

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



in this issue
**THE MAKING OF
A NAVAL AVIATOR**

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

MAY 1964





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MAY 1964

Nav-Pers-O

NUMBER 568

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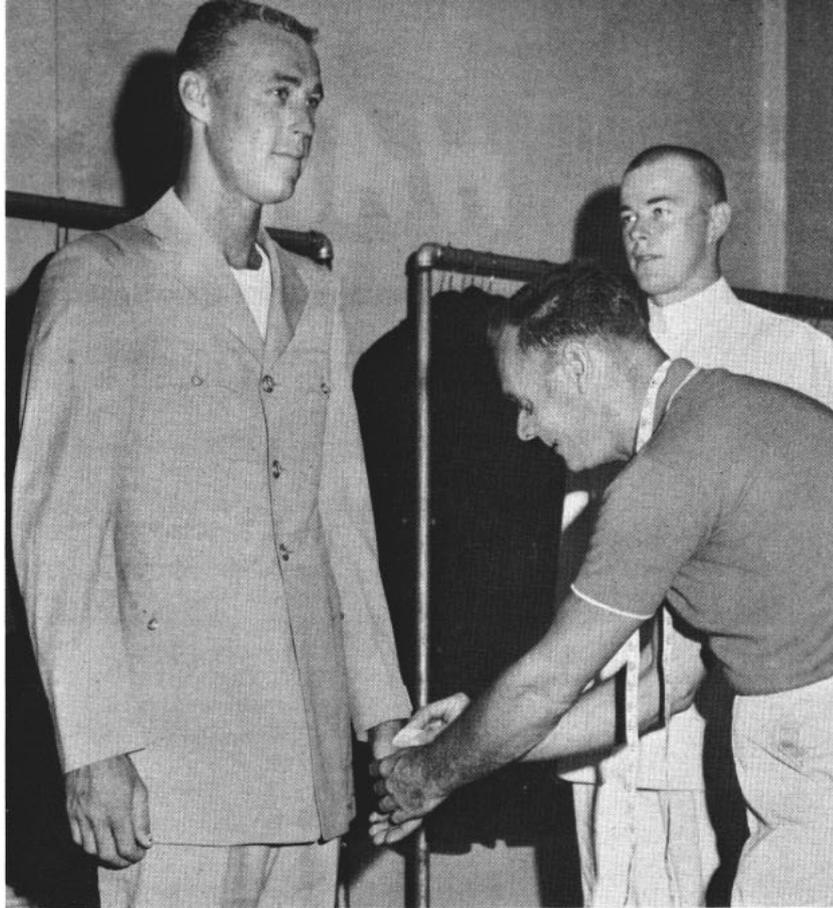
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● **FRONT COVER: EVENING SCENE** — Long shadows trace patterns across carrier's flight deck as an A-4B Skyhawk taxis out of its deck spot and makes ready for a pre-dusk launching during air operations in the Pacific.

● **INSIDE FRONT: ONE AND ONLY** — Roseann Parent, SA, USNR, became a member of Surface Division 1-13 at U. S. Naval Reserve Training Center, Fall River, Mass., and found she had 157 shipmates—all male. By the looks on their faces, everybody seems happy. More Waves are planning to join the drilling unit of the Navy's civilian component, training in administrative billets.

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



PENSACOLA PRE-FLIGHT

SUITS ME — NavCad is fitted to uniform after entering pre-flight.

an officer's uniform, complete except for the gold ensign's band on the sleeve. The gold braid he must earn on his own.

IT WOULD SEEM logical that pilot training should be conducted in the air. But the flight students, eager for their first ride in a Navy plane, soon learn patience. There is a saying at pre-flight school, "The feel of a desk precedes the feel of a cockpit." During the first 17 weeks, students conduct their studies on the ground.

There are two reasons for this. In the first place, aviators are primarily officers: Pre-flight is an officer candidate school tailored especially for the aviation officer. Second, the training command long ago learned that hours of study pay dividends in the air.

Pre-flight students fall into several categories. The AOC, aviation officer candidate, is a college graduate

The Making of a Naval

INDOC IS A RED brick building with a large white southern-style porch. Surrounded by shrubbery, it stands across the street from the Acey-Deucey Club at NAS Pensacola. A sign over each door plainly states that visitors are not welcome.

This is where the prospective naval aviator begins to learn his trade.

Students arrive on Wednesdays: College boys in civvies with cocky grins. They make the classic mistakes. Some bring golf clubs, extra civilian clothes, or electric razors. Occasionally one of the new Navy-men will ask his parents or friends to wait outside while he "goes in to look around." But it can be a long wait. Cadets cross the Indoc quarterdeck only once.

Some students are a little quieter than average. They are usually enlisted men who come into the flight school from Fleet duty. They're not quite sure what to expect either, but experience tells them it'll be no picnic.

Training begins immediately. Before he has a chance to orient himself, the student receives an explicit

explanation of the command "attention." If he's unlucky, he may also learn that the railroad tracks on the tall Marine's collar mean captain, and that captains rate a brace and, when addressed, a "sir" tacked onto every sentence.

It's going to be a rough 10 days. Indoc is boot camp, condensed to a week and a half, with very little left out. Unofficially it's known as the shock treatment.

The stress on discipline during the Indoc periods, however, is far from senseless hazing. The no-nonsense attitude acquired by the student during the first 10 days of training will probably be his most important asset throughout the 18 months of flight school, not to mention his entire career as an aviator.

After completing indoctrination, the student is ready to go on to the school of pre-flight which, like Indoc, is a part of the Naval Air Basic Training Command. By this time, the man's memories of civilian life have become hazy recollections of a distant world. His civvies have been sent home and he has been issued

who will receive his commission at the completion of pre-flight school. The NavCads and MarCads, on the other hand, are Navy-men and Marines who have completed at least two years of college and who will receive their commissions when they are designated naval aviators. In addition, commissioned officers who have been chosen from the Fleet undergo a shortened curriculum at pre-flight before beginning airborne flight training.

Pre-flight school, which includes indoctrination, is a long 16 weeks. After Indoc, the flight students move into one of the three battalion buildings and stow their gear. Reveille comes at 0515; the first classes about 0700. Knock off ship's work is at 1605 and is followed, after evening chow, by a two-hour enforced study period. Taps is at 2130.

BEFORE GRADUATING from pre-flight, the students must complete about 450 class hours. Because this allows little time for haphazard study habits, among the first classes are lessons on study skills, designed to

teach the principles of rapid reading and comprehension.

Math and physics, the major part of aviation science studies, are considered by most students as the largest pre-flight hurdle. Although a student with only an eighth-grade background can, in theory, complete the math course with special help, it's not easy. As for physics, the students receive lectures on force, motion, Newton's laws, gravity, hydraulics, centrifugal force, gyroscopic principles, heat transmission, Bernoulli's principle, sound, static and dynamic electricity, Ohm's law and electromagnetic induction. The AOC with a math or engineering degree is a lucky student.

Other classes include elementary physiology, practical aviation physiology, engineering, navigation and naval orientation.

Between academic periods the students engage in the basic training physical fitness program—which includes bail-out procedures, as well as swimming classes and survival lessons. Survival students learn to make traps, recognize edible plants, ani-

Aviator

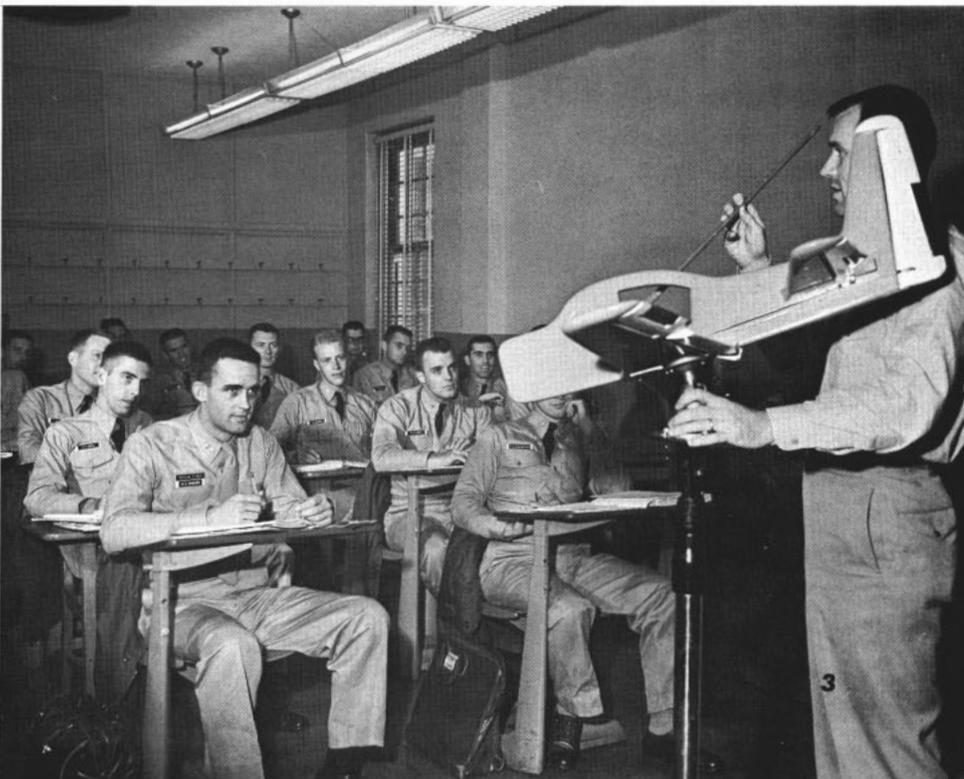
mals and insects, and provide shelter with makeshift materials. The man who pays attention to his instructor—and most do—can survive several days in an arctic climate with no more equipment than flight clothes, a parachute, matches, knife and a candle.

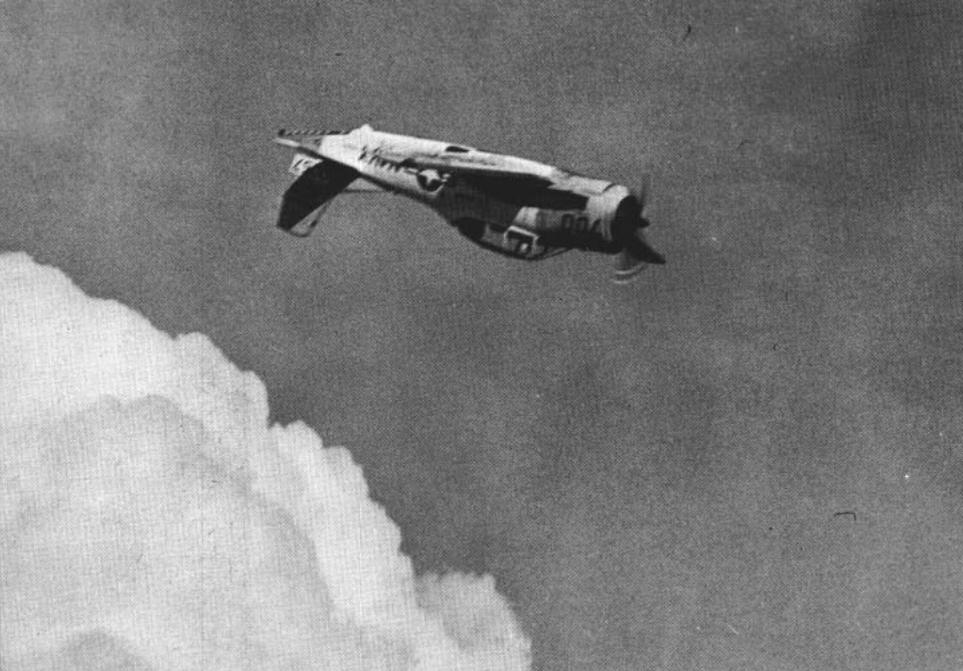
ALTHOUGH the emphasis on discipline lessens slightly after indoctrination, the flight students are expected to toe the mark throughout the course. Demerits, which can mean extra duty or expulsion, are handed out for the slightest infraction of the rules. One Navy lieutenant said he would "not think twice before placing a cadet on report." Yet, despite the standards, many students complete the entire 18 month flight training without receiving a single demerit.

Leadership qualities and military bearing are important, and students are assigned an OLQ (officer-like quality) grade several times during their training. Among other things, this grade is the basis for the ap-



EYE TO THE SKY — Flight student looks aloft in contemplation of day he'll fly. Below: Future flyers get lesson in aerodynamics during pre-flight classes.





SKY HIGH — Student practices maneuvers in trainer and (rt.) helicopter student gets the feel of his bird.

pointment of class officers.

The liberty situation improves slightly as the student progresses through pre-flight, though it could never be considered good by Fleet standards. Indoc students are allowed no time ashore, but on the second Sunday those who qualify academically may rate afternoon and evening liberty. Weekend liberty is authorized after about the third week, but the gate is closed Mondays through Thursdays until the last week of pre-flight.

During the last few days in battalion, each class is taken on a three-day survival trip to nearby Eglin Air Force Base Reservation. As a

test of their ability, the men carry only essential equipment, such as compasses, knives and maps (food is not essential). Although they are accompanied by an instructor, the students are expected to provide for themselves. Available edibles include opossum, raccoon and rattlesnake steaks.

A day or two after surviving the Eglin trip, the class gathers on Pensacola's parade ground for pre-flight graduation ceremonies. After a few short speeches and an inspection the AOCs are given their commissions and the students return to their rooms, where they pack for the short trip to nearby Saufley field.

NATC Is Navy's Second Largest Source of Officers

The Naval Air Training Command, with headquarters at Pensacola, is responsible for the commissioning of more officers than any other training facility in the Navy, with the exception of the Officer Candidate School. Its graduates even outnumber those from the Naval Academy and the NROTC programs.

Each year over 2000 noncommissioned students enter the pipeline at the Basic Training Indoctrination Battalion and begin aviation training. Of the pilot trainees, about 600 are Aviation Officer Candidates (college graduates who receive their commissions at the end of the 16-week pre-flight training and continue through the school as officers); over 550 are NavCads, who

are commissioned when they earn their wings.

About 900 students per year train to become Naval Aviation Observers, who are not pilots but who may serve in a flying status. Of these, about 550 are Naval Aviation Officer Candidates who are college grads and who, like the AOCs, receive their commissions after completing pre-flight. The remaining 250 are Officer Candidate Airmen who will receive their commissions when they complete training.

In addition, about 850 commissioned officers enter aviation programs annually, bringing the total to about 2750 students.

There are currently over 17,000 commissioned pilots in the Navy.

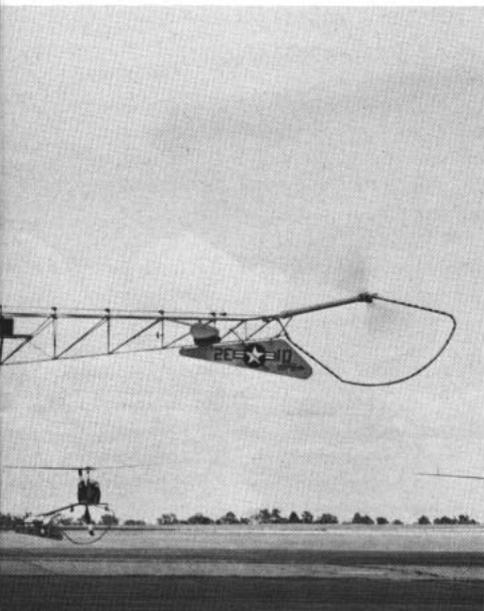
THE FIRST WEEK of Saufley is, as usual, spent at a desk. But here the courses are less abstract, and instruction centers around flight procedures and the anatomy of the little T-34 *Mentor* in which they will solo.

They are also introduced to the T-34B cockpit familiarization trainer, a mock-up of the *Mentor* cockpit. While at Saufley the students will spend their extra minutes in the trainer until they can find the switches and controls blindfolded. Throughout their careers they will repeat this procedure each time they check out in a new aircraft.

One week after graduation from pre-flight, the young aviators are transferred to Saufley's Training Squadron One. They then receive their initial hop in one of the orange *Mentors* which line the apron outside operations.

By the time the student's first flight is scheduled he knows—at least technically—how to fly the T-34. Watched closely by his instructor, he checks the aircraft's yellow sheets and pre-flights his plane. The student pilot then climbs into the front cockpit. The instructor takes his place in the after seat, out of view of the trainee.

It is the student's duty to start the engine. After a normal period of stalling while he tries to remember everything he has been taught, he pushes the proper buttons and flips the necessary switches, just as he did in the trainer. This time, however, the engine coughs and the prop



LAUNCH TIME — Aviation cadet readies for blast from cat. Below: Pre-flight school building at NAS, Pensacola.

turns. The plane captain gives the thumbs-up signal and the *Mentor* taxis down the flight line toward the end of the runway.

DURING THE familiarization flight the student is allowed to test the controls and learn the feel of the air. Back on deck, he who has completed his first flight rates a little added status. He is even allowed to make a little noise in the club—but not much, since a nearby student may have already flown solo.

The trainees make 12 hops in the *Mentor* before solo. The first 11 are familiarization flights, the 12th is a pre-solo checkout given by an instructor other than the student's own. If the instructor gives the traditional thumbs-up after landing, the 13th is solo.

Training goes on at Saufley even when the field is socked in. When the flight schedule is canceled due to weather, the men practice in the familiarization cockpit, check out once more in the bail-out trainer, or catch up on studies.

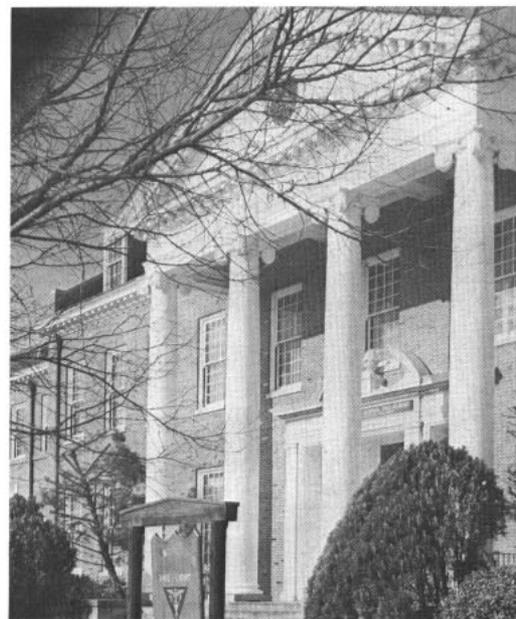
After solo, the syllabus calls for 10 precision flights in which the pilot learns a few of the finer points of flying. During this period he practices acrobatic maneuvers with emphasis on precision flying in basic air work and—especially important to Navy pilots—landing.

As the eight-week primary flight course nears its end, the students are expected to make a choice between jets and props. This is the first of several such choices they will

make as they progress along the Naval Air Training pipeline. After leaving Saufley the class splits up; the men chosen for prop training go to NAAS Whiting Field at Milton, Fla.; and the jet students leave for NAAS Meridian, Miss.

DURING THE 20-week syllabus at Meridian, the jet pilots spend half of each day flying the two-seat T-2A *Buckeye* and the remaining time in the classroom. Then the students report back to NAS Pensacola, where they will receive instruction in the final two phases of basic jet training: Air to air gunnery and carrier qualification aboard the "16 boat," *uss Lexington*.

Before landing aboard the carrier the student pilot must make field carrier practice landings on a simulated carrier deck painted on one of



UP THE CREEK — Training for prospective pilots includes survival course.





IN TRAINING—Dilbert Dunker teaches student escape from crash at sea

the outlying fields. For the most part, these field carrier landings are comparable to the real thing (the mirror and landing signal officer system is used) with one exception: The field does not bounce around as much as carriers have been known to do.

After successfully demonstrating his proficiency in the field carrier landing pattern, the pilot makes two touch-and-go and four arrested landings on *Lexington*. He is then carrier qualified.

The student, by this time, is well on his way to receiving his wings. He is then transferred to NAAS Kingsville or NAS Corpus Christi, for advanced training in jet aircraft. Now he is allowed to fly a hotter plane and will study—both on the ground and in the air—the problems of high-speed and supersonic flight. The final phase of advanced jet training is given in the supersonic

F-11A *Tiger*. After transition to this fighter, the students receive training in high-altitude and high-speed jet tactics, air to air gunnery, and the *Sidewinder* air to air missile.

MEANWHILE, back at Saufley, the prop student receives orders to NAAS Whiting Field for training in the T-28 *Trojan* with Training Squadron Two. Transition to the T-28 is a big step: The *Mentor* is a light aircraft with comparatively little horsepower, while the *Trojan* is equal to, or surpasses, many World War II fighters in performance.

While with VT 2 the student completes 11 week of precision, acrobatic, basic instrument and night flight training. He then moves on to VT 3, also at Whiting, where he studies radio instruments, formation tactics, air to air gunnery and day and night navigation.

After leaving Whiting Field the

prop pilots report back to Saufley, where they qualify aboard *Lexington*. Then the prop class again splits up and the students go their separate ways along the pipeline. They may choose between advanced training in single-engine or multi-engine props, patrol planes, and helicopters.

Advanced training for prop pilots involves the same basic routine as jet training. The students are gradually staged into more and more complex aircraft until, upon graduation, they have qualified in the type of aircraft which they will fly when ordered to the Fleet.

Helo students follow the prop training through basic and, after qualifying aboard the carrier, report to Whiting Field's Training Squadron Six. Here, before they can begin helo flying, they receive training in the twin-engine TC 45J. While in VT 6 they learn basic instruments, radio instruments, and the basics of cross-country flying, skills which are important to the helo pilot as well as the fixed-wing aviator. After completion of training at Whiting, they transfer to Helicopter Training Squadron Eight at Ellyson Field, Fla., where they receive their final training in helicopters.

Regardless of his path through training, the big moment for every student comes about 18 months after that first day at indoctrination. The student's wings are pinned on by his mother or best girl, and the Nav-Cad receives his commission before being ordered to duty as an official U. S. Navy brownshoe.

But, ironically, the orders usually read, "for further training in a Fleet command." —Jon Franklin, JO2, USN

HAPPY DAYS — Quartette of students discuss day's lesson as they walk down the flight line with instructor.





SKY SAILORS — Student pilots execute maneuvers in skies over the historic lighthouse at Pensacola, Florida.

Pensacola, Here We Come

ON JANUARY 20, 1914, the battleship *USS Mississippi* (BB 23) and the collier *USS Orion* steamed into Pensacola Bay from Annapolis with almost all of the Navy's small aviation strength embarked. The ships dropped anchor near what is now the center of naval air training.

The situation probably looked bleak to the officers and enlisted men of the unit as they unloaded seven airplanes and a few spare parts to begin training activities. The cluttered beaches of the old Pensacola Navy Yard showed little promise of what would come.

Lieutenant Commander Henry C. Mustin (naval aviator number 11) and Lieutenant John H. Towers (naval aviator number three) directed the offloading of tents, airplanes and equipment. Towers had orders to take charge and establish a flight school, while Mustin, CO of *Mississippi*, was to assume additional duties as officer-in-charge of the Naval Aeronautical Station.

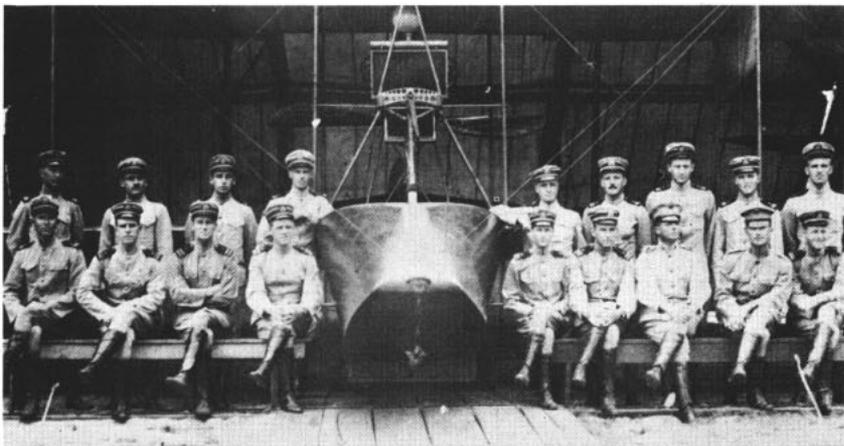
On that winter day, naval air training at NAS Pensacola began the

long struggle through war, depression and public doubt.

