

★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



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for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

APRIL 1966





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APRIL 1966

Nav-Pers-O

NUMBER 591

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• **FRONT COVER: POWER COMBO**—Artist's conception portrays the combination of air/sea power as represented in the mobile carrier and its potent air arm in today's Navy. Drawing by Robert Grabowski, DM3, USN, former staff artist on All Hands Magazine now serving aboard USS Ranger (CVA 61).

• **AT LEFT: COMBAT PRACTICE**—Navyman sights target for three-inch, 50-caliber mount during Fleet exercise. Photo by J. O. Sagester, PH2, USN.

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



Phantom of VF off USS Midway drops bombs.



USS Midway (CVA 41)

NUC Navymen Win Unit

EXPERIENCE is the best teacher — even in combat. So, what happens to Navy ships which enter hostile action for the first time? Are the crews prepared for the stress and strain of combat operations?

The answer to that, as evidenced by the current operations in Southeast Asia, is a resounding "Yes". Navy ships and units participating in this action are proving once more—and as convincingly as ever—that they are ready, willing and able to carry out any assigned mission. They are writing their own pages in naval history.

There is no easy job on any of the Seventh Fleet ships operating in and

around the South China Sea. The work is hard and demanding; the hours are long; the extended operations offer little chance for relaxation. Every single participant in this drama deserves a mountain of credit for his efforts.

Much of the U. S. action against communist efforts in Vietnam has involved the air Navy — the attack carrier strike forces. The carriers and their embarked squadrons have stood out in the news like an All-American halfback does on a good football team. However, the halfback would gain no fame without the continuing support of everyone else on the team, and neither would

a carrier. Both rely on teamwork.

As a result of such teamwork, and their own outstanding contributions to the operations in Southeast Asia, four CVAs have recently been awarded the Navy Unit Commendation. And so have two of their teammates, an ammunition ship and a gasoline tanker which turned in All-American performances in support of U. S. operations in Vietnam.

The Navy Unit Commendation (NUC) is awarded to units of the Navy and Marine Corps which display outstanding heroism in action against the enemy, or extremely meritorious service not involving combat, but in support of military operations.

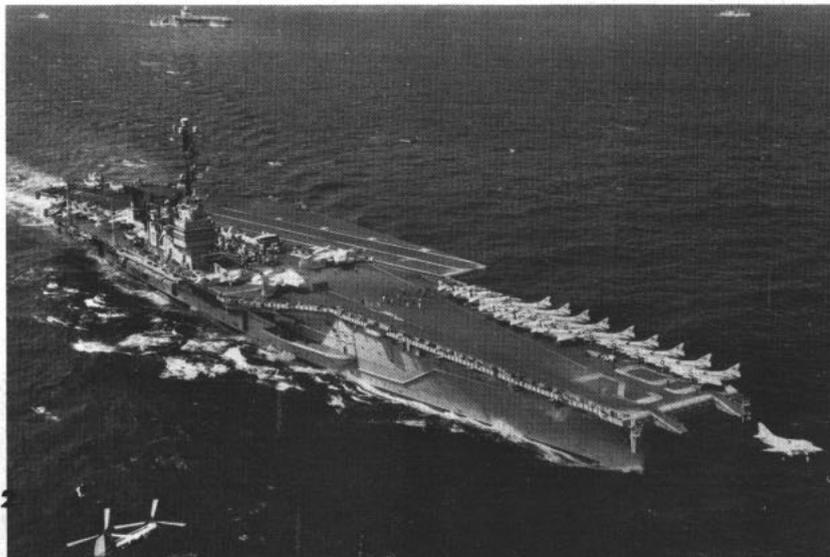
The ships cited for the award were:

- *uss Pyro* (AE 24) . . . for "exceptionally meritorious service as an ammunition supply ship in support of military operations in Southeast Asia from 5 Dec 1964 to Oct 1965."

Pyro is one of the more than 95 ships of the Pacific Fleet Service Force, which provides the mobile logistic support necessary to modern naval operations around the globe. In *Pyro's* case, this support consists of transferring ammunition to the combatant ships underway.

Pyro's extended deployment and record number of underway replenishments alone merit congratulations,

USS Independence (CVA 62)





USS Coral Sea (CVA 43) Rt. Jet from USS Independence fires on train.



Commendations

according to Admiral David L. MacDonal, usn, Chief of Naval Operations. During her one-year deployment to WestPac, which was extended four times, *Pyro* established several records for ammunition replenishment at sea.

Even when not transferring ammo, her crew had little time for rest. Ordnance had to be shifted and broken out for upcoming scheduled replenishments. *Pyro's* crew members, at times enduring work-weeks of as long as 102 hours at sea and 78 hours in port, had little time for other diversions.

Supporting Vietnam operations, *Pyro* transferred more ammunition during one 22-day period than she had done during her entire five years of previous commissioned service.

• *uss Coral Sea* (CVA 43), with Carrier Air Wing 15 (CVW 15) embarked, was cited for service during the period 7 February to 18 Oct 1965. Carrying out over 10,000 combat sorties during a single cruise, *Coral Sea* and her embarked air wing executed a series of devastating air strikes against military and logistic facilities in North Vietnam.

The officers and men concerned were commended for outstanding professional and technical competence, *esprit de corps*, effective teamwork and valor.

Although her name commemor-

ates the first great sea battle fought by carrier-based aircraft, this was *Coral Sea's* first combat action, since commissioning on 1 Oct 1947.

During the Korean Conflict, *Coral Sea* operated with the Atlantic Fleet. The current Southeast Asian crisis has become the proving ground for her battle worthiness. She met the challenge in an outstanding manner.

• *uss Midway* (CVA 41), with Attack Carrier Air Wing Two (CVW 2) embarked, was cited for service during the period 16 April to 4 Nov 1965. *Midway's* aircraft conducted over 11,900 combat sorties against enemy military targets in North and South Vietnam.

In airborne encounters, *Midway-*

Squadrons Share NUCs

The following squadrons were embarked on the four attack aircraft carriers which were recently awarded the Navy Unit Commendation for outstanding performance in Southeast Asia:

USS Independence (CVA 62)

VA-86; VA-75; RVAH-1; VF-41; VF-48. Detachments on board from the following squadrons: HC-1; VAH-4; VAW-12; VAW-13.

USS Coral Sea (CVA 43)

VA-153; VA-155; VA-165; VF-151; VF-154; VAH-2; Detachments on board from the following squadrons: VAW-11; VFP-63.

USS Midway (CVA 41)

VA-22; VA-23; VA-25; VF-21; VF-111; VAH-8. Detachments on board from the following squadrons: VAW-11; VFP-63.

USS Oriskany (CVA 34)

VA-163; VA-164; VA-152; VF-162; VMF-212.

USS Pyro (AE 24)





USS Genesee (AOG 8) steams toward Hawaii after WestPac duty.
Below: All Fleet ships rate high in teamwork.



based aircraft succeeded in destroying the first three MIG interceptors to be credited to U. S. forces in Southeast Asia.

The carrier, commissioned on 10 Sep 1945, was also operating with the Atlantic Fleet during the Korean Conflict, making this her first encounter with actual combat operations.

- *uss Independence* (CVA 62), a 60,000-ton Norfolk-based carrier, spent more than five months in the Seventh Fleet from 5 June to 21 Nov 1965. *Independence* thus became the first Atlantic Fleet carrier deployed to the South China Sea during the present crisis.

During that period, *Independence* aircraft flew more than 7000 combat sorties against the enemy in both North and South Vietnam, and participated in the first major series of coordinated strikes against vital enemy supply lines north of the Hanoi-Haiphong complex.

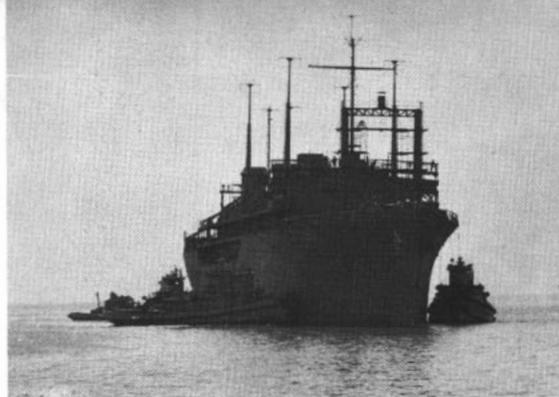
Carrier Air Wing Seven aircraft were successful in evading one of the first massive surface-to-air missile barrages in aviation history while attacking assigned targets and executing one of the first successful attacks on an enemy surface-to-air missile installation.

Independence, commissioned on 3 Apr 1959, has since returned to her home port of Norfolk, Va.

- *uss Genesee* (AOG 8) has earned the award for her support to U. S. and allied military forces at Chu Lai and Da Nang from May to October 1965. At one point during this tour *Genesee* remained on station for 120 consecutive days, supporting friendly forces. During her tour off Vietnam, the 1800-ton vessel provided 9.8 million gallons of petroleum products. She also carried out the unusual task of pumping 2.3 million gallons of salt water ashore to pack down the new landing strip being constructed at Chu Lai.

The ship is attached to ServPac and has a complement of eight officers and 74 enlisted men.

- *uss Oriskany* (CVA 34) also spent considerable time on the line, and was cited for her service from 10 May to 6 December 1965. During this time *Oriskany* and Attack Carrier Air Wing 16 carried out over 12,000 combat sorties and delivered over 9700 tons of ordnance against enemy forces, resulting in the destruction of military targets in North Vietnam, including five missile installations. —Bill Howard, JOC, USN



Angel of the Orient Returns

THE ANGEL of the Orient is back on duty, commencing her second career in the U. S. Navy. The hospital ship *USS Repose* (AH 16), on station off the coast of South Vietnam, is treating casualties of the fighting in the country's northern provinces. The 15,000-ton ship is the only fully operational hospital ship in the Navy and the first one to deploy since the Korean Conflict.

After *Repose* was taken out of mothballs last June, an extensive outfitting job was begun on an around-the-clock basis. The gray-hulled vessel was towed to the San Francisco Bay Naval Shipyard looking quite lifeless, and emerged from drydock nearly four months later with her new coat of gleaming white paint, red crosses and a rehabilitated interior.

Repose is now fitted out with the latest in diagnostic and treatment equipment, including a frozen blood bank facility; a heart-lung machine; a sonar echo-encephalograph and a recompression chamber. It is a modern, floating 750-bed hospital manned by 24 doctors, 30 nurses and 256 hospital corpsmen.

As an example of modern methods used aboard *Repose*, the frozen

blood technique, which was pioneered by the Navy, involves adding chemicals to whole blood before freezing, to reduce water content. Later, replenishers are added after the blood is thawed for use. The advantage is that frozen blood can be stored for indefinite periods, whereas whole blood must be used within three weeks.

ANOTHER new technique to detect and identify some organisms that cause diseases such as tuberculosis and malaria will be used by the ship's laboratory. Special fluorescent dye will allow doctors to identify some organisms immediately in-

stead of waiting days for laboratory reports on a culture.

The artificial heart-lung machine will take over the functions of the patient's heart during certain operations, permitting surgeons to operate on the heart and vessels leading to and from the heart. The portable, 50-lb. machine can be quickly packed and carried by helicopter for use in other locations in emergencies.

Using a sonar echo-encephalograph, doctors aboard *Repose* will be able to locate brain hemorrhages and fragments undetectable by X-ray. The machine uses sound waves to accomplish its task, much as sonar is used to detect submarines.

A recompression chamber, located on the stern of the ship near the heliport, can be used to treat diving casualties, victims of the bends, as well as patients with gas gangrene and tetanus.

The heliport itself can be a life-saving device, allowing rapid transport of critically injured persons who need immediate medical attention.

Clockwise from Top Left: (1) *USS Repose* (AH 16) presents a trim picture on commission day. (2) Tugs move *Repose*. (3) Work begins. (4) Members of staff in blood bank.





EOD TEAM in VIETNAM

ELECTRONIC STETHOSCOPE used by Saigon EOD Team, designed for bomb work, can detect the slightest tick.

AT 5:30 A.M. on 4 Dec 1965, 250 pounds of explosive detonated in front of Saigon's Metropole Hotel. The casualty toll—10 dead and 137 wounded.

Twenty minutes later, a claymore mine was found in an airline flight bag across the street from the hotel. It was apparently aimed at Vietnamese and American rescue parties bringing out the dead and wounded from the hotel wreckage.

In the flight bag, a cheap wrist watch in the crude little metal box spelled death—sometime between a split second and 12 hours later.

Quietly, while American MPs and Vietnamese police cleared the area, a U. S. Navyman in green combat uniform went to work on the mine in an effort to disarm it before it exploded.

Years of training and experience were compressed into the seconds it took him to make a decision. Then, with deft strokes of tools in steady, knowledgeable hands, the claymore was, in the words of his profession, "rendered safe."

Had the mine exploded, it would have sprayed hundreds of jagged iron pellets into the mass of nearly 200 survivors and rescue personnel.

The Navyman who disarmed the bomb is a member of the six-man Explosive Ordnance Disposal team assigned to U. S. Navy Headquarters Support Activity, Saigon. The team is led by Lieutenant Terrence Burke.

Among the team's missions is the disposal of explosive ordnance found in American-operated installations in the Saigon-Cholon zone and in coastal and inland waters throughout the southern three-fourths of the Republic of Vietnam. Research is another important team mission.

Two EOD men, always on call, are linked to Saigon Military Police headquarters by radio and telephone. Calls concerning suspected bombs are relayed to the EOD men by the MPs.

MANY OF THE CALLS are false alarms. "The Viet Cong," says LT Burke, "sometimes wrap up a dead rat, garbage, or perhaps some

cans filled with sand. They leave these where they can easily be seen.

"We give them the full professional approach anyway. We determine if a package is a bomb. If it is, we render it safe."

How rendering safe is accomplished with Viet Cong devices—most of which are homemade—is a closely guarded secret. The defeated devices are finally exploded at an ordnance disposal range outside Saigon.

Among the most common devices are wrist watch timers, which can be set from seconds to a full 12 hours. When the chosen moment arrives, an electrical circuit is closed and the bomb detonates.

Other triggering devices operate like simple mousetraps, as hand grenade strikers, or through chemical action.

Speaking of timers, LT Burke recalled the Metropole Hotel incident. "There's no way of telling when it (the bomb) would have blown. We have a pretty good idea why it didn't go off before our men got to it, but we're not telling the Viet Cong the

mistakes they're making, of course."

Sometimes the Viet Cong booby-trap the booby-traps in attempts to eradicate the EOD men, whose job is to frustrate their deadly designs.

Paul McCraw, BT1, a veteran of 10 months with Navy EOD in Saigon, says, "We're always on the alert for some second or third device. We know the Viet Cong would like to get us badly—we have kind of a private war going with their bomb units."

SAIAGON's EOD Team also spends time in research. Most of the team members were on the scenes of the biggest 1965 Saigon bombings—the U. S. Embassy, the My Canh floating restaurant and the Metropole Hotel. The squad immediately searched for secondary devices and later analyzed the pattern of the bombings. Their conclusions in such cases are employed in drafting anti-terrorism measures for future use.

Most of the equipment used by EOD men in disarming ordnance looks like the tools found in anyone's home workshop or tool kit. But these men use the tools with a near-surgical sensitivity. The most sophisticated item in their arsenal is an electronic stethoscope especially designed for bomb work, which can detect the slightest whisper of a tick coming from a heavily insulated parcel or suitcase.

Part of the team's workshop is devoted to a museum-like display of grenade and bomb types. Some are masterpieces of the terrorist's art—but not beyond the skill of Navy EOD men. Two particularly lethal items in the display are an exploding fountain pen and an American-style cigarette lighter, both of which could blow off a hand or cause a mortal wound.

All members of the team are qualified Scuba divers. Their underwater training has been utilized in disarming or extracting bombs, rockets and ammunition from U. S. aircraft which have crashed into the sea.

Do EOD men get nervous? Says McCraw, "I've never seen an EOD man go nervous on the job. When we come on the scene, it's because somebody pulled the panic switch. The MPs clear the area and we go to work. We have to be accurate and fast. And we have to think it's something like fixing a car engine."

"There are only two degrees of effectiveness—complete success or total failure on a mission."



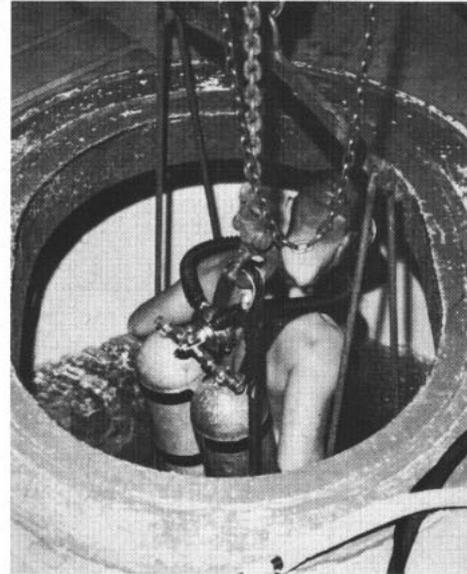
PRACTICE WORK on disarmed time bomb keeps team alert for real thing.

The effectiveness of the Navy's EOD team in Saigon speaks for itself. Not one of the planted devices the men have worked on has blown

up on Viet Cong schedule. And most important of all, no Americans, Vietnamese, or Allies have died from them.—Robert Dietrich, JOCM, USN

TROPHY ROOM—Saigon EOD Team's museum contains multitude of devices.





SCHOOL TIME—EOD instructor shows proper use of special demolition charge. Right: Diver takes requalification.

They Say This School Is

As the old saying goes, "If at first you don't succeed, try, try again." But in one business, you may not get that second chance. Your first mistake can be your last.

OUTSIDE the classroom there is a glass case containing a small bomb, and a sign reading, "Identify me. What is my RSP?"

Inside the classroom, an Air Force sergeant is explaining the answers to an unexpected quiz given a few minutes earlier. The class consists of Navy officers and enlisted men and several Army sergeants.

This is the Navy Explosive Ordnance Disposal School at Indian Head, Md., where EOD teams and trainees from the Army, Navy, Air Force and Marines receive instruction in the recognition and disarming of rockets, bombs, grenades and nuclear weapons.

In addition, EOD men from other nations are given ten- and 14-week courses at the school, giving it an international flavor.

The mission of the school is to train men in the best methods for recovery, evaluation and disposal of surface and underwater explosive ordnance employed by the United States and other nations.

Training is divided into three basic categories — conventional ordnance, nuclear weapons and underwater ordnance disposal. All U. S. students

at the school receive training in the first two categories; only Navy men take the underwater course.

Class instructors may be from any of the armed services, except in the underwater section, in which the instructors are Navy men. The staff at Indian Head includes 105 instructors and 28 men in liaison and administrative capacities.

It is not unusual to see a course under the supervision of an Army captain, taught by an Air Force sergeant, with students from two or three different services in attendance.

OFFICER STUDENT conducts rendering safe procedure on practice bomb.



For fiscal year 1967, the school is expected to train nearly 1400 men, including 350 in refresher courses.

BASIC TRAINING gives the student detailed descriptions of the various types of ordnance. Since the course is his initial entry into EOD, the classes are built around discussion, and go into the basic functions and characteristics of weapons more than the advanced courses do.

In basic training the student first becomes aware of the term, "render safe procedure," or RSP, which will soon be a part of his everyday vocabulary.

During refresher training, the student renews his knowledge of the less common ordnance (it is assumed he is familiar with common types). He is also introduced to new developments in the field.

In this respect, liaison with the EOD Facility at nearby Stump Neck, Md., is of prime importance to the school. The facility develops new procedures and prepares manuals.

The advances made from time to time serve to point up one recurrent facet of ordnance handling and disposal — ordnance is limited only by the imagination of its creators.

COURSES ARE BROKEN into six divisions. Most of the divisions offer both basic and refresher training.

First Division topics include ap-

plied physical principles, explosive fillers, chemical and biological fillers, fuzes, land mines, booby traps and infernal devices (such as sabotage ordnance).

The devices are typed by country and function so they are easier to learn and remember. In many cases, a student can look at a fuze or mine and tell, by its basic characteristics, what country it came from and how to render it safe.

In Second Division, the trainees learn to use tools designed specifically for EOD work. Bomb carriers, thermite grenades, electronic stethoscopes, blasting mats and fiber hacksaw blades become a part of his life.

Some of the tools used are such everyday items as razor blades, paper clips, cotter keys and instant cameras.

The Second Division trainee is



LOTS OF PULL—EOD Trainees use rigging techniques to lift 2000-lb. torpedo.

a Blast

also given courses in dropped munitions, fuzes of U. S. and foreign ordnance, procedures in approaching and disarming and radiography (X-ray or gamma ray photography).

Classes in demolition make up Third Division. Small munitions are studied at Stump Neck, where the school maintains several small ranges and the pond used in the underwater course.

Later in the course the men are flown to Eglin AFB, Fla., for a week of proficiency training on large ordnance. Their self-confidence is built through the use of live explosives up to and including 2000-pound bombs.

Navymen undergo Fourth Division training, which includes courses in underwater ordnance of the U. S. and foreign countries. This six- to seven-week segment consists of practical diving problems and exercises in the disposal of limpets, mines, torpedoes, depth charges and other underwater hazards.

MUCH OF THE equipment used in EOD underwater, as well as that in surface disposal, must be completely non-magnetic, so a piece of ordnance will not be set off as the EOD man approaches it. Watches, knives and metal fittings on Scuba gear used by EOD men are all non-magnetic.

The problem of magnetic properties in metals and alloys is so impor-

tant in EOD that a Navy dentist recently suggested a substitute for tooth fillings that is less magnetic than standard filling materials currently used in Navy dentistry.

Four weeks of Fourth Division training is given to Navymen of other countries.

Aircraft explosive devices and guided missiles make up Fifth Division training. The men learn the basics of guided missiles and such

aircraft hazards as ejection seats and canopy ejection equipment.

Basic and refresher courses in nuclear weapons, radiological detection and decontamination methods are taught in Sixth Division.

ALL COURSES are difficult and extremely technical—they must be so, to train EOD men to meet any problems found in the Fleet. In the 27 weeks he spends at Indian Head,

A Memo for Agent 007

Once upon a time an EOD team was called up to dispose of a small box—black, we're sure—thought to be a bomb.

It was a tricky, time-consuming procedure. First, authorities cleared the immediate area of spectators, as a safety precaution.

Then the team went to work. They discovered, via electronic stethoscope, a timing device inside the box. It could trigger the bomb at any moment.

Further exploration yielded signs of a gravity switch, which rested on the ground below the box. If the box were lifted, the bomb would explode.

A mercury switch was positioned

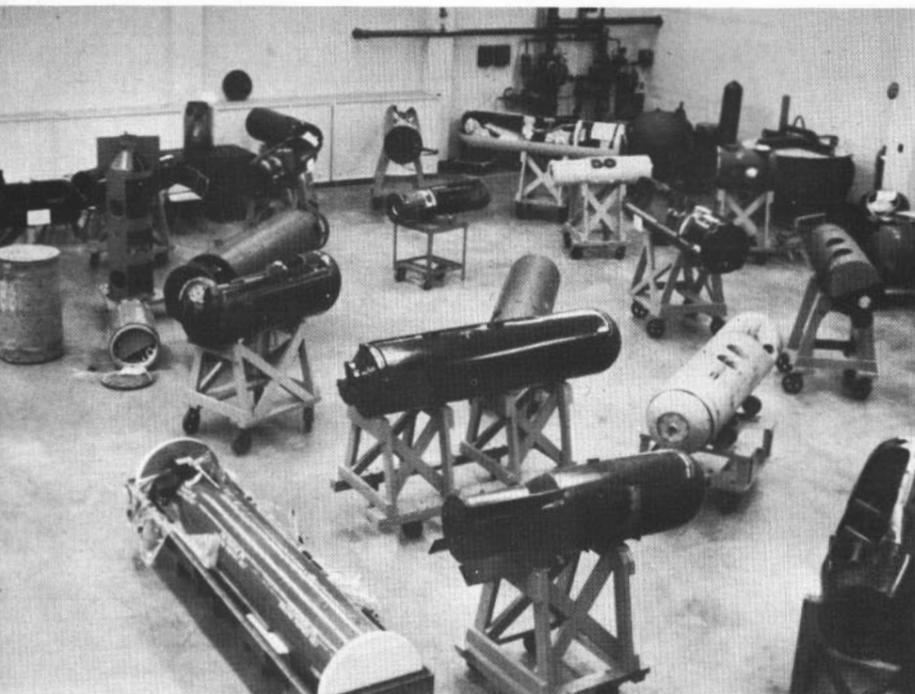
inside the box, so tilting the box would trigger the explosive charge.

Wiring was elaborately spread on the sides and lid of the box. If the lid was lifted, or a cut made on a side of the box, BOOM!

Another device inside the box made it impossible to take X-rays of the bomb without it detonating.

Nevertheless, the EOD team set about the task, undaunted by the hours of precise work that lay ahead. Finally, the bomb was declared safe. It was removed to an EOD museum, to rest as a chronicle of achievement.

How was the job done? That's classified information.



MINE MUSEUM, EOD School is used to train students in ordnance recognition.

a Navyman will learn to recognize more than 4500 pieces of ordnance. One day his life may depend on how quickly and accurately he can identify a bomb or booby trap.

Recognition is basic in ordnance disposal. An EOD man is not expected to know beforehand how to disarm every piece of ordnance he may encounter—about 45,000 are now known—but, if he can recognize it, chances are he'll be able to disarm it.

In that vein, the museums, or "ordnance graveyards," at the school serve to train the students in recognition of ordnance and render safe procedures.

After the daytime classes, the buildings are open for several hours each night, including weekends, to allow students to put in extra hours of study. Most of them take advantage of the opportunity, for they must satisfactorily complete *all* phases of the training to become qualified.

The scholastic record of the school is good. According to Commander Kenneth Ploof, EODS commanding officer, the attrition rate is only four to seven per cent.

In some cases, where students lack satisfactory completion of a segment, they are "rolled back" to that phase for another chance. If they complete the phase with a passing grade, they are graduated.

BEFORE a Navy man gets to the EOD School at Indian Head, he has already been in the EOD program for over two months. When he enters the program, he has been screened for physical and psychological adaptability, and has been found suited to diving and danger.

His formal training begins with eight weeks at the Underwater Swimming School, Key West, Fla. The course is specifically designed for EOD trainees.

The first four weeks are devoted to Scuba diving. Included in the curriculum are such subjects as diving physiology, diving medicine, underwater navigation, methods and safety procedures for diving, and care and maintenance of gear. In addition, the men go through actual underwater exercises with mixed gas breathing apparatus.

At the end of the four weeks, most of the students become qualified Scuba divers. About 25 per cent are disqualified during the course for physical or other reasons.

The second half of the school covers the equipment used in underwater ordnance disposal—such items as electronic search equipment, semi-closed-circuit Scuba gear and classified equipment used only for underwater EOD.

After swimming school, the trainees attend a two-week course of practical chemical and biological

training at the U. S. Army Chemical School, Ft. McClellan, Ala. Then they are ready for the 27 weeks at Indian Head.

ONCE THE training is over, the Navy EOD man will usually become part of an EOD team, which normally consists of one officer and two or more enlisted men. The team also functions as a Nuclear Weapons Disposal team, on call if a nuclear accident should require its services.

EOD teams serve on board Fleet Ballistic Missile tenders, in ships with antisubmarine warfare support capabilities, at naval ammunition depots and in a multitude of other billets, including instructor duty at various schools and training facilities.

Jobs in the field may range from disarming a piece of ordnance on a Civil War battlefield to rendering safe a bomb on an aircraft carrier, or disarming and raising World War II ordnance found in a foreign port. EOD personnel are also called on to assist civilian authorities in handling and disposing of various explosive devices.

Much of EOD consists of research and keeping abreast of the latest developments in the field. On each assignment, a report is made and sent to the EOD School and EOD Facility for analysis and evaluation. The results of these reports are the basis for much of the material contained in EOD manuals.

The men must also make requalification dives and take practice swims to stay in shape.

Between tours of duty, or at least every three years, Navy EOD men must attend a ten-week refresher course at Indian Head to learn recent techniques in the field and to receive instruction on new weapons developments. Once a man is qualified in EOD, he maintains his status through refresher training.

If the time period lapses, he may still requalify by taking only the refresher course at Indian Head. The idea is, basically, that a man may lose his EOD job code, but he will still retain much of his knowledge, particularly if he stays in other ordnance and related underwater programs, such as UDT, SEAL and first, second and master classes of diving.

Why does a man volunteer for EOD? One reason is the extra pay. Another is the thrill of conquering the dangerous. And because he likes it. —Kelly Gilbert, JO2, USN

Automation Arrives for the AKA

Plans have been approved for a new attack cargo ship (AKA) which will, for the first time, incorporate extensive automation features in its main propulsion plant control.

Automation will bring about several radical changes in what has long been standard shipboard procedure. For example, the control of the main engine can be shifted from the engine room to the wheelhouse of the ship. Remotely operated steering machinery and a throttle on the bridge itself will be used for ship control. This will eliminate the necessity for signaling orders from the bridge to the engine room for changes in speed, starting, stopping or shifting the ship's steering units.

Mechanical controls will also be provided in the ship so the machinery plant can be controlled locally when necessary.

Some watch requirements will also be changed. A central console in the engine room will automatically monitor and control all engineering functions, thereby reducing the number of men needed for each machinery space watch from 12 to three.

If any part of the system fails to function, an alarm on the console will pinpoint the trouble spot. A back-up component for the defective part can be activated simply by pressing a button so no operational capability will be lost.

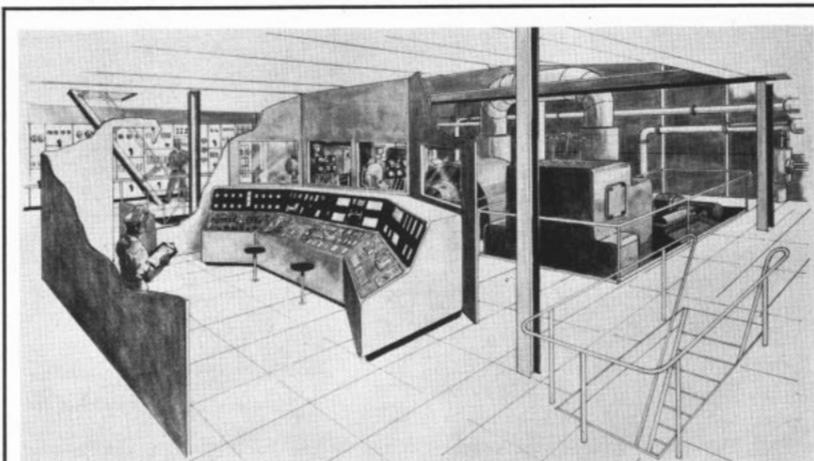
Plans are also being developed to incorporate similar automation features in the two guided missile destroyers planned for the fiscal year 1967 shipbuilding program. This will be the first use of the system in a twin screw warship.

