birth registration procedure, outlined above. At present there are six overseas areas in which the registration procedure for children born to Navy families is not covered. These are: American Samoa, the Canal Zone, Trust Territories, Guam, Puerto Rico and the Virgin Islands.

These areas are either under U. S. sovereignty or are under exclusive U. S. jurisdiction and authority. Certification of birth in these territories follows local procedure in the same manner as in case of birth within a state. Birth certificates are obtained through special offices of the Vital Statistics Division, Public Health Service, Department of Health, Education and Welfare—or through local government offices.

### 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 and BuPers Notices 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 complete details before taking action.

#### Alnavs

No. 40—Ordered ships to destroy certain foodstuffs which may be contaminated.

No. 41—Required that, until cer-

tain decisions are resolved by the Comptroller General, the family separation allowance would not be paid under some conditions.

No. 42—Ordered all colors throughout the Naval Establishment to be half-masted in mourning for the President until further notice.

No. 43—Announced the death of the President and, by direction of the Secretary of Defense, ordered that colors be displayed at half-mast for 30 days and that the services carry out such other observances as their regulations provide.

No. 44—November 25 was designated by the President as a national day of mourning.

No. 45—Relayed, through the Secretary of Defense, a message from President Johnson to the Armed Forces.

No. 46—Conveyed a message of greeting to all hands in the Navy and Marine Corps from the new Secretary of the Navy.

No. 47—Discussed revisions in the Family Separation Allowance.

No. 48—Announced activation of the Naval Material Support Establishment.

No. 49—Expressed to the Naval Establishment the policy to be followed in connection with the observance of the period of mourning for the late President Kennedy.

### Instructions

No. 1020.12—Discusses the possibility of placing E-5 and E-6 petty officers in service dress uniforms similar to the type worn by U. S. Navy petty officers and commissioned officers.

No. 1120.35 — Provides in one source the eligibility requirements for officer candidate programs leading to commissioned grade in the Naval Reserve.

No. 1306.73—Provides certain personnel with reassignment options as an incentive to encourage reenlistment on board present duty stations.

No. 1430.14—Describes a procedure whereby certain Class "A" school graduates who stand in the upper range of their class and who extend their initial enlistments to at least six years may be advanced to pay grade E-4 without competing in a Navy-wide advancement examination.

No. 1640.5D—Announced criteria for designation of the place of confinement by courts-martial.

No. 1740.3—Provides information concerning the availability of publications of interest to persons retiring, transferring to Fleet Reserve or being involuntarily released from active duty.

### Notices

No. 1050 (10 October)—Advised of an advance change to Article C-6201, *BuPers Manual*, concerning leave policy.

No. 1412 (24 October) — Announced the Naval Reserve officer promotion zones and the convening of boards for the selection of eligible Naval Reserve line and staff corps officers on inactive duty, TAR officers on active duty and women Naval Reserve officers on active and inactive duty for promotion for fiscal year 1964.

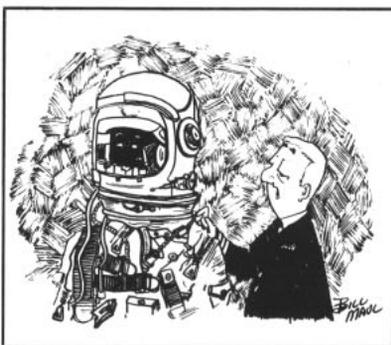
No. 1080 (29 October)—Provided for improved accountability of transient USN enlisted personnel.

No. 1430 (1 November)—Listed the names of those who will be advanced in rating to Senior and Master Chief Petty Officer in accordance with BuPers Inst. P1430.7D.

No. 1306 (4 November) — Announced new normal shore tour lengths for certain personnel commencing normal shore tours on or after 1 Feb 1964.

No. 1440 (6 November) — Out-

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



"Al . . . hey, Al . . . Al, you in there, kid? . . . Al?"

lined procedures for making changes in rating of enlisted women in the Communications Technician rating.

No. 1418 (27 November) — Announced the schedule for Navy-wide examinations for enlisted personnel to be held in February 1964 and called attention to pertinent informa-

tion regarding advancements in rating.

No. 1520 (27 November) — Invited applications from Supply Corps officers for assignment to the Subsistence Technology Course and the Transportation Management Course for the summer of 1964 and the January 1965 sessions.