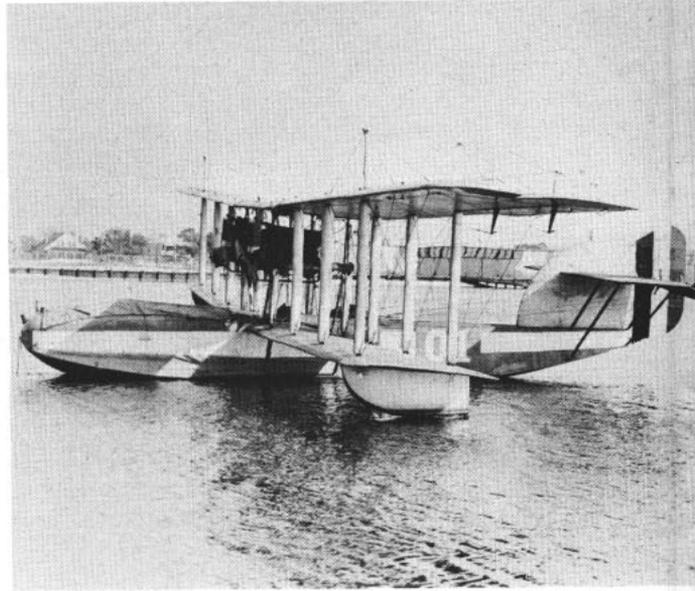
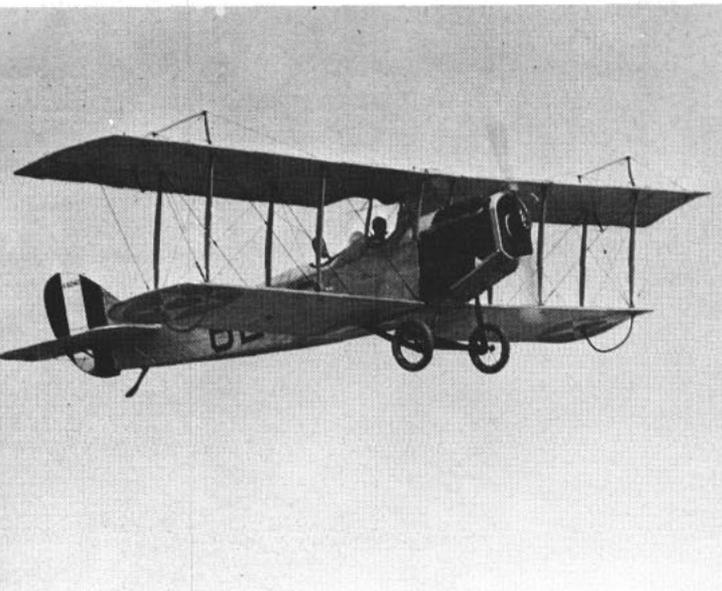
The first flight for the new station was logged on 2 Feb 1914—a 20-minute journey over the naval reservation and Bayou Grande. Lieutenant Towers and Ensign Godfrey Chevalier (naval aviator number sev-

en) made the historic initial launch.

Even before a formal course of training for the new flight school was approved, Lieutenant Towers, with three aircraft, three pilots and 12 enlisted men was sent to Tampico, Mexico, aboard *USS Birmingham* (CL 2) to conduct observation



FIRST CLASS in flight training at Pensacola poses for its graduation photo. LEFT TO RT: Back: Paunack, Spencer, Bartlett, Edwards, Bronson, Corry, Norfleet, McDonnell, Scofield. SITTING: Soufley, Bellinger, Whiting, Mustin (first CO of NAS Pensacola), Read, Johnson, Cunningham, Evans, and Haas.



EARLY BIRDS — JN Jennies flew out of Pensacola in the '20s. Rt: F-5L seaplane is shown at air station in 1919.

flights. A day later, on 21 April, *Mississippi* left for Vera Cruz with Lieutenant (jg) P. N. L. Bellinger (naval aviator number eight), three student pilots and two more planes.

WHEN WORLD I began in Europe, *Mississippi* was sold to Greece and the armored cruiser *uss North Carolina* became the station's aeronautical ship. She had barely begun her duties when she too was sent to Europe with Mustin and several aviators still on board. Three of them remained in Europe as aviation observers and assistants to the naval attaches in London, Paris and Berlin.

In April 1917, when the United

States entered the war, the combined strength of Naval and Marine Corps aviation was only 48 pilots, 239 enlisted men, 54 airplanes, one airship, three balloons and one air station—Pensacola. By the end of the war Naval Aviation had grown to 6716 officers, 30,693 enlisted men in Navy units, 282 Marine aviators and 2180 enlisted men in Marine units.

After the Armistice naval aviation moved at a much faster pace than it had before the war. During the '20s and '30s more aviators were trained each year than had been on hand in all of Naval Aviation in 1917; patrol aviation expanded; avi-

ation units were assigned to battle-ships and cruisers; and the first carriers were commissioned.

However, that pace was made to look almost like a walk, compared to the tremendous strides that aviation took during World War II.

Today NAS Pensacola is a 5500-acre training and repair center. The station's wide array of facilities provides support for the entire Pensacola training complex.

NAS Pensacola is headquarters for the Chief of Naval Air Training and the Chief of Naval Air Basic Training. It is also home base for groups such as the Blue Angels and the Chuting Stars.

Mechanics at the station's aircraft maintenance department operate a modern service center for Pensacola's training aircraft, keeping each aircraft in a go status at all times.

Extensive rebuilding and overhauls of aircraft are done at the overhaul and repair department. Aircraft from naval installations along the Atlantic seaboard are shipped to Pensacola, revamped, and placed back in service aboard ships and shore stations.

Bordering Pensacola Bay, NAS Pensacola is the natural candidate for the job of docking and sustaining the training carrier *uss Lexington* (CVS 16). The ship ties up just a few yards from the CNATRA and CNABATRA headquarters.

PENSACOLA is the site of the pre-flight school, where Navymen report for flight training from colleges

ALL HANDS

TENT TOWN—Seaplanes line up on beach two months after station's start.





LOOKING GOOD—NAS Pensacola has come a long way since its bleak start as a 'tent city' back in January 1914.

and Fleet activities. Here prospective aviators receive their first taste of naval aviation. Pre-flight's training syllabus includes indoctrination and academics courses covering theory which will be put to practical use later in training. The students also undergo a rigorous physical training program.

The School of Aviation Medicine is another activity at Pensacola. SCOLAVNMED trains Navy doctors and hospital corpsmen for duty with aviation units throughout the Fleet. Flight surgeons, laboratory technicians, flying corpsmen and many other specialists graduate from the school ready to care for the medical needs of aviators around the world. SCOLAVNMED also works closely with NASA to provide training and evaluation facilities for beginning astronauts.

The Naval Air Technical Training Unit, housed in a cluster of buildings above historic old Fort San Carlos de Barrancas, trains Navy photographers in basic theory through advanced aerial work. Photographer's mates holding diplomas from NATTU's schools staff the Navy's

photographic squadrons and laboratories.

The Basic Naval Aviation Officers School provides a curriculum of technical courses for the officers interested in aviation but who do not want to be pilots. These officers specialize in navigation, aerial radar or a number of associated aerial specialties.

NAS Pensacola is also the home of the recently opened Naval Aviation Museum, with its array of aviation relics dating back to 1911, birthdate

of naval aviation. The museum, where the story of naval aviation is related in pictures and displays, is a major attraction to the thousands of tourists who visit the station each year.

In all, some 20,000 military and civilian personnel work and live aboard the station. From that humble beginning 50 years ago NAS Pensacola has become a modern training ground of the '60s, where Navy men earn their wings.

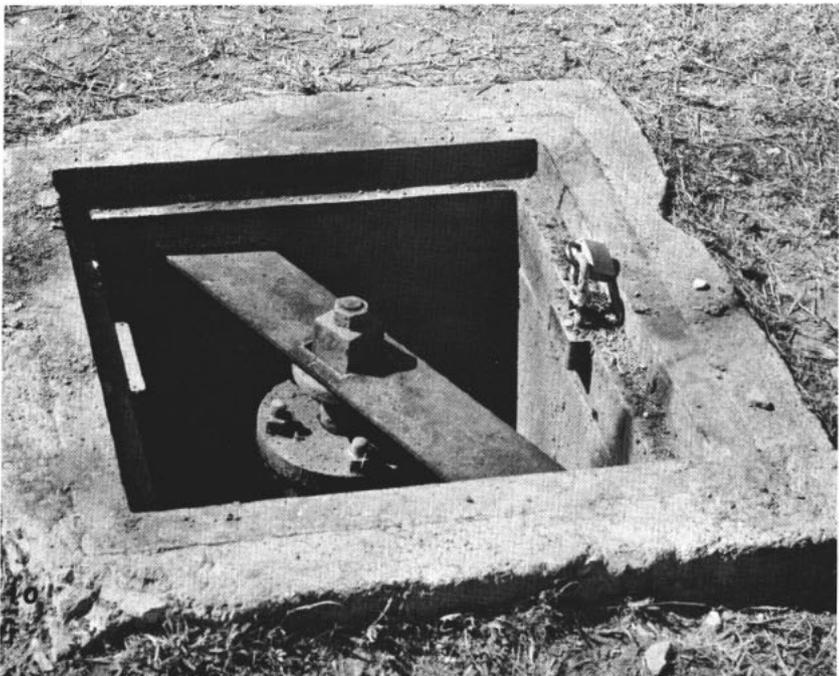
—T. C. Jones, JO2, USN.

BEGINNING—Pensacola Navy Yard looked like this when air group moved in.





END OF THE LINE—Pressure gauge heads for zero after water pipe from Cuba was cut. Below: Water valves have been welded shut in this fashion.



DESALTING plant will move to Gitmo.

Report

WHILE TWO MSTS ships continue to supply the Guantanamo Naval Base with Florida water, the Navy is proceeding with operations which will make the strategic U. S. installation self-sufficient.

Presidential orders to strengthen the base came as a result of the Cuban water incident, which began last February 6 when the Cuban Government stopped the flow of water from the Yateras River water plant which had supplied Guantanamo Naval Base. The move was allegedly in retaliation for the seizure of four Cuban fishing boats and their crews, caught poaching in U. S. waters.

Water for the Guantanamo base had been provided as a result of an agreement originally made in 1938, re-asserted in 1947 and personally supported by Fidel Castro in 1958. Nevertheless, when the water was secured the U. S. was not taken by surprise.

About an hour after the Cuban government announced its intentions, messages were sent to two MSTS ships which were operating in the Atlantic. According to previously laid plans, the ships were to head for the U. S., where they would take on a load of fresh water



GUNGA DIN—One of Guantanamo's water supply ships, *USNS Tallulah*, helps to shuttle water from Florida to Cuba.

from Guantanamo Bay

and then steam back to Guantanamo.

On the naval base, no one went thirsty. Soon after the water stopped flowing, the base was placed on Water Condition Alfa, with water available during three one-hour periods each day. *Gitmo residents* broke out paper plates and used salt water for sanitary purposes to conserve the 16,000,000-gallon reserve in the base's storage tanks.

A few days later the first ship arrived with its load of water.

About 10 days after the flow of water was stopped by Cuba, the Guantanamo inhabitants were still feeling the effects. The swimming pool was closed, but the water coolers and laundries were back in operation. Shrubs and plants were being watered regularly.

On the evening of February 7 the White House press secretary announced that the President had ordered the Department of Defense to make the Guantanamo Naval Base self-sufficient.

BUT THE INCIDENT was not yet closed, and about ten days later the Cuban government unofficially accused Guantanamo of taking water from the Yateras River. The U. S. maintained that it had no

intention of using Cuban water, and the Commander of the Guantanamo Naval Base ordered the water lines cut to squelch any rumors.

Early on the afternoon of the 17th a crew of Navy employees gathered at a spot a few yards inside the base's northeast gate. While the Cuban military gate guards went about their normal duties, apparently unaware of what was happen-

ing nearby, the Navy uncovered and cut the 14-inch water line in the presence of 14 newsmen.

Today, near the site of the excavation, are two water pressure gauges which tell the story. The gauges have registered zero since Cuba cut off the water supply, and they will probably rust in that position. All water pipes leading from Cuba have been severed and sealed,

SIGN ON Naval Base points up situation. *Rt:* Workman torches water pipe.





WATER WORKERS—USS *Abatan* de-salts in Gitmo harbor. Rt: USS *Nespelen* (AOG 55) rushed water from Norfolk.

and the valves have been welded shut.

While the water incident was still making headlines, Navy operations to strengthen Guantanamo were picking up steam.

Water transportation via ship had been a satisfactory emergency measure, but for a permanent supply of water, tankers were too expensive.

A de-salting unit, which produces fresh water from the ocean by methods similar to those used in Navy ships, was available. It was being operated on an experimental basis at Point Loma, Calif.

The plant, which could produce

about one-third of the water necessary to support Guantanamo, was subsequently dismantled and is now being shipped to Cuba by sea. It will be reassembled and producing water by August.

Two more plants of the same approximate size were needed and, since no more were available, designs were drawn. The plans were approved in March, and the units will be operating early in 1965.

When the entire installation is complete, it will produce over 2,000,000 gallons of fresh water per day, more than enough to supply the base.

In addition, the installation will

generate 11,500 kilowatts of electrical power.

COST WAS NOT the obstacle it first seemed. Although water produced by the de-salting method will be more expensive, the electricity will be much cheaper than in the past, balancing the cost considerably.

Labor is another Gitmo-Cuba tie, and the Navy has taken steps to reduce its dependence on Cuba in this area too. Many workers, who have commuted to work through Cuban-controlled gates, now live on the station.

The Cuban employees living on the base now number 500. They have been granted political asylum. It is probable that this work force may be supplemented by hiring workers from Jamaica and, perhaps, by Seabees.

Another step was underway when the water incident began. Some time back the Navy announced that those men ordered to duty at Guantanamo would not be allowed to take their dependents (*ALL HANDS*, March 1964, p. 46). The women and children now living there will leave when normal tours expire, and by 1966 there will be no more dependents at Guantanamo.

Throughout the incident, as was true in previous crises, the President and the Defense Department emphasized that the U. S. would not abandon the Guantanamo Naval Base any time in the foreseeable future. Aside from its recent political importance, Gitmo is the site of one of the Navy's larger training installations.

Guantanamo Bay, with its mild weather and nearby deep water, will continue to support intensive Navy and Marine training exercises.



TANKS YOU—MSTS ship *USNS Suamico* (AO 49) is hauling water to Cuban base. Below: Reserve water tanks overlook dependents housing area at Gitmo.





BEACHED — Vietnam LST hits beach during exercises with U. S. Navymen.

Training with Vietnam Navy

MUTUAL BENEFIT was gained by personnel in the U.S. Navy and Vietnam Navy during a joint training exercise held at Guam.

The mission of the exercise was to test the capabilities of a U. S. mobile construction battalion and the crew of the Vietnam LST, VNNS *Thi Nai* working as a team to on-load and off-load heavy equipment in an amphibious landing.

On the morning of the exercise a team of Navymen moved 36 pieces of heavy construction equipment to a staging area just outside NS, Guam, and readied them for embarking loading. At exactly 1315 hours VNNS *Thi Nai* hit the beach with doors open and loading ramp ready to drop. Equipment was loaded aboard the main deck and well deck and chained down. U. S. and Vietnamese sailors worked side by side during the entire operation. They found the language difference

was no barrier as they readied the ship for departure.

When each piece of machinery was secured in its predetermined and charted position the landing craft backed off the beach and headed for sea. Watches were maintained during the night to keep check on the tie-down and general quarters was sounded during a simulated attack. Just before dawn the ship headed for the beach to off-load men and equipment.

The ship's company, called to GQ, stood ready to withstand any enemy attack and MCB Five personnel disembarked the vehicles under combat conditions. When all the gear and men had been beached *Thi Nai* backed off from the beach and the training exercise was successfully completed.

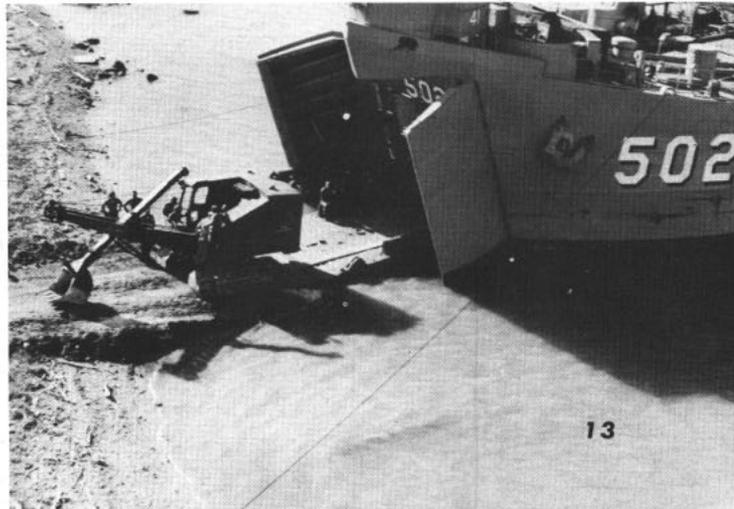
The photos here illustrate various phases of the operation, ending with smiles and a handshake.



WELL DONE — CO of *Thi Nai* and MCB officer shake after teaming up on landing. Below: Vietnamese and U.S. Navymen secure vehicles on deck.



TEAMWORK—Heavy construction equipment is secured on main deck. Rt: Shovel is loaded aboard Viet LST.



Skydiving

Because of the considerable interest created by our parachute article in the preceding issue, we decided to investigate the subject further. Here are our findings. You too can participate in skydiving if you really want to.

AS A NECESSITY, parachuting can be a real lifesaver. As a sport, parachuting is safe, thrilling, and knows no season.

It is now permissible as an after-hours activity for Navymen and women of all ratings, provided the jumps are properly planned and supervised, and the sponsoring parachute club abides by the rules and regulations which make skydiving a safe, enjoyable experience.

At last report the list of sport parachute clubs open exclusively to active duty personnel is growing. At last count there were 28 such clubs run by and for Navy and Marine Corps personnel (see box, p. 16).

Many of the tricky skydiving maneuvers performed by Navy's own Chuting Stars on an official exhibition basis are handled with perfection by Navymen who have taken up parachuting as a hobby.

Though skydiving in the U. S. has increased in popularity only recently, it's an old sport. France took up skydiving as a national sporting event in 1949, and formed 10 public parachuting centers throughout the country.

French sport parachutists refined free fall techniques and falling positions, and proved beyond any doubt that a free fall through space can be controlled.

BEFORE THE STABLE BODY positions now popular with skydivers were refined, jumpers tumbled and spun with little or no body control. It was commonly assumed that a jumper would black out during a fall of any duration.

However, as the sport progressed, it was learned that a man can drop thousands of feet in complete control of both body and mind.

Not only can the body be stabil-

GOING DOWN—Navy skydiver free falls, maneuvering on the way down.



Catches On in the Navy

ized during free fall, but controlled loops, turns and rolls can be accomplished by simple manipulation of the arms, legs and torso.

With proper positioning, the skydiver can maneuver like a fighter aircraft.

The rate of fall may be regulated to a certain extent. By assuming a slow fall position, a jumper will drop at approximately 100 mph. By diving in a head down position known as "full delta," speeds up to 185 mph may be reached.

Using a position called maximum track, the diver moves nearly one foot horizontally for each foot of vertical descent.

All this takes considerable practice if it's to be done with grace. An arm or leg raised or lowered at the wrong time can send a jumper out of control.

Newcomers to the sport are always surprised to discover that diving through space does not involve the physical sensation of falling one might expect. Those who have tried it say it's "like floating on a cushion of air."

Basic equipment for the sport parachutist includes a standard 28-foot main chute, modified for steering, plus a 24-foot emergency (reserve) chute. Jump boots, helmet and one-piece aviator type coveralls are other essential items. If jumps are made when the temperature is 40 or below, goggles and gloves are worn.

Like the official Navy parachutist who jumps at a high altitude and must free fall before activating his chute, the sport skydiver carries a stopwatch and altimeter.

Each Navy sport parachutist must abide by rigid training and safety rules, and must maintain a log book in which all his jumps are recorded.

Before any beginner is permitted to jump, he receives ground instruction, goes through the motions of a jump, and practices parachute landing falls by jumping off any five to 10-foot high object. He must also learn various emergency procedures, and the effects of wind velocity.

Evidence of the sporting skill of parachuting is demonstrated by the fact there are five main classes of

licensed chutists. After the beginner or novice stage, one may earn the rating of parachutist, jumpmaster, expert and, finally, instructor.

To acquire these ratings the sport parachutist must make a specified number of jumps and execute various maneuvers during free fall, such as passing a baton back and forth with another free falling skydiver.

ADVISE FOR PROSPECTIVE parachute jump hobbyists is provided by the Parachute Club of America which, at last count, had more than 7000 members and more than 400 active clubs, including those run exclusively for military personnel.

PCA directs its efforts toward making parachuting a safe recreational activity that is recognized as a true sport rather than a stunt.

Basic safety regulations, which must be followed by all PCA member clubs, spell out uniform operating procedures which make skydiving a safe sport. Navymen who belong to sport parachute clubs abide by these regulations, and consider the booklet in which they appear as the "skydiving bible."

Navy clubs have their own constitutions and bylaws, and elect their own officers. The only membership restriction requires the prospective sport parachutist to be on active duty.

Before he is permitted to jump, the student must pass an aviation physical examination, and must receive sufficient ground training to enable him to make his first jump knowing exactly what to do.

THE FIRST OFFICIAL word concerning the participation of Navy personnel in sport parachuting was issued in August 1959. Today, Sec-Nav Inst. 1700.6 series spells out what you must do to participate in "competitive and exhibition parachute jumping" (sport parachuting).

You may sport parachute only:

- As a member of a military parachute club sanctioned by the Chief of Naval Operations.
- As a member of an approved civilian parachute club under the jurisdiction of PCA.
- As a student parachutist undergoing training that will qualify you for an international license.

HOME PLATE—Members of Jax Navy Sport Parachute Club study aerial map of Jacksonville, Fla., taken at 25,000 feet, before going aloft for a jump.





BIRDMAN—Members of Pacific Fleet amphibious force have more than 180 members in their club. Here, club member leaves plane to begin free fall.

You must be 21 years of age (or have the written consent of your parents or guardian if over 18 and under 21).

After sufficient ground training, you must make at least five static

line jumps, and must successfully pull a dummy ripcord within three seconds on three successive static jumps, all under close supervision, before you make your first free fall.

You may not experiment with

wings, cloth extensions or other forms of control surfaces.

Your main chute must be packed by a qualified parachutist, a military rigger, or licensed Federal Aviation Agency rigger. As a sport parachutist you may pack your chute yourself under the close supervision of club members who are qualified.

Once you qualify, and your commanding officer gives you permission, you may participate in any PCA-sanctioned event.

INDIVIDUAL NAVY COMMANDS are authorized to establish sport parachute clubs as desired when a sufficient number of interested personnel are on hand to participate. Such clubs are entirely self-supporting, and membership is strictly voluntary.

Commands which establish such clubs must inform the Deputy Chief of Naval Operations for Air (OP-56), Washington 25, D. C., in accordance with SecNav Inst. 1700.6C, the latest policy directive on the subject.

As of January 1964, 28 Navy and Marine Corps sport parachute clubs had notified CNO of their formation. CNO, in turn, notifies each club of other club locations, and encourages liaison and exchange of ideas. CNO strongly encourages all clubs to keep a close check on constantly changing safety techniques which are published from time to time by PCA.

ON THE SUBJECT of safety, Navy sport parachute clubs are invariably proud of their records. At China Lake, Calif., for example, a recently formed skydiving club comprised of men based at the Naval Air Facility and Air Development Squadron Five, had made more than 100 jumps, mostly by students, and no member had sustained so much as a sprained ankle.

Quantico, Va., is the site of a typical sport parachute club for active duty personnel. Training for interested newcomers is thorough, and the cooperation of veteran club members in helping the new man find his way around the parachute loft, the landing zone and training sites, exemplifies the team spirit that can be found in any Navy parachute club.