Gulf Stream Studies

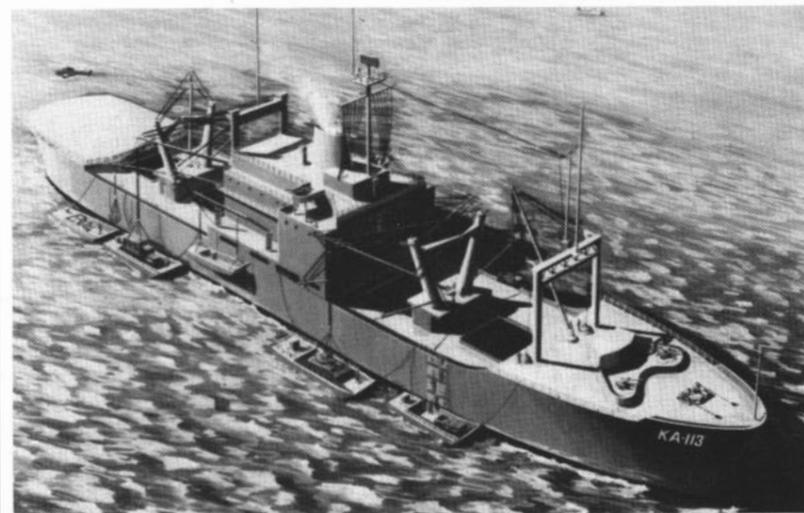
The meandering course of the Gulf Stream is being charted by a Navy *Super Constellation* equipped with an ultrasensitive airborne radiation thermometer. The instrument records radiated heat from the water below, allowing oceanographers to chart the Gulf Stream by the changes in water temperature.

During one flight, the aircraft detected an area at the Gulf Stream's edge where the temperature changed 17 degrees in 1000 yards.

The studies, sponsored by the Naval Oceanographic Office, are related to research on ASWEPS. ASWEPS is the Antisubmarine War-



AUTOMATED ENGINE ROOM is one feature of new attack cargo ship class recently approved by BuShips. Control console (above) will automatically monitor and control all engineering functions, permitting reduction of machinery space and manpower on engine room watches. Alarm on console will also pinpoint trouble spots. Control of ship's main engine can be shifted from engine room to wheelhouse, enabling bridge control of speed, starting, stopping or shifting the ship's steering units. Artist's conception of new ship is pictured below.



fare Environmental Prediction Services which will forecast water conditions to aid friendly submarine forces and hunter-killer groups.

During January, the Oceanographic Office conducted seven airborne radiation thermometer flights to survey the Gulf Stream in detail from the area of Cape Hatteras, N. C., to a distance of more than 600 miles eastward of the New Jersey coast. One flight provided data which showed the exact location of the warm Gulf Stream water as it moved northeastward between two

bodies of relatively cold water east of Cape Hatteras.

Many other data-collecting and surveying methods are being used to support ASWEPS. Since 1960, for instance, the oceanographic office has been using daily merchant ship reports of sea surface temperatures to chart the location of cold and warm waters in the western North Atlantic. ASWEPS data are also being furnished by many commercial "ships of opportunity" equipped with bathythermograph equipment furnished by the Oceanographic Office.



When Noah released the dove he was, in a way, gathering intelligence.

Naval Intelligence is a subject that the average Navyman knows very little about, and it is also one that he finds most interesting. ALL HANDS readers are fortunate, therefore, to have an opportunity to get a firsthand report which combines a brief historical sketch of naval intelligence down through the years with a rundown on how it functions in today's Navy. This account, specially written for ALL HANDS, is the work of an expert who has spent many years in this field, Captain W. H. Packard, USN (Ret).

EVER SINCE NOAH sent the dove out to reconnoiter the situation and look for land, seafaring men have been

A Briefing

involved in, and have had a need for, Intelligence.

And, like Noah, they have not thought of themselves as conducting intelligence operations when they sought to acquire knowledge needed for safe and profitable voyages between various ports.

The Phoenicians were among the first extensive intelligence collectors. Back about 1100 BC, they acquired their strength and wealth from their knowledge and use of the sea.

Through their reconnaissance of the Mediterranean, the Red Sea, the Atlantic coasts of Southern Europe, the British Isles, and most of the east and west coasts of Africa, they became the best informed people, up to that time, on the geography of the world.

As they explored and operated in this relatively vast area in their shallow draft ships, they gathered information on natural harbors, prevailing winds and weather, the availability of fresh water, food, natural resources and local products.

EVEN MORE IMPORTANT, they gathered knowledge from the people of these areas, which they carried not only back to their homeland, but also to many other areas where they traded. E. B. Potter in his book, *Sea Power*, noted that the early seafarers "brought home in their

The Phoenicians were among the first to acquire strength and wealth through their knowledge of the sea.



on Naval Intelligence

heads an invisible cargo of ideas and information, a form of wealth oftentimes more precious than the trade goods they carried in their ships' holds."

Here again, this was not looked upon as intelligence, but rather the process of using one's normal senses to acquire information and to become educated in subjects pertinent to one's livelihood.

Similar to good intelligence practices of today, the Phoenicians kept the information secret on the trade routes used by their wealth-laden ships in order to help protect them against piracy. They also apparently kept to themselves their accumulated knowledge of the rudiments of celestial navigation, to prevent others from using that knowledge, which was so important to their monopoly in the trading business.

Their security must have been exceptionally good, because it was not until 2000 years later that the Portuguese learned what the Phoenicians had known—that Africa could be circumnavigated. Perhaps this intelligence was picked up during the Crusades and the Portuguese were the first to check it out.

The age of exploration was another era of extensive intelligence-gathering efforts by seafaring men.

Initially their reconnaissance brought back valuable

negative information, debunking the fabled existence of sea monsters, ocean currents of boiling water, and giant whirlpools that allegedly could take control of and sink their ships.

On the positive side, each voyage brought back new information on the lands that were discovered, their geographic location, configuration, vegetation, climate, inhabitants and, sometimes, evidence of their wealth.

The information thus collected and reported served as the basis for various national claims to the newly discovered lands. And sometimes the reports were intentionally misleading, either to cover up a lack of success in exploration, or to achieve greater security from competition in future exploitation of discoveries.

SO, INTELLIGENCE is not new for those who live on the sea, and that includes those in the U. S. Navy. However, like Noah and the Phoenicians and the early European explorers, the Navy in the early years of its history did not categorize any of its activities as intelligence. But, the naval actions and activities of those days were nonetheless influenced by information obtained (or missed) about the enemy.

In reviewing examples of early intelligence efforts

The CIC aboard today's Navy ships illustrates the complicated gear now used to collect information.





These early Navy leaders made good use of Naval intelligence.
Captain John Paul Jones Commodore David Porter

and usage in the Navy, one can see how intelligence requirements and techniques changed as the country grew in international and technical stature.

In the American Revolution, individual ships sailing in foreign waters fulfilled their intelligence needs by calls at neutral or friendly ports or by hailing passing ships. Thus Wickes, Conyngham and Jones obtained at French ports reasonably up-to-date information on British port activities and on shipping in the waters adjacent to the British Isles.

Conyngham learned enough about British capabilities and procedures to be able, on two occasions, to disguise his identity and use British ports for replenishment. This permitted him to save transit time away from his operating area, and also simplified gathering the intelligence he needed in his operations against British shipping.

Intelligence support for naval action in foreign waters in the war with Tripoli and the War of 1812 was similarly obtained.

THE CRUISE in the southeast Pacific in the latter conflict, by *USS Essex*, a 32-gun frigate under the command of Captain David Porter, is a fine example of operational use of intelligence.

Porter's first stop after rounding the Horn was at Valparaiso on 13 Mar 1813. There he picked up infor-

mation from an American whaler that there were many British whalers operating near the Galapagos Islands. As *Essex* proceeded toward the Galapagos, she captured a Peruvian privateer which had been preying on American whalers.

From the skipper of the privateer, Porter obtained a list and description of all the British whalers reportedly operating in those waters.

By the end of September 1813, he had captured almost all the English merchant ships in the area. Some of the prizes he converted to supply ships, some he used to carry prisoners and others, to escort prizes back to the South American coast. One of them, of 20 light guns, he renamed *Essex Junior*, and he used her as an escort and picket ship. *Essex Junior*, in one of her visits to Valparaiso, learned that the 36-gun British frigate, *Phoebe*, and two sloops were coming around the Horn. Upon receipt of this intelligence, Captain Porter, who was anxious to climax his Pacific cruise with the capture of an English man-of-war of near equal strength, set sail for the Marquesas Islands, to refit his ship and put her in top material condition preliminary to serious combat.

On 12 December the overhaul of *Essex* was completed and, accompanied by *Essex Junior*, Porter headed for Valparaiso. He arrived there on 3 Feb 1814, five days ahead of *Phoebe* and her accompanying sloops. (The story of Porter's operations in the Pacific is told, in part, in the ALL HANDS Special Supplement of August 1955.) Finally, in a battle on 28 Mar 1814, *Essex*, which had been disabled in a storm, was captured by the British, but Porter went on to gain fame for himself and the American Navy.

Throughout his operations in the Pacific, Captain Porter had made effective use of intelligence information to inflict serious damage on British commerce in that area. He received the information about the superior *Phoebe* force as a challenge, rather than a timely warning, and he fought a courageous battle, as was his custom—demonstrated later in his cleaning up of piracy in the West Indies.

OVER THE YEARS, orientation operations by ships of the Fleet to various ports have given evidence of friendly intentions and support to the countries visited, and they have also helped Navy personnel to understand better the people and conditions in those countries.

In World War I joint intelligence operations helped protect convoys. *Rt*: WWII revived Navy's emphasis on intelligence.



Matthew Perry's visit to Japan in 1853 is an example of a get-acquainted operation performed by the Navy. It was not then considered an intelligence collection operation, nor would it now be so considered. However, Perry did conduct extensive research to learn as much as he could about Japan before he arrived there.

Working through London and New York book collectors, he gathered all the authoritative literature then existing on Japan's history, customs and traditions. He also purchased, from Holland, charts of Japanese waters. He studied this material exhaustively and, as a consequence, was well prepared to conduct himself in a manner that would assure him success in his negotiations with the Japanese.

UNTIL AFTER the U. S. Civil War, the Navy's intelligence efforts and requirements were essentially those within the capacity of a ship's commanding officer to conduct and use. Then technical developments, stimulated not only by the Civil War in the United States but also by the Crimean War and the Franco-Prussian War in Europe, resulted in improved metals and powder which, in turn, led to the progressive development of larger caliber, built-up, rifled ordnance firing elongated missiles.

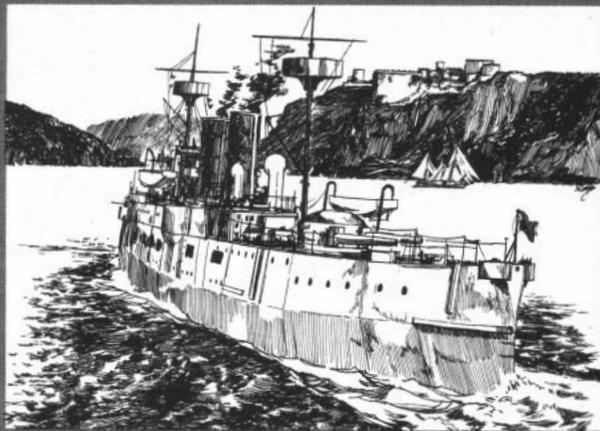
The German development of the sliding wedge breech block made muzzle-loading obsolete and permitted fixed gun mounts and more accurate aiming. Armor progressed from wood to iron to steel.

Recognizing the need for keeping in touch with such progress in foreign navies, the Secretary of the Navy, on 23 Mar 1882, signed General Order 292, establishing the "Office of Intelligence" in the Bureau of Navigation "to collect and record such naval information as may be useful to the Department in wartime as well as in peace."

The Navy Department Library was combined with the Office of Intelligence. Naval Attache posts were set up in London in 1882, in Paris in 1885 and in Rome in 1888. The attache in Paris was also accredited to Berlin and St. Petersburg (later Petrograd, then Lenin-grad) and the attache at Rome included Austria in his area of accreditation.

These naval attache posts were established to facilitate the exchange of information on the progress of naval science.

In February 1897, when war between Spain and the



The Spanish-American War was first test of the relatively new ONI.

United States appeared possible, the attache in Paris, Lieutenant William S. Sims, USN, was additionally accredited to Madrid to keep track of Spanish naval forces. After *USS Maine* was blown up in Havana Harbor on 15 Feb 1898, the naval attaches in Europe were assigned the responsibility of handling the Navy Department's negotiations for the purchase of ships and munitions.

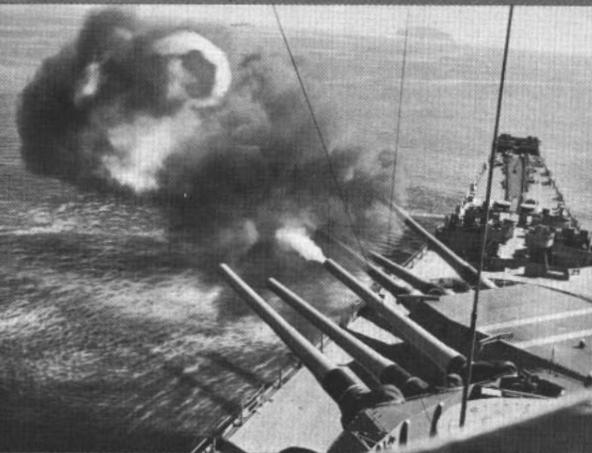
THE SPANISH-AMERICAN War was the first test of the relatively new Office of Naval Intelligence (ONI), and it effectively served the Naval War Board, providing it with the essential information it needed to give the Secretary of the Navy policy and strategic guidance in the conduct of the war.

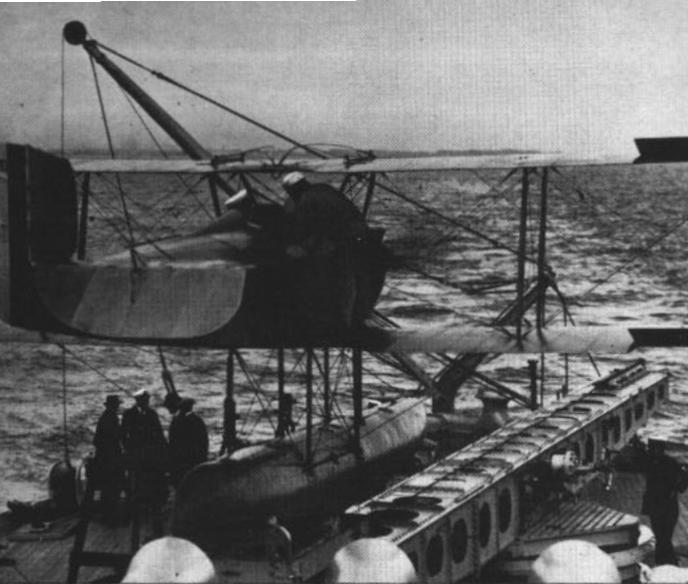
Most of this information had been gathered before the outbreak of the war, making the wartime effort mainly the presentation of what was wanted when it was wanted.

The big operational question early in the war was "Where is Admiral Cervera and his squadron, and will he attack the East Coast of the United States or proceed directly to Cuba?" Three ships were sent to scout the waters of Puerto Rico, Martinique and Guadeloupe, and one of these, *USS Harvard*, learned that one of Cervera's ships had briefly called at Martinique.

This piece of intelligence, confirming that the Span-

In times of conflict naval intelligence becomes increasingly important. Left to right: Action off Korea and return from Vietnam raid.





Development of airplane and submarine for military purposes changed intelligence requirements and added new ways to collect data.

ish were not heading for the East Coast, led to the moving of Commodore Schley and his squadron from Newport News, Va., to Key West, and then to Cuban waters where he joined forces with Rear Admiral W. T. Sampson, USN.

The outcome of the war between Spain and the United States, more than the war itself, had a strong influence on the intelligence needs of the Navy. By the Treaty of Paris the United States acquired Puerto Rico, Guam and the Philippine Islands and guaranteed Cuban independence.

The war and its aftermath ushered the U. S. into the status of a world naval power, thus broadening its international interests and responsibilities manyfold, particularly in the western Pacific. The Russo-Japanese War, which was concluded by a peace treaty signed in 1905 in the Navy Yard at Portsmouth, N. H., and the round-the-world cruise of the U. S. Fleet in 1907 continued this trend.

THE DEVELOPMENT of radio communications had a tremendous influence on the timeliness of intelligence reporting and of intelligence support to operating forces when at sea.

The development of the submarine and the airplane for military purposes not only changed the Navy's intelligence requirements, but also introduced new techniques of collecting information.

In the period before World War I, the United States started falling behind the European powers in technical development and ship design. The German development of the diesel engine and its subsequent adaptation to submarine propulsion by both Germany and England in the years 1907 to 1912 found the United States sitting in the grandstand watching, and not participating in, this naval construction race.

During the period between the start of the war in 1914 and the U. S. entry into it, the stimulant for improvements, military technical developments and counterdevelopments in Europe gave intelligence observers a full-time job. Furthermore, as it became more and more obvious that the U. S. would become involved, it became more and more important to keep constantly informed on the status of all world naval forces.

By the time the U. S. entered World War I, most of the naval operational intelligence requirements were

being fulfilled by the British Navy in a highly satisfactory manner—and this support became available to the U. S. Navy not only for its ships joining British forces in the eastern Atlantic, but also for those ships and commands responsible for U. S. convoy protection.

U. S. NAVAL INTELLIGENCE kept the Navy Department and the U. S. operational commanders informed on the intelligence obtained from the British pertinent to U. S. naval operations, particularly for support of convoy operations.

Convoys were controlled from various centers, one of the most important of which was at Brest, France, under the command of Vice Admiral Henry B. Wilson, USN. A joint operations/intelligence plot was maintained there.

Every eastbound convoy crossing the Atlantic was shown on a huge chart along with the information on every submarine reported. The latter were represented by danger circles of varying sizes, depending on how long it had been since the submarine had been sighted. By radioing course changes to escorts of convoys, the danger circles of recently reported submarines were avoided.

The success of this and other operational/intelligence team efforts at the various convoy control centers is attested by the fact that not a single troopship was torpedoed en route from the United States to the war zone in Europe.

THE NEED FOR an investigative and counterintelligence service within the Navy was recognized before the U. S. became an active participant in World War I. The duties envisioned for such a service included:

- Investigations of possible acts of sabotage aboard naval ships, in Navy yards, and in plants having naval contracts.
- Investigation of suspicious characters, stowaways, impostors, enemy sympathizers and troublemakers aboard ships and in Navy yards.
- Inspection of merchant ships, their crews and passengers for security purposes (in collaboration with Immigration, Customs and Justice).

Upon the U. S. entering World War I, the Office of Naval Intelligence, to carry out the above duties, estab-



Navy pilots check charts and information prior to raid over Vietnam. Rt: Pilots head for their planes ready to go.

lished an "Aide for Information" at each of the 15 naval districts, plus nine branch offices at the major ports of entry in the U. S.

THIS WAS THE START of the present District Intelligence Office system. The correctness of establishing this counterintelligence service as part of Naval Intelligence was repeatedly demonstrated, as the information which the districts collected incident to their security work supplemented the work of the attaches, and the information collected by the attaches helped the districts in their counterintelligence work, particularly in their checking of suspicious travelers in merchant ships.

So, upon taking on the counterintelligence responsibilities in the Navy, Naval Intelligence acquired the broad functions which have guided its activities from that time up to the present. Very generally and simply, these functions can be stated as follows:

In the field of *positive intelligence*:

- Collect information through Navy resources and through liaison with other intelligence agencies.
- Produce intelligence studies and estimates to fulfill the requirements of Navy users of intelligence and produce naval intelligence studies and estimates to meet the needs of other intelligence agencies.
- Disseminate the products of naval collection and production to those having a need for same.

In the field of *counterintelligence*:

- Provide investigative service, as required, to protect the Navy against acts of espionage, sabotage and subversion.
- Provide the Navy with guidance for reducing its vulnerability to espionage, sabotage and subversion.
- Coordinate with other United States government investigative agencies in matters of mutual concern.

THE EXTENT to which the above functions have been carried out has varied according to the Navy's understanding of its intelligence requirements, which in turn have fluctuated to the degree to which the United States has been involved in international affairs.

Thus, during the period between World Wars I and II, the Navy's intelligence activities both in the positive and counterintelligence areas were reduced almost to insignificance, and the Navy's understanding of intelligence was similarly reduced.

The early phases of World War II revived the Navy's interest the hard way—by grimly contrasting the costs of battles in which intelligence was properly and improperly used.

In terms of today's requirements, these functions should be of interest to all in the Navy because of the support that Naval Intelligence can give to almost everything else the Navy does and also because each person in the Navy can contribute to, and participate in, this intelligence effort.

It is beyond the scope of this report to itemize all the areas of mutual concern to the Navy's intelligence service and to the Navy's personnel and leadership; however, it has been suggested that everyone in a position of leadership should strive to review the intelligence that is available to him, determine its deficiencies as it relates to his job and then make every effort to correct those deficiencies by requests to ONI via the chain of command.

Additionally, each person, as a result of his training and experiences, has unique qualities as an observer. His observations, if he will report them, can help educate those who follow, and perhaps save them from errors caused by changes or by gaps in intelligence. Only by repeated observations can one determine what is a normal situation and in turn be alert to identify what's new and how it has been changed.

THE ADVENT of the Defense Intelligence Agency (DIA) has reduced the requirement for the Navy to produce reference type intelligence.

The Navy takes the broad-based products of the DIA and selects information from them as basic ingredients in the production of intelligence studies and estimates which more nearly meet the specific requirements of the Navy. The Office of Naval Intelligence serves as "the cook" in this effort to satisfy the tastes and specific intelligence requirements of the Secretary of the Navy, the Chief of Naval Operations, the technical bureaus of the Navy, and the staffs assigned to them. The intelligence elements of major staffs perform similar services for their commands.

In the counterintelligence field, ONI is constantly striving to protect the Navy's information, material and personnel against espionage, sabotage and subversion.

Consequently, whenever a command has a problem concerning: (1) The apparent compromise of classified information; (2) damage to or loss of government property; or (3) unknown disturbing influences on discipline and morale, it correctly calls for assistance from ONI. But not until a command requests such help does ONI enter the case and, after it enters, it will normally pull out if initial investigation indicates that there is no counterintelligence (i.e., espionage, sabotage, subversive) aspect and that the problem can be resolved administratively by the command.

While ONI's investigative effort is concerned with the identification and apprehension of persons in the Navy and on Navy property involved in unlawful activities, it is equally concerned with protecting Navy personnel against false accusations, entrapment and influences inimical to their better judgment.

ONI HAS HAD MANY cases in which Navymen or their dependents have innocently become involved in unlawful acts of a criminal nature simply because they didn't want to say no to a request for a favor. Then, when they found out the illegal connotation of their kind deed, they were afraid to renege or preferred to try to get away with it.

This is another area where everyone in the Navy is in a position to help himself and the Navy. Usually the initial approach leading up to one of these situations is made at a foreign port. A shopkeeper from whom several purchases have been made invites you and some of your shipmates to a restaurant for dinner or a drink, the night before your ship sails for the U. S. or a port in some other country. Before the evening is over, he asks you to carry a package for him to a friend at your next port of call.

Of course, you won't know what's in the package, but when you are caught bringing it ashore, you find it

contains narcotics or stolen jewelry or other valuables which your "friend" hoped to have you unwittingly smuggle through Customs for him.

There are many variations of this game. Not the least possible is intentional entrapment where, shortly after your friend passes you the package, he has a colleague inform the police that you stole whatever is in it and, of course, he can identify the contents exactly.

This is usually a good way to initiate an anti-U. S. scene down near the docks, and the anti-U. S. press will be tipped off and have photographers present.

The only semi-sure defense against this trickery is to have an uncompromising rule that you will not carry anything through Customs anywhere for anyone else, not even for your grandmother. If, in spite of this rule, you do get yourself tricked or coerced into such a situation, let your commanding officer know as soon as possible, and ask him to notify the nearest representative of Naval Intelligence. He is part of the Navy too, is proud of it, and he wants to stay that way.

In summary, the Navy and the intelligence which supports it are interdependent one upon the other. Every job in the Navy can be done better with intelligence support; some jobs can't be done effectively without it; and intelligence support to the Navy will not be fully satisfactory until it becomes an all hands effort.

For those who find themselves in a full-time intelligence billet, trying to supply the Navy with the intelligence it needs, it is a serious, thankless job; for those who have had the benefit of experience in intelligence work, the seriousness of all other Navy effort is better understood; and they have, therefore, a more mature understanding of their professional duties and are of greater value to the Navy because of it.

— W. H. Packard, CAPT, USN (Ret.)

NAVAL intelligence plays an increasingly important part in the nuclear age. Shown here are (l to r) USS Bainbridge, USS Long Beach and USS Enterprise, all of the nuclear Fleet.



THE SEA and the wild blue yonder dominate this month's selections. The subject matter of all is rich and exciting.

Three — **World Without Sun**, by Jacques-Yves Costeau; **Something Rich and Strange**, by Robert E. Schroeder; and **Men Under Water**, by James Dugan and Richard Vahan — are concerned with underwater exploration and research.

World Without Sun is precisely that. It is Costeau's account of five men who lived on the bottom of the Red Sea for a month. The basic purpose was to take the first step toward mining the sea's riches by a group of men stationed semi-permanently under water. After the two years of preparation, the actual submersion was a more-or-less 30-day vacation with wine, a cook and taped Mozart. But they managed to keep more than busy. Magnificent photographs.

The heart of *Something Rich and Strange* is scuba diving at night off coral reefs in the Virgin Islands. Schroeder discovered that, just as in our own world, there are some pretty strange goings-on in the night life under the sea's surface. Sharks, turtles and reef fish seem to acquire new personalities when that evening sun goes down. However, these are only secondary characters. Dr. Schroeder is primarily concerned with the life histories of the exceedingly complex — and interesting — ocean parasites. You'd be surprised.

Men Under Water is a collection of articles, about underwater research and exploration, which covers an amazingly wide range. They tell of an early skin diver named Benjamin Franklin who invented foot fins, charted the Gulf Stream and dived in the Sargasso Sea. A young Australian spear fisherman describes menacing encounters with sea snakes. Several stories tell of salvaging ancient and modern wrecks. Record dives, underwater photography, the philosophy of diving, sea mythology and wartime frogmen are touched on. A brisk introduction to the mysteries of inner space.

Wings of Gold by Roger A. Caras and **Fighter Aces** by COL Raymond F. Toliver fit together very nicely. *Wings*, of course, tells of the development of naval aviation in the United States. Because Caras sees men and not machines as the major factor in

our naval air arm, he makes this first a story of the men and then of their planes and equipment. He traces the trends of thought, the development of new equipment and tactics, the epochal flights and the major advances. Excellent for the student of air history but also a good story of men and planes.

Although the subject matter of *Aces* is somewhat gee-whiz, the present treatment is not. When possible, COL Toliver prefers to let his heroes tell their own stories in their own way and words. This makes for somewhat uneven writing but it does give a feeling of authenticity. The emphasis is on the men who created the history of air combat, their personalities and their development of dogfight and formation-flying techniques. The photographs, many of which have never before been published, include pictures of the men, their planes, and gun-camera films of aerial combat.

Wind and Salt Spray, by John T. Rowland, will help you get away from it all. Just to give you an idea, when he was a schoolboy, Rowland piloted (from memory) an old blue-nose schooner on Long Island Sound from Greenwich to New London through a night of wind and snow because there was no chart aboard. Ever since, his life has centered about ships, large and small, sail and steam, and the seas they sail on. During World War I, he was on convoy duty in a four-stacker out of Queenstown during the grim winter of 1917-18. During World War II, he commanded a group of converted yachts on sub patrol out of Portland, Maine. It is most pleasant to hear about a fellow who has been able to do just what he wanted all his life.

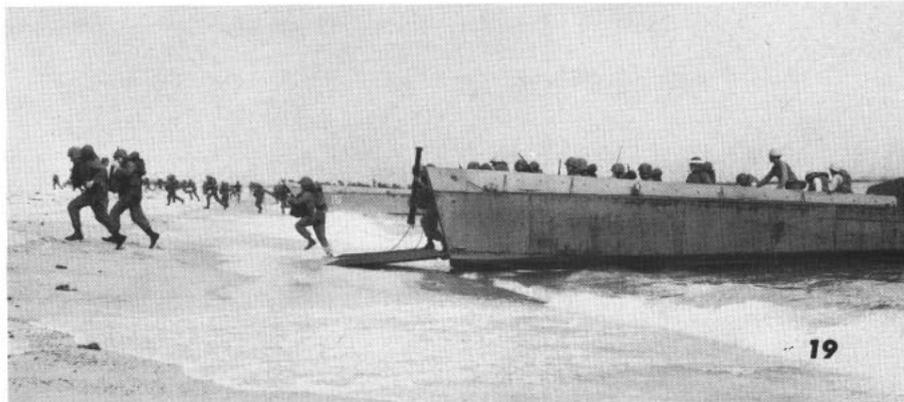
Gunboats Down the Mississippi by John D. Milligan may be further back in time but it's just as much of a cliffhanger as our present crises.

Milligan supports the suggestion that Vicksburg, not Gettysburg, was the crisis of the Confederacy during the Civil War and he has an entire fleet of gunboats to back his thesis. Beginning in May 1861, when General George B. McClellan requested three gunboats for the support of Federal troops occupying Cairo, Ill., until the capitulation of Vicksburg on 4 Jul 1863, this fleet, ultimately consisting of ironclads, tinclads, woodclads and rams, participated in the battles on the Western rivers.

What are we doing in Vietnam? What's it like to be a member of the armed forces team in action in this part of the world? These queries are answered (in part) in **An Outpost of Freedom** by Captain Roger Donlon, USA, Special Forces. Captain Donlon is the first man to be awarded the Medal of Honor for action in Vietnam. It was he who, in July 1964 at Nam Dong, ignored his own serious wounds, defied unbelievable odds and led his 11 men in defending their position against a full-scale, surprise, night-time assault by a whole battalion of Viet Cong soldiers. He has earned his right to speak, and he speaks well.

Even this month's fiction has plenty of character. **Thomas**, by Shelley Mydans, is a brilliant novel concerning the life, conflicts and death of Thomas a Becket. The author reminds us that churchmen in the times of, say, Henry II, were not the same as those of today. Many were primarily administrators and warriors, as was Becket. When he came into political conflict with Henry he lost his life but, in doing so, won his battle.

The Comedians by Graham Greene is more standard fare. It's a more-or-less straight adventure story laid in Haiti. Three from the outside world, each burdened with his own affairs and problems of conscience meet on the island and, for their own reasons, attempt a political coup. There's intrigue and death and, of course, a love affair involved.





Follow the Leader—With a

TEN MEN in gray hoods followed their masked leader out of the elevator, through a narrow passageway and into a small chamber.

Another leader, also wearing a mask, slammed the 300-pound chamber door, then opened a dual-controlled valve.