### Applicants Anonymous

When you order an enlisted naval correspondence course that is to be administered by your command be sure you enter your command's name and address on the application blank. The Naval Correspondence Course Center reports it is unable to deliver many courses because applicants failed to fill in this required information.

The Enlisted Correspondence Course Application (Form NavPers 231) should be checked by both applicant and endorser before mailing.

## WHAT'S IN A NAME

### Nomad Settles Down at Norfolk

A 12-ton aluminum buoy, located in front of the Fleet Weather Facility at NAS Norfolk, aroused considerable curiosity until it was identified by Navy meteorologists as a weather buoy.

The new buoy is a *Nomad* (for Navy Oceanographic/Meteorological Automatic Device) and represents the culmination of 12 years of research and development by the National Bureau of Standards for the Bureau of Naval Weapons.

It can be anchored at sea and will provide a fully automatic, comprehensive view of

ing tested, it was anchored in depths up to 12,000 feet in the center of the Gulf of Mexico. Through the worst of weather, *Nomad* maintained its position and continuously reported wind, sea and other weather conditions even during the fierce battering given it by a hurricane.

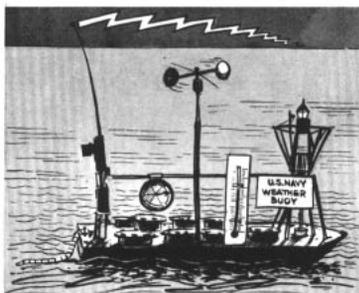
The *Nomad* buoy usually transmits on a six-hour schedule. However, if the wind increases to speeds of over 21 knots, it puts itself on an hourly schedule. It sends out information on atmospheric pressure, air and sea water temperatures, and wind direction and speed.

Temperatures 1000 feet below the surface of the sea have been measured and transmitted experimentally to shore stations.

The buoy is non-magnetic and its transmitter produces a maximum of 5000 watts, giving it a range of 1000 miles by day and 2000 miles at night. The power system consists of batteries which are supplemented by wind generators. These two sources provide sufficient power for six to nine months of operation.

*Nomad* is now in the production stage with seven stations being delivered to the Navy.

The Fleet Weather Facility at Norfolk received one of the first production models. Information received by Norfolk's buoy will be made available to all meteorological services.



weather and oceanographic information from wherever it is located.

It is the first production model of a network of automatic weather stations which will increase man's ability to forecast meteorological and oceanographic data.

While the original research buoy was be-

## Laws and Regulations Pertaining to Retirement of Officers

IN the article on retirement published in last month's rights and benefits issue of ALL HANDS, officers were advised to study the laws and regulations pertaining to retirement and to their own particular circumstances.

We had hoped to include a list of such laws and

regulations to assist officers in their quest for information. Unfortunately, because of space limitations, this was not possible. Working on the premise, however, that it is better to be late than not at all, we are including the list here and now.

Years Active Service	Law	Applicable to
40 or more	10 USC 6321	Officers of the Regular Navy holding a permanent appointment in the grade of warrant officer, W-1, or above.
30 or more	10 USC 6322	Officers of the Regular Navy holding a permanent appointment in the grade of warrant officer, W-1, or above.
30 or more	10 USC 6326	Enlisted men, including members who hold a permanent enlisted grade and are serving under a temporary appointment in the grade of warrant officer, W-1, or above.
More than 20, at least 10 of which have been commissioned service (Warrant officer, W-2, or above).	10 USC 6323	Officers serving in the grade of commissioned warrant officer, W-2, or above, including those who hold a permanent enlisted grade, and are serving under a temporary appointment as a commissioned WO, W-2; or above.
20 or more	10 USC 1293	Warrant officers, W-1, or above, including permanent warrant officers serving under a temporary appointment in the grade of ensign or above, and also including those who hold a permanent enlisted grade and are serving under a temporary appointment in a warrant, W-1, grade or above.

**Note:** A permanent warrant officer (W-1 or above), who retires while serving under a temporary appointment in the grade of ensign or above, will be retired in his permanent warrant grade and, after his retirement, will be advanced on the Retired List to the highest grade in which he served satisfactorily, as determined by SecNav. His retirement pay, however, will be computed on the basic pay of his warrant grade or on the basic pay of the grade to which advanced, whichever provides the higher retired pay.