In Lakehurst, N. J., 50 Navy and Marine sport parachutists from military clubs met for competition in various events, with trophies going to those who received the most points, based on landing accuracy

Navy and Marine Parachute Clubs

If you're interested in skydiving, and one of the Navy or Marine sport parachute clubs listed below is located in your area, check the word contained in SecNav Inst. 1700.6C for Navy views concerning membership and student training. Note that clubs other than those listed may have been formed and approved by the CNO since this listing was compiled.

CLUB NAME	LOCATION
Quantico Parachute Club	Marine Corps Schools, Quantico, Va.
Navy Lakehurst Parachute Club	Naval Air Technical Training Unit, Lakehurst, N. J.
Kaneohe Marine Skydivers	Kaneohe, Oahu, Hawaii
Tidewater Navy Skydivers	NAS Oceana, Va.
Marine Skydivers Club	MCAS Iwakuni, Japan
Marine Skydivers	Marine Corps Base, Camp Lejeune, N. C.
Navy South Weymouth Skydiving Team	NAS South Weymouth, Mass.
U. S. Navy Skydivers Club	Naval Station, Roosevelt Roads, Puerto Rico
U. S. Marine Skydiving Club	Third Marine Division (Reinf), Okinawa
Navy Memphis Skyhawks	NAS Memphis, Tennessee
Navy North Island Parachute Club	NAS, North Island, San Diego, Calif.
Navy Skydiving Club	Utility Squadron Eight Roosevelt Roads, Puerto Rico
Marine Sport Parachute Club	MCAS, Cherry Point, N. C.
Atsugi Skydivers	NAS Atsugi, Japan
HELASRON 9 Skydivers	Helicopter Antisubmarine Squadron Nine NAS Quonset Point, R. I.
Marine Barracks Parachute Club	NAS, Alameda, Calif. Training Squadron Twenty Four
The Chase Skydivers	NAAS Chase Field, Beeville, Tex.
Cubi Point Skydivers	NAS Cubi Point, Philippines
Parachute Club	NAS Patuxent River, Md.
China Lake Parachute Jump Club	NAF China Lake, Calif.
Jax Navy Sport Parachute Club	NAS Jacksonville, Fla.
AirDevRon Six Sport Parachute Club	NAS Quonset Point, R. I.
Monterey Navy Skydivers	
Parachute Club	NAF Monterey, Calif.
Sport Parachuting Club (PhibTraPac)	San Diego, Calif. (Naval Amphibious Base, Coronado)
Saufley Field Parachute Club	NAAS Sauflay Field, Pensacola, Fla.
Marine Sport Parachute Club	MCAS Beaufort, S. C.
NAS Seattle Parachute Club	NAS Seattle, Wash.
Corpus Christi Skydivers	NAS Corpus Christi, Tex.



HIGH JUMPERS — Members of the Navy's Chuting Stars perform some tricky maneuvers while high in the sky.

(hitting the target), form while free falling, and adherence to the split second timing required for chute opening and length of fall.

At NAS Jacksonville, Fla., last September, seven Navy sport parachutists, one of them a Wave, unofficially established two Florida high altitude jump records, and at last report were awaiting the word on a possible national record.

The Wave, Sheila Kavanaugh, RM3, set the woman's state altitude record by jumping from an altitude of 20,764 feet. She reached a speed

of 120 mph during a one-minute, 37-second free fall.

A male contingent from the Jax club jumped almost 25,000 feet—another state record. The men fell for two minutes, and were descending at a 180-mph clip before they activated their chutes.

The above experiences make it clear that parachuting is certainly not the death-defying adventure it once was thought to be. Further, sport parachuting is permitted as an after-hours activity for Navymen and

women who abide by the rules.

For the first time, parachute competition will be a CISM "military olympics" event this year in France, and Navy parachutists, official and unofficial, will be invited.

However, whatever it's used for, the parachute remains the only means of recovering men and machines from the sky. That is until, as more than one Navy skydiver has suggested, someone comes up with an anti-gravity belt, or reverse thrust rockets.

—Dan Kasperick, JO1, USN

The First Jump—What's It Like?

On occasion, a journalist may become interested in his story above and beyond the call of duty. That's what happened to Dan Kasperick, JO1, USN. While doing his parachute piece as an ALL HANDS staffer, he began to wonder just what it was like to make such a jump. On his own initiative, and on his own time, he made the necessary contacts, took the required training and physicals and, still on his own time, made the jump described below. Now he knows what it's like.

YOU'RE ABOUT to make your first parachute jump. You're not jumping under emergency conditions. You're jumping because you want to.

You board a helicopter with nine other men. You're the second to the last to enter the cold, cramped passenger compartment. The jumpmaster, a veteran skydiver on whom you'll depend to signal you away at the proper spot in the sky, follows you aboard.

You take the last available seat on the two benches that face each other.

Your seat is next to the door. The jumpmaster slides it shut.

As the chopper takes off, you go numb. Your stomach is light. The muscles in your legs quiver. Your knees knock. Your teeth chatter.

It's cold. You recall that the weatherman had said it was close to zero a couple of hours ago.

You look out the tiny window centered between the helmeted heads of two of the five men seated on the bench across from you. You're really living it up now.

That may be, but you're scared. The fear mounts as the chopper climbs. It builds until you think you'll explode, collapse, or both.

What are you doing, and why? You don't have to do it. Let the other guys jump all they want. They've done it plenty of times. Look at them, sitting there so smug and confident.

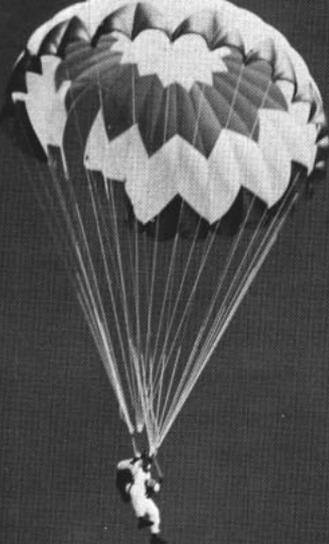
Maintain composure. You have to do it. So what if you get killed? At least you won't lose face. Your wife, the guys on the job, they'll be

mighty disappointed with you if you chicken out now.

Anyway, what could possibly go wrong? You've gone over it a hundred times in your mind. These guys know what they're doing. They've made hundreds of jumps, and not been hurt. They've told you what to do, and you've thought about it so much you feel you've done it for real anyway. So why stop now?

THE JUMPMAS-TER catches your eye. He's wondering if you're OK. He smiles. Don't let him know you're scared. He might not let you go. You give him one of those "I'd rather fight than switch" smirks, and he gives you thumbs up.

You've been climbing for some time, and now the jumpmaster goes to the door. He holds out his right hand. He wants the hook end of your static line. He's using hand signals, just as the club instructor said he would. You hand him the end of the line you've been holding. You know you're at, or mighty close to, the



2800-foot altitude the club uses for first-time jumpers.

The jumpmaster motions you to turn in your seat and face forward, in the direction the chopper is moving. You know he's secured the hook of your static line, though you can't see exactly where.

The door slides open and a blast of cold air hits you. Don't freeze up, you tell yourself. The jumpmaster is smiling again. He knows you can do it. He has confidence in you. So do the others. They're all pulling for you. You can see it in their faces.

Out goes the hand again, pointing to the two steps that are used for boarding. You sit on the top step, and put your feet on the bottom one. You hang on to the edge of the door with your right hand. The wind and noise are stronger now, but it doesn't matter. You're not scared anymore. No time. Too many things to get right.

The jumpmaster points to the handle secured to the other side of the opening. You reach up and grasp it with your left hand. On signal, you stand on the bottom step, placing your right hand on the big strut running from the chopper's body to one of the wheels. The jumpmaster pokes at your left hand, which he wants you to place on the strut also. You do, and you're all set to shove off.

NOW THE WIND really hits you. The chopper is doing about 100 mph. You stand there a long, long time. Why doesn't he slap me on the leg and let me go, you wonder. Did he slap you, and you didn't feel it? Should you turn your head to look? Maybe they think you froze up. Wait a little longer, then see what's wrong.

You finally feel the slap. It's unmistakable. You pause momentarily, and then push off.

You spread-eagle your arms and throw your head back, just as you were told. At the same time you spread your legs and lock your knees. You know you have a good falling position.

Your body begins arching downward more than you think it should. You tighten your stomach muscles, and sure enough you go into a smooth, firm falling position, just as you've been told you would. Funny how you can maintain your composure—physical and mental—while you're falling for the first time.

You feel a gentle tug, and you know you're sitting in the harness. You look up to check your canopy. It's big. It's orange and white. It's beautiful.

YOU SEE the "T" opening in the rear of the canopy, through which the breezes blow to move you in the horizontal direction of your choosing. You look down and try to spot the strips of cloth the guys had laid on the ground to form a big "X." You can't see it.

You look up again and latch onto the toggle lines dangling above your head. You pull the left line. You spin around to the left, much as you'd do in a swivel chair at the office. Again you look down. You see the target.

You're too high to tell how you should steer. Anyway, it's hard to tell which way the wind's blowing. Relax. Play it cool and enjoy yourself. These few moments are the reason for all the waiting, the red tape, the training and discomfort. You have plenty of time to worry about that target. It may take three or four minutes to reach the ground. Wait until you get a better bearing.

It's quiet. More quiet than you've ever experienced. You can't tell you're falling, though you know you are. You're exhilarated. You want to yell.

"Look at me, world! I'm the greatest!" That's how you feel.

Nice, but better get back to those toggle lines. Don't end up so far off target they'll have to send out a search party to find you.

You're running with the wind. The canopy modification is facing the wind, and the breeze is pushing on through and moving you faster than you expected. You've passed the tar-

get and are still going. While you were enjoying yourself you should have been paying attention. Odd, how fast the time went.

You pull your right toggle line to reverse the modification and slow down your horizontal drive. You hear someone on the ground shouting at you through a battery-powered speaker. You can't make out what he's saying, but you know he's trying to tell you what to do with your toggle lines.

MAN, YOU'RE way past the target. Look at those trees. You've seen them before on the way to the landing zone. They run along the highway. Here comes a stack of old logs and boulders, but you'll clear it.

You spot a clearing between the trees and other hazards. You've got to land in that clearing. You pull the left toggle line and hope the wind will push you into the clearing at just the right moment.

You're going to make it.

Only seconds remain before you'll hit the ground, so you release the lines and slide your hands up the nylon webbing they call the risers. You pull on them, hard, just as you were told. You put your legs together, and look at the horizon. You bend your knees slightly. You assume what you hope is the semi-relaxed position they told you to take.

You hit, and roll. You don't feel a thing. It was a good fall, you know. You stand up and look around. You're shaking. You feel great.

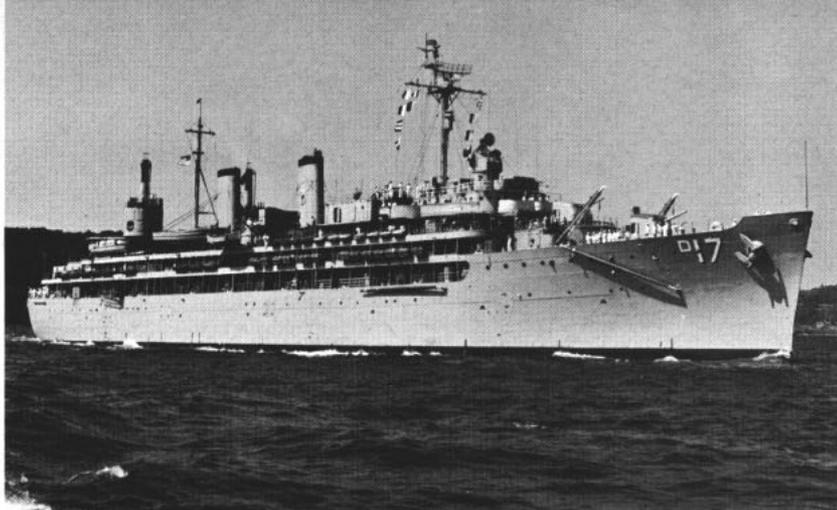
You collapse your chute, which wants to go along with the surface breezes. You're only 40 yards from the highway. That target must be a half-mile away. Someone, you feel sure, will hurry over to where you are to see if you made it OK. You rookie.

THE MINUTES PASS. Relax. Someone will be there soon and help you fold your chute. They'll probably drive over in a car, since you're closer to the highway than the target.

At least they won't poke fun at you. They all know what it's like, you guess, the first time. Anyway, you made a good exit from the chopper, and you made a good landing fall.

You look up and see a couple other guys free-falling. You watch their chutes billow. They'll hit the target.

Funny. It doesn't seem so cold any more. —Dan Kasperick, JO1, USN



OLD TIMER — USS *Piedmont* (AD 17) has been with Fleet 20 years. *Rt.*: Crewmembers work on gyrocompass.



Flagship, Repairship

In December 1944 two battle-worn destroyers slowly moved into position alongside *uss Piedmont* (AD 17) near Manus Island in the Pacific. One of the tincans was beyond repair as far as the tender's facilities were concerned. The second was seaworthy but required some patching up. Among other things, it needed a barrel, slide and housing for its forward five-inch gun.

The *Piedmont* repair crew stripped the necessary equipment from the first ship and made the repairs. The second ship then went back off to war and the first limped to the West Coast for major repair work.

This operation is representative of the work performed by *Piedmont* during her 20 years of service to the destroyers of the U. S. Pacific Fleet.

Piedmont was launched one year after Pearl Harbor—on 7 Dec 1942 at Tampa, Fla.—and was commissioned in January 1944.

Her services to the Fleet began in Pearl Harbor four months after commissioning, when she became part of the supporting forces for the Marianas campaign. Later she supported ships in the Marshall Islands, Leyte Gulf and Iwo Jima-Okinawa operations.

In August 1945 she steamed into Tokyo Bay with the first naval occupation units. She moved down the coast of Japan to Yokosuka, where she supplied provisions and clothing to the landing forces and hospital ships standing by to care for released prisoners of war. *Piedmont* was so much a permanent fixture that the pier was soon named Piedmont Pier.

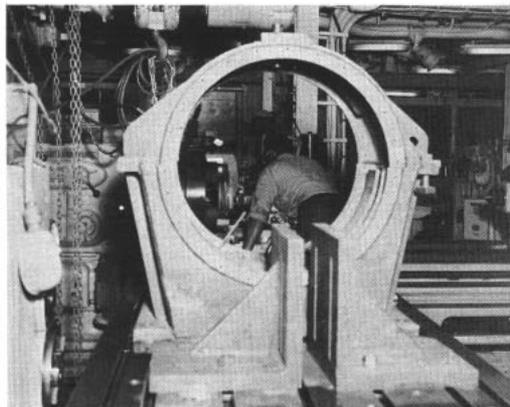
Piedmont's first tour in the Far East ended when she returned to the States in 1946. During the Korean fighting she served as flagship for the Commander, United Nations Blockading and Escort Force.

Last year *Piedmont* underwent a FRAM facelift designed to extend her serviceable life 15 years. Her primary mission now is to maintain Pacific fleet destroyers.

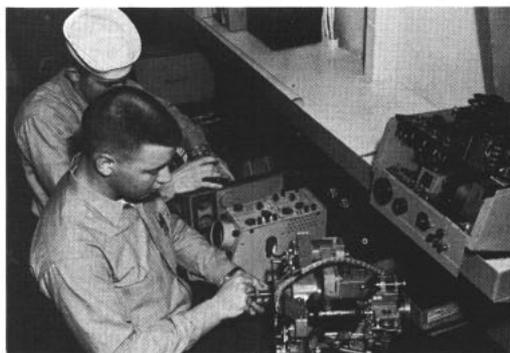
The tender's craftsmen can do anything from standard maintenance, repair and supply operations to major patch-up work. The ship's repair facilities include carpentry, shipfitting, canvas, welding, foundry, valve, boiler, torpedo, electric and optical shops. She also has a new electronic standards lab, a sonar repair and modification facility, a gyro lab and *Dash* repair shop.

Piedmont has a crew of about 800 enlisted men and 35 officers, and is currently the flagship of Commander, Cruiser-Destroyer Force, U. S. Pacific Fleet.

—Curt Sweeney



MACHINE shop of *Piedmont* carries gear for light or heavy repair jobs.



PROP MEN: Divers change screw on DD. Above: DD's gun director is repaired.





WINNING FORM—PacCoaster Donald Schuchmann of NTC San Diego flies through water on way to winning a medal.

THE WINNERS!

DONALD SCHUCHMANN of NTC San Diego, and David Boyd of Alameda's Coast Guard Base each won two individual gold medals to lead the Pacific Coast to the 1964 All-Navy indoor swimming championships. NTC San Diego was host.

The Pacific Coast collected 141 points—49 more than the other three teams combined, to win the title. The South Atlantic Coast was runner-up with 50 points. Western Pacific finished third with 30 points, while Northern Atlantic Coast trailed with 12.

Schuchmann won the 1500-meter freestyle and the 400-meter individual medley. Boyd took first in the 100- and 400-meter freestyle events.

Boyd also swam a leg on each of the PacCoast's two victorious relay teams.

The Pacific Coast won seven out of the nine events in the two-day meet.

Charles Kilbourne of WestPac won the 200-meter breast stroke and Donald Madison of SoLant won the 200-

meter butterfly stroke to prevent PacCoast from making a clean sweep of the gold medal awards.

The first event set the pattern for the entire meet as the Pacific Coast took the top four places in the 1500-meter freestyle. PacCoast went on to

TROPHY TIME—Pacific Coast coach CDR Ransom Arthur (left) receives All-Navy Team Championship trophy.



win first, second and third in the 400-meter individual medley and the top two spots in the 100-meter freestyle, 400-meter freestyle and the 400-meter freestyle relay.

PacCoast took first, second and third in the 400-meter medley relay after SoLant was disqualified, but the meet director later reversed his decision and SoLant was awarded second place. Two PacCoast teams were then bumped to third and fourth.

The 400-meter freestyle relay was a one-team race from the outset. PacCoast "A" was in first place after the first 50 meters, followed by PacCoast "B," SoLant "A," SoLant "B," and WestPac "A" and "B." The teams the contest except for WestPac "A" the contest except for WestPac "A" swapping with SoLant "B" in the second lap.

The lead changed twice in the 400-meter freestyle, individual medley and the 200-meter backstroke. Boyd, winner of the 400 freestyle, was in fourth place at the end of 50

meters behind George Worthington, James Trimble and Richard Eastmann. Boyd overtook Eastmann at the 100-meter mark and stayed in third place for the next four laps. At the end of 350 meters Boyd made his move and took the top spot away from Worthington.

Schuchmann played a similar game in the individual medley. Donald Madison, winner of the butterfly, took charge in the fly lap of the medley race. Farden Akui of Memphis, Garrett Demarest of *uss Canbera* and Schuchmann followed in that order.

As the swimmers finished the butterfly phase, Schuchmann had moved into second place behind Madison. Akui had dropped all the way back to fifth behind William Murr, Charles Kilbourne, Schuchmann and Madison. Demarest trailed the pack.

Schuchmann overtook Madison at the end of 150 meters — halfway through the backstroke phase — as Demarest moved from last to third place behind Madison. Murr was fourth, Kilbourne fifth and Akui had dropped to last.

Going into the breast stroke, Schuchmann was still leading. Demarest moved into second as Murr took possession of third place. Madison dropped to fourth.

Murr took second place from Demarest at the 250-meter mark. Kilbourne exchanged fourth and fifth places with Madison who was gagged by water and had to pause at the wall.

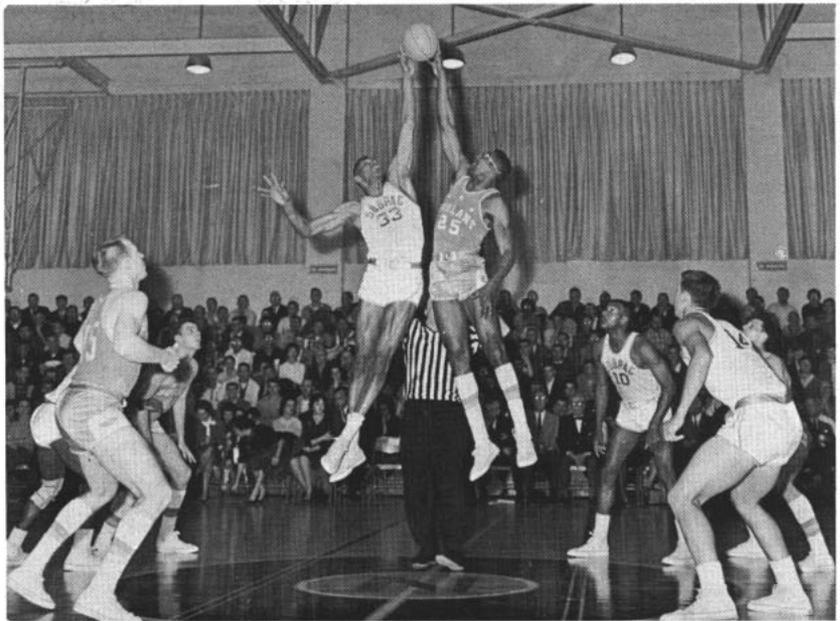
The swimmers stayed in that position until the last 50 meters when Demarest again took second, dropping Murr to third. Madison, who was first during the first quarter of the race, finished fifth and Akui, who was in second place at the end of 50 meters, finished last—75 meters behind Schuchmann.

Basketball

DEFENDING champion SUBPAC *almost* did it again, but under pressure from a relentless SUBLANT squad the Pacific Submarine Force *Raiders* were forced to relinquish their All-Navy basketball title. SUBLANT is the new champion.

The double elimination tournament held at Naval Station, Norfolk, was the first All-Navy sports championship staged this year. The five participating teams and the areas they represent are:

- *North Atlantic*: U. S. Coast Guard Station, Cape May, N. J.



TWO HIGH — SubLant's Al Clark and Leroy Jackson of SubPac try to control ball in final game of 1964 All-Navy basketball tournament.

- *South Atlantic*: Naval Air Station, Norfolk, Va.

- *Atlantic Fleet*: Commander Submarine Force, U. S. Atlantic Fleet.

- *Pacific Coast*: Commander Amphibious Force, U. S. Pacific Fleet.

- *Western Pacific*: Commander Submarine Force, U. S. Pacific Fleet.

In the opening round of play, SUBPAC met PHIBPAC and scored an 89-71 victory. Five of SUBPAC's players, led by Leroy Jackson's 16 points, hit in double figures, giving an early indication of the *Raiders'* balanced strength. PHIBPAC's Jerry Feld copped scoring honors in the game with his 17 points.

The second game of the first round brought about a scoring duel

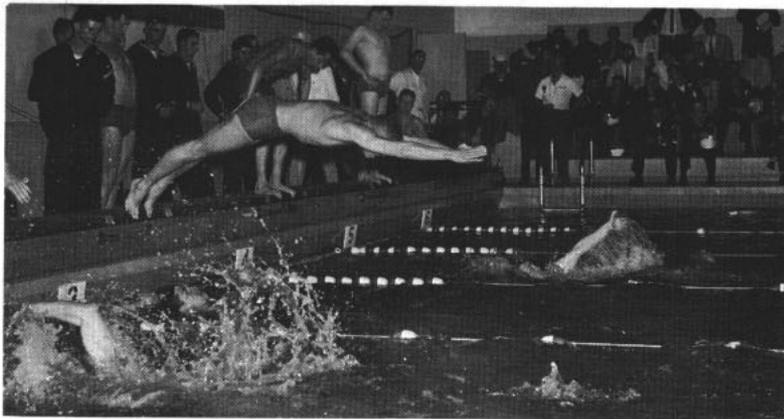
between Duke Martin of Cape May and small Arnie Harris of the Norfolk *Flyers*. Martin's 40 points (against Harris' 36) paced Cape May to a 92-85 victory. SUBLANT drew a bye in the first round.

The second round was the end of the line for PHIBPAC, who bowed to Norfolk 87-78. SUBLANT started off hotly with a 91-76 victory over Cape May, with the winner's Bruce Hewitt hitting for 30 points. Mike Joyce of Cape May made a fine 25-point showing.

The results of the third round of play were indicative of the tournament's final outcome, although only SUBLANT would have been happy to know this. The round began with



ATLANTIC FLEET basketball champions, the SubLant Sea Raiders, went on to capture the All-Navy championship by defeating SubPac's team.