Water rushed into the chamber until it covered the door leading from the room. Now the men—each equipped with a hooded jacket—stood patiently in the chest-high water as the masked men opened the door to the main tank. The pressure in the lock had become equal to the pressure in the tank and the door opened with a slight push of the foot.

You are witnessing, not a science-fiction movie thriller, but a training evolution in the U. S. Navy. This is the 118-foot-high column of water in the escape training tank at the New London Submarine Base.

The masked instructor quickly inflated the students' life jackets and signaled for the first student to go.

The young man took a deep breath, crouched, stepped out of the chamber and shouted "ho, ho, ho,"

as he shot upward through 50 feet of water at 375 feet a minute.

Two scuba divers followed the student to the surface and helped him out of the water. With a quick kick, they submerged and returned to "ride" another student up.

The all-volunteer staff of divers at the tank is primarily responsible for teaching Submarine School students the procedures to be used if they are ever forced to escape from a submerged submarine. (Veteran submariners must requalify at the New London tank or a similar tank in Hawaii every 30 months.)

WHEN MAKING an ascent, students are told to shout "ho, ho, ho," or pretend they are blowing out 200 birthday candles. Such action forces them to exhale during an ascent. And exhale they must, or they will suffer severe lung damage. The volume of air in a man's lungs expands some two and a half times during an ascent from 50 feet, and he has to exhale vigorously to get rid of the air before surfacing.

Two basic methods of escaping from a submarine are taught at the

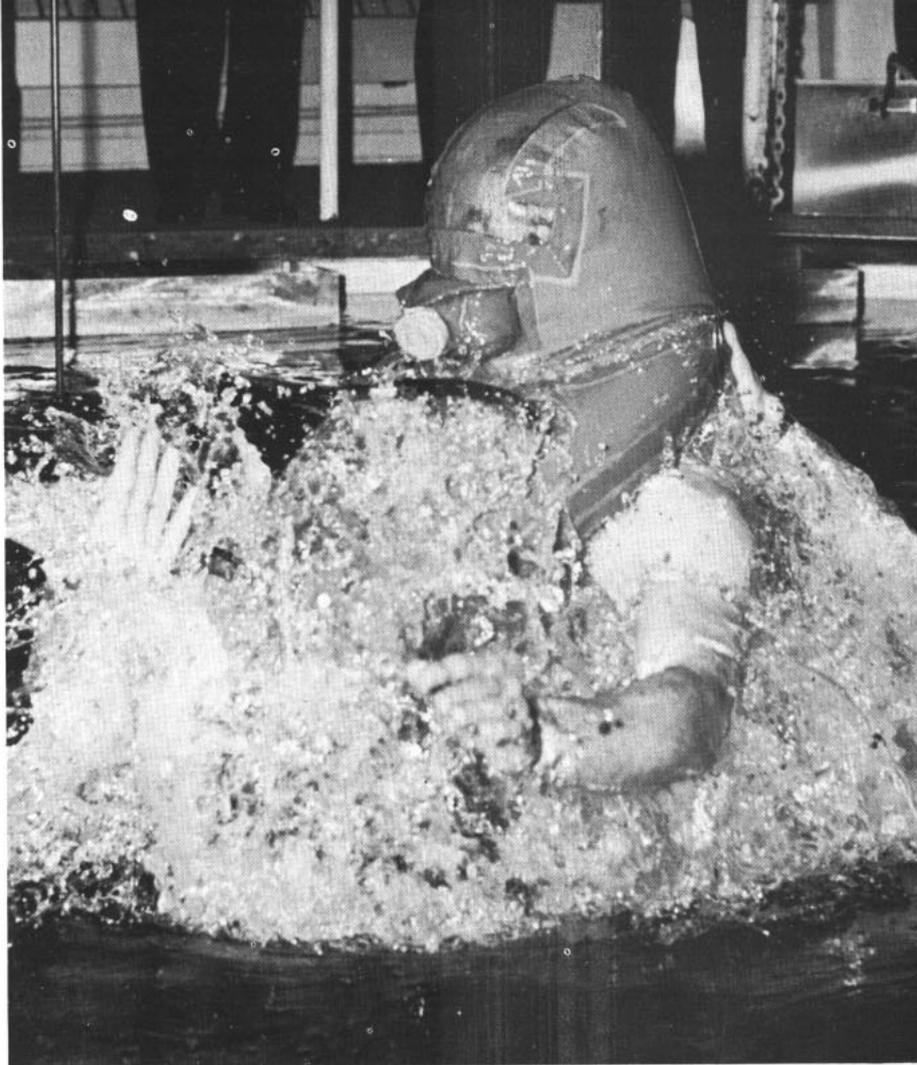
tank. The buoyant ascent method calls for a man to don a life jacket, take a deep breath and head for the surface. The man must exhale continuously as he rises, and there is no possible way for him to breathe.

(The record for a buoyant ascent, made from a submarine in 1958, is 302 feet.)

The life jacket used for an ascent is inflated under pressure and it, too, must emit air in order to keep from bursting when it reaches the surface. The extra air escapes from tiny vents.

In 1961, Lieutenant Harris E. Steinke added a hood to the standard life jacket and came up with a new escape method that allows men escaping from extreme depths to breathe as they rise to the surface. The jacket's air vents are located inside the hood and most of the escaping air remains in the hood during the ascent. This in no way equalizes pressure, however, and the escapee must continuously exhale while making an ascent with the Steinke hood.

Because their heads are covered by the hoods, students at the train-



Ho-Ho-Ho

ing tank are told to shout "ho, ho, ho," as they rise. This tells the divers in the tank that the men are exhaling.

(The record for an open-sea buoyant free-breathing ascent using the Steinke hood is 309 feet.)

STUDENTS at the tank get a number of lectures, watch how-to-do-it movies, and make a number of dry runs before they make their ascents (each man must make two). Numerous precautions are also taken in the water. If the tank's divers are dissatisfied with a student's ascent, they are free to stop the ascent and take the student into one of the locks. The student is then transferred to the surface in a roving bell.

A doctor qualified in submarine medicine is at the tank during training periods. And the tank is equipped with four recompression chambers, which permit immediate treatment of bends or air embolism (air bubble in the blood stream).

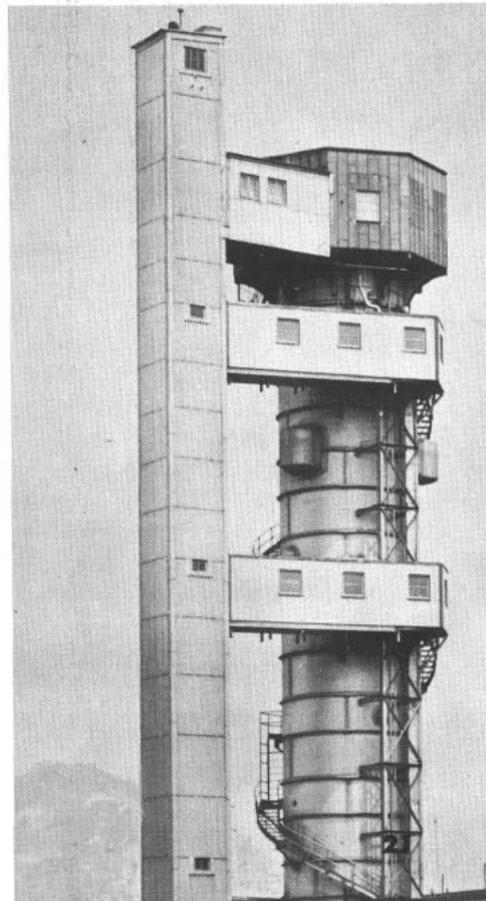
The officer in charge of the training tank, Lieutenant Gordon J. Barclay, or one of the senior divers supervises each ascent from a special

platform. The man on the platform can view all of the action in the tank through a special floating glass and he can give orders by microphone.

The tank's compartments or locks are duplicates of those found in submarines. Located at depths of 18, 50, 100 and 110 feet (from the top), they permit training to be carried out under conditions which are identical to those at similar depths in the open sea. The tank is 138 feet high and 18 feet in diameter. It holds 208,000 gallons of water steam-heated to 92 degrees. The water is kept at a high temperature for the benefit of the divers, many of whom are in the water over seven hours a day.

The escape training tank recently reopened following a major overhaul. There wasn't much of a ceremony at the time—just a bunch of guys in swimming suits checking out everything for the hundreds of men who pass through their tank each week. It's been a number of years since anyone died at the tank and the instructors want to keep it that way.

—Patrick R. Cullen, J02, USN



Swimming Pool for Missiles

BUILDINGS which perform an unusual function are hardly news at the Naval Ordnance Laboratory at White Oak, Md. There is, however, a building rising from the bedrock bottom of an excavation on the Laboratory's grounds which promises to be more unusual than most—it is, in fact, such a departure from the normal that it might well be the only structure of its kind in the world.

When it is completed within the next six months, the building will house an enormous hydroballistics facility which will enable the Navy to test large scale models of its underwater missiles with a thoroughness heretofore impossible. The need for the building became apparent about 10 years ago as the requirements for antisubmarine warfare weapons increased as submarines traveled faster and deeper than ever before.

As any Navyman who specializes in antisubmarine warfare knows, an

ASW weapon, to be effective against modern submarines, must also travel fast and deep—faster and deeper than the sub it is designed to kill. The Navy's most recent answer to this challenge was *Subroc* which was developed at NOL.

During its work on *Subroc*, the Lab ran into several problems. *Subroc* is, of course, launched underwater, flies through the air and re-enters the water on a trajectory leading to its target.

When such a missile hits the water at an oblique angle, there is a side thrust which could cause it to ricochet and bounce out of the water—an action similar to skipping a stone over the water's surface.

THE MEN AT NOL learned to overcome their weapon's shortcomings the hard way. They had to build full-scale models, assemble enough people in boats to accurately observe its exit and re-entry into the sea and fire away until satisfactory

answers to their problems were found.

Needless to say, this procedure was slow and expensive. Furthermore, the tests did not always accurately tell the NOL researchers what happened to the missile after it re-entered the sea and swam toward its target.

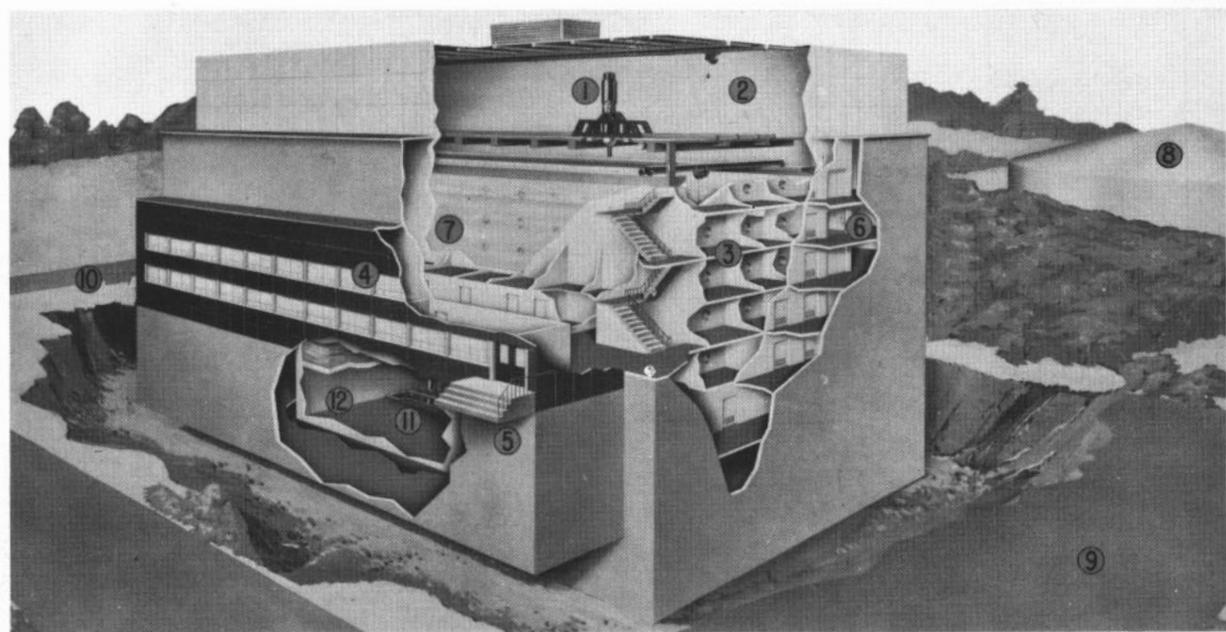
The initial development of *Subroc* is by now a closed book. There is little doubt, however, that it will be improved in the future and that new ASW weapons will be developed. What the men at NOL needed was a place where data on high-speed water entry could be accurately and economically obtained.

This called for a testing tank into which models as small as three inches in diameter could be fired at velocities of 3000 feet per second under controlled atmospheric pressure.

So that the missiles could be easily seen in the tank, the water had to be unusually clear and the

PREVIEW—Model shows NOL's hydroballistic missile test facility and its water storage tank in the background.

- (1) Water entry launcher, (2) Upper launcher gallery, (3) Photo observation cubicle, (4) Laboratory spaces, (5) Main entrance, (6) Personnel elevator, (7) Test tank, (8) Water storage tank, (9) Parking lot, (10) Loading area, (11) Water exit launcher, (12) Mechanical and electrical service department of the facility.



tank had to have facilities for studying underwater trajectories.

THIS WAS NOT an easy bill to meet but the test facility that is now filling the excavation at NOL should meet all the research needs of the present as well as those of the next several decades. It will have nine floors, four of them below ground. The tank in which the underwater missiles will be tested is 100 feet long, 35 feet wide and 75 feet deep. It will contain about 20 million pounds of water. In addition, the air space above the water can be evacuated for the simulated full scale missile behavior.

It takes no imagination to know that the pressure of so much water against the walls of such a tank would be terrific. To withstand the strain, the top of the tank is a prestressed concrete slab 42 inches thick; the bottom, a slab 24 inches thick; and the walls are 14 inches thick supported by reinforced concrete vertical ribs outside the tank.

The important thing, of course, is to see what goes on inside the tank when a missile model is fired into the water. NOL researchers will be able to observe the action of the missile through visual and photo-observation ports in all the walls from top to bottom. The glass ports are 16 inches in diameter and one and one-fourth inches thick.

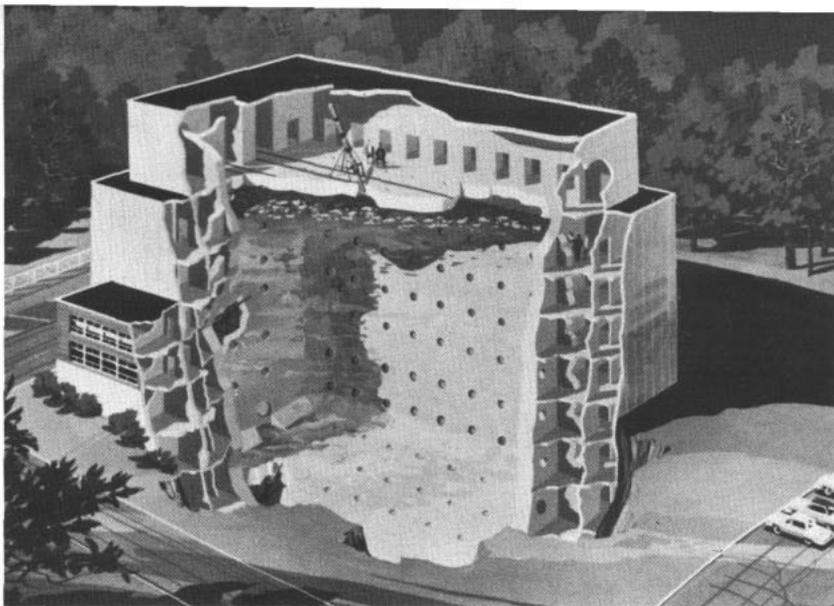
It might be said that the water is the life-blood of the entire project. Filling the tank will most likely be a one-time affair for the water will probably not be released from the test facility or its storage tank during the lifetime of the facility. Evaporation will be negligible.

The water which initially enters the tank will be filtered and re-filtered until all one million, 750 thousand gallons will be as clear as mountain air. Clearer, perhaps.

THIS CLARITY will not be easy to achieve, for the tap water which you drink is dirty and murky compared to the purity that must be maintained in the tank.

To maintain the water's clarity, the entire tank is lined with stainless steel and all the tank's accessories, including the six-ton overhead crane are also of stainless steel and other non-corrosive materials.

When water is drained from the tank, either to empty it or to change



TANKS A LOT—Cutaway shows facility's tank that will test undersea missiles.

the water level, it will pass through a stainless steel pipe 36 inches in diameter to the storage tank which is similar to those used for storing petroleum products near refineries. The interior of this tank is coated with plastic to prevent corrosion.

Maintaining the water's clarity during a model launching also proved to be a problem for NOL engineers for gun blast and powder during almost certainly, under ordinary circumstances, foul the water, perhaps nullifying the entire purpose of the giant tank.

TO OVERCOME this problem, a special gun using a conventional brass cartridge case was designed. The model fired from the gun is held in the chamber in a high-strength metal sabot which is propelled through the gun until it enters a narrower aluminum section where it is stopped. The sabot, however, releases the missile which continues out the muzzle and on its way. The

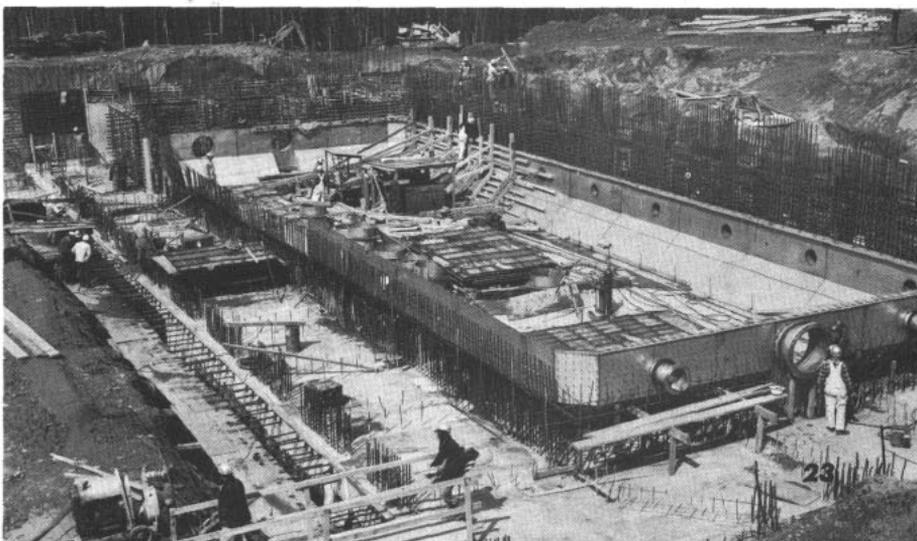
sabot seals the barrel entrance of the gun thereby preventing foreign gas and material from entering the water.

Pictures will be taken of the model when it is fired into the tank. Cameras controlled automatically in sequence and time will snap as the missile passes, because its passage is calculated by computers which snap flash tubes and trip shutters at exactly the right moment.

Not only will the missile fired into the tank be observed by men and cameras but will itself send information on such items as pressures and accelerations by its own telemetry system which is built within to withstand pressures greater than 100,000 times the force of gravity.

When the hydroballistics facility is completed at the Naval Ordnance Laboratory, it will, for the first time, give the Navy and NOL a method of obtaining all the hydrodynamic facts quickly on the new antisubmarine weapons which will serve the Navy of the future. —Robert Neil

GROUNDWORK—Photo during construction shows tubes that will fire missiles.



Over There:

The daily papers keep you up to date on the latest news from South-east Asia. Here is a series of reports on various Navy activities which round out the headlines. ALL HANDS will continue to report the background story that comes directly from ships and units on the scene.

Shields Memorial

The Seabee camp at Chu Lai, Vietnam, has been named Camp Shields in memory of a construction mechanic who died from wounds received in action against the Viet Cong.

Marvin G. Shields, CM3, USN, and other members of his unit—Seabee Team 1104—were defending the special forces camp at Dong Xoai in June last year, against an attack by the Viet Cong.

While assisting a wounded Army officer to safety, Shields himself was wounded. Despite this, he continued fighting.

At dawn, after an all-night siege, Shields volunteered to help destroy an enemy machine gun emplacement. He became an apprentice server on the 3.5-inch rocket launcher and performed the job well. He helped wipe out the position while under heavy enemy fire.

Returning to his previous position, Shields was struck by machine gun fire. Throughout the remainder of the morning, in spite of his serious

PATROL PALS—SP2H Neptune exchanges information with ocean minesweeper Leader (MSO 490) as they patrol coastal waters. Leader has returned to U.S.



TWO WAY LANDING—Helicopters of Seventh Fleet Amphibious Ready Group hit inland as teammates make landing.



Reports from Vietnam

leg wound, he tried to keep up the spirits of the other wounded men. Shields died that afternoon shortly after being evacuated by helicopter.

Lookout Aids Rescue

The Seventh Fleet carrier *uss Bon Homme Richard* (CVA 31) was steaming through the choppy South China Sea. Her returning aircraft glinted in the noonday sun as they touched down on the flight deck.

As operations continued, to recover aircraft completing bombing missions on the Vietnam front, an alert seaman named John Barnhill, on lookout duty high up on the ship's island, spotted what appeared to be a silver object hitting the water about five miles distant.

Barnhill passed the word to CIC. All *Bonnie Dick* aircraft were quickly accounted for. No distress call had been received. Nevertheless, the carrier's "angels" made a routine check of the reported impact area for wreckage. None was found.

Within minutes, however another lookout, Seaman Rodney Brown, reported sighting a parachute. As it drifted down, a plane from *Bonnie Dick* circled it to mark the location. A rescue helicopter arrived and picked up a downed pilot from the sea seconds after he hit.

Safe in the carrier's sick bay, he received a physical checkup. He was uninjured.

After thanks all around, the pilot was off to his own ship. The lookouts continued to scan the horizon.

Amphibious Assault

Several ships move slowly and quietly toward shore. On board are elements of the Seventh Fleet Special Landing Force—combat Marines.

The day begins early for these men. They are preparing for a strike against the Viet Cong, near Phu Thu on the coast of South Vietnam.

uss Monticello (LSD 35) carries the troops which will hit the beach first. As dawn breaks, the Marines scramble down cargo nets on the side of the Navy ship and into waiting assault landing craft.

On the amphibious assault carrier *uss Valley Forge* (LPH 8) preparations and loading are in progress also. But one thing is different—these men are helo-borne troops preparing to

strike by air. They rush to their choppers and are swiftly airborne.

The Task Force Commander in *Valley Forge* passes the word to launch the helicopters as the surface craft proceed toward shore. The first wave hits the beach, and with supporting M-38 tanks, moves quickly northward toward the target area. Further inland the initial wave of helos is dropping down to unload the other arm of this assault force.

There is no opposition on the beach, but the heliborne squads are not so lucky. Enemy troops open fire with automatic weapons and carbines. The Marines react quickly. As they disembark from the helos they fan out and return the fire. The fighting intensifies, and the Marines call for Naval gunfire and close air support. The call is answered by the blast of 5-inch guns from the destroyers *uss Orleck* (DD 886) and *Harry E. Hubbard* (DD 748) and the roar of jet aircraft from the Seventh Fleet attack carriers *uss Kitty Hawk* (CVA 63) and *Bon Homme Richard* (CVA 31).

The battle continues throughout the day. Marine and Navy helos and fixed wing aircraft fly mission after mission, striking enemy targets and evacuating wounded and dead from the field. Then the noise of guns subsides. Night settles, and the Marines dig in. Only intermittent sniper fire is heard.

The Navy-Marine forces plan their action for the coming day.

—G. D. Whittaker, JO3, USN.

Building Under Fire

"We would hear another shot, maybe the whine of a ricochet, and we'd all stop a second and look at each other. But there was nothing to do but grit our teeth, duck our heads and keep right on hammering."

Chief Builder Aaron D. Reeves describes a typical day's work on a project his 14-man Seabee crew was completing. Nearby, four Seabees were putting the finishing touches on the last of 18 wood frames (strongbacks) for tents at a forward Marine camp several miles outside Da Nang.

"All our strongbacks are built on stilts in this country," Reeves said. "And you can see why it's necessary."

He dug up an inch or so of finely powdered sand. The tiny excavation filled with water.

"Our camp sits on this sand," he said.

Sniper fire erupts from thickets not far from the Seabee job site. "We can't return the fire from here because of the danger of hitting innocent people," says Reeves. "There are several houses among the trees.

"Sometimes we send out a patrol, but mostly we just ignore the shots. The Viet Cong are afraid to come into the open, and are shooting from such a distance that I doubt one of their bullets could pierce your skin if it hit you. They've been sending an average of 20 rounds a day our way, but no one has been hit."

Some shots came close a few times

DOZER DUTY—Seabee of MCB 10 operates cat behind barbed wire. During first days at Chu Lai armed guards rode shotgun to protect drivers from VC.





SUPPLIES FROM THE SKIES—Helo from *USS Sacramento* (AOE 1) lowers supplies to *USS Enterprise* during vertical replenishment in South China Sea.

during the week the Seabees were on this particular job, however. According to Reeves, "One round hit some sand bags a few feet from one of our men. He dived for the nearest hole, which just happened to be full of water. He came out soaked and mad, and we all laughed. But I guess any of us would have jumped into the same hole if need be."

Driving to and from the job site is also a risky business. The road has been mined in the past, and trees along the route invite snipers. Nevertheless, the Bees are completing assigned projects at a rapid pace.

Talking about speed with which work is accomplished, Chief Reeves commented, "I don't know whether it is in spite of the snipers or because

of them." One thing is certain—the snipers are an ever-present consideration.

Oriskany Returns Home

After spending six months of an eight and one-half month deployment in the waters off Vietnam, the attack aircraft carrier *uss Oriskany* (CVA 34) has returned to her home port of San Diego. During that time her aircraft flew more than 12,000 combat missions—more than any other carrier has ever flown before in a single combat deployment.

Carrier Air Wing 16 became the Navy's most decorated, by bringing home awards and nominations for 1118 decorations. Nearly every pilot of the Wing earned the title of cen-

turion for making more than 100 carrier landings. There were 59 pilots who flew more than 100 combat missions.

During her 256 days in the western Pacific, *Oriskany* covered more than 100,000 miles, spending only 46 days in port.

Ships Rotate in SE Asia

As operations continue in Southeast Asia, many ships are rotating back to the U. S. after completing long deployments with the Seventh Fleet.

Five ocean minesweepers of Mine Division 93 returned to Long Beach after an eight-month deployment. *uss Leader* (MSO 490), *Enhance* (MSO 437), *Excel* (MSO 439), *Guide* (MSO 447), and *Lucid* (MSO 458) were back home just in time for Christmas. They had been assigned principally as units of the Market Time coastal surveillance force.

During an eight-month period, U. S. Market Time forces alone detected many tens of thousands of junks, over 6000 of which were boarded and inspected to prevent the smuggling of supplies to the Viet Cong in South Vietnam. The South Vietnamese Navy and the U. S. Coast Guard forces are also engaged in Market Time operations.

The returning minesweepers are assigned to Mine Squadron Nine.

Three San Diego-based LSTs returned in December. They are *uss Wexford County* (LST 1168), *Jerome County* (LST 848) and *Henry County* (LST 824). All three left San Diego in August for supply and support missions off Vietnam. *Wexford County* participated in the

HOME AGAIN—*USS Oriskany* (CVA 34), shown in Far East, has returned home after 256 days in Western Pacific.



troop lift of Korean Tiger Division troops to South Vietnam.

Over 2000 destroyermen also returned to San Diego in seven ships of Destroyer Squadrons One and 21. Led by *uss Preble* (DLG 15), the ships moored at Naval Station San Diego piers.

The homecoming was particularly significant for 70 of the men, who met their new babies for the first time.

Included in the returning ships were *uss Hull* (DD 945), *Floyd B. Parks* (DD 884), *Braine* (DD 630), *Dennis J. Buckley* (DD 808), *Hanson* (DD 832) and *Uhlmann* (DD 687).

Each of the destroyers spent more than 75 per cent of the time outside the United States underway, remaining at sea regularly for more than 30 days at a time. *Floyd B. Parks* logged the record for continuous time at sea of the seven ships—52 consecutive days.

During these long periods, the ships steamed a combined total of 320,008 nautical miles. *Hanson* led in this category with 55,725 miles.

All of the returning crew members qualified for the Vietnam Service Medal or the Armed Forces Expeditionary Medal for their performance of duty in the combat zone of Vietnam.

Following upkeep, the ships will commence routine operations from San Diego as units of the U. S. First Fleet.

Seabees Exchange Duty

The first full Navy Seabee battalion in Vietnam, Mobile Construction Battalion 10, has returned to the States after spending seven months in the Southeast Asian trouble spot.

MCB Four has taken over where the men of Ten left off at Chu Lai.

By making the Chu Lai landing last May, MCB 10 holds the distinction of being the first Seabee battalion to make an amphibious landing under combat conditions since World War II.

During this landing, nearly nine million pounds of heavy equipment and supplies were moved ashore.

During the deployment, MCB 10 listed such construction jobs as an 8000-foot all-weather landing strip, two helo pads, 12 miles of roads and a large share of the Chu Lai base. In earth hauling alone, the Bees moved over one and a quarter million tons of dirt, clay, sand and rock.

MCB 10 is home ported in Port



OP MARKET TIME—U. S. and Vietnamese navymen take a close look at a junk as part of Market Time, an operation to stop smuggling of material to VC.

Hueneme, Calif. Before the Vietnam deployment the battalion underwent three weeks of troop drill and weapons and tactics training. Another two weeks of military training was given by Marines at Camp Pendleton, Calif., and the men also took advanced training in their construction specialties.

After this training, MCB 10 was transferred to Okinawa as alert battalion. When the call came to mount out for Vietnam, over two million pounds of landing strip matting was moved in 30 hours. The Seabees, assisted by Marine engineers staged and loaded a complete line of heavy equipment and supplies capable of covering all phases of construction to be faced at Chu Lai.

When the battalion landed, work commenced immediately. By nightfall of the next day, surveyors were laying out the Chu Lai landing strip, roads and campsites. On the third morning heavy equipment began leveling the terrain for the runway.

During the first five days, the men slept under trees until shelters were set up. It was 14 days before they had their first hot meal. In less than 24 days after the landing, the air strip was operational and was being used to mount air strikes against the Viet Cong.

MCB 10 was then given the job of building two helo pads. They moved in and, after 16 days, the first was operational.

During the first days at Chu Lai the Bees encountered sporadic sniper fire. Heavy equipment operators carried a "shotgun" rider with an M-14.

Weather played an important part

at Chu Lai, but no matter how miserable conditions became, the Seabees carried on. Temperatures varied from 110 to 120 degrees during one spell. During another four-day period continuous rains dumped over 20 inches of water over the area.

Initially, due to the heat, work was scheduled in increments of four hours on and eight off. During the last several months the battalion worked a 10 to 12 hour day, seven days a week.

Only on that special day in December, as planes circled Chu Lai before taking the Seabees home, did they realize their job was finished.