### Statutory Age and/or Service Retirement Male Officers (Other than Warrant Officers)

Law	Applicable to	Requirement
10 USC 6390	Permanent regular officers	Each officer below the grade of FADM will be retired on the first day of the month following the date on which he attains age 62. The President may defer the retirement of any such officer for as long as he considers advisable, subject to the following conditions: (a) the retirement of any such officer may not be deferred beyond the date he reaches age 64, and (b) not more than 10 officers whose retirement is so deferred may be on active duty at any one time.
10 USC 6371 (For RADM, unrestricted line);	Permanent regular officers	Each RADM of the unrestricted line, if not selected for continuation on the active list after 35 years' total commissioned service with five years in grade, will be retired on the first day of July immediately following the fiscal year in which he failed of selection for continuation.
10 USC 6372 (For RADM, restricted line and staff corps).	Permanent regular officers	Each RADM of the restricted line or of the staff corps, if not recommended for retention on the active list after 35 years' total commissioned service with seven years in grade, will be retired on the first day of July immediately following the fiscal year in which he failed of retention.
Act of 11 Aug 1959 (Public Law 86-1551) The "Hump" bill.	Permanent regular officers (except officers of the Medical Corps, Dental Corps, Medical Service Corps, or Nurse Corps, during the effective period of the Act of 27 Jun 1957, PL 85-62, and LDO officers).	An officer who is considered by a continuation board convened under this act and who fails of continuation on the active list, shall, unless sooner selected for promotion, be retired on the first day of July immediately following the fiscal year in which the report of the board is approved, or on the first day of July following the fiscal year in which he completes 20 years' total commissioned service, whichever is later, and will thereafter be considered for all purposes as having been retired upon own application under the provisions of 10 USC 6323. If the report of the board is approved less than six months before the end of the fiscal year, the retirement of the officer will be deferred until the first day of the seventh month following the month in which the report of the board is approved. Retired pay may not be less than 50 per cent of the basic pay upon which the computation of retired pay is based. An officer who has once been recommended for continuation will not thereafter be considered by a continuation board convened under this Act, but will be subject to applicable statutory retirement law as hereafter outlined.

Law	Applicable to	Requirement
10 USC 6376 (For CAPT, unrestricted line);	Permanent regular officers	Each captain of the unrestricted line will be retired on the first day of July immediately following the fiscal year in which he completes: (1) 30 years' total commissioned service, if not on a promotion list and if considered as having twice failed of selection to flag grade; or (2) 31 years' total commissioned service, if not on a promotion list.
10 USC 6377 (For CAPT, restricted line and staff corps).	Permanent regular officers	Each captain of the restricted line, if not on a promotion list and if not selected for continuation on the active list, will be retired on the first day of July immediately following the fiscal year in which the officer completes 31 years' total commissioned service. Each captain of the staff corps, if not on a promotion list and if not selected for continuation on the active list, will be retired on the first day of July immediately following the fiscal year in which he completes: (1) 30 years' total commissioned service and if considered as having twice failed of selection for promotion to flag rank; or (2) 31 years' total commissioned service.
10 USC 6379	Permanent regular officers (except LDO officers).	Each CDR, if not on a promotion list and if considered as having twice failed of selection for promotion to the grade of captain, will be retired on the first day of July immediately following the fiscal year in which he completes 26 years' total commissioned service.
10 USC 6380	Permanent regular officers (except LDO officers).	Each LCDR, if not on a promotion list and if considered as having twice failed of selection for promotion to the grade of commander, will be retired on the first day of July following the fiscal year in which he completes 20 years' total commissioned service.
10 USC 6383	LDO officers.	Each officer will be retired on the first day of the second month following the month in which he completes 30 years' active naval service, exclusive of active duty for training. Each LCDR will be retired on the first day of July immediately following the fiscal year in which the officer is considered as having failed of selection for promotion to commander for the second time. If any such officer had the permanent status of a warrant officer when first appointed LDO, he has the option, instead of being retired, of reverting to the grade and status he would hold if he had not been so appointed. If any such officer had a permanent grade below the grade of warrant officer, W-1, when first so appointed, he has the option, instead of being retired, of reverting to the grade and status he would hold if he had not been so appointed but had instead been appointed a warrant officer, W-1.