Final Results in All-Navy Swimming

Place	Name	Time	Team	Activity
1500-Meter Freestyle				
1	Don Schuchmann	19:58.9	PacCoast	NTC San Diego
2	George Worthington	20:43.5	PacCoast	DesFlot 7
3	William Murr	21:05.6	PacCoast	NavSta Treasure Island
4	Gerald Morden	21:46.2	PacCoast	NTC San Diego
5	Allan Roedel	23:14.7	SoLant	NAS Memphis
6	Tom Jason	23:38.5	WestPac	USS Tiru
100-Meter Freestyle				
1	David Boyd	0:59.7	PacCoast	USCG Base, Alameda
2	Cleve Carney	1:00.5	PacCoast	PhibPac/UDT
3	James Trimble	1:01.0	SoLant	NAS Norfolk
4	Dick Marshall	1:01.5	PacCoast	NavSta Treasure Island
5	Donald Madison	1:01.9	SoLant	NAS Memphis
6	Garrett Demarest	1:02.3	PacCoast	USS Canberra
200-Meter Breaststroke				
1	Charles Kilbourne	2:52.0	WestPac	NAS Barbers Point
2	Lee Smutz	2:58.7	NorLant	ComFour
3	Ransom Arthur	3:01.2	PacCoast	NTC San Diego
4	Javentino Luna	3:05.4	PacCoast	NAS Mare Island
5	Jim Chestnut	3:19.8	WestPac	NAS Barbers Point
6	Carl Leonard	3:22.1	SoLant	NAS Memphis
200-Meter Butterfly				
1	Donald Madison	2:36.9	SoLant	NAS Memphis
2	Richard Eastmann	2:42.0	PacCoast	PhibPac/UDT
3	Donald Schuchmann	2:49.2	PacCoast	NTC San Diego
4	William Murr	3:03.8	PacCoast	NavSta Treasure Island
400-Meter Freestyle				
1	David Boyd	4:59.5	PacCoast	USCG Base, Alameda
2	George Worthington	5:03.2	PacCoast	DesFlot 7
3	James Trimble	5:09.9	SoLant	NAS Norfolk
4	Richard Eastmann	5:05.8	PacCoast	PhibPac/UDT
5	Warren Dick	5:25.2	WestPac	NAS Barbers Point
6	Allan Roedel	5:40.1	SoLant	NAS Memphis
400-Meter Individual Medley				
1	Donald Schuchmann	5:35.2	PacCoast	NTC San Diego
2	Garrett Demarest	5:45.3	PacCoast	USS Canberra
3	William Murr	5:45.9	PacCoast	NavSta Treasure Island
4	Charles Kilbourne	6:03.1	WestPac	NAS Barbers Point
5	Donald Madison	6:20.9	SoLant	NAS Memphis
6	Farden Akui	6:52.2	SoLant	NAS Memphis
200-Meter Backstroke				
1	Dena Ferrandini	2:35.6	PacCoast	USS Interceptor
2	Richard Campbell	2:39.1	NorLant	NTC Great Lakes
3	James Trimble	2:48.3	SoLant	NAS Norfolk
4	Gerald Morden	2:51.5	PacCoast	NTC San Diego
5	Thomas Wingate	2:56.7	NorLant	ComFour
6	Gerry Haver	3:00.6	WestPac	NAS Barbers Point

Norfolk being eliminated after suffering a 91-76 loss to Cape May. SUBLANT and SUBPAC met for the first time, with unfortunate results for SUBPAC. The game went into an overtime period after the score stood at 74-74 at the end of regulation play. SUBLANT's James Carrino, with 29 points, paced the winners to an 82-78 finish.

One game was played in the fourth round. SUBPAC succeeded in knocking Cape May out of competition to win another crack at SUBLANT in the finals. The *Raiders* left little doubt of their intentions, pounding Cape May 101-87 on balanced scoring.

With SUBLANT going into the semi-finals undefeated, SUBPAC had its work cut out. The *Raiders* needed two victories to take the crown. They got one of them.

Led by Donald Snyder and Eugene Lake, the defending champs squeezed out an 88-85 win in the semis, despite the loser's Bruce Hewitt donating 24 points to his team's cause.

On the day of reckoning it was anyone's guess as to the possible outcome. Two excellent teams were closing out a hard-fought, well-played tournament, and SUBLANT, hard-fightingest of all at this stage, brought the curtain down with a 92-80 victory to become the 1964 All-Navy Basketball Champions.

Final standings in All-Navy Basketball Championship Tournament.

	W	L
COMSUBLANT	3	1
COMSUBPAC	3	2
Cape May C. G.	2	2
NAS Norfolk	1	2
COMPHIPAC	0	2

—Bill Howard, JO1, USN.

Bainbridge Blasts Record

The Bainbridge pistol team made a decisive sweep of the Fifth Naval District indoor pistol championships and set a new record score of 1061 for this competition. Each team member won a gold medal.

Two other teams, from Fifth Coast Guard and Naval Station, Norfolk, topped the previous record score of 1009 to win silver and bronze medals respectively.

Bainbridge also did well in the open championships and the individuals by class. Bainbridge shooters brought home 47 trophies, nearly half of the 116 awarded.

J. M. Pringle, PNC, won second place in the open championship. He also won first place .22-cal. slow fire; first place .22-cal. rapid fire;

first place .22-cal. national match course; second place .45-cal. timed fire; first place .45-cal. slow fire; and first place .45-cal. national match course, all in the expert class. He also won the third place open award for .45-cal. aggregate, and the first place .22-cal. aggregate open award.

In the master class, LT T. H. Fraley took first place .22-cal. rapid fire; second place .45-cal. rapid fire; and third place .22-cal. aggregate (open award).

In the sharpshooter class Bainbridge had two winners: LT J. F. Jordan won first place grand aggregate, first place .45-cal. aggregate, second place .45-cal. aggregate; second place .45-cal. timed fire; second place .45-cal. rapid fire; and first place .45-cal. national match course. Z. V. (Ginny) Armstrong, PN1, won second place in the .22-cal. rapid fire contest.

Two Bainbridge shooters placed in the marksman class. Art Graley, MM1, won first place .22-cal. timed fire; LCDR W. M. Kelly, Jr., won first place .45-cal. timed fire, second place .45-cal. national match course; and second place .22-cal. timed fire.

Two Bainbridge men also won in the unclassified division. J. L. Cavinness, PNC, won first place grand aggregate, first place .45-cal. slow fire; second place .22-cal. aggregate; second place .45-cal. aggregate; second place .22-cal. slow fire; second place .22-cal. timed fire, second place .45-cal. rapid fire.

Ivan Stubbs, RM2, won second place grand aggregate; first place .45-cal. aggregate; first place .22-cal. national match course; first place .45-cal. timed fire; second place .45-cal. slow fire; second place .45-cal. national match course; and third place .22-cal. aggregate.

Princeton Hoops Champs

The hoopsters from *uss Princeton* (LPH 5) became the Los Angeles Naval Base fleet champs with a smashing 70-37 victory over *uss Haven* (AH 12) in the final game of the season.

Princeton concluded the 1963-64 season with a remarkable record of 23 wins and five losses.

Using a fast-breaking offense coupled with a harassing defense, team balance was the keynote in the many *Princeton* victories, with often four and five men scoring in double figures. Mike Garrity was outstanding.

All Navy Swimming Results (Cont'd.)

Place	Team	Time	Members
400-Meter Medley Relay			
1	PacCoast "A"	4:42.7	Dean Ferrandini Ransom Arthur Richard Eastmann David Boyd
2	SoLant	4:44.0	James Trimble Donald Madison Dale Dalmos Michael James
3	PacCoast "B"	4:45.6	Donald Schuchmann Javentino Luna George Worthington Cleve Carney
4	PacCoast "C"	4:56.5	Gerald Morden William Murr Garrett Demarest Richard Marshall
5	WestPac "B"	5:06.1	Gerry Haver Charles Kilbourne Warren Dick Jack Applegren
400-Meter Freestyle Relay			
1	PacCoast "A"	4:01.6	David Boyd Garrett Demarest George Worthington Cleve Carney
2	PacCoast "B"	4:14.8	Donald Schuchmann Dean Ferrandini Richard Eastmann Richard Marshall
3	SoLant "A"	4:17.6	James Trimble Donald Madison Farden Akui Dale Dalmos
4	WestPac "A"	4:30.5	Leroy Roberts Gerry Haver Jack Applegren Warren Dick
5	SoLant "B"	4:34.5	Robert Camamata Spencer Fuller Gregory Hollady Allan Roedel
6	WestPac "B"	4:43.2	Ricardo Ferrer Thomas Stone James Chestnut Tom Jason



YEA TEAM — Pacific Coast swimming team poses after winning title.

LETTERS TO THE EDITOR

Those Wings Have Prestige

SIR: I would like to know why aircrewman wings are not awarded on a more permanent basis. Many men I know feel that they are entitled to wear them, but aren't allowed to. Take me, for example.

I have logged more than 4000 hours in C-121 Constellation type aircraft. I have been designated as an airborne CIC watch officer. I've been qualified in three VW squadrons.

When I'm transferred to shore duty, however, I am not allowed to wear the aircrewman wings.

The prestige of wearing these wings enhances morale. I think that once they are awarded, the aircrewmembers concerned should be permitted to keep them.—R. C. H., AC1, USN.

• We agree that the prestige of wearing the aircrewman insignia (as it's officially called) enhances morale. We don't agree, however, that awarding the insignia on a permanent basis would further its prestige.

Of course there's no way of knowing for sure, but we suspect that if the award were to be made permanent, a majority of the Navy's airdales would in time be wearing it. (How much prestige would go along with owning a yacht if everyone else had one?)

As it now stands, only qualified aircrewmembers may wear the insignia (winged, gold metal pin with the block letters "AC" superimposed upon an anchor center design).

It shows that you're actually serving as a regular member of a flight crew. It may not be worn when you are not assigned such duties, or when you become disqualified after having once been qualified.

Details with regard to who may wear it and for how long are contained in article C-7403 of the "BuPers Manual," and article 0656 of "Uniform Regulations."

Without elaborating we can say here that the aircrew insignia is not an easy one to win, and once awarded may be tough to keep. Those who wear it deserve the prestige that accompanies a distinctive device showing some special, current qualification.

Congratulations on having won it.—Ed.

Don't Polish Those Medals

SIR: I have been involved in a discussion about the care of service medals. They are issued in a "tarnished" condition and, since they are brass, I say they should be polished for inspections. The other side claims a medal

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.

is worn as issued, whether it be a Navy Cross or a campaign medal.

I have seen them worn in both conditions, and there seems to be no basis for judgment in our ship's instructions. Who is correct?—J. G. R., CWO, USN.

• The unwritten law that all Navy brass must be polished to a mirror shine does not hold true in this case. Medals are to be worn as issued.

There is a good reason for the rule. The metal surfaces of Navy decorations are provided with an oxidized (dull) satin finish with a lacquer protective coating. Therefore, they will not tarnish or require polishing. Polished medals could be considered damaged, since the protective coating and satin finish have been removed.

Medals should be cleaned periodically with soap and water. The ribbons can be dry cleaned or replaced. When damaged, medals should be replaced in accordance with SecNav Inst. P1650.1C.

Although all awards have the satin



YEAR'S BEST — James M. Dickerson, EN2, USN, gets Mine Division 33's Sailor of the Year Award for 1963.

finish, not all are dull. The Navy Cross, Silver Star and Purple Heart, for instance, could be considered bright medals when compared with the DSM, AM or Good Conduct Awards, but their surfaces are still oxidized and consequently should not be polished.

Occasionally, identical medals will have minor shade differences depending upon the manufacturer, but are within the shade limits prescribed in the specifications.—Ed.

You're Right, Three Times

SIR: A question with regard to the Good Conduct Medal has been discussed on board my ship for some time, and has yet to be answered. Perhaps you can help.

How long may LDOs and other officers who formerly served in an enlisted status continue receiving the Good Conduct award? May additional awards be made only while the officer concerned is in a temporary commissioned status? Once he receives a permanent commission, do the Good Conduct awards cease? But, may any Good Conduct award (medal/ribbon with stars) earned before permanent commissioning be worn afterwards?—L. O. F., LT, USN.

• Yes, yes, yes, to your last three questions, which, resolved, answer the first.

Here's what the Awards Manual has to say on the subject: "An enlisted person appointed a temporary warrant or commissioned officer, or a Naval Academy midshipman, may include such temporary service upon reverting to an enlisted status for any purpose (including for discharge to accept appointment as permanent officer) in computing total service toward eligibility for a Good Conduct award. Except as provided above, service in warrant, commissioned, or Naval Academy midshipman status may not be included in computing time served."—Ed.

Rendering Honors

SIR: I have heard conflicting opinions about where the boatswain's mate of the watch should stand while rendering honors with sideboys. Someone told me I should stand at the end of one rank, but someone else said the BMOW's position is behind one of the sideboys.

I haven't been able to find the official word. As BMOW, where should I stand?—J. E. B., BM2, USN.

• There is no prescribed position for the boatswain's mate of the watch during the rendering of honors, nor, for

that matter, for the OOD or commanding officer.

"U. S. Navy Regulations" spells out the general procedures to be followed when dignitaries arrive on board, and specifies the number of sideboys and the size of gun salutes. Where the deck watch stands, however, is strictly up to the command.

Nevertheless, here are a few general (and unofficial) rules which are a combination of common sense and material taken from an old boatswain's mate handbook.

Position of the BMOW is dictated by the mode of transportation used by the arriving official. If the visitor comes by boat, the watch takes station next to the rail, behind the forward row of sideboys. If arrival is by automobile, coming down the pier from the ship's bow, the BMOW stands behind the after row of sideboys, again next to the rail, where he may closely observe the visitor's approach.

The OOD should stand at the inboard end of the forward row of sideboys. In that position he faces the arriving dignitary. Before the boat or auto nears the brow, however, the OOD usually stands on the upper grating.

Since these procedures are strictly unofficial, you should consult your "Ship's Organization and Regulations Manual" to determine your correct position. In many cases the usual positions may be altered by preference of command or due to layout of individual ships.—ED.

Even Bathtubs Flew in Early Days

SIR: Just why it happened is anyone's guess. Maybe two pilots were arguing and one of them meant to say "go fly a kite," and instead said "go fly a bathtub." Nevertheless, we have photographic evidence that it did happen and your centerspread about offbeat aircraft (ALL HANDS, November 1963) reminded us about it—the 'ole 1922 flying bathtub of the First



JET JOB DONE—Men of NAS Atsugi, Japan, aircraft maintenance jet shop are assembled around first J-79 jet engine they've completely repaired.

Marine Aviation Group, Quantico, Va.

Here's what happened: In 1922 members of that unit lashed a bathtub to the torpedo rack of a Martin MT; then the plane was flown from Brown Field, Quantico, Va., to Gettysburg, Pa. The bomber was powered by two 12-cylinder, 400-hp engines, and had a top speed of 110 mph with a ceiling of 8400 feet.

We don't know whether the bathtub slowed the plane down.—MSgt. J. T. Frye, USMC.

• Looks like you could go places with this one—at least Harold Lloyd or Buster Keaton could have. Our one objection to bathing in this manner is the lack of head room (see cut). But, supposing that one lies down in the tub, even this objection is perhaps invalid.

Frankly, we're more puzzled about

the flying tub than our reader seems to be, so we'll bite—why did they do it?—ED.

Ghost Guns Appear Again

SIR: If J. B., TM1, USN, whose letter was carried in the August 1963 ALL HANDS, is still wondering about guns on submarines, I suggest that he consult the French Navy Section of *Jane's Fighting Ships*. I seem to recall having seen a submarine cruiser listed about 1936 which toted two eight-inch guns in a turret forward in the main superstructure.

Speaking of ships' guns, when I was in *USS Vega* (AK 17) in 1941, I was told that she had an 18-inch gun aboard that was used for ballast. I believe one of the hospital ships also had an 18-incher for ballast.—J. C. S., AT1, USNR.

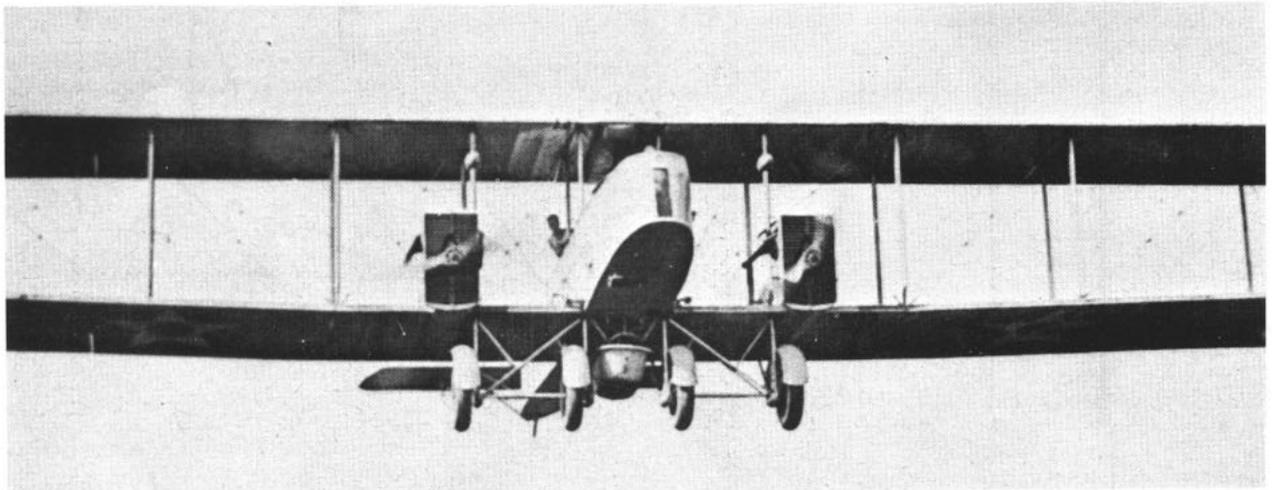
• We pass your tip on submarine guns to J. B. and other interested readers forthwith. Evidently, you are referring to the French submarine *Surcouf*, which was the largest submarine in the world at that time.

As for the 18-inch gun you mentioned, we suspect it may someday be classed among the famous spectres of the sea. It has been the subject of sea stories for years and it has sporadically haunted the pages of ALL HANDS for nearly two decades.

Inquiries by ALL HANDS staffers in the forties revealed that one 18-incher was really built as an experimental model. In 1947, it was said to be at the Naval Proving Ground, Dahlgren, Va.

Interest in the gun stirred up by the ALL HANDS articles prompted a search of the dark spaces on board *Relief* (AH 1) where it was reported to have been used to compensate for the weight of a gyro-stabilizer which was never installed.

The searchers found no gun barrel, but did find ballast of pig-iron and concrete in the space intended for the gyro-stabilizer.—ED.



CLEAN FLIGHT—A Martin MT flies from Quantico, Va., to Gettysburg, Pa., with bathtub lashed to torpedo rack.



U.S.S. MISSOURI
USS MISSOURI'S championship football team on board the battleship.

Nostalgic Reminder of Battleship Navy of Yesteryear

SIR: I think I have something to contribute to ALL HANDS readers from my Navy days, which were back in the early 1900s.

I am enclosing three photographs: One of the USS Missouri (BB 11) race boat crew after winning the Battenburg Cup from USS Georgia (BB 15) in 1912; and two of the Missouri football team in 1913 or '14.

In the football photo, behind the

trophy the man standing on the extreme left is ENS Richard Evelyn Byrd, USN, who afterwards (15 Mar 1916) retired from active duty because of a "football knee." Fortunately that was not the last connection this fine officer had with the Navy. He was recalled to active duty in May 1916.—John G. Ridenour, ex-Chief Boatswain's Mate, USN.

• The photographs are marvelous, and we thank you, sir (see cuts).—ED.



USS MISSOURI'S championship football team on the practice field.



USS MISSOURI'S race boat crew—winner of the Battenburg Cup.

A Reefer Is Not Always a Ship

SIR: Are chief petty officers authorized to wear the reefer? Several CPOs on the station claim that it is an optional part of their uniform, while others say it is not. Many of us would like to wear it as a car coat both on the station and when traveling to and from work.

Article 0137 of U. S. Navy Uniform Regulations authorizes the optional wear of the coat for officers, but it is not mentioned under the articles pertaining to the chief's uniform.

If the reefer is not authorized, we would like to suggest that the Uniform Board look into the matter. The coat could be suitably adorned with gold buttons without loops and, if necessary, the appropriate rating badge could be attached.—R. G. S., HMC, USN.

• We will have to admit that your question had us stumped—no one on the staff had any idea what a reefer was (that is, as part of the uniform). So we decided that, since it was an article of the commissioned officer's uniform, we'd make a wider check in the Bureau before going down to the Uniform Board. The standard reply from all was that a reefer was a refrigerator. A dictionary didn't help either.

From the Uniform Board came the information that a reefer is a peacoat—with gold buttons—which is issued to midshipmen as part of their seabag. Since the coat is usually still in good condition when the midshipmen receive their commissions, the Uniform Board has authorized it also for on-station use by officers. Even so, not many officers wear them and, with the exception of a few ships pulling cold duty in the North Atlantic, the reefer is seldom seen as a part of the commissioned officer's uniform.

The fact that CPOs are interested in wearing the peacoat (with gold buttons, of course), caught some by surprise. Many sailors E-6 and below will be pleased to hear that the chief does place a certain sentimental value on his old set of blues.

However, the peacoat (with gold or black buttons) is not authorized for wear by CPOs. It might also be noted that the peacoat is considered a distinctive part of the uniform and as such may not be worn with civilian clothes. This also applies when no rating badge is attached.—ED.

More on Enlistment Oath

SIR: Your answer to a letter in the January issue of ALL HANDS prompts me to repeat the remark that many American traditions are older than the United States. When I read the form of oath prescribed for the U. S. Army and Marine Corps in 1798, I was struck by the familiarity of the wording, for I have sworn to "be faithful and bear

true allegiance to Her Majesty, Queen Elizabeth the Second, her heirs and successors according to law. So help me God."

This form of oath is taken by recruits in the forces of most of the Commonwealth (at least of those Dominions that acknowledge the Queen as sovereign as well as head of the Commonwealth) besides naturalized citizens, civil officials and bishops of the Anglican communion.

Queen Elizabeth I was the first English sovereign to require the oath of allegiance from her soldiers, and in her day it was the oath of an individual to his overlord. He swore to "be true and faithful to the King and his heirs, and truth and faith to bear of life and limb and terrene honour, and not to know or hear of any ill or damage intended him without defending him therefrom." The oath was superseded about 1700 by the one in use to this day.

Another point where American custom paralleled the British until 1899 was in the Navy not being sworn—the Royal Navy to this day is not, although the Royal Marines are. Probably the first point at which the Royal Canadian Navy broke from the British tradition, upon which it was founded, is that the Naval Service Act that established it in 1910 required the oath of all hands.

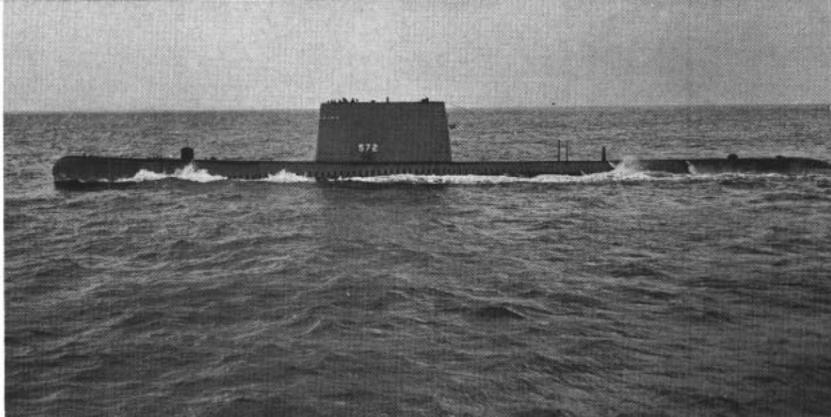
The National Defense Act of 1950 (which established all three services on a common statute) however, says that entries will be sworn with such oaths as may be prescribed by regulation. Queen's Regulations are issued by Order in Council (which corresponds to an Executive Order of the President) and may be changed without consulting Parliament.