—Ernie Filtz, JO1, USN.

Roving Destroyer

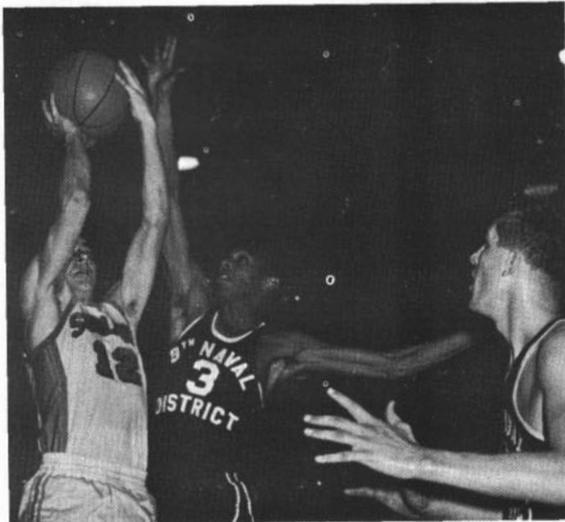
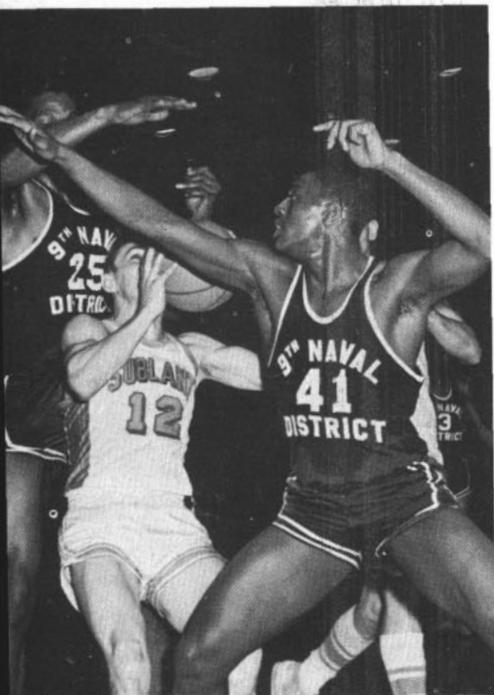
The high mobility of the destroyer force of the U. S. Seventh Fleet is demonstrated by a World War II destroyer, *uss Ingersoll* (DD 652), which has been providing protection to carriers in the South China Sea and gunfire support for U. S. and Vietnamese forces ashore in South Vietnam.

Ingersoll's firepower has been felt along the entire coastal length of South Vietnam, beginning last July when the ship conducted extensive gunfire support in the I and II Corps areas.

Since that time, the Viet Cong have become increasingly aware of the presence of this ship. Shore targets have included antiaircraft installations, assembly areas, coastal fortifications, infiltration points, radio installations, troop concentrations and Viet Cong headquarters units.



UP FOR TWO—Sea Raider forward Larry Moore shoots lay-up for score. Below: Dick St. Clair is in tight quarters, surrounded under basket.



ACTION PACKED—The All-Navy tourney was fast series. Rf: Opening jump.

SubLant Sea Raiders

THE SUBLANT SEA RAIDERS did it again.

They rolled over the Great Lakes Lakers, 88-71, in the final game of the All-Navy Basketball tournament for a third straight title.

The Sea Raiders had started the tournament with a 10-point win over annual rival SubPac, whom they defeated the past two years in the title game. Larry Moore, who was augmented from PhibLant after the district eliminations, led all scorers with 28 points in the game. Maltrus Neely of SubPac had 25.

Great Lakes logged its first win of the tournament by downing the Whidbey Island Jets, 97-71. Former All-American M. C. Burton tallied 37 points in the romp, overshadowing teammate Harry Lozon's very respectable 28. Burton's 37 for Great Lakes was the high individual score of the tournament.

In the second round play, SubPac put Whidbey Island out of the double-elimination tournament by a score of 92-73. SubPac led by 14 points at halftime, 52-38, and the Jets never overcame that lead as SubPac had five men in double figures.

SubLant advanced to a night of rest by putting its five starters on the scoreboard for 85 points and a 10-point win over Great Lakes. The Sea Raider defense successfully contained Burton, who could score only half his previous night's effort, and held Laker stars Lozon and Joel Hagen to 15 and 11, respectively.

On the following night, Great Lakes played SubPac in a do-or-die game; each team had one loss, and the loser of the game would be out of the tournament.

In a close first half, the lead switched numerous times, and the buzzer sounded with the score at 42-42.

Both teams substituted freely in the second half, but the Lakers rallied on the shooting of Burton and Lozon to upset SubPac, 104-87, in the highest scoring game of the tournament. Lozon hit for 35 points and Burton had 31 for the Lakers. Maltrus Neely led SubPac scorers with 27.

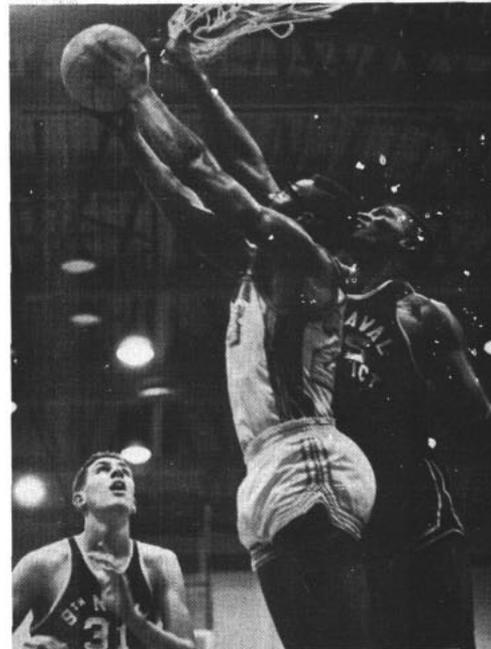
THE PRESSURE WAS STILL ON the Lakers in their next game, a must-win effort against SubLant, who had yet to be beaten.

Both teams were up in spirit for the game, though SubLant's shooting edge was taken off by the day's layoff.

The Lakers took the tip, missed a shot, and Sea Raider Dick St. Clair put in the first two points of the game. From then on, it was nip and tuck, with both teams concentrating heavily on defense.

The Sea Raiders kept Burton to the outside, away from the basket, so big Al Clark and Larry Moore could get in to rebound against the Lakers' 6'-6" forward, Barry Yates.

Lozon, the Lakers' number two scorer, went out in the first quarter with three fouls, and was replaced



SUBPAC and SubLant game began tourney. Rt: Laker jumps high for a shot.

Capture Cage Crown

by Jim Head. But Head also picked up three fouls, and Lozon came back in the game.

Meanwhile, Yates and Clark were battling for rebounds. Then Clark pulled out from the slot to cover Burton. The change in tactics worked to the Lakers' advantage.

With Yates holding a three-inch height advantage over Moore under the boards, the Lakers switched offensive tactics to a fast break, and caught Ken Wallace, open down-court, for six quick points from the corner.

Player-coach Jim Ehlers replaced Jerry Riggins at guard for the Sea Raiders with four minutes to go in the first half, so he could direct the team from the floor. He proved to be a steadying factor for the team in the ensuing SubLant rally.

Ehlers called for a full-court press with Great Lakes leading, 32-23. Al Clark pulled down several rebounds in Laker territory, threw them down the court to St. Clair on a fast break pattern, and the Sea Raiders brought the score to 42-42 at halftime.

Burton, who had been double-teamed throughout the first half, went to the locker room with only seven points.

THE SEA RAIDERS centered their offense around Moore and Clark in the second half. Aiding a 17-point splurge by Clark, Moore kept the Sea Raiders going with steady rebounding, despite the height advantage of Yates.

Lozon replaced Head with 14:29 on the clock, but went out on fouls 24 seconds later, without a point.

SCRAMBLE—Al Clark (in white) vies for rebound with Lakers' Burton.

Then Burton broke loose on a scoring spree and grabbed several crucial rebounds. Head hit two on shots from the outside to aid the Laker cause.

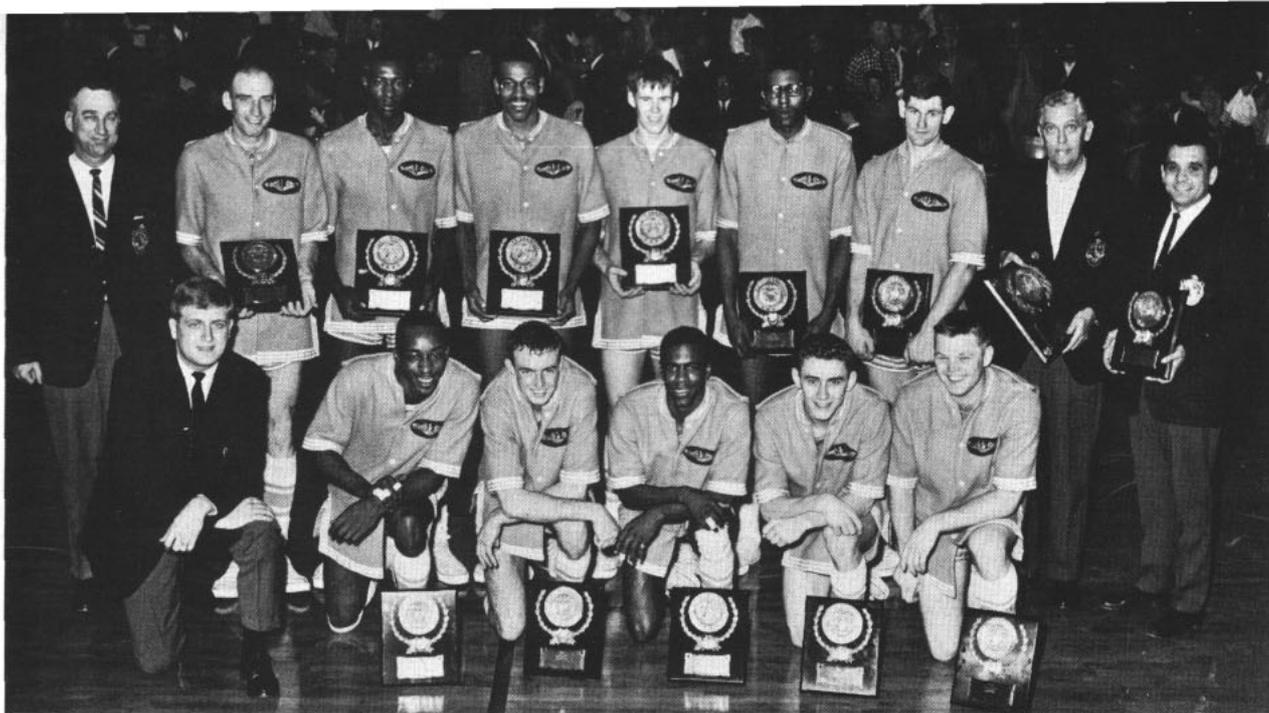
St. Clair fouled out with just over five minutes to go, and was closely followed by Head of the Lakers. Each had 16 points.

With 3:23 left in the game, the Lakers led by four points. They put on a stall which held both teams scoreless for two minutes, before a SubLant steal dropped the Laker lead to two.

But the Sea Raiders, trying to spark a last-minute rally, got over-anxious and gave Burton, Hagen and Wallace a total of seven points from the freethrow line. The game ended with the Lakers ahead, 93-86, forc-

HE'S ALL WET—SubLant player-coach Jim Ehlers gets victory shower. Rt: Champion Sea Raiders celebrate victory.





THREE IN A ROW—SubLant team members show off trophies. Team was second to win three straight All-Navy titles.

ing a play-off the next night.

It was a jarring upset for the Sea Raiders, who had won 35 straight games to that point, and for the fans, who had been talking of trophies and victory celebrations since early in the day.

Al Clark ended the game with 31 points, seven more than rival Burton. Moore of the Sea Raiders and Yates of Great Lakes each had 22.

After the game, Coach Ehlers gave credit to the Great Lakes team saying, "They played a good ball game, and took advantage of our mistakes."

What about the final game? "We'll be there," Ehlers said simply.

Laker coach Tony Kujawa gave credit to his team as a whole, then stated, "We came here to do two things; end the season better than .500, and win the All-Navy. They were hungry tonight, but we were just hungrier."

ON THE FOLLOWING NIGHT, SubLant was the team with the appetite.

Both teams came on the floor charged for a win. As the ball went from team to team in the opening minutes, it looked as though another tight defensive game was in the offing.

With both teams using a tough man-to-man press from the start, Al Clark drew three quick fouls and was replaced by Jim Cole.

Great Lakes was never behind through 15 minutes of play, though their biggest lead was six points.

Then Jim Ehlers took the floor for SubLant with 5:24 left in the first half. With some fancy ball stealing by Ehlers, St. Clair and Mike Barrett, and a three-point play by Jim Cole, SubLant took a 25-23 lead.

While Cole was at the foul line, Dick Coven relieved Larry Moore at forward.

Coven and Cole paired for a rally that included 14 points and 11 rebounds in less than three minutes, and SubLant went to the locker room

Inter-Service Basketball

After the shouting of the All-Navy Basketball championship was finished, a team was selected to represent the Navy in the Inter-Service tournament, to be held at the Norfolk naval station March 8-11.

SubLant cagers made up the nucleus of the 15-man squad. Sea Raiders Mike Barrett, Al Clark, Dick St. Clair, Jim Cole, Jerry Riggins, Larry Moore (ComPhibLant) and Dick Coven (NAO School, Pensacola).

Others picked to augment the SubLant team were Maltrus Neely and John Snipes (NavSta Pearl Harbor), of the SubPac squad; Joel Hagen and Barry Yates (USCG RTC, Cape May, N. J.); and Clay Raaka (Com13), of the Whidbey Island Jets.

Jim Ehlers and Tony Ortega, of SubLant, joined the team as coaches. Beatty Barnes, SubLant, was selected as team manager.

with a comfortable halftime lead of 11 points, 42-31.

AS THE SECOND HALF BEGAN, the signs of wear were beginning to show on the Great Lakes players. They were obviously tired after five straight nights of tough basketball. SubLant, charged with the possibility of winning three straight titles, began the half with another rally, this one led by Mike Barrett, a 6'-2" forward. In the first four minutes of the half, Barrett connected for 11 points on five straight field goals and a foul shot.

The Sea Raiders jumped to a 54-37 lead, and fought to keep that margin. Nearly every time the Lakers missed a shot, Coven or Cole came down with the rebound.

With 12:12 left on the clock. Coven left the game. As he walked off the court, he was given a rousing ovation by the standing-room-only crowd.

With Coven out and Clark guarding Burton, Mike Barrett took over the rebounding chores for SubLant. He sparked yet another Sea Raider rally by putting down 11 straight rebounds and adding six more points to the mounting score in three minutes of play.

Then Burton playing his best floor game of the tournament, turned on a dazzling display of shooting and rebounding which led Clark to his last two fouls. Clark went out with 6:50 in the game.

With Clark gone, Burton took ad-

vantage of teammate Joel Hagen's play-making and spurred the Lakers to a 14-point spree before SubLant scored another point.

Then Hagen fouled out with 4:27 left, and SubLant began a stall. Ehlers, Barrett and St. Clair kept the ball outside the freethrow circle, away from a shot and any chance of losing the ball on a rebound. As the Lakers gambled on their defense in an attempt to get the ball, Coven made a crowd-pleasing dunk shot that shook the rafters above the blackboard.

Great Lakes hit for two, and SubLant stalled again until the final seconds of the game.

ON THE LAST NIGHT, with an 88-71 win and a third championship to their credit, the Sea Raiders were anything but quiet, in contrast to the evening before. Ehlers, uniform and all, was carried to the showers for a traditional dunking.

Mike Barrett, asked about his rebounding spurt in the third quarter, said, "We had to have 'em tonight. There was no tomorrow. It had to be tonight, so I got 'em."

And he did—18 rebounds in the game. He also hit eight for eight from the floor during the second half.

Coach Ehlers, still in his wet uniform, said that he and assistant coach Tony Ortega had agreed to rest the players more than they had in other games, giving the bench players a chance to get in, make the team run more, and thus open up the Laker defense.

"It was the best decision of the tournament for us," he said happily. "Cole and Coven—well, my only regret is that we didn't play them sooner. We all had a good night, but they made the difference."

Ehlers declined to predict how the team would do next season. They will lose Jerry Riggins and Dick St. Clair at the guard positions. Moore will also be gone from PhibLant, and routine personnel transfers may take their toll.

"But we have the Inter-Service tournament to look forward to, and we have our three straight All-Navy titles. No matter what happens next, we can't complain."

He was right—we didn't hear one complaint from the SubLant locker room.

—Story by Kelly Gilbert, JO2, USN
—Photos by E. J. Santee, QM1, USN
and Terry Reilly, JO1, USN

FROM THE SIDELINES

THE rifle team at USNTC, San Diego will miss one of its more prominent members during the coming season—Daniel F. Morine, Jr., EOCS, USN. The Navy senior chief has left the Small Arms Training Unit at NTC for duty in Vietnam.

Morine made a name for himself in 1964, when he became the first Navyman ever to win the National Service Rifle Championship at Camp Perry, Ohio.

Since then his record with the service rifle has been a predominant factor in the success of NTC's rifle team. Chief Morine is the current All-Navy champion, Arizona State champion and a member of the NTC rifle team which currently holds the National service and Open Four-Man Team Match records.

Morine has also won a berth in the National Rifle 250 Club and is co-holder of the 50-meter Two-Man Smallbore team championship.

One of his most prized possessions is the gold brassard above his rating badge, which signifies his membership in the President's Hundred, an elite group of 100 marksmen chosen as a result of their performances in the national rifle championships at Camp Perry each year. The chief also wears the Distinguished Rifle and Distinguished Pistol badges on his uniform, the results of many hours of practice.

While a small arms instructor, one of Morine's biggest achievements was organizing and coaching the USNTC Wave Rifle Team. His reward for that effort came in 1965, when the team won the Women's Open team title and Service team title for high power rifles.

As we said, he'll be missed at NTC San Diego.

★ ★ ★

Dick Felgenhour, ATR3, is the quarterback everyone in Rota, Spain would like to have on his team.

In 1965 he quarterbacked the VQ-2 intramural football team to the league championship, and the right to play the league's All-Star team in the annual Rota Bowl.

Heavy rains before the bowl game made a ground attack ineffective, so Felgenhour took to the air and completed four touchdown passes to lead VQ-2 to a 24-6 victory.

When the trophies were given, Felgenhour had his hands on two of them—the championship cup for his team's efforts and the Most Valuable Player of the Year award for his individual play.

Felgenhour now has the distinction of quarterbacking both sides in the Rota Bowl. He led the All-Stars in 1964.

★ ★ ★

Fred Mims, of the PhibPac *Invaders*, received the All-Tournament award for his play in the California Western holiday basketball tournament. The award was given for Mims' all-around play and sportsmanship.

The 6'5" center scored a Cal-Western game record of 44 points during the tournament. He is the team's leading scorer and is in second place among *Invader* rebounders.

★ ★ ★

In judo, size isn't necessarily an advantage. Harry Ramsden, ET1, of the NTC Great Lakes Service Schools Command is a good example. And so is his son.

Ramsden is a towering member of the NTC Judo Club, which recently put on an afternoon of promotional matches to build interest in club membership.

During the Ramsdens' demonstration, four-year-old Chris stole the show by tossing his 249-pound father to the mat with a "tai-oto-shi," or body drop.

That sort of thing should promote interest in the club—at least for the 97-pound weaklings. —Kelly Gilbert, JO2, USN

INSIGNIA OF THE UNITED STATES

pay grade

ENLISTED

WARRANT OFFICERS

NAVY

MARINES

ARMY

AIR FORCE

	E-1	E-2	E-3	E-4	E-5	E-6	E-7	E-8	E-9	W-1	W-2	W-3
NAVY	 SEAMAN RECRUIT	 SEAMAN APPRENTICE	 SEAMAN	 PETTY OFFICER THIRD CLASS	 PETTY OFFICER SECOND CLASS	 PETTY OFFICER FIRST CLASS	 CHIEF PETTY OFFICER	 SENIOR CHIEF PETTY OFFICER	 MASTER CHIEF PETTY OFFICER	 WARRANT OFFICER W 1	 CHIEF WARRANT OFFICER W 2	 CHIEF WARRANT OFFICER W 3
MARINES	 PRIVATE	 PRIVATE FIRST CLASS	 LANCE CORPORAL	 CORPORAL	 SERGEANT	 STAFF SERGEANT	 GUNNERY SERGEANT	 1ST SGT	 SGT MAJOR	 WARRANT OFFICER W 1	 CHIEF WARRANT OFFICER W 2	 CHIEF WARRANT OFFICER W 3
ARMY	 PRIVATE	 PRIVATE FIRST CLASS	 CORPORAL	 SERGEANT	 STAFF SERGEANT	 SERGEANT FIRST CLASS	 MSGT	 1ST SGT	 SERGEANT MAJOR	 WARRANT OFFICER W 1	 CHIEF WARRANT OFFICER W 2	 CHIEF WARRANT OFFICER W 3
AIR FORCE	 AIRMAN	 AIRMAN THIRD CLASS	 AIRMAN SECOND CLASS	 AIRMAN FIRST CLASS	 STAFF SERGEANT	 TECHNICAL SERGEANT	 MASTER SERGEANT	 SENIOR MASTER SERGEANT	 CHIEF MASTER SERGEANT	 WARRANT OFFICER W 1	 CHIEF WARRANT OFFICER W 2	 CHIEF WARRANT OFFICER W 3

UNITED STATES ARMED FORCES

COMMISSIONED

	W-4	O-1	O-2	O-3	O-4	O-5	O-6	O-7	O-7 O-8	O-9	O-10	Special
	<p>SILVER BLUE</p> <p>CHIEF WARRANT OFFICER W 4</p>	<p>GOLD</p> <p>ENSIGN</p>	<p>SILVER</p> <p>LIEUTENANT JUNIOR GRADE</p>	<p>SILVER</p> <p>LIEUTENANT</p>	<p>GOLD</p> <p>LIEUTENANT COMMANDER</p>	<p>SILVER</p> <p>COMMANDER</p>	<p>SILVER</p> <p>CAPTAIN</p>	<p>SILVER</p> <p>COMMODORE</p>	<p>SILVER</p> <p>REAR ADMIRAL</p>	<p>SILVER</p> <p>VICE ADMIRAL</p>	<p>SILVER</p> <p>ADMIRAL</p>	<p>SILVER</p> <p>FLEET ADMIRAL</p>
	<p>SILVER SCARLET</p> <p>CHIEF WARRANT OFFICER W 4</p>	<p>GOLD</p> <p>SECOND LIEUTENANT</p>	<p>SILVER</p> <p>FIRST LIEUTENANT</p>	<p>SILVER</p> <p>CAPTAIN</p>	<p>GOLD</p> <p>MAJOR</p>	<p>SILVER</p> <p>LIEUTENANT COLONEL</p>	<p>SILVER</p> <p>COLONEL</p>	<p>SILVER</p> <p>BRIGADIER GENERAL</p>	<p>SILVER</p> <p>MAJOR GENERAL</p>	<p>SILVER</p> <p>LIEUTENANT GENERAL</p>	<p>SILVER</p> <p>GENERAL</p>	
	<p>SILVER BROWN</p> <p>CHIEF WARRANT OFFICER W 4</p>	<p>GOLD</p> <p>SECOND LIEUTENANT</p>	<p>SILVER</p> <p>FIRST LIEUTENANT</p>	<p>SILVER</p> <p>CAPTAIN</p>	<p>GOLD</p> <p>MAJOR</p>	<p>SILVER</p> <p>LIEUTENANT COLONEL</p>	<p>SILVER</p> <p>COLONEL</p>	<p>SILVER</p> <p>BRIGADIER GENERAL</p>	<p>SILVER</p> <p>MAJOR GENERAL</p>	<p>SILVER</p> <p>LIEUTENANT GENERAL</p>	<p>SILVER</p> <p>GENERAL</p>	<p>SILVER</p> <p>GENERAL OF THE ARMY</p>
	<p>SILVER SKY BLUE</p> <p>CHIEF WARRANT OFFICER W 4</p>	<p>GOLD</p> <p>SECOND LIEUTENANT</p>	<p>SILVER</p> <p>LIEUTENANT</p>	<p>SILVER</p> <p>CAPTAIN</p>	<p>GOLD</p> <p>MAJOR</p>	<p>SILVER</p> <p>LIEUTENANT COLONEL</p>	<p>SILVER</p> <p>COLONEL</p>	<p>SILVER</p> <p>BRIGADIER GENERAL</p>	<p>SILVER</p> <p>MAJOR GENERAL</p>	<p>SILVER</p> <p>LIEUTENANT GENERAL</p>	<p>SILVER</p> <p>GENERAL</p>	<p>SILVER</p> <p>GENERAL OF THE AIR FORCE</p>

LETTERS TO THE EDITOR

Profile Problems

SIR: I took the examination for RDC last August. My profile card showed four high averages, four averages and one low average. I failed.

Another man, who took the same test, received three high averages, five averages and one low average. He passed (PNA).

Why?—E. C. T., RD1, USN.

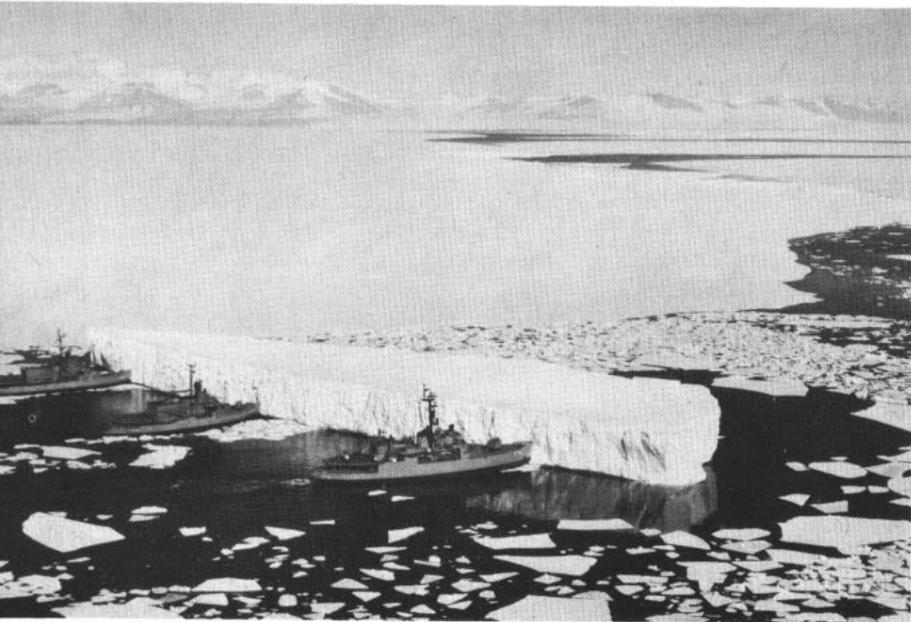
• *Your situation does sound a bit strange—until you understand the difference between the exam grade and the profile card. Here's how the advancement section explained it to us:*

In the first place, the examination is not graded by sections. Your grade is assigned according to the over-all score. However, the profile card is broken down into categories so that it will be of greater value to you in your studies.

The comparative levels on the profile cards, such as high average or average, are quite broad. A wide range of scores may fall into each of these "grades."

In this specific instance, your friend's passing score may reflect a higher score in the high average results than you received. His one score which was lower than yours may have only been slightly lower, but enough to drop him into a lower grade. As a result his profile results would show lower than yours

NAVY ICEBREAKERS *Burton Island, Atka and Glacier* team up to move big iceberg which closed shipping channel to McMurdo Station, Antarctica. Portion of berg above water level measured 800 by 200 feet, was 80 feet in depth.



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, D.C. 20370.

while his actual score was higher. In all probability your friend barely passed the examination and you barely failed it.

Better luck next time.—ED.

More Golden Shellbacks

SIR: This is a response to the question raised about Golden Shellbacks.

On 3 Jun 1965, 23 Shellbacks in *uss George Eastman* (YAG 39) initiated 105 Pollywogs into the Solemn Mysteries of the Ancient Order of the Deep. These men were issued "Golden Shellback" certificates because we crossed the equator, westbound, at longitude 180-00 degrees.

As to where or when the term Golden Shellback originated, we cannot help. But from old salts aboard—officer and enlisted alike—the opinion is that you must cross the equator at the International Date Line, traveling westbound,

to become a member of this elite group.

In any case, we know of at least 128 card-bearing Golden Shellbacks. Possibly Captain Mossbottom can shed a little light on the subject.

As a matter of interest, the maneuver used during our crossing included a figure eight, sailing initially through 00-00, 180-00 on a course 225 T. The effect was that we occupied all four of the world's hemispheres at nearly the same time.—C. G. Emmons, SKC, USN.

• *¿Qué más, amigos?—ED.*

More to This Than Appears

SIR: I am a subscriber to ALL HANDS, and am writing in reference to the discussion of "Golden Shellback" in the December 1965 issue.

I am in possession of some cards which belonged to my brother. His first period of active duty was June 1943 to April 1946.

One card states:

"Order of the Golden Shellback. Having crossed the equator 50 times on mission of war aboard the *uss Hoggatt Bay* (CVE 75), R. W. Garde, S2c, USNR, is hereby declared a Golden Shellback. Date of 50th crossing: 9 Sep 1944. (Signed) W. V. Saunders, Captain, USN, Commanding Officer."

My brother was also a Bluenose as a result of entering the Northern Domain of the Polar Bear on 23 Jul 1951 aboard *uss O'Hare* (DD 889).

I merely thought you might be interested in these details.—Gordon R. Garde.

• *We are very interested, Mr. Garde, and thank you for the information. We're also somewhat surprised—perhaps like the first person who discovered that the exposed portion of an iceberg is only a fraction of the mass.*

It seems there is more to this Golden Shellback business than meets the eye. It also seems that many of today's sailors, including some of the hardest, might be discouraged from attempting to qualify as Golden Shellbacks if such glory is predicated on 50 crossings of the line (on 25 separate WestPac deployments, that is).

On the other hand, such ground rules might not deter a resourceful skipper bent on qualifying his crew as Golden Shellbacks. A half hour's zigzagging along the equator would do the job. Eh?—ED.

John Glenn's BUNO

SIR: In a January letter to the editor, a sailor from *uss Franklin D. Roosevelt* (CVA 42) was of the opinion that the aircraft John Glenn flew on his record-

breaking transcontinental flight was aboard his carrier. He said this aircraft was an RF-8A photo-Crusader with Bureau Number 141363.

ALL HANDS pointed out that, according to the records, John Glenn's aircraft had been an F8U-1P with number 144608.

That aircraft is presently at the Naval Air Development Center, Johnsville, Pa. We are using it in flight tests of various research, development and test projects.—G. R. M., LT, USN.

● *So much for that. Roosevelt, however, is not a complete loser. According to M. L. H.'s letter in January, the 141363 Crusader (though evidently not the record-breaker in question) is the oldest photo-Crusader in service. That claim still stands. So far.—ED.*

Which Buckley?