#### Nurse Corps Officers

10 USC 6377	Permanent regular officers	Each CAPT, if not selected for continuation on the active list, will be retired on the first day of July immediately following the fiscal year in which the officer attains age 55 or completes 30 years' active commissioned service as computed under 10 USC 6388, whichever is earlier. Each CDR, if not on a promotion list and if not selected for continuation on the active list, will be retired on the first day of July immediately following the fiscal year in which she attains age 55 or completes 30 years' active service as computed under 10 USC 6388, whichever is earlier.
10 USC 6396	Permanent regular officers	Each LCDR will be retired on the first day of July immediately following the fiscal year in which she attains age 55 or completes 30 years' service computed under 10 USC 6388, whichever is earlier. Each officer serving in a grade below LCDR will be retired on the first day of July immediately following the fiscal year in which she attains age 50 or completes 20 years' service computed under 10 USC 6388, whichever is later.

#### Women Officers (other than Nurse Corps and Women Warrant Officers)

Note: Women officers of the Medical, Dental or Medical Service Corps appointed under laws other than the Act of 12 Jun 1948, or under 10 USC 5590, are governed by the same retirement laws as are male commissioned officers of the Medical, Dental, and Medical Service Corps of the Regular Navy.

Law	Applicable to	Requirement
10 USC 6398	Permanent regular officers	Each officer who holds a permanent appointment in the grade of commander will be retired on the first day of the month following the date on which she attains age 55 or completes 30 years' active commissioned service in the Navy or Marine Corps, including Reserve components thereof, whichever is earlier.

**Women Officers Cont.**

Law	Applicable to	Requirement
10 USC 6399	Permanent regular officers	Each officer who holds a permanent appointment in a grade below commander will be retired on the first day of the month following the date on which she attains age 50. This section does not apply to any officer in the grade of LCDR who is on a promotion list for promotion to the grade of commander, or to any officer while serving as Assistant to the Chief of Naval Personnel with the rank of captain.
10 USC 6400	Permanent regular officers	Each officer who holds a permanent appointment in the grade of LCDR will be retired on the first day of July immediately following the fiscal year in which the officer is not on a promotion list and has completed 20 years' active commissioned service in the Navy or Marine Corps, including the Reserve components thereof.

**Warrant Officers**

10 USC 1263, and section 46(a) of the Act of 10 Aug 1956 (70A Stat. 638).	Permanent warrant officers (male).	Each warrant officer who, having completed not less than 20 years' active service, has attained age 62, will be retired on the first day of the month following the date that is 60 days after the date on which he attains that age. The separation of any warrant officer who, on 1 Nov 1954, was a permanent warrant officer, and who upon attaining age 62 has completed less than 20 years' active service, may be deferred by SecNav until he completes 20 years' active service, but not later than the date which is 60 days after the date on which he reaches age 64.
10 USC 1255, and section 46(b) of the Act of 10 Aug 1956 (70A Stat. 638).	Permanent warrant officers. (female).	Each warrant officer who, having completed not less than 20 years of active service, has attained age 55, will be retired on the first day of the month following the date that is 60 days after the date on which she reaches that age. The separation of any warrant officer, who on 1 Nov 1954 was a permanent warrant officer, and who upon reaching age 55 has completed less than 20 years' active service, may be deferred by SecNav until she completes 20 years' active service, but not later than the date which is 60 days after the date on which she reaches age 60.
10 USC 564; 1305	Permanent warrant officers	<p>(a) 30 years' service. Each warrant officer who has not been selected for continuation will be retired on the first day of the month following the 60th day from the date of completion of 30 years' active service. Any WO recommended by a board of officers, and at the discretion of SecNav may, upon completion of 30 years' active service, be continued on active duty with his own consent, but not beyond the date which is 60 days after the date he attains age 62.</p> <p>(b) More than 18, but less than 20 years' service. Each warrant officer who has twice failed of selection for promotion to the next higher permanent warrant officer grade will be retained on active duty and be retired on the first day of the month following the 60th day from the date of completion of 20 years' active service, if he has not by that time been selected for promotion to the next higher grade.</p> <p>(c) More than 20 years' service. Each WO who has completed 20 years' active service on the date he has twice failed of selection will be retired on the first day of the month following the 60th day from the date of his second failure of selection.</p> <p>(d) Retirement under (b) or (c) above may, at the discretion of SecNav, be deferred in the case of a WO serving on active duty as a commissioned officer who elects to continue to so serve, until such date as SecNav may prescribe.</p>

**You'll Live Longer, Happier, If You Install Those Belts**

Almost everyone agrees that seat belts are a good idea, but there are still many Navymen who have not yet equipped their cars with them.

Last year, for example, there were more than 5000 persons killed in automobile accidents who might be alive today had they used this simple protection.

A seat belt can prevent passengers and drivers from being pitched out

of a car when a collision forces doors open.