It seems that the main reason for this is to allow for special forms for volunteers who are not British subjects and who might lose their citizenship by taking the oath of allegiance. They swear "well and truly to serve Her Majesty, Queen Elizabeth the Second, Her Heirs and successors according to law, in the Royal Canadian Navy until lawfully released, that I will resist Her Majesty's enemies and cause Her Majesty's peace to be kept and maintained and that I will, in all matters pertaining to my service, faithfully discharge my duty. So help me God."

This oath, strangely enough, seems to resemble that now in use in the U. S. Navy. — P. A. C. Chaplin, LT, RCNR (Ret'd).

• When we replied to our original inquirer in the January issue, we were under the impression that we had given a reasonably comprehensive answer.

Your most welcome addenda merely confirm the thesis that none of our social customs springs full-fledged from nowhere. All must have an origin, and some reach surprisingly far back.—ED.



UP TO SEA—USS *Sailfish* (SS 572), a unit of Submarine Squadron 10 leaves port of New London, Conn., and cruises on surface of Atlantic.

Just How Old Are Rhyming Logs?

SIR: I've enjoyed the New Year's Logs you've published each January the past several years. Though it's not the season, I thought you might be interested in a log entry made nearly two decades ago on board *USS General M. B. Stewart* (AO 140). It was 1 Jan 1946.

*On course one fifty-nine degrees
and steaming as before
We left Karachi, India,
And we're bound for Singapore.
Magnetic compass one six five with
rears at seven eight,
The course is set for down the coast
then through Malacca Strait
With boilers one and two in use,
While two and three supply the juice,
And two and three keep lights aglo,
So "Helmsman, steady as you go!"*

This rhyming log entry was signed by LTJG J. F. Davis, USNR. If you're wondering what I'm doing with an old ship's log, permit me to explain that part of my duties (with the Naval History Division) involves sifting through old logs and action reports for information used

in ship's histories.—P. C., YN2, USN.

• For the information of readers not familiar with a ship's New Year's Log, here's some background: Each New Year's Eve the OOD with the 0000 to 0400 watch is encouraged, by Navy tradition, to write his log in verse. At the same time, he is bound by "Navy Regs" to enter certain essential information that may be found in the log at any other time of the year.

Combining the two, as we've said many times, is difficult, but many ships have succeeded in coming up with some interesting verse. As a result, ALL HANDS has encouraged the submission of New Year's rhyming log entries for publication in January of the following year.

We agree that it's not the season for New Year's logs, but we think Stewart's log is interesting in its own right. We can't help but wonder when and how the custom began. Was Stewart's log one of the earlier ones or does the custom go back much farther? Was LTJG Davis responsible for its beginning? If not, who knows of an older New Year's log?—ED.

ON TARGET — During refresher training in Caribbean, USS *Robert L. Wilson* (DD 847) had 24 hits in as many shots from her 5-inch mounts.



Ship Reunions

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

• *uss Allentown* (PF 52)—A reunion is scheduled on 4 and 5 July at Allentown, Pa. For information, write to George R. Holko, 421 Limestone St., Catasauqua, Pa.

• *uss Gleaves* (DD 423)—A reunion is scheduled for 25 July at Villa Pace, Smithtown, Long Island, N. Y. For details, write to David A. Dolan, 140 Church St., Kings Park, N. Y.

• *uss LST 618*—A reunion is scheduled for 1 and 2 August in Staunton, Va. For information, write to G. B. Ramsey, 1520 Dennison Ave., Staunton, Va.

• *3rd Special Seabees*—A reunion is set for 7-9 August in Philadelphia, Pa. For details, write to Hugh O.

Baney, 125 Elfreth's Alley, Philadelphia, Pa. 19106.

• *uss Jobb* (DE 707)—A reunion is scheduled for 20 May at the Brooklyn Navy Yard. For details, write to Donald Keiran, 105 Cedar Grove Pkwy., Cedar Grove, N. J.

• *93rd Seabees*—The 15th annual reunion will be held 3-5 September at the Hilton Deshler Hotel, Columbus, Ohio. For more details, write to Charles B. Lindsay, 284 Catawaba, Westerville, Ohio.

• *96th Seabees*—The third reunion will be held in Arlington, Texas (between Dallas and Fort Worth), 14-16 August. World War II members who wish to attend may write to Jake Wall, 3709 Seguin Drive, Dallas, Texas.

• *302d Seabees*—The 17th annual reunion is scheduled for 17-19 July. For more details, write to Martin A. Lowe, 8441 Bayard St., Philadelphia 50, Pa.

• *NAS Columbus, Ohio*—A reunion will be held at North American Park,

Columbus, on 27 June. For further details, write to Gene McIntosh, 1329 Striebel, Columbus, Ohio.

• *NS New Orleans, La.*—A reunion is scheduled for 26-29 June at the Sheraton Jefferson Hotel, St. Louis, Mo. For information, write to Al Reck, 4922 Lansdowne Ave., St. Louis 9, Mo.

• *Underwater Demolition Team 16*—A reunion is now being planned. For more information, write to Edward Garabedian, 20 Claffey Ave., Worcester, Mass. 01606.

• *uss Vincennes* (CA 44)—A reunion for survivors is proposed for August 1967, the 25th anniversary of the ship's final battle. For details, write to Clifford N. Mahoney, 53 Douglas Rd., Glastonbury, Conn.

• *VP 94*—A reunion for World War II members of this PBY ASW squadron is planned for 1965. For additional information, write to David Watrous, 121 West Wacker Drive, Chicago 1, Ill.

General Mess Funds

SIR: The general mess fund on my ship always has money left over at the end of the fiscal year. This is money that was appropriated to purchase food for the general mess, but each year the unused portion is turned back in.

Why isn't this money kept and divided among the crew? After all it was appropriated for the crew's benefit. If it's all right for the wardroom mess members to divide the excess money from their mess among themselves each month, why isn't it fair to carry

out the same procedure in the general mess? Or better yet, why not spend all of the money for its intended purpose? I have yet to see an overfed crew. —T. F. O., BMC, USN.

• *And we have yet to see an underfed crew. The error in your reasoning, chief, is that you are drawing a parallel between a general mess and a wardroom mess that does not exist. You have overlooked the fact that the wardroom mess operates as a private mess, with each member contributing from his pocket each month. Any money accruing would therefore have come*

from the officers' monthly cash payments, and it is entirely proper that any excess funds should be returned to those officers from whom the funds came originally.

This situation does not exist in the general mess. Your three squares a day are part of your Navy benefits, paid for with appropriated funds. In certain cases, if you do not subsist in the general mess, or if there is no general mess where you are stationed, you receive either a commuted rations payment or a basic allowance for subsistence, depending on the situation.—Ed.

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★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

Ships for Moon Project

The push to land a man on the moon now has the benefit of Navy experience in the design and construction of ships used for tracking objects in space.

Under an agreement by the civilian space agency NASA and the Department of Defense, all instrumentation ships required to support space programs, including the man-to-the-moon Project *Apollo*, are being placed in a DOD-operated pool with the Navy responsible for design, construction, and modifications.

An Instrumentation Ship Project Office (ISPO) has been established in the Office of Naval Material to handle the new workload.

The ISPO responsibility involves, in general, 20 general purpose ships used for space tracking and data acquisition. At present, 17 such instrumentation ships are in service, two of which will be modified for work with Project *Apollo*.

Three additional ships will be taken from the Maritime Reserve Fleet and converted for *Apollo* use by 1968.

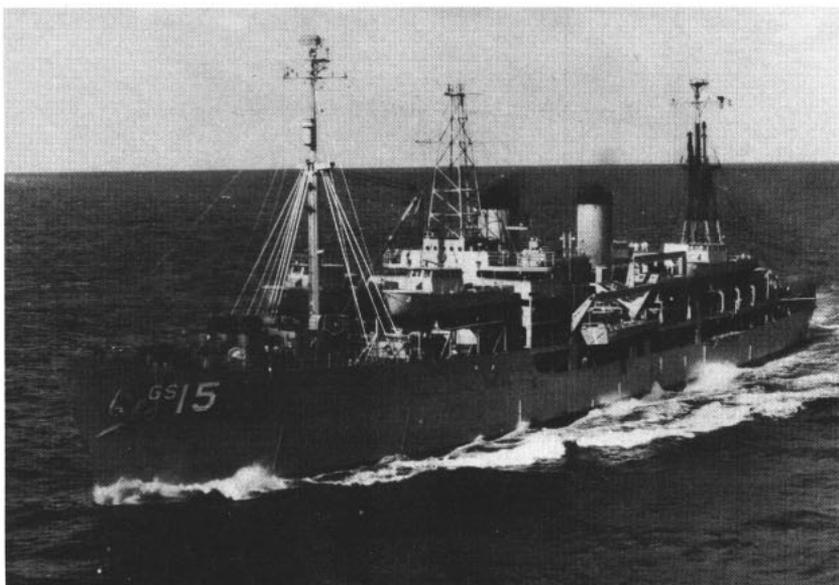
Satellite of the Silent Sun

A Navy satellite, designed to monitor the sun's cosmic ray output, will relay sunspot information to 15 nations during the International Years of the Quiet Sun.

During the years of the quiet sun, roughly 1964 and 1965, sunspot activity will be at the low point of its 11-year cycle. Information already received from the satellite has confirmed previous computations that the sun is rapidly approaching the period of relative quiet.

The satellite was launched in January from the Pacific Missile Range. It is an aluminum ball 24 inches in diameter, with a nearly circular orbit about 550 miles above the earth and inclined 69.8 degrees from the equator.

Scientists hope that information received from the satellite will speed the development of a system to pre-



TO SEA TO SEE — The surveying ship *USS Tanner* (AGS 15), an attack cargo ship until converted in 1946, steams at sea on routine mission.

dict the solar storms and consequent increase of cosmic radiation which interfere with radio communications on the earth and may pose a hazard for space travelers.

21 Candles for *Chickasaw*

After 21 years' continuous service, *uss Chickasaw* (ATF 83) is none the worse for wear. Her crew, in fact, says the old fleet tug handles a full day's work as easily now as she has repeatedly over the years. This could take some doing.

Commissioned in February 1943, *Chickasaw* pulled tough assignments in the midst of World War II action in the Pacific. She was awarded 10

medals and ribbons and eight battle stars for her service there and in the Korean conflict.

She has since maintained a constant schedule of overseas deployments. Among other things, *Chickasaw* has towed virtually every type of Navy ship.

Now based in San Diego, *Chickasaw* works with Service Squadron One. The tug's crewmembers (who think their ship is one of the oldest in the Navy with regard to continuous active service) observed *Chickasaw's* 21st by partaking of an appropriate birthday cake, with extra frosting in the form of holiday routine.

BUILDERS OF THE NAVY



Oliver Hazard Perry's ship *Lawrence* flew a flag bearing the slogan "Don't give up the ship" but during the Battle of Lake Erie, Perry was hard put to comply with the admonition. Four-fifths of his crew were killed or wounded and *Lawrence* was out of control. He lowered his flag, entered a rowboat and was ferried to Niagara. He ordered his ships to regroup and, in Niagara, broke the British line. Within 15 minutes the battle was won. After the British surrender, Perry wrote the message: "We have met the enemy and they are ours."



THE NEWLY commissioned guided missile frigate *USS England* (DLG 22) steams in Pacific, where she is serving as unit of CruDesFlot Three.

Independence Post Office

There are more than 4000 mail-hungry men aboard *uss Independence* (CVA 62), none of whom are ever satisfied with the amount of mail they receive. If a man receives one letter a day he figures he should have three, and if he is lucky enough to receive three he thinks he should have five.

There may be a good reason for this—*Independence* men wrote 700,000 letters home during a recent cruise.

The 10-man post office staff cannot deliver letters that aren't sent, but they can keep pace with the crew by rapidly delivering all mail that does arrive.

Passing out mail once or twice a day is only one of the postal functions performed by the post office staff. Both at sea and in port postal clerks keep the mail coming and going at a steady flow. This requires considerable energy and a slight touch of magic. Sometimes it's like a juggling act.

There are times at sea when postal clerks are selling stamps and money orders in the post office, shuttling incoming and outgoing mail on the flight deck, and receiving and dispatching mail to other ships by highline transfer almost simultaneously.

Work doesn't slack off in port. There is even more ground to cover, with postal clerks traveling to local airports and train stations to dispatch mail, and riding boats back and forth between the ship and beach to carry incoming and outgoing mail.

Back at her home port of Norfolk

after a seven-month Med cruise, *Independence* has a postal gang that looks back with pride on a job well done. During the deployment the post office crew canceled an average of 3200 letters and dispatched an average of 632 pounds of various classes of mail a day. They received, sorted and delivered an average of 1480 pounds of mail each day for the seven months.

During the three weeks before Christmas, over 42,000 pounds of mail was received.

Besides writing over 700,000 letters home while in the Med, *Independence* crewmen purchased \$55,000 worth of stamps and bought over \$1 million in money orders.

—LTJG M. E. Benson, USN

One Thing Leads to Another

On Saturdays, while many U. S. Navymen in Japan are off on sight-seeing jaunts or just taking it easy, John McLaughlin, CTSN, teaches English to 150 Japanese students at the Obirin Gakuen Junior College near Tokyo.

McLaughlin, who completed his high school education in the Navy, has no special training or teaching experience. He started by teaching English to a few students who sing in the chapel choir at Kamiseya, where he is stationed. The classes were held each Sunday after church. They began as Bible classes, and at the same time provided a means of learning English.

At the college, McLaughlin teaches primarily pronunciation and vocabulary. He has three classes each Saturday, with 50 students per class, and divides the students into ability

groups. The more advanced students also receive a smattering of composition.

The English lessons are not considered part of the regular college curriculum, and no credit is received. The students just want to learn the language.

McLaughlin accepts nothing for his services, and the college provides the classroom space. The young teacher prepares his own lesson plan and takes the minor cost involved out of his pocket.

Meanwhile, he still meets with the original Sunday group, even though he has taken on new responsibilities. In fact, one of the Bible class students was instrumental in getting McLaughlin started at Obirin Gakuen. When the directors of the college heard of McLaughlin's effectiveness in teaching the Bible class, they invited him to try the classes at college.

McLaughlin says he was surprised by the large number of students who joined his classes, but he was, of course, pleased.

He plans to enter college this fall. He wants to become a teacher.

Airdale Submariners

Submarine billets for brownshoes are few and far between. But it's always nice to know how the other half lives, so several Patrol Squadron One Navymen embarked in *uss Rasher* (AGSS 269) for a short cruise last February.

And while the wing-wearing officers and men rubbed shoulders with the dolphin-toting black shoes, the sub was hunted by patrol planes from NAS Whidbey Island, Wash.

It was an educational trip. The men learned first-hand about submarine evasive tactics, concepts and limitations. The experience may well come in handy some day if, while in a patrol plane, the aviators must attempt to second-guess an enemy submarine commander.

According to the airdales, the six-day cruise was not an unmixing blessing. When the submarine was on or near the surface—which was a good part of the time—the aviators and aircrewmembers had little stomach for submarine life.

The food was good, however. Four meals daily are served aboard *Rasher*, and the cook is always willing to come across with a snack or two between times.

But once an airdale, always an

airdale, and when *Rasher* docked at Port Angeles, the guests were more than happy to return to their usual occupations.

Ranger Grows Larger

Always a large ship, *uss Ranger* (CVA 61) has a slightly wider flight deck than she had last year. During a recent six-month overhaul at San Francisco Naval Shipyard, eight feet were added to her angle deck to make room for additional arresting gear.

Ranger is now over 1070 feet long, 270 feet wide and displaces up to 80,000 tons when fully loaded.

While in the yard, *Ranger's* eight boilers were overhauled and repaired, and the ship's evaporators were modified to increase her fresh water capacity.

A Van Zelm Bridle Arresting System was incorporated into the ship's four catapults and the two forward cats were adapted to the nose wheel launching system.

An aircraft engine welding shop was installed and briefing spaces and avionics facilities were improved. Five new arresting gear engine systems were added in the after part of the ship.

Yorktown Receives Overhaul

uss Yorktown (CVS 10) has been overhauled at Long Beach Naval Shipyard. The work included installation of a new radar system and electronic training devices to increase the effectiveness of the ship in its antisubmarine mission.

The Fighting Lady entered the yards last October after returning from a Far East cruise. While in the yards, she spent over a month in drydock.

Yorktown, homeported in Long Beach, is scheduled to make another Far East cruise later this year. This will be the fifth such cruise for the famed World War II carrier since she was designated an antisubmarine warfare carrier.

Neat, Well-Rounded Figures

As the years roll by, naval aviation has an opportunity to add up some noteworthy accomplishments and strike a total. Here are a few examples of how time will tell:

- Patrol Squadron Four, which has been based at Naha Air Base, Okinawa since 1956, recently celebrated 50,000 flying hours in SP-2 *Neptune* patrol bombers without an



OLD WITH THE NEW — Attack aircraft carriers *USS Shangri La* (CVA 38) and *USS Enterprise* (CVAN 65) are anchored at Suda Bay, Crete.

accident. The squadron has been racking up accident-free hours since February 1959.

- Corpus Christi's Training Squadron 31 had flown more than 65,000 accident-free hours by the first of December last year.

- *uss Saratoga* (CVA 60) recorded her 80,000th landing. It was made by an A4C *Skyhawk* on 24 Jan while *Saratoga* was participating in Operation Springboard in Caribbean waters off San Juan, Puerto Rico.

- *uss Midway* (CVA 41) counted the 111,000th landing on her flight deck recently. The touchdown was made by an A-4E *Skyhawk*.

- *uss Essex* (CVS 9) had a four thousand lead over *Midway* when she recorded her 115,000th arrested landing.

- Even a comparative youngster like *uss Constellation* (CVA 64) counted 18,000 arrested landings.



NEWLY PROMOTED Captains Roger K. 'Lou' Knight (left) and Jack D. Baird receive oversized stripes from Captain William P. Tanner, Jr., CO, NAS Los Alamitos, Calif.

- *uss Hancock* (CVS 19) discovered all the pilots of its Fighter Squadron 216 had completed 100 arrested landings on the same aircraft carrier.

Every carrier, of course, has its own figures. These aren't necessarily the greatest but they are representative, and they indicate the Navy's carriers are doing more than just carrying.

Jupiter Bids Farewell

After more than 22 years' active service, *uss Jupiter* (AVS 8), the Navy's only aviation stores ship, is being mothballed.

Jupiter was transferred to the Reserve Fleet early this month after decommissioning ceremonies at Bremerton, Wash.

Through her long career, *Jupiter* has been involved in cargo supply operations too numerous and too varied to list. And, though she's been chiefly concerned with nuts and bolts, she's seen plenty of bullets.

Built in 1939 as a C-2 cargo ship, *Jupiter* was first named *ss Flying Cloud*. She had been renamed *ss Santa Catalina* when the Navy acquired her in June 1941 for service as an AK. She was renamed *uss Jupiter* (AK 43) in August 1942 upon her commissioning, in keeping with the tradition of naming cargo ships after astronomical bodies.

Less than a month after her commissioning, *Jupiter* delivered her first load of cargo at Pago Pago, Samoa, and during the war years that followed served in virtually every

TODAY'S NAVY

area of important Pacific operations. She saw her first action in the form of "Washing Machine Charlie" aircraft raids while working cargo between Tulagi in the Solomons and Guadalcanal. She participated in her first invasion when preparations were made for landings at Tarawa.

Over-all, *Jupiter* covered 135,218 miles during World War II. She carried and delivered thousands of tons of supplies, and moved hundreds of troops to various fronts. She crossed the equator 14 times, and earned six battle stars on the Asiatic-Pacific Area Service Ribbon.

Jupiter's battle stars were for the following: Gilbert Islands Operation (13 November to 8 Dec 1963); Marianas Operation, Capture and Occupation of Saipan (11 June to 10 Aug 1944); Western Caroline Islands Operation, Capture and Occupation of Southern Palau Islands (6 September to 14 Oct 1944); Leyte Operation, Landings (10 October to 29 Nov 1944); Iwo Jima Operation, Assault and Occupation of Iwo Jima (15 February to 16 Mar 1945); Okinawa Gunto Operation, Assault and Occupation of Okinawa Gunto (24 March to 30 Jun 1945).

Returning to the U.S. after the war, *Jupiter* was converted to the aviation supply ship category and redesignated AVS 8.

After a relatively brief period in a post-war decommissioned status, *Jupiter* was recommissioned and



CLASSROOM STRATEGY — By means of an electronic war simulator, Naval War College students gain experience in direction of Fleet exercises.

within three months was again in the Far East. This time she provided aviation material support for U. S. carrier aircraft involved in the Korean conflict.

For the past nine years, *Jupiter* operated out of Yokosuka, Japan, providing the U. S. Seventh Fleet with aviation supplies. During this period she logged more than 250,000 miles while visiting Okinawa, Guam, Hawaii, Taiwan, Hong Kong, Singapore, and ports in the Philippines.

The AVS has been noted for her unusual stock cargo of some 19,000

different aviation supply items, ranging from aircraft canopies, doors, wings, radomes, and helicopter blades, to the tiniest washers, nuts, and bolts.

As *Jupiter* departed Yokosuka for the last time she flew a homeward bound pennant that extended over her wake. The pennant had a field of 17 stars (representing one 12-month and 16 continuous six-month cruises), and was 168 feet long (one foot for each man who had served on board more than a year).

Following the decommissioning ceremonies at Bremerton, *Jupiter* will be moved to Olympia, Wash., and retirement to the Reserve Fleet.

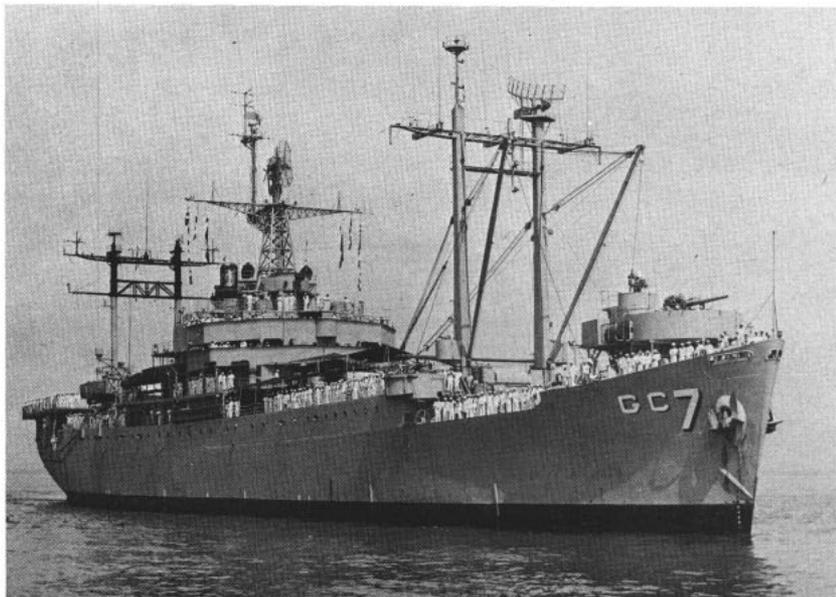
Meet Me in the Med

USS *Elokomin* (AO 55) crew members may have enjoyed a vacation on the French Riviera, but they undoubtedly earned it.

During the oiler's recent Med cruise the ship steamed more than 24,000 miles, serviced 250 ships alongside and transferred approximately 33 million gallons of fuel.

While in port the Navymen participated in the people-to-people program in a number of ways, which included delivery of clothing to needy residents of Cartagena and the painting of a school for deaf children in Palma.

While in the Mediterranean the ship also visited Cartagena, Rota and Barcelona in Spain; Naples and Taranto in Italy; Cannes in France and Palma De Mallorca in the Balearic Islands. During last Christmas



WESTWARD IN '64 — USS *Mount McKinley* (AGC 7), having served in the Atlantic since 1956, is due to rejoin Pacific Fleet later this year.

holidays, when the ship was anchored at Cannes, many of the crew who were not on the Riviera visited Paris, England, Germany and Switzerland.

New Division for PhibLant

The Atlantic Fleet Amphibious Force has a new division composed of five World War II tank landing ships. The purpose of the new LST division is to consolidate training and operational matters of this class ship.

Tank Landing Ship Division 41 is the only one of its kind in PhibLant and is composed of *uss Dodge County* (LST 722), *Duval County* (LST 758), *Cheboygan County* (LST 533), *Churchill County* (LST 583) and *Middlesex County* (LST 983)—all ships which were recommissioned during 1961. (There are similar divisions in the Pacific.)