SIR: While reading your report of the Navy's action in Vietnam (September issue) I noted an error. You stated that *uss Dennis J. Buckley (DE 51)* conducted shore bombardments against some Viet Cong positions.

That ship's name may have been *Dennis J. Buckley*, but its designation certainly was not DE 51. I know, because DE 51 was named for my brother, John D. Buckley. In addition, it was my mother who, back in 1943, christened the ship.

Perhaps you can correct the error in a future publication.—W. J. Buckley.

● *We hereby stand corrected. You are right, of course. The escort ship *uss Buckley (DE 51)* has the honor of being named for your brother. We were referring to *uss Dennis J. Buckley (DD 808)*.*

For other readers who may not know your brother's story, John Daniel Buckley, an aviation ordnanceman, had been assigned to the Kaneohe Bay Naval Air Station in Hawaii and was killed attempting to help repel the Japanese attack on 7 Dec 1941. He was posthumously commended by the Commander in Chief, Pacific Fleet, for his actions during the attack.

*DE 51 performed with equal valor. During the Battle of the Atlantic she engaged in a ramming duel with the German U-66 and, although severely damaged herself, succeeded in sinking the sub. Later, while on antisubmarine and convoy escort duty, she teamed up with *uss Reuben James (DE 153)* to sink the German submarine U-879.*

She received the Navy Unit Commendation for sinking U-66 and three battle stars for her World War II service. Buckley was decommissioned in July 1946 and has remained in the Reserve Fleet since.

Dennis Buckley (DD 808) was not commissioned until March 1945. Her first assignment was occupation duty in Tokyo. Since then, she has made several Far East tours, an around-the-world



OLD STEAMER—*Buckley (DE 51)* steamed out of Boston Harbor in 1943 to perform valiantly in Atlantic battles. She has been kept in reserve since 1946.

cruise, served a tour of duty with the Sixth Fleet in the Med, and has since returned to the Pacific Fleet where she is now serving—ED.

Anybody Need a Good Locksmith?

SIR: There are several points on which I am not clear concerning my rotation and my newly acquired NEC. Perhaps you can set me straight.

Currently I am on shore duty, and my EAOS is 14 September. Therefore, I plan to ship over this June which would make my shore duty tour completion date in July 1967.

But when I reenlist, I would like to ask for duty aboard a ship which has a locksmith billet (recently I completed the school and have the locksmith NEC of 9583), rather than finish out my full tour of shore duty. However, I was told that I couldn't make that request since this would be my second reenlistment. Is this true?

Also, is the locksmith NEC a primary or secondary code?

Does BuPers control the assignment of locksmiths?

And once a man with a top secret clearance receives this code, is it necessary for him to be cleared at each succeeding duty station?—J. H. O., MR1, USN.

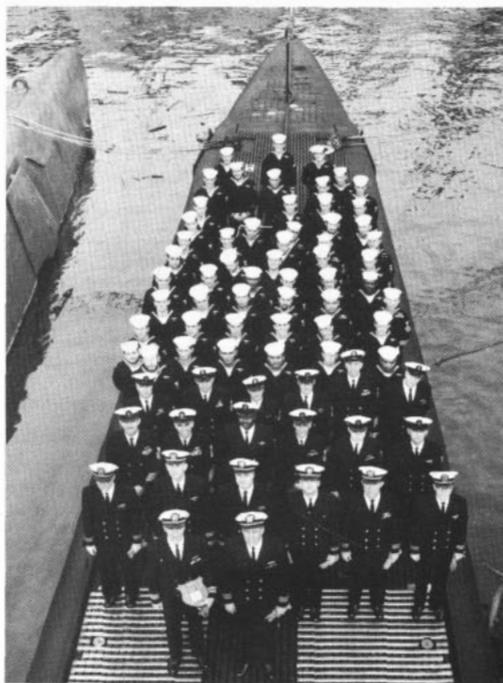
● *Perhaps it is just as well you don't want a full tour of shore duty, since you would not have had one anyway. If your EAOS is 14 Sep 1966, that also is your shore duty completion date—not July 1967. When you reported to your present duty station, you had four months to decide if you wanted a full shore tour. Once that four months had lapsed, your tour completion date was changed to agree with your EAOS.*

But to answer your question, you cannot, as a reenlistment incentive, request to change your shore duty for

arduous sea duty on your second reenlistment. The reason is simple: There are no reenlistment incentives for a second term. You see, you already have available to you what the first term receives as incentives when he agrees to reenlist.

Therefore, you don't have to wait until your reenlistment time to make such a request. Even if you were not due to reenlist, and your shore duty TCD was not until July 1967, you could have asked that your shore tour be terminated once you met the requirements of the "Enlisted Transfer Man-

CAIMAN CREW musters aboard sub for presentation of Efficiency award.





BIG GRIN—Airman L. J. Niemann of VT-31, shows wide smile after re-upping for six years under STAR program. He will attend AHM "A" school in Memphis.

ual," article 7.47, which says, in part: "Favorable consideration will be given (requests for termination of shore duty for arduous sea duty) provided (1) the individual has completed at least one year of his present tour, (2) he agrees to obligate his service for 24 months from date of transfer and (3) such transfer is in the best interest of the Navy."

When you make such a request, however, you cannot ask for a certain billet aboard a particular ship. But you may list "locksmith billet" as your duty preference.

Your locksmith code (9583) is a special series NEC, which means it is not directly related to any general or

service rating. As with all special series codes, it is assigned as a secondary NEC.

Don't feel that, because it is secondary, it is of little importance. Whenever a billet is open which requires the skills of a locksmith, the assignment is based on secondary NEC coding.

When your assignment time rolls around, BuPers will make you available to one of two Enlisted Personnel Distribution Offices (Lant or Pac). It is then the EPDO which will make your ultimate duty assignments.

This brings us to your security clearance. It doesn't matter whether you have the locksmith NEC. When you

are transferred, your clearance for access to classified information is no longer considered valid, and you won't receive another clearance until you report to your new duty station (unless an intermediate duty station would require one).

Your new CO will determine the level of classified information to which you need access in order to do your job. This will not necessarily be the highest level of clearance for which you are eligible. Bear in mind that the "need to know" is always a factor to be determined in granting access to classified information.

It is not necessary to fill out new forms at your new duty station, unless your present security investigation is inadequate for the level of clearance your new CO deems necessary. In this event, new forms (and a new investigation) are necessary.—ED.

Askari

SIR: There are several of us here at the San Francisco Naval Shipyard who are in the process of reactivating the landing craft repair ship *Askari* (ARL 30). We have been curious about the ship's name ever since we have been here. Can you tell us after whom, what or where is the ship named?

Also, we would like a short history concerning the ship. Can you help us with that, too?—T. D., LTJG, USN.

• **Happy to do so.** According to the Dictionary of American Naval Fighting Ships, *Askari* is a character in Asiatic mythology who depicted, or personified, the soldier.

Now about your ship. *Askari* was in commission for 10 years, and during that time, she earned four battle stars for her part in Korea.

However, *Askari* did not start out as a landing craft repair ship. In March 1945, she was commissioned as LST 1131. She immediately set her course for Jacksonville, Fla., where she underwent conversion, and in July 1945, she was recommissioned ARL 30. She then headed for the Pacific.

By the time she arrived on the West Coast, the war was nearly over and, therefore, she did not see any battle action until Korea.

Her duties during this time were primarily to furnish tender services to ships and landing craft of the Pacific Amphibious Force. She remained mostly in the San Diego area until the Korean hostilities broke out.

Beginning in September 1950, *Askari* operated in Korean waters for two months. During this time, she took part in the Inchon and Wonsan landings. She participated in the Hungnam Evacuation. In September 1952, she returned to Korea for an eight-month tour.

In 1954, *Askari* made another Far East tour, and was one of the ships involved in the Passage to Freedom oper-

AOC RECRUIT—William L. Walton (c) is sworn in as aviation officer candidate at Norfolk, by LCDR Richard E. Williams, who recruited Walton for program.



ation in Vietnam. In early 1955, she also helped evacuate some 15,000 Nationalist Chinese from the Tachen Islands.

Askari was decommissioned on 21 Mar 1956 and placed in the Reserve Fleet at Astoria, Ore.

You know the rest of her story.—Ed.

Let There Be a Ringing in the Land

SIR: Is striking bells on Sundays and holidays governed by custom or regulation? We haven't been able to find the answer in the regulations we have read and hope you can supply some facts on the subject.—F. L. F., YNSN, USN.

● Bells are not a subject of "U. S. Naval Regulations" but instructions for striking bells are given in Chapter 17 of the "Bluejacket's Manual." The striking of bells is customary on board U. S. naval vessels although the procedure may vary from one ship to another.

According to the "Bluejacket's Manual," bells are struck from reveille to taps. Exception to this practice is made during divine services, when the ship is darkened, or when the fog signal is being sounded.

The Manual goes on to say that the bell is struck once at the end of each phase of church call when that call is being sounded for divine services.

No departure from normal procedure is prescribed for holidays.—Ed.

Smallest CVS

SIR: I beg to differ with the claim made by *uss Bridget* (DE 1024) on page 59 of your October 1965 issue that she is the Smallest CVS in the Pacific.

During Korea, I served in *uss Hoquiam* (PE 5), from pre-recommissioning to decommissioning. During this time we had a catapult in place of mount 32. One of our missions was to provide drone launch and control during anti-aircraft exercises for all classes of warships.

The drone was a mid-wing monoplane with reciprocating engine. It was mounted forward. As I recall, it would do about 150 knots.

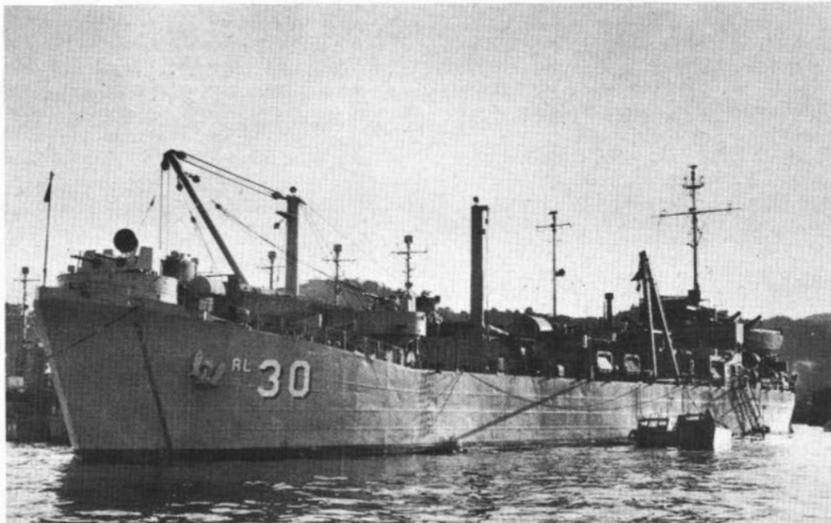
Because of its small size, the drone was difficult to hit. To the best of my knowledge, we lost only two from direct hits.

Generally, if the drone was disabled or out of fuel, the drone control officer would trigger a control to release a parachute when the plane was close aboard.

So much for *Bridget* and her claim.—M. N. Douglas, RMCS, USN.

● It seems there was a smaller "carrier" than *Bridget* in the Pacific. But please note the word, "was." When *Hoquiam* went out of commission in 1951, the commissioning of *Bridget* was still six years away.

The men of *Bridget*, by the way, were careful in wording their claim, the CVS



COMEBACK—Landing craft repair ship *Askari* (ARL 30) is being reactivated after 10 years in mothballs. She was originally commissioned as LST 1131.

denoting her part in antisubmarine warfare. And this job, so far as we know, was never performed by *Hoquiam*.

But since *Hoquiam* was a small surface ship, it might be more accurate to dub her a "CVL," or small aircraft carrier.

We can only assume, therefore, that *Bridget* and one other DE of the same class equipped with drone antisubmarine helicopter (*Dash*) gear, are the smallest CVSs in the Pacific—at least until someone figures out how to put a helo deck on a minesweeper.—Ed.

Computed Age for AcDu Reserves

SIR: I am a Naval Reservist who wishes to "go active." I am physically fit, and have a desire to help out in trying times like these. The problem is, I'm also 40 years old.

The recruiting officers tell me that's

too old. I don't see how they figure it. The doctors say I am physically fit. The Naval Reserve is using my services one night a week and two weeks a year. I feel as young as I did at 18 in World War II. Besides, I look around the recruiting office and I see no spring chickens there.

Why can't you go active at 40, especially when you feel you are needed and can help out? I'm sure I'm not the only one of this ripe old age who feels this way.—W. E. A., USNR.

● They may not look it, but the gentlemen at the recruiting station are all in their 20s—if you figure their computed ages, not real ages, which count.

A man's computed age is his calendar age minus the number of years he has served on active duty in any service. Consequently, a 35-year-old Navyman

FELLOW NAVYMEN gathered at head table during luncheon at NAS Norfolk CPO Club. ADM T. H. Moorer, CinLanFlt (2nd from left), was speaker.



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

● *uss Susan B. Anthony* (AP 72)—A reunion is planned for July. For information, write to Edward M. Wright, Sr., 1439 Henry St., Baltimore, Md. 21230.

● *uss Laurens* (APA 153)—A reunion is scheduled for 29-31 July in Tampa, Fla. For details, write to Edward Falk, 5940 N. W. 12th Court, Fort Lauderdale, Fla. 33313.

● *uss Luce* (DLG 7)—A fifth anniversary cruise is planned for 20 May. Crew members of *uss Luce* (DD 99) and *uss Luce* (DD 55) as well as detached shipmates of the present *Luce* are invited. For information, write to Public Information Officer,

Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

uss Luce (DLG 7), Fleet Post Office, New York, N. Y. 09501.

● *uss Mobile* (CL 63)—A reunion is scheduled for 2-4 July at the Monteleone Hotel, New Orleans, La. For details, write to Travis N. Price, Massey Business College, Nacogdoches, Texas.

● *uss PC 1120*—Those who are interested in a reunion may write to Ray W. Stem, Warren Hospital, Phillipsburg, N. J. 08865.

● VP-83—A 25th anniversary reunion will be held 15-16 September at Pensacola, Fla. For details, write to R. R. Fluck, 319 Calhoun Ave., Pensacola, Fla.

with 15 years of active service has a computed age of 20.

The maximum "computed age" for a Reservist going on active duty is 30. At 40, you could not enlist—as we're sure the recruiters told you—unless you had 10 years of active service behind you.

The regulations are for your own protection as well as the Navy's. It's a fair assumption that when a Reservist over 30 goes active, he will probably want to retire on 20. Even if you have no intentions now you may well change your mind after several years in the service.

A man who enlisted at 30 would be 50 when he retired, and that's just about the limit, considering the demands of sea duty. The purpose of the regulation barring you from active service, is among other things, to keep a

man from putting in 10 or more years pursuing a career which he would find later he could not complete.

Active career opportunity is not a consideration in the event of mobilization. That is why openings for 40-year-olds are authorized in the Naval Reserve.—Ed.

Two for One Advancement

SIR: Since the rules for E-5/E-6 advancement were changed, requiring personnel advanced to these rates to serve a minimum of one year, it seems to me that it's possible to foul up BuPers' control over the number of men advanced.

Take, for example, the case of an E-5 who has about six months of obligated service remaining when he hears of his authorized advancement to E-6. The

chap is slated for, say, the fifth increment, at which time he had previously planned to get out and become a civilian.

He stops by Personnel and tells the PN that he does not want to extend for the necessary time, and will thus decline the advancement. The PN makes a page 13 entry to this effect, and the Bureau is notified.

Subsequently, BuPers selects another competitor from the PNA list, and some lucky guy who otherwise might not have been advanced on that cycle is notified that he made it after all. Fine.

But meanwhile, our declining E-5 has had a change of heart. Just as the fifth increment advancement date rolls around, he decides things aren't going so badly, and those three chevrons will make quite a difference in his life. He changes his mind, ships over for six and accepts his promotion to first class.

We thus end up with two guys being advanced where only one should have been. Multiply this times X number of similar cases throughout the Navy, and what do you end up with?

Just wondering—how will BuPers cope with this situation?—R. E. J., QMCS, USN.

● This "undecided" factor has already been cranked into the system by BuPers, and allowance is made for such cases. The Bureau recognizes that some people will change their minds, but nevertheless allows them to do so until the limiting date for effecting the advancement is reached. It is possible that two advancements, rather than one, will result, but it is not anticipated that the number of such instances will be appreciable.

In any event, the alternate advancee is taken from the top of the PNA list, and is fully qualified for advancement. So no one loses out.—Ed.

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Helo Flight Training

SIR: I am a high school senior and am interested in helicopter training after I graduate. I have asked several Navymen about the requirements but have received conflicting answers concerning what schools I would attend, how long they would last and the various courses required. I would greatly appreciate clarification.—P. W. H.

• We are happy not only to answer your questions but also to set straight the Navymen who gave you the conflicting information.

First, in your case, you will not be eligible for naval flight training as soon as you graduate from high school, for applicants must be either college graduates before being considered as aviation officer candidates or have had at least two years of college work (Navy equivalent if on active duty) before being considered for the naval aviation cadet program.

If, after you satisfy these requirements, you are selected for one of these programs, you will be ordered to Pensacola, Fla., for 17 weeks of aviation indoctrination training. You would study such subjects as theory of flight, principles of navigation, meteorology, aviation communication, and history, traditions, customs and etiquette of the U. S. Navy.

Your indoctrination training would be followed by basic flight training which would last about eight months. During this period, you would undergo more classroom study—this time in aerodynamics, engineering, meteorology, navigation, weapon systems and naval leadership.

At this stage of training, a student begins actual flight training and solos in the T-34 and T-28 single engine aircraft. He becomes proficient in formation flying, cross-country hops, night and instrument flying and learns to land aboard an aircraft carrier at sea.

After a student naval aviator completes basic training, he may apply for helicopter training and, if selected, he is sent to Ellyson Field, Pensacola, for advanced training in rotary-wing aircraft. This follows a 12-week schedule with about 80 hours spent in the classroom and an equal amount of time spent in the air.

The classroom schedule covers helicopter aerodynamics, communications, engineering, meteorology, recognition, survival and naval leadership. The flight training includes mastering the H-13 and H-34 choppers. After the student has successfully completed his advanced training, he is designated a naval aviator and, if he is in the naval aviation cadet program, is also commissioned ensign, USNR.—Ed.

Cimarron Still Going Strong

SIR: In reading your Letters to the Editor section for the past six months concerning old ships and the shattering



LARGE DEPOSITORS—Crew of USS Cocopa (ATF 101) have given 112 pints of blood to Red Cross in Hong Kong and Japan since September 1965.

of one record or another, we, the crewmembers of USS Cimarron (AO 22), have been waiting for the opportunity to add our comments about the grandest old lady of them all.

On 20 Mar 1939, Cimarron was commissioned. Twenty-six years later, she has the distinction of being the oldest ship on continuous active duty. She has just completed a six-month deployment in the South China Sea, where she has provided support to the Seventh Fleet forces in Vietnam.

Cimarron has participated in refueling operations in both the Atlantic and Pacific since her commissioning. To the best of our knowledge, she has participated in every major operation in the Pacific since World War II and has refueled more ships than any oiler in the Navy.

Today, Cimarron continues to live up to her fine record. AO 22 left Long Beach on 10 Apr 1965. Since that date, she has steamed more than 48,000 miles and replenished nearly 400 ships.

During the eight months of her recent Pacific deployment, the Old Lady pumped over 43 million gallons of bulk fuel, acted as a transient receiving station for close to 500 men, and transferred a couple of thousand movies and tons of fleet freight for Seventh Fleet combat-

ants. She has supplied everything from pencils for MSOs, to fresh water for carriers.

Even though Cimarron is the senior lady of the Fleet, she keeps even with, or ahead of, the sleekest and latest models. We intend to keep her ahead.—D. L. H., YN3, USN. (USS Cimarron, and proud of it).

• Your reporting of Cimarron's activities provides an excellent thumbnail story of a truly remarkable ship. In the April 1965 issue of ALL HANDS, we asked if there were any ships in the Navy that could boast membership in the over-25 club other than Cimarron and her sister ship USS Platte (AO 24) which was commissioned on 1 Dec 1939. To date, there has been only one valid applicant—USS Constitution (IX 21). As her exec so correctly points out, to her, any ship with less than 100 years' service is still a boot. However, he does not claim 168 years' continuous service for her.

During World War II, the Korean conflict, and the current action in Vietnam, Cimarron has pumped a vast amount of black oil and aviation gasoline, and she continues to do so.

She and her crews deserve a special salute for service to the Navy since 1939.—Ed.

THREE SAILORS aboard USS Intrepid (CVS 11) recently received trophies as carrier's most physically fit men. With CAPT G. Macri are: Kenneth Giesow, SN, and Edward Ocas, TN, (tied for 1st), and Ron Holzman ABAN (2nd place).

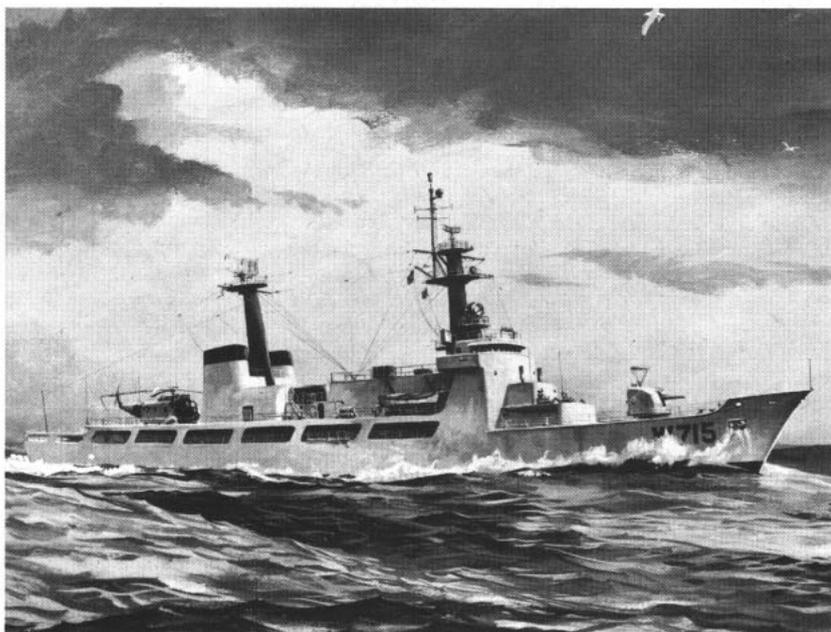




SERVICSCOPE



EMERGENCY CALL is plotted on chart at Rescue Coordination Center. *Rt:* Weather is important in rescue operations.



NEW CUTTER *Hamilton*, launched in December, will be used for long range rescue operations. *Below:* Coast Guardsmen help Cuban refugees to Key West.



U. S. Coast

MORE THAN 15,000 people—plus a small herd of buffalo driven to safety from the flooding Mississippi—would have to agree that the past year was one of the biggest lifesaving years in the history of the United States Coast Guard.

The total, of over 15,000 persons "saved or rescued from peril," was announced in an annual report by Admiral E. J. Roland, the Coast Guard Commandant. The report also mentioned nearly 1.9 billion dollars worth of property saved during the year. This August the USCG will celebrate its 176th anniversary.

Contributing to the high totals were the small boat exodus of refugees from Cuba, Hurricane Betsy and the springtime floods along the Mississippi. In addition, on the other side of the world, 17 of the Coast Guard's 82-foot patrol boats were on duty off Vietnam, helping to choke off the flow of supplies from the north to Viet Cong units in the south. They sank several Viet Cong junks and supported ground action by South Vietnamese and U. S. troops.

In the fall of 1965, during the Cuban exodus, Coast Guard air and surface units patrolling the Straits of Florida were confronted with a major emergency.

Hundreds of small craft of all types undertook the hazardous journey from the U. S. mainland to the

ALL HANDS



STRANDED MAN is lifted to helicopter during Louisiana flood. Right: Battle gray cutter searches Vietnamese junk.

Guard Has a Busy Year Ahead

small Cuban fishing port of Camarioca to pick up refugees. Most of them were unsuited to operation in the treacherous Florida Straits. Coast Guard aircraft, in cooperation with surface units, kept close watch over these waters, alert for any emergency. This was in addition to normal search and rescue activity in the southern Florida waters.

Working around the clock, the Coast Guard assisted approximately 3000 persons in an operation reminiscent of the "matchbox fleet," which pulled nearly 1700 allied soldiers out of the English channel during the World War II Normandy invasion.

ALSO IN September 1965, Coast Guard rescue facilities were put to a stern test when Hurricane Betsy slammed into the southeast, centering her fury around New Orleans. By the time the storm had spent itself 11 Coast Guard helicopters had evacuated 1144 persons, transported 22 doctors, and flown 140 sorties.

By small boats and vehicles, men of the Coast Guard Base at New Orleans evacuated 3600 persons and transported approximately 100 tons of food, water and medical supplies. At its supply depot in New Orleans, the Coast Guard helped more than 8000 persons from flooded areas.

A good example of the Coast Guard's work in Hurricane Betsy involved a party of blind persons

stranded on a rooftop. To reach them, a Coast Guard helicopter pilot had to make a dangerous landing on the roof. The operation was carried out without a hitch.

Said the pilot later: "The courage of this group struck me because of their orderliness and patience as we lifted them by basket into the helicopter. They were the easiest load that we picked up that entire day."

APPROXIMATELY 800 rescues took place during the disastrous floods in the spring of 1965 when the rain-swollen Mississippi and its tributaries rampaged over the adjacent countryside. Coast Guard helicopters and small boats labored tirelessly to bring stranded men, women and children to safety. In one hectic operation, Coast Guardsmen herded buffalo to safety, evacuated flood victims, transported workers, medicine and food, and helped parents salvage their children's Easter basket.

The Coast Guard saved additional scores of people in 1965 through its Automated Merchant Vessel Reporting Program (AMVR), a computerized search and rescue operation, centered in New York City. In the summer of 1965, AMVR was extended to the Pacific Ocean area. Headquarters for the western phase of AMVR are in San Francisco, Calif.

As part of the Coast Guard's ex-

panding oceanographic program, the icebreaker USCGC *Northwind* (WAGB 282) carried out a five-month study of the little known Kara and Barents Seas, in the Arctic Circle.

The ship carried marine scientists of the Coast Guard's Oceanographic Unit in Washington, D. C. For the first time, they had an opportunity to secure important information on the nature, structure, and history of this remote area. The data they obtained will be made available to marine research centers of the world.

Under a 1965 agreement between the Navy and Treasury Departments, five Navy icebreakers will be transferred to the U. S. Coast Guard, making it the chief icebreaking agency for the federal government. The agreement will be carried out over a 16-month period which began with the transfer of USS *Edisto* (AGB 2).

Meanwhile, plans to modernize the Coast Guard's surface fleet went briskly ahead with the launching of the 210-foot medium endurance cutter *Active*, and three new 175-foot buoy tenders—*Red Wood*, *Red Birch*, and *Red Beech*. In December 1965, the Coast Guard launched its first new "Secretary" class cutter, the 378-foot *Hamilton*. She will be a high endurance cutter, incorporating many advanced features.

Altogether, 1965 was a memorable—and busy—year for this small service of 32,000 men, 1966 will be too.

SERVICSCOPE

Brief news items about other branches of the armed services.

VIETNAM is an everyday consideration at the U. S. Army Aviation School in Fort Rucker, Ala. Nearly 700 veterans of Vietnam action now serve as staff and faculty members at the school, where they are training other Armymen for duty in Southeast Asia.

Recent increases in quotas will amount to 5000 officers, warrant officer and warrant officer candidate trainees and 24,000 enlisted trainees each year. Courses range from helicopter and fixed wing flight training, maintenance and safety specialist courses to specialty courses for medical officers. All courses, where appropriate, are oriented directly to the tasks and environment in Vietnam. This continuing emphasis reduces to a minimum the burden of training men once they arrive in the area of conflict.

Since the helicopter's role has become so important in Vietnam, the Fort Rucker school has increased its annual output of helo pilots from 1150 to nearly 3500. Training of aviation mechanics has increased from about 12,000 to 24,000 a year.

About 70 per cent of the newly graduated Army aviators are warrant officers. The helicopter pilot course for warrant officer candidates consists of a four-week indoctrination period, 16 weeks of primary training at Fort Wolters, Texas, then 16 weeks of advanced training at Fort Rucker. The entire 36-week fixed wing aviator course is conducted at Fort Rucker.

Enlisted mechanic courses include practical exercises oriented to duty in Vietnam. Besides mechanics, certain students undergo tactical field training in gunnery, in-flight duties of a crew chief, maintenance of helicopter weapons systems and other subjects. The en-

BIG LIFT—Navy *Skyraider* gets lift to repair facility via Army helicopter. Engine was removed to lighten load.



listed mechanic learns these tasks over and above the strictly maintenance duties he can expect to perform in Vietnam.

Other training, such as malaria discipline, is part of all environmental instruction.

For a large number of Fort Rucker students, Vietnam is the next stop.

★ ★ ★

A SMALL NUMBER of medical doctors will be selected each year to be trained as pilots under a new Air Force program. The program was devised to meet a need for dual skills in aeromedical support, teaching and research.

Four Air Force medical officers have already entered pilot training and two physicians will be selected annually for future training. Also, a small number of young former pilots recently graduated from medical school have been returned to pilot status.

After completing the 12-month basic pilot training, each pilot-physician will be qualified in a tactical fighter aircraft and will be assigned to a fighter unit for at least two years.

When he completes this tour of duty, the pilot-physician may apply for further training at the USAF Aerospace Research Pilot School, or he may be assigned to a position in direct support of manned aerospace programs.

★ ★ ★

MORE THAN 275 U. S. military nurses are now serving in Vietnam. The Army has more than 200 there, the Navy 39 (including 29 aboard *USS Repose* (AH 16)) and the Air Force 37. These figures do not include flight nurses aboard air evacuation planes.

The majority of the Army nurses are assigned to the larger medical facilities. They perform a variety of duties ranging from head nurse or staff nurse with a medical or surgical nursing unit to assignment with specialized medical or surgical treatment teams.

The Army's first group of 13 nurses arrived in Vietnam in March 1962 and were assigned to a field hospital in Nha Trang. Five more nurses were assigned to a dispensary which opened in October 1964 at Soc Trang. With the buildup of American forces in 1965, more hospitals were equipped and staffed.

The Army Nurse Corps in Vietnam is headed by Lieutenant Colonel Margaret Clarke. She was recently awarded the Air Medal.

Since 1955 men have served in the Army Nurse Corps. Consequently, for the first time, Army nurses are serving with major combat organizations. The First Cavalry Division (Air Mobile) has five male nurse anesthetists and the 101st and 173rd Airborne Brigades each have one.

Eight Navy nurses are assigned to the hospital at the Navy Support Activity in Saigon. In March this facility will be transferred to the Army. Two Navy nurses are attached to the Medical Advisory Team at Rach Gia, as part of a civic action group which assists and trains Vietnamese medical teams.