The use of seat belts is as important at low speeds as it is at high speeds. More than half of the more serious accidents occur at speeds of less than 40 miles an hour. Cars in traffic are sometime subjected to sudden stops which can throw children forward and result in their injury.

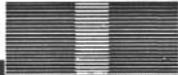
In the front seat, belts used by passengers reduce the danger of being hurled against the windshield

or the dashboard in an accident, and keep the driver in place while the car is in trouble, thus giving him a better chance to maintain control.

A study made by Cornell University of actual crashes showed that people wearing seat belts suffered 35 per cent fewer serious and fatal injuries than people without them.

If the thinking Navyman computes the odds on his surviving a crash without serious injury, he will go out and buy car seat belts now.

# DECORATIONS & CITATIONS



## DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ MCDONALD, David L., ADM, USN, for service as Commander, U. S. Sixth Fleet from 13 Jul 1961 to 18 Mar 1963. Throughout this period of crises, ADM (then VADM) McDonald maintained the Sixth Fleet at a high peak of combat readiness at all times in supporting the maritime and naval objectives of the North Atlantic Treaty Organization. By personal direction and guidance he markedly improved the ability of surface, submarine, air, and Marine combat units to perform a wide variety of complex combat tactics in both nuclear and non-nuclear warfare. His personal diplomacy as commander of a powerful naval unit dealing with foreign military and governmental officials was outstanding in exemplifying the peaceful uses of force in critical situations.

★ SIDES, John H., ADM, USN, for service from August 1960 to September 1963 as Commander in Chief, U. S. Pacific Fleet. ADM Sides maintained his forces at a high degree of combat readiness, making a marked contribution toward the deterrence of aggression in the Pacific area. Under his leadership, Pacific Fleet Forces have responded with alacrity and efficiency during the recurring international crises, including the renewal of internal dissension and civil war in Laos, contingency operations in Thailand and Vietnam, and continuing tension in the Taiwan Strait. ADM Sides' penetrating analysis of the basic problems involved, his logical determination of the proper course to follow, and his enlightened supervision of ensuing actions, insured a positive and timely response to these emergencies.

★ BEAKLEY, Wallace M., VADM, USN, for service in duties of great responsibility during the period September 1961 to August 1963 as Deputy Commander in Chief, U. S. Atlantic Fleet and Chief of Staff and Aide to the Commander in Chief, Atlantic, the Commander in Chief, U. S. Atlantic Fleet, and the Commander in Chief, Western Atlantic.

Through his comprehensive grasp of international relations and his keen understanding of strategic concepts, VADM Beakley rendered invaluable assistance to the Commander in Chief, Atlantic, during the continuing crises of this period. As Deputy Commander in Chief, U. S. Atlantic Fleet, during the Dominican crisis of 1961, the Cuban crisis of 1962, and the Haitian crisis of 1963, he assured the readiness of the U. S. Atlantic Fleet to support United States aims and strategies. He performed a monumental task in successfully preparing and deploying the Atlantic Fleet during the Cuban crisis with a minimum reduction of U. S. Naval posture in other important areas of the Atlantic Command.



## LEGION OF MERIT

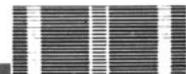
"For exceptionally meritorious conduct in the performance of outstanding service to the Government of the United States . . ."

★ O'BEIRNE, Frank, VADM, USN, for service during the period 30 Sep 1960 to 30 Sep 1963 as Commander Naval Air Force, U. S. Atlantic Fleet. During this period, VADM O'Beirne skillfully organized, trained, equipped and deployed the aircraft, ships and personnel of his command, making a most significant contribution to the United States military posture during the Cuban crisis of 1962. Exercising keen insight and a meticulous attention to operational requirements and the personnel needs of his command, he introduced the U. S. Navy's first nuclear-powered aircraft carrier and five new types of operational aircraft into the Atlantic Fleet while simultaneously reducing the aircraft accident rate and increasing over-all efficiency. Under his excellent leadership, re-enlistment rates increased by 67 per cent, establishing a new record.

★ KURTZ, Thomas R., Jr., RADM, USN, for service while serving consecutively as Assistant Director for Production of the National Security Agency, and as Director, U. S. Naval Security Group, from August 1958 to 23 Aug 1963. His accomplishments, most of which are highly classified, have resulted in vital and continuing improvements in the cryptologic field. In directing the Naval

Security Group, RADM Kurtz exhibited keen judgment, foresight, and knowledge which contributed significantly to the operations of the Navy, and to the National Defense effort.