The LSTs were among more than 1000 similar vessels constructed during World War II, a type which Sir Winston Churchill characterized as being the greatest single contribution to solving the problems of landing heavy vehicles over beaches.

Sweeps Return Home

Five minesweepers of the Pacific Mine Force have arrived back at Long Beach Naval Station after a 7500-mile return voyage from a seven-month Far East tour.

The sweeps, all of Mine Division 73, are *uss Esteem* (MSO 438); *Gal-*



A HOME RUN — After tour of duty with the Sixth Fleet in Med, the oiler *USS Elokomin* (AO 55) starts on journey from Naples to Norfolk.

lant (MSO 489); *Conquest* (MSO 488); *Pledge* (MSO 492); and *Illusive* (MSO 448).

They have undergone extensive mine warfare readiness training while serving with the Seventh Fleet in the western Pacific.

During their deployment, the sweeps participated in minesweeping exercises with the navies of South Korea, Taiwan and the Philippines. In several instances, navymen

of foreign navies trained aboard the U.S. ships during mine countermeasures operations.

The five ocean minesweepers also participated in a goodwill program which included port visits in Japan, the Philippines, Taiwan, and the British Crown Colony of Hong Kong.

Carrying cargoes of "Operation Handclasp" clothing and supplies for distribution to the needy in the Far East, the minesweepers were welcomed in many ports in which U. S. Navy ships are a rarity.

Conquest and *Esteem* claim to be the first U. S. Navy ships to visit the towns of Hiroo, Rumoi and Mombetsu on Japan's northernmost island of Hokkaido, while *Pledge* and *Esteem* think they have made the first call at the Philippine port of Pagadian.

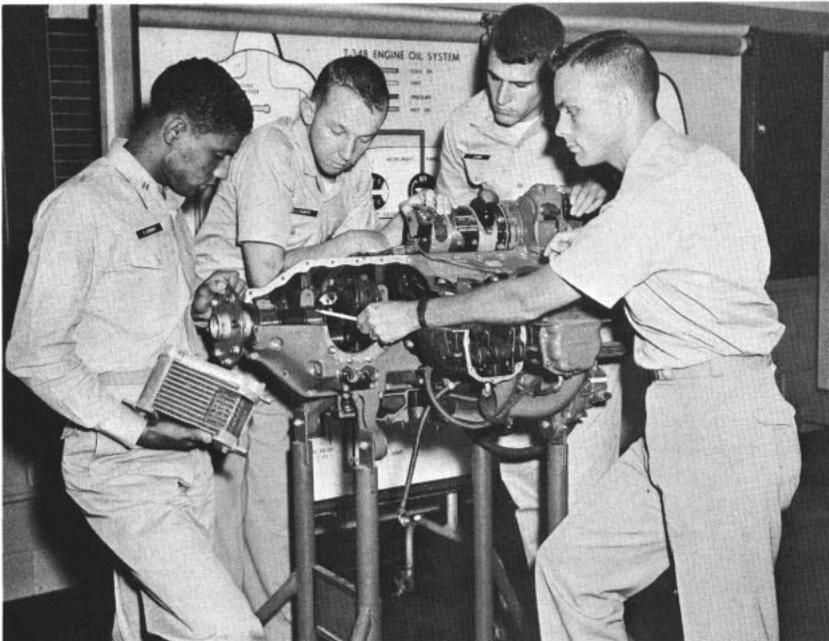
Val Will Replace Skyhawk

Work will begin soon on production of a new attack aircraft to be used by the Navy and Marine Corps.

The new plane is named *Val*, and will be designated A7A.

Val is slightly larger than the A4E *Skyhawk*, which she'll eventually replace in Fleet operations. (*Val* will carry a larger payload than *Skyhawk* nearly twice as far.)

The A7A will be powered by a non-afterburning version of an engine now under development.



GROUND WORK—Future pilots get the word on parts of plane they will fly.

Brief news items about other branches of the armed services.



USAF MINUTEMAN missile launched from Cape Kennedy, Fla., leaves glowing trail as it streaks over Atlantic.

TO SOME, SHAKE, RATTLE AND ROLL may be a song but at Wright-Patterson Air Force Base, Ohio, it is a way of acquainting astronauts with spacecraft vibration.

A six-degree-of-motion simulator (sixmode, for short) is scheduled for completion there in July. It will subject a pilot strapped into a model cockpit to the roll, pitch, yaw, up-and-down, side-to-side, backward-and-forward motion—all simultaneously—such as astronauts might encounter in both the launch and re-entry stages of space travel.

For the non-space oriented, scientists say a ride in the sixmode will be something like riding a raft in a hurricane.

In addition to shaking up astronauts, scientists also hope to improve spacecraft seating arrangements, instruments and controls so astronauts can perform tasks even during periods of extreme vibration.

The sixmode will test astronauts' responses to space flight and provide a realistic proving ground for future equipment designed for manned spacecraft.

★ ★ ★

A NEW ANTI-TANK MISSILE which is electronically guided along the gunner's line of sight, much as though there were an invisible gun barrel stretching to the target, is being developed for the Army Missile Command, Redstone Arsenal, Ala.

The missile is called *Tow* (Tube-launched, Optically-tracked, Wire-command link guided missile).

The *Tow* system is being developed for use as a heavy assault weapon that regular Army field troops can use without special training as missile technicians.

Here's how it works: A *Tow* missile, still enclosed in its shipping container, is inserted into a tripod-mounted launch tube. The container forms an extension of the launcher. (The missile has stubby wings and control surfaces that remain folded while in the launcher.) Electrical and mechanical connections are made automatically as the container is clicked into place.

After launching, the missile follows a boost-coast

trajectory using two separate boosters to obtain the required velocity. One motor powers the missile while it is still in the launcher. To insure safety for the gunner, the *Tow* coasts for a while after leaving the tube before the second booster speeds it to its target.

As the missile travels through the air it unreels two hair-thin wires, through which it receives steering signals.

The gunner aims a telescopic sight at the target. The missile automatically follows his line of sight.

If the target is moving, the gunner tracks it with his sight, and electronic signals correct the missile's course.

Tow can be used against tanks, armored vehicles and gun emplacements. It is expected to provide a major boost in firepower for infantry units because of its powerful explosive force combined with high accuracy at both close and long ranges.

The new system is portable—it can be carried on various types of vehicles such as jeeps and armored personnel carriers, or on helicopters. Total weight of the system (less missile) is approximately 160 pounds. For easy carrying, the unit can be broken down into four parts.

In demonstration tests conducted at the Army's Aberdeen Proving Grounds in Maryland recently a *Tow* missile hit within one foot of the center of a tank-sized target more than a mile away.

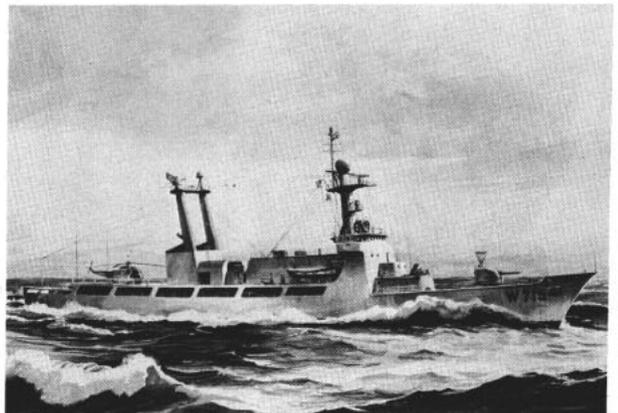
★ ★ ★

A 350-FOOT COAST GUARD CUTTER is now under construction on the east coast. The longest ship ever built by the Coast Guard, the cutter is the first of 38 major vessels which will replace aging units during the next 10 years.

The new cutter will be powered by gas turbines and diesel engines. The diesels will be used for cruising speeds up to 20 knots, and when more speed is required, the gas turbines will provide a maximum of 29 knots.

Complete pilot house control, variable pitch propellers, and a bow thruster will make the cutter the most maneuverable ship of its size.

The ship will carry 15 officers and 150 enlisted men. It will be equipped with a data computer system, a helicopter deck, oceanographic labs, and a closed circuit television system.



AN ARTIST'S VIEW—This 350-foot cutter, now under construction, is longest ship ever built by Coast Guard.

AT HOLLOMAN AIR FORCE BASE, N. Mex., there is a school for chimpanzees which has 83 students. The chimps are there to learn to fly spacecraft. Two simian graduates of the school, Enos and Ham, have already been aloft.

Experts say spacecraft controls can be simplified to a point at which no activity will be necessary, except to keep a cross within a circle.

The star pupil at the chimpanzee school is six-year-old Bobby Joe, who is a whiz at keeping a cross inside a circle by using two hand levers to control the vertical and horizontal movements of the cross.

When Bobby Joe keeps the cross inside the circle for two ten-second periods, he is rewarded with a banana-flavored food pellet. His skill is evident in the 225 pellets he puts away during a typical five-hour shift.

The other students at the school aren't quite as adept as Bobby Joe at piloting spacecraft. One day, Bobby Joe—probably feeling sympathy for his co-workers' lack of banana pellets—released the combination lock on his cage; pulled it from its slots and sneaked into the room where the banana pellets were stored.

He grabbed a sack of pellets, ran down the row of cages containing his fellow students, and tossed large handfuls of the pelletized bananas to each while his handlers were in hot pursuit.

Bobby Joe's generosity, however, exceeded his good sense. When he got around to sating his own appetite, the supply of banana pellets was exhausted.

★ ★ ★

HELMET-MOUNTED infrared binoculars which are designed to give their wearer better night vision are being tested by the Army.

The binoculars, which are to be used while driving, have two image converter tubes mounted in them. Power is supplied by a high-voltage unit mounted on the rear of helmet. The unit weighs about one pound.

Illumination is provided by invisible infrared rays from filtered headlamps of the vehicle.

The idea is not new. The Army has already developed hand-held infrared binoculars, the metascope, a weapon sight and other infrared viewing equipment. The helmet-mounted binoculars will enable the night driver to use both hands for driving.

★ ★ ★

A MISSILE BATTALION that can "shoot and scoot" has been deployed to Europe to provide heavy artillery support for the Seventh Army.

Equipped with the highly mobile *Pershing* missile system, which can be put into action quickly and be back on the road shortly after firing, the Fourth Battalion, 41st Artillery, has arrived in Germany to replace the *Redstone* missile force.

The *Pershing* is a two-stage, solid propellant missile that's 35 feet high and guided inertially. Its range is 400 miles. The missile is normally transported on light-weight, tracked vehicles, but can be airlifted by helicopter.

The 635-man Fourth Battalion is comprised of four *Pershing* firing batteries, each of which can be quickly deployed to shoot and scoot.



MISSILE LAUNCHER—Army's air transportable armored reconnaissance vehicle is equipped to fire the *Shillelagh*.

A COMPUTER SCHOOL for high-ranking officers and civilians has been established by the Department of Defense. It was opened after a recent study showed that computer technology, now important to military operations as well as administration, has developed since most senior executives completed their formal education.

Younger men usually receive computer familiarization courses in service academies, postgraduate schools and industrial courses.

The initial Computer Institute classes will be limited to generals, admirals and their civilian counterparts. They will attend one week. Later this year a longer course will probably be added for the ranks of colonel, Navy captain and equivalent civilians.

Students will operate desk-size training versions of large computers during the course. The experience, combined with normal classroom instruction, will result in a better understanding of the capabilities and limitations of computers, as well as the hardware features which make some computers more suitable than others for solving certain types of problems.



NEWLY DEVELOPED grenade launching system is mounted on Army cargo truck as defense against ambush.

THE BULLETIN BOARD

Now's Your Chance To Join Navy's Fleet of Nuclear Ships

FOUR MORE RATINGS—MR, AD, CM and UT—have been added to the list of those from which men may be drawn for training in the shipboard nuclear power program. If you're in one of these ratings, or in any other nuclear training source rating (others are ET, IC, EM, MM, EN and BT), now's the time to apply. Here's why:

- The Fleet of nuclear-powered ships is growing rapidly.

- The need for engineering personnel trained in nuclear power theory and operation is increasing.

- Men with a background in engineering fields are needed now for nuclear power training.

The four new nuclear training source ratings have been added to the list to help meet these expanding personnel requirements. If you're in an eligible rating, and are interested in looking at what this important and challenging program has to offer, here's some background.

You may volunteer for training in either the submarine or surface ship program. (BT personnel are eligible for surface ship nuclear training only.) The training phase takes at least one full year, with emphasis on powerplant theory and operation.

If you volunteer for duty on board a nuclear sub, and are not already qualified in subs, you go on to submarine school.

Although you may apply for either submarine or surface ship training, not all those who request nuclear sub duty are assigned to such. At present, personnel requirements are greatest for surface ship duty, and chances are you'd pull duty on board a nuclear-powered surface ship. However, after 18 months on board your surface ship, you could apply for sub duty, and chances would be good that you'd get it.

Present plans call for a new shipboard nuclear power training class to convene in July. If you wish to enter the program and make this class, your request should be submitted as soon as possible.

If otherwise eligible for nuclear training, you will not be required to have served on board your present

command, sea or shore, for any specific period.

In addition to being in one of the eligible source ratings (any pay grade E-2 through E-6), here's what's required if you wish to apply for training. You must:

- Be not more than 25 years of age.

- Be recommended by your commanding officer.

- Have a minimum combined GCT-ARI of 110. (The combined GCT-ARI for MR, AD, CM, UT, MM, EN and BT personnel must be 105 or higher, in addition to having a minimum Navy Standard Score of 53 in the Advanced Technicians Test MATH.)

- Be a high school graduate, or have completed two years of high school and have the GED equivalent of a high school diploma.

- Be physically qualified, as outlined in the *Manual of the Medical Department*.

- Have at least 36 months' obligated service at time of reporting for instruction.

- Extend or reenlist to insure at least six years' total service, if you've completed less than three years' service upon reporting for training.

- Have a clear record for the 12 months before application, and not

more than one minor offense recorded over the latest 24-month period. (Those convicted of serious offenses are not eligible.)

- Have all evaluation marks of 3.0 or above for two years before entering school.

- Be cleared for Secret.

Concerning the last point, a National Agency Check request should be initiated at the time you submit your application, assuming you meet all the other eligibility requirements. This security check must be requested before you are transferred for training (unless, of course, one has already been completed).

You will be interviewed by an officer to determine whether you understand the program and are motivated for training. Your CO should attach a completed interview form to your application.

Specific information should be included. You should note which program you desire to enter (surface or submarine), your Seavey - Shorvey status, whether you have been selected for officer status or have previously been selected for a nuclear program, your level of education, test scores, obligated service, and security clearance information.

Your request should be submitted on an Evaluation Report (NavPers 1339), via command channels, to the Chief of Naval Personnel (Pers B-2131).

If you wish to make the July class, submit your request as soon as possible to allow time for processing and, if you're selected, your arrival at school in plenty of time.

After the Chief of Naval Personnel reviews your request you will be advised of the action taken. If you're selected, but can't be assigned to training right away, you will be placed on a waiting list for assignment at a later date. It's not necessary to submit another request.

A change in rating will be part of the program if you're an MR, AD, CM, or UT. Men in these ratings who successfully complete the training courses are converted to machinist mate (in equal pay grade).

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



"Better check your Ioran set, Chief—according to the navigator's celestial fix, we're in Topeka, Kansas."

Here's one final point to consider if you have trouble making up your mind: Those who complete nuclear power training may draw proficiency pay of \$75.00 (surface ship duty) or \$100.00 (submarines) each month. In addition, if you're accepted for nuclear sub duty, you may draw submarine pay of from \$50.00 to \$100.00 monthly, depending on your pay grade.

Details on these and other aspects of the nuclear ship training program are contained in Chapter 11 of the *Enlisted Transfer Manual*.

DIRECTIVES IN BRIEF

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

Alnavs apply to all Navy and Marine Corps commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 4 - Announced that Guantanamo is a restricted area within the meaning of *Joint Travel Regulations* for members whose dependents are not on station and those en route or ordered in future.

No. 5—Further discussed family separation allowance restrictions.

Instructions

No. 1611.13—Introduces the new Report on the Fitness of Flag Officers, NavPers 310A (3-64), and provides instructions governing its preparation and submission.

No. 6100.6—Amplifies weight control measures earlier cited in SecNav Inst. 6100.3 and establishes a means whereby commands may enforce weight reduction for those enlisted personnel who are obese.

Notices

No. 1320 (28 February) - Provided information pertaining to orders to personnel in connection with construction and fitting out of new construction nuclear-powered ships.

No. 1211 (4 March)—Advised commands of the distribution of the *Manual of Navy Officer Classifications* (NavPers 15839A) and re-

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



"You were selected 'Sailor-of-the-Month'. I was named for 'Best Military Appearance'!"

ferred to developments in the Navy Officer Classifications System.

No. 1520 (2 March)—Offers information concerning the scope of the Navy postgraduate and undergraduate education programs planned for the academic year 1965-66 and provided instructions for submission of preferences.

No. 1510 (12 March)—Announc-

HOW DID IT START

50 Years for Aero Lab

One day last March three pioneers of early naval aerodynamics returned to the David Taylor Model Basin in Maryland to help celebrate the 50th anniversary of the Aerodynamics Laboratory.

Mr. J. A. McCrary, 89, Captain Walter S. Diehl (USN, Ret.), 70, and Dr. John F. Victory, 71, had helped nurse the lab through its first few decades.

Captain Diehl was in charge of the Navy's work in aerodynamics and hydrodynamics from 1918 until 1951, both in the old Bureau

of Aeronautics and in the Aero Lab. Dr. Victory worked in the lab when it was first started, and later became the first paid member of the National Advisory Committee for Aeronautics, which was the forerunner of NASA. Mr. McCrary was director of the aerodynamics lab from 1930 to 1942.

Naval aviation began in 1911 with the purchase of the A-1 which was the Navy's first airplane, and three years later the Navy's first wind tunnel was built at the experimental model basin at the Washington Navy Yard. The basin was later renamed for its designer, Captain David Taylor.

The original eight-by-eight-foot tunnel could provide a wind velocity of 54 miles per hour, though its normal operating output was about 40 mph. This first tunnel remained in operation for 30 years.

Applications Considered for Dental Corps Candidates

Applications for appointment into the Regular Navy Dental Corps are now being considered upon receipt by the Naval Examining Board. In the past, applications were accepted at any time but were considered by the Naval Examining Board only twice a year, in February and in August.

Continuous consideration applies to requests both from civilian dentists seeking USN appointment and to Reserve officers who want to augment into the Regular Navy.



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As aerodynamics became more important to the Navy the original lab was expanded until it outgrew its allotted space. In 1936 Congress authorized plans for a new model basin and wind tunnels, and in 1944 the aerodynamics lab was officially transferred to Carderock, Md.

Today, wind speeds from 0 to Mach 10 can be attained in the subsonic, transonic, supersonic, and hypersonic wind tunnels in the Aero Lab.

There's A Wealth of Education in the Navy's School System

THE NAVY HAS a long-standing reputation for its educational opportunities. Navy men can choose between class A, B, C, and P schools, academies, colleges, and postgraduate courses.

But the Navy's reputation and the availability of school quotas are almost completely worthless if you don't know exactly what schools are in operation, what material they cover, what you must do to qualify, and how you go about getting your hands on the right set of orders.

This information is available, in easily understandable form, in the *Catalog of U. S. Naval Training Activities and Courses* (NavPers 91769-F). Every Educational Services Office has one.

Every school offered by the Bureau of Naval Personnel is listed in the catalog. Under the heading of each school you can find such items as quota information, security classification, and requirements, including battery scores, physical condition and necessary obligated service. Convening dates are listed in the publication's annex.

Although the book is a handy ready reference for the Navyman who knows exactly what he wants, it's probably even more valuable if you have no designs on any particular school. A few minutes spent browsing through the catalog is bound to give you a few ideas — some of which could easily materialize.

The catalog lists over 350 courses. Some are highly technical—the book lists 15 courses available to electronics technicians at the Great Lakes ET "C" school, covering electronic instruments, computer basics, and ECM maintenance.

Other schools deal more with techniques than with science. Class "A" illustrator draftsman school, available to most E-2 and E-3 Navy men with GCT-ARI combinations of 105, offers instruction on basic drafting skills including freehand illustration, projection, commercial art, charts, graphs, posters and cartoons.

The pub is divided into four parts. They are:

- Part A—This section refers to schools for commissioned officers, and contains information on Ad-

vanced Command and Staff Schools, the U. S. Navy Postgraduate Schools and Courses, special programs and miscellaneous officer training.

Eligibility requirements, quota information and scope of instruction are listed for each school. Part A of the catalog can be important to the officer who is interested in continuing his education and increasing his chances of promotion.

- Part B — This section, which covers officer candidate training activities, is practically guaranteed to enthruse any ambitious enlisted man. It lists eight different ways for Navy men to earn a commission and in some cases, a diploma as well. Opportunities for enlisted women are described.

Types of commissions offered, requirements, and background information may be found for each school.

- Part C—This chapter will probably interest more Navy personnel than any other. It deals with the class A, B, and C schools available to enlisted men and women.

Here you can find listings which range from recruit training to plastic pipe repair for shipboard damage control personnel. If you're musically inclined, for instance, you can find a section on the Class A School of Music. According to the publication, this school offers private instrumental lessons, concert and dance band rehearsals, musical theory, musical

survey and sectional rehearsals. It also explains that you don't have to be a musician or musician striker to apply—the school is open to many ratings, including quartermasters, boatswain's mates, and yeomen.

Or, if your interests are mechanical, you can find out all about the Navy's welding, teletype maintenance, and steelworker's schools.

- Part D—This section of the catalog, titled Functional Training, applies to both officers and enlisted men. Functional schools usually deal with the performance of specialized tasks which are not normally included in officer and enlisted training, such as instruction on new or advanced weapons. Many of the courses are slanted for the group or team situation.

Information on the nuclear programs, mine warfare school, courses on damage control and advanced undersea weapons training is included, to mention only a few.

If, while looking through the catalog, you find a school which interests you and for which you qualify, don't stop at window-shopping. An officer in BuPers may be trying to find the right man to fill a quota for that particular school. But he'll never know you're interested unless he receives your quota request.

Once you know what you want, it is not difficult to apply for a quota—especially when you use the catalog. See your Educational Services Officer, point out the school which interests you, and he can probably give you a little additional information. If you are qualified, he'll draft a quota request, arrange for your CO's endorsement, and send it off to the proper authority.

You never can tell. You may solve some assignment officer's problem.

Three Correspondence Courses Set for Enlisted Personnel

Three new Navy correspondence courses have been issued by the Naval Correspondence Course Center, Scotia, N. Y. They are:

- ECC Patternmaker 3 & 2, NavPers 91549-1A
- ECC Aviation Machinist Mate R 1 & C, NavPers 91608-1
- ECC Instrumentman 3 & 2, NavPers 91383-C

R. L. Silva, PN3, USN



"Nice shooting, Sir!"

Stewards' February Exams Rescheduled for 19 May

All second and third class stewards who took the February 1964 examination for advancement in rating, including those who took substitute exams, will have to take it over if they hope to be advanced.

It has been determined that both the SD2 and SD3 exams for this period were compromised. It was therefore necessary to invalidate all the examinations to protect the integrity of the advancement system.

In fairness to all personnel, and to provide a normal advancement opportunity, substitute examinations are being made available. Those who participated in the February exam are eligible to participate in the substitute exam, (series 35A), provided the CO's recommendation has not been withdrawn.

Substitute exams will be automatically shipped to all commands that ordered the February stewards exam. Commands should not request them.

The new exams will be administered 19 May. It is anticipated that only in the most unusual cases will a request for delayed substitute examinations be granted by the Bureau of Naval Personnel.

Administration of the exam will be as usual, in accordance with current basic regulations. However, requests for delayed substitute exams must be forwarded to BuPers instead of the Exam Center.

NavPers Form 624, on which is recorded multiple computation data, should also be marked especially for this substitute exam by placing "35A" in the upper left corner with a marking pencil.

All CNARESTRA TARs will be administered the same examinations as active duty personnel and will compete for vacancies among themselves. Those examination returns will be submitted separately.

After the exams have been administered, they will be returned by air mail immediately to prevent delay in advancement.