The first 17 women Air Force nurses were assigned last February to the 12th Air Force hospital at Cam Ranh Bay. Twenty male Air Force nurses are stationed at various Air Force dispensaries throughout Vietnam.

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

Buildup in Vietnam

At Cam Ranh Bay in South Vietnam a pier juts 600 feet out into the water, marking the location where soon there will be a major advanced base deepwater port. A few yards away warehouses (soon to be completed) will furnish storage space for incoming equipment before it is shipped on to U. S. troops. Nearby, a recently completed air field will provide for rapid transportation of men and supplies.

The Cam Ranh project is only one example. Military construction in South Vietnam has moved into high gear.

Construction in Southeast Asia has been the responsibility of the Navy's Bureau of Yards and Docks since 1956. In the decade since, BuDocks has spent more than \$250 million for projects such as tactical airfields, tele-communications systems, roads, bridges, waterfront structures, hospitals and fuel storage facilities.

Today, because of the greatly increased U. S. commitment there, BuDocks plans to spend an additional sum—in a much shorter period of time. At present there is a civilian contractor work force in South Vietnam exceeding 26,000 men, most of whom are Vietnam nationals.

Projects already completed include an aircraft control and warning facility on a mountaintop near DaNang air base. The bureau also contracted for a concrete and asphalt runway to accommodate fighter/bomber aircraft there.

Later, to keep abreast of aircraft support requirements in the northern sector of South Vietnam, an additional air facility was constructed at DaNang East, and is now known as the Marble Mountain Air Facility.

Previously at Bien Hoa, BuDocks arranged for the construction of a major jet military airfield. Before its completion, jets could only operate from Tan San Nhut airport at Saigon.

Another facility, built under the Military Assistance Program in 1964, is located at Can Tho.

Today, work is progressing or has been completed on airfield complexes at Chu Lai, Qui Nhon, Nha Trang, and Pleiku.

SecNav Reports on Navy Reorganization

Secretary of the Navy Paul H. Nitze reported at a briefing on 7 March that his proposals for the reorganization of the Department of the Navy have been approved by the Secretary of Defense.

"This reorganization," he stated, "will increase the breadth of authority and responsibility of the Chief of Naval Operations under the continuing direction of the Secretary of the Navy, and will strengthen the management of the Navy's material support organization.

"The purpose of the reorganization," SecNav Nitze stated, "is to enable the Navy to carry out more effectively its functions of preparing naval forces for assignment to unified and specified commanders and developing and producing the manpower and material resources to support naval forces."

Under the reorganization the Office of the Chief of Naval Operations will not be affected directly. However, CNO, in addition to having the operating forces of the Navy under him, will exercise command over the Chief of Naval Material, the Chief of Naval Personnel, and the Chief, Bureau of Medicine and Surgery.

The Bureau of Naval Personnel and the Bureau of Medicine and Surgery will continue operating under their current titles. The other bureaus will be "restructured" into functional commands.

The principal elements of the Plan, SecNav Nitze stated in his briefing, are as follows:

- A restructuring of the *bilinear* organization into a *unilinear* framework, by placing the Navy's material, medical and personnel supporting organizations under command of the Chief of Naval Operations.

- A "reconstitution" of the Naval Material Support Establishment as the Naval Material Command.

- A restructuring of the components of the new Naval Material Command into six functional commands

(instead of four material bureaus) as follows:

1. Air Systems Command
2. Ships Systems Command
3. Electronics Systems Command
4. Ordnance Systems Command
5. Supply Systems Command
6. Facilities Engineering Command

The reorganization will not affect the internal organization of the Marine Corps nor disturb the traditional relationship between the Chief of Naval Material and the Commandant of the Marine Corps.

The Secretary of the Navy stated that, in addition to improving overall coordination of the Navy's support activities in the areas of material, medicine and personnel, he expected the new organization to accomplish the following purposes.

- Affirm and strengthen the systems management approach to weapons development and acquisition.

- Reinforce the management strength of the functional organizations under the Chief of Naval Material; achieve more balanced and efficient spans of control; and give more emphasis to ordnance and electronics.

- Centralize and improve the coordination of RDT&E (Research, Development, Test and Evaluation) management.

- Place more emphasis on the logistic support and maintenance of weapon systems.

- Increase the efficiency and economy of the Navy's material organization by exploiting opportunities for consolidation of common services.

It is expected that the reorganization will be effected under the authority vested in the Secretary of Defense by law. SecNav Nitze stated the Navy reorganization is the result of a long period of study and is concurred in and supported by the Chief of Naval Operations and the Commandant of the Marine Corps. Subject to the concurrence of the Congress, this reorganization will be effective on 1 May 1966.



ANGLED DECK CAKE is cut by plankowners during USS America's first birthday party while off the Riviera.

America Cuts a Cake

On their ship's first birthday, the crew of USS America (CVA 66) honored the officer and enlisted man voted to have contributed the most to the success of the first year's operations.

The anniversary was celebrated off the French Riviera, where the 77,600-ton ship is serving with the Sixth Fleet. Highlight of the observation,

which included a Marine drill team performance accompanied by the COMCARDIV Two band, was the first presentation of the Catherine T. McDonald Award. Established by the ship's sponsor, who is the wife of the present Chief of Naval Operations, the award is to be given annually to one officer and one enlisted man who contribute most to the operational readiness and efficiency of the carrier *America*.

Cited for the first year were Lieutenant Commander Selby B. Riggs, USN, the ship's first lieutenant, and Senior Chief Commissaryman William H. Barker, who has charge of the ship's galleys in which over 15,000 meals a day are served.

Also in the spotlight were the officer and enlisted plankowners of longest standing—one of whom is *America's* CO, Captain Lawrence Heyworth, Jr., USN. The plankowners had first cut at a 774-pound, eight-layer cake shaped as a replica of *America*.

The attack carrier was commissioned on 23 Jan 1965 and is now homeported in Norfolk, Va. She commenced her initial deployment with the Sixth Fleet in December 1965, having previously completed two cruises to the Caribbean for operational readiness inspections. *America* is currently serving as flagship for COMCARDIV Two and Commander Task Force 60.

Guam's Magazine is a Daily

As it has at other U. S. naval bases in the Pacific, the pace of activity has increased perceptibly in Guam and the increase has been especially evident at the naval magazine which keeps busy from 10 to 12 hours a day, seven days a week.

For everyone concerned, the work is no picnic. The magazine's drivers cover between 250 and 300 miles each day jockeying their 20-ton loads of bombs along the 26 miles of heavily traveled road between the ammunition pier and the B-52 bomber base.

Despite what might be described as an explosive situation, there has never been a serious accident with explosives at the magazine. This is no coincidence for extraordinary care is exercised and constant inspections are made to eliminate any situation that could conceivably cause an accident.

It's a rough life for everyone at the magazine from the Seabees who maintain the station's unpaved roads and clear the magazine's firebreaks to the carpenters who must practically rebuild the bomb trailers several times a week to compensate for the hard use they receive.

Like everyone else at the base, however, the men at Guam's naval magazine are willing to work their long hours to support the fighting men in Vietnam.

Observation Lab Probes Underwater Going-On in Antarctic

Most people think of test tubes and Bunsen burners when scientific research is mentioned. But in Antarctica, a different kind of research



is taking place—in a hole in the ice.

A watertight underwater observation laboratory was recently lowered for the second time through the ice at McMurdo Station to allow scientists to view ice formations and study the habitat of the Weddell seal.

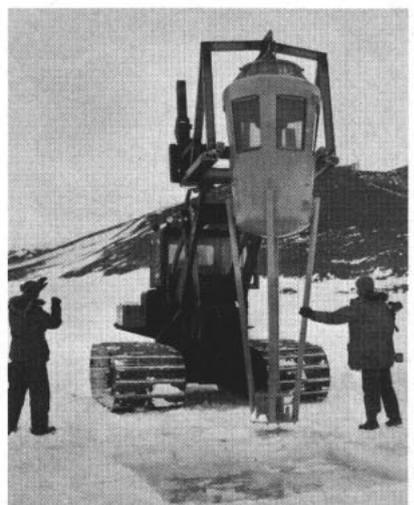
The chamber was also used to investigate Antarctic sea life, which, in sharp contrast to the barren land above it, is the most abundant food- and life-producing area in the world.

The laboratory used is a five-foot-wide chamber, large enough for two men. Access to it is through a large tube which is anchored to the ice above the water level. The chamber can reach a depth of 30 feet.

Before the lab was lowered into place, a hole eight feet square and 11 feet deep was cut through the

ice with chain saws and dynamite.

The chamber was to remain under the ice as an observation post until the ice began to break up.





CONVERTED TRUCK serves as roving small stores to San Diego naval activities.

Roving Small Stores

Small Stores are on the go-go in San Diego, where a Navy gray two-ton van serves as a branch store to outlying naval activities.

The truck was converted for use as a mobile Small Stores outlet, with the rear section equipped with a counter and platform with steps. The mobile unit carries a regular stock of sea bag items, and also takes special orders. Once a week it visits activities which do not have a Clothing and Small Stores outlet.

Convenience is the idea behind the new service. Approximately 1500 sailors will benefit from it initially, saving considerable time required to travel to established outlets.

The innovator, Commander E. G. Schweizer, SC, USN, Supply Officer at Naval Training Center, San Diego, anticipates that the service will be extended to also include pier stops for the benefit of small ships which do not carry a Small Stores facility.

Point Mugu and YOP

The Navy's Point Mugu missile base tried an experiment last summer. As part of the Youth Opportunity Program (YOP), about 80 students from low income families were hired to work on the base.

In the beginning, some of the project's supervisors were less than enthusiastic. This was the type of student who wasn't doing well scholastically, they said, and if they couldn't or wouldn't learn at school, why should they at work? Further-

more, they'd probably have trouble fitting in with the other workers. If no more than 10 per cent could make the grade, the supervisors felt, the program would be a success.

As the summer progressed, however, everyone concerned was happy to note the changes that came over the students. Work attitudes, dress habits and personality traits improved as they mixed with and learned from the other employees. As it turned out, about 80 per cent—not 10 per cent—of the students were favorably influenced by their experience.

By summer's end, those who decide such things at Point Mugu, had concluded that:

- The experiment was not only basically sound but it was a fine idea.
- Most of the participants were hard-working and were willing and eager to learn from their fellow employees.

- It might be a good idea to hire some of them on a permanent basis.

Because of the summer's success, Point Mugu decided to hire some 30 students in conjunction with the back-to-school phase of the Youth Opportunity Program. And, so far, the results are a near repeat of the summer.

Of course, the naval station could employ many students just to pull weeds and clean up the base. But this would hardly be in keeping with the idea behind the program. Therefore, the students are receiving on-the-job training in data processing



SPEED MINDED crewmen of *USS Kitty Hawk* look over supplies in hobby store for their ship's slot car track.



machine operations, office skills, various shop trades and general maintenance.

During this phase, the students receive up to 15 hours of part-time work each week. They receive school credit for their participation in the work program and, in addition, are paid \$1.30 per hour. However, before a student is hired, he must agree to maintain his grade average and continue in school until graduation.

And how do the once-sceptical supervisors feel about it all? They're looking forward to continuing the YOP program next summer.



READY—Para-rescue team prepares to board plane for jump. Right: Team member makes way over top of glacier.



Para Rescue: Navy Men Can Do Anything

IN THE EARLY DAYS of Antarctic exploration, survivors of air mishaps had to depend on good fortune and little else for their eventual rescue.

In today's Navy, however, that good fortune comes in the guise of brightly colored uniforms floating down from the clouds into areas inaccessible by other means. These uniforms belong to the men of Air Development Squadron Six's Para-Rescue team in Operation Deep Freeze.

Their mission—to provide aid to downed aircraft crewmen and passengers, and members of surface traverse parties faced with hazardous situations.

To keep in shape for any eventuality, the members of VX-6's Para-Rescue team recently completed one of the most unusual survival schools in existence—several days of actual

movement across crevasse regions and barrier ice and camping in a real Antarctic storm.

Instructing the students were three members of the Federated Mountain Climbing Clubs of New Zealand. They are men with rugged climbing experience who donate their vacation time to training the Navy men and scientists of Operation Deep Freeze.

The frigid classroom training was a necessity for the rescue team. Past emergencies in 10 previous Deep Freeze operations have demonstrated a need for getting aid to distressed persons, who may be isolated for days due to adverse flying weather or positioning in places where terrain prohibits aircraft landings.

A para-rescue team can be dropped both in poor weather conditions and near the site of a mishap where

ROPE ELEVATORS are used in entering crevasses. Below: Climbers start up crevasse; take welcome hot coffee break.



the members can make their way overland to pick up the survivors.

ANTARCTIC TERRAIN is wicked, even for an experienced climber. There are many jagged mountain ranges, some ascending over 16,000 feet. Even in flat-looking ice plateaus, wide, deep crevasses appear, sometimes hidden by treacherous snow bridges. Pressure points on the slowly moving ice shelves heave up ice-block barriers that prohibit passage to all but a well-trained, well-equipped rescue party.

Considering that a rescue party may have to pass these barriers to reach a distressed person and get him out, the training emphasized some fine points of mountaineering. Cutting snow and ice steps and the use of crampons (a frame with spikes, attached to boots) and pitons (pegs driven into rock or ice for support—often with an eye for threading a line) in scaling steep ice slopes were taught.

Two-men-on-a-line traversing and belaying (stopping the fall of your partner) both in level traverse and on slopes were more than practiced—they had to be used on several occasions.

Rappelling, a knack necessary to get down into a crevasse, and the one- and two-man prussic loops used in lifting, were prime fields of in-



MUSHI—Visitors to Antarctica ride sled between summer and winter camps of Plateau Station. They are, from left: RADM F. E. Bakutis, ComNavySupForAntarctica; RADM H. A. Renken, ComServLant; and CAPT S. R. Smith, ComCBLant. The three were on an inspection tour of Antarctic activities.

struction during the practice mission.

To train for Antarctic survival, the rescue team was outfitted with regular issue Antarctic clothing. Food consisted of high protein oatmeal and survival ration meat bars.

During the exercise, the men had to cut and shape ice blocks for igloos and live in them for over 24 hours. The weatherman added realism by providing an Antarctic storm.

Comments of the students during the after-class critique ranged from

“never again,” to “the greatest experience of my career.” But one thing is certain—the men traversing and camping on the cold continent today are confident that a fast rescue is possible, thanks to the generosity and experience of the New Zealand instructors and their Para-Rescue team students from VX-6.

The lessons learned during these Antarctic schooldays may one day pay off in the saving of a life.

—Lee Quinn, JOC, USN

Slick Job in Iceland

Iceland, which is only some 2300 miles northeast of New York City, is a showplace of nature with its glaciers and precipitous mountains.

Because of its natural beauty and an abundance of fish and game, Iceland has become a visiting place for tourists and sportsmen whom you will find exploring Iceland's interior by airplane, jeep, horseback or simply on foot.

There are times, however, when the would-be explorers overestimate their capabilities and have to be rescued. This job falls to Icelandic search and rescue teams which are, at times, augmented by men from the Iceland Defense Force.

Many U. S. Navymen stationed in this area are members of the Iceland Defense Force, and it is commanded by a Navyman, Rear Admiral Ralph Weymouth, usn.

As in other parts of the world, search and rescue requires specialized skills, and Iceland's precipitous terrain makes training an even more

desirable factor for search and rescue teams than would be true in many locations with friendlier geography and more benign climates. To keep in practice, Icelandic and U. S. components get together periodically to practice their techniques, thus insuring that things will go smoothly when the next emergency arises.

A recent training exercise was held on one of Iceland's smaller glaciers when a group of men from the Defense Force joined a search and rescue team of Icelanders in an expedition which formed at Iceland's capital of Reykjavik.

Five hours after leaving the capital, the party set up its base camp at the foot of Eyjafjalla, a glacier on Iceland's south coast, and spent the remainder of the day checking equipment and learning facts and figures concerning the glacier they were to climb.

The next morning, the expedition began the ascent of the glacier to reach the point where a test-case lost

traveler had been spotted.

The traveler, in this case, was a U. S. pilot who had been landed on the ice to test survival gear the previous day. He was to remain on the glacier to give the search and rescue teams an objective for their exercise.

During the ascent, F-102 jets from the 57th Fighter Interceptor Squadron of the Iceland Defense Force located the survivor and radioed his exact position to the rescue teams which worked their way toward their target with the aid of ropes, crampons and ice axes.

Cooperation between the Icelandic and U. S. search and rescue teams is particularly important to U. S. forces located in Iceland for, although lost or injured travelers are the most frequent objects of search, there is always the possibility of a pilot being downed in the country's interior or in the frigid waters of the North Atlantic. Since there is little room for error, search and rescue teams in rugged Iceland must be in top form.



HERE THEY COME—Busload of college students walks up gangway to *Kearsarge* dance. Rt: Couple admires cake.

'A Good Time Was Had By All'

How do you have a good time on Saturday night—aboard ship? Ask the men of *USS Kearsarge* (CVS 33), and they'll tell you—invite a group of college girls to a party.

The *Kearsarge* Navymen were host to over 300 students of Santa Monica City College and Marymount College at a dance which bore an unusual nautical theme—it was held on the 894-foot carrier's hangar deck.

Planning the social gathering required little of the *Mighty Kay's* men. Both faculty members and students of the two colleges enthusiastically accepted the invitations to visit the ship for the crew's party. In addition, 15 members of SMCC's Coro-

nettes, an all-girl drill team, volunteered to help provide the evening's entertainment.

Fifty men students and their dates from SMCC accompanied the coeds to the ship.

Decorations for the dance included signal flags and pennants hung in the forward hangar bay. The carrier's bakers turned out more than 3000 doughnuts and a 50-pound cake.

The Coronettes arrived at the ship in time to dine with the crew. After the meal, they went on a tour of the hangar bays and enjoyed a ride up to the flight deck on an aircraft elevator.

As the buses from the two colleges

arrived, *Kearsarge* men formed a reception line and escorted their guests to the forward hangar bay.

Two bands—a professional group and *Kearsarge's* combo, The Trips, provided music for the dance. The Coronettes performed a brief song and dance skit on stage, and gave several college cheers for the ship.

During the dance, tours of the flight deck were arranged for those wanting to get a breath of fresh air or a look at the magnitude of the "dance hall."

So far as the Navymen—and the girls—were concerned, the evening was a success. As one coed put it, "We never realized what sort of people there are in the Navy. They seem to have come from everywhere and have traveled everywhere. The evening couldn't have been more interesting."

And that's just what the Navy was trying to show. According to *Kearsarge's* executive officer, "We want our men to be active in local community affairs and to feel they are definitely part of the citizenry. One way is to have them meet the people, either here in the ship or at their various functions. After all, the principal thing we're trying to achieve is the understanding that our men are actually the hometown boys away from home."

So the sailors aboard *Kearsarge* are improving community relations, and having a good time doing so. That makes for a fine Saturday night.

DANCE FLOOR—Signal flags decorated hangar deck for *Kearsarge's* dance.





KEARSARGE SAILOR and guest share a joke on sidelines of dance floor. *Rt:* Dancing continued throughout evening.

Igloo on Flight Deck

USS SHANGRI LA (CVA 38) has an igloo on its flight deck.

A huge igloo-shaped bubble, originally designed for use with outdoor swimming pools, has been adapted to the carrier during the installation of new flight deck planking so work can continue despite the weather.

The structure is made of vinyl-covered nylon. When inflated, it is 22½ feet high, 45 feet wide and 75 feet long. The bubble affords a working area of approximately 2800 square feet. It is supported by air pressure from a heater and a blower.

Two airlock entrances have been built. One is a door for workers, the other accommodates the fork lifts which transport materials in and out of the bubble.

For emergency exit, should it collapse, the bubble has four zip-pers.

The igloo experiment was originated by Philadelphia Naval Shipyard officials in an attempt to find faster and improved methods of installing aluminum-clad deck plating. The translucent igloo is designed to withstand high winds, repel up to an inch of water and provide the regulated temperature, proper moisture control and working environment required for the deck panel installation.

The panels consist of a sheet of hickory plywood, covered with neoprene rubber. The entire upper surface is covered with quarter-inch

aluminum. The panels have pre-drilled hold-down fittings and stud screws for securing them to the deck.

Once the panels are installed, an epoxy resin glue is pumped beneath the hickory plywood to bond the panel permanently to *Shangri La's* flight deck. With the igloo over the area, it is possible to maintain the 70-degree temperature necessary for the glue to harden properly.

The area to be covered by the new planking includes most of the landing area on the flight deck up to the port elevator, and a patch on the after end of the flight deck.

It is estimated that the igloo will be moved eight times before the installation is complete.

The new deck surface will be lighter, more durable and less of a fire hazard than its wooden pre-

decessor. And it will give *Shangri La* a flight deck as modern as any in the Fleet.

F-111 Is Passing Tests

The ninth F-111 variable sweep jet fighter has attained flight status. With the completion of its test flight at Peconic River in New York, this marked the 311th test flight in the bi-service aircraft program.

This brings the total flight time for the nine F-111 test aircraft to 443 hours and 55 minutes.

Six Air Force F-111A aircraft have flown 260 times for a total of 371 hours and 45 minutes.

The Navy's F-111B aircraft now have 51 flights to their credit with a total time of 72 hours.

Of the 311 flights, 95 of them have been supersonic.

DINNER GUESTS were members of SMCC's drill team, the Coronettes.



THE BULLETIN BOARD

New GI Bill Offers Educational, Home Loan and Other Benefits

A NEW GI BILL, providing educational, home loan and other benefits, has been signed into law.

The benefits, contained in Public Law 89-358, apply to veterans of the armed services who have served on active duty for more than 180 days since 31 Jan 1955. Unlike previous GI Bills, the new law permits personnel who have served on active duty for two years to use the educational and home loan benefits while still on active duty.

Here is a summary of the benefits provided by the new law:

Education

The benefit consists of a monthly educational allowance paid on the basis of one month of financial assistance for each month of active service up to a maximum of 36 months. The rates, contained in the accompanying table, vary from \$50 a month for a half-time student with no dependents to \$150 a month for a full-time student with two dependents or more.

Personnel who have been on active duty for two years or more may receive an allowance payable at the rate of \$100 for full-time study, with proportionately smaller amounts for less than full-time study or the cost of tuition and fees—whichever is less.

Full-time training is defined as 14 semester hours for college or university training or 30 hours of classwork per week for trade or technical school training.

Authorized training includes secondary or high school, college or university, correspondence school, business school, junior college, professional schools, vocational schools, and scientific or technical institutions.

The monthly allowances will only be paid for periods during which the student is actually enrolled in a course of study. The allowance will not be payable until after 1 Jun 1966, and will cover only training undertaken on or after that date.

Veterans will have eight years after their discharge or release from active duty in which to complete their training. No educational as-

sistance will be paid after eight years from the date of the veteran's last discharge. (Those discharged before 1 Jun 1966 will have their eight-year period computed from 1 Jun 1966.)

These are the eligibility requirements:

- Service on active duty for more than 180 days.

- Qualifying service must be after 31 Jan 1955. (Time spent on active duty while a midshipman at the Naval Academy, while studying full-time at a civilian institution, under an enlistment in the Naval Reserve under 10 USC 511(d)—four-month active duty Reservist—or while on active duty for training does not count as "active service" for the purposes of qualifying for or earning educational benefits.)

- If discharged or released from active duty, the circumstances must be "other than dishonorable." (The Veterans Administration decides, on a case-to-case basis, which discharges are "dishonorable." A General Discharge, an Undesirable Discharge, or a Bad Conduct Discharge may be considered as "dishonorable"—depending upon the individual case—for purposes of entitlement to these benefits.)

- If not discharged or released from active duty, personnel must have spent two or more years on

active duty to qualify for benefits while on active duty.

Personnel who have used educational benefits under a previous GI Bill will have their earlier usage deducted from any entitlement under the new law.

Home Loans

Loan guarantees are provided for home and farm loans of up to \$7500.

In areas where private financing is not available, direct loans of up to \$17,500 for home and farm loans are provided.

The present *maximum* interest rate set by law for loans—either direct or guaranteed—is 5½ per cent. A fee of no more than one-half of one per cent is charged by the VA for loans guaranteed or made. The amount of the fee may be included in the total loan amount.

Eligibility requirements for loan benefits are the same as those for educational benefits.

Loan guarantee benefits expire 10 years after discharge or release from active duty, except that each three months of active service beyond 31 Jan 1955 will entitle a man to an additional year of entitlement—up to a maximum of 20 years.

Entitlement to direct loans expires 31 Jan 1975.

Eviction Protection

The Soldiers and Sailors Civil Relief Act has been amended to provide that persons who were renting homes or apartments for \$150 a month or less when taken into the service are protected from having their dependents evicted without a court order while in the service. Previously, only personnel renting homes for \$80 or less per month were protected.

Domiciliary Medical Care

Veterans who cannot afford needed domiciliary care may receive such care at VA hospitals even though their injuries or disabilities are not service-connected—provided facilities are available.

Burial Flags

The Veterans Administration will

All-Navy Cartoon Contest Charley Wise, HMCS, USN



"Boyl Am I glad he was on our side."

furnish a flag to drape the casket of a deceased veteran.

Certain Diseases

Certain chronic or tropical diseases contracted by veterans are to be considered as service-connected in qualifying for disability/compensation.

Federal Employment Preference

Personnel who have served more than 180 days on active duty since 1 Jan 1955 and who have been honorably discharged may receive preference in federal employment.

Qualified veterans will receive five points toward qualifying for federal employment. Previously, only veterans who had received the Vietnam Service Medal or the Armed Forces Expeditionary Medal could receive this five-point preference.

Preference applies to appointment, retention and reemployment in the classified and unclassified civil service.

Job Counseling and Employment Placement

These benefits are extended to veterans who have served since 31 Jan 1955.

The Department of Labor has assigned a veterans employment representative to each state to assist in finding employment for veterans and to maintain regular contact with employers and veterans' organizations to provide maximum job opportunities for veterans.

Navy Wives May Qualify As Teachers at Dependents Schools

Wives of Navymen overseas who have had previous teaching experience and want to return to classroom jobs will be interested to know that the Department of Defense Dependents Schools System overseas has openings for teachers for the 1966-67 school year.

Approximately 2000 recruits will be needed to staff Army, Air Force and Navy dependents schools throughout the world. Basic qualifications require applicants to have a bachelor's degree, 18 semester hours of professional teacher education, two years of successful full time teacher or administrative experience by June of 1966, be at least 21 years

Educational Benefits Rates

Institutional Training	Dependents		
	0	1	2 or more
Full time	\$100	\$125	\$150
¾ time	75	95	115
½ time	50	65	75
Cooperative Training	80	100	120

(Cooperative training means a full-time program of education consisting of institutional courses and alternate phases of training in a business or industrial establishment which supplements the institutional courses.)

of age and a citizen of the United States.

Elementary teachers particularly are in demand. Secondary teachers, librarians, counselors, teachers of the physically handicapped, the mentally retarded and children in need of remedial reading will also be in demand.

Teachers receive free government quarters or a housing allowance, although this would be obviated in the case of Navy wives. An additional post differential from 10 to 25 per cent is also paid in some areas. Transportation costs plus expenses are also paid to teachers going to overseas locations from the United States.

Schools are located in the following areas: Iceland, Labrador, Newfoundland, Bermuda, Guantanamo Bay, Cuba, Trinidad, Azores, Korea, Japan, Okinawa, Philippines, Taiwan, Midway, England, Scotland, France, Germany, Italy, Sicily, Spain, the Netherlands, Norway, Denmark, Crete, Libya, Turkey, Asmara, Ethiopia, Morocco and Pakistan.

Application blanks and further information for those interested may be obtained from Office of the Secretary of Defense/Manpower, Room 3D268, Pentagon, Washington, D. C. 20301.

Are You Eligible for E-4?

● **SPECIAL EXAM**—Because of the shortage of qualified third class petty officers in many ratings, a special Navy-wide examination for advancement to E-4 will be held on Tuesday, 10 May 1966.

This means that, in addition to those newly eligible candidates, Navymen who passed February's exam (but were not advanced) and those who failed will have an extra crack at making E-4. It also gives Navymen who were ineligible for February's test a chance at the higher rate. It goes without saying, however, that everyone must be eligible for advancement to third class at the terminal eligibility date (16 Aug 1966).

Before you take an advancement examination, you normally are required to complete certain training courses, practical factors and performance tests at least one month before the test. But because of the date, you have until one day before the exam (9 May) to complete the mandatory requirements.

If you already have passed the requirements for third class, you need only wait until the exam. And if you are among those selected for advancement, you will be third class as of 16 August, 16 September or 16 October 1966.

For details on this special advancement exam, see BuPers Notice 1418 of 21 Jan 1966. All eligible personnel are urged to take advantage of this additional opportunity for advancement. So, take a hard look at your study habits and, above all, take the exam.



"I don't care how James Bond does things ..."

Check These NECs

NEC	Function	Source Ratings	NEC	Function	Source Ratings
TELETYPE REPAIRMEN (Revises and replaces RM-2342)			CAREER INFORMATION COUNSELORS (Revises and replaces 9587 through 9589)		
RM-2342	Teletype Maintenance Mod 28 TT70A and UGC-5	RM, CT	9587	Recruiter/Counselor	
RM-2343	Teletype Maintenance TT-299A/TT-298 series	RM, CT	9588	Career Counselor	
RM-2344	Teletype Maintenance Mod 28 TT70A, UGC-5 and TT-299A/TT-298 series	RM, CT	9589	Career Information Team Member	
AVIATION ASW TECHNICIANS (Revises and replaces AX-6526 through AX-6531)			New NECs:		
AX-6523	Jezebel. Maintain AN/AQA-3, 4 or 5	AX, AT	FT-1139	AN/SPS-48	FTM
AX-6526	Magnetic Airborne Detection Equipment	AX, AT	ET-1501	Basic Electronics Maintencemancan	ET
AX-6527	Airborne Sonar. Maintain AN/AQS 10 and 13	AX, AT	ET-1542	KG-14	ET, RM, CT
AX-6529	Jezebel/Julie. Qualified for AX-6523 and to maintain Julie AN/ASA-20 or 26 and Sonobuoy Receiver AN/ARR-52 or 58	AX, AT	RM-2395	Tropo-Scatter Equipment Operator	RM
AX-6531	Navigational and Tactical Computer Display System	AX, AT	AT-6609	A-4C/E Systems	AT
AX-6533	Integrated Display Sytem	AX, AT	AE-7166	Jet Test Cell Maintencemancan, Electrical	AE
MILITARY TRAINING INSTRUCTORS (Revises and replaces 9501 through 9503)			Deleted NECs:		
9501	Instructor, General		NEC	Explanation	
9502	Instructor, Special		FT-1169	Converted to FT-1139	
9503	Physical Training		ET-1524	No longer required	
			ET-1546	"	
			RM-2327	"	
			RM-2346	"	
			AE-7122	Converted to AE-7166	
			7928	No longer required	

List of New Motion Pictures Available to Ships and Overseas Bases

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

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

The Secret of My Success (C) (WS): Comedy; Shirley Jones, James Booth.