★ DEAN, Jack G., CAPT, SC, USN, for services during the period September 1962 to August 1963 while serving as Commanding Officer, Naval Supply Depot, Newport, R. I. CAPT Dean conceived and implemented the self-service concept for the issue of high-volume, low-cost general stores items and common repair parts, known today as SERVMART. Through this accomplishment, he has been instrumental in effecting savings to the Government of approximately \$100,000 per month, in addition to untold savings in man-hours. SERVMART was such a huge success at NSD Newport, that it has been adopted at the three major continental supply centers and the Naval Shipyard, Charleston, with over-all systems savings estimated at \$6,000,000 per year. Utilizing automatic data processing, CAPT Dean conceived a new method for processing stores received which has resulted in the material being available for issue to the Fleet in two to three working days in lieu of 14 days under previous procedures.



## DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ ELLIS, Frank K., LT, USN, for heroism during aerial flight on the afternoon of 11 Jul 1962 while serving with Aircraft Ferry Squadron 32 (VR(F)-32), NAS, North Island, San Diego, Calif. Experiencing a failure of the elevator trim system of his jet aircraft while on a landing approach to NAS, Point Mugu, Calif., LT Ellis elected to remain with his plane long enough to avoid crashing into an on-base housing area which was situated directly in his projected flight path. Guiding his almost uncontrollable aircraft away from this populated section he finally ejected at an extremely low altitude, a moment before the plane crashed into an open field. Although sustaining serious injuries, LT Ellis, by his selfless and decisive action, undoubtedly prevented loss of life and property in housing area.

# TAFFRAIL TALK

**G**ERALD ZINSER, now of Winter Park, Fla., was a petty officer in PT 109 serving under John F. Kennedy during World War II. He figures in an incident that occurred during the ceremonies for the late President, which points up the close association of PT sailors and their families.

When Zinser heard of the President's death, he immediately determined to attend the funeral. Thousands of other people, of course, had the same idea, and most of them far outranked Zinser, who is now a postal employee.

Friends of the PT boat Navyman got in touch with his Congressman who, in turn, got in touch with the Navy. Responsible officials promised to do all they could.

They did quite a bit. The Navy met Zinser at the airport, and furnished him with transportation—a car and a driver. He was taken to the Capitol and paid his respects to his former skipper at the late President's bier.

Meanwhile, the word had been passed at the White House, and Mrs. Kennedy took time from her infinite duties to request that Zinser be provided a family ticket for the church services.

It was a small incident among the hundreds that happened at this tragic time, but it leaves a warm feeling for the consideration shown by Mrs. Kennedy to a former shipmate of the late President.

★ ★ ★

The impact of President Kennedy's death on people all over the world was similar to that felt by citizens of the United States. Here are some samples witnessed by Navy men in the Far East:

Minutes after the tragedy, a Navyman on leave in a remote village of Japan was approached on the street by an elderly woman who spoke no English. A fellow Japanese translated her words of sympathy to the American sailor and added his own.

In Hiroshima, U. S. sailors watched, then joined, students from Universities and colleges in and around the city as they stopped to pray for the American President.

The mayor of Iwakuni conveyed the sympathy of the city's people to the commander of the Marine Corps Air Station there and Japanese priests offered a requiem mass for the President.

In the chapel at Kamiseya's naval station, flowers decorated the altar during a memorial service for the President. These were the silent tribute of the Japanese employees who worked at the station.

★ ★ ★

Struck down at the same time as John F. Kennedy was John Connally, who was Secretary of the Navy during 1961. Seriously injured by the assassin's bullets, he is now on the mend. Navy men throughout the Fleet extend to their former SecNav and former shipmate (he was a Naval Reserve officer in World War II) wishes for a complete and speedy recovery.

*The All Hands Staff*

## The United States Navy

### Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

### We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

### The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

**ALL HANDS** The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. The issuance of this publication was approved by the Secretary of the Navy on 27 June 1961. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor. DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required. The Bureau should also be advised if the full number of copies is not received regularly.

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

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

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● AT RIGHT: IN MEMORIAM—National ensigns throughout the Fleet flew at half-mast for 30 days in memorial to the late President John F. Kennedy. Shown here is the ensign aboard nuclear aircraft carrier USS Enterprise (CVAN 65).



a tribute to  
**DEDICATION TO DUTY**



**In WAR and PEACE**