Bonnie Dick Still Spry

Though she's pushin' 20, *uss Bon Homme Richard* (CVA 31) still has plenty of moxie. The old *Essex* class carrier, commissioned in November 1944, is presently on a seven-month deployment in the Far East.

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



"I bid one corpen."

She's serving with the Seventh Fleet as flagship of Carrier Division Five on a busy schedule.

Uniformed Services Almanac Tells All

The 1964 edition of the *Uniformed Services Almanac* is on the newsstands. In one condensed paperback volume, this annual almanac

again presents a valuable guide to many items of interest for all military personnel.

The *USA* has sections on life insurance and Social Security, dependents' medical benefits, retirement benefits, home buying, payment of federal and state taxes, veterans' benefits, shipment of personal property, plus various charts used in computing pay, allowances and deductions.

It lists the top officials in each service and the Department of Defense, members of Congressional committees which deal with the services and veterans' benefits, and the Joint Chiefs of Staff. It gives statistics on service personnel on duty in war and during peacetime, casualties, educational levels of active duty personnel, DOD expenditures, and a general breakdown of the numbers of personnel, by service, who are in each pay grade, their average ages, where they are stationed, how many are married, and other related information.

WHAT'S IN A NAME

NSC Norfolk, Navy's Oldest

Norfolk's Naval Supply Center celebrated its 45th birthday last March. It has grown, during four and a half decades, from a few storehouses constructed on the site of the 1907 Jamestown Exposition to a giant with more than 150,000 customers on land and sea. They range from sailors of the Second and Sixth Fleets to hundreds of shore activities and that portion of the U. S. Navy supporting the North Atlantic Treaty Organization.

NSC Norfolk is the Navy's oldest supply center. The depot's growth began in the twenties. It slowed down in 1929 and in the depression years that followed when the nation's economy faltered, but in 1941, World War II gave its growth a big spurt. NSC Norfolk acquired new warehouses and piers to handle the heavy demands of a Navy engaged in global war.

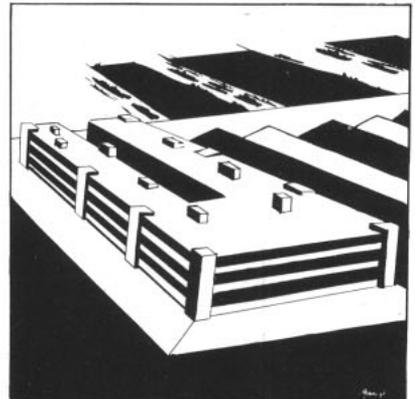
Although many military installations were closed with the coming of peace, the Norfolk Naval Supply Center still had a tremendous job to do. Military supplies which had been shipped overseas in the expectation of continued hostilities were being returned, and had to be screened and restocked before the depot could return to normal peacetime operations.

Although it was removed from the Korean conflict by the width of the Pacific and the

breadth of the North American continent, the Norfolk Supply Center was called upon to supply Navy ships reactivated from the Atlantic mothball fleet.

On its forty-fifth anniversary, the Norfolk Naval Supply Center resembles a large corporation. An electronic data processing system operates the year around to relieve it of much of its former paper work.

The center maintains a multi-million dollar inventory with which it conducts its world-wide business. Its job: to supply the Navy with the essentials for keeping the peace as, in the past, it has supplied the Navy with the means of waging war.



Annual Report Points Up Role of Your Navy Relief Society

EACH YEAR there is an annual call for voluntary contributions for the Navy Relief Society. The call is answered by outright donations, balls, carnivals, style shows and athletic events. The drive usually nets well over \$1,000,000.

So what happens to the cash?

Any Navy Relief bookkeeper could give you an accounting down to the last penny but let's face it: The Navy men are important, not the paperwork. And, to get an idea what the Society does for the sailor, you must look at case histories. Here are a few from the '63 files.

Last year the society closed a case which began back in 1958, when a Navyman was killed in an aircraft accident. He left behind a wife and two children.

The Social Security and dependent survivor's benefits which go to a Navy widow can certainly come in handy, but are not always enough to raise a family. Consequently, the young mother decided to attend college and qualify as a school teacher.

A determined woman, she worked part time, cared for her children and attended classes. But, one year before she was due to graduate, her money ran out. She then wrote to Navy Relief and applied for a loan.

The Society replied with a grant covering her expenses for one semester. A few months later an additional grant was made, she graduated on schedule, now holds a teaching job, and the future of her family is secured.

Another case involved a Navyman's daughter who had been crippled since birth. Her case was not hopeless, and the doctors felt that her condition could be cured by a series of brain operations. Unfortunately, military hospitals do not perform the type of neuro-surgery required, and civilian brain surgeons are far too expensive for Navy pay.

Without the operations, the girl would be an invalid for life.

Despite his lack of ready cash, the Navyman talked to a doctor who was qualified to perform the operation. The surgeon agreed to charge only half of his normal \$2000 fee, and would accept that only to pay for the surgical team which would accompany him during the operation. Also sympathetic, the hospital

agreed to lower its prices.

But the total cost still far exceeded the Navyman's ability to pay.

At this point the Navy Relief Society stepped in. A grant was made and two operations were performed—successfully. The girl is now well on the way to recovery.

Then too, are the multitude of cases which involve less money but which are of extreme importance to the persons involved. A Pearl Harbor seaman apprentice receives word that his father has died, and the Society loans him the money for his trip home; an allotment check is lost in the mail and the young family concerned applies for a loan to buy groceries; a mother is too sick to care for her children, and Navy Relief pays for a homemaker until she has recovered.

Retired Navy men who rate care only in military hospitals have benefited by the organization. In 1963 one Fleet Reservist was stricken at home and required emergency surgery at a civilian hospital. The resulting bills were more than the family could possibly pay. They contacted the Navy Relief Society and their request for assistance was answered promptly with checks covering all expenses as a grant.

That's the Navy Relief brand of security.

On the other hand, the society does not spend the entire \$1,000,000 on grants or emergency situations. They also spend a good deal of time and money in efforts to prevent financial emergencies. The society maintains that many problems may

All-Navy Cartoon Contest
Kenneth O. Niles, RMC, USN



"I'm sorry Finley, but I'm afraid you'd never make the grade in UDT."

be prevented by forethought, planning, and perhaps a little added information. Consequently, Navy Relief is prepared to offer expert counseling to any Navyman—before his problem becomes a crisis.

The society's flexibility probably constitutes its greatest usefulness to the Navy family. The organization is available to help in any emergency, and Navy Relief experts can step from minor personal problems to major disasters, as was the case when *USS Thresher* (SSN 593) was lost in the Atlantic.

Immediately after *Thresher* was reported lost, a Navy Relief representative was detached from duty in Newport and sent to assist the Portsmouth Auxiliary. At the same time, the society made available money to be used as needed.

As things worked out, all survivors' claims were processed quickly by the Navy and none of the families were subjected to financial hardship. Nevertheless, the money was available had the *Thresher* families needed it.

Money is always available when a Navy family is in real need. That's what happens to the \$1,000,000 donated annually to the Navy Relief Society. (For a list of NRS branches and their auxiliaries, see the February issue of *ALL HANDS*, page 54.)

List of New Motion Pictures And TV Series Available To Ships and Overseas Bases

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

Two one-hour TV shows are packaged together for a 108-minute program, but may be shown only aboard ship. TV series available for selection are: *The Untouchables* and *The Dick Powell Show*.

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

Motion Pictures

The Prize (2574) (C) (WS): Drama; Paul Newman, Elke Sommer.

The Four Days of Naples (2575): Drama; Regina Bianchi, Alda Giuffrè.

Children of the Damned (2576): Drama; Ian Hendry, Alan Badel.

Pyro (2577) (C): Drama; Barry Sullivan, Martha Hyer.

Kings of the Sun (2578) (C) (WS): Drama; Yul Brynner, Shirley Ann Field.

One Man's Way (2579): Drama; Don Murray, Coral Ohmart.

Love With the Proper Stranger (2580): Natalie Wood, Steve McQueen.

The Man From Galveston (2581): Action Drama; Jeff Hunter, Preston Foster.

The Comedy of Terror (2582) (C): (WS); Comedy; Vincent Price, Peter Lorre.

Gold for the Caesars (2583) (C): Melodrama; Jeffrey Hunter, Mylene Demongeot.

The Ceremony (2584): Drama; Laurence Harvey, Sarah Miles.

A Global Affair (2585): Comedy; Bob Hope, Robert Sterling.

Mutiny on the Bounty (2586) (C) (WS): Drama; Marlon Brando, Trevor Howard.

Mail Order Bride (2587) (C) (WS): Comedy; Buddy Ebsen, Keir Dullea.

The Pink Panther (2588) (C) (WS): Comedy; David Niven, Peter Sellers.

Man in the Middle (2589) (WS): Drama; Robert Mitchum, France Nuyen.

Gunfight at Comanche Creek (2590) (C) (WS): Action Drama; Audie Murphy, Colleen Miller.

The Incredible Journey (2591) (C): Melodrama; John Drainie, Sandra Scott.

Dr. Crippen (2592): Suspense Drama; Donald Pleasence, Samantha Eggar.

The Gentle Art of Murder (2593): Mystery Drama; Pierre Brasseur, Danielle Darrieux.

TV Programs

5331: TV-1 *Dick Powell Show*—Crazy Sunday. TV-2 *The Untouchables*—The Waxey Gordon Story.

5332: TV-1 *Dick Powell Show*—The Losers. TV-2 *The Untouchables*—The Organization.

5333: TV-1 *Dick Powell Show*—Everybody Loves Sweeney. TV-2 *The Untouchables*—Jamaica Ginger.

5334: TV-1 *Dick Powell Show*—Luxury Liner. TV-2 *The Untouchables*—Testimony of Evil.

5335: TV-1 *Dick Powell Show*—Thunder in a Forgotten Town. TV-2

All-Navy Cartoon Contest

Peter C. Markantes, Jr., USN



"Got a minute, Smith?"

The Untouchables—The Nick Moses Story.

5336: TV-1 *Dick Powell Show*—Colossus. TV-2 *The Untouchables*—The Purple Gang.

5337: TV-1 *Dick Powell Show*—

Charlie's Duet. TV-2 *The Untouchables*—The Lily Dallas Story.

5338: TV-1 *Dick Powell Show*—Third Side of a Coin. TV-2 *The Untouchables*—Augie the Banker Ci-amino.

5339: TV-1 *Dick Powell Show*—Epilogue. TV-2 *The Untouchables*—The Underground Court.

5340: TV-1 *Dick Powell Show*—The Sea Witch. TV-2 *The Untouchables*—Mark of Cain.

5341: TV-1 *Dick Powell Show*—The Judge. TV-2 *The Untouchables*—Masterpiece.

5342: TV-1 *Dick Powell Show*—The Doomsday Boys. TV-2 *The Untouchables*—Kiss of Death Girl.

5343: TV-1 *Dick Powell Show*—Last of the Big Spenders. TV-2 *The Untouchables*—Tommy Karpeles Story.

5344: TV-1 *Dick Powell Show*—Apples Don't Fall Far. TV-2 *The Untouchables*—A Seat on the Fence.

5345: TV-1 *Dick Powell Show*—Special Assignment. TV-2 *The Untouchables*—Mr. Moon.

NOW HERE'S THIS

The Ice Crushers

The falling of autumn leaves in the northern hemisphere last year signaled the beginning of spring in Antarctica and the Navy icebreakers USS *Glacier* (AGB 4), *Burton Island* (AGB 1) and *Atka* (AGB 3) began crunching their way through heavy ice to provide a watery freeway for incoming supply ships. As usual, it was no picnic. Here are a few for instances:

On a trip to Hallett Station on the edge of Victoria Land, *Burton Island* found the Antarctic ice to be 15 feet thick in some places and covered with six feet of soft snow.

At one point in the journey, *Burton Island* became wedged in the ice for 19 hours and finally had to be blasted free.

All in all, it took the 6500-ton icebreaker five days to crunch through the 334 miles which separated her from her goal.

While *Burton Island* was carving a channel to Hallett, *Glacier* was pushing on toward *McMurdo*. She escorted USNS *Chattahoochee*

(T-AOG 82) and her cargo of one million tons of oil within two miles of *McMurdo's* storage facilities where *Chattahoochee* laid a rubber-hose pipeline across the sea ice to *McMurdo's* storage tanks.

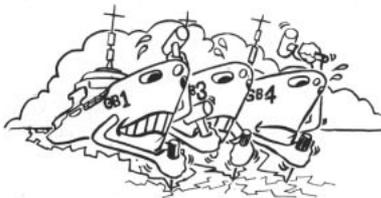
By this time, USNS Pvt. John R. Towle (T-AK 240) was inching toward *McMurdo* with a cargo of food and construction supplies for which a pier would be needed.

When she arrived, she found a pier was available through the efforts of the icebreakers and Antarctic Support Activities constructionmen who had sawed a smooth face on a pier carved from the ice. Towle's tons of cargo were unloaded without mishap.

Atka and *Glacier* battered and crushed the thick ice of the Ross Sea to enlarge *McMurdo's* harbor facilities and to cut a pier close to shore for USNS Pvt. Joseph F. Merrell (T-AKV 4) when she arrived.

Things didn't go well this time, however. A freak pressure change caused the ice to crack at right angles of the cut and Merrell had to be moored farther out in the harbor.

The icebreakers kept the channels open until the last cargo ship had deposited its supplies and returned to New Zealand. Then the icebreakers, too, steamed away leaving the sea undisturbed to seal the wintering-over party tightly into Deep Freeze '64.



FIGHTING McKEE

ROUGH, TOUGH, GREYHOUND OF WWII

ALL HANDS SPECIAL SUPPLEMENT

ANYONE AROUND who remembers McKee? Not very many, we'll wager. There's no special reason why you should. If you've come into the Navy since the end of World War II, she's before your time. She is mentioned briefly, if at all, in the standard history books. She was just another DD cranked out by the hundreds by U.S. shipyards during the war.

There was nothing much to distinguish her from swarms of other DDs. No glory, but plenty of hard work and danger was to be her destiny. Yet it was ships like *uss McKee* (DD 575) which made it possible for the more glamorous carriers, battleships and cruisers to reach the headlines. In telling the story of McKee we are also telling the story of the many, many other destroyers who quietly did their job, then vanished—almost—from the pages of history.

THE WAR WAS COMING to an end. Planes from the big carriers were methodically wiping out Japan's war potential. Big battleships were bombarding coastal targets. Then, on 30 Jul 1945, Destroyer Squadron 25 penetrated Surigao Wan to knock out an aluminum plant in a four-minute bombardment, protected by only a few night fighters.

Right there in the thick of it was *uss McKee*.

McKee had been one of the seven destroyers to make that raid. In addition, she had participated earlier in 11

amphibious operations, from New Guinea to Okinawa. She had operated with the same fast carrier task force for the last two years. She was already an oldtimer, carrying on as the fourth generation of a fighting Navy name.

(Lieutenant Hugh W. McKee, for whom the destroyer was named, was mortally wounded while leading the attack on Korean forts on Kango-Hoa Island, 11 Jun 1871, and died on board the steam frigate *uss Colorado*. Torpedo Boat No. 18 and DD 87 also bore his name. Torpedo Boat 18 was launched in 1898 and was stricken from the Navy List in 1912. DD 87, launched in 1915 was scrapped and sold in 1936.)

COMMISSIONED IN MARCH 1943, at Orange, Texas, *McKee* took no time to get into the fray. She was soon operating out of Pearl Harbor, steaming on patrol and plane guard stations, sailing at different times with *uss Essex* (CV 9), *Yorktown* (CV 10), *Cowpens* (CV 25), and *Independence* (CV 22).

Late in October 1943 she received orders to join Task Force 53 at Espiritu Santo. Upon arrival, she promptly covered a retiring convoy from the newly invaded Empress Augusta Bay, Bougainville.

McKee didn't do at all badly in her first encounter with the enemy, when she helped fight off the expected Japanese air raids which followed the invasion. Aided

by intermittent moonlight and flares, the enemy planes pressed attack after attack.

McKee knocked down her first plane shortly after the attack began, when her 20-mm. caught a plane 400 yards away.

Fifteen minutes later another attack came in. *McKee* came through unscratched.

Things were quiet then for a few hours, except for snoopers, when more unidentified planes alerted the formation. Five minutes later, *McKee's* second plane of the night fell a victim to her 20-mm. guns, after it had dropped a torpedo which passed under the ship without exploding.

Eight hours after the first alert, the weary crew finally secured from GQ. This was their introduction to the fighting war.

WITH ONLY TIME OUT for refueling, the destroyer joined Carrier Task Group 50.3, headed by *Essex*, *Independence* and *Bunker Hill* (CV 17) in a raid on Rabaul. The score was quite satisfactory — a heavy cruiser and destroyer heavily damaged, one enemy destroyer sunk, three other ships slightly damaged.

When enemy planes attempted to retaliate, no damage was done to the task group, but over 50 enemy planes were shot down by the carrier planes and the guns of the Task Force. *McKee* claimed one sure kill and one possible.

Two days later, *McKee* joined the huge amphibious task force involved in the seizure of Tarawa. Despite the heavy fighting on Tarawa itself, here her role was relatively quiet. Her job was to patrol off shore and screen the heavier units. But the youthful DD was already developing a wide background of combat experience.

KWAJALEIN WAS NEXT on the list. Beginning at 0810 on the morning of 2 Jan 1944, *McKee*, in company of *USS Stevens* (DD 479) and *New Orleans* (CA 32), pounded E nubuj (an islet in the Kwajalein group) in close fire support for the landings. The destroyers continued to fire until the landing craft began their approach to the beach, firing over 2000 rounds of 5-inch shells into the landing beaches.

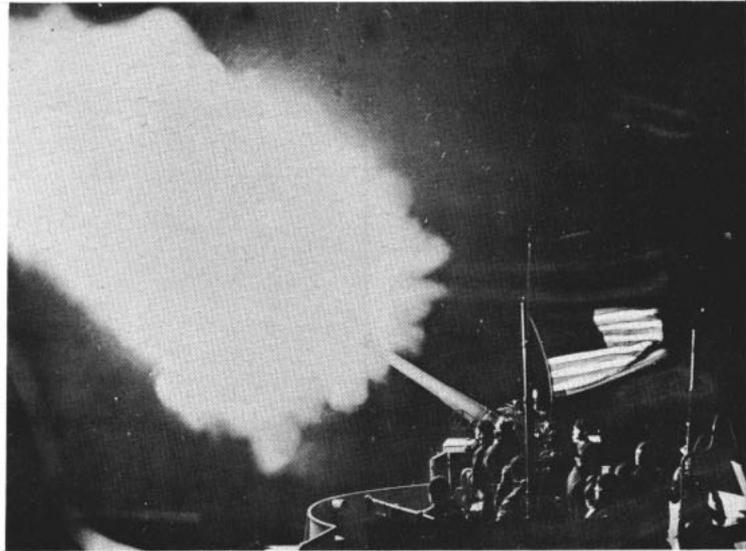
Screening duty followed—two weeks of it—then a brief run in which *McKee*, in company with four LCI rocket launchers, worked over the islets between Kwajalein and Ebeye, then covered the landings on two islets north of Ebeye.

By this time, three months after her arrival in the area, the crew of *McKee* were old hands in invasion techniques. Considerably more dangerous and strenuous than the 9:00 to 5:00 routine they had been used to not so long ago. Now their life was a round of convoy duty, pre-invasion assignments and bombardments.

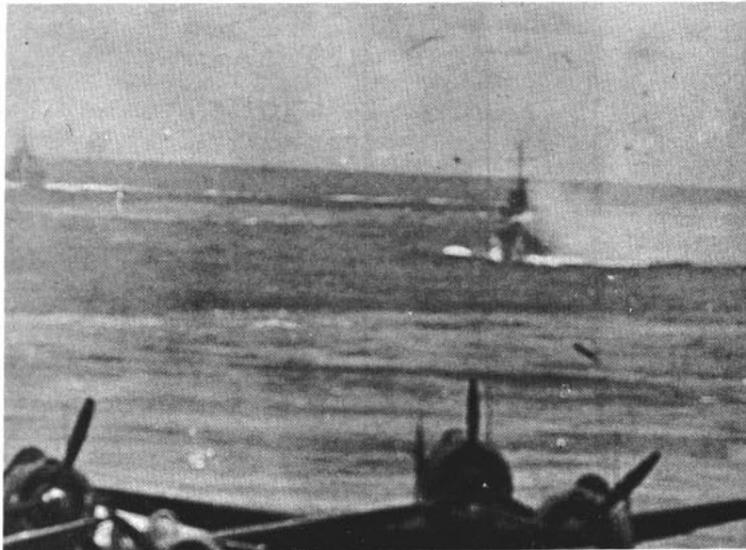
Unexpectedly strong resistance on Saipan and the battle of the Philippine Sea caused the initial schedule for the invasion of Guam to be canceled and, after spending several days at sea in the vicinity, *McKee's* group was ordered back to Eniwetok. Getting underway again on 17 July, the destroyer arrived on station on 21 July to begin close support fire.

The first assault wave hit the beach at 0826. An hour later heavy mortar and machine gun fire by the enemy in the vicinity of the Chonito cliffs began to hit around amtracs off *McKee's* left flank.

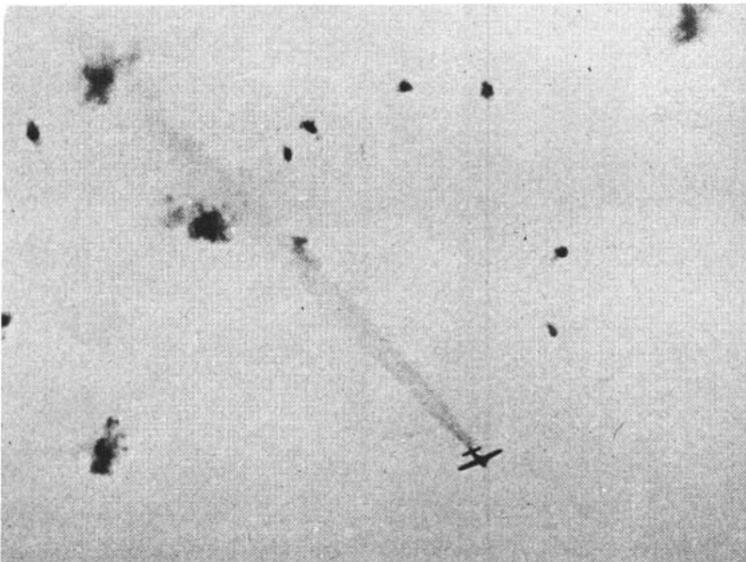
Closing to within 140 yards of the reef, *McKee* cov-



NIGHT ACTION — WW II DDs were on 24-hour duty.



FIGHTING DD is seen beyond the deck of *Enterprise*.



JAPANESE PLANE leaves trail, going down off Guam.



TWO PLANES in one action were splashed by *McKee*.

ered the point with 20- and 40-mm. fire, taking aboard seven wounded Marines. Locating the howitzer, she knocked it out of action.

DAYS FELL INTO A pattern of firing ashore and loading ammunition, then firing illumination and harassing fire at night. On 25 July 1944 the ship's gunners had a good chance to test their skill on several targets. They scored hits on two bivouac areas and a supply dump, a concrete and log pillbox and large caliber coast defense guns. Ten days later, she retired to Eniwetok and then to Espiritu Santo with the escort carriers used in that operation.

By October the Allied amphibious groups were on the move again, and with them was *McKee*. This time she headed towards Leyte, the first landing spot in the Philippines. Arriving on her fire support station she received valuable aid in the form of two loyal Filipinos from Samar. These two, paddling out to the ship in a canoe, pointed out two landing barges, a small tug, an ammunition dump and prepared beach defenses, all of which *McKee* promptly destroyed.

Convoy duty again but, this time, with a different



TENSE CREW watches bogie on suicide run; 50 enemy planes were downed with little damage to task force.

twist. Ultimate destination was San Francisco and a six-week overhaul. Refresher training, then more convoy duty, westbound, back to the Pacific theater of operation.

The situation was much different now. The refurbished *McKee's* first assignment was a sortie from Ulithi in the screen of Fast Carrier Task Force 58, bound for strikes on Japan. Carrier aircraft attacked Tokyo on 16 Feb 1945, after approaching the coast under cover of foul weather.