Git! (C) (WS): Drama; Jack

All-Navy Cartoon Contest
Charley Wise, HMCS, USN



"I borrowed it from a friend."

Chaplain, Heather North.

Requiem for a Gunfighter (C) (WS): Western; Rod Cameron, Stephen McNally.

Rocambole: Drama; Channing Pollock, Guy Delorme.

Never Too Late (C) (WS): Comedy; Paul Ford and Connie Stevens.

Boeing, Boeing (C): Comedy; Tony Curtis, Jerry Lewis.

Help (C): Musical Comedy; The Beatles.

Situation Hopeless but not Serious: Comedy Drama; Alec Guinness, Michael Connors.

The Money Trap (WS): Suspense Drama; Glenn Ford, Elke Sommer.

Wild, Wild Winter (C) (WS): Musical Comedy; Gary Clarke, Chris Noel.

The Black Chapel: Drama; Dawn Addams, Peter Van Eyck.

The Cincinnati Kid (C): Drama; Steve McQueen, Edward G. Robinson.

Return from the Ashes (WS): Drama; Maximilian Schell, Samantha Eggar.

The Face of Fu Manchu (C) (WS): Melodrama; Christopher Lee, Nigel Green.

The Mad Executioners (WS): Melodrama; Hansjorg Felmy, Maria Perschy.

Ten Little Indians: Mystery Drama; Hugh O'Brian.

More New Navy Enlisted Classifications Will Help Shape Future Careers

A listing of new, altered and canceled Navy Enlisted Classifications (NECs) has been issued. Like NECs already in existence, the new ones designate special talents, schooling or experience and will be a major factor in the future assignments of the men who hold these talents.

The adjacent box lists the revised, new and deleted NECs as they appear in BuPers Notice 1221 of 18 Jan 1966. The changes are now effective.



"Ah yes . . . here it is . . . C-Ration Gumbo."

Navymen Taking Advantage of This New Program Will Be All SET

INCREASINGLY complex electronic equipment plus a need for electronics technicians to remain in the Navy (despite industrial competition) have prompted the Navy to review and reorganize its training concepts as they apply to the electronics technician rating.

The result of this reappraisal is a program of Selective Electronics Training (SET) which will more accurately relate length of service to the length and degree of training a Navyman receives.

The SET Program includes the training of electronics technicians, data systems technicians and communications technicians (M). It offers all phases of the electronics technician class A school and selected class C school courses of specialized training. In return for this education, the Navy will obtain capable technicians for longer periods of time.

The program is scheduled to be completely underway this month. Since January, however, an interim phase has been in progress to provide students already enrolled in ETA school with the chance to take advantage of the SET Program's extended specialized training.

To receive the training offered by the Selective Electronics Training Program, Navymen must obligate themselves according to the terms given in the *Enlisted Transfer Manual* and the *BuPers Manual*.

The following information concerning service as it relates to schooling also pertains to the SET Program:

- All SET trainees who want advanced technical training will be guaranteed enrollment in the ET-A2 and ET-A3 courses after they have successfully completed their BE/E and ET-A1 courses, provided they will extend their first enlistment to a total of six years. The extension becomes binding when the student actually begins the ET-A2 course.

Training in the ET-A2 and ET-A3 courses will be followed by specialized training in specific equipments or skills.

- Reservists reporting for active duty may attend only the BE/E and ET-A1 courses unless they obligate themselves for the active duty required by the SET Program.

- An appropriate proportion of first term enlisted women will also be permitted to attend RM and ET class A schools. If they are qualified, they may select the ET or DS path in the SET Program.

- Navymen who decide to train under the four-year concept will be ordered to duty upon graduation from the ET-A1 course. After being assigned, an ET-A1 graduate who wants to take advantage of the SET Program may request enrollment by extending his enlistment to a total of six years or as outlined in Article 12.22 of the *Enlisted Transfer Manual*, whichever is longer. Requests should be submitted to the Chief of Naval Personnel (Pers-B2163) through the regular chain of command.

Nuclear field personnel who com-

plete the ET-A3 course will, if they meet the requirements of BuPers Inst. 1306.64 series, be transferred to nuclear power training as their specialized training in specific equipments or skills.

Those who fail to enroll in basic nuclear power school, or fail academically after enrollment, will be screened by BuPers before returning to attend one of the other C courses.

After the student finishes his specialized training beyond the ET-A1 level, he will be assigned to duty by the Chief of Naval Personnel or EPDOs as appropriate.

Graduates of the ET-A1 course who do not qualify for or who don't choose the SET Program will be identified as ETN or ETR, assigned NEC ET-1501 and sent only to

These Schools Will Qualify you for SET Program

The following is a list of Class C schools which initially qualify for the SET Program. These courses will provide instruction of from 16 to 24 weeks in length in technical maintenance of specific equipments for graduates of the A3 level

courses. The 12-week shipboard Equipment Indoctrination class C course will be a prerequisite for ETR and ETN SET trainees to receive training in specialized equipment courses.

- Prerequisite for Specialized Communications Equipment Courses
- ** Prerequisite for Specialized Radar Equipment Courses
- *** Prerequisite—NEC 1594
- **** Prerequisite—NEC 1544

COURSES AT SSC GREAT LAKES		AN/SPS-40	1514	COURSES AT NSC MARE ISLAND	
Course Title	NEC	AN/SPS-43	1518	Course Title	NEC
ETN Shipboard Indoctrination*		AN/WLR-1	1594	TSEC/KW-26	1543
ETR Shipboard Indoctrination**		AN/ULQ5/6	1953***	TSEC/KW-37R	1544
AN/SPS-29C	1521	TACAN	1578	TSEC/KW-37T	1549****
AN/SPS-30	1519	AN/SPA-62	1521	TSEC/KW-7	1547
AN/SPS-37	1515	COURSES AT CRYPTO REPAIRSCOL PORTSMOUTH		TSEC/KG-14	1542****
AN/SPS-40	1514	Course Title	NEC	TSEC/KG-13	1548
AN/SPS-43	1518	TSEC/KW-26C	1543	COURSES AT SDIEGO	
TACAN	1578	TSEC/KW-37R	1544	Course Title	NEC
AN/SPA-63	1521	TSEC/KW-37T	1549****	AN/SPS-40	1514
COURSES AT NSC T.I.		TSEC/KW-7	1547	AN/SPS-37	1515
Course Title	NEC	TSEC/KG-14	1542****	AN/SPS-63	1521
ETN Shipboard Indoctrination*		COURSE AT NSC NORVA		WLR-1	1594
ETR Shipboard Indoctrination**		Course Title	NEC	TACAN	1578
AN/SPS-38	1516	AN/SPS-33 (30-wk)	1513	MISCELLANEOUS	
AN/SPS-29	1515	AN/SPS-33 (15-wk)	1513	Course Title	NEC
AN/SPS-29C	1521	AN/SPS-32 Radar	1513	Electronic Standards	
AN/SPS-30	1519	AN/SPS-40	1514	Specialist	1591
		AN/WLR-1	1594	Dash	8394
					8395
				GCA	1577
				Nuclear Power Training	3353/3383

Courses Can Ground You Firmly in ET Career

Here is more information on SET program courses that will be of interest to eligible Navymen.

Basic Electricity and Electronics Course (BE&E) is common core training for all personnel ordered to RM, RD, or ET class A training. During this course qualified Navymen in these three ratings may elect to take advantage of the SET program in return for a minimum of 36 weeks of formal electronics training leading to eventual designation of ETR, ETN, DS or CTM. Navymen who extend and who are selected for ETR, ETN, CTM or DS will also receive additional class C training awarding an appropriate rating series NEC.

Electronics Fundamentals (Course ET-A1) will provide training common to both the four-year enlistee and the six-year extendee the basic electronic circuits, test equipment usage and repair (part replacement) skills. Upon completion of this course, four-year enlistees will be identified as CTM,

ETN or ETR strikers on a proportionate basis. ETNs and ETRs will be assigned NEC ET-1501 and will be ordered directly to duty in appropriate billets.

Advanced Electronics (Course ET-A2) will prepare graduates of Course ET-A1 who have taken advantage of the SET Program for entry into A3 level courses. At this phase of the training cycle, final designation of CTs and DSs will be made.

Electronics Equipment, Radar (Course ETR-A3); Electronics Equipment, Communications (Course ETN-3) and Data Systems Fundamentals (Course DS-A3) will all train graduates of Course ET-A2. The ETR and ETN courses provide instruction in technical maintenance and repair of selected radar and communications equipment. The DS course provides instruction in digital computer fundamentals and related circuits. Communications Technicians attend either the ETR, ETN or the DS-A3 courses.

Answers to Questions on Sea and Shore Assignments For Navy Warrant Officers

IF YOU'VE BEEN SELECTED for warrant, or are planning to make application for the warrant officer program, there may be one problem that's bothering you: What kind, and how much sea duty in relation to shore duty can you expect? Here are the answers, straight from the warrant officer assignment section.

Surface and aviation warrant officers are assigned to sea duty for their first tour insofar as requirements permit. This provides the newly appointed warrant the opportunity to perform in an assignment and in an environment that will insure rapid career development. Sea assignments, almost without exception, are in the professional area of the officer's designator. New appointees are not usually assigned to tenders or preferred sea duty billets.

The *Manual of Qualifications for Warrant Officers (NavPers 18455A)* lists representative billets.

Sea/shore rotation is based on the ratio of billets at sea and ashore. A far greater number of billets exists at sea than ashore for some designators. For example, sea billets for deck and engineering officers exceed shore requirements by about three or four to one. This means, of course, longer sea tours for officers in these designators.

Billets for other categories are more evenly distributed and permit shorter sea tours. Approximate tour lengths are listed below.

Surface Warrants	Years at Sea	Years Ashore
7130 Boatswain	3	2
7140 Operations Technician	2	2
7230 Surface Ordnance Technician	2	2
7240 Ordnance Control Technician	2	2
7330 Underwater Ordnance Technician	2	2
7430 Machinist	3	2
7540 Electrician	3	2
7640 Communications Technician	Shore, except for about 30 sea billets	
7660 Electronics Technician	2	2
7740 Ship Repair Technician	3	2
7820 Ship's Clerk	2	3
7850 Bandmaster	Ashore only	

Assignment ashore after comple-

activities having an allowance for five or more ETs.

Graduates of the A1 course will not normally be qualified without further ET-A2 and A3 training to undertake specialized courses after training. However, in extraordinary cases, commands may recommend for enrollment those who show exceptional performance. Recommendations should be sent to the Chief of Naval Personnel (Attn: Pers B-2163).

Complete details concerning the SET Program may be found in BuPers Inst. 1510.104.

Seavey-Shorvey Notes

• **DUTY CATEGORY INFO** — All permanent transfer orders under the Seavey/Shorvey system now state the category of duty involved at the new command. This was made necessary by the addition of the neutral time designation of some preferred sea billets formerly classified as sea duty and the shore duty designation of some overseas billets formerly sea duty. (See Major Revision of Seavey/Shorvey, ALL HANDS, January 1966 on new types of duty.)

Since the revision all orders for enlisted men (except those in ratings not included in Seavey/Shorvey) will state whether the men concerned will report to sea duty, shore duty or neutral time duty. Additional information may be found in BuPers Notice 1306 of 6 Jan 1965.

All-Navy Cartoon Contest
Charley Wise, HMCS, USN



"Can't you see I'm using it?"

tion of first sea tour will be in a professional billet whenever possible. However, in those categories where not enough billets exist ashore to permit planned rotation, some officers may be assigned general duties which do not correspond to their specialty.

Overseas service where dependents may accompany you is considered the same as CONUS shore duty for rotation purposes. Isolated duty stations are excepted.

Aviation Warrants	Years at Sea	Years Ashore
7110 Aviation Operations Technician	3 to 4	3
7210 Aviation Ordnance Technician	3 to 4	3
7410 Aviation Maintenance Technician	3 to 4	3
7450 Aviation Control Technician	3 to 4	3
7600 Aviation Boatswain	3 to 4	3
7610 Aviation Electronics Technician	3 to 4	3
7620 Aviation Intelligence Technician	3 to 4	3
8210 Aerographer	3 to 4	3
8310 Photographer	3 to 4	3

Aviation warrants placed in squadrons for their first assignment will be toured for three years, followed by three years ashore.

For aviation warrant officers, overseas service is used as either first or second half of a split sea tour.

BuPers Inst. 1301.35 series discusses aviation officer assignment rotation policies.

Supply Warrants	2 years at sea
7980 Supply Clerk	Shore: W-1 2 years W-2 2 years W-3 2½ years W-4 3 years

Medical/Dental Warrants*	Shore, except for 24 overseas shore and Fleet Marine Force billets.
8170 Medical Service Warrant	
8180 Dental Service Warrant	

* This program is being phased out. No new appointees.

CEC Warrants	Years at Sea	Years Ashore
8490 Civil Engineer Corps	2	2

Rotation between sea and shore normally permits one or two shore tours followed by assignment at sea.

Officer assignments are controlled by a centralized system established in the Bureau of Naval Personnel. A Technical Duty Officer Detail Section has cognizance for the career planning and distribution of surface

Midshipmen Tackle CIC Problems During Dry Run

First Class Midshipmen at the U. S. Naval Academy are learning operations, procedures and tactics in Combat Information Centers through the use of four mock-ups in the Naval Science Department.

The four rooms resemble, as closely as possible, those aboard Navy ships. They are equipped with intraship phones, radio communications, radarscopes and information status boards, with which each man must be familiar before undertaking actual battle problems.

After learning the basics, the midshipmen conduct simulated problems of submarine and air attacks. During each problem, the men are assigned to such diverse duties as radarscope operation, status board plotting, radio phone talking to weapons areas and other "ships," and a stint as Evaluator.

The Evaluator position is filled by students who have worked with all facets of the mock-up. Their experience makes them aware of the various resources, demands and

limitations of the entire system.

Midshipmen also receive training as Air Intercept Controllers and must conduct simulated ground control over airborne friendly aircraft. They are taught proper radio and radar control procedures and, in the event of a hostile air attack, how to position friendly aircraft so that effective air-to-air missiles may be used.

In an adjoining problem room, radar contacts are generated and appear on the mock-up radarscope. These "blips" correspond to friendly and enemy contacts. Various courses and speeds are selected in order to make the problem more realistic.

Each day a simulated war problem is conducted in the CIC training rooms of the Naval Science Department. The battles are sometimes lost, but experience, judgment and valuable instruction are gained which will enable the midshipman of today to become a successful leader of tomorrow.

type warrant officers. Aviation categories are assigned by the Aviation Officer Assignment Section.

Supply, Medical and Dental and CEC types are controlled by their respective staff corps representatives.

Warrant officer promotions are by selection board action based on an over-all review of fitness reports and other records. The selection board, composed of senior officers, convenes annually in the spring.

Time in grade requirements are two years from W-1 to W-2, four

years from W-2 to W-3, and four years from W-3 to W-4. It is anticipated that those warrants appointed from E-8 and E-9 in fiscal year 1966 will be promoted to W-2 after one year of service as W-1.

Chez Kemper County

At Chu Lai, Vietnam, *uss Kemper County* (LST 854) assumed the importance of the community's biggest and best hotel when it welcomed aboard 95 battle-weary, water-logged and hungry Marines fresh from 11 days of fighting in the rice paddies.

For nearly two weeks, the men had been subsisting on C rations so it wasn't surprising that most felt the urge to put away three or four sizzling steaks soon after they came aboard.

After their first hot shower in several days, they enjoyed a good night's sleep in dry, secure comfort. During the night, *Kemper County's* laundry washed and pressed their uniforms.

The next morning, after a brunch of eggs, hot cakes and sausages, the Marines were back on the job—15 hours after checking into the LST.



"Where did you get the idea we used the sea valve to drain bilge water?"

The CCC: It May Be One of the Ambitious Sailor's Best Friends

THE MAN WHO WANTS to forge ahead in his Navy career has, no doubt, long since learned that it's a good idea to check out correspondence courses. He knows that, basically, an enlisted correspondence course is a set of questions dealing with information contained in the Navy Training Courses. They are designed as guides to help him get the most out of his study.

Chances are you yourself have checked out courses. If so, you've seen how they point out important definitions, show why things are done in a particular way, demonstrate the cause and effect of various actions, bring out similarities or differences between certain objects, and help you to recognize and identify mistakes and common principles which apply to two or more situations.

When an active duty Navyman enrolls in a correspondence course (and anyone on active duty can do so through his local command), he receives one of the Navy's blue books (unless he is in an aviation rating, in which case the book is green).

He also receives an assignment

booklet which gives him instructions and other information to help him study his book. The questions he is asked are usually multiple choice and cover an assignment in the text. He is given an answer sheet on which he marks what he believes to be the correct answer.

Although the answer sheet looks very much like a test, it really isn't. It is only a study aid and you may complete it with your book open. This method is, in fact, encouraged to help you get the most out of the questions and your search for the answers.

Before you mail your assignment make certain you did your best, because your answer sheet will be individually scored. When it is returned, it will have any questions you missed checked, and a reference will be given to help you correct your error. Your grade on the assignment will also be given.

Usually, correspondence courses for regular Navy men and Reserves on active duty are given and graded locally. When this is the case, you should submit your application on *Enlisted Correspondence Course Ap-*

plication—Local Administration, NavPers Form 231 and forward it to the Correspondence Course Center via your commanding officer.

If you are in a command where the courses can't be administered locally, send your application on NavPers Form 992. In this instance, your CO will forward the application to the Correspondence Course Center with the request that the Center administer and grade the course. Your division or education officer can tell you which form to use.

Active duty Navy men should ignore the retirement points given in the list below. *These retirement points apply only to inactive duty Reservists.* They are included, in this roundup so it will be of benefit to all ALL HANDS readers. The listing of retirement points will also give some idea of the relative extent of subject matter in each individual course.

You can take only one course at a time. Before applying you would do well to seek advice from your education officer, division officer or personnel officer.

Here is the list of correspondence courses now available.

Advanced Mathematics, Vol 1, NavPers 91221-F; 6 assignments, 18 retirement points.
Aerographer's Mate 3 & 2, NavPers 91664-2; 13 assignments, 39 retirement points.
Aerographer's Mate 1 & C, NavPers 91603-1; 16 assignments, 48 retirement points.
Air Controlman 3 & 2, NavPers 91676-1A; 9 assignments, 18 retirement points.
Air Controlman 1 & C, NavPers 91677-A; 4 assignments, 12 retirement points.
Airman; NavPers 91600-B; 11 assignments, 22 retirement points.
Aviation Antisubmarine Warfare Technician 3 & 2; NavPers 91577; 10 assignments, 30 retirement points. *Confidential*.
Aviation Boatswain's Mate "E" 3 & 2, NavPers 91678; 8 assignments, 24 retirement points.
Aviation Boatswain's Mate "E" 1 & C, NavPers 91672; 5 assignments, 10 retirement points.
Aviation Boatswain's Mate "F" 3 & 2, NavPers 91679-B; 7 assignments, 21 retirement points.
Aviation Boatswain's Mate "F" 1 & C, NavPers 91680; 4 assignments, 12 retirement points.
Aviation Boatswain's Mate "H" 3 & 2, NavPers 91636-1A; 3 assignments, 9 retirement points.
Aviation Boatswain's Mate "H" 1 & C, NavPers 91638-1; 3 assignments, 6 retirement points.
Aviation Electrician's Mate 3 & 2, NavPers

91610-1D; 14 assignments, 42 retirement points.
Aviation Electrician's Mate 1 & C, NavPers 91611-2A; 8 assignments, 24 retirement points.
Aviation Electronics Technician 3 & 2, NavPers 91613-1A; 15 assignments, 30 retirement points. *Confidential*.
Aviation Electronics Technician 1 & C, NavPers 91615-C; 13 assignments, 39 retirement points. *Confidential*.
Aviation Fire Control Technician 3, NavPers 91633-1A; 12 assignments, 36 retirement points. *Confidential*.
Aviation Fire Control Technician 2, NavPers 91634-2; 11 assignments, 33 retirement points. *Confidential*.
Aviation Fire Control Technician 1 & C, NavPers 91635-1; 7 assignments, 21 retirement points.
Aviation Machinist's Mate "J" 3 & 2, NavPers 91582; 8 assignments, 24 retirement points.
Aviation Machinist's Mate "J" 1 & C, NavPers 91587; 8 assignments, 24 retirement points.
Aviation Machinist's Mate "R" 3 & 2, NavPers 91368; 9 assignments, 18 retirement points.
Aviation Machinist's Mate "R" 1 & C, NavPers 91608-1; 5 assignments, 15 retirement points.
Aviation Maintenance Administrationman 3 & 2, NavPers 91498; 4 assignments, 8 retirement points.
Aviation Ordnancemen 3 & 2, NavPers 91665-1A; 11 assignments, 22 retirement points.
Aviation Ordnanceman 1 & C, NavPers 91662-1; 7 assignments, 21 retirement points.

Aviation Storekeeper 3 & 2, NavPers 91674-B; 8 assignments, 24 retirement points.
Aviation Storekeeper 1 & C, NavPers 91675-1A; 8 assignments, 16 retirement points.
Aviation Structural Mechanic "S" 3 & 2, NavPers 91364; 4 assignments, 12 retirement points.
Aviation Structural Mechanic "S" 1 & C, NavPers 91650-1; 7 assignments, 14 retirement points.
Aviation Structural Mechanic "E" 3 & 2, NavPers 91622-1; 7 assignments, 21 retirement points.
Aviation Structural Mechanic "E" 1 & C, NavPers 91366; 5 assignments, 10 retirement points.
Aviation Structural Mechanic "H" 3 & 2, NavPers 91365; 6 assignments, 18 retirement points.
Aviation Structural Mechanic "H" 1 & C, NavPers 91367; 6 assignments, 18 retirement points.
Basic Electricity, Part I, NavPers 91224-C; 6 assignments, 18 retirement points.
Basic Electricity, Part II, NavPers 91226; 5 assignments, 15 retirement points.
Basic Hand Tools, NavPers 91228-1D; 5 assignments, 10 retirement points.
Basic Machines, NavPers 91230-D; 3 assignments, 6 retirement points.
Basic Military Requirements, NavPers 91202-1A; 6 assignments, 12 retirement points.
Blueprint Reading & Sketching, NavPers 91223-3; 3 assignments, 9 retirement points.

Boatswain's Mate 3 & 2, NavPers 91243-2B; 8 assignments, 16 retirement points.

Boatswain's Mate 1 & C, NavPers 91245-2B; 4 assignments, 12 retirement points.

Boilermaker 1 & C, NavPers 91515-1; 8 assignments, 24 retirement points.

Boilermaker 3 & 2, NavPers 91512-3; 6 assignments, 12 retirement points.

Boilerman 1 & C, NavPers 91514-3; 7 assignments, 14 retirement points.

Builder 3 & 2, NavPers 91584-2; 6 assignments, 18 retirement points.

Builder 1 & C, NavPers 91586-2; 5 assignments, 15 retirement points.

Commissaryman 3 & 2, NavPers 91441-1C; 4 assignments, 8 retirement points.

Commissaryman 1 & C, NavPers 91443-2A; 3 assignments, 6 retirement points.

Communications Technician "A" 3 & 2, NavPers 91558-A; 5 assignments, 10 retirement points.

Communications Technician "A" 1 & C, NavPers 91560; 5 assignments, 10 retirement points.

Communications Technician "M" 3 & 2, NavPers 91557-B; 8 assignments, 16 retirement points.

Communications Technician "M" 1 & C, NavPers 91561; 7 assignments, 21 retirement points. Confidential, modified handling.

Communications Technician "O" 3 & 2, NavPers 91547; 6 assignments, 18 retirement points.

Communications Technician "T," "R," "J" 3 & 2, NavPers 91567-1; 9 assignments, 27 retirement points. Confidential.

Construction Electrician 3 & 2, NavPers 91569-2A; 6 assignments, 18 retirement points.

Construction Electrician 1 & C, NavPers 91571-1D; 6 assignments, 18 retirement points.

Constructionman, NavPers 91562-1D; 5 assignments, 15 retirement points.

Construction Mechanic 3 & 2, NavPers 91579-1B; 9 assignments, 27 retirement points.

Construction Mechanic 1 & C, NavPers 91581-2A; 8 assignments, 24 retirement points.

Damage Controlman 3 & 2, NavPers 91544-2B; 6 assignments, 18 retirement points.

Damage Controlman 1 & C, NavPers 91546-1C; 5 assignments, 15 retirement points.

Dental Technician General 3 & 2, NavPers 91681-1A; 9 assignments, 18 retirement points.

Dental Technician General 1 & C, NavPers 91682-1B; 5 assignments, 15 retirement points.

Dental Technician Prosthetic 3 & 2, NavPers 91686-1B; 4 assignments, 12 retirement points.

Dental Technician Prosthetic 1 & C, NavPers 91687-1C; 5 assignments, 15 retirement points.

Dental Technician Repair, NavPers 91689-1B; 5 assignments, 15 retirement points.

Disaster Control, NavPers 10440; 11 assignments, 16 retirement points. This is an officer/enlisted course.

Disbursing Clerk 3 & 2, NavPers 91436-3B; 7 assignments, 21 retirement points.

Disbursing Clerk 1 & C, NavPers 91438-3; 3 assignments, 9 retirement points.

Draftsman 3, NavPers 91487-E; 7 assignments, 21 retirement points.

Draftsman 2, NavPers 91488-D; 6 assignments, 18 retirement points.

Draftsman 1 & C, NavPers 91489-B; 5 assignments, 15 retirement points.

Electrician's Mate 3 & 2, NavPers 91524-1B; 6 assignments, 18 retirement points.

Electrician's Mate 1 & C, NavPers 91526-1A; 3 assignments, 9 retirement points.

Electronics Technician 3, NavPers 91373-2B; 9 assignments, 27 retirement points.

Electronics Technician 2, NavPers 91375-2; 9 assignments, 27 retirement points.

Electronics Technician 1 & C, NavPers 91376-B; 8 assignments, 24 retirement points. Confidential.

Engineman 3 & 2, NavPers 91519-2; 9 assignments, 18 retirement points.

Engineman 1 & C, NavPers 91521-E; 5 assignments, 15 retirement points.

Engineering Aid 3 & 2, NavPers 91564-2; 14 assignments, 28 retirement points.

Engineering Aid 1 & C, NavPers 91566-2; 4 assignments, 8 retirement points.

Enlisted Transfer Manual, NavPers 91423-1; 5 assignments, 10 retirement points.

Equipment Operator 3 & 2, NavPers 91574-2B; 5 assignments, 10 retirement points.

Equipment Operator 1 & C, NavPers 91576-2A; 3 assignments, 9 retirement points.

Field Manufacture of Industrial Gases, NavPers 91505; 12 assignments, 48 retirement points.

Fire Control Technician 3, NavPers 91339-1; 6 assignments, 18 retirement points.

Fire Control Technician 2, NavPers 91340-1A; 6 assignments, 18 retirement points.

Fire Control Technician 1 & C, NavPers 91346-1; 9 assignments, 27 retirement points.

Fireman, NavPers 91500-2B; 5 assignments, 10 retirement points.

Gunner's Mate "G" 3 & 2, NavPers 91355-2; 6 assignments, 12 retirement points.

Gunner's Mate "G" 1 & C, NavPers 91357-1; 5 assignments, 15 retirement points.

Gunner's Mate "M" 3 & 2, NavPers 91379; 6 assignments, 18 retirement points. Confidential.

Gunner's Mate "M" 1 & C, NavPers 91380; 8

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



" . . . That's it sir . . . a real sincere smile . . . now relax your eyebrows . . . There . . . That's almost got it . . . Now . . ."

assignments, 24 retirement points. Confidential.

Gunner's Mate "T" 3 & 2, NavPers 91377-A; 8 assignments, 24 retirement points. Confidential, restricted data.

Gunner's Mate "T" 1 & C, NavPers 91378; 4 assignments, 12 retirement points. Confidential, restricted data.

Hospital Corpsman 3 & 2, NavPers 91669-2; 5 assignments, 15 retirement points.

Hospital Corpsman 1 & C, NavPers 91671-1; 8 assignments, 15 retirement points.

Hospitalman, NavPers 91667-1B; 4 assignments, 8 retirement points.

Instrumentman 3 & 2, NavPers 91383-C; 3 assignments, 9 retirement points.

Instrumentman 1 & C, NavPers 91385-1; 7 assignments, 21 retirement points.

Interior Communications Electrician 3, NavPers 91528-E; 5 assignments, 15 retirement points.

Interior Communications Electrician 2, NavPers 91529-D; 9 assignments, 27 retirement points.

Interior Communications Electrician 1 & C, NavPers 91531-C; 4 assignments, 12 retirement points.

Introduction to Naval Electronics, NavPers 10444; 5 assignments, 10 retirement points. This is an officer/enlisted course.

Introduction to Sonar, NavPers 91258-A; 4 assignments, 12 retirement points.

Journalist 3 & 2, NavPers 91452-1; 5 assignments, 10 retirement points.

Journalist 1 & C, NavPers 91453; 3 assignments, 6 retirement points.

Lithographer 3 & 2, NavPers 91471-1; 7 assignments, 21 retirement points.

Lithographer 1 & C, NavPers 91475-1C; 5 assignments, 15 retirement points.

Machine Accountant 3 & 2, NavPers 91274-A; 5 assignments, 15 retirement points.

Machine Accountant 1 & C, NavPers 91275; 4 assignments, 12 retirement points.

Machinery Repairman 3 & 2, NavPers 91507-2; 8 assignments, 24 retirement points.

Machinery Repairman 1 & C, NavPers 91509-2; 3 assignments, 9 retirement points.

Machinist's Mate 3 & 2, NavPers 91502-2A; 8 assignments, 16 retirement points.

Machinist's Mate 1 & C, NavPers 91504-D; 5 assignments, 15 retirement points.

Mathematics, Vol. 1, NavPers 91219-1B; 5 assignments, 15 retirement points.

Mathematics, Part 3, NavPers 10450; 14 assignments, 42 retirement points. This is an officer/enlisted course.

Military Requirements for Petty Officers 3 & 2, NavPers 91206-D; 5 assignments, 15 retirement points.

Military Requirements for Petty Officers 1 & C, NavPers 91207-C; 4 assignments, 12 retirement points.

Mineman 3 & 2, NavPers 91335-2; 6 assignments, 12 retirement points. Confidential.

Mineman 1 & C, NavPers 91337-2; 7 assignments, 21 retirement points. Confidential.

Missile Technician 3 & 2, NavPers 91360-1; 6 assignments, 18 retirement points.

Missile Technician 1 & C, NavPers 91361; 9

assignments, 27 retirement points. *Confidential*.

Molder 3 & 2, NavPers 91554-1B; 6 assignments, 18 retirement points.

Molder 1 & C, NavPers 91556-1; 8 assignments, 24 retirement points.

Naval Electronics, Part I, NavPers 10445; 15 assignments, 30 retirement points. This is an officer/enlisted course.

Naval Electronics, Part II, NavPers 10446; 10 assignments, 20 retirement points. *Confidential*. This is an officer/enlisted course.