Pressing a vigorous attack, the planes shot down 322 planes and destroyed 177 on the ground in addition to sinking an escort carrier, nine coastal vessels, a destroyer, two destroyer escorts and a cargo ship. Shore installations were badly damaged during the two-day raid.

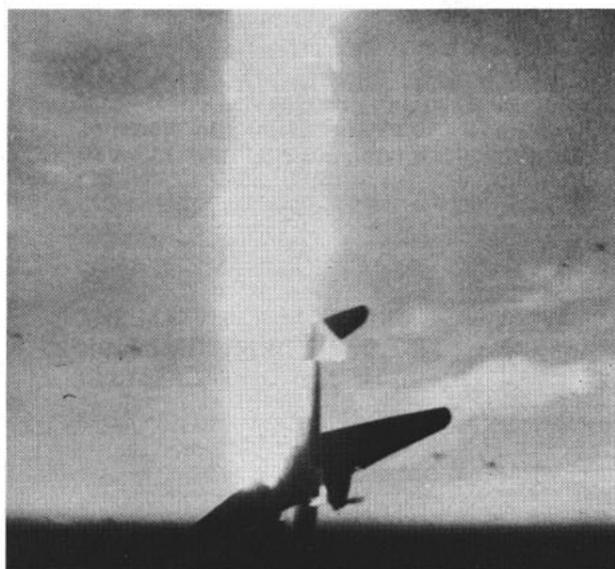
After retiring to lend direct support to the invasion of Iwo Jima, the task force hit Tokyo again, inflicting heavy losses upon the enemy with little damage to our own forces. Rough weather beat the ship and caused minor damage, but *McKee* was involved in no direct action with the enemy, performing screening duties, delivering mail through the fleet and steaming on picket duty. The group then returned to Ulithi.

UNDERWAY ONCE AGAIN in March, *McKee* steamed with the carrier groups to Kyushu, where strikes were launched to reduce airborne resistance to the Okinawa landings, slated for 1 April.

The raids were successful, but this time the Japanese were more successful against the American fleet. *McKee* first saw action in this operation on 18 March when, during a pre-dawn attack, she took four different planes under fire—with unobserved results.

Later that day she rescued a pilot from *Hornet* (CV 12). Bogies persisted until late at night, but no further attacks materialized. Two were taken under fire with no results. Another *Hornet* pilot was picked up on the morning of the 19th, and on the same morning the carrier *Franklin* (CV 13) was badly damaged by fires started when she was hit by two bombs from an enemy plane.

The fleet, instead of their usual hit and run tactics, chose to stay off Okinawa for weeks, screening the landing forces there from interference and acting as bait to



SUICIDE MISS—Bogie plunged 50 feet off bow in water after near hit on *McKee*. Parts of plane fell on her deck.



McKEE rides calm waters. Bennington is in background.

entice the suicide-minded Japanese aviators away from the more vulnerable transports. Attacks were frequent and severe.

Sigsbee (DD 502), *Dashiell* (DD 659), *Hunt* (DD 674) and *McKee* were on radar picket duty on 13 April during a particularly bad attack. There were several bogies during the morning, but nothing serious until early afternoon when one plane suddenly broke out of the dogfight and attempted to make a suicide run on *McKee*.

Missing his first target, the kamikaze went on to crash into *Hunt*. Immediately several others broke through the combat air patrol and made suicide runs on ships of the group, with at least three attacking *McKee*.

One plane crashed, after diving across *McKee's* fore-castle, 50 feet off the starboard bow. Another dropped a bomb and escaped badly damaged, only to fall victim to the air cover. Still another was splashed by the ship's 40-mm. fire as he attempted to cross ahead.

DURING THIS ACTION *Sigsbee* was hit by a suicide plane, and *Dashiell* suffered some damage from a near miss.



HEAVY SEAS send pounding waves over the main deck, but tough little destroyers of World War II could take it.

MAY 1964

Battle Stars and Battle Scars

TO REVIVE a fine old cliché, *McKee's* active life was brief but eventful. During her three-year career she earned 11 battle stars on the Asiatic-Pacific Area Campaign Ribbon for participating in these operations:

- 1 Star—Pacific Raids—1943:**
 - Marcus Island raid: 31 Aug 1943
 - Tarawa Island raid: 18 Sep 1943
 - Wake Island raid: 5-6 Oct 1943
- 1 Star—Treasury-Bougainville Operation:**
 - Action off Empress Augusta Bay: 8-9 Nov 1943
 - Rabaul strike: 11 Nov 1943
- 1 Star—Gilbert Islands Operation: 20 Nov-8 Dec 1943**
- 1 Star—Marshall Islands Operation:**
 - Occupation of Kwajalein and Majuro Atolls: 31 Jan-4 Feb 1944
- 1 Star—Marianas Operation:**
 - Capture and occupation of Guam: 21 Jul-4 Aug 1944
- 1 Star—Hollandia Operation (Aitape, Humboldt Bay-Tanahmerah Bay):**
 - 19-26 Apr 1944, 28 Apr 1944, 2 May 1944
- 1 Star—Western New Guinea Operation:**
 - Morotai landings: 15 Sep 1944
- 1 Star—Leyte Operation:**
 - Leyte landings: 13-24 Oct 1944
- 1 Star—Iwo Jima Operation:**
 - Assault and occupation of Iwo Jima: 15 Feb-4 Mar 1945
 - Fifth and Third Fleet raids against Honshu and the Nansei Shoto: 15-16 Feb 1945, 23 Feb 1945, 1 Mar 1945
- 1 Star—Okinawa Gunto Operation:**
 - Fifth and Third Fleet raids in support of the Okinawa Gunto Operation: 17 Mar-11 Jun 1945
- 1 Star—Third Fleet Operations Against Japan: 10 Jul-15 Aug 1945**

McKee was not damaged, although she had parts of one plane strewn over the main deck. Circling the wounded *Sigsbee*, *McKee* transferred two doctors and a pharmacist's mate from *uss Miami*, (CL 89) and then retired, screening *Sigsbee* until she could be turned over to the logistics group, whereupon she rejoined the screen of Task Group 581.

Later in April *McKee* had another close call when



CREW FOUND it difficult to see where deck ends and ocean begins in storm during refueling operations.

a single engine fighter, after pulling out of a suicide dive on *Hornet*, headed for *McKee*.

By stopping one shaft and going ahead emergency on the other, she was able to keep all her guns bearing on the target, which was shot down at 100 yards. Another *Hornet* pilot was received aboard during the day.

MCKEE MANAGED to duck the big hurricane of December 1944 which had well-nigh wrecked the invasion plans of the Third Fleet, but in June 1945, she rounded out her seagoing experience by weathering a typhoon which reached 110 knots.

As the destroyer entered the eye of the tropical storm, she was lifted to the crest of a 50-foot wave, and then crashed bow-on into the sea, blanketing the ship under water and sending a solid eight-foot wave down the main deck.

All the crew except those needed to man the ship were sent to the crew's mess. Shifting from side to side to counteract the weight of the water, they enabled her to ride out the five-hour storm with only minor damage.

Results: the bow was found to be twisted slightly, plus one more wrinkle in the ship's skin on the port side.

IN JULY she joined Task Group 38.1 for the final sweeps along the Japanese coast. Later she rescued two aviators and on the same evening swept within seven miles of the mainland in search of enemy shipping. The group was not challenged and was unable to find so much as a picket vessel. The next day three aviators from *uss Belleau Wood* (CV 24) were picked up and added to the ship's already impressive list of rescues.

Destroyer Squadron 25—*uss John Rodgers* (DD 574),

Ringgold (DD 500), *Dashiell*, *Schroeder* (DD 501), *McKee*, *Harrison* (DD 573) and *Murray* (DD 576)—was detached on the night of 30 Jul 1945 for the deepest penetration of Japanese home waters by surface units to date. Picking their way into Surigao Wan, the squadron wiped out the aluminum plants and railroad yards at Shimizu, pausing to sink a cargo vessel and a picket boat on the way out. Although friendly night fighters were hovering overhead, neither they nor the ship's anti-aircraft found any Japanese.

In a change of pace from the daily routine of combat, an "ice cream and cake" party was given by *Hancock* and enjoyed by the *McKeemen*. It marked the 100th fuel transfer made by the carrier.

Back on the job, *McKee* came to the rescue of two pilots on the 9th. There were now constant rumors of pending Japanese surrender, but the ship remained on the alert for any die-hard suicide pilots. The peace rumors caused much excitement on the 13th, but continual bogies in the area caused even more. Approximately 15 were splashed by the combat air patrol during the day.

Finally, on 15 Aug 1945 the Japanese announced their willingness to surrender. The Third Fleet remained off Japan until the last of August when they proceeded into Tokyo Bay. *McKee*, however, was detached to screen *Wasp* (CV 18) to Eniwetok.

The war was over. From Eniwetok, the ships proceeded to Pearl Harbor, where they joined Task Group 11.6 for the East Coast. *McKee* was placed out of commission in reserve, on 25 Feb 1946. There she remains today, a gallant veteran living out her years in quiet readiness—in the event of another call to duty.

USS Hunt: Another Busy Destroyer in Which Heroic Action Was Order of the Day

OTHER SHIPS of *McKee's* group also led brisk lives. *Hunt*, for example, whose name keeps popping up in the *McKee* story, had a busy time. Consider this five-day period in February 1944 in which *Hunt* accompanied *Saratoga's* (CV 3) carrier task group that attacked Truk on the early morning of 16 February:

In the air strikes which continued through that day and until late the following afternoon, the enemy lost two light cruisers, four destroyers, three auxiliary cruisers, two submarine tenders, two submarine chasers, an armed trawler, a plane ferry and 24 auxiliary ships which included six tankers. A total of 211 enemy planes were destroyed and another 104 were damaged.

During this attack *Hunt* had a busy time. She fought off night attacks of enemy torpedo bombers which were unable to do any damage except that of a minor nature to *uss Intrepid* (CV 11).

Hunt then immediately joined *uss Enterprise* (CV 6) in her raid off Jaluit Atoll, in which two strikes attacked enemy installations on Enybor and Jabor islands. They destroyed hangars, the radio station, barracks, munitions and other stowage at Enybor, and attacked the boat yard, radio station and power plant on Jabor. *Hunt* returned to her home base at Majuro five days after she left it.

Sometime later, in June, *Hunt* was in the Battle of the Philippine Sea. There our forces struck a blow at Japanese naval air power from which it was never to recover.

It was on this occasion that VADM Marc A. Mitscher

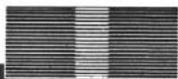
ordered searchlights turned on over his carriers so that returning pilots, dangerously short of fuel, could locate home base promptly. *Hunt* was able to rescue pilots and enlisted men from *uss Hornet* (CV 12), *Wasp* (CV 18) and *Cabot* (CVL 28).

WHEN FRANKLIN was hit by enemy aircraft bombs in March 1945, *Hunt* was alongside. *Franklin* was burning furiously when *Hunt* closed to assist in picking up survivors blown overboard by the force of the explosions. She rescued 429 men, then joined three other destroyers in patrol around the carrier, which was taken under tow by the cruiser *uss Pittsburgh* (CA 72). Four days later the group reached Ulithi, where *Hunt* put her survivors ashore, then turned to take up radar picket station off Okinawa.

Six days later, suicide aircraft attacked the destroyer *uss Dashiell*. The first plane dropped a bomb for a near miss, then made a pass for *Hunt*. Her tracer bullets riddled the plane, which passed at deck level, between *Hunt's* mainmast and forward stack. His port wing sheared off on the destroyer's mast and his starboard wing sliced into the stack, where it hung. The fuselage of the plane continued on, taking the number two whaleboat before crashing into the water about 25 yards from the ship. Meanwhile, *Hunt's* 40-mm. gunners were shooting down a second suicide plane before it reached them.

The story of the Destroyer Navy is filled with such accounts as these. They were a heroic group.

DECORATIONS & CITATIONS



DISTINGUISHED SERVICE MEDAL

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

Gold Star in lieu of Second Award

★ RICKOVER, HYMAN G., VADM, USN, for service in positions of great responsibility as Manager, Naval Reactors, Division of Reactor Development, U. S. Atomic Energy Commission, and as Assistant Chief of the Bureau of Ships for Nuclear Propulsion from January 1961 to January 1964. During this period, VADM Rickover exercised dynamic leadership and outstanding professional competence in assuring the continuing contributions of a major element in our national capability to deter aggression. He skillfully directed the efforts of his staff toward the cooperative development of the *Polaris* weapons system to its present advanced state, with 16 *Polaris* submarines now in active service and 25 more under construction. In addition, during this period, the nuclear-powered surface ships, *Enterprise*, *Long Beach*, and *Bainbridge*, joined the Fleet. These ships, each of a different combatant type, are establishing high standards for the new fleet of combatant surface ships to follow. Under VADM Rickover's leadership, the cost of U. S. naval nuclear propulsion plants has been lowered, reactor core life has been increased, and significant improvements in simplicity and dependability have been achieved. His contributions in the field of civilian reactors have been important factors in the continued development of these units.



LEGION OF MERIT

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

★ REYNOLDS, Robert M., RADM, USN, for service during the period October 1959 to November 1963 as Fleet Material Officer, Commander Naval Air Force, U. S. Pacific Fleet; and as Bureau of Naval Weapons Fleet Representative, Pacific. Exercising a high degree of technical skill and resourcefulness, RADM Reynolds has made invaluable contributions toward increasing

the operational and readiness capability of the Navy—particularly the Naval Air Forces. Through his sound judgment and keen foresight in recognizing and classifying material and maintenance defects, and in providing corrective action, the Navy has realized a marked increase in reliability, availability and safety of many of its complex weapon systems. RADM Reynolds was directly responsible for incorporation of the Pilot Landing Aid Television System (PLAT) on Navy carriers. He also was directly responsible for the development of the Quality Assurance Manual. Recognizing the need of traceability of measuring accuracy of equipment, he directed, promoted, and established a program of metrology throughout the Pacific Fleet.

★ MARTIN, WILLIAM I., RADM, USN, for outstanding service as Chief of Naval Air Reserve Training from 31 Oct 1961 to 13 May 1963. Under his Command the skilled, spirited performance of the Naval Air Reserve personnel throughout the Berlin and Cuban crises contributed most significantly to the success of the naval mission in these critical periods. Additionally, his tireless efforts in reappraising the traditional concepts of patriotism, dedication, and personal responsibility infused both civilian and military audiences throughout the nation with a singular willingness to continue to serve in, or to join, all branches of the Armed Forces.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ SHERRILL, Jack A., Jr., AM3, USN, posthumously, for heroic conduct on the night of 15 Aug 1963 while serving on board *uss Saratoga* (CVA 60) in the Mediterranean Sea off the coast of Sardinia. As Aircraft Director, Sherrill, while performing his duties on the flight deck during night flight operations, observed that an aircraft had entered the glide slope and was rapidly approaching the ship for a landing. At this time the flight deck had not been cleared from a previous launch and respot. Sensing that a crash would ensue, he remained on his station in the center of the flight deck and, with

only his 'director wands,' attempted to attract the attention of the pilot of the approaching aircraft in sufficient time to prevent a crash. Although his efforts were in vain, he willingly and bravely sacrificed his life in an effort to preserve the lives of his shipmates, and the safety of his ship.

★ BETLER, RAYMOND B., SF3, USNR, for heroic conduct on 19 Dec 1960 while serving on board *uss Remy* (DD 688). As a member of *Remy's* rescue and assistance detail, which was sent to aid in fighting a fire on board *uss Constellation* (CVA 64) at Pier J, New York Naval Shipyard, Brooklyn, N. Y., Betler unhesitatingly entered the area of the fire and descended to the second deck to assist in removing an injured man to safety. Later, despite intense heat and heavy smoke, he assisted his teammate in removing a second man from below decks, following which he participated in a third rescue.

★ DAY, STERLING S., BM1, USN, for heroic conduct on 19 Dec 1960 while serving on board *uss Remy* (DD 688). As a member of *Remy's* rescue and assistance detail, which was sent to aid in fighting a fire on board *uss Constellation* (CVA 64) at Pier J, New York Naval Shipyard, Brooklyn, N. Y., Day unhesitatingly descended about three decks into the after section of the burning ship and assisted in removing an injured man from this area. After this rescue he manned a fire hose at the center of the blaze, continuing his efforts throughout a period of approximately two hours, until relieved by Fire Department personnel.

★ HINTON, CURTIS A., ENS, USN, for heroic conduct on 3 Nov 1963 while serving as Boiler Officer on board *uss Springfield* (CLG 7). During a fire room casualty caused by the loss of feed booster pressure in which the number four main feed pump oversped dangerously, ENS Hinton immediately ordered the evacuation of the fire room and then personally secured the steam supply to the pump before leaving the space. Although burned and nearly overcome by the escaping steam when the turbine disintegrated, he returned to the steam-filled fire room to ensure that all his men had left. Through his outstanding leadership, courage, and prompt actions, ENS Hinton was directly responsible for avoiding serious personnel and material casualties.

TAFFRAIL TALK

ONE OF THE brighter bits of news in our mail bag recently was the announcement of the formation of the International Navy Bean Ball League.

We won't clutter your mind with the technicalities of the official bean ball rules but we can't help but regard with some awe the philosophical approach to the game by its asserted founder, Captain R. S. Crenshaw, Jr., USN, CO of USS *Springfield* (CLG 7). A realist if ever there was one.

As we visualize the scene from an INBBL rules book (one of the most abbreviated in the history of sports) bean ball is played, not with a ball, but a bag, and it gives full reign to the imagination of the participants. It bears a vague resemblance to volleyball.

The props, in addition to the bag (select your own size, form, texture and contents) include a net and a court.

The rule book footnotes, which are more extensive than the rules, have some interesting observations to offer. It is recommended that the court area should be relatively free of obstructions, both on the court and the immediate overhead. However, this (or any other) rule need not be enforced. Unexpected obstacles, according to the INBBL commissioner, add spice to the game. It is also noted that players have generally found an unmarked court acts as a stimulant to pungent and extended conversation.

Other suggestions are equally provocative. All other things being equal, it has been recommended that the smaller the court, the larger should be the team. This makes for comradeship and is highly beneficial in affording the ship's doctor and sick bay personnel unexpected training.

There are a few words of advice concerning the selection of the team. Every effort should be made to provide each team (there are of course two teams to a contest) with an equal ratio of young LTs and below, well-rounded LCDRs and above. Or non-rated men and chiefs, as the case may be. In any event, the junior members are of no great importance to anyone but themselves. Seniority plays a principal role in "winning bean."

There are no referees nor umpires. Conscience and a loud voice will settle most disputes should—heaven forbid—any arise. If there are none, you're not really playing the game.

All the ships in the Sixth Fleet are—whether or not they wish to be—charter members in the league. However, if they decline, it doesn't matter. There are no dues, no regular schedules, no membership certificates to frame and dust. Interleague trading is frowned upon.

As the rules makers conclude in an all-caps aphorism—Winning the game isn't important—it's everything.

We note that the rules book credits three authors: In addition to Captain Crenshaw, they are Captain J. N. Horrocks, Jr., USN, International Bean Ball League Commissioner; and First Lieutenant L. McLaughlin, USMC, Chairman, Rules Committee, thus sharing, or dividing, the responsibility three ways.

We're willing to bet a month's pay that *Springfield* is a happy, bean-ball winning ship. If you're interested in joining their league, drop them a line via FPO New York.

The All Hands Staff

The United States Navy

Guardian of our Country

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

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

We Serve with Honor

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

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

The Future of the Navy

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

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

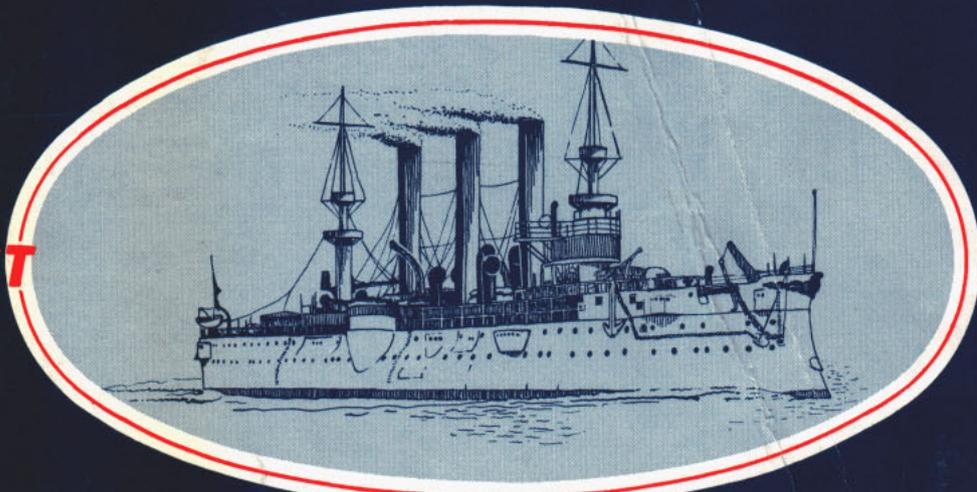
Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington 25, D. C.

• **AT RIGHT:** RIDING HIGH—A Navy doctor rides high over the water as he is highlined to fleet oiler USS Hassayampa (AO 145) while underway during operations in Pacific waters.

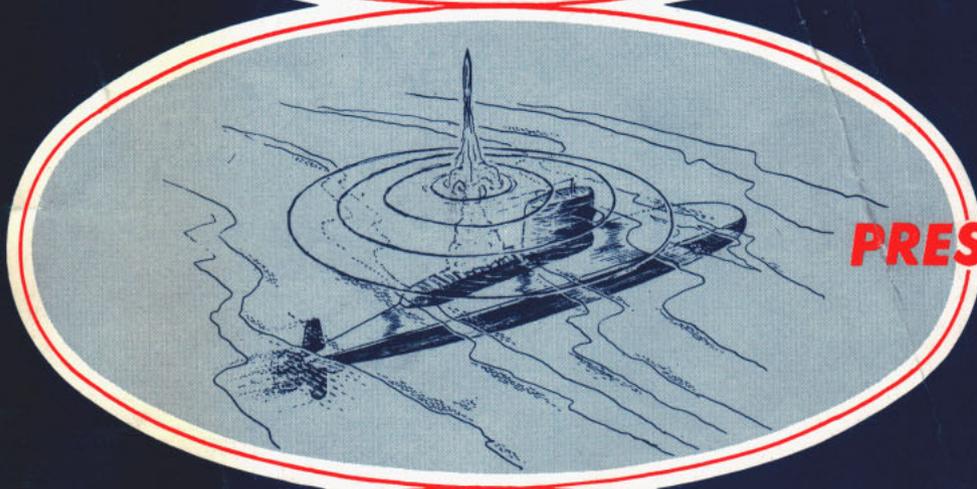


the U.S. NAVY ...

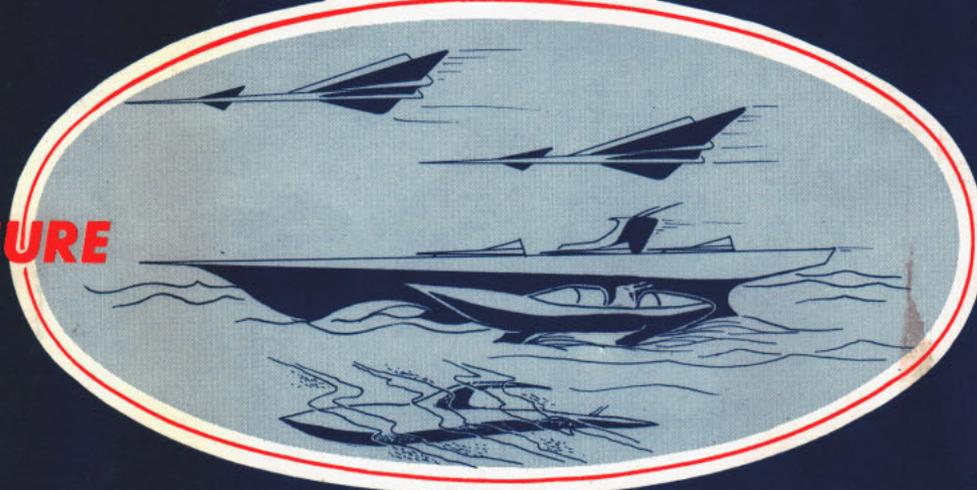
PAST



PRESENT



FUTURE



...EXCITING CHALLENGE