Naval Electronics, Part III, NavPers 10447; 7 assignments, 14 retirement points. *Confidential*. This is an officer/enlisted course.

Opticalman 3, Vol. I, NavPers 91387-D; 4 assignments, 12 retirement points.

Opticalman 3, Vol. II, NavPers 91388-C; 5 assignments, 15 retirement points.

Opticalman 2, 1 & C, NavPers 91389; 7 assignments, 21 retirement points.

Parachute Rigger 3 & 2, NavPers 91639-1A; 6 assignments, 18 retirement points.

Parachute Rigger 1 & C, NavPers 91606-1B; 6 assignments, 12 retirement points.

Patternmaker 3 & 2, NavPers 91549-1A; 6 assignments, 18 retirement points.

Patternmaker 1 & C, NavPers 91551-A; 6 assignments, 18 retirement points.

Personnelman 3 & 2, NavPers 91420-1C; 6 assignments, 12 retirement points.

Personnelman 1 & C, NavPers 91422-1C; 5 assignments, 10 retirement points.

Photographer's Mate 3, NavPers 91492-B; 10 assignments, 20 retirement points.

Photographer's Mate 2, NavPers 91493-A; 10 assignments, 30 retirement points.

Photographer's Mate 1 & C, NavPers 91649-A; 13 assignments, 26 retirement points.

Photographic Intelligenceman 3 & 2, NavPers 91592-A; 9 assignments. 27 retirement points. *Confidential*.

Photographic Intelligenceman 1 & C, NavPers 91683; 10 assignments, 30 retirement points. *Confidential*.

Postal Clerk 3 & 2, NavPers 91401-3A; 5 assignments, 10 retirement points.

Postal Clerk 1 & C, NavPers 91460-1; 4 assignments, 8 retirement points.

Quartermaster 3 & 2, NavPers 91286-2A; 6 assignments, 18 retirement points.

Quartermaster 1 & C, NavPers 91253-C; 5 as-

signments, 15 retirement points.

Radarman 3 & 2, NavPers 91269-1; 11 assignments, 33 retirement points. *Confidential*, modified handling.

Radarman 1 & C, NavPers 91268-C; 7 assignments, 21 retirement points. *Confidential*, modified handling.

Radioman 3 & 2, NavPers 91403-1C; 6 assignments, 18 retirement points.

Radioman 1 & C, NavPers 91405-3; 6 assignments, 18 retirement points.

Seaman, NavPers 91240-1D; 10 assignments, 20 retirement points.

Shipfitter 3 & 2, NavPers 91535-B; 7 assignments, 21 retirement points.

Shipfitter 1 & C, NavPers 91542-A; 6 assignments, 18 retirement points.

Ship's Serviceman 3 & 2, NavPers 91447-1B; 2 assignments, 4 retirement points.

Ship's Serviceman 1 & C, NavPers 91450-B; 4 assignments, 8 retirement points.

Ship's Serviceman Barber Handbook, NavPers 91465-1A; 2 assignments, 6 retirement points.

Ship's Serviceman Cobbler Handbook, NavPers 91464-B; 2 assignments, 6 retirement points.

Ship's Serviceman Laundry Handbook, Nav-

Pers 91466-C; 3 assignments, 6 retirement points.

Ship's Serviceman Tailor Handbook, NavPers 91463-1D; 2 assignments, 4 retirement points.

Signalman 3 & 2, NavPers 91291-D; 5 assignments, 15 retirement points.

Signalman 1 & C, NavPers 91292-A; 3 assignments, 6 retirement points.

Sonarman "S" 3 & 2, NavPers 91259-3; 5 assignments, 15 retirement points. *Confidential*.

Sonarman "G" 3 & 2, NavPers 91261-1; 7 assignments, 21 retirement points. *Confidential*.

Sonar Technician 1 & C, NavPers 91265-A; 5 assignments, 15 retirement points. *Confidential*, modified handling.

Standard First Aid Training Course, NavPers 91217-G; 6 assignments, 12 retirement points.

Steelworker 3 & 2, NavPers 91589-1C; 7 assignments, 21 retirement points.

Steelworker 1 & C, NavPers 91591-1B; 4 assignments, 12 retirement points.

Steward 3 & 2, NavPers 91693-2C; 5 assignments, 10 retirement points.

Steward 1 & C, NavPers 91696-D; 3 assignments, 6 retirement points.

Stewardsman, NavPers 91691-1F; 3 assignments, 6 retirement points. ;

Storekeeper 3 & 2, NavPers 91431-3D; 6 assignments, 12 retirement points.

Storekeeper 1 & C, NavPers 91433-2A; 4 assignments, 12 retirement points.

Torpedoman's Mate 3 & 2, NavPers 91297-C; 9 assignments, 18 retirement points.

Torpedoman's Mate 1 & C, NavPers 91299-1; 4 assignments, 12 retirement points. *Confidential*.

Tradesman 3 & 2, NavPers 91698-1A; 14 assignments, 42 retirement points.

Tradesman 1 & C, NavPers 91699-A; 8 assignments, 24 retirement points.

U. S. Navy Shore Patrol, NavPers 91468-1F; 3 assignments, 6 retirement points.

Utilitiesman 3 & 2, NavPers 91594-2; 8 assignments, 24 retirement points.

Utilitiesman 1 & C, NavPers 91596-2; 6 assignments, 18 retirement points.

Yeoman 3 & 2, NavPers 91414-3C; 4 assignments, 8 retirement points.

Yeoman 1 & C, NavPers 91416-3A; 5 assignments, 15 retirement points.

• PUBLICATIONS CUSTODIANS -

Registered Publications Custodian Correspondence Course (NavPers 10415) has been prepared by the Chief of Naval Operations for naval personnel who handle Registered Publications System (RPS) distributed publications.

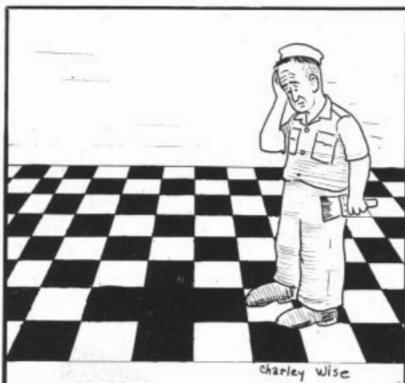
The purpose of this course is to provide a medium for self-study by custodians, alternate custodians, witnessing officers, local holders, and any other personnel whose duties require the use of RPS publications. The course is also recommended for commanding officers, executive officers, and others responsible for the supervision of personnel who handle their publications.

The course is particularly valuable where operational commitments prevent attendance at an RPS training school. It covers all aspects of the issuing, handling, accounting, and distribution of RPS material and is intended to do two things:

- To improve the security of registered publications.
- To increase efficiency in the distribution and maintenance of RPS publications.

The Chief of Naval Personnel assisted in the preparation of the course and is currently administering it through the U. S. Naval Correspondence Course Center, Scotia, N. Y. 12302. Requests for the course should be addressed to the Center via the normal channels.

All-Navy Cartoon Contest Charley Wise, HMCS, USN



"Will someone tell those guys I'm a non-combatant?"

Retirement Means a Rewarding Future for Those Who Plan Ahead

IT'S A FACT that some Navy people will spend more years in retirement than they spent at the jobs that led to retirement. This is not as astonishing as it may sound. At the turn of the century the average person's life expectancy was 49; thanks to medical science, today it is closer to 75. The big question is—how to get the most out of those added years.

A "successful retirement" is not a matter of chance. It requires realistic and practical planning.

So—if you are scheduled for retirement or transfer to the Fleet Reserve, now is the time to start thinking about your future.

Take first things first. If you can't live on reduced retirement income, face the fact now and decide upon a second career.

If you don't have a specific job in mind and don't know where to begin, start by reading *Your New Career—Planning for Retirement* (NavPers 15895C). It contains guidelines for setting up realistic second career job objectives, writing a resumé, getting job leads, writing a cover letter, and going through a job interview.

This publication and the others mentioned throughout this article should be available to you for reference at your duty station. Unless otherwise specified, they may be requisitioned in accordance with NavSandA P-2002 by commanding officers for use by personnel officers, administrative officers and others responsible for counseling career personnel scheduled for retirement or transfer to the Fleet Reserve after completing 20 or more years of active duty. (Incidentally, sufficient copies of the *Navy Guide for Retired Personnel and Their Families* (NavPers 158991B) and *Your New Career—Planning for Retirement* (NavPers 15895C) are in the Navy Supply System to permit distribution of one copy to each prospective retiree).

Another brochure that you will find extremely interesting and helpful is *Operation Highline—A Bridge to a Second Career*. It has been made available by the Navy League.

Watch for an announcement in your station newspaper or Plan of the Day about an *Operation Highline* presentation at your duty station.

Such presentations are usually held once or twice a year at major naval activities. Also sponsored in this program is a training film called *Operation Highline* (MN-10139) which can be ordered by Naval activities from the Training Aids Centers in New York or San Francisco.

One of the first things you should do if you're nearing retirement is visit your personnel office. Then arrange to get your own personal copies of those publications available for individual distribution.

If you are stationed in the continental United States, you can supplement your "do it yourself" preparation for your civilian job by attending a briefing session conducted on board your station by an employment counselor from a local state employment service office.

Such briefings are part of a program sponsored cooperatively by the Department of Defense and the Department of Labor. They are held at military bases throughout the country to give civilian employment orientation, counseling, testing and placement assistance to those scheduled for retirement or transfer to the Fleet Reserve. Check with your personnel office for briefing schedules, and plan to attend the next one. Detailed information about the civilian employment assistance program is contained in BuPers Instruction 1740.4.

Those who have teaching as their

second-career goal will find in *Your New Career—Planning for Retirement* (NavPers 15895C) a chapter on colleges and universities which conduct programs designed for the mature person who wants to prepare to be a teacher. These programs offer various types of financial aid.

Since publication of the current edition of *Your New Career*, the University of South Dakota, Florida State University, and Pennsylvania State University have announced Academic Year Institutes.

The South Dakota program is primarily for those returning to teaching after an absence of 20 years; Florida State's program is planned for those interested in teaching high school physics, while Penn State's program is designed to qualify candidates as teachers of engineering technology. All these programs require applicants to hold the bachelor's degree and offer full paid tuition, a yearly stipend and allowances for travel and books.

Colgate University offers a Teaching Intern Program which enables graduate students to qualify for their teaching credentials and an MA degree while engaged in a combined program of graduate study and salaried employment as intern teachers. Financial aid is also available through scholarship and loan funds.

The New Careers Fellowship Program at Columbia University is open to those lacking the bachelor's degree, as well as college graduates who choose a field of study such as social work, hospital administration, library administration, public administration at federal, state and local levels, or other service-type occupational fields. Further information about these programs may be obtained by writing directly to the university or to the BuPers Retired Activities Section.

If your post-retirement employment interest lies in business and industry, you'll have to do some homework to get answers to questions like: "What companies offer the type of work I want?" "What do the various companies produce?" or "Where do the companies that interest me have their offices?"

Answers to such questions may be found in the *College Placement Annual*—a publication which lists more

All-Navy Cartoon Contest
Charley Wise, HMCS, USN



"Now that you've retired, here's a list of things you've been putting off . . ."

than 1800 companies and tells what they manufacture, where they are located, who the personnel managers are, and the kind of talent each company is looking for. Don't let the title mislead you. The book is simply a listing of the companies that send recruiters to college campuses, and its title stems from the fact that it's published by the College Placement Association. *Career—Civilian Opportunities* is another publication that provides similar information.

You will also find that many states publish directories of their industries. In the state of Maryland, for example, the Department of Economic Development, State Office Building, Annapolis, Md., publishes a Directory of Science Resources in Maryland, priced at \$2.50 a copy, and a Directory of Maryland Manufacturers, which sells for \$12.50 a copy. These directories identify Maryland industrial firms, their locations and functions, and copies are available at most Maryland county libraries.

In other states, similar directories may also be published. If you are interested in a particular state, it is suggested you contact one of the following: The state development commission, board of trade, chamber of commerce or similar agencies in the state capital.

After you've decided upon the kind of job you want and the institutions or companies that might hire you, you'll want to send them a summary of your background and experience to show what you, as a prospective employee, have to offer. This is known as a resumé. *Your New Career—Planning for Retirement* tells you how to write a resumé—what should go into it; how long it should be. Also discussed is the important subject of the job interview.

Regular officers considering employment with the Federal Government or positions in private industry in the sales field are faced with certain employment restrictions. So are officers and enlisted personnel contemplating employment with foreign governments or foreign business firms.

The Dual Compensation Act and "conflict of interest" laws are discussed in the *Navy Guide for Retired Personnel and Their Families*. A more detailed account of their application may be found in the *Reference Guide to Employment Activities of Retired Naval Personnel* (NavSo P-1778).

Individual copies of the latter pamphlet may be requested from the Department of the Navy, Office of the Judge Advocate General, Administrative Law Division (Finance

Branch), Washington, D. C. 20350.

Your status as a retired member or Fleet Reservist is thoroughly explored in the *Navy Guide for Retired Personnel and Their Families* (NavPers 15891B). In addition to information about the rights and traditional military privileges accorded Navy retirees, information is included about benefits available through the Veterans Administration, Social Security Administration, American Red Cross and the Navy Relief Society.

For answers to specific questions about post-retirement employment not covered in the reference books mentioned in this article, write or visit the Retired Activities Section, Bureau of Naval Personnel, Washington, D. C. 20370.

Correspondence Courses

Six correspondence courses have been issued and are available through the Naval Correspondence Course Center, Scotia, N. Y. 12302. Of the six, five are revised enlisted courses; the other is a new course for both officer and enlisted. The six are:

- ECC Storekeeper 3 and 2, NavPers 91431-3D (supersedes NavPers 91431-3C).
- ECC Steelworker 3 and 2, NavPers 91589-1C (supersedes NavPers 91589-1B).
- ECC Communications Technician A 3 and 2 NavPers 91558-A (supersedes NavPers 91558).
- ECC Storekeeper 1 and C, NavPers 91433-2B (supersedes NavPers 91433-2A).
- ECC Dental Technician General 3 and 2, NavPers 91681-1A (supersedes NavPers 91681-1).
- OCC/ECC Digital Computer Basics, NavPers 10441.

A Reminder

• **ALL-NAVY CARTOON CONTEST** — Here's an up-to-date reminder to those who would bid for fame and trophies in the 1966 All-Navy Cartoon Contest—the time grows shorter. Your entry or entries must be in the hands of the Chief of Naval Personnel (Attn: Pers G-11) no later than 1 Jul 1966.

Complete details on this eleventh annual carnival of yuks can be found in the March 1966 issue of *ALL HANDS* (and BuPers Notice 1700 of 27 Jan 1966). Briefly, all naval personnel and their dependents are eligible to enter; cartoons must be original and contain a Navy theme or background, and must be suitable for general use. The five top choices will receive trophies from BuPers, and all winning entries will be published in *ALL HANDS*.



EVERYONE IS IN THE RUNNING for *ALL HANDS* Magazine. Pass this copy on to nine other Navymen.

Defense Institute Offers Training and Brush-Up Courses in 41 Languages

Navy men who are scheduled to fill billets requiring foreign language proficiency may be able to acquire or brush up on their skills by attending the Defense Foreign Language Institute.

The Institute is, for the present, located at Monterey, Calif. and Washington, D.C. The Washington branch, however, will be moved to El Paso, Texas, sometime between 1 Jul 1966 and 30 Jun 1967.

Courses in 41 different languages are offered ranging in length from 12 to 47 weeks. Before eligible Navy men may be ordered to duty at the Language Institute, they must first take a language aptitude test, if they are strangers to the language. Those who claim proficiency in a foreign language and are applying for refresher training, must take an Army Language Proficiency Test in the language. (See the box in the next column for a list of the languages that maybe studied.)

Applications from officers for duty as students at the Institute should be sent to the Chief of Naval Personnel (Pers B-136). All requests for enrollment should include the type of assignment and the foreign language desired.

All officers who expect to be assigned to a post requiring foreign language ability may be able to receive the Institute's training. Selection of enlisted men for MAAGs, missions and attache posts is made by administrative action of the Chief of Naval Personnel; therefore, applications from enlisted personnel other than communications technicians are not desired.

Officers who take foreign language training obligate themselves to serve for one year on active duty for each six months or fraction thereof of language training received. This obligation is in addition to any other service obligations they may have incurred.

Obligation of enlisted Navy men who are trained at the DOD Language Institute is governed by Chapter XII, paragraph 12.22 of the *Enlisted Transfer Manual*. Generally speaking, the obligation amounts to approximately one month for each week of schooling.

Full details concerning foreign

language instruction, including information on procedures and administration of testing may be found in BuPers Inst. 1520.93B, which is available in your personnel office.

DIRECTIVES IN BRIEF

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

NOTE: This is a summary of directives in brief since the beginning of this year.

Alnavs

No. 1—Directed that issue and use of certain drugs be suspended.

No. 2—Announced approval by the Secretary of the Navy of the report of a selection board that recommended warrant officers to the grade of second lieutenant (temporary).

No. 3—Directed that certain technical changes be made in the *Handbook of the Hospital Corps*.

No. 4—Directed that certain provisions of the order concerning waiver of jump requirements due to combat operations be modified.

No. 5—Discussed possibility of extension of deadline of the authorization to store household goods in-

cident to temporary additional duty.

No. 6—Announced that deadline of authorization to store household goods incident to temporary additional duty at government expense had been extended to 31 July.

Instructions

No. 1120.38—Describes eligibility requirements and procedures whereby Navy enlisted personnel may apply for assignment to the Navy Enlisted Dietetic Education program.

No. 1133.18—Describes the instruction for administration of the Variable Reenlistment Bonus program.

No. 1510.104—Announces a change in certain areas of the formal training of electronics technicians and provides guidelines for the administration of a Selective Electronics Training program.

No. 1520.93B—Provides information concerning the foreign language program, sets forth procedures for applying for foreign language training, announces the availability of foreign language aptitude and proficiency tests and establishes procedures for testing.

Notices

No. 4630 (3 January)—Notified all ships and stations that on 1 Jan 1966 the Military Air Transport Service (MATS) was changed to the Military Airlift Command (MAC).

No. 1306 (6 January)—Established procedures by which enlisted personnel are notified of type duty for rotational purposes to which assigned upon transfer.

No. 1306 (19 January)—Established procedures and normal rotation tour lengths for Master and Senior chief petty officers.

No. 1418 (21 January)—Announced the scheduling of a special Navy-wide examination for advancement to pay grade E-4 to be conducted during May.

No. 1700 (27 January)—Announced the 11th All-Navy comic cartoon contest.

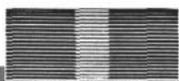
No. 1440 (2 February)—Announced a change in title of the Parachute Rigger (PR) rating and a change in abbreviation of the Constructionman Apprentice (CP) rate.

No. 1020 (14 February)—Reiterated the requirement for wearing authorized gold lace and officer's cap device, under uniform regulations.

These Languages Are Available

Here is a list of languages offered at the DOD Language Institute for which proficiency and aptitude tests can be taken: Albanian, Arabic (Egyptian, Iraqi, and Syrian), Chinese (Cantonese and Mandarin), Czech, Danish, Dutch, Finnish, French, German, modern Greek, modern Hebrew, Hungarian, Icelandic, Indonesian, Italian, Japanese, Korean, Lithuanian, Norwegian, Persian, Polish, Portuguese (Brazilian and European), Romanian, Russian, Serbo-Croatian, Slovenian, Spanish (Castilian and Latin American), Swahili, Swedish, Thai, Turkish, Ukrainian, Vietnamese (Hanoi and Saigon), and Yiddish.

DECORATIONS & CITATIONS



DISTINGUISHED SERVICE MEDAL

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

★ HAYWARD, JOHN TUCKER, Vice Admiral, USN, as Commander Antisubmarine Warfare Force, Pacific Fleet, from 13 Jun 1963 to 12 Jan 1966, for research and development associated with antisubmarine warfare and the training of antisubmarine warfare groups. The requirement for new equipment for Fleet units and intensified training to meet one of our Navy's greatest challenges has taxed the initiative and ingenuity of all concerned. The fact that our ASW readiness has been greatly improved is a direct reflection of VADM Hayward's endeavors. In training and assisting foreign navies, he furthered United States prestige and efforts of good will with foreign nations.

Gold Star in Lieu of Second Award

★ STROOP, PAUL D., Vice Admiral, USN, as Commander Naval Air Force, U. S. Pacific Fleet, from 7 Nov 1962 to 30 Oct 1965. During this period, VADM Stroop skillfully directed the transition of Naval Air Force Pacific units from a peacetime tempo of operations to full combat strike operations in Southeast Asia.



LEGION OF MERIT

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

★ BOTTOMLEY, HAROLD S., JR., Captain, USN, as Chief of the Strategic Nuclear Branch of the Chairman, Joint Chiefs of Staff, Special Studies Group, from August 1963 to September 1965, for his contributions to studies and analyses of current and future national and international defense issues.

★ BROCKETT, WILLIAM A., Rear Admiral, USN, as Chief, Bureau of Ships and Coordinator of Shipbuilding (Conversion and Repair) for the Department of Defense from April 1963 to February 1966, for his leading role in the construction, conversion and repair of ships.

★ CONNOLLY, THOMAS F., Rear Admiral, USN, as Assistant Chief of Naval Operations for Fleet Operations and Readiness from 18 May 1964 to 28 Aug 1965, for his work as Director of the Combat Consumables Requirement Study (Non-Nuclear Ordnance Study), which provided complete documentation of the Navy's needs in that field.

★ DAVIS, JAMES R., Rear Admiral, CEC, USN, as Director, Pacific Division, Bureau of Yards and Docks, and as Commander, Naval Construction Battalions Pacific, from May 1963 to February 1966, for his direction of the immense engineering and construction requirements in Southeast Asia.

★ FEARS, DONALD G., Commander, USN, as commanding officer of *uss Sculpin* (SSN 590) during the summer of 1964, for his contributions to the successful completion of a complex mission of great value to the U. S. government.

★ FORTSON, THOMAS E., Commander, USN, as Commanding Officer, *uss Claude V. Ricketts* (DDG 5) during the mixed-manning demonstrations conducted from 1 Jun 1964 to 1 Dec 1965, for his major contributions to the ultimate success of the operation.

STAR WORKER—Carl L. Scott, EN1, receives Bronze Star as advisor in more than 20 combat operations.



★ FRANCIS, SAMUEL, Commander, USN, as Director, Weapons Systems on the staff of Commander Submarine Development Group Two, from August 1964 to August 1965, for his contributions to a major breakthrough in improving the sonar system performance of the SSN 594 class submarines.

★ GRANTHAM, EMERY, A., Rear Admiral, USN, as Fleet Maintenance officer on the staff of Commander in Chief, U. S. Pacific Fleet, from 7 May 1962 to 7 Sep 1965, for his work in the augmentation of support facilities, increased overhaul capabilities and a significant increase in the effectiveness of communications in Fleet communications stations.

★ HIRSCH, MORRIS A., Rear Admiral, USN, as Assistant Comptroller, Director of Budget and Reports, Office of the Comptroller of the Navy, from June 1960 to July 1963; and as Deputy Comptroller of the Navy from August 1963 to December 1965, for his contributions to the operating efficiency of the Navy Department and to the mission accomplishment of the U. S. Navy and the U. S. Marine Corps.

★ ISAMAN, ROY M., Rear Admiral, USN, as Head, Special Weapons Plans Branch, Strategic Division, Office of the Chief of Naval Operations, from 27 Feb 1963 to 31 Jul 1965, for his contributions to major policies and strategic planning which significantly enhanced the readiness of the United States to conduct nuclear warfare.

★ KOCH, GEORGE P., Rear Admiral, USN, as Chief of Naval Air Reserve Training from 28 Jul 1963 to 28 Sep 1965, for his solutions to many problems of long standing in view of the importance of the Naval Air Reserve to the total defense effort.

★ PACKARD, WYMAN H., Captain, USN, from 21 Sep 1962 to 1 Oct 1965, for his contributions to the Chief of Naval Operations while serving as Assistant Director of Naval Intelligence for Foreign Intelligence and as Deputy Director of Naval Intelligence.

★ PEARSON, JAMES W., Captain, USN, as chief of an office in the Production Organization of the National Security Agency, for his contributions to the fulfillment of the agency's mission and to the security of the nation.

★ **SMALL, WALTER L., JR.**, Rear Admiral, USN, as Head of the Navy Plans Branch, Strategic Plans Division, Office of the Chief of Naval Operations, from August 1964 to September 1965, for contributing to the enhancement of the military and readiness posture of the United States.

Gold Star in lieu of Second Award

★ **LYNDON, Dennis C.**, Rear Admiral, USN, as Commander Cruiser-Destroyer Flotilla 11 from 7 Oct 1964 to 28 May 1965, and as Commander Cruiser-Destroyer Group, Western Pacific, from October 1964 to February 1965, for his contributions to surface-to-air tactics against high-speed surface craft.

Gold Star in Lieu of Second Award

★ **NEEDHAM, RAY C.**, Vice Admiral, USN, from August 1963 to August 1965 as Deputy to Commander in Chief Atlantic, Commander in Chief U. S. Atlantic Fleet and Commander in Chief Western Atlantic, for his work in the deployment of Atlantic Fleet forces to assure the readiness of the fleet to support national policy during periods of crisis.

Gold Star in lieu of Second Award

★ **VANNOY, FRANK W.**, Rear Admiral, USN, as Head of the Joint and International Plans Branch, Strategic Plans Division, Office of the Chief of Naval Operations, from 1 Jun 1964 to 28 Jun 1965, for his major role in the development of current and future strategic plans.

Gold Star in lieu of Third Award

★ **WILLIAMS, JOSEPH W., JR.**, Rear Admiral, USN, from 21 July to 24 Aug 1965, as Commander Task Force 73 and On-Scene Commander, *uss Frank Knox* (DDR 742) Salvage Operations, for

his successful work in the development of new salvage methods and procedures.



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

★ **CHRISTIAN, DAVID M.**, Lieutenant (jg), USNR, posthumously, as pilot of a jet aircraft in Attack Squadron 23 aboard *uss Midway* (CVA 41). During a combat strike against a heavily defended radar installation 10 miles south of Thanh Hoa, North Vietnam, on 2 Jun 1965, LTJG Christian pressed home successive attacks against the target in the face of intense, hostile antiaircraft fire, scoring direct hits which destroyed the radar site. When his aircraft was hit by antiaircraft fire as he climbed off target, he stayed with his burning plane and established a glide toward the safety of the sea five miles away. However, he apparently was unable to escape the burning craft before it crashed into the water.

★ **CROSBY, Frederick P.**, Lieutenant Commander, USN, posthumously, as pilot of a jet photographic aircraft in Light Photographic Squadron 63, Detachment Echo, serving aboard *uss Bon Homme Richard* (CVA 31), on 1 Jun 1965. He was leader of a two-plane flight launched from the carrier to conduct bomb damage assessment photography against a heavily-defended bridge site at Dong Phong Thuong, North Vietnam. LCDR Crosby, because of cloud coverage at the target area, executed his run at an extremely low altitude in the face of

heavy enemy ground fire. After completing the run, his aircraft was hit by hostile fire and crashed. His courageous and selfless devotion to duty throughout the run was in keeping with the highest traditions of the U. S. Naval Service.

★ **THIGPEN, DAVID J.**, Lieutenant, USNR, as pilot of a jet aircraft in Naval Reserve Fighter Squadron 701 at the U. S. Naval Air Station, Dallas, Texas. LT Thigpen experienced an engine fire while flying over a heavily populated area at low altitude shortly after takeoff from the air station on 9 Jan 1965. He elected to remain with the burning aircraft in order to guide it to an uninhabited area outside the city before successfully ejecting at an altitude of 400 feet. The aircraft crashed in an open field with no loss of life and negligible property damage. In risking his own life to safeguard the lives and property of others, LT Thigpen upheld the highest traditions of the U. S. naval service.



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

★ **KRUSER, BENJAMIN L.**, Gunner's Mate 1st Class, USN, for heroism on 6 Apr 1914 at Key West, Fla. Kruser jumped overboard from *uss Paulding* to rescue a shipmate who had fallen overboard and was in danger of drowning in a strong-running tide. In risking his life to save that of a shipmate, Kruser displayed a high degree of courage and initiative.



TAFFRAIL TALK

NOMENCLATURE can sometimes be a baffler. What, for example, is a farm boy or, for that matter, a non-farm boy, to make of the title of the BuWeps pamphlet OP-2082—"The Care and Feeding of Hedgehogs."

If he has in mind the prickly little creatures sometimes found wandering in the vicinity of line fences and the back woodlot, he'll be wrong. But nevertheless, some of the rules apply equally well.

He'll probably nod his head in agreement with the first statement: "The hedgehog when approached right can be very friendly. But—technique is important."

"Feeding must be done with care." No one can quarrel with that statement.

"Do not walk in front of projector during loading operations." Hmmm. Come again?

"In the event of a misfire, no one should enter the danger area for 10 full minutes after the last attempt to fire." Misfire? Furthermore, no one in his right mind would want to enter the danger area at any time. Last attempt to fire? The people who wrote this book must have their animals mixed.

"The cradle locking device must be locked at all times, except when actually using or servicing the projector. Always treat the projector as though it were a loaded gun."

At this point we can visualize our ex-farm boy walking away shaking his head and mumbling to himself.

What's it all about? It's an ordnance publication designed to point up safety precautions for "hedgehog" type projectors and ammunition. The report dates back to 1955, and it's now a "classic," like the earlier "Sense" pamphlets of naval aviation.

We strongly recommend pamphlet OP-2082 and the Sense reports to anyone who is assigned the task of preparing an informational brochure, or a training document, or a safety booklet. Also to those who are convinced it is not possible to inject humor or a refreshing approach into a government publication.

★ ★ ★

"They just don't make them like they used to," says Lieutenant Gordon Hofstra, USN. And he's right. They sure don't.

Lieutenant Hofstra drives a 1921, four-cylinder, 20-horsepower Model T Ford. He was lucky enough to acquire it while a student at Kansas U. back in 1958 and, since then, has been busy puttering around and fixing it up like new.

Until a while back, LT Hofstra was merely proud of his model T. Now he's respectful. Attached to Fighter Squadron 101 (VF 101), LT Hofstra is an instructor pilot in the twin-jet F4B *Phantom II*. When VF 101 returned to Key West after a storm, all hands found their cars flooded with salt water. They just wouldn't start.

Lieutenant Hofstra happily created hatred and discontent, not to mention envy, as he casually cranked up the Model T and putted off through a forest of raised hoods of the more modern types.

Now he's working on a relatively recent model—a 1930 Hupp.

The All Hands Staff

The United States Navy

Guardian of our Country

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

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

We Serve with Honor

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

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

The Future of the Navy

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

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, 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.

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, D.C. 20370.

• **AT RIGHT: YARD GOODS** — Yard crane and bridge of USS *Shangri-La* (CVA 38) are reflected in rain at Philadelphia Naval Shipyard where the carrier is undergoing overhaul. She is slated to return to her Fleet duties in May. ➤



QUIET !



**Classified Material
Being Handled